

**CAPTAIN FREDERICK GEORGE PHIPPARD**  
**2nd Tunnelling Company**

Frederick (Fred) George Phippard was born in South Brisbane, Queensland on 27 April, 1888 the son of Edwin and Louisa Charlotte (nee Cockerton) Phippard. His education at the Sydney Grammar School prepared his way to study at the Sydney University for three years and during his first year there the following took place which was reported in the:

*Australian Star* Thursday October 25, 1906:

**YOUTH SENTENCED FOR STEALING**

A youth named Roy Patterson was charged at the Darlinghurst Sessions to-day with stealing a chronometer and ten mechanical instruments, the property of the Sydney University, a box and six drawing instruments belonging to Max E Bedford, and a bag belonging to Frederick George Phippard, on the 22<sup>nd</sup> of September last.

Mr Moss pointed out that he [client] had taken the articles to tide him over a holiday. The articles would not be missed for some time, and he intended redeeming the articles and returning them to their proper place.

A sentence of three months' hard labour in Goulburn Goal was imposed.

*Article abridged*

Some of his examination results were published in the newspapers:

*Evening News (Sydney)* Saturday October 17, 1908:

**THE THEORY OF WARFARE**  
**UNIVERSITY EXAMINATION RESULTS**

The results of the examination in military science and military history that were held at the University of Sydney during the present month have been posted at the University. The examination formed part of the military course in the Department of Military Studies, over which Colonel Foster, R.E. presides.

Department of Military Studies—Military science examination: passed: A.S. Lloyd, F.G. Phippard.

*Article abridged*

*Star* Saturday May 1, 1909:

**CONFERRING OF DEGREES**  
**DEPARTMENT OF MILITARY STUDIES**

Frederick George Phippard (high distinction in military topography)

*Article abridged*

He also was senior scout-master and news of his efforts were recorded in the:

*Star* (Sydney) Wednesday June 2, 1909:

**RANDWICK BOY SCOUTS**

A second troop of Boy Scouts is being formed in the Randwick district, and the senior scout-master, Mr F.G. Phippard, is endeavouring to secure accommodation for their weekly meetings. The Randwick Council have been asked to grant the use of one of the rooms at the Town Hall, and at last night's meeting of the council a general opinion was expressed that the request should be favourable considered.

*Article abridged*

Final results of his education were published in the:

*Sydney Morning Herald* Monday May 2, 1910:

**CONFERRING OF DEGREES**

The following degrees were conferred by the chancellor upon the candidates presented to him by the Deans of the several faculties of Arts, Law, Medicine and Sciences.

**MINING AND METALLURGY**

Frederick George Phippard (distinction in mining; distinction in assaying; credit in metallurgy)

**DIPLOMA IN MILITARY SCIENCE**

Frederick George Phippard (credit)

*Article abridged*

He graduated in 1910 with a Bachelor of Engineering (B.E.) and a Diploma in Military Science.

A call for Mining Engineers to become officers in the establishment of a Mining Corps in Sydney was taken up when he applied to join about 1 July, 1915. He applied for a Commission with the Australian Imperial Forces – Engineers Section and passed the preliminary medical examination with personal particulars showing the single man's height as 170cms (5ft 7ins) tall, weighing 61.8kgs (136lbs) with good vision and a

chest expansion of 75-89cms (29½-34½ins). Further qualifications given by the twenty-seven year old was a Mine Manager's Certificate. Religious faith was Church of England and next-of-kin nominated was his father Mr E.S. Phippard of "Ballarat", Francis Street, Randwick, NSW. Recommendation was for the rank of 2<sup>nd</sup> Lieutenant and be posted to the No. 1 Company of the Mining Corps.

He was sent to the No. 2 Officers' School, possibly at Moore Park, Sydney with training completed on 1 September, 1915 and returned to Casula camp, near Liverpool, NSW. His Commission was granted and notification appeared in the Commonwealth of Australia Gazette No. 121 dated 7 October, 1915.

He appears in a photograph taken at the camp in 1915 and captioned as follows with their service:



Officers (peaked hats behind drum, left to right)  
Lt Frederick Phippard; Lt Leslie Coulter; Lt Edric Mulligan; Lt Wilfred Avery  
(Captain, MC, MiD) (Major, DSO, KIA 29 June 1917) (Major, DSO, CdeG(Bel), MiD (3)) (KIA 25 Apr 1917)

He was appointed the rank of Second Lieutenant on 24 September, 1915. As the date of embarkation neared he was appointed to the No.1 Company with No.2 Section as follows:

Lt R.B. Hinder  
Lt F.G. Phippard  
Lt R.A. Clinton

At a civic parade in the Domain, Sydney on Saturday February 19, 1916, a large crowd of relations and friends of the departing Miners lined the four sides of the parade ground. Sixty police and 100 Garrison Military Police were on hand to keep the crowds within bounds. The scene was an inspiring one. On the extreme right flank, facing the saluting base, were companies of the Rifle Club School; next came a detachment of the 4th King's Shropshire Light Infantry, then the bands of the Light Horse, Liverpool Depot, and the Miners' on the left, rank upon rank, the Miners' Battalion.

The Corps boarded HMAT A38 *Ulysses* in Sydney, NSW on February 20 and sailed for the European theatre. Arriving in Melbourne, Victoria on February 22 the Miners camped at Broadmeadows for a stay of 7 days while further cargo was loaded.

Another parade was held at the Broadmeadows camp on March 1, the Miners' Corps being inspected by the Governor-General, as Commander-in-Chief of the Commonwealth military forces. Leaving Melbourne on March 1, *Ulysses* arrived at Fremantle, Western Australia on March 7 where a further 53 members were taken on board. On Wednesday March 8, 1916 the whole force, with their band and equipment, paraded at Fremantle prior to leaving Victoria Quay at 9.30 o'clock. The ship hit a reef when leaving Fremantle harbour, stripping the plates for 40 feet and, although there was a gap in the outside plate, the inner bilge plates were not punctured.

The men on board nicknamed her '*Useless*'. The Miners were off-loaded and sent to the Blackboy Hill Camp where further training was conducted.

Captain Oliver Woodward of the same Company in his unpublished book *My War Story of the Great War* imparts the following:

“Before leaving Fremantle a change in officers took place. Major MacTaggart due to illness did not embark and Captain J.D. Henry took command of No. 1 Company with Lieut. E.S. Anderson as his adjutant. Lieut. McBride was transferred to No. 1 Company and Lieuts. Phippard and Cohen to No. 2 Company.”

The Mining Corps comprised 1303 members at the time they embarked with a Headquarters of 40; No.1 Company – 390; No.2 Company – 380; No.3 Company – 392, and 101 members of the 1st Reinforcements.

Finally departing Fremantle on April 1, *Ulysses* voyaged via Suez, Port Said and Alexandria in Egypt. The Captain of the ship was reluctant to take *Ulysses* out of the Suez Canal because he felt the weight of the ship made it impossible to manoeuvre in the situation of a submarine attack. The troops were transhipped to HM Transport B.1 *Ansonia*, then on to Valetta, Malta before disembarking at Marseilles, France on May 5, 1916. As a unit they entrained at Marseilles on May 7 and detrained on May 11 at Hazebrouck.

Captains Morse and Anderson, Lieutenants Tooth, Smith and Phippard and eighty-eight sappers remained in Marseilles to unload machinery and equipment from the ship, finally following the corps a week later.  
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On 11 June he was taken on strength from the 1<sup>st</sup> Reinforcements to the No.2 Tunnelling Company. On 15 June 1916 he was appointed to be Lieutenant.

A ‘Mining Corps’ did not fit in the British Expeditionary Force, and the Corps was disbanded and three Australian Tunnelling Companies were formed. The Technical Staff of the Corps Headquarters, plus some technically qualified men from the individual companies, was formed into the entirely new Australian Electrical and Mechanical Mining and Boring Company (AEMMBC), better known as the ‘Alphabetical Company’.

He was to be Temporary Captain while commanding a section of the 2<sup>nd</sup> Tunnelling Company on 24 November, 1916. Later this was marked to be Captain from that date.

He left the field for the 4<sup>th</sup> London Field Ambulance on 10 February, 1917 being wounded in action from a gunshot wound near his right elbow then transferred to the 2<sup>nd</sup> Canadian Casualty Clearing Station. Temporary Captain rank was relinquished on evacuation to hospital.

On 13 February, 1917 was conveyed to Boulogne entering the 7<sup>th</sup> Stationary hospital but was transported to England on the hospital ship *Princess Elizabeth* and admitted on February 16 to the 3<sup>rd</sup> London General Hospital for further treatment from the gunshot wound.

The following was published in the:

*Argus* (Melbourne) Monday February 19, 1917:  
WOUNDED ANZAC OFFICERS ENTERTAINED BY KING AND QUEEN  
Their Majesties the King and Queen have arranged to entertain from time to time wounded overseas officers at Buckingham Palace. The following were the guests on Saturday:  
Australians—Lieut-Colonel H.J. Cox-Taylor (Artillery), Lieut-Colonel D.M. Maconaghy (55<sup>th</sup> Battalion, NSW), Major C. Mattai (Army Medical Corps), Major A.H. Bridges (Captain M.W. McVean (1<sup>st</sup> Battalion, NSW) Captain Gollin, Captain F.G. Phippard (Engineers), [others not transcribed] *Article abridged*

Base Records advised his father on 20 February, 1917 that he had been wounded in action and two days later further notified he was in the 7<sup>th</sup> Stationary Hospital with a mild injury and included his address for correspondence.

At the 3<sup>rd</sup> London General Hospital, Wandsworth, S.W. on 23 February, 1917 he appeared before the Medical Board and found that:

Injured at Ypres on 10/2/17. He received a gunshot wound penetrating just below right elbow.

He was sent to Boulogne where X-ray examination showed that a small chip of posterior border of olecranon had been broken off.

Admitted here 14/2/17. Wound is now healed and movement of elbow joint almost restored.

Injury was not permanent

Incapacitated from military duty for six weeks. 23/2/17

On 3 March, 1917 Lieutenant was transferred to Cobham Hall hospital.

At the Australian Military Offices, London on 12 March, 1917 he was again before the medical board which found the following:

The wound had healed and he feels quite well.

Injury was caused by military service – G.S.W. in action

Fit for general service

His mother Mrs Louisa Phippard was a member of the Australian Mining Corps Comforts Fund (NSW Branch) and her name was mentioned at the first annual meeting of the fund reported in the:

*Sydney Morning Herald* Wednesday March 21, 1917:

FROM NEAR AND FAR

The first annual meeting of the New South Wales branch of the Australian Mining Corps Comforts Fund on Friday afternoon was very successful. Three rooms at Canberra House are generously lent by Mr Robson for the use of the fund. One of the rooms was devoted to tea, provided by Mrs Phippard, Miss Dove and Miss Nicholls. Mr O.W. Brain, acting-president, was in the chair at the meeting. The annual report of the executive committee was a record of a very successful year's work, much credit being due to Mrs Royle, who was the first secretary. The meeting decided to fall in with the suggestion of Mr Budden, and send clothing and socks to the War Chest, to be distributed at their discretion to the soldiers at the front, as need arises. Sapper Warbrick, a returned soldier from the 3<sup>rd</sup> Tunnelling Company, related his experiences at the front, and spoke most highly of the food and clothing supplied to Australian soldiers by the military authorities. The report of the treasurer, Mrs A.A. Cohen, showed that £1800 had passed through her hands during the year. It was mentioned that 267 cases of Christmas comforts had been received by the men through the War Chest.

Was discharged on 26 March to the No. 1 Command Depot at Perham Downs' camp and the following day marched in to the Drafting Depot there.

He left the A.I.F. Depots at Tidworth on 13 April, 1917 and proceeded overseas to France arriving the next day and joined the Aust General Base Depot at Etaples. He left to rejoin his unit on April 30 arriving a day later.

Blue Chevrons were issued to wear on his uniform for his overseas service.

In the Unit Diaries of the 2<sup>nd</sup> Tunnelling Company his further service is recorded as follows:

- 17/7/17                    No. 3 Section (under Capt F.G. PHIPPARD.) started LEFT RESERVE TUNNEL DUGOUTS. They consisted of a system of dugouts with sleeping accommodation for 240 men.  
No. 3 Section (under Capt F.G. PHIPPARD) started 2 shafts of RIGHT RESERVE TUNNEL DUGOUTS. They consisted of a system of dugouts built in the sand dunes with sleeping accommodation for 126 men
- 10/8/17                    No. 3 Section under Capt PHIPPARD completed RIGHT RESERVE TUNNEL DUGOUTS. These dugouts were built in a tongue shaped dune, and were entered by means of four incline shafts and were connected together by 6' x 4' galleries, built of 9" x 3" timber (unreadable) timber. The total footage of the galleries is 450 running feet, and they provide sleeping accommodation for 160 men.
- 14/8/17                    No. 3 Section under Capt F.G. PHIPPARD started NIEUPORT BAINS DEEP DUGOUTS. These dugouts consisted of a 6' x 4' gallery opened out from the Infantry Subway 9" x 3" sets, and driving laths were used. The work was slow owing to the fineness of the sand,

- 20/8/17 which caused the face to fall at the slightest shock.  
No. 3 Section under Capt F.G. PHIPPARD making connections and running 6' x 4' galleries from Infantry Subway to Beach Avenue and Bath Avenue. The latter being covered in trenches constructed by the French Engineers when they were in this sector. The total footage of the galleries when completed will be 511½ feet and provides sleeping accommodation for 170 men.
- 1/9/17 No 3 Section under Capt F.H. PHIPPARD started work on Machine Gun Positions named BENDIGO POST. The completed positions being as follows. The Gun emplacements were at the top of 5' x 3' vertical shafts, the tops being enlarged to 6' x 4' to accommodate sand pedestal on which gun is placed. The pedestal was built on gas proof platform with removal proof door, over ladder way. Platforms were put in shafts every Six feet to facilitate the handing up of the gun, etc. The shafts were reconnected by 6' x 3' and 6' x 4' galleries. All entrances to galleries were fitted with Anti-Gas Screens and Bomb proof Gas Doors; these latter being made of 2 layers of 3" timber place diagonally across the door with blanket in between, and fitted with a small sliding shutter.  
At specified positions sand bag traverses were put in with loop hole 7" x 9" to 17" x 19" to enable straight sections of gallery to be commanded by a machine gun. At Convenient places belt filling table were fitted size 10" x 1'6". 72 feet of double deck bunking were built in the 6' x 4' galleries, thus providing sleeping accommodation for 24 men.  
BROKEN HILL POSITION was used for the Machine Gun Company Head-Quarters, and 4 cubicles were built from gallery of 6' x 4' sets, for the following:- A. O.C. Company, B, 2<sup>nd</sup> in Command, C. Orderley Room Staff, D. O.C. Post.
- 5/9/17 No. 3 Section under Capt F.G. PHIPPARD started Machine Gun Position named SYDNEY RIDGE POST. Similar work to be put in to that at Broken Hill Post. The amount of footage finally driven comprised the following:- (Not typed here)  
1 Officer's Cubicle  
1 Ventilating Shaft  
115 feet of double deck bunking providing sleeping accommodation for 38 men
- 14/9/17 No. 3 Section under Capt F.G. PHIPPARD started dugout work in LA PANNE. KURSAAL DUGOUTS (near Kursaal Hotel). This dugout was built to accommodate XVth Corps Head-quarters during enemy shelling.

On 3 October, a squad of twenty sappers from Captain Frederick Phippard's No.3 Section was working alongside twenty-three attached infantry soldiers at the broken Hill machine-gun post in the sand dunes near Nieuport Bains. The position was bombarded by German artillery and gas shells. The entire squad was caught in the open and had to be evacuated to hospital for observation suffering the effects of gas shell poisoning.

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- 10/10/17 No. 3 Section under Capt F.G. PHIPPARD started Machine Gun Posts named COBAR POST.



28/11/17 No. 3 Section and the Reinforcements which for the purposes of working were formed into a Section and called No. 3 Section, under Capt Phippard, left METZ at 7 a.m. and moved into a camp near Trescault. This was a good dry camp but owing to the bad state of the roads and the intense amount of traffic in the sector was difficult to reach.

29/11/17 No. 3 Section under Capt F.G. Phippard commenced work filling in craters and road repairs to Ribeaucourt central. The work consists of filling in shell holes and road repairs, and keeping roads open for communication. The distance of road to be repaired was about 5,000 yards.

AWM Image ID: E01897 - Nieuport-Bains, Europe; Belgium October 1917 : A cellar in the ruins of a house at Nieuport Bains, being used as No.3 Section Headquarters for the 2nd Australian Tunnelling Company. Captain F. G. Phippard (centre) is seen with two English officers.



AWM Image ID: E01903 - Nieupoort-Bains, Europe; Belgium October 1917: Officers of the 2nd Australian Tunnelling Company in their dugout. Left to right, Captain F. G. Phippard; Lieutenant (Lt) C. H. Blumer; Lt L. S. Lambert and Lt J. Malcomsen.

11/12/17 No. 3 Section under Capt F.G. Phippard marched out to new camp at Ytres.

1/1/18 No.3 Section under Capt Phippard started dugout systems for Infantry Accommodation.

Captain proceeded on leave to England on 18 January, 1918 and returned on February 1.

The Unit Diary continues:

17/2/18 No. 3 Capt F.P. PHIPPARD with 47<sup>th</sup> Div;

21/3/18 At about 5.15 a.m. a heavy ground mist rose and did not clear until 10 a.m. when the weather became bright and clear. At 5.30 a.m. orders were received to withdraw men by Telegram "XI" See copies of all orders in appendices. The O.C. accordingly sent out Capt F.G. PHIPPARD and Capt L. J. de GRUT who ordered all men back to camp.

On 12 April, in addition to its work on the Baizieux-Ribemont line, the company was also placed in charge of constructing a second defence line, the Baizieux-Ancredefence line, supervised by Captain Frederick Phippard. This defence line was to run along the top of the western embankment of the Ancre River from La Neuville to Bonnay. Nine hundred and eighty-one men from the 53<sup>rd</sup> Labour Group and 267 men from the tunnelling company were employed in this work.

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16/4/18 Work continued on Baisieux – Ancre Line under Capt F.G. PHIPPARD  
 17/4/18 Work continued on Baisieux - Ancre Line under Capt F.G. PHIPPARD  
 18/4/18 Work continued on Baisieux - Ancre Line under Capt F.G. PHIPPARD  
 20/4/18 Work continued on Baisieux - Ancre Line under Capt F.G. PHIPPARD  
 21/4/18 Work continued on Baisieux - Ancre Line under Capt F.G. PHIPPARD  
 23/4/18 Work continued on Baisieux - Ancre Line under Capt F.G. PHIPPARD  
 27/4/18 Balance of Company detailed for work on Baisieux – Ancre Line under Capt F.G. PHIPPARD  
 30/4/18 C.E. ordered a complete survey to be made of all existing dugouts, caves and tunnels.

Capt F.G. PHIPPARD and Lieut E.M. TOOTH detailed to report on all known shelters of this nature in this area

7/7/18           DISPOSITION OF OFFICERS  
No. 3 Section   Capt F.G. Phippard  
                    Lieuts. J.A. Reid / Stead / Lambert / Halford

Captain proceeded on leave on 21 July, 1918 and rejoined his unit on July 30.

A further entry in 2<sup>nd</sup> Tunnelling Company's Unit Diary stated:

2/8/18           No. 3 Section, under command of Capt F.G. Phippard, left as advance party to erect new camp, and arrange and clean up billets for the company at near CAGNY, a village S.E. of AMIENS

On 28 September, 1918 he went on leave returning on 16 October and was with his unit when Peace was declared. The Tunnelling Companies remained on the front as part of the Army of Occupation assisting with rehabilitation of their district by clearing roads and bridges of booby traps left by the enemy.

On 31 December, 1918 A.I.F. Distinctions were published in the *London Gazette* and Captain Phippard had been mentioned in despatches.

In an audit of the company he was noted to be still serving on 25 January, 1919.

Leave to the U.K. was granted from 8 February, 1919 returning on 24 February.

In April, 1919 orders were received to prepare for demobilisation. The Unit Diary mentions the following:

“Demobilisation       The Second Quota for Demob. left Unit on 13/4/19. Capt F.G. Phippard. Lieut W.H. Johnson, Lieut C.R. MacKenzie with 26 O/Ranks, all ranks on Quota were provided with 15 Francs worth of comforts from Regimental A/C.”

