

ANGLESEA & DISTRICT HISTORICAL SOCIETY INC

NEWSLETTER No. 49 - JAN 2000

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A new year, a new century - and a new millennium, tho' not all historians can agree on the latter!! But it does herald a new era for our Society as we are now on the Internet thanks to the efforts of Pat Hughes, Family History Group rep. on our committee, Lindsay Braden and Fred Walters, an expert in the field in Geelong who has actually done the website design.. Our contact number is <http://www.vicnet.net.au/~angen/> -so those of you on the 'net' get busy - I believe there have been 230 "hits" up to the end of January. It will be interesting to observe the follow-up thru' inquires that will inevitably come our way by those seeking more information about Anglesea & District Historical Society.

Now we look briefly to the past to report our very successful annual dinner in November when Robert Ingpen delighted his large audience with his weaving of history into stories . We are fortunate indeed to have Robert living in Anglesea now and hopefully he will speak to us again sometime in the future Our Town Criers entertained us at the Christmas meeting when Stan took on the role of James Harrison and Melva Mrs. Agnes Murray, appropriately dressed for the parts. This was a pre-run for their presentation at the Geelong Water Front Festival where they performed in Irish Murphy's tent "pub" set up on the waterfront. The Society was happy to make a small donation to Melva towards the purchase of a jacket for her role as Anglesea's first Post Mistress. In the festive mood, President Val had a piece of Christmas cake for each member present at the meeting- her continued generosity as our leader is very much appreciated.

TO COME

Our first meeting for 2000 will be on Sunday, February 6th when our speaker will be Bronwