



Autobiography

Trevor Alfred Harris

*Born Woodville NZ
3 September 1939*

Autobiography

of

Trevor Alfred Harris

Born in Woodville New Zealand on 3 September 1939
(The 3 Sept 1939 was the Day the Second World War was Declared)



Trevor at Age 1 Year Old



Trevor at Age 80 Years Old

“80 Years”

(Compiled by Trevor 2019)

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Trevor's Life of 80 Years

Introduction

I dedicate this publication to my Parents who gave myself and my brothers the best life anyone could ever have, and I thank them expressly for the way they parented, there were no favourites, nor any extravagance as in being spoilt, but they were always there for us and we never went without the main things in life. They never ever lent me money, not ever, even though they could, for the simple reason of teaching us to be able to stand on our own feet in the big bright world.

So Thankyou Mum and Dad for everything you did for us.

This is the story of my life there are no Big Secrets and No Excuses but there are Explanations, Clarifications, Apologies, Regrets & Accolades.

All the information in this book must remain confidential.

Speaking my Mind on Life

Firstly, beware there is straight talking and slang in this book so if you disagree then abort reading this now.

I have a Dry Sense of humour, and I am also a straight up type of person who speaks his mind so that everyone one knows where each of us stand and I ask that you read this in the Positive context it was written.

In the world today people have a lot of Judgment and criticism, and yet I see those same people with many faults themselves, many are hypocrites who judge others but not themselves!! make sure you are not one of them.

There are times people can put 2+2 and come up with five, life will teach you that this can backfire, always base your opinions on Facts. (IE: Like what they did or what they said! Get it from the horse's mouth before you go mouthing off and/or hurting people)

My life experience has also shown me that not one of us is perfect, somewhere in life we "stuff up", call it what you like, so people should always look at themselves when judging others because your own history/stuff ups may well be bought up, it's a human factor, so beware how you some-up and more-so treat/judge people.

Maturity of Life:

This is a word mostly used to describe young people's position in life. I can advise you no person becomes Mature, no one that is, until they have a family as I have experienced. Today maturity comes much later as we left school at 16 and worked with adults which aided with maturing however today they stay at school till 18 and then go to Uni also the age of having a family in our time was in our 20s now it's your 30s.

Those, that after finishing school, and go to Uni, are mainly with people daily of their own age in a Learning environment and are not acquiring Life maturity/experience being with and learning from older and more diversified people, this takes a few years, so, at age 25, especially if we had children, our generation were much more life mature but much less educated but of course, as life goes on, this generation is way out in front with having more knowledge and technology.

The first thing is life Maturity, so to be classed as mature, you must prove it to yourselves no one else. Theoretically people at a young stage in life are still immature because basically all you think about, as in responsibilities daily, are yourselves!

Adult Maturity happens almost automatically the day you have your first Child. No longer do you think about yourselves as you now have responsibilities!! Your life changes dramatically all round as you must provide Full care as in a Home and Food and a quality and safe up bringing for your children. plus your lifestyle and friends Change because that's the way it is.

My Timeline

My timeline, at this point, covers Five generations so you need to think deeply and draw yourself a Timeline, like what if you start a family now what age will you be when they turn 18.

How old will say your mother be (grandma to be) that's important. If you plan to have a family in 5 or 10 years' time, then draw the same time line so you can see how old each of you are along with your parents and consider if you would like your grandmother to be around to see her Great grandchild. For instance, do you consider your children will be a big part of your mother and fathers' lives? and if so and you have children later in life remember your parents will be older and thus will have less years with your/their grandchildren. Always your choice.



1964 Kevin was one and Donna a couple months old and My Grandmother Emily Leach 80th Birthday at Woodville.



My Mother's 80th (1995) who was a Great Grandmother and got to meet her great grandchildren.

Overview of My Life:

I am Trevor Alfred Harris, I am the Eldest of three children in the family of Ronald & Gwendoline Harris.

I was Born in Woodville, NZ on the 3rd Sept 1939, the day the Second World War was declared.

Looking back, after moving places plus Countries over my life I am pleased I did it, especially moving to Australia, I wish I had moved to Australia 20 years earlier. It has been like living several lives instead of staying in one place which really becomes as what is known as being in a rut.

Financially, after my Separation in 2012 I had \$90,000 to my name that's after earning good money over my life and after two marriage breakups I ended up with very little and what I did have in 2014, when I got Cancer, was like \$30,000 in the bank and a late model four wheel drive which cost \$25,000 and a late model Caravan which cost \$39,000 both paid for, which were sold when I got cancer for just a total of \$28,000!

I still had to buy a small car also, with the fact I may not live, I went on a trip to NZ, plus I have probably spent more than I should have for the same reason.

So now in 2019, my Pension is a total of \$500 per week, mainly paid by NZ every four weeks and some by Aust every two weeks. My Rent of \$250 per week along with Power, Gas, Phone and internet plus food and living over the last five years I have drained my equity. I now live from day to day buying the cheapest food home brands. My car costs of Registration, Insurance, Repairs and Petrol were draining me, so I had to sell it.

Before my Cancer I was not paying rent, plus I was fit and well and able to do things which otherwise would cost money, and I was managing no problem!! So, Cancer can be crippling all round.

I have endured two Marriage failures over my life and I only ever Stuffed up once over my life, of which I am not proud of.

I sum myself up as an easy person to get on with and a hard worker an achiever and a helpful person but financially a total failure, many will love that, but money is not everything.

To sum myself up: I am a Proven Achiever but have failed as a Capitalist.

Apologies

I Apologize to all those who I have hurt in anyway over my lifetime, or feel that I have hurt them, life goes on but you don't always know if you have hurt someone however it be, or upset someone and possible not even known.

So, to all those people that feel I have hurt them in any way over my lifetime, once again I Profusely Apologize.

*The following is a breakdown of my life by
Year Town and City.*



1939, Mum and Dad and Myself & 1928 Austin



Me at age 1 year

Woodville NZ, McLean Street 1939-1943

We first lived in a new double State Unit at number 9 McLean street (the one nearest the Railway), our neighbours in the other Unit were Jack and Rosie Calver and family, Leoni, Pamala and Toni, who turned out to be lifelong friends and we were trained to call each other's parents Auntie and Uncle and cousins although it was more like Brothers and Sisters. The house on the Railway side were the Wilks.



Double State Unit at number 9 McLean St

My father worked on the Railway and was first a shunter then a Signal Box Operator and finally became a guard on the trains and Railcars.



Leonie Calver and myself around 2 years old

Memories': While living here & about 4years old I Remember dad buying me a Hornby Train and our 1936 Austin 7 being stolen & going with dad in the railcar down to the Wairapa to retrieve it.

Woodville NZ, Ross Street 1943-1954

In 1944 mum and dad Purchased their own home at #28 (Now #32 as renumbered) Ross Street Woodville where my twin brothers Rex & Charles were born in 1944. We had a 1947 Morris 8 Series E which I used to learn to drive at 13 years old.



I remember attending the Woodville school & remember walking to school Summer & Winter Bare feet and paddling in the gutters on the way home.

I remember in 1947-1949 there was a Polio Outbreak and all schools and public places were closed and no gatherings were allowed, and we were confined to home for ever and we did our schoolwork by correspondence, which was delivered by post.

I remember going on many trips north and south with dad as he was the Guard on the trains and most times when we left I rode in the Engine (AB-Steam as photo) and on our way home in the Guards van with the little fire (Hot Dog) going to keep warm.



My Grandfather was Alfred Harris (Grandad) and he lived in Napier and I remember him coming to stay about once a year, he would always bring me a new football and I would kick it around in the paddocks behind the Railway Signal box where dad worked. My Grandmother Elsie Harris was killed in a car accident not long before I was born.

Dads Sister, Auntie Mavis and family and his Brother Uncle Henry and their family also lived in Woodville and we used to visit plus had family outings like I remember going to Foxton Beach one day in mum and dads 1947 Morris series 8 and Uncle Henrys Austin Ten.

My other grandparents were Jock and Emily (Grandpop & Grandma) who lived in Woodville on a Jersey Dairy Farm.

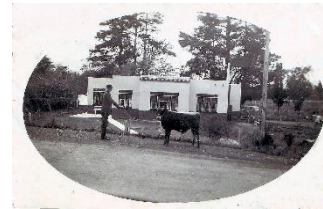
The farm, still there today, is placed on the south side at the bottom (on the left driving south) of the overhead rail ramp two miles south of Woodville. Their land went from the Ramp/House going South down to the small river at the back, they also leased land directly across the road plus more over the other side of the ramp by Bolton's farm. Mums Sister Lena and family plus mums' brothers Rex and Charlie and families also lived in Woodville.



Similar to the Original Home which Burnt down

My first memory was being there with mum (Gwen Harris nee leach, we lived in Woodville) looking through ashes! Yes, the house had burnt to the ground. I think I was about 4 years old, about 1943.

Next was the new house (built during the war) and every Xmas the whole family from all over would be there & grandma would put on just the greatest meal with the high light being the Xmas Pudding! Yes, complete with money, three pence or six pence etc. And what a noise when one of us found some money, she always made sure we all got some, How? Who knows?



New Farm house built around 1944/45

I used to stay at the farm a lot and lived there while going to high school in Palmerston North in 1954 to the Manawatu Technical College (4th Form) for the first term. I went to school by catching the bus each day at the bottom of the ramp while living on the farm with my grandparents. (there were four buses (daily return) to choose from, Newmans (Napier), Poad's (Dannevirke), Masterton Bus Co and Pahiatua Busses)

Pop was a stern type where you must do everything right. He told me if I learnt to whistle, he would pay me five shillings! Well I learnt but not good enough! So, no money! The farm dog was called Charlie, then to me it was just a name, and now when I look back, Jocks father was Charles, Jock was Richard Charles but called Charles at school and Jocks son who ran the farm later was Charles nick named Charlie.

Pop had friends the Benbows as we called them and when they came (He had a walking stick & smoked a Pipe) they would argue heaps big time mostly about politics.

Grandma used to churn the butter and make Bread and always made Gingerbread men. She was just the best cook ever.

As I got older I got the job of mowing their lawn, it was hard work with the push mower and Grandma always paid me five shillings.

Arthur Walker, Lena's (Jocks Daughter) Husband then ran the farm for a period, he was a very likable & colourful person & a Great uncle.

The family used to go eel'ing in the river at the back of the farm at night and Arthur Walker was the prankster in the dark. Grandma would skin and cook the eels obviously perfect.

Charlie, Pops son, then took over running the farm and he was like pop you had to work! IE. for no pay! He taught me how to milk the cows and MUCK out the cow bails, the oyster being I got to drive the Farmall (narrow front wheeled) Tractor with the trailer on and on my own take the muck down the back and unload it, it had a tip tray. I would go for a ride in the old Truck about a 1928 no doors and take the milk to the factory.

I leant to drive on that tractor when I was about 12 years old and got my licence in dads Morris Series E on my 15th birthday in Auckland where we lived at that time.

I used to help with Haymaking, my job was to stick the end of the twine around the round hay bale into the bale to stop it unwinding, they were round bales, no automatics those days.

Grandma would bring the morning tea/Lunch (Tea and Hot Scones) down the paddock & it was always yummy.

Charlie built a Second house on the property to live in (was later removed) and I was staying there one time and got up in the morning and there was water right around the house, the Manawatu river had flooded! The water came to the bottom of the ramp believe it or not! Warwick (married Wendy Walker) & Peter Curry had canoes and they paddled down the flooded river to collect the newspapers!

The Vickers family (Mums Sister) would come down from Auckland & I remember Laurence and I riding the horse (well trying to) and we fell off! Wendy Walker, our cousin, Arthur's Daughter retrieved the horse and rode it just to rub it in! Laurence cried during that night as he had hurt himself in the fall.

A year later it was found Laurence had actually broken his hip in the fall! (he got Polio and that's when it was found)

Grand pop (Jock) was big in the Jersey Breeders Association, and had Prize Bulls & Cows one called Blackie. The Association used to have shows at the Woodville School & Wendy (my Cousin) & I would have a calf each to show, Guess who always won, Yes, Wendy & Guess who was the Judge, Yes Pop!

I remember Grandma & Pops Golden wedding anniversary, all the family were there, held in the Drill hall. Now gone & think the Fire station is there.

Pop died not long after of cancer.

Grandma sold the Farm, to me as a young person this was just an everyday thing BUT now I know more history it must have been a huge decision and she must have been very sad after their life on the farm.

Grandma Built a new small house in Woodville and bought a brand new car (1949 Low light Morris minor) We then lived in Palmerston North & I used to bike over at weekends and stay with Grandma.

Rex Leach my Uncle, Grandma's son lived in Hawera I think or Eltham and Wendy and I, Both 16 years old drove her from Woodville to see Uncle Rex several hours drive whilst taking turns at driving.

Grandma lived long enough for me to get married and have children & we used to call down from Napier and see her with our two children, her Great grandchildren. When Grandma Died the house was sold, ending an era truly indescribable.

Along came High school, 1953, and in the third form (at 13) made the School 1st fifteen Rugby team (Half Back) & mum and Grandma Emily knitted (yes knitted) through the night and made me my Blue & Black Ringed (Woodville Colours) Rugby Jersey. Those days you supplied your own uniforms.

In the same period on the weekends I was playing Hockey for Woodville and travelled to Palmerston North every weekend on the back of a farm truck to play in the competition. I remember playing a game with my uncle Rex Leach.



NEW ZEALAND.—EDUCATION DEPARTMENT



Primary School Certificate

This is to Certify that

TREVOR HARRIS
(Name in full.)

completed at this School in the year 1952, a course for Form II.

J. H. Robinson B.A. Head Teacher.

Date: 19-12-52 Woodville D.H. School.

Form E. 19/14.] [50,000/12/51—10393

WOODVILLE DISTRICT HIGH SCHOOL

Report on TREVOR HARRIS For 1952-1953

Form F Date About 1953

Subject	Mark	Place	Average	Remarks
ENGLISH	63	12	55	
SOCIAL STUDIES	55	15	45	
PHYSICS	55	15	45	
CHEMISTRY	55	15	45	
MATHEMATICS	55	15	45	
OTHER MATHEMATICS	55	15	45	
GENERAL SCIENCE	55	15	45	
MECHANICS	55	15	45	
GEOMETRY	55	15	45	
ALGEBRA	55	15	45	
TRIGONOMETRY	55	15	45	
STATISTICS	55	15	45	
LOGARITHMS	55	15	45	
DIFFERENTIAL CALCULUS	55	15	45	
INTEGRAL CALCULUS	55	15	45	
MECHANICS	55	15	45	
GEOMETRY	55	15	45	
ALGEBRA	55	15	45	
TRIGONOMETRY	55	15	45	
STATISTICS	55	15	45	
LOGARITHMS	55	15	45	
DIFFERENTIAL CALCULUS	55	15	45	
INTEGRAL CALCULUS	55	15	45	

WOODVILLE DISTRICT HIGH SCHOOL

Report on TREVOR HARRIS For 1952-1953

Form F Date About 1953

Subject	Mark	Place	Average	Remarks
SOCIAL STUDIES	31	26	53	42
ENGLISH				
SCIENCE				
MATHEMATICS				
OTHER MATHEMATICS	52	5	62	22
GENERAL SCIENCE	19	18	22	22
MECHANICS				
GEOMETRY				
ALGEBRA				
TRIGONOMETRY				
STATISTICS				
LOGARITHMS				
DIFFERENTIAL CALCULUS				
INTEGRAL CALCULUS				

Teacher's Signature J. H. Robinson Headmaster

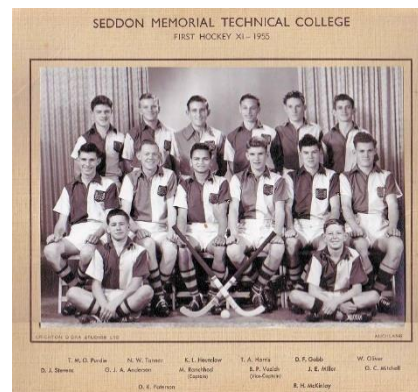
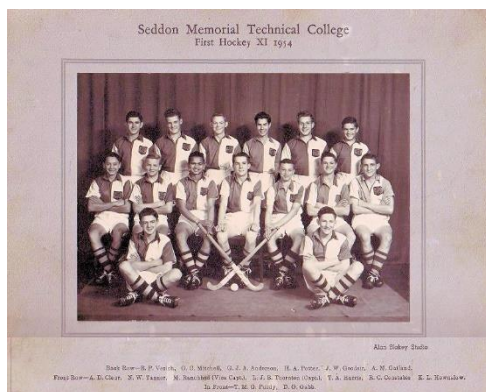
Trevor's Third form Report 1953 (Best just look at sports mark 1st Fifteen.)

Auckland 1954-1955

Dad (who spent his whole life working for NZ Railway) in 1954 got a transfer to Auckland (10 Rainville road Remuera, now gone for new development) and I attended the Seddon Memorial Technical College in the city going to school firstly by Tram and later by bike, riding through Newmarket, up Parnell road through the park to and over Grafton bridge down Symonds street to my school SMTC, in Wellesley road, a distance of 4KI.

On my 15th birthday 03.09.1954 I got my driver's license in our 1947 Morris series E car and had to drive down Queen street, a very busy road those days that's the main street of Auckland (Those days you could sit license at 15 for males and 16 for females)

In 1954 & 1955 Played in the Seddon Memorial Technical College 1st 11 Hockey team and travelled (By Steam Train) all over NZ playing other Schools



SEDDON MEMORIAL TECHNICAL COLLEGE
ENGINEERING COURSE

Report for the Half-year ending 1st Dec., 1954

Name Harris, Trevor Class B4d No. in class 28

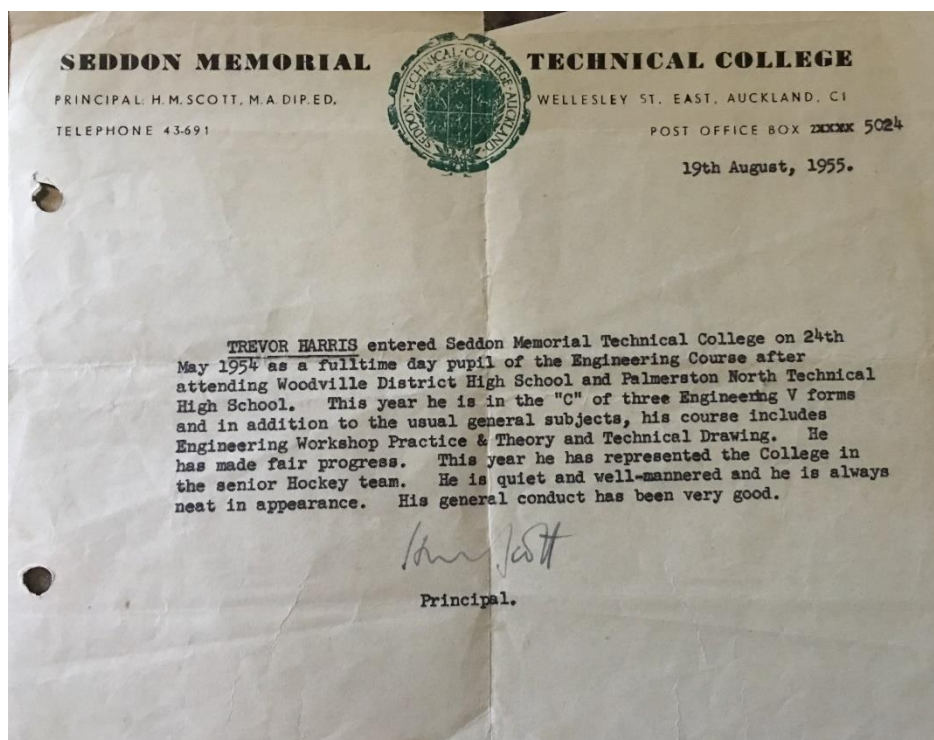
Subject	Marks per cent	Position	No. in Group	Remarks	Initial of Class Teacher
English	56	10 =	29	Work has shown improvement	J.H.R.
Social Studies	51	14	28	Good.	E.S.P.
Geography					
Mathematics	72	1	27	Excellent work	J.H.S.
Electricity and Magnetism					
Heat and Light					
Science - Chemistry	59	9	27	Steady work: Good.	E.S.P.
Technical Drawing	31	22	27	Satisfactory	E.S.P.
Applied Mechanics					
Engineering Shopwork	42	23 =	28	He has made satisfactory progress in both subjects.	R.
Engineering Shop (Theory)	43	19	28		
Music					
Physical Education	<u>None</u>				
Result % (on aggregate)	50.5%	10	28	Half-days absent <u>15</u>	
Diligence <u>Good</u>				Progress <u>Good</u>	Conduct <u>V. Good.</u>
Comments <u>A good years work.</u>				Form Teachers <u>J. H. Richmond, M.A.</u>	
Parent's Comment				Parent's Signature	

SEDDON MEMORIAL TECHNICAL COLLEGE
ENGINEERING COURSE

Report for the Half-year ending 8th July 1955

Name Harris Trevor A Class B.5.6 No. in Class 17

SUBJECT	Marks per cent.	Position	No. in Group	REMARKS	Initial of Class Teacher
English	31	15	17	Marks are low but Trevor is making quite an improvement	J.H.R.
Social Studies					
Geography					
Mathematics	50	4 =	17	Satisfactory: capable, but lacks the effort.	E.S.P.
Electricity and Magnetism	31	8 =	17	Could do better with more concentration	J. H.
Heat and Light					
Science - Chemistry					
Technical Drawing	39	10	17	Satisfactory - more homework returns necessary	E.S.P.
Applied Mechanics					
Engineering Shopwork	48	10	17	Satisfactory work. Speed improving	R.
Engineering Shop (Theory)	35	13	16	Could improve this mark with study	
Music					
Physical Education	<u>2</u>				J.H.S.
Result % (on aggregate)	234/600 39.0%	10	17.	Half-days absent <u>12</u>	
Diligence <u>Average</u>				Progress <u>Unsatisfactory.</u>	Conduct <u>V. Good</u>
Comments <u>Improvement has been shown but a great deal more hard work and determination to succeed are needed.</u>				Form Teacher <u>J. H. Richmond M.A.</u>	
Parent's Comment				Parent's Signature <u>T. Harris</u>	



While living in Auckland my friend Bevan Woolf (also previously lived opposite us in Woodville) and we each built a kayak with our own hands and towed them behind our bikes to the sea from New Market to Judges bay in Parnell and would paddle around to Ladies Bay. (No life jackets and I could not swim)

In 1954 dad found me a Job for the holidays at Rylock making windows and screens.

Another other job was in Remuera where I worked for True History car sale's where I cleaned the cars and got to drive them. One night my job was to drive the Boss over to the North Shore going by ferry (no bridge those days) so he could pick up a car and I returned on my own, I was 15 years old, driving a 1953 Austin A40 across Auckland at night and crossed by Ferry!

Palmerston North 1955-1960

Late 1955 Dad got a transfer to Palmerston North (24 Lyndhurst street) this was due to myself not settling in Auckland and an unselfishness decision by mum and dad who were happy in Auckland.



At sixteen I started an Electrical apprenticeship with E.P.Wix Ltd at their Shop in Broadway. When I started I got Two Pound nineteen and six pence per WEEK not per hour.

I had a very broad Electrical Training & experience in Housing, Commercial and particularly Industrial Installation and Servicing and after four years (at 20) I gained a Provisional Electricians License and my boss (Ray Ross) gave me my own company Bedford Ute to carry out the work. He also had a nice looking daughter who I had eyes for and took to the pictures and he encouraged it by inviting me to stay with them at a camping ground in the holidays plus he spoilt me in different ways like giving me a set of tires for my car. Her name was Janet and though we never got serious we became lifetime friends, meeting Janet and her husband Kerry again in Napier as her Parents retired and moved to Napier within half a Kilometer from where I lived.

I joined the Broadway Hockey & Indoor Basketball Club and played in the top teams. I had a busy sporting life playing both hockey and Indoor Basketball at the same time and captained the Manawatu Under 21 Representative Hockey Team. I was an Emergency for the Senior Manawatu Hockey team and managed to get a Representative game playing against the Air force with whom my cousin Maurice Rendle was playing. I was privileged to be playing under the NZ Gold Medal Olympic Team Captain Bruce Turner and also the NZ Gold Medal Olympic Team Goalkeeper Cyril Hart.

I was selected as an emergency for Manawatu and went to Christchurch on the ferry and on the Ship coming home met a girl from the Manawatu Girls team also on the trip and she lived in the same street as me, Hullo, but nothing became of it.

The Club teams combined to make up several five aside teams including the girls and we called ourselves the wanderers, hired a DC3 and went to Blenheim to a tournament (which was no more than a boozy trip) but it was there I met up with one of the girls her name was Loraine and we dated for some months.

At sixteen I bought a new bike and paid it off and at 17 dad got me a Power cycle called a "Quickly" which I was always taking apart and putting back together. Next, I bought a 1935 Morris 8 and travelled the whole north island.

To pay for the car I got a second job and worked three nights a week for three hours a night cleaning the Council offices. Next was a 1939 Vauxhall 10 which I worked on and painted and after selling purchased a Matchless swing arm 350 motor bike.

I finished my 10,000 hour apprenticeship and had my 21st Birthday in PN in September 1960.



Mum, Myself, Judy Mitchel,
Dad



*Trev's 21st: From left: Grant Trev Bob & Sam Sherriff Bill Linton Brian Wall Peter
and David Sherriff*

Napier 1960-1999

(Napier part 1)

Having my (Woodville) friend Bill Linton living in Napier I used to visit often and I met and became friends with Bills mates Sam Sherriff and Brian Wall. When going to the Hastings Blossom festival in 1960 I stayed with Keith and Peggy Sherriff and family of 7 boys. Mrs Sherriff had a brother Dick Hawley who was the manager of John Hill Electrical in Hastings and she introduced me to him and I got a job at John Hill Ltd. I was mainly on Industrial work. I shifted to Napier (Ironic I followed where my Grandfather had lived) and I boarded with the Sherriffs at 44 Thackeray street, whom I am Gratefully thankful for all their help and being treated as a son of their own.

I rode my motor bike to Hastings to work and after six months sold the motor bike and purchased an Austin A70 and went into Electrical business for myself.(my first time!)

A few months later got a job with a contractor wiring new houses, then a few months later a job on the construction of the new Morrison Mower Factory in Hastings which again lasted only weeks.

The next job was with the Napier Municipal Electricity Dept and was privileged to be the Electrician who installed & Connected the very first traffic lights in Napier.(5 sets)

Well it was all a bit boring (like this!) and while working at a pumping station at Ahuriri, I walked into Rothmans Tobacco Co Loading bay (back entrance) and there was a guy walking there so asked if he knew if they had a job for an Electrician and would you believe it he was the chief Electrician and I got a Job and ended up working there for 16 years.

Well yes, just like that, at this stage I was 22 years old, and I was transferred to the Motueka factory where I stayed in the Motueka Hotel for about Four months whilst I rewired the complete factory in steel conduit. I was lucky the company shipped my car down for me. Two years later I was the chief Electrician designing, Drawing and Automating having an Electrical staff of up to 20. Then promoted to Maintenance Manager, staff of 80 and a year later to Development Manager.

I then started a new company called "Industrial Electronics & Automation Ltd" and was bought out by Rothmans and later was sold to PDL who changed the name to PDL Electronics and since been taken over and still exists under the Schneider Electrical Group.

Married in 1963

I was married to Lynsie Rae Calnan in 1963 and had two children, Kevin John & Donna Lyn, built a new home at 110 Morris Spence Ave, Napier. I worked many hrs at Rothmans and had a good income which I used to develop our home by building with my own hands, all the fences drive and paths,a Double Car shed, and a swimming pool. I used to do electrical work also on the week ends like my mates (John Davies, Rick Collister, Brian Wall) plus brother in laws (John Calnan) new homes.

Around 1968 I purchased a fiberglass boat and purchase a block of land at Mahia Beach. I then designed and built with my own hands a house at Pipi Cres at Mahia Beach. Mahia was sold around 1972 and bought a section in Taupo. up on the hill with views. plus a new and better boat 14 foot six half cabin runabout.

Napier (part 2)

After our marriage separation in 1978 I left IEA (Rothmans) and became Manager and designer for Weldwell "Apex Division" manufacturers of Electric Welding equipment.

Four years later gave up the Management position and started yet another company "Trev's Electrical Repairs" and contracted to Weldwell, designing, Building and servicing Welding Equipment until early 1999.

In 1980 I purchased a home at 200 Whirinaki Road sited on the beach and I got married for the second time to Gail Patricia Woods who has a Daughter Lisa.

I had one after another four Boats which I launched off the beach & the last being a Brand new 4 metre half cabin runabout, a real nice boat.

Boating has been my Passion all my life.

The home was very small so I drew up an extension, more than doubling the size and designed and built it with my own hands.

In 1999 the economy was bad and made the decision to close the company.

We then sold our home, Boat etc and shifted to Adelaide, where my son Kevin lives.

Adelaide 1999-

After arriving in Adelaide (19 Feb 1999) we Rented a house for eighteen months & purchased an 18 foot Boat half cabin runabout and enjoyed it until boating on my own became too hard and risky at my age because I was mainly boating on my own. We then built a new home, and two years later sold the boat and the house & built a second new home on two & a Half Acres at 19 Tatura Ave Two Wells just out of Adelaide. My wife Gail showed Boxer dogs (she had up to 8 Boxer dogs) and we needed the extra room. I had a Ferguson TE20 Tractor (Born 1953) followed by a Fergie 35. I used it to Slash the weeds and grade the driveway etc on the property.

I worked at a Malt factory for my son from feb 1999 as a Maintenance Electrician and Auto Cad Draftsman and in 2004 (at age 65) went on 20 hrs per week and mainly doing Auto-cad drawing, retiring in early 2010 at age 70.

In June 2012 my wife Gail and I Separated, and I purchased a 2007 Four-wheel drive Navara plus a 2007 Caravan, and also purchased a half acre block of land in Brinkworth South Australia as a base, so I could travel around Australia.

I did a Trip North to Whyalla (SA) plus other small local trips and also over to Victoria and NSW.

I then decided to Put power on water on the block and being an Electrician did this myself late 2013 at this time being 74 years old but fit and managed digging the ditches etc.

Then In Late March 2014 I became very sick, I was getting high temperatures up to 44C (normal is 36C) having hot sweaty spells just drenching the bed plus Cold shivering spells also Vomiting and my whole body Shaking violently for an hour at a time, plus I had swollen feet. I rang my doctor and he immediately rang for an Ambulance.

The Paramedics took nearly half an hour to stabilize me as my Oxygen level was only 80% then took me to Clare Hospital where they could not find what was wrong and sent me on at 10pm by ambulance to Lyell McEwin Hospital in Adelaide arriving at 12:30am. I was then diagnosed having [None Hodgkin's "Tcell" Lymphoma] (Cancer).

I was then transferred to the Queen Elizabeth Hospital in Adelaide to the Cancer ward. Due to the cancer it affected my blood flow to my feet and after several operations in an attempt to repair my blood flow they failed and unfortunately my left foot was amputated. Following this I lost a huge amount of weight down to only 55 kg, then I had chemo treatment for several months (Months of hell, twice ending back in Hospital) I then had a Prosthetic leg fitted and went through months of Physio and rehabilitation.

In Feb 2015 I was advised by my Specialist doctor that on arrival I was not expected to live. He also advised that he gave me the strongest chemo available which he would normally only give a 21-year-old. It would seem that this, although going through hell, has given me more life, but as he has also said there is no cure for my Cancer and that this Cancer is VERY Aggressive. I was then transferred to St Margaret's Rehabilitation Hospital where I spent a month learning to live without a foot plus on going Chemo treatment. In between all this I went to the Royal Adelaide Hospital (4x) for CAT scans as can be seen in photo. They inject you with radioactive material over and hour then they put you in the CAT scan machine also for an hour without moving.

In August 2015, after 13 weeks in Hospital in 2014 shared over five Hospitals I had a six-month checkup and I all was ok and had put weight back on at 70kg, I was originally more than 80kg.

In Aug 2015 I was advised by my Specialist Dr that I was in Remission but there is no cure for my Lymphoma and it is very aggressive and could return anytime. On 23 Oct 2015 one year after my treatment finished my Doctor told me my Cancer is in remission. Lets hope.

After a long road of Cancer treatment IE: Six rounds three weeks apart (When was unable to use my Prosthetic leg due to Swelling etc etc) After being in a wheelchair for a year and after many many frustrations plus trials and errors multiple legs and fittings, I became able to walk ok on my Prosthetic leg, and worked as a Volunteer delivering meals on wheels.

When I was in Hospital it was decided, I could not carry on living in Brinkworth or living in a caravan so late 2014 I found a suitable flat close to my son and the Hospital, and Ironically it is in WOODVILLE, South Australia.

In 2016 I wrote and Published a book on my Cancer and Amputation.

After my mother died I found she had left a pile of photos collected over the years and so In 2006 this prompted me to research both my mothers and my father's family history and I posted a Site on the internet plus gave all my cousins a named disk copy of all the family history I had collected.

In 2017, by using all the family history, I turned them into a Hard cover books for each side of my family.



My Grandparents Emily & Jock Leach-Elsie & Alfred Harris



Mum and Dads Wedding

Trevs Employment History

1955-1960 E P Wix Ltd Electricians Palmerston North

In Sept 1955 we shifted from Auckland to PN and my Uncle Les Rendle had previously organised an Apprenticeship for me of which I was so grateful.

My apprenticeship covered every area of the Electrical trade including "on the bench" repairing appliances and building switch boards, wiring houses some in steel conduit, commercial shops, Industrial factories, "On Road Servicing" like Lifts plus on call repairs from ute and Large construction.

My first 18 months was working on a new multi-level solid concrete Hospital wing and Nurses home where everything was built in solid concrete and it was my job to cut and thread the steel conduit.

I was then shuffled around with different Electrician's and learning the trade, after 4 years I had my exams and obtained a provisional licence (until I finished my hours) which allowed me to carry out electrical work on my own and my boss gave me a ute and off I went. On completing my Apprenticeship, I turned 21 and found a job in Hastings thus moving to Napier to live.

CONTRACT OF APPRENTICESHIP

This Deed, made the 1st day of October 1955, between

MESRS. E. P. WIX LTD.
(Full name of employer)
of **93 BROADWAY AVENUE, PALMERSTON NORTH, ELECTRICAL CONTRACTORS**
(Address and occupation)

(hereinafter called "the employer"), of the first part,

RONALD HARRIS,
(Full name of apprentice's parent or guardian, with address and occupation)
of **24 LYNDHURST STREET, PALMERSTON NORTH, GUARD N.S.W.**
(hereinafter called "the guardian") of the second part, and

TREVOR ALFRED HARRIS,
(Full name and address of apprentice)
of **24 LYNDHURST STREET PALMERSTON NORTH.**

a minor born on the 3rd day of SEPTEMBER, 1939 (hereinafter called "the apprentice"), of the third part: Witness as follows:-

1. The employer hereby covenants with the apprentice and also as a separate covenant with the guardian that he will take the apprentice at his apprentice in the **GENERAL ELECTRICAL WIRING** branch of the **ELECTRICAL** industry, and the apprentice and the guardian hereby jointly and severally covenant with the employer that the apprentice will serve the employer as such apprentice for the term and upon and subject to the conditions hereinafter set forth.

2. The provision of the Apprentices Act 1946, and its amendments, and the Regulations made thereunder, and the general order of the Court of Arbitration, dated the 7th day of JUNE 1955, governing the conditions of apprenticeship in the **ELECTRICAL** industry, are save as hereinafter expressly provided, deemed to be incorporated in these presents.

3. Where the Court of Arbitration makes an apprenticeship order, whether in substitution for or amendment of the order specified in clause 2 hereof, this contract shall be read subject to the terms of the order and be deemed to be modified thereby accordingly, subject to the provisions of section 24 of the Apprentices Act 1946.

4. The term of the apprenticeship shall be **10,000 HOURS**, commencing on the 26th day of SEPTEMBER, 1955 and shall be served at **PALMERSTON NORTH.**

5. The employer shall pay to the apprentice during the said term wages at the rates specified in the said general order or in any order made in substitution or amendment thereof.

6. The period of probation referred to in section 26 of the said Act shall be **THREE** months.

7. The apprenticeship shall be subject to the minimum conditions provided in and by the said general order, except as follows:-

8. The person who shall undertake or supervise the training of the apprentice shall be **DIRECTOR**

9. The employer hereby undertakes to teach the apprentice the operations and skills attached (below):

- (1) Wiring of domestic and/or industrial buildings and installations including lighting, heating, and/or power (both single and three-phase systems) to such an extent as meets the requirements of the Electricians' Registration Board;
- (2) Workshop practice as follows: use and care of tools and instruments; soldering, grinding, tapping and screwing, jointing, and diagram reading;
- (3) Fault locating, repairing, and testing of domestic appliances;

(b) He may also select additional operations and skills from the following:

- (4) The installing, testing, overhauling, adjusting, and repairing of motors, generators, starters, transformers, hot water systems, and electrical equipment;
- (5) Testing, repairing, and installing telephones and appliances;

Signed by the said—

MESRS. E. P. WIX LTD.
E. P. WIX LIMITED
Signature of Employer: [Signature]

In the presence of—
Witness: [Signature]
Occupation: Electrician
Address: 72 Banks Street, Palmerston North

Signed by the said—
RONALD HARRIS,
Signature of Guardian: [Signature]

In the presence of—
Witness: [Signature]
Occupation: Insurance Agent
Address: 57 Casswell St, Palmerston North

Signed by the said—
TREVOR ALFRED HARRIS,
Signature of Apprentice: J. A. Harris

In the presence of—
Witness: [Signature]
Occupation: Electrician
Address: Richardson St, Woodville

1955

450

NEW ZEALAND TRADES CERTIFICATION BOARD EXAMINATIONS, 1956

RESULT NOTIFICATION


NAME AND ADDRESS OF CANDIDATE	EXAMINATION CENTRE	EXAMINATION NUMBER	TRADE	FIRST QUALIFYING			SECOND QUALIFYING			TRADE CERTIFICATE OR FINAL APPRENTICE			ADVANCE TRADE CERTIFICATE
				Written	Written	Written	Written	Written	Written	Written			
				A	B	C	A	B	C	A	B	C	A
TREVOR ALFRED HARRIS 24 LYNDHURST STREET PALMERSTON NORTH	PALMERSTON NORTH	4413	ELECTRICAL										

THIS PASS IS EFFECTIVE from 8th FEBRUARY, 1957

You PASSED
You FAILED

THE MINIMUM PASS MARK IN ALL EXAMINATIONS

TURN O



In reply to
 9/20/16609
 please quote this number
 Address reply to:
 The Registrar,
 Electricians Registration Board,
 P.O. Box 1669,
 Wellington, C.I.

ELECTRICIANS REGISTRATION BOARD

Wellington C.I., 22nd January, 1960.

Mr. T. A. Harris,
24 Lyndhurst Street,
PALMERSTON NORTH.

Dear Sir,

ELECTRICIANS EXAMINATION RESULTS OCTOBER/NOVEMBER 1959.

The following are the results of your examination:-

Part	MARKS.				Result
	Max.	Pass	Received		
Written	100	12:16:12	15:26:20		PASSED
Practical	100	65	---		---

A pass in both parts of this examination does not in itself entitle you to carry out electrical wiring work until you have obtained registration under the Electricians Act 1952.

1. To obtain registration as an Electrician it is necessary to:-

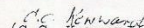
- (i) Be not less than 20 years of age; and
- (ii) Apply for registration; and
- (iii) Submit to the Registration Board that you have had as an indentured apprentice, experience satisfactory to the Board for not less than 10,000 hours, or for such other period as may from time to time be prescribed, in the work of an electrician, or that you have held an Electricians Provisional Licence issued under Section 16(2) of the Act.

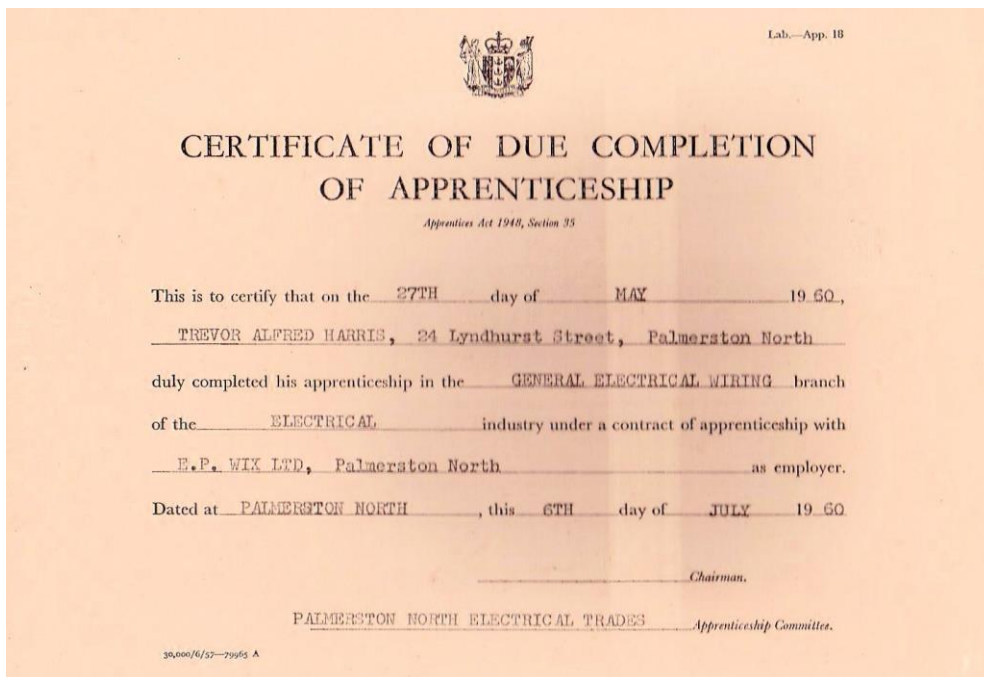
2. Unless your experience has already been approved by the Board it is essential in making application for registration to forward a copy of your Apprenticeship Contract, Apprenticeship Completion Certificate and a reference from your employer, addressed to the Registrar, giving full details of the classes of work you have been engaged on and the dates you have been employed as an apprentice.

APPLICATION FORMS FOR REGISTRATION CAN BE OBTAINED FROM THIS OFFICE OR FROM THE LOCAL ELECTRICAL SUPPLY AUTHORITY.

Unless you are registered or otherwise authorized under the Act it is illegal for you to carry out or assist to carry out "electrical wiring work".

Yours faithfully,


 G. C. Kenward



1960 (September) John Hill Electrical Hastings

In 1960 I went to the Hastings Blossom festival and stayed at Sherriff's. Mrs Sherriff's brother Dick Hawley was the manager of John Hill Electrical in Hastings and to cut the story short I met him and he gave me a job, so I went back to PN and packed and left home.

Here my immediate boss was Howard Harris (which I now believe could well of been related) there were only two Electrician's doing Commercial and Industrial work the others were all Auto Electrician's. With my training I fitted in well and was given some challenging projects and servicing of which I excelled. I loved this job but I was young and traveling from Napier every day so after six months I gave it up and decided to give working for myself a go.

1961 Self-Employed Napier

This was quite a challenge finding work and carrying it out doing the paperwork and bills and collecting the money. All a new experience One Sunday I got called to the Fishing Boat "Betty Tee" as the Generator was not working and I found it needed new brushes so had to get the local parts shop out and buy some brushes then fit them and refit generator in Boat.

It was all good experience but was hard finding the work so a got a job with a local electrician.

1961 Uren Electrical Napier

I worked for Uren, with another electrician "Dean Aubrie" just wiring Gov Houses which was easy as pie but very boring and after a few months we both left together and went to work for Morrison's in Hastings.

1961 Morrison Industries Hastings

Morrison's who manufacture motor mowers was building a large new factory and we both got a job on the Electrical installation. This was only for a few months and so I found another job with the Napier City Council.

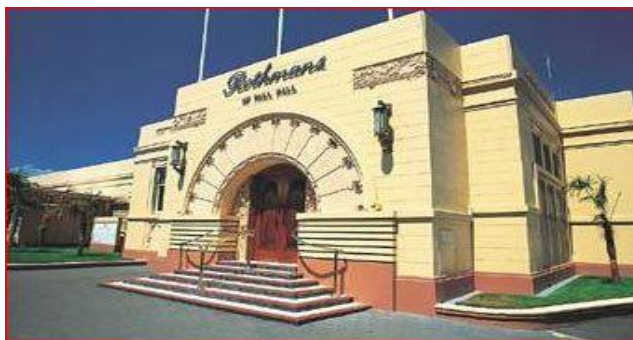
1961 Napier M E D (Municipal Electrical Dept of Napier City Council)

The Napier city council had their own Electrical Division, **known as the MED**, as they provided and maintained all the City Electrical Distribution plus had their own Electrical Inspectors. As there were many old houses the wiring was inspected and notices given where attention was required, this is where I came in, fixing them. It was not nice work however I also got to do servicing of council pumping

stations etc including the Fountain. The Council were installing the first traffic lights ever to Napier, there were five sets, and yes, I got the job, wow this was great and the job went well but when the project was finished I was back to mundane servicing. When servicing, we were dropped off and picked up whenever and sometimes, I would be left there for hours when the job only took 15 mins. One day I was dropped off to service a pump, which was under a road, and it took no time at all. **So** I went exploring as across the road was the back of a factory (**Rothmans**) and there was a loading bay there so I walked in, not knowing much about what went on other than they made cigarettes, as I walked in a Guy in a white coat appeared so I asked if they had any Electrician jobs going, Hullo!, this guy **just happened to be the Chief Electrician** and he said yes, could you believe that! And I got the bloody job, wow!

So, if anything was meant to happen in my life that was it.

1962-1974 Rothmans Tobacco company Napier



Well time would see me with Rothmans for the next 16 years, where I progressed from an Electrician at 22 to Chief Electrician at age 24 designing and drawing all the power and automated systems with an Electrical staff at one stage upward of 16.

Then I Became the Maintenance manager of the whole factory with a staff of around 80, this was basically a temporary position as the production machinery was in a rundown state, so my job was to design a new computer planned maintenance system, using the new computer just purchased, and organise and supervise the urgent maintenance in each dept. This took over a year and many many overtime and weekend hours.

I then Progressed to development manager in charge of all new Plant and systems. This required researching the best up to date production machinery and submitting to the Capital Commitments committee to evaluate and order. I was then in charge of the installation of the machinery and required going overseas to learn about the machinery before taking possession.

Wow, how did I achieve all that!

I am now attaching references from Management which tell my story with Rothmans however, first, in 1974 and Registered my own company "Industrial Electronics and Automation" known as IEA and I left Rothmans.

1968

LEAF PROCESSING MADE EASY

Tolleys have supplied all the switchboard and control unit components for the complete automation of the Motueka leaf processing factory of the Rothmans Tobacco Co. Ltd.

The complex electrical system which makes the automation possible is housed largely in a specially built 850sq.ft. control room 60ft long.

So advanced is it that the entire plant—there are 120 motors totalling 450 horsepower throughout the factory—can be automatically started in relays of a few seconds between motor groups. This is achieved from one control panel which comprises rows of stop-start buttons and indicator lights.

Safety features have been built in so that the whole plant can be shut-down in a matter of seconds in an emergency, and in the case of a breakdown all motors before the fault are automatically switched off while those after it continue to operate.

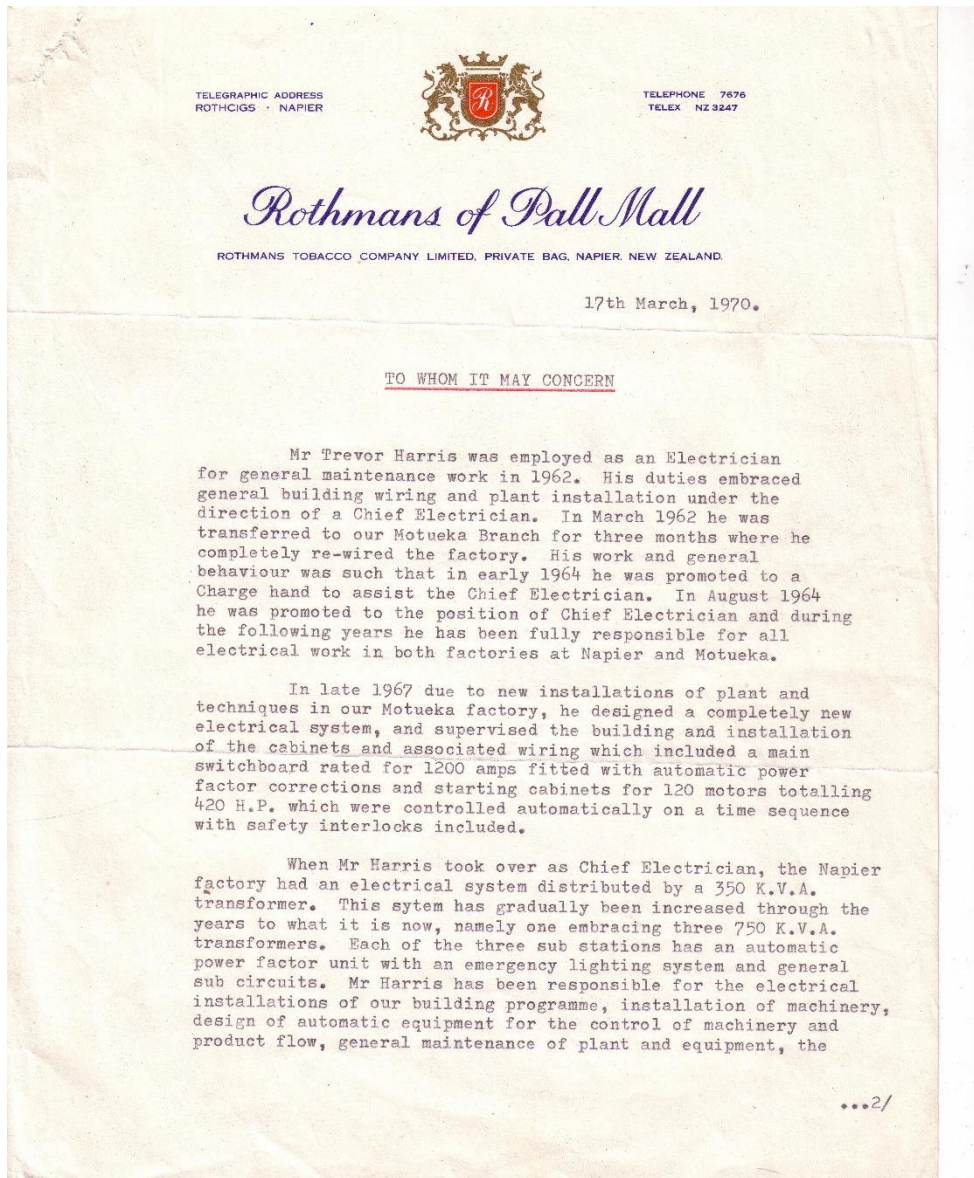
Man behind the successful installation and operation of the control and switchboard equipment is Rothmans' Napier electrical manager, Mr T. A. Harris. He designed the system with technical advice from Tolleys.

Tolley-supplied components for the main switchboard included T.S.F. 3 double door cabinets and a Delle D.V.S. 1600 air circuit breaker supplied by twin 0.5 cables per phase and fed out to busbars. In addition ammeter, voltmeter and power factor indicators were supplied.

Of particular interest is the Landis and Gyr reactive load controller which was supplied and is built into the switchboard. Its function is to maintain a corrective power factor as close to unity as possible.

The control equipment supplied included the control consoles, which were built using Brookhirst Igranic oiltight controls and 800 range Contactors. All the motors in the plant each have a Kraus & Naimer switch for isolating purposes.

1970 Reference by Tom Kyle (Factory Manager)



-2-

purchasing of electrical materials, the drawing of electrical systems, the training of electrical apprentices and the overall general management of the department. The staff of the department is at present -

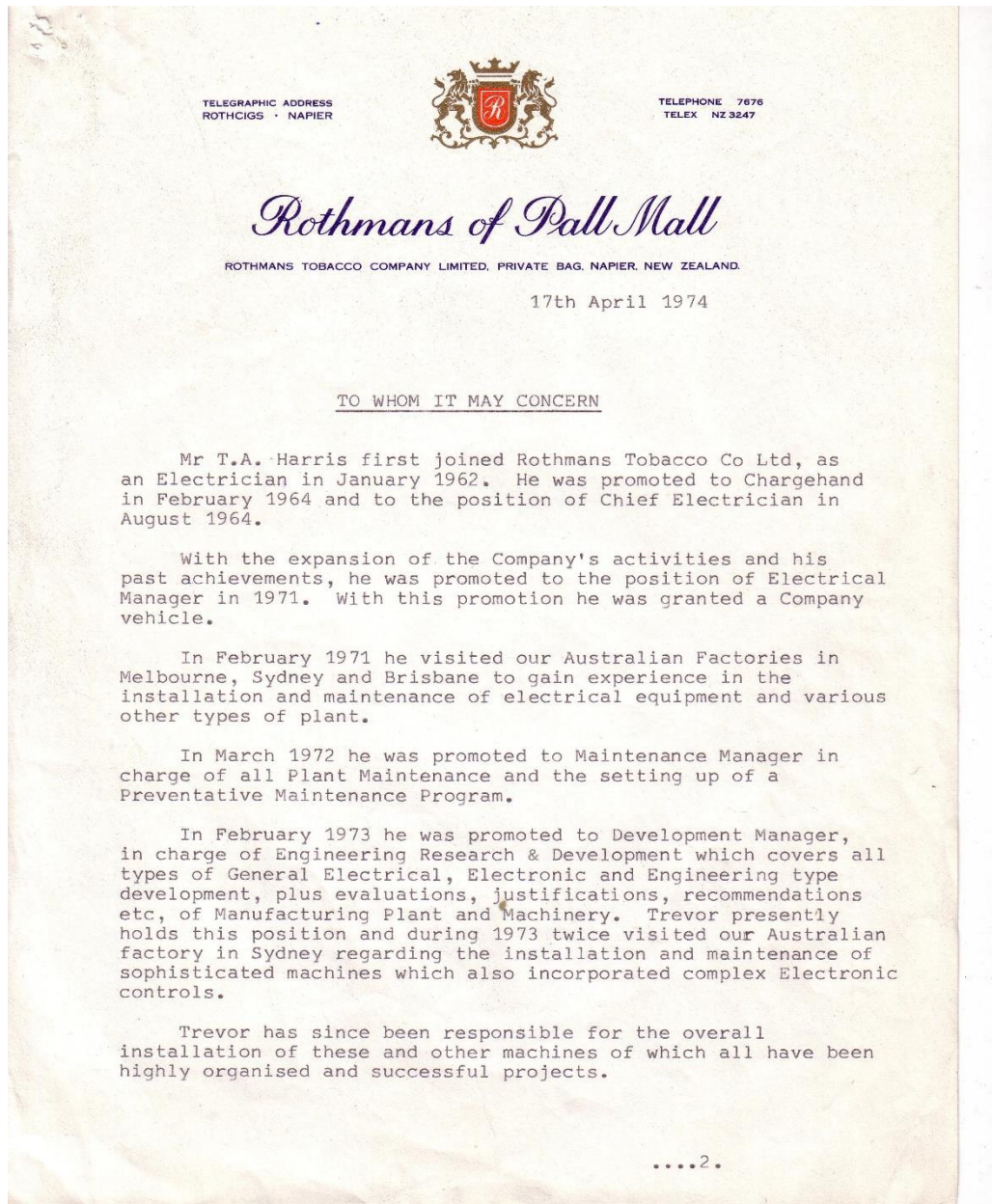
Mr Harris, Chief Electrician
1 Chargehand
8 Electricians
1 Electrician Apprentice
1 Labourer
1 Storeman

The electrical system in the Napier factory has more than 600 motors with an excess of 1,750 H.P. and uses a total requirement of 2,000 amps per phase during normal production hours. Mr Harris has been keenly aware of the need for Advanced training and as a result, attended the Institute of Technology at Petone in 1967, where he studied and passed the examinations for Advanced Trade Certificate in that year. He is also a member of the Napier Branch of the N.Z. Institute for Electricians, where he gains much knowledge from his association with other electricians of the district.

Yours faithfully,



T.A.C. Kyle
FACTORY MANAGER

1974 Reference by JB Richie (Then Factory Manager)

TELEGRAPHIC ADDRESS
ROTHCIGS · NAPIER



TELEPHONE 7676
TELEX NZ 3247

Rothmans of Pall Mall

ROTHMANS TOBACCO COMPANY LIMITED, PRIVATE BAG, NAPIER, NEW ZEALAND.

-2-

Trevor has served as a member of our Capital Commitments and Maintenance Committees since 1969, and is also a member of our Machinery Investigation & Applications, Processes & Development Committees.

He has also been in charge of the Electrical Power System and installations of our Napier and Motueka Factories for the last ten years and of which have all been of a high quality and reliable installations.

J.B. Ritchie
Manufacturing Division Manager

1974 Reference by MG Davis (Executive Engineer)

TELEGRAPHIC ADDRESS
ROTHCIGS · NAPIER



TELEPHONE 7676
TELEX NZ 3247

Rothmans of Pall Mall

ROTHMANS TOBACCO COMPANY LIMITED, PRIVATE BAG, NAPIER, NEW ZEALAND.

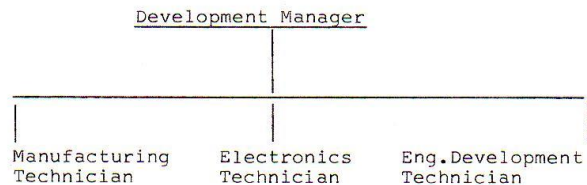
17th April 1974

TO WHOM IT MAY CONCERN

Trevor Harris is presently and has for the last 15 months been the Development Manager of Rothmans Tobacco Co Ltd, and is responsible to the Executive Engineer. In the absence of the Engineering Manager, Trevor is responsible for the total Maintenance Division including 80 odd personnel.

His responsibilities embrace the Engineering Research & Development Department plus is responsible for the Electrical Installations of the Napier and Motueka factories.

Trevor is presently responsible for a staff of three Technicians made up as follows:-



The Development Department, carries out general Engineering, Electrical and Electronic Research and Development, plus carries out and is responsible for Machinery and Plant Evaluations, Justifications and Installations.

Trevor is a member of the Machinery Investigation Committee, The Capital Commitments Committee and the Applications Processes and Development Committee these being responsible for the Purchase and Planning of Plant and Processes etc. Trevor and his department receive assignments and Development work from these committees.

TELEGRAPHIC ADDRESS
ROTHCIGS · NAPIERTELEPHONE 7676
TELEX NZ 3247

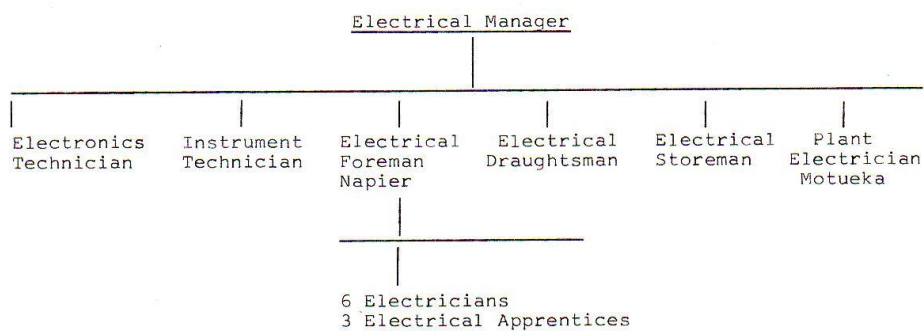
Rothmans of Pall Mall

ROTHMANS TOBACCO COMPANY LIMITED, PRIVATE BAG, NAPIER, NEW ZEALAND.

-2-

Trevor was previously the Maintenance Manager, and was responsible for all Plant Maintenance and Maintenance Personnel. He had an Electrical Foreman and an Engineering Foreman who each had a number of staff, and in his twelve months in this position, Trevor set up Preventive Maintenance Programs for all Plant.

Previous to this Trevor was the Electrical Manager and headed a staff of fifteen personnel made up as follows:-



Trevor has been responsible for the Electrical Department since August 1964, and in the past years has carried out a wide range of Industrial and Commercial electrical work. This has included the design and supervision of major electrical installations as listed below. All prices cover electrical work only.

TELEGRAPHIC ADDRESS
ROTHCIGS · NAPIERTELEPHONE 7676
TELEX NZ 3247

Rothmans of Pall Mall

ROTHMANS TOBACCO COMPANY LIMITED, PRIVATE BAG, NAPIER, NEW ZEALAND.

-3-

Motueka Factory and plant	\$52,000
Napier Leaf Dept. plant	\$26,000
Napier Making Dept. Building & plant	\$56,000
Napier Workshop Building & plant	\$18,000
Napier Power Systems	\$100,000
Napier Canteen	\$ 5,000
Napier Packing Dept. Services & plant	\$ 5,000
Napier Bond Stores Nos.7,8,9,10	
Plus many of the smaller type projects.	

Each year, a survey of the electrical systems is carried out and future requirements are planned.

In May 1971, due to the size of the electrical system and future expansion, he recommended to the Managing Director that an electrical survey be undertaken by a Professional and Registered Electrical Engineering Consultant with regard to the capital and expense involved in the power systems, plus to give assurance of Trevor's past work and future planning.

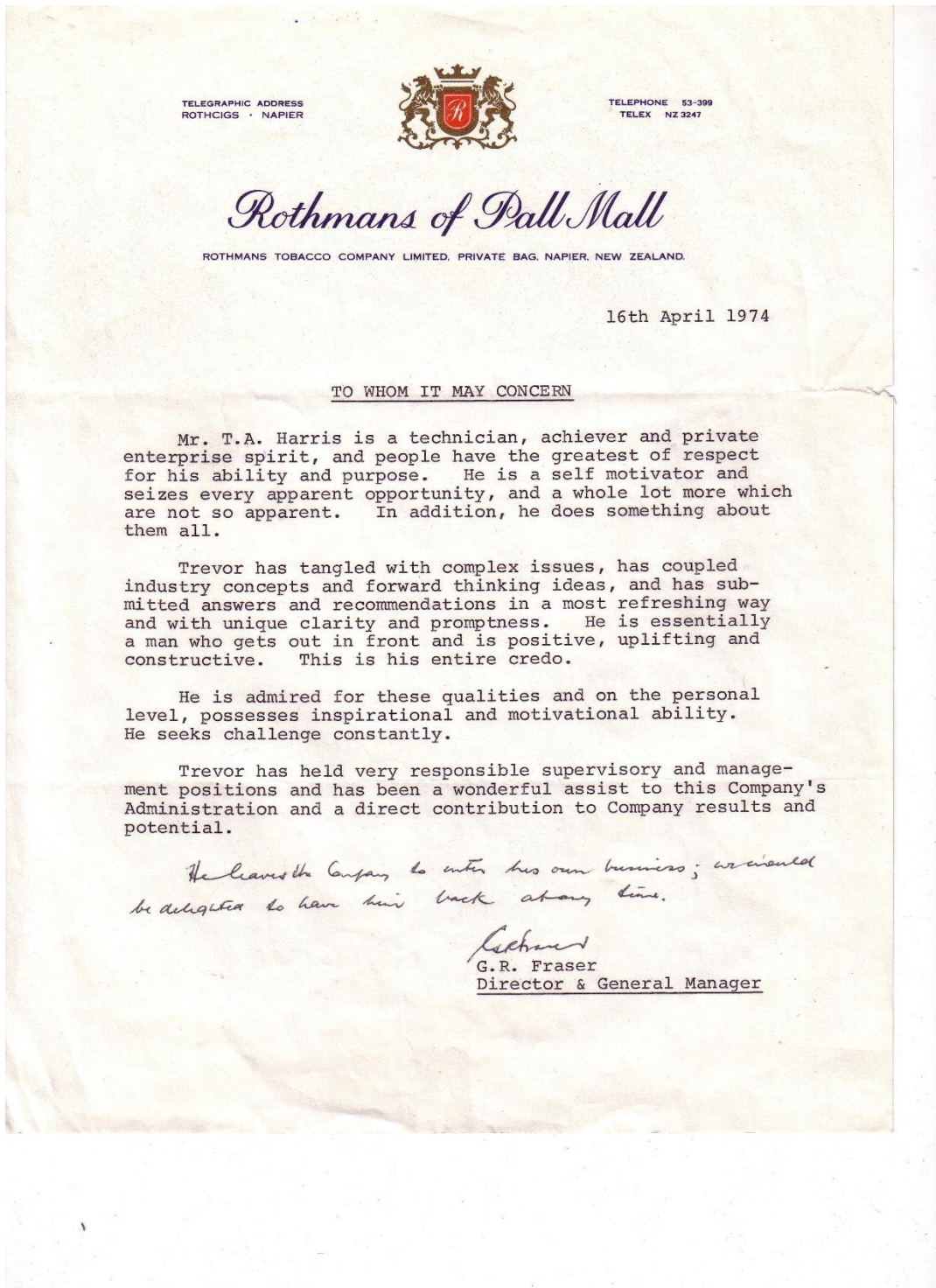
Attached is a copy of the report which was carried out by Mr Brian Ellis, M.E., C Eng., M.I.E.E., M.N.Z.I.E., in July 1971.

He has also been responsible and totally involved in the installation, servicing and design of all our Electronic Equipment and has attended an Electronics course.

Trevor was first registered as an Electrician in 1960 and was registered as an Electrical Technician on 2nd September 1970 and is very interested in his work which he carries out in an organised and efficient manner.

M.G. Davis
Executive Engineer M.N.Z.I.E.

1974 Reference GR Fraser (General Manager)



1974-1978 Industrial Electronics and Automation Ltd (IEA)



In 1974 I registered the Company Industrial Electronics and Automation Ltd and hired an Electrician, his name was Alan Whetton and I purchased a 1966 Holden Station wagon which he used to carry out the work.

Alan had contacts and first we got the Napier City council work maintaining their large pumping stations then we got a contract to cover two Electrical maintenance shifts, 6am to 2pm and 2pm to 10pm, at Birdseye in Hastings. It was at this time I left Rothmans and became a full-time employee Manager of IEA as it became known. I then purchased a 1970 Holden station wagon for myself. We were busy because besides doing a shift each we had the other work.

Then on top of that Rothmans gave me a contract to take over the building of Cigarette vending machines which their engineering dept was struggling with! So I employed an Electrician, for a two week temporary period, who had just returned from wandering the world his name was Ken Mellor who as it turned out was to spend his whole life with IEA. Like over 35 years. Ken's wife Lorine also worked for IEA.

I worked in IEA for near a year until one day a Red Ferrari pulled up outside my workshop and in walked Bruce Lindeman the Managing Director of Rothmans and he said to me straight out go up to Ford and pick up a brand new Falcon ute as we are buying you out "no negotiation"! Yep that's the way it was as he knew me backwards having worked for him for 12 years.

Ok he had called me some weeks before and had me go see him in his big flash office as he was looking to get me (my business IEA) to build some Cigarette vending machines and as I was going to Australia on an All-black tour he asked if I could do some research for him (something I had done for him in the past called gathering information) which I did while in Brisbane.

As previously stated, Rothmans bought out IEA and moved the Operation to a Rothmans owned Building at the port.

IEA was now the, what you may describe, as the number one hobby of Bruce Lindeman.

Our objective was to develop and manufacture Electronic Equipment as well as the Vending machines, so I hired an Electronics Engineer from the Canterbury

University, then other's making a total of Five qualified Engineers, plus some Technicians.

I was supervising the Development team plus controlling the Production team. Richard Rench, known as Dick at the time, had worked for Rothmans as a Draftsman for many years and was made Administration Manager with him and I being Equal. It worked fine as we had already worked together for many years.

The staff grew to 42 in total and we produced 1200 Vending machines.

We were developing Electronic variable motor speed controllers known as Inverters and at the time we were close to leading the world in this area.

The pressure at this time was enormous and I was working long hours and started smoking big time, if anyone tells you management is a cruise tell them that's a fallacy!

Somehow in all this Richard and I fell out, I am still unsure what or why as we both had a lot on our plates at the time, however Richard resigned after many years with the Rothmans group, and left the company.

I believe it was due to maybe pressure from me, at a time when we were all under the pump, as I was sat down by the chairman of the board of Rothmans Industries, Ken Butland, and given a real talking to and was told that I had treated Richard inappropriately and caused his resignation.

I am so sorry to Richard for the way I acted, there are no excuses only explanations and it's something I am not proud of and I profusely Apologize for any ill feeling I may have caused between us. We had been mates as in close friends and travelled together all over NZ as the operation required, with many great stories.

Richard ended up in Adelaide and strangely in 1999 I also moved to Adelaide so both ended up living in the same city and are still friends and catch up periodically.

After Richard left the company and I was directed to find and employ an overall Manager for IEA, with Technical Qualifications, in respect to the size the company had become and may become. I employed Keith Valentine, who became my boss, and we got on fine, but all this did not help me really run the daily operation and at this time to make harder my marriage of 14 years fell apart and I was living in a Flat.

Then the time came where the Vending machines were finished and the development of the Inverters was not at production stage at which time the then Big Boss of Rothmans NZ, Bob Mathew, with whom I grew up with in the company, came down from Auckland and told me, yes me not Keith the manager! that I was to restructure and put off all the staff otherwise not required to maintain the Development of the Inverters we were working on. This was a bitter blow, so I did what he said and from 42 people I cut it to 12 including leaving my own name off the list.

Bob pleaded with me to stay on, as I was the only one left who could reset up the production line, but it was not in my heart, so in Feb 1978 I left IEA, the company I had established which was very demoralising.

IEA (The company I established in 1972 and sold to Rothmans in 1973) was eventually sold to PDL and later became owned by Schneider Electrical Group (a World Company) and still is today in 2019.



(for many years they still used the IEA emblem which I designed when I started IEA.



As Appreciation from the Staff 1976

1978 Reference by BW Lindeman**Industrial Electronics and Automation Limited**

Ossian Street, Ahuriri, Napier, New Zealand. P.O. Box 741. Phone 55 123. Telex N.Z. 3247.

23rd February 1978

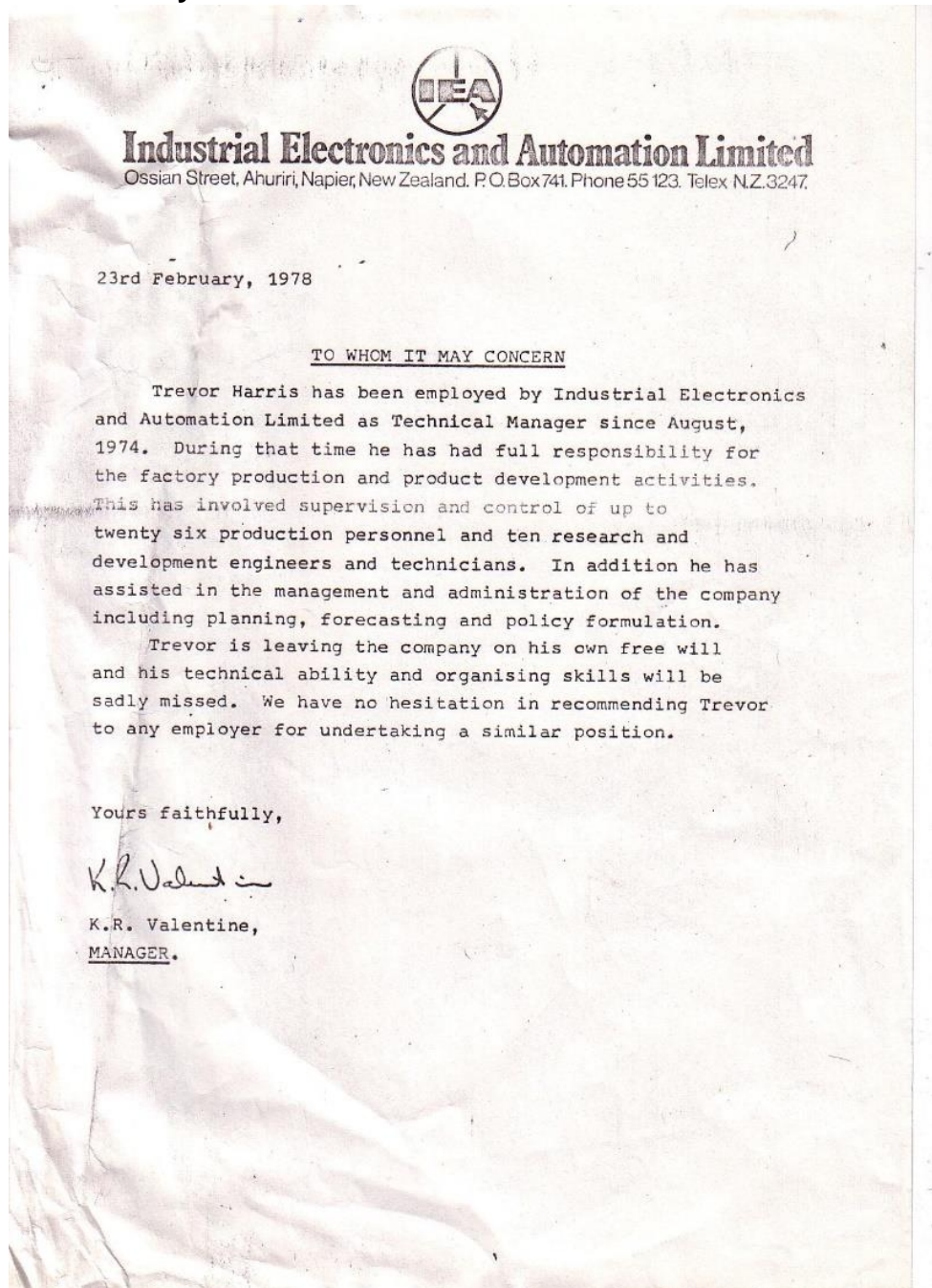
TO WHOM IT MAY CONCERN

I have known Mr. Trevor Harris for very nearly the past twenty years and during that time have found him to be an outstanding person in regard to his dedication to the job in hand and in his ability to handle people. During the time that he was Electrical and Maintenance Manager for Rothmans Tobacco Co. Ltd. he achieved outstanding results.

Since 1973 on transferring to the above company, Mr. Harris has shown dedication to duty, outstanding leadership qualities and has shown abilities in regard to organisation and planning which will stand him in good stead in what must be a successful future.

I have no hesitation in recommending Mr. Harris for any position for which he may apply within the electrical, electronic and mechanical fields in which he is so highly versed.

B.W. Lindeman
Chairman of Directors

1978 Reference by KR Valentine

1978 Falcon Electrical

While applying for jobs after finishing at IEA I picked up a few weeks of work via Ken White who owned Falcon Electrical. I had a Morris Minor Van and did all types of electrical work some out in the country. It was just a fill in also to help him out in a busy time.

Ken worked for me at Rothmans and became my Forman and eventually started his own company, Falcon Electrical.

Ken and I had become good mates over the years and I remember in later years we were talking about all the hours we worked at Rothmans and how it had affected both of us!!

Ken also had a marriage breakup and for a short time stayed with me until he found his own way.

1978-1983 Weldwell NZ Ltd (50% Philips Owned)



Weldwell had purchased an Electric Welder manufacturer called Apex and were looking for someone to Develop a Mig welder to manufacture, which was a carbon copy of a 300 amp Philips Mig Welder.

Philips supplied the plans but there was still a lot to develop.

This was my thing playing around and designing things without management pressures and over the following months achieved the result where 101 Migs were manufactured.

So with that behind me I set out to make a better Mig at a much lower price, well hang on says Weldwell we need you to be the Manager, Ho Ho Ho, just what I needed.

So I became the Manager, the designer, the serviceman, Storeman and the forklift driver all in one. There was only 14 on the Staff but still it wasn't easy.

At this time I employed Kevin my son, who was sixteen and I set him up with with an Electrical Apprenticeship, after about eighteen months he transferred his Apprenticeship to an electrical contractor where he got a wider coverage of the industry.

After four years as manager I woke up one morning and said to myself, no no no. So, I went and gave my notice as wanted out of Management as I was not enjoying it.

Weldwell came back and asked if I would consider working a 20 Hour week and be an adviser to the new manager, Chris Woulds, who had been my apprentice at IEA, Plus Develop new Welders and offered a Rate I could not refuse.

I designed upward of 20 welders, including Stick, Tig, Mig, everything from scratch The Transformer windings, the Rectifiers the Electronic circuits and the steel Cabinets etc etc

Then like everything new welders were being imported Cheap and they were cheaply made but they had to sell them because of the opposition.

So guess what, they closed the factory, but wait there's more, they needed someone to service all their welders they had sold all over NZ and so you guessed it I set up Yet another company called "Trev's Electrical Repairs Ltd"

1978 Reference by Neil Drinkrow



WELDWELL (N.Z.) LTD.
Private Bag 6025, NAPIER, N.Z.
Head Office 64 Thames Street
Telephone (06) 834-1600
Telegrams "WELDWELL"
Facsimile No. (06) 835-4568

22 December 1998

TO WHOM IT MAY CONCERN:

This serves to advise that Trevor Harris has been associated with Weldwell (NZ) Ltd in the following capacities :-

1978 to 1983: Trevor was manager of the Apex Division of Weldwell (NZ) Ltd. This division was the manufacturing arm of Weldwell, making a comprehensive range of welding machines and accessories. The range covered AC welding transformers for manual metal arc welding, mig welding machines, tig welding machines and a complete range of accessories such as HF units, DC rectifiers, filters, etc.

1983-1988: Trevor relinquished the manager's role in the Apex division to enable him to devote his expertise to developing new equipment and redesigning old equipment.

1988-1998: With the winding down and subsequent closure of the Apex division (due mainly to our inability to compete with large offshore manufacturers) Trevor started his own business under the name of Trev's Electrical Repairs Ltd and contracted to Weldwell to service and repair all types of welding machines sold by the company, and during the same period undertook a support, advisory and technical role with Weldwell's other nationally located service agents.

These functions were carried out at a very high level of competency and professionalism.

It would be my pleasure to give further verbal testimony to Trevor's ability and work habits if required.

I can be contacted on phone (06) ⁶⁴844-6810.

Yours faithfully,

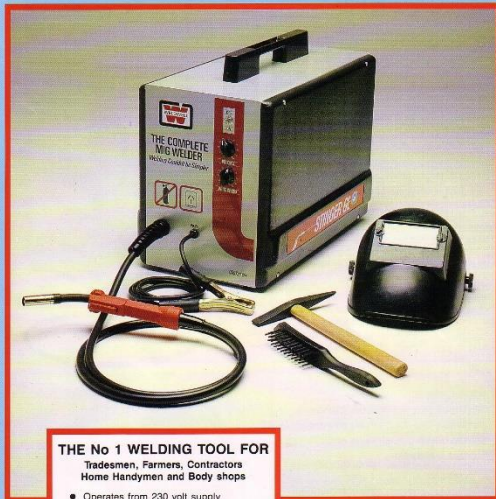
Neil Drinkrow
MARKETING MANAGER

MANUFACTURERS OF QUALITY WELDING PRODUCTS

STINGER GL

THE COMPLETE MIG WELDER

Welding Couldn't be Simpler



THE No 1 WELDING TOOL FOR

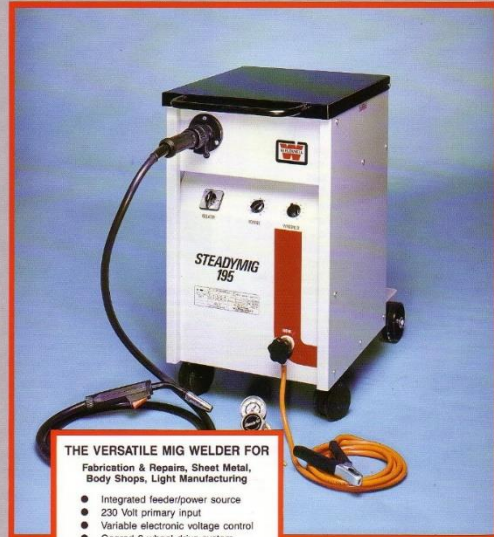
Tradesmen, Farmers, Contractors
Home Handymen and Body shops

- Operates from 230 volt supply
- Requires NO gas bottles
- So portable you can take anywhere
- Latest welding technology
- New electronic design
- Uses new Micro cored wires
- Welds in all positions
- Welds 1mm to 10mm or heavier metal
- Gasless wire supplied
- Gas shielded welding wire optional
- Complete with accessory kit
- Easy step by step instructions



STEADYMIG 195

SINGLE PHASE INDUSTRIAL MIG WELDER



THE VERSATILE MIG WELDER FOR

Fabrication & Repairs, Sheet Metal,
Body Shops, Light Manufacturing

- Integrated feeder/power source
- 230 Volt primary input
- Variable electronic voltage control
- Geared 2 wheel drive system
- 40-210 AMP range
- Fan cooling
- Compact
- Reversible polarity
- Class H temperature insulation
- Top loading spool assembly
- Wheels and cylinder rack
- Complete with regulator and torch
- Can use gasless cored wires



STEADYMIG

WIRE DRIVE UNITS

FOR ALL MIG WELDING APPLICATIONS



These wire drive units compliment the range of Steadymig power-sources available, and are simply adapted to suit other Mig welding machines. All units are lightweight, yet robust and fitted with Benzel Screw-type torch connections. Drive rolls are available to suit most welding applications. Push / Pull Torch conversion kits are simply fitted.



STEADYARC

From the Weldwell works team of
high performance arc welders



MADE WITH
PRIDE IN
NEW ZEALAND



STEADYMIG 375

HEAVY DUTY MIG WELDING POWER SOURCE



WELDING CURRENT RANGE 40—400 AMPS

The up-right design, convection cooling and fine voltage control are but a few of the features, that enables the Steadymig 375, transformer and rectifier power source to be an extremely versatile unit for most Mig and flux-cored wire applications. A choice of wire drive units along with Mig torches combine to prove its versatility, in production, fabrication and maintenance environments.

1983-1999 Trev's Electrical Repairs Ltd

Firstly, you will notice the Year span above and yes that was my longest stint in one job of my life and its significant that working for your self is far more rewarding even though there are many problems and long hours.

At home in Whirinaki I had a 40x20 foot shed which I set up as my workshop with benches and shelves and at this stage I had a Bed CF Van which I decked out as a full traveling workshop.

At this stage I did not have sufficient welder repairs to fill my week so I advertised and did a lot of every day wiring in houses and got some industrial work.

Weldwell were selling a Popular Inverter welder called a Caddy, but it had a problem of blowing up and they ask me if I could have a go at repairing them. This was a whole new Challenge and I went through hell spending hours and hours fixing then they blew up in my face so I needed to learn more. Weldwell were great they backed me with \$\$ to learn, so believe this, in my old IEA original workshop, were some of the Engineers that worked at IEA, building Inverters so I went there and paid for tuition, remember I had been the one that started the design in IEA so I understood how they worked I just needed to know all the repair and test secrets. So, from there I bought an oscilloscope and built some test equipment and I was in business repairing inverter welders.

As time went on I was receiving Welder repairs from all over NZ and I rented a workshop in Onekawa. I had become the inverter King!!

Weldwell had people wanting to buy the welders they had originally manufactured as they were so much better than the cheap imports. So they gave me a contract and in my workshop I manufactured 120x Stinger Mig Welders and over 100x 300 amp stick welders from scratch!!!!

No Mean Feat.

I had a computer to keep records etc and I needed to upgrade it, Kevin my son was in Adelaide and had the knowledge how to, so by faxing back and fourth he taught me to understand computers!! Well this was another string to my bow and after setting up an account with the computer parts wholesaler I was in business Building and upgrading computers, and ended up upgrading all Fastway Couriers computers through out NZ plus many of my welder customers around NZ. Wow!!

Also, No Mean Feat.

There was a time where the NZ economy crashed, and I ended up shifting out of the workshop back to home. But a few months later it picked up and I rented a

larger workshop in Onekawa and this went really well and it was large enough for me to store my Brand new Boat.

I always started work at 6am near 7 days a week and I would hire casuals to help where required.

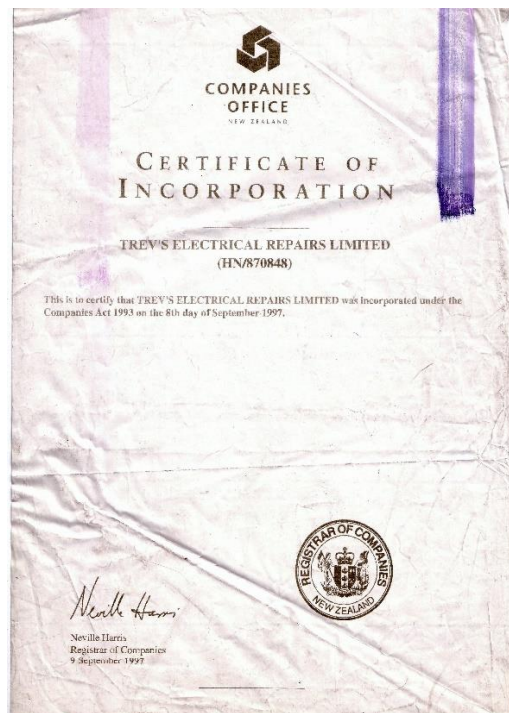
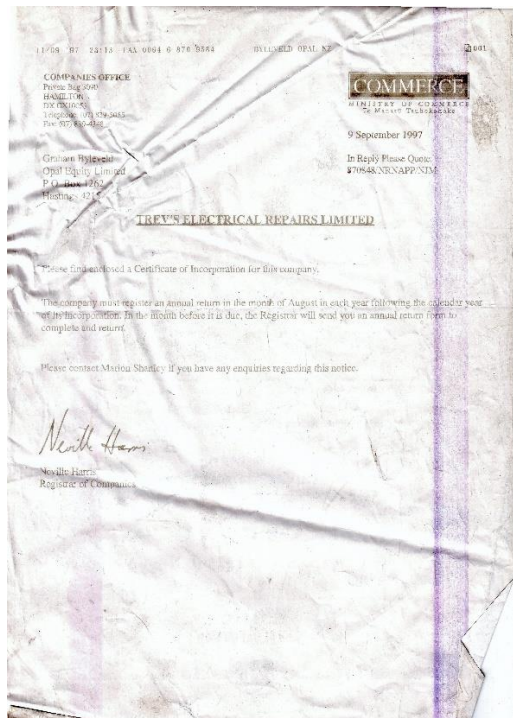
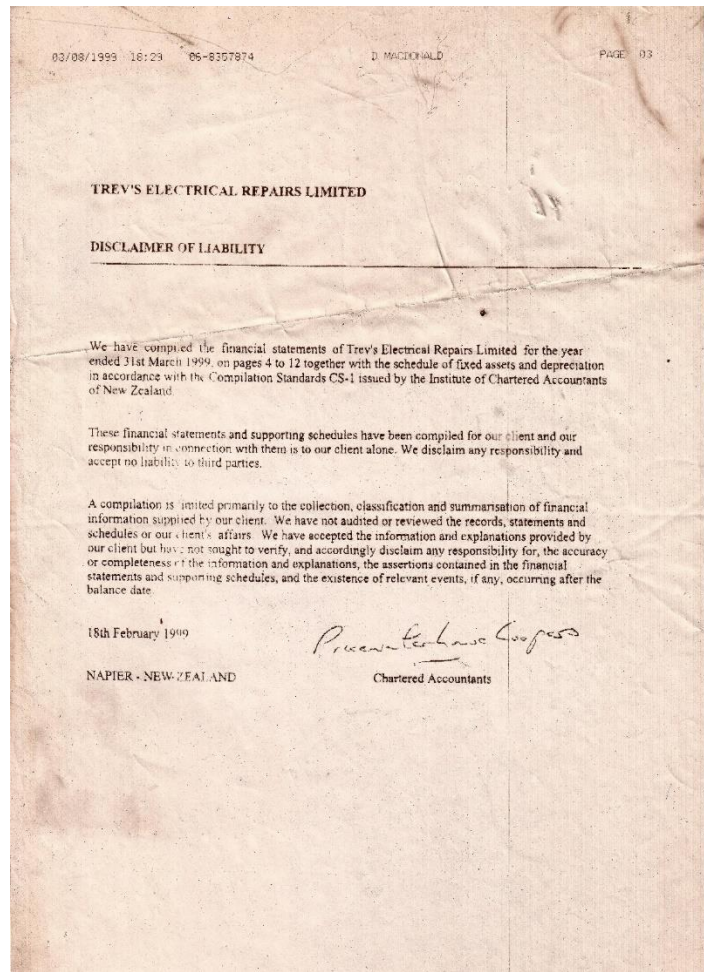
Then in 1999 things went quiet, my fellow neighbour businesses the same there was no work no couriers delivering etc the NZ economy had Crashed yet again and so my accountants, Price Waterhouse Coopers, suggested I sell or close while still have my head above water. Well in good times the business was worth a lot BUT it was Specialised and so after offering to the big local companys no one was game to buy.

My Opposition in Auckland offered to buy my equipment, so he came down got a container filled it with all my equipment and parts and gave me \$10,000.

That was the end of Trev's Electrical repairs.

So then, at 60 years old, I sold up and moved to Adelaide where my son lives.

Final Statement by Price Waterhouse Coopers



1999-2010 Joe White maltings Adelaide /Welsh and Leo Electrical

I arrived in Adelaide to live on the 19th February 1999. We rented a house in the Port area near my son's house.

It was my plan to have a couple of months not working and have a good look around, however my son had other ideas and asked me to go work with him at the Large Malt factory at the port.



Kevin was the Electrician there and so I was engaged on a labour hire basis so I was employed by Welsh and Leo Electrical and based at the factory.

This was not new to me but had been many years since working in Industrial. I was stationed at the factory for about the first 18 months as they were installing new switchboards and Controls to automate part of the operation.

Then I was back with Welsh and Leo and was given a Brand-new Van and sent all over Adelaide carrying out all types of work and heading up a team of Electricians plus Assistants/Labourers!!!!

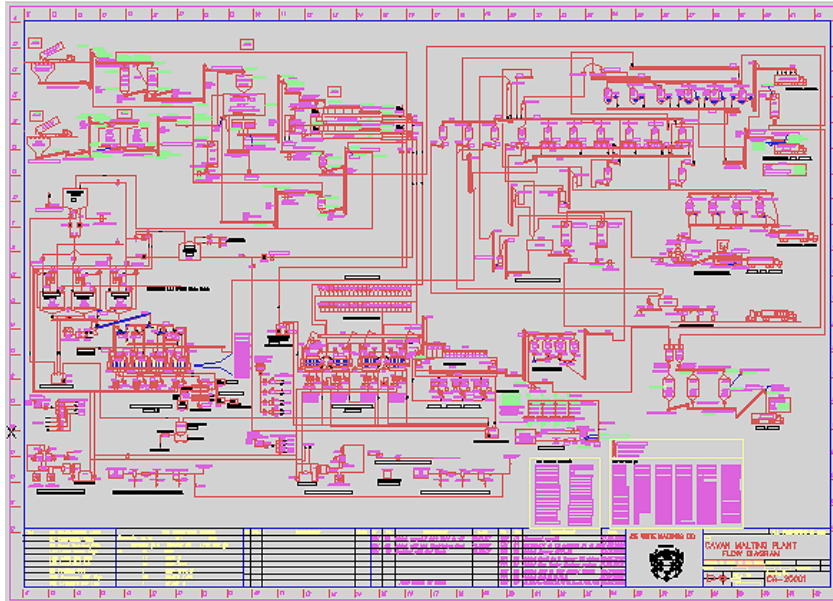
Then about a year later I was relocated back at the Malt Factory and was there until I retired in January 2010.

At this stage it was about 2002 and on my return the project was to automate the rest of the factory which mainly became my job to carry out the installation as well as well as the everyday running problems.

Kevin would supply the details and plans of what he needed done and then I did the installation this was a massive job but was carried out piece by piece over the next few years.

In 2001 I did an evening AutoCAD course at Regency Taff (Polytechnic), As I had drawn all my life and had computing experience, I just had to learn the Program and passed no problem.

Then the Company acquired a second factory at Cavan in Adelaide, and I was transferred there to draw up the complete factory flow diagram and assign plant numbers to all equipment, plus update and or draw all the systems at the factory, this was a massive job.



Around 2008, at age 69 years, I returned to the Port factory and became basically the Electrical draftsman updating drawings etc and only working 20 hours a week.

Then there was a new project to build and install a complete automated new part of the factory.

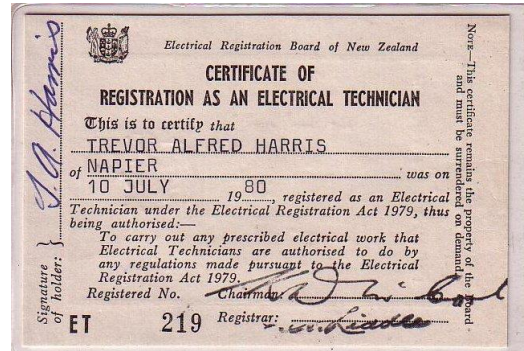
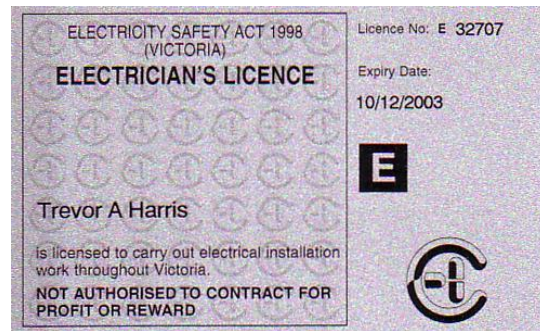
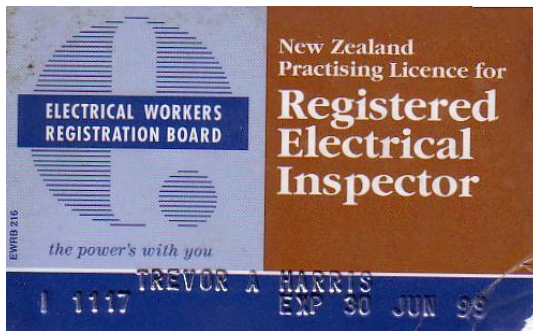
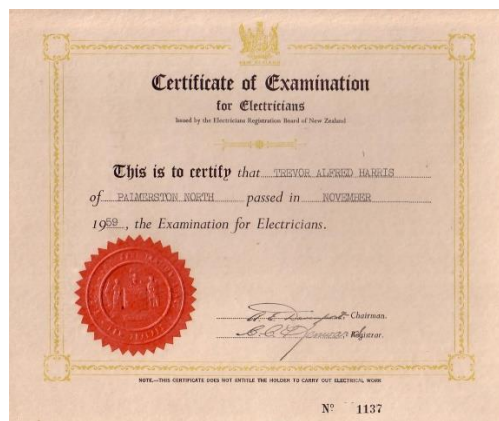
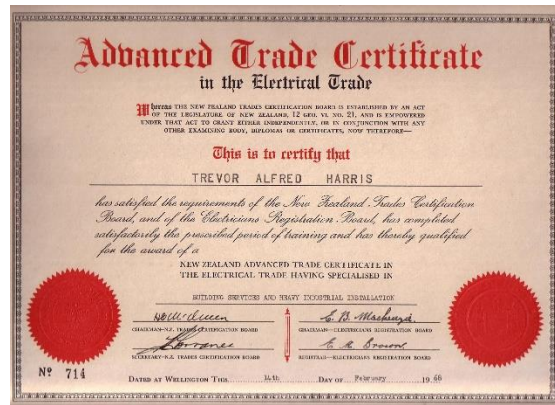
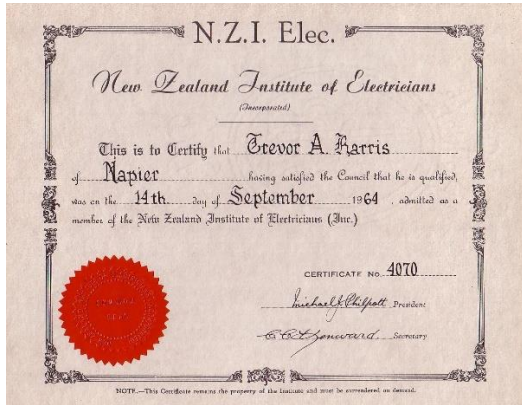
I was seconded by the company Electrical engineer, back full time, to help with drawings and once the installation was underway I was seconded by the Electrical Contractors where they did all the hard work installing hundreds of cables and it was my job to connect all the thousands of wires, it was a big job but everything was new so it was great to work on.

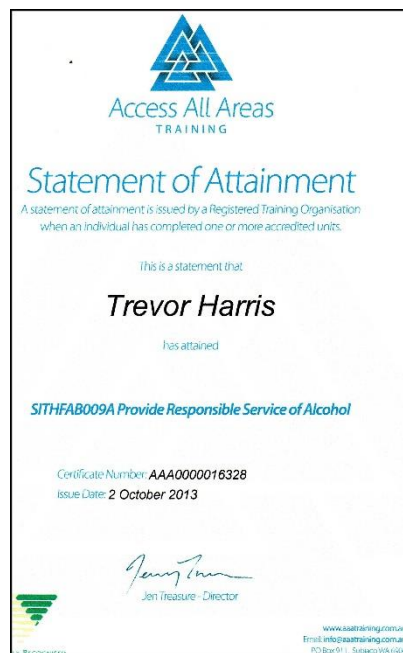
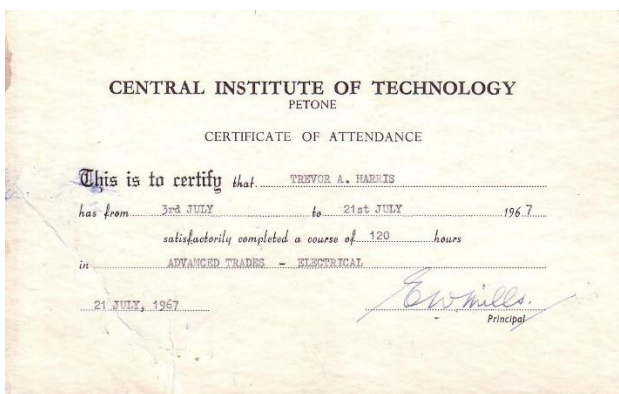
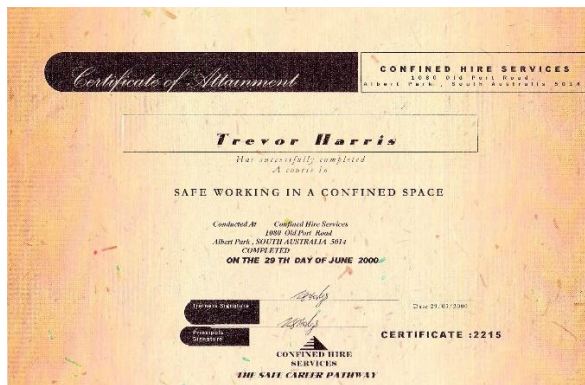
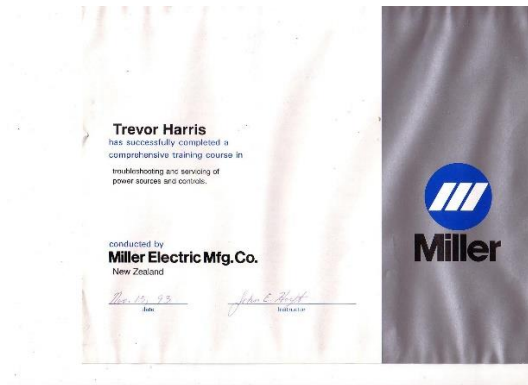
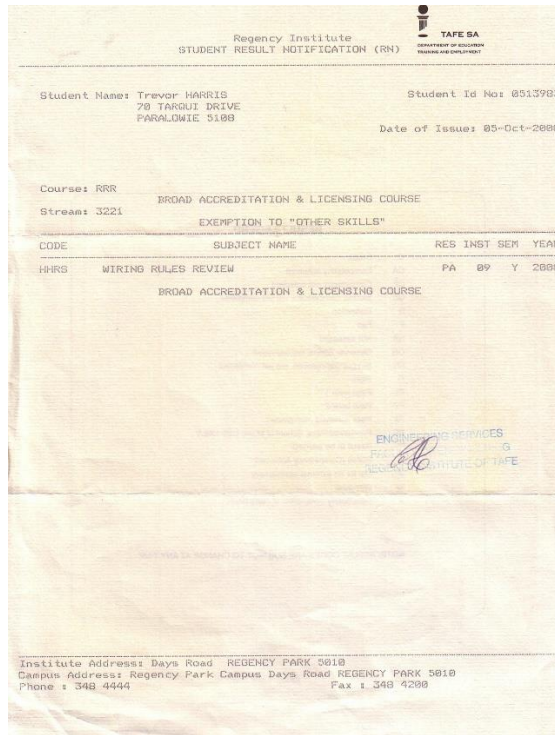
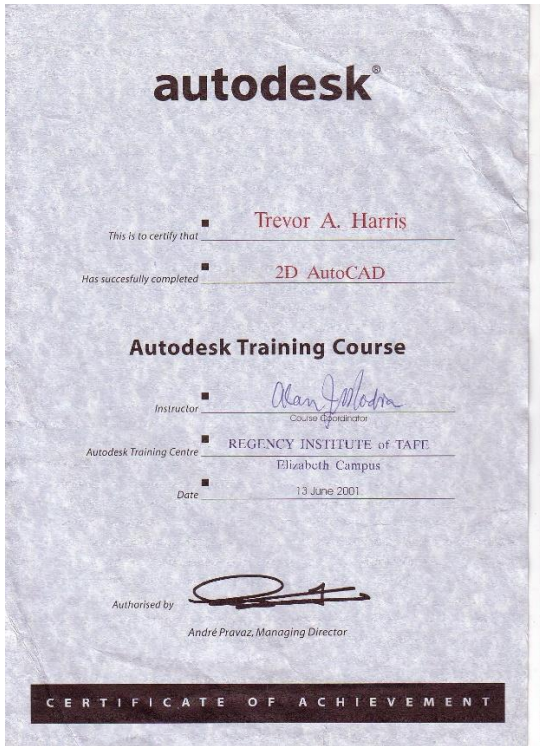
At the completion of the installation I was seconded back by the Electrical Engineer and him and I commissioned the new automated plant.

So in January 2010 after the new plant was in operation and at age 70 years and five months I retired!!

The End of my Working Life

Trevs Lifetime Certificates & Licence's





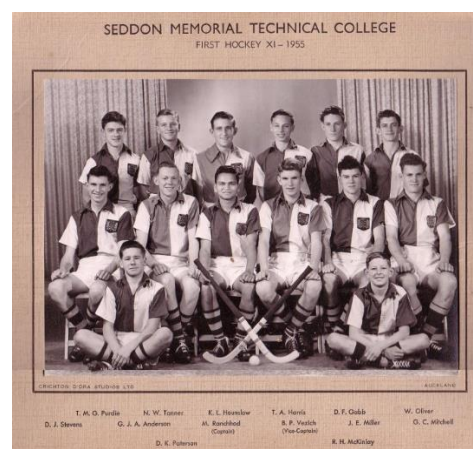
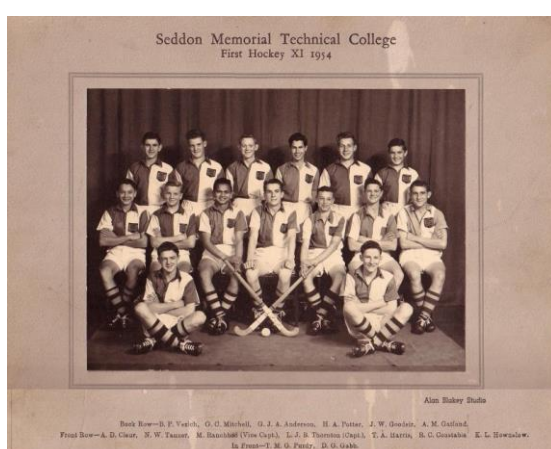
Trevs Sporting Life

Woodville NZ Sports

I first got into serious sports around the age of 13 in 1953 and started playing hockey for Woodville (one team of all ages) we travelled to Pahiatua and Palmerston North on the weekends, during the week I was at school and I was a half back in the 1st fifteen rugby team we travelled to Dannevirke and Foxton playing the other high schools. In the summer I played cricket at school but nothing serious. (unfortunately, I have no photos)

Auckland Sports

We shifted to Auckland where I got in to the high school first eleven hockey team and played in the team 1954 and 1955 and we travelled by steam train down to Wellington or up to far northland playing other schools.



Palmerston North Sports

We then shifted to Palmerston north and I started an electrical apprenticeship, so I joined a local hockey club called Broadway and we played every Saturday against A grade teams.

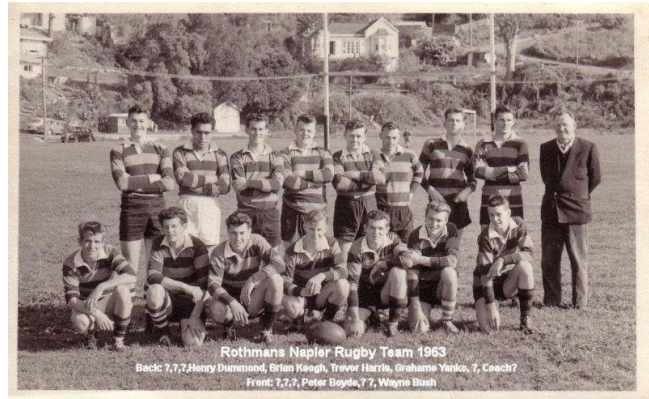
I was picked for the Manawatu Representative under 21 side and was made Captain.

Then I was also selected for the Manawatu Senior representative team as an Emergency and got to play one game for the Manawatu Senior representative team.

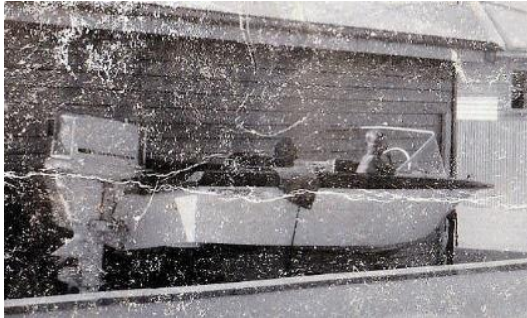
The Broadway hockey team set up an indoor basketball team and I played for that in C grade and enjoyed it. (unfortunately, I have no photos)

Napier Sports

When I shifted to Napier I played for the Rothmans Rugby and indoor basketball teams during the 1960s.



Boating became my main sport and I owned seven boats over my lifetime. Around 1971 I bought my first boat, a small 12 foot Fiberglass runabout with 35HP motor and did some water skiing and fishing.



Then as time went on I upgraded and ended up and overall had six boats in Napier.



Adelaide Sports

In Adelaide Boating was my only sport that I involved myself in



Trev's Heath Files

Medical Diary

1996 Cheek (Mark on right cheek)

Dr Karl removed a Lesion with scalpel

2000 Right Foot Files

Spur

2002 Shingles

I had Shingles, very painful

2003 Feet Files

Right Ankle fracture, plate fitted

Left Ankle Spur

2003 Prostrate

Had Prostrate Op "TURP"

2003 Testicular

Scrotal Ultrasound Cist

2004 Spine Xray

Lower back

2006 Left Foot

Spur

2007 Back

Lower back

2010 Asbestosis

Diagnosed with Asbestosis

2010 Colon

Had Colonoscopy

2013 Arthritis

Arthritis in hands

2014 Lymphoma

Non Hodgkins Tcell Lymphoma

2014 Amputation

Left Foot Amputation

2015 Right Foot

Arthritis Big Toe

2015 Left Knee

Sprained

2017 Abdomen

Gall Stone

2018 Testicular

Enlarged Cist

2018 Eyes

Eye Tests all good

2018 Liver Specialist

Due to fatty Liver Endoscopy and other tests of Liver

2019 Liver

Tests and check-up

2019 Wrist

Right wrist arthritis

2019 Skin

Check-up for Skin Cancer all good

Trev's Unwelcome Journey 2014

None Hodgkin's "Tcell" Lymphoma (Cancer).

Cancer

In Late March 2014 Living in my Caravan in Brinkworth South Australia, and being reasonably fit and well, I became very sick, I was getting high temperatures up to 44C (normal is 36C) having hot sweaty spells just drenching the bed plus Cold shivering spells also Vomiting and my whole body Shaking violently for an hour at a time, plus I had swollen feet. Yes, I was stubborn thinking it would all go away. I eventually rang my doctor and he immediately rang for an Ambulance. The Paramedics took nearly half an hour to stabilise me as my Oxygen level was only 80% then took me to Clare Hospital where they could not find what was wrong and after several days sent me on Urgently at Midnight by ambulance to Lyell McEwin Hospital in Adelaide arriving at 2:30am. On arrival I was told I was very sick, then diagnosed having [None Hodgkin's "Tcell" Lymphoma] (Cancer).

Amputation

After several days I was transferred to the Queen Elizabeth Hospital in Adelaide to the Cancer ward. Due to the cancer it affected my blood flow to my feet and after several operations in an attempt to repair my blood flow they failed and unfortunately my left foot was amputated. Following this I lost a huge amount of weight down to only 55 kg, then I had chemo treatment for several months (Months of hell, twice ending back in Hospital)

I then had a Prosthetic leg fitted and went through months of Physio and rehabilitation.

Chemo

In Feb 2015 I was advised by my Specialist doctor that on arrival I was not expected to live. He also advised that he gave me the strongest chemo available which he would normally only give a 21 year old. It would seem that this, although going through hell, has given me more life, but as he has also said there is no cure for my Cancer and that this Cancer is VERY Aggressive. I was then transferred to St Margaret's Rehabilitation Hospital where I spent a month learning to live without a foot plus on going Chemo treatment. In between all this I went to the Royal Adelaide Hospital (4x) for CAT scans as can be seen in photo. They inject you with radioactive material over and over and hour then they put you in the CAT scan machine also for an hour with out moving.

In November 2016, after 14 weeks in Hospital in 2014 shared over five Hospitals I have just had my six monthly checkup and I am presently ok and my Specialist Doctor has advised me I am in remission. I have put weight back on after being down to 55kg and I am now 77kg, I was originally 85kg but happy less for legs to carry. After a long road of Cancer treatment which was Six rounds three weeks apart (When I was unable to use my Prosthetic leg due to Swelling etc etc) I am now, after being in a wheelchair for a year and after many many frustrations plus trials and errors multiple legs and fittings, I am at the moment walking ok on my Prosthetic leg

Life Experiences and Stories

Summary of Myself and Lysie's Family Life

With Lysie becoming Pregnant we were married in February 1963 and we rented a very small one room flat in Latham street, before Kevin was born we managed to rent a house in Geddis avenue and Kevin was born on 30th September 1963. At this time I was working at Rothmans and was earning good money and managed to build a new home at 110 Morris Spence ave after which Donna was born.

Our lives had changed instantly to adulthood called Maturity as we were then responsible for our children as in providing a home, food, clothing and education. Our daily ties with our mates/gang diminished as we became mostly family connected with Lysie's mother and father plus sisters and brother and all their family's. We were lucky enough to have our friends the Collister's next door and the Davies just around the corner with who we helped each other set up our new homes. These and our other friends from that time are still friends today. I worked a lot of overtime plus did the concreting, fences, built car shed and pool etc so I was kept busy and Lysie was kept busy housekeeping, cooking and looking after Kevin and Donna.

Lysie and I always got on fine until after 14 years of marriage I stuffed up which led to the end of our marriage.

I am sorry and Apologise to Lysie, Kevin and Donna for this, there is/was no excuse, but remember there's always two sides to every story!

Kevin became an apprentice Electrician at Weldwell and completed it with an Electrical contractor and later moved to Australia and became partners with Jane who was welcomed to our family, they have two girls Madeline and Sophie. Kevin has a responsible job along with Jane also having a good job. Jane is a great daughter in law that anyone could wish for and has always fitted in as part of our family along with her parents plus brothers and sisters also been great friends. The girls have grown up and Madeline has a good job and Sophie has a year to go at school.

Donna, around 1978 was at high school and one day I went around to see her at home and I happened to meet her boyfriend, Peter, who was an apprentice Glassier and seemed to be a nice guy but then he showed me his flash CF Bedford van with a double mattress in the back! Hullo first impression not good I am saying to myself.

However, as time went on Donna got a job in Hastings and they got married. Peter was welcomed to the family and has always fitted in as part of our family along with his parents and family and showed me that he was a very caring and helpful person and eventually started his own company. Time went on and they had three children, Ryan, Jarod and Kelsey who are now all grown up. I have to say that Peter has proven to be the best son in law anyone could ever want (the only negative thought I had being the day we met, haha) and has always been very helpful plus we had many great times out fishing together.

Summary of Myself and Gail's Family Life

Gail and I got together in 1979 and were married on the 12th July 1991. Gail has a Daughter Lisa Marie whom I took on and have treated as a daughter over the past 40 years.

I had purchased a small 500 square foot house on half an acre at Whirinaki where we came to live until early 1999 when we moved to Adelaide. Over the next 20 years we built on to the house and carried out many improvements. Gail had a boxer dog who died not long after and over the next few years got three boxer dogs of which she showed. In between we bought a 1-year old Clydesdale horse as a pet more than anything. Lisa went to the local school on the bus and later to high school in Napier. We bought Lisa a pony then a horse and the two horses were kept at the end of our road. She spent many hours riding her horse over the hills behind the Pulp Mill. The horse paddock did not have water connected so we used to take a large rum of water down to fill the horse trough, so I taught Lisa to drive when she was 13 and she used to take the water down to the horses all Beit illegal. One day whilst at the vets Gail asked if they had any jobs and Lisa started as a Junior and we eventually bought her, her own car, to go to work. Gail worked at the local Nursery for several years then when I started my business Trev's Electrical repairs, she did the office and other work. Lisa moved out of home and went flatting in Napier then decided to go Australia and later returning and getting married and having children. We baby-sat the kids many times over the years as grandparents.

After moving to Australia with 3 boxer dogs we rented for the 1st 18 months then built a nice house where we lived for two years then building another new house on a two and half acre property.

I spent a lot of time building dog kennels as we ended up with 8 boxer dogs and Gail spent all her week ends at dog shows.

In 2012 Gail went to USA to a dog show and on her return, we fell out and we separated.

When I became sick with Lymphoma Gail helped me and visited sometimes twice a week driving 2hrs each way and have since remained friends.

Also at that time Lisa came over from NZ and looked after me for a couple of weeks of which I am very grateful.

When Gail and I got together Lisa became my Stepdaughter and after near 40 years as a family, Lisa and her children, are still part of my family even though I am not with her mother.

Near Life Ending Memories

1957: When 17 we had a mate of mine Barry James from Woodville boarding with us and one very dark rainy night he was driving me to Indoor Basketball in his 1937 ford 10 and at a cross road we hit another car and rolled, luckily I ended up in the back seat from sitting in the front seat and both of us were unhurt!! No seat belts even thought of. Lucky as!

1961: At Rothmans while working on top of a machine I had a fitter start part of it (so I could do some tests) from the Centralised control console, which had many buttons, and he pushed the wrong button and the machine started, grabbed me and sucked me into the large tynes and I managed to grab the end on the box and because I was small and skinny the tynes like hay rakes just went down my back bruising it. Lucky as!!

2005: At Joe White Maltings I was working on a large open control panel, it was very hot and very Humid, and I became entangled with Live 400 Volts which sent me flying 2 metres across the room into the wall where I laid and gathered myself together. I was very lucky not to get badly burnt. I made the decision to get back on the horse so although feeling sick I carried on working on the live panel for an hour then I went home. Shocks were the norm for Electricians and thou I had many over the years this was a bad one. Of course, if it happened today I would be writing a 10,000 word report plus get the cane. Lucky as!!

2014: I was diagnosed with non-Hodgkin's T-cell Lymphoma and not given a chance of living, but after six rounds of Chemo I have gone on to live so far another five years. Lucky as!!

My Life and Drugs

Well having lived through the 60s and 70s we, I mean myself and our friends, never ever did Drugs, not ever! The only known drug at that time was Marijuana which was not around. However, there was a drug called Booze which we all participated in, in great quantities, haha.

I personally have never ever held a leaf of Marijuana in my life believe it or not! Nor any other drug ever. But have had plenty of beer and whisky!! But at this end of life if my Cancer returns, I am prepared to try Medical Marijuana, so there you go.

PS: Note: I do have a couple of friends here in Adelaide who did Marijuana big time in their young days, one now 55 has had a life history of mental problems, the other now 65 has Alzheimer's.

My Sexual, Religious & Marriage Equality Philosophies

I have my own views on these subjects, however whatever I disagree or agree with as far as I am concerned people can choose to do whatever they want, providing they don't force whatever their connotations are on myself or others.

I myself have no religious connection, I don't really agree with same sex marriage but that's their choice, I have always been and remain to be a Heterosexual person.

My Naturalism Philosophy

To me the naked human body is natural as we are born naked, my views are there is nothing sexual, dirty or discussing with the "natural" naked body no matter body size shape or colour.

I have practised nudism most of my life in private, it is relaxing and gives you a being free type of feeling. (I have never been to or joined a nudist club or camp)

It was well known in the 60s and 70s that many women did their housework naked and even hear this today on the radio of people with this tradition.

I realise there are many views on this matter but once again I say everyone to their own.

Harris Family History

About the Family of Joseph Henry Harris (1835) and Thamazine Joll (1857)



My Great Grandfather John Harris 1857 Son of Joseph Henry and Thamazine

John Harris, Born 1794, had a son Joseph Henry born 1835 who married Thamazine Joll 16 may 1857 in Calstock, Cornwall, England.

Joseph Henry & Thamazine were both born in Calstock, Cornwall, England where they married and had a son (John) in 1857.

Joseph Henry (Aged 24 Years) migrated to New Zealand, He Sailed from London on the Ship "Evening Star" September 11th 1858 - arrived Auckland December 21st 1858.

Thamazine (Aged 23 years) followed with their son John (Aged Two years), Sailing from London on the Ship "Harwood" August 2nd 1859 - arrived Auckland November 17th 1859.

It appears they settled in Wanganui (NZ) where, in addition to their son John, they had their children, Mary Ann (Polly), Joseph Henry, Josiah & Sara Jane (Jeannie) then moved to Waverley.

Joseph was the Father of the well-known "Sir Lewis Harris", Napier.

Josiah went to sea and became a Captain of the ship Helen B Stirling.

The history from then of Joseph Henry & Thamazine plus their children other than John & Josiah is not known apart that in September 1877 Thamazine died at 41 years old and

is buried in the Havelock North Cemetery. How she came to be in Havelock North is unknown.

Their son John left school at 14 and worked on a farm with a relative (not known) at Kaiwaka, Northland, then worked a short time mining at Thames.

John Harris Married Mary Jane McDonald in Napier (How he was in Napier is unknown) on the 18th September 1878 and moved to Wanganui where they had three children Agnus, Mary and Annie (1882).

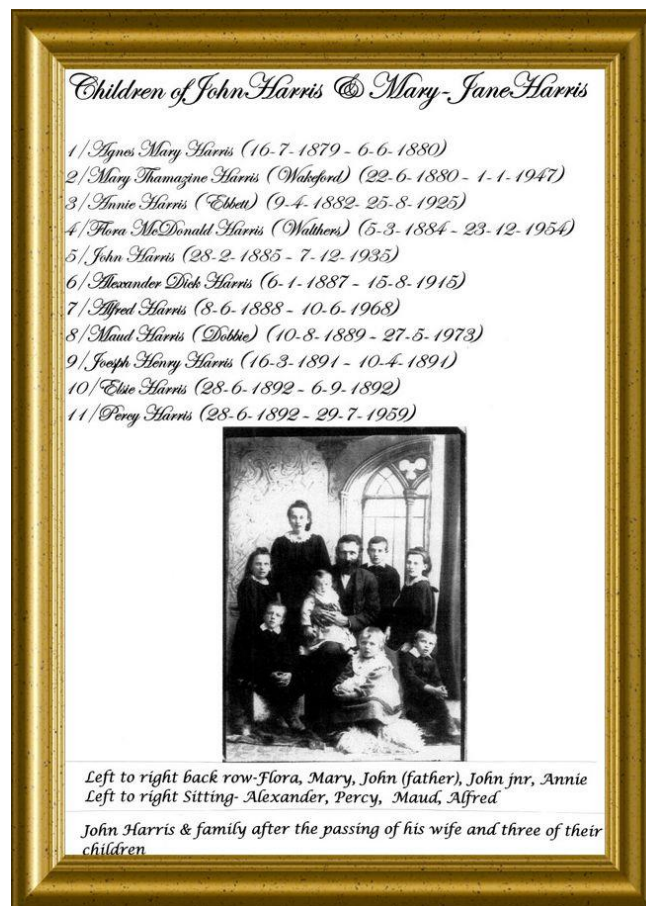
It is not known what John did whilst in Wanganui.

Around 1882/83 John and family shifted to Woodville where they continued their family with Florra, John (Jnr), Alexander, Alfred, Maud, Joseph Henry, Percy, Elsie.

Joseph Henry Died at only 6months and Elsie, Twin of Percy died at only two months.

Johns Wife Mary Jane Died at age 40 years in 1893 and is buried in the old Gorge Cemetery in Woodville NZ.

John Remarried in Woodville to Emily Jones but it is not known if they had children and nor is their history together known?



Children of John and Mary Jane (nee McDonald) Harris

Ship arrival of Joseph Henry Harris



“Evening Star”

Ship: 811 tons

Captain: F S Ewen

Surgeon Superintendent:

Sailed London September 11th 1858 - arrived Auckland December 21st 1858

ARRIVAL OF THE EVENING STAR

The New Zealander December 22nd 1858

The ship *Evening Star*, Captain F S EWEN, arrived in harbour last night a little before 6 o'clock. She sailed from Gravesend on the 11th, from the Downs on 15th and sighted Madeira on 26 September. She experienced light and fine North East trades, losing them in 30 North. On 9 October in lat. 60 30' North, 220 West, spoke the ship *Glenbervie* from London to Adelaide 43 days out. Crossed the equator on 20 October. In long 290 30' West. 21 October spoke the ship *Trafalgar*. In lat. 30 28' South, long 320 11' West, from London to Madras, 40 days out. 24 October, in lat. 100 46' South, long. 330 14' West, the ship *America* from London to Ponta d'Agenas, 60 days out. 25 October in lat. 120 17' South, long 330 43' West, the ship *Heroes of Alma*. Caught the South East Trade in 2030' North lat, a fine strong breeze and carried it to 210 South. Passed the meridian of the Cape of Good Hope on 13 November and ran down her Easting between the parallels of 480 and 490 South, fine weather. Sighted the South Cape of Tasmania on 12th instant; and made the North Cape on Sunday last. For the last six weeks averaged 220 miles a day, the greatest day's run being 320 miles. The *Evening Star* is a smart ship, Jersey-built. She has a spacious poop 50 feet in length, and she has come into harbour creditably clean. There was no sickness but one birth during the passage

The Passenger list as Follows Includes Joseph Henry Harris

The New Zealander Wednesday 8th December 1858

Advice of passengers per *Evening Star* sailed from Gravesend 11th September

AARONSON, Simon	HOAST, J F J
AKERS, George	HOLLAND, John
ANDERSON, George B	HOLLAND, Mary, Ann, Patrick, Daniel & William
ANDERSON, Peter R	HOULD, Richard A
ANDERTON, E J & S A	HUMPHREY, John
BAIN, Thomas B	JAMES, Duncan, W P, S F & E G
BAIRD, Charles	JAMES, S P & L R
BALLS, William	LINDSAY, Matilda, Eliza, M M, Benjamin, & A J
BASKETT, James	LINDSEY, James
BATES, George	LONG, Charlotte
BENSON, William	MARTIN, Bridget, Mary & Bernard
BEWIS, James	MARTIN, Mary
BLAKLY, Thomas G	MORRISON, Thomas
BROWN, William	NIGHTINGALE, Thomas
BUNTING, Isabella	ORMAN, Allan
BUNTING, W G	ROGERS, George, A R & Hahnemann
COCK, Stephen	ROGERS, O D J
CORK, Francis	ROGERS, William G
CORK, Mary Ann, John Francis, Mary Ann, Frederick, Alice, Michael & Emma	RYAN, F H, J H & F H
COTHERALL, Joseph	RYAN, John
COULON, Mary	SELLARS, Robert
CUNNINGHAM, William	STEWART, James
DYSON, Richard W	STOCKLEY, Henry & Phoebe
DYSON, W T S	STURCH, John
EVANS, Thomas William	STURCH, Mary, John, Thomas & John
EVANS, William	TRUST, Ambrose
FERARD, B A	TRUST, Ann, Ambrose, Nicholas, Richard & Thomas
FISHER, James	TUTIN, John
GOODMAN, Ann	TUTIN, Samuel
GRAHAM, William	UPTON, William Brown
GRAYDON, John	URQUHART, G F
GRAYDON, Margaret, H P & ISABELLA	WALDRON, John
HANSON, William	WALDRON, M S
HARRIS, Joseph H	WALLACE, Katherine
HASTIE, James	WARD, Jane
HASTIE, Jane	WARD, Robert
HAY, Alex R	WHILES, Ann
HENDERSON, Christopher	WHILES, Joseph
HENDERSON, John	WHILES, Joseph & Edward
HENDERSON, Mary, Matthew, Isabella & William	WILSON, James
HIBBS LONG, William	WISE, A M

The Ship Arrival of Thamazine and Son John

“Harwood”

Ship: 462 tons

Captain: Forsyth

Surgeon Superintendent:

Sailed London August 2nd 1859 - arrived Auckland November 17th 1859

ARRIVAL OF THE HARWOOD

The New Zealander November 19th 1859

After a brief absence of eight months and twelve days, having sailed hence for London on 4 March last, the clipper *Harwood* under command of Captain FORSYTH, brought up at her former anchorage on Wednesday afternoon, having made an excellent passage of 97 days from Plymouth whence she sailed on 11 August, taking her departure from Scilly on 13th and sighting Cape Ortegal on the 16th. Passed outside Palma, one of the Canaries; and had a very indifference North East Trade. On 13 September, being her 33 day out, crossed the Equator in long. 17 deg 6' West having had light winds on her progress thither. Had a moderate south east trade. On 1 October passed a large six topsail ship, steering to the southward and eastward, supposed to be the *Shooting Star* and on 3 October passed to the southward of the Tristan d'Acunha group. Ran down near Easting in about the parallel of 50 deg S, although in a hard north easterly gale, the ship was driven as high as 52 deg south latitude. On 16 October in lat. 17 deg 10' S, long. 46 deg 47' E, passed two very large icebergs, it then blowing hard with snow and hail; the weather in this lower latitude was much more stormy and severe than in the higher parallel of 50 deg South. Captain Forsyth had intended to pass to the southward of Van Diemen's Land but the wind hung so steadily in the southern board with a heavy sea, that he bore up and ran through Bass Straits, a manoeuvre which was followed by another ship then in company. Round the Black Pyramid at midnight on 6th, clearing the Straits at 3pm of the 9th, making a splendid run across to the Three Kings which he fetched at 4pm on the 14th inst, passing the North Cape the same night at 12 o'clock. On the 12th (Saturday last) Andrew WEBSTER, a steerage passenger, died of consumption; otherwise the ship was remarkably healthy and she comes into port in the like clean, creditable and comfortable condition for which she was so deservedly noted on her previous voyage. She spoke no ships connected with the colonies. The *Harwood* brings a small addition of 48 souls (equal to 42 statute adults) to our population. Among these there are 7 farmers, 10 labourers, 4 female servants, 1 shoemaker, 1 cooper, 1 butcher and 1 carpenter, exclusive of their wives and families. They are a hale, hearty looking body and in all respects equal in appearance to the others that have preceded them, a class of immigrants which any Colony may be proud to welcome and do all in its power to further.

Passenger List Including Thamazine Harris (nee Joll) With two year old son John.

Note: The list Spells Thamazine as Thomasin.

The New Zealander Saturday 19th November 1859

ARRIVAL

Nov 17 *Harwood* ship, 462 tons Forsyth from London 2nd Aug.

BARNARD, James O

BOVEY, Ed.

COLLINGWOOD, Joseph

CROSSLEY, Charles

CROWTHER, William

de MONTMORENCY, Jane

DON, George, Elizabeth, Emma, Annie & William

EDWARDS, John, Mary, Bertha J, Mary L, James H & John

ELLIOTT, Albert

ELLIS, Charlotte & William

FINDLAY, William

FRY, William

GAME, Joseph & Elizabeth

HARRIS, Thomasin & John

JOLL, Richard

KEPPLE, Mr

KNIGHT, Thomas

LEWIS, Ellen

LOUNDS?, Thomas, Sophia, Charles P & John T

McKENZIE, Henry & Elizabeth

MEREDITH, Mr & Mrs & 2 chdn

MUNFORD, ?R

RICHARDSON, William, Jane & Mary

RICHARTDSON, Robert, William & Jane

ROBINSON, Isabella

SKINNER, David & Emily

SMITH, Thomas

TIPPER, Allen

URQUHART, Mr, Mrs & Miss

WEBSTER, Andrew (died)

Cruickshank Smart & Co, agents

97 days from Plymouth. On 12th November Andrew Webster, steerage passenger, died of consumption.

Leach Family History

Charles (1846-1911) & Paulina (Nee Taylor) 1861-1936 Leach

The following History was Obtained from records of the LEACH Reunion Feb 1989 at Wanganui.

Charles Leach was born in Stroud, Gloucestershire. He is known to have been a member of the 20th Regiment of the US Infantry from 24th Sept 1866 to 24th Sept 1869. It is presumed he went back to England and married "Matilda" On 28th July 1874 they sailed from Plymouth as assisted immigrants on the ship "Helen Denny" His wife Matilda died in childbirth on the ship on either the 10th Sept or the 10th Oct 1874. Thus Charles disembarked as a widower at Napier on the 22nd Oct 1874. According to barrack's records by the Hawke's Bay Art Gallery and Museum he left the Napier Barrack's on the 26th Oct 1874 to work for Mr Ashton of Napier for a rate of 10 Shillings per week.

Paulina TAYLOR was born in Halifax, Yorkshire. She sailed to New Zealand on the "DOUGLAS" with her father Abraham and sister Lucy as assisted Immigrants arriving in Wellington on the 26th Sept 1873 and then went to Napier. The barrack Master's book states that, Paulina aged 12 years a maidservant, left the barracks on 9th 1873 to be employed by Mr Firth at a rate of 12 Shillings a week.

Charles & Paulina were Married on 2nd Aug 1876 in the church at Te Aute by the Rev Samuel Williams. They moved about the area finally settling in Ormandville on "The Hill" farm as it was known. They had eight children (See Tree) The youngest son Harry died of Meningitis on 2nd June 1909.

Charles died on 19th July 1911 in Ormandville. His death certificate says his father was Richard, a cloth factory hand and his mother was Rachel, formally Steel.

Paulina died at Dannevirke Public Hospital, noted from Te Rehunga.

Her death certificate says her father was Abraham, a Policeman, although Abraham's own death certificate states his occupation as Cabinet maker.

Paulina's mother was also Paulina formally Crowther.

Both Charles and Paulina are Buried at Ormandville Cemetery.



Charles Leach & Family

Left back: Arthur, Lucy, Jock, Annie, Ernie. Middle: Lena, Charles, Paulina, Nellie.

Front: Harry

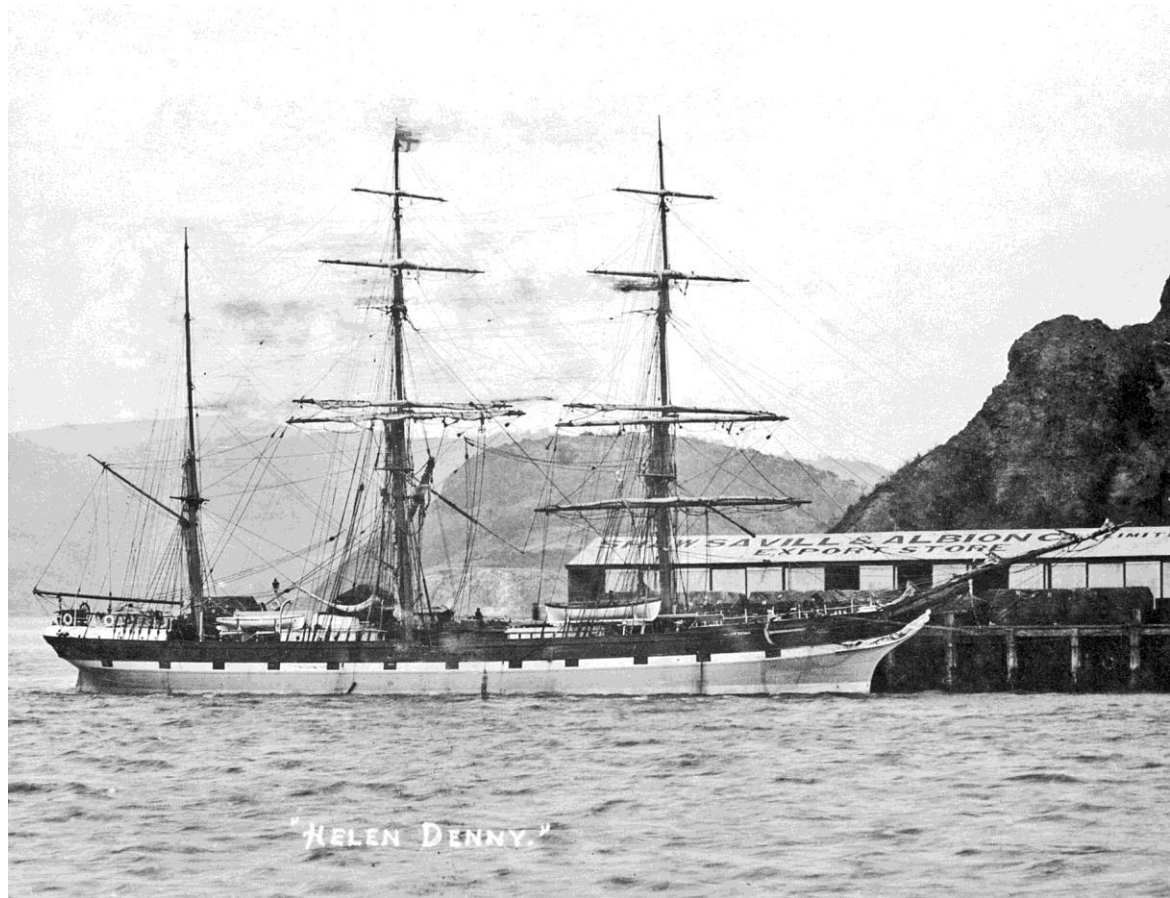


Charles Leach Born 1846



Wife Paulina and Family

Ship Arrivals of Charles Leach born 1846 & Paulina Taylor Born 1861



Helen Denny

Arrival of the Ship "Helen Denny"

Charles Leach sailed to New Zealand on 28th July 1874 they sailed from Plymouth as assisted immigrants on the ship "Helen Denny" His wife Matilda died in childbirth on the ship on either the 10th Sept or the 10th Oct 1874. Thus Charles disembarked as a widower at Napier on the 22nd Oct 1874

Arrival of the Ship "Douglas"



Paulina TAYLOR sailed to New Zealand on the "DOUGLAS" with her father Abraham and sister Lucy as assisted Immigrants arriving in Wellington on the 26th Sept 1873 and then went to Napier. The barrack Master's book states that, Paulina aged 12 years a maidservant, left the barracks on 9th 1873 to be employed by Mr Firth at a rate of 12 Shillings a week.

ARRIVAL OF THE DOUGLAS

Southland Times September 26th 1873

Douglas, ship, 1428 tons, Wilson, from London. She brings 6 cabin passengers and 388 immigrants, and a large quantity of railway plant and rolling stock, including

locomotives. She has been 107 days out, and had small-pox on board, 6 deaths having occurred during the voyage. The vessel has been placed in quarantine.

ARRIVAL OF THE DOUGLAS Daily Southern Cross

September 27th 1873

The Immigration and Health Officers are making preparations for landing the passengers per 'Douglas' on Soams' Island [sic]. Later.

The passengers by the 'Douglas' are being landed at quarantine station to-day. It is two months since the last case of small-pox occurred. The fever patients are all convalescent, and there is no one in the hospital.

Douglas

Ship: 1428 Tons

Captain: Wilson

Surgeon Superintendent: Dr J Tuck
Sailed London 14th June 1873 - arrived Wellington 20th September 1873

The Douglas was chartered by both Shaw, Savill company and the New Zealand Shipping Company. There was a slight outbreak of scarlatina and smallpox aboard at the beginning of the voyage, and passengers were subject to a short quarantine on arrival in Wellington.

Assisted Immigrants

<i>Name</i>	<i>Age</i>	<i>County</i>	<i>Occupation</i>
<i>Families and Children</i>			

Colonial Nominated Single Men

Taylor	Abraham	50	Yorkshire	Joiner
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Colonial Nominated Single Women

Taylor	Lucy	19	Yorkshire	Servant
	Paulina	12	Yorkshire	Servant

THE SHIP DOUGLAS

Evening Post September 27th 1873

At eight o'clock yesterday morning the agents of the Douglas (Messrs Levin and Co) dispatched a boat with fresh provision, which arrived at the quarantine ground about half-past ten. The vessel is lying on the northeast side of Somes Island, and about a quarter of a mile from the wharf. On arrival it was found that the Health and Immigration Officers had preceded them in Capt Holliday's boat. Captain Wilson, of the Douglas, and Dr Tuck, the Surgeon Superintendent of the ship, who were in one of the vessel's boats, were being questioned as to the state of the passengers generally and the health of all on board. We are glad to learn that the sickness is not so bad as was at first supposed. During the voyage there were some cases of small pox in a modified form, and also scarlatina amongst the children. At present there are a few signs of slight scarlatina, but all are convalescent and able to go on deck. The deaths were six, all infants under a year; and the births were five. Nothing otherwise, that we could learn, occurred to mar the voyage. The passengers expressed great satisfaction at the supply of fresh provisions. Captain Wilson appears to have conducted the ship in a very creditable manner, and Dr Tuck has evidently carried out his instructions to the letter. Had it been otherwise, and had the Douglas been a smaller ship, it is hard to say what would have been the consequences; but we are informed that a more roomy, better ventilated, and finer passenger ship never entered our

harbor. There had not been a single case of sickness amongst the crew, which is, perhaps, a significant fact. The Health and Immigration Officers, after examining the captain and the surgeon, fumigated Pilot Holmes, and allowed him to proceed to his home. Captain Wilson will probably succeed in landing the last of the passengers to-day. This is a tedious job, on account of the bedding and clothing requiring fumigation, which occupies two hours to each fumigation. When the passengers have been landed, the fittings will be sent on shore and the vessel scrubbed and thoroughly fumigated, after which, it is probable, she will be admitted to pratique. The following is a list of the names of the passengers, and the number in each family: [Not transcribed] The health and immigration authorities duly visited the quarantine station yesterday, and obtained from the captain and the doctor of the Douglas (whom they "spoke" at a safe distance) the following particulars of the condition of the passengers, which we rejoice to learn is much more satisfactory than at first reported:- It appears that although a mild form of small pox occurred in the early part of the voyage, it had been completely "stamped out" by the admirable sanitary arrangements, and the entire isolation of the infected persons, which the large size and efficient appliances of the Douglas enabled to be carried out. Hence the formidable disease soon disappeared, and not a single case had occurred for fully two months. Scarlatina also broke out among the children, and six deaths occurred, all, however, being infants under twelve months. Of this malady there are still a few cases, but very moderate in degree, and the patients are all but convalescent. It is hoped, therefore, that the detention in quarantine will be brief. The landing of the passengers, and the fumigation of themselves, their clothing, bedding and luggage, is proceeding vigorously. The ship is reported to be everything that could be desired as an immigrant vessel, and Captain Wilson and Dr Tuck are said to have fulfilled their onerous duties to the thorough satisfaction of all. It is hoped that the ship may be admissable to pratique next week.

The agents for the Douglas, Messrs Levin and Co, on it being known that she had been ordered into quarantine, at once sent off ample supplies of fresh provisions, which naturally were very acceptable to the passengers, thus necessarily, but most provokingly, delayed after a voyage which, however pleasant and prosperous, already had been somewhat protracted.

DNA of Trevor Alfred Harris

DNA Results at May 2019



Ethnicity Estimate Updates [i](#)

<ul style="list-style-type: none"> ● England, Wales & Northwestern Europe 82% > ● Southern England > ● Devon & Cornwall ● Ireland and Scotland 7% > ● Sweden 6% > ● Norway 5% >

DNA Matches: with Reply's

Darren Bec: This is Kelvin Leach's Daughter Rebeca

Dj0040 This is Lynette's Daughter Donna

HS (Peter Clark) Clarks on Tree

MV (Julie Sutherland) Alans Son Ian's Daughter Madeline

Peter Lynsey: On Leach Tree

SB (Karen Bryant) Steve her Husbands father is Frances Godfrey Bryant, on the tree.

Jack and Maureen Dempsey: Sister of Peter Brady and Jennifer Brady (Sam's ex Wife)

AliBrady Peter is my fathers first cousin, so .1st cousin once removed

Julie Sutherland You have matched with my 9 year old daughter Madeline. Her Father is Ian Vickers, the son of Alan Vickers who I believe is your cousin so I think that would make Maddie your third cousin. We live on the North Shore in Auckland. I am currently doing the tree for my side of the family as I am adopted and trying to trace my ancestry but plan to load the Vickers side for Madeline when I get time.

Erickson962 (Leach tree) My name is Teresa Erickson and I'm doing research for a family member. He was born to Harry and Sylvia Bryant, but given up as a baby to a family that did not legally adopt him. He knows he has two sisters, but was given up at 1 1/2 years old, so has no other information. Your tree was one of the only records I've found with Harry and Sylvia, so was wondering if you had any further information on this particular couple. Any information you could give would be greatly appreciated. Thank you.

CBorase42 Francis Borlase Hi, are you a relative, if so we may be able to help each other I am Jim Borlase Bay of Plenty By me Francis Borlase married Lena Rachael LEACH whos parents were Charles and Paulina Leach and had Charles, Doris and Gordon. My mother was a Leach

PeterClark80 Hi Trevor, Thanks for getting in touch with me. I also contacted your brother and he told me you had written your family history. I have looked at it and you have done a great job.

My paternal grandfather was Alfred Edward (Ted) Clark the younger brother of John Thomas Clark who farmed in Woodville. Elsie Ada was my father's first cousin. I really knew nothing about her so it was a bit of a shock to read how she died.

Peterbrady 1 Anthony Peter Brady is the son of William & Muriel Brady and a Brother of Jenny Sams Wife their Parents were William Brady and Muriel (Topyy) Clark on the Harris Tree

Raewyn Brady is the Daughter of Kathleen Marie Brady the Sister of Peter

Prvanov Hi there Trevor,


I think we might have had a few emails, maybe a year or so ago. I am descended from the Clarks (through my mother's side) which is on your Harris side. Richard Wade aka William Clark and Emma Pywell are my grt grt grandparents. My grt grandmother was Sarah Agnes, their youngest child. I see you share many matches with my Mum.

AncestryDNA Results for trevor alfred harris

Sort by: **Relationship** | Date < 1 >

Filters Hints New Starred Regions Search Matches

IMMEDIATE FAMILY

★


Rex H


Possible range: Immediate family - close family ?

Confidence: Extremely High

Last logged in Jun 23, 2018

656 people ✔ View Match

2ND COUSIN

★



dj0040

Possible range: 2nd - 3rd cousins ?

Confidence: Extremely High

Last logged in Feb 12, 2018

No family tree ✔ View Match

★



H.S. (managed by PeterClark80)

Possible range: 2nd - 3rd cousins ?

Confidence: Extremely High

Last logged in today

No family tree ✔ View Match

★



M.V. (managed by Julie Sutherland)

Possible range: 2nd - 3rd cousins ?

Confidence: Extremely High

Last logged in today

256 people ✔ View Match

★



Peter Lindsey

Possible range: 2nd - 3rd cousins ?

Confidence: Extremely High

Last logged in Jan 1, 2018

No family tree ✔ View Match

★



S.B. (managed by Karen Bryant)

Possible range: 2nd - 3rd cousins ?

Confidence: Extremely High

Last logged in May 28, 2018

39 people ✔ View Match

★


JackandMaureenDempsey

Possible range: 2nd - 3rd cousins ?

Confidence: Extremely High

Last logged in May 11, 2018

1,001 people ✔ View Match

3RD COUSIN


- 

F.H. (managed by prvanov)

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in today

10,669 people View Match
- 

Laura Gage

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in Apr 9, 2018


No family tree View Match
- 

M.F. (managed by Rebekah Fraser)

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in Jun 2, 2017

No family tree View Match
- 


PeterClark80

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in today

No family tree View Match

- 

Raewyn Brady

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in Apr 5, 2018


6 people View Match
- 

T.B. (managed by alibrady1)

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in today

792 people View Match
- 

Julie Le Clerc

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in Jun 11, 2018

No family tree View Match
- 


prvanov

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in today

10,669 people View Match


- 

peterbrady_1

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in 3 days ago


1,001 people View Match
- 

Patricia Wakeford

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in 5 days ago


No family tree View Match
- 

J.B. (managed by alibrady1)

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in today

792 people View Match
- 

George Rowley

Possible range: 3rd - 4th cousins ?

Confidence: Extremely High

Last logged in Mar 8, 2018

No family tree View Match

Trev's 1960 Napier Gang Memories

Description of the Napier 1960s Gang

The Napier Gang was, a number of friends, in the 1960s, who used to hang out together which included going to the Motor Racing, hotting up Cars etc. also Sunday night Pictures, Parties and BBQ's at people's homes or the Beach Plus just hanging out together.

We would meet casually in Emerson street Friday nights and from there organise to do whatever.



The Gang Main Core Names

The main core members were Rick Collister, John Davies, Les Gleeson, Jim Swain, Barry Everett, Jim Bunce, Ian Smith, Clive Bush and Trevor Harris.

How the Gang came to fruition.

All having a passion for their cars was really the way the gang was formed. We would all park in Emerson street Friday nights and weekends

Rick and Jim Swain knew each other as their parents were friends.

Rick and Les went to Apprenticeship classes together & Johnnie lived next door to Rick with his cousin Ian Smith.

Clive Bush lived just along the road from them.

Jimmy Bunce also having a Morris Minor Convertible just stopped and made himself known.

Trevor Harris also met up in Emerson street. He boarded at Sherriff's & mate of Sam & his Brothers.

Barry Everett was welcomed to the gang when the gang was picnicking at the Esk River & he turned up.



At the Esk river. Trev's 1959 Humber 80, Ricks Morris Minor, Barry's 1959 Hillman Minx, Les's Austin A30

Gang members



Johnnie Davies



Rick Collister



Trevor Harris



Les Gleeson



Jim Swain



Jimmy Bunce



Bob Streeter



Barry Everett



Ian Smith



Clive Bush



Charlie Bryant



Graeme Burgess



Trevor Prince



Don Stewart



Don Carter



John Calnan



Noel Davies



Vicki Feldner



Christine Watts



Dot McCormick



Jill Tucker



Lysie Calnan



Edna Simms



Marlene Redshaw



Gay Bullard



Robyn Taylor



Lyn Peterson



Gail



Margaret Spershott



Erin Swanell



Jenny Rusbridge



Greeba Collister



Barbara Spershott



Gang Photo 1961-1962 at Mardi Gras

Back: Les, Barbara Spershott, Rick, Marlene Reshaw, Barry, Johnnie, Chrissie, Margaret Spershott, Graeme Burgess, Gay Bulled

Front: Bev England, Trevor, Lysie Calnan, Edna Simms, Lyn Pederson



Gang Photo 1962-1963 at Mardi Gras

From Left: Lysie, Trevor, Smiley, Jim Bunce, Chrissie, Johnnie, Robyn Taylor, Clive Bush

The Motor Races

Motor races were a big part of our lives and whenever we could we travelled all over the North island to the Motor races.

Levin Motor Races:

One time we set out in convoy early, like 5:30am, there was several cars, there was Rick, Johnnie, Jim Swain, Barry Everett and Jimmy Bunce. Trev wisely left his car at home!

We got to just out of Hastings and this old Maori guy was on a bike, well he decided to cross in front of us, not a wise move as the first car swerved and missed him (I think Rick?) then I (Trev) was with Barry and we got him sent him right across the road! Then bang ! Jimmy Bunce went up our rear!!

So we left Jims car on side of the road and carried on.

With another zillion close calls we got to Levin and watched a great days racing. We had arranged to stay in PN the night at Trev's parents.

Whilst driving in PN Jim Swain managed to get TEE Boned by a car and swerve and run over a bike!!

We rushed around moved his car around the corner unloaded the booze out of boot and left. The Cops came and couldn't find any beer, but it stank.

So back to Trev's parents place in PN where the girls stayed inside and the boys in a tent outside!

The next day going across the Takapu plains we were playing silly buggers like trying to climb out of Barry's car into Ricks car with the hood down whilst doing about 60 miles an hour! We failed. How stupid were we.

Pukekohe Motor Races:

Each year we used to go to Auckland in our cars and we soon found out we were thrashing hell out of our own cars, so we changed to hiring a Morris minor each year and thrash hell out of that.

There were high lights as we shared driving and there was a time on our way home Jim Swain wanted to go to the Toilet and we stopped smack bang in the middle of the Te Pohue Bridge lucky there was no traffic and we took off down the road, but we stopped and let him in.

Ohakia Motor Races around 1960-1961

Photo of Brian Wall's 1951 LIP Vauxhall with Brian, Sam Trev



My 1960's Gang Story

How I came to be in Napier

Firstly, I only found out in 2006 that my Great grandfather lived in Napier and he was Chairman Old People's Home at Parke Island (destroyed in Napier Earthquake). The Photo shows John Harris (with cap) With Lord Jellico at the Old Peoples Home. My grandfather also lived in Napier and was the cousin of Sir Lewis Harris, and unbelievably my mother and father also lived in HB, in Havelock North (Dad showed me where they lived and worked on a farm) before I was born!!!! I never knew.



So, I was born in Woodville and grew up there, next door was my mate BILL LINTON whose parents shifted to Napier in 1953. Dad was on the Railway and we shifted to Auckland in 1954 (and went to SMTC High School with Bruce McLaren, who was a year ahead and in my cousins' class and came to school in his Austin 7) We shifted to PN in 1955.



In 1955 I took up an Electrical Apprenticeship in PN and went Napier to see Bill Linton. Bill introduced me to Sam Sherriff and Brian Wall. Sam's job bought him to work in PN, where we got around together, so every weekend I would go on the back of motor bike with, flat stick Sam, to Napier and stayed with Sherriff's.

Sam Sherriff



Trev and Bob Sherriff 1935 Morris 8

When I was 18 I bought a 1935 Morris 8 (and got a night cleaning job 3 nights a week to pay off car) At Xmas In 1959 Bob Sherriff and I in my 1935 Morris 8 and



Brian & his Vauxhall



Bevan & Austin Healey

Brian Wall in his Bright Yellow 1937 Vauxhall 10 and his Cousin from NP went driving over the North island meeting up in Auckland with Bevan Woolf in his late model Austin Healey 100-6 (Bevan Lived opposite Linton's in Woodville) and ending up at Orewa-Red Beach North Auckland sleeping under a canvas tied to a farmers fence!!!!It was a great trip in our old cars remember many of the roads were shingle

I finished my apprenticeship and turned 21 a few months later in 1960.



Mum Trev Judy Mitchel Dad



*Trev's 21st: Grant Trev Bob & Sam Sherriff Bill Linton
Brian Wall Peter and David Sherriff*

That year I went to the Hastings Blossom festival and while there staying at Sherriff's Mrs Sherriff introduced me to her Brother who was the Manager of John Hill Electrical in Hastings he signed me on and I went home packed and moved (my big move away from home) and worked at John Hill Electrical and boarded at Sherriff's for a year. I had several Jobs then got a job at Rothmans, I was then transferred by Rothmans to Motueka for four months (where I stayed in the Motueka Hotel) and when I returned, I boarded at Gleeson's sharing a room with Les!!!

I boarded at Gleeson's for around a year until we got married.in 1963 and Brian Wall was our Best man.

I went to Sam's Wedding in Masterton in 1964 and years later my Father told me when I was doing my family History tree that, Jenny, Sam's Wife's father was dads cousin.

So, Jenny is my second cousin and Sam and Jenny's Daughter, Sandra is my second cousin once removed.



Trev's Life Photo Album's

Trev's Homes

110 Morris Spence Napier



Number 110 Morris Spence Ave Napier (Next door to the Left is Rick and Vicki Collister's House)

Trev and Lysie had this house built (By John Foster Husband of Colleen Gleeson) in 1964 Trev along with the shared help of Rick and Johnnie and with our own hands and skills, Concreted the Drive, Built the Fences, Built the Car shed and built the Swimming pool.





Pool Designed, Drawn & Built by Trev with Own Hands

House (Bach) Mahia Beach



Bach Designed, Drawn & Built by Trev with Own Hands (Apart from Block work and Second story)

House Whirinaki NZ



Trev Drew designed 600 square foot Extension and Got permit and Built completely with his own hands



House Paralowie South Australia

Built this Luxury House in Adelaide 2002 did the Electrical Wiring plus all the Improvements myself



House Two Wells South Australia



Built house on two and half acre's bare land and did the Electrical Wiring plus all the Improvements myself

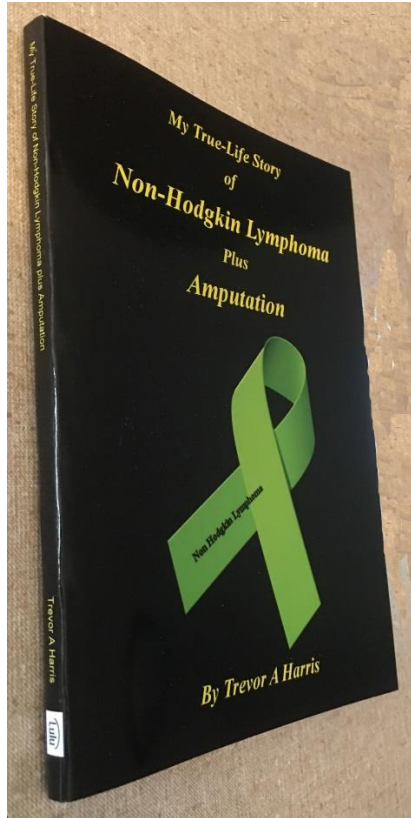


Flat Woodville South Australia



Trev's Cancer & Amputation Album

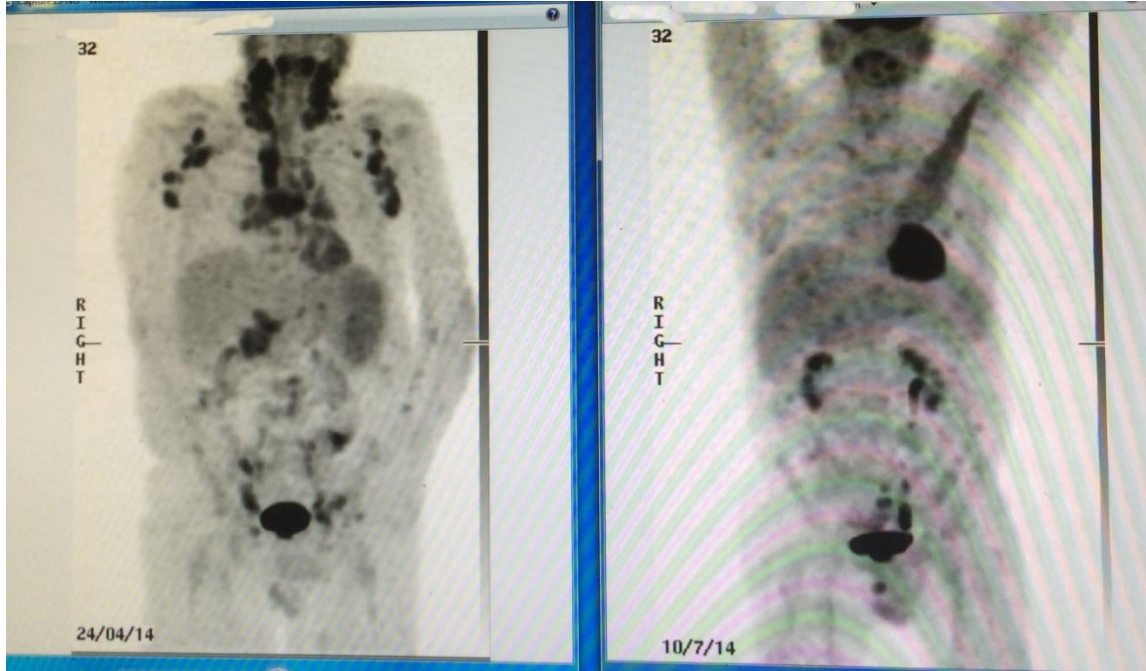
Chemo Treatment Chair



MEDICATION LIST			
Name: Trevor HARRIS	D.O.B: 3/9/1950	URN: 830748	11/07/2016
MEDICATION NAME AND STRENGTH	BRAND NAME(S)	WHAT THE DRUG IS USED FOR	RECOMMENDED DOSING SCHEDULE
ASPIRIN Tablets 100mg	Cardipin, Aabix, Spirin.	To prevent the formation of blood clots	1 1 x 100mg 1 x 100mg
PREGABALIN Capsules 25mg	Lyrica	For the treatment of neuropathic (nerve) pain	2 2 x 25mg 2 x 25mg
PANTOPRAZOLE Tablets 40mg	Pantix, Pantofast, Calpa, Somax, Tolicid, plus other brands	To reduce acid levels in the stomach	1 1 x 40mg 1 x 40mg
FLUCONAZOLE Capsules 200mg	Exiflan, Dicole, Flucon, Dicole, plus other brands	To treat and prevent fungal infections	1 1 x 200mg 1 x 200mg
FAMCICLOVIR 250mg	Exovir, Famix, Famiv, Famic, plus other brands	An antiviral medication	2 2 x 250mg 2 x 250mg
TRIMETHOPRIM with SULFAMETHOXAZOLE Tablets 160/800mg	Bactrim DS, Resprim Forte, Septirin Forte	This is an antibiotic - the strep course should be completed.	Take ONE tablet TWICE a day on MONDAYS and THURSDAYS only
The following medications are to be taken only when required			
OXYCODONE Tablets 5mg	Endone	For the treatment of moderate to severe pain	Take ONE tablet up to FOUR times a day if required
The following medications are used to help you in your cancer journey			
PRENOSOLONE Tablets 25mg AND 5mg	Parafortabon, Solon, Panitron, Sone	Stomach medication as part of your chemotherapy treatment	Take FOUR 25mg tablets and TWO 5mg tablets (15mg total) each morning for FIVE days each chemo cycle (3/2/14-12/3/14)
ETOPOSIDE capsules 100mg AND 50mg	Vepesid	Part of your chemotherapy treatment	1 x 100mg 1 x 50mg Take for FOUR days then STOP (3/2/14-11/3/14)



PET Scans before Chemo and After Chemo



Before Chemo

After Chemo

In Hospital



After Hospital



Lisa and I at Glenelg



75th Birthday at Woodville Hotel (SA)



Donna and me on the Ferry to Kangaroo Island



Rex and I at Glenelg

Trevs Cars (Some of Adelaide only)

4 Wheel Drives



BMW's





Trevs Best Boats



Boat in Napier

r

Boat in Adelaide



Trevs Tractors



Ferguson TEA 20 After Stripping repainting Etc etc



Massey Ferguson 35 After I Stripped and Painted new Tyres etc etc

Trev's Caravan



Trev's Buggy



Harris Family



Leach Family



**Back: Jock Leach, Ron Harris, Arthur Lenna & Wendy Walker, Trevor & Gwen Harris, Joyce Rendle, Emmily Leach, Les & Maurice Rendle.
Middle: Charles & Rex Harris
Front: Sussane Rendle, Brenda Walker, Judith Rendle.**

My Parents and Brothers



Trev and Family



Trevor and Gail



Lisa and children Krishell, Joel and Anika

Gang Get Together July 2009

John Christine Vicki Rick Trev



Trev Johnnie Vicki Rick

Chrissie

2015 Trip to NZ



Donna and Rex



Pete and Jarod



Trev and Kelsey



Harris get together at Otaki



Rex Lisa Trev and Anika in front



Trev with Shirley and Chick Hammond



Rex and Trev



Gay Trev Brian

2018 Trip to NZ



Pete and Donna Kevin walking along footpath



Marcia Trev Chris Shirl Chick



Joel Lisa Trev Anika Krishell



Rex at Havelock North Cemetery

Gang Get Together Sept 2018

John Christine Les Jill Dot Trev



Dot Jill Les Trev Johnnie and Chrissie in front

Sept 2018 Guys and Girls



Thankyou for Reading my Autobiography

At this time of life at 80 years old, I felt I should write this and record my life journey, mainly for History, but also to give an overview of my life for those genuinely interested plus Clarify happenings in my life for anyone who may of or may not of speculated on my life.

Thankyou to all my Family, Lisa and family plus my Brothers (and Sisters who knows? haha) and all my cousins and all my friends for always being there for me and being part of my life.

To all those people that feel, for some reason, I have hurt them in any way over my lifetime, once again,

I Profusely Apologize and may you all have great futures.

Kind Regards to All

Trevor Alfred Harris