



Great Grandfather
John
Lee Allen
1st Family

Margaret

Grandchild

Christina

John

Sarah

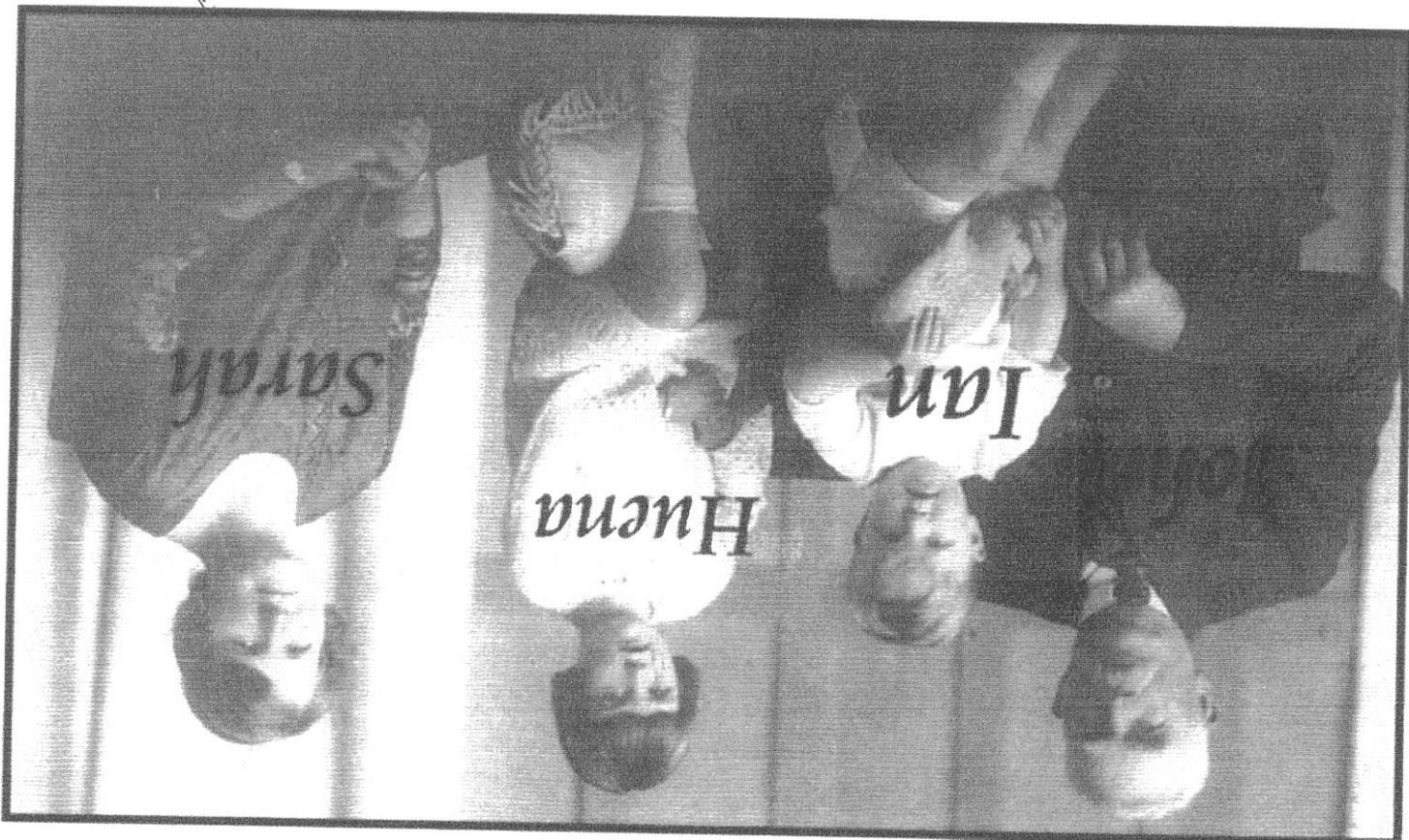
Peter

Angus

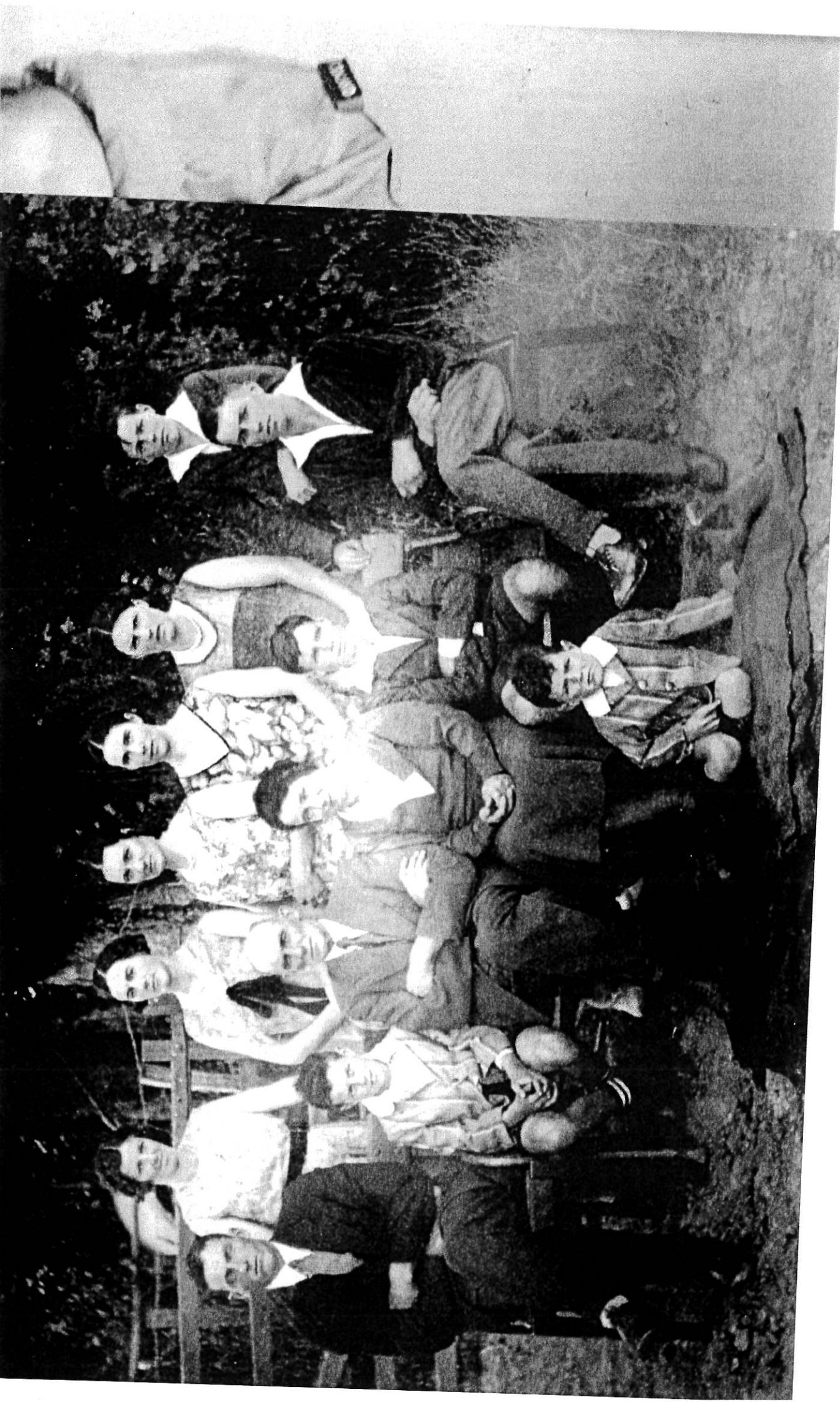
Christina

SATURDAY 6th AUGUST 2005

2nd family
Great Grandfather
John Shearer



SHEARER FAMILY GATHERING
SATURDAY 6th AUGUST 2005



John & Mary Sleater @ Dalton GREEN FARM.

Brock Row:-

Kissie Greta Jean Beth Ellen Phyll

Middle Row:-

Jock Keith John & Mary Hugh Peter
Roderick (Rod)

Jane, this is my guessstimit. ?? Prity sure on the boys
names, but not about the girls. :-)

30 - 12 - 2006

PETER LEUVERSEIDGE	DONALD	17-7-34	JEAN	JACK
JOHN SHEARER	DONALD	17-7-34	JEAN	JACK
DIANNE MARY	STEWART	20-4-39	ELIZABETH (BETH)	DOUG
Gwendoline ESTHER	MORRIS	29-5-39	ESTHER. (ESSIE)	ALEX
IAN McCREGOR	DONALD	25-6-40	JEAN	JACK
JOHN DAVIDSON	SHEARER	4-7-41	JOHN (JOCK)	MARY
GRANAME RODDERICK	MORRIS	11-7-41	ESTHER. (ESSIE)	ALEX
RODDERICK LOUDEN	DONALD	18-9-41	JEAN	JACK
ANNE ELIZABETH	SHEARER	19-9-42	JOHN (JOCK)	MARY
HELEN	DONALD	28-5-44	JEAN	JACK
MICHAEL ANDREW	SHEARER.	9-7-44	JOHN (JOCK)	MARY
PETER McCREGOR.	SHEARER	28-8-44	PETER	DOREEN
DAVID McCRAKEN	STEWART	8-12-44	ELIZABETH (BETH)	DOUG
MARY DAVIDSON	SHEARER.	24-10-45	JOHN (JOCK)	MARY
LYALL EDWIN	SHEARER	6-7-46	PETER	DOREEN
MARGARET ELLEN	STEWART	15-12-46	ELIZABETH (BETH)	DOUG
ELLEN MARY	MORRIS.	17-12-46	ESTHER. (ESSIE)	ALEX
SUSAN MARGARET	SAXTON	5-7-49	MARGARET (GRET)	RAY
ANTHONY DAVID	SHEARER	25-8-49	ATHOL	JUNE
KENNETH JOHN	SHEARER	28-3-50	RODERICK	JEAN
CAYLE ANNE	SAXTON	13-12-50	MARGARET (GRET)	RAY
JACQUELINE MARY	BALL	5-1-51	ELLEN	NELSO
MARGARET ANN	SHEARER.	13-3-51	ATHOL	JUNE
GRANT DONALDSON	SHEARER	19-5-51	PETER	DOREEN
* ROBINA GRACE	SHEARER	7-7-52	NIKIN	GRACI
DONALD ATHOL	SHEARER	11-7-52	ATHOL	JUNE
JEANETTE MARIE	SHEARER	14-8-52	ROD	JEAN
JANE BELINDA	SAXTON	13-11-52	MARGARET (GRET)	RAY
CRAIG McCREGOR.	SHEARER.	10-12-52.	PETER	DOREEN
DALE PATRICIA	SHEARER.	9-11-53	KEITH	MCAIRE

30 - 12 - 2006

2.

JOHN RAYMOND	SAXTON	8 - 3 - 54	MARGARET (GRETA) RAY
HUGH JOHN	SHEARER	25 - 3 - 54	HUGH GRACE
NEATHER JEAN	SHEARER	25 - 4 - 54	ATHOL JUN
RODERICK IAN	SHEARER	2 - 10 - 54	RODERICK JEAN
MALCOLM DAVID	SHEARER	2 - 10 - 54	RODERICK JEAN
GREGORY KEITH	SHEARER	17 - 7 - 55	KEITH NANCIE
JENNIFER ANN	SHEARER	13 - 8 - 55	HUGH GRACIE
JAN ELIZABETH	SHEARER	20 - 5 - 56	ATHOL JUNE
PAUL NIGEL	SHEARER	21 - 10 - 58	HUGH GRACIE
CHRISTINE MARGARET	SHEARER	4 - 6 - 60	ROD JEAN
ROWAN DEONE	SHEARER	29 - 4 - 61	KEITH NANCIE
SUZANNE BEVERLEY	SHEARER	4 - 6 - 62	ATHOL JEAN
BRENT CHARLES	SHEARER	26 - 11 - 64	ROD JEAN

John Shearer 9-9-1877 - 23-4-1966
 Ellen Mary Donaldson 3-7-1884 - 13-12-1945
 MARRIED 16 - 3 - 1904

AND HAD ELEVEN CHILDREN			
ESSIE	19 - 4 - 1904	76 yrs	ALEX 17 - 2 - 1913
JEAN	6 - 3 - 1906	90 yrs	JACK 6 - 9 - 1904 76 yrs
JOCK	24 - 5 - 1908	91 yrs	MARY 29 - 12 - 1906 75 yrs.
BETH	18 - 7 - 1909	86 yrs	DOUG 29 - 4 - 1912 71 yrs.
GRETA	25 - 8 - 1912		RAY 21 - 12 - 1912 52 yrs.
ELLEN	25 - 3 - 1914	86 yrs	NELSON 1917 82 yrs
PETER	6 - 5 - 1916	78 yrs.	DOREEN 9 - 10 - 1919
HUGH	9 - 7 - 1918	53 yrs.	GRACE 30 - 9 - 1927
ATHOL	2 - 12 - 1919		JUNE 26 - 6 - 1929
KEITH	10 - 5 - 1922	78 yrs.	NANCIE 8 - 8 - 1926
ROD	23 - 3 - 1927		JEAN 4 - 3 - 1929

43 COUSINS WERE BORN
 BETWEEN 17-7-1934 + 26-11-1964 (30 YEARS)
 AT THIS POINT IN TIME ONLY 3 HAVE DIED

In the following photograph: —

Arthur
Shearer

Hugh
Shearer



Athol Shearer

1939 – Joined the army, Canterbury Yomnoney Cavalry (cvc). I spent 1 year 196 days in New Zealand then was drafted overseas and spent 3 years in Egypt and Italy until the 28th March 1946. I left Wellington on the ‘Dominion Monarch’ January 1941 was the 9th reinforcement for the 26th infantry battalion. Landed in Tufick on the southern end of the Suez Canal, then went into camp at Uena, the foot of the pyramids. The war was coming to an end in Egypt as Romel was being chased out on Tripoli. I was given a job of driver for Colonel Brooke in the intelligence section, we interrogated prisoners at the Citadel and various POW camps around Cairo. I was billeted at GHQ and I missed the lads at Uena. Soon Hugh claimed me and I was posted to the 21st Mechanical equipment company COY, up in Serene and Trobruk in Libba. I spent nine months with the engineers making air fields ready for the invasion of Sicily. I was in headquarters looking after a thousand uneducated West African natives, they were a work coup and could speak little English. One told me he had 50 in Egyptian money back home and when he got there he could buy seven wives. When the invasion of Sicily finally came it was a marvellous sightseeing all the different aeroplanes taking off in sixes all heading for Italy, to then go and land at Gibraltar. When Naples fell I was in convoy of 150 ships that landed in the harbour under a smoke screen. It took four days to get to Barri and we set up camp there. By this time we had formed a tank transport company. I was given a 5 tonne Dodge with a canopy to drive. I had George Jones as a company driver, we would work 24 Hours and day while on the move and sometimes would only move 5 miles an hour as there was so much traffic Mules, ammo, petrol, food stuff and bread, even German prisoners and injured as a back load. When the first, second and third Echelon went home, I was drafted into the supply company to cart hot bread straight from the field bakery to the supply point to be distributed.

When we had a break I played rugby to the Army service Corp, our team won the Fryberg Cup one year.

I was lucky after the war was over to get a six week trip over the England and Scotland, I had a great time but had to return to Italy. After the Americans left Italy a group of us went for the drive in their jeeps around Austria for about a month, until it was time to go home.

My Mother died on the 13th of December, the day I left Barri to come home, I didn't know until I landed in Lyttelton- So much for the war!

At about 21, Hugh joined the Public works & was
taught to drive a caterpillar bulldozer. He worked
on the new irrigation race from the Rangitata
River to the Highbank power station. It - - -

race from the Rangitata to the Highbank power station. It took five years to finish.

When war broke out he was taken to Fiji to make the airport at Lautoka. After six months he was sent overseas to the Middle East with the newly formed 21 Mechanical Coy. They formed a new road from the Dead Sea through to Syria on the border with Turkey. After that was finished they put up a jetty in Akaba (now in Israel).

After that Hugh claimed me from the 26 Infantry Battalion, so was introduced to the desert. We were helping the railway company put rail up to Tobruk, 1000 miles from Egypt. By this time, we had air superiority and were not bombed.

After the Jerries were chased out of Africa, Hugh's section were stationed at Serene in Libya. I was stationed with headquarters in Tobruk. We spent three months building aerodromes for the invasion of Sicily. It was very hot - over

40 degrees and very cold at night.

After that job finished, we spent a month in Cairo on leave. We then embarked on ships for Naples. We went in a convoy of 50 ships that had invaded Sicily. We landed in Naples the day Italy surrendered and there was real turmoil, people coming out of the subs in their thousands and the Poms were spraying them with Jeyes Fluid to stop typhus. It was a real change to be away from the heat and the flies of the desert.

We spent the next five days travelling by train to Barie to make base camp for New Zealand Division. After a few weeks, we were posted to Tank Transport Coy. Hugh was in one section, me in another. We both had a three ton truck with a canopy so we were able to sleep in them. For the first three months we were carting supplies for the Polish Division up to Anconia, on the Adriatic Coast.

It was good to get back with the division on the Cassino side. By this time, we had air superiority and life was good, no strafing. Hugh, being a corporal, had his own section of twelve trucks in which had two drivers per truck. We used to go on pack every morning to service the various units up front. When

When on the move, we didn't stop for days on end and took turns at driving while the other had a sleep. It was very slow at times.