The men arrived at the Aust Base Depot on 18 April, 1919 and proceeded to England arriving the next day at No.2 camp, Sutton Veny.

On 3 June, 1919 official announcement in the *London Gazette* that Captain F.G. Phippard had been awarded the Military Cross. Citation being:

For devotion to duty and gallantry in the field, on active service in France, extending over a period of 31 months. During this period he has been in charge of a Section and has successfully carried out important work under trying conditions in the Armentieres sector, Ypres Salient, Nieuport Bains, Cambrai Salient and Amiens Sector. In the advance of August 8<sup>th</sup>, he was responsible for enemy mine reconnaissance and removal, when his absolute disregard of danger and self sacrifice set a fine example to his men.

After demobilisation Captain Phippard embarked from Devonport, England on 4 June, 1919 on board H.T. Mahia.

A form was issued by the British War Office on 10 June, 1919 to his father covering the appointment of a Commission for his son as a Temporary 2<sup>nd</sup> Lieutenant, regular forces of the British Army for the retention against the time of his return from active service. It referred to his first appointment and not to his present rank. Mr E.S. Phippard acknowledged receipt of the Form on 25 June, 1919 which was received at Base Records on June 28.

Base Records wrote to his father on 4 July, 1919 advising that his son was returning home. The ship docked in Sydney (2<sup>nd</sup> Military District) on 20 July, 1919. News of their arrival was published in the:

*Daily Telegraph* (Sydney) Monday July 21, 1919:

TROOPS RETURN – BELTANA AND MAHIA MEN

Nearly 1200 more soldiers reached home yesterday by the troopships Beltana and Mahia. The Mahia brought her lot right into port. They were 367 men and 23 officers. In addition the Mahia carried 198 officers and men for Queensland. The Queenslanders went on by special trains.

General Lee (Honorary Minister) representing the Government met the returned soldiers, who were warmly welcomed by their friends at the Anzac Buffet.

OFFICERS WHO RETURNED – THE MAHIA LIST

The Mahia's complement included the following officers—Captains: F.G. Phippard, *Article abridged*

At the Disembarkation Medical Board held at the Anzac Buffet after his arrival he declared he had no disability resulting from his service. All medical tests were passed and discharge was recommended the following day at the Anzac Buffet Medical Centre, Domain, Sydney.

His appointment was terminated in Sydney (2<sup>nd</sup> M.D.) on 12 September, 1919.

Base Records advised his father with much pleasure on 6 October, 1919 with a copy of the extract from the *London Gazette* dated 3 June, 1919 relating to conspicuous services rendered to the Aust Imperial Force:

AWARDED THE MILITARY CROSS  
CAPTAIN FREDERICK GEORGE PHIPPARD

They also advised the above had been promulgated in the Commonwealth of Australia Gazette on 15 September, 1919.

His Military Cross Medal was sent to the Commandant 2<sup>nd</sup> Military District on 24 November, 1919 for distribution to the soldier.

The Certificate issued for Mentioned in Despatches was transmitted to Captain Phippard on 10 February, 1920 from Base Records.

Base Records posted him two Oak Leaves (1 large, 1 small) being the emblem for Mentioned in Despatches and he signed their receipt on 14 October, 1920 and received at Records Office on October 19.

To wear with his Military Cross and Oak Leaves Captain Frederick George Phippard, 2<sup>nd</sup> Tunnelling Company was also issued with the British War Medal (34040) and the Victory Medal (33606) for serving his country.

In 1921 his address was Moira Inn, North Quay, Brisbane, Qld with the occupation of Engineer.

He married on 10 April, 1922 to Miss Eleanor May (Maisie) Wilkinson (34) in Lutwyche, Brisbane the daughter of James and Anne McGraw (nee Bell) Wilkinson. The wedding was covered in the:

*Daily Telegraph* (Brisbane) Thursday May 4, 1922:

WEDDING  
PHIPPARD—WILKINSON

On Wednesday, April 19, the marriage was quietly celebrated at St Andrew's Church, Lutwyche (Q), of Capt F.G. Phippard, M.C., son of Mr and Mrs E.S. Phippard, of Randwick, Sydney and Miss Maisie Wilkinson, B.A., daughter of Mr and Mrs J. Wilkinson, of Albion (Q), Rev. Harold Osborn was the officiating clergyman. The bride, who was given away by her father, wore a gown of white tulle and georgette, draped over white duchesse satin. Her niece, Miss Ruth Sachs, was the only bridesmaid, and her frock of white embroidered voile, inset with Irish lace, was worn with the hat of white net. Mr Walter Sachs (the bride's brother-in-law) carried out duties of best man. After the ceremony Mr and Mrs J. Wilkinson entertained the guests at a wedding breakfast, at the Belle Vue Hotel. Mrs Williamson's navy blue and white foulard gown was worn with a velvet hat. Mrs Phippard (mother of the bridegroom) wore black silk jersey cloth and a smart black hat. Later, the bride and bridegroom left for the Blue Mountains, where they will spend the honeymoon, Mrs Phippard travelling in a smart frock of black and white check cloth, and a small black hat. Captain and Mrs Phippard will make their home in Sydney.



Births of their three sons were announced in the:

*Sydney Morning Herald* Wednesday March 7, 1923:

**BIRTHS**

PHIPPARD—February 19, at Broxburn, Blenheim-street, Randwick, to Mr and Mrs F.G. Phippard, a son. [Edwin James]

*Sydney Morning Herald* Saturday August 15, 1925:

**BIRTHS**

PHIPPARD—August 4, at 7 Blenheim-street, Randwick to Mr and Mrs F.G. Phippard, a son. [Frederick John]

*Sydney Morning Herald* Tuesday December 23, 1930:

**BIRTHS**

PHIPPARD—December 19, at 27 Rosslyn-street, Bellevue Hill, to Mr and Mrs F.G. Phippard, a son. [David Austin]

His father Edwin S. Phippard was one of those who forged the building trade in Sydney. Frederick became the company secretary for the Federal Brickworks Co. Ltd at Hurstville and Alexandria.

In 1925 he was listed in the Register of Tunnelling Company Officers' Roll of Honour – his address being Phippard, F.G., Capt. M.C. (M), 2 Coy, c/o Fed Brick Co., Mitchell Road, Alexandria.

In 1927 he was mentioned as a subscriber in the:

*Herald* Friday July 8, 1927:

J.H. ENEMARK LTD, Printers, lithographers and stationers, Capital: £10,000 of £1 shares. Subscribers: John HS. Enemark, George G. Virtue, Frederick G. Phippard, Thomas, W. Easton, Ernest J. Hyde, H.M. Enemark, and Alfred M. Humsley. Registered at Sydney.

From 1930 onwards his address was listed as 27 Rosslyn Street, Bellevue Hill with his occupation given as company secretary.

*Sydney Morning Herald* - Friday August 31, 1934:

**FUNERAL OF MAJOR T.W.E. DAVID**

Just before the service commenced a little company of tunnellers who had been associated with Sir Edgeworth David in the Mining Corps at the war filed silently past the coffin and laid at the head of it the companies flag with the letter "T" in the centre, and bearing the inscription Tunnellers, A.E.M.M. and B Co. "The coffin-bearers were members of the A.I.F. Tunnelling Companies' Old Comrades Association, consisting of Major J.B. Shand, Major R.B. Hinder, Captain F.G. Phippard, Lieutenant W. Manton, Lieutenant J. MacD. Royle, Lieutenant J.C. Close, Lieutenant H.V. Searle and Lieutenant J.E. Armstrong."

(Abridged – original article covered several broadsheet pages)

**INSTITUTION OF ENGINEERS**

He was a member of the Institution of Engineers (Australia) who toured to different centres during their Conferences. Some of the inspection tours were reported in various newspapers:

*Brisbane Courier* (Qld) Tuesday May 2, 1933:

**RIVER TRIP – INSPECTION OF POWER HOUSE**

Delegates to the Engineering conference yesterday enjoyed a river trip on the Otter, journeying as far as the Pile Light. Disembarking at Borthwick's Wharf, they travelled by rail to the Power House of the City Electric Company, where they were the guests of the company at luncheon, and after inspecting the power house they returned to the wharf and re-embarked upon the Otter, returning to the city wharf at about 4 o'clock. All delegates made the trip and the ladies who accompanied included Mesdames F.G. Phippard;

*Article abridged*

*Barrier Miner* (Broken Hill) Friday February 26, 1937:

#### ENGINEERS ON FIRST VISIT – INSPECTION OF MINES

MAKING their first official visit for an inspection of the mines, 40 members of the Institution of Engineers (Australia) from Sydney, Melbourne, Adelaide, Brisbane and Newcastle assembled at the Technical College this morning at a reception given by Broken Hill branch of the Institution.

Reference to the modern and scientific methods of ore extraction and treatment here were made by various speakers, who also indicated that the romantic history of the field and its remarkably long life were not insignificant to men who were here specifically for scientific purposes.

#### VISITING MEMBERS

From Sydney: Mr and Mrs F.G. Phippard.

*Article abridged*

*Sydney Morning Herald* Monday April 4, 1938:

#### ENGINEERS' COUNTRY TOUR

#### CONFERENCE ENDS – VISIT TO NEPEAN DAM

The Engineering Conference ended last night with the return to Sydney of 220 delegates and wives after a three-day country tour.

Since Friday the conference headquarters had been at Hotel Ranelagh, Robertson when the conclusion of the official programme was celebrated on Saturday night by a dance, at which members of the Port Kembla industries staffs were guests. In brief speeches leaders of the interstate delegations congratulated the Sydney division of the institution of Engineers upon the excellent organisation of the conference.

On a visit to the Nepean Dam, the engineers saw the low level of the water. They were told by their guides that the water now in the dam represented approximately one-eighteenth part of the quantity that it could hold.

The delegates also inspected on Saturday the Southern Portland Cement Works in Berrima and were the guests of the company at a luncheon.

At the end of the conference special thanks were expressed in Messrs L.H. Nutter, M.P. McRae, N.B. Walker, E.S. Maclean, C.G. Calman and F.G. Phippard for their organising work.

*Article abridged*

### FEDERAL BRICKWORKS CO. LTD

In 1939 he appeared as a director of several brick companies at a Building Cost Inquiry which was reported as follows:

*Sydney Morning Herald* Wednesday February 15, 1939:

#### OLD BRICK PITS

The question of filling in disused or worked-out brick pits was raised by Mr Justice De Baum at the inquiry yesterday into the price of bricks.

Frederick George Phippard, a director of the Federal Brick Co. Ltd, and a member of the Council of Brick Manufacturers, who was giving evidence, said that that was a contingent liability that the brick companies always had in mind.

His Honor: There are a few worked-out pits in the St Peters-Alexandria area, but nothing has apparently been done in connection with them.

Mr Phippard said that the Newton Council had acquired a disused pit for the purpose of a garbage destructor.

*Article abridged*

*Newcastle Morning Herald and Miners' Advocate* Wednesday February 15, 1939:

#### SYDNEY BRICKPITS – FILLING-IN COSTS APPALL DIRECTOR

Sydney, Tuesday

Discussing the problem of suburban brickpits at the Building Costs Inquiry to-day, Frederick George Phippard, a director of several brick companies, said he hated to think what it would cost to fill them in. It was a contingent liability that had to be borne by the brick companies.

Mr Justice de Baum said that some of the disused pits would have to be filled by someone, but it was hardly likely that the brick companies would have to bear the full expense.

Phippard, who is a director of the Federal Brick Company Ltd, F Clay Industries Ltd, and of Brickworks Pty Ltd and a member of the Council of Brick Manufacturers, said: "At the end of the productive life of our company I think we should be able to hand back to shareholders 20/- in the £.

A brickworks share to be worth 20/- should pre-suppose that the company should be making bigger profits than a company with a steady and continuous supply of raw materials. A brick company should be having nothing under 10 per cent."

*Article abridged*

*Australian Worker* Wednesday February 22, 1939:

HIGH PRICE OF BRICKS  
INDUSTRY DOMINATED BY COMBINE

The inquiry by Mr Justice de Daum, of the New South Wales Industrial Commission, into the price of bricks in the Sydney metropolitan area was continued at Sydney last week.

Frederick George Phippard, a member of the Council of Brick Manufacturers, and a director of Brickworks Ltd. and subsidiary interests, claimed that the price of bricks was "a little but too low." His company, the Federal Brick Co. Ltd, had written off, in depreciation, twice as much as the whole works originally cost. It had about another six or seven years of life, and should then be able to hand back to the shareholders 20/- in the £1 on the written-up capital.

*Article abridged*

## TUNNELLERS' OLD COMRADES ASSOCIATION

Former members of the (Alphabet Company) Aust Electrical & Mechanical Mining & Boring Company and Tunnelling Companies in Sydney would meet to march in the Anzac Day parade then attend their annual luncheon or commemorate the success on the firing of mines at Messines Ridge on 7 June, 1917. Roll Registers for newsletters of these annual events were kept and his name appears as follows:

PHIPPARD, F.G. 1934	27 Rosslyn Street, Bellevue Hill, NSW	
PHIPPARD, F.G.	27 Rosslyn Street, Bellevue Hill, NSW	
PHIPPARD, F.G. 1960-68	27 Rosslyn Street, Bellevue Hill, NSW	Notation: Died 1/12/1957

In 1934 he was a coffin bearer at the funeral for Professor Major Edgeworth David who was looked on by the comrades as the "Father of the Tunnellers" for his great efforts in assisting with the establishment of the Mining Corps and his work on the Western Front despite being 58 years of age when he enlisted.

At the Association's Annual Dinner in 1935 speeches were to be broadcast on radio and the programme was advertised as follows:

*Daily Examiner* (Grafton) Friday June 7, 1935:

OVER THE AIR – 2BL SYDNEY

8.30.—From the Imperial Service Club, Barrack Street: Speeches at the Tunnellers' Old Comrades Association Annual Dinner. Speakers: Dr C.E.W. Bean (official historian), Brigadier-General H.A. Goddard, C.M.G., D.S.O., V.D., (president Imperial Service Club), Captain F.G. Phippard, M.C. (Second Tunnelling Company). Messages of good cheer from Tunnellers to friends listening in distant places.

His wife died on 25 July, 1948 and announced in the:

*Sydney Morning Herald* Wednesday July 28, 1948:

DEATHS

PHIPPARD, Eleanor May—July 25, 1948, at a private hospital, Sydney, dearly loved wife of Frederick George Phippard, of 27 Rosslyn Street, Bellevue Hill and loving mother of Edwin, John and David. Privately cremated 27<sup>th</sup> inst.

Fred is mentioned in two surviving Tunnellers' Old Comrades Association annual newsletters as follows:

1949 Newsletter: Attended the 1949 Reunion and thanks for sympathy on the death of his wife:

"Fred Phippard – still making bricks, and accompanied by his son John."

"Fred Phippard has asked me to thank all those who sent messages to him as he was not able to reply personally to so many letters."

1950 Newsletter:

"Dear Tunnellers,

We have to report that the Annual Dinner was as usual a great success. It was much appreciated being back in the Imperial Service Club where the dinner had been held fairly regularly until 1941, after which the catering became a problem. Since then, until Saturday 10th June, we had held our dinners at the Legacy Rooms in George Street, with the ladies of the Junior Red Cross catering for us. We were always well looked after but the place did not have the atmosphere of the Imperial Service Club.

Your Secretary, too, appreciated the change as he no longer had to scrounge the district looking for beer and other liquor.

The practice of the last three years of inviting ex-service sons to be our guests was continued and seven of the younger generation turned up.

Our official guests were:

Brigadier (Black Jack) Galleghan, D.S.O., O.B.E., E.D., and Lt/Col. Ted Olding.

The Tunnellers and Alphabets who attended were:-

Don Yates	Eric Dean and son
John Royle and Son	Ponty Seale
Jack Armstrong	Roy Nilsson
Bill Manton	Aub. Law and son
Fred Phippard and two sons	Sam Cox
James Robertson	Big Bill David
C.H.J. Clayton	Col Morris
Doug. Brigstocke	Frank Hooper
Dave Robertson	Taffy Owen
H.D. Hill	W.T. Anderson
Dad Adcock and son	Ossie Ochs
Pat Close and son."	

## SYDNEY UNIVERSITY

Fred Phippard had filled out a Sydney University Union War Service Form which contained details of his University qualifications, enlistment, embarkation, promotions and awards. His descriptions of his duties were written out by him as:

Tunnelling offensive and defensive at Ypres and Armentieres (in clay), in sand at Nieuport and in chalk at Somme. Then building deep dugouts for infantry and Battery, H.Q's for Artillery. In final stages made roads for advancing troops and cleared up booby traps and delay action mines.

In 1941 he completed another War Service Form for the University of Sydney which reveals:

Engaged in offensive and defensive mining in clay near Armentieres and Ypres salient. Machine gun emplacements, underground communication and protective dugouts in sand on Belgium Coast and similar work in chalk of Somme area. After German retreat from Somme followed up infantry advance to locate and remove "booby traps" and concealed delay action mines.

When not otherwise engaged, made roads and buildings and in emergencies have dug trenches.

On 3 September, 1941 a letter from the Sydney University Union contained an application form for special honorary life membership of the University and approved by the President for Frederick George Phippard for inclusion in the war memorial archives.

Fred remarried in 1951 to Lorna Lingen Wade at Newtown, NSW who was born on 10 February, 1901 and they resided at 27 Rosslyn Street, Bellevue Hill.

A Statement of his Service was requested from Base Records by the Sydney branch of the Repatriation Commission (undated).

Frederick George Phippard passed away on 1 December, 1957 aged 69 years. An announcement was placed in the:

*Sydney Morning Herald* Tuesday December 3, 1957:

DEATHS

PHIPPARD, Frederick George—December 1, 1957, dearly beloved husband of Lorna and loving father of Ned, John and David, and loved stepfather of Jim. Privately cremated December 2, 1957.

His two sons also served:

Edwin James Phippard (born 19/2/1923 at Randwick) enlisted on 18 September, 1944 in Sydney with the Royal Australian Navy. Next of kin was his wife Anne (nee Thomas) Phippard. He was discharged on 23 May, 1948 in the rank of Sub-Lieutenant from HMAS *Rushcutter*.

Edwin and Anne Phippard's grave is located at Macquarie Park Cemetery in A.J. Hare lawn section, within row 32 in grave no. 19.

Frederick John Phippard (born 4/8/1925 at Randwick) enlisted on 8 October, 1943 in Sydney with the Royal Australian Navy. Next of kin was his father Frederick Phippard. He was discharged on 4 June, 1946 in the rank of Coder no. 26841 at Maitland, NSW.

Frederick died on 3 December, 1988 and his service is commemorated in the NSW Garden of Remembrance at the Sydney War Cemetery on wall 63 on panel B.



Plaque in Garden of Remembrance, Sydney  
Photo by Dept. of Veteran Affairs and used with permission

Mrs Lorna Phippard died on 8 January, 1983 aged 81 years. Cremation took place at Northern Suburbs Crematorium.



Plaque Northern Suburbs Crematorium, Sydney  
Photo sourced from their website

Footnote:

Fred's father and uncles (sometimes referred to as the Phippard Brothers) were contractors. The following shows the diversity of their enterprises.

*Pilbarra Goldfield News* (Marble Bar) Thursday October 26, 1911:

NOTICE OF APPLICATION FOR A MINERAL LEASE - No. 209

NOTICE is hereby given that Henry Phippard, Frederick George Phippard, Austin Edward Phippard, Edwin Samuel Phippard and William Hutchinson, of Wodgina, the undersigned, have made application this day for a Mineral Lease, under the provisions of "The Mining Act, 1904," of ground to be known as "The Birthday Gift," containing 18 acres, commencing at a point about one mile north of north-east corner of M.L. No. 86; thence 20 chains north; thence 9 chains west; thence 20 chains south; thence 9 chains east back to datum peg.

Dated at Marble Bar this 12<sup>th</sup> day of October, 1911.

Henry Phippard, Frederick George Phippard, Austin Edward Phippard, Edward Samuel Phippard, William Hutchinson.

(By their agent, J. B. Montgomerie)

*Article abridged*

Port Kembla Electricity Supply (Yerrinbool Picton Transmission Line). Owners: Frederick George Phippard, Austin Edwin Phippard and Stanley Raymond Phippard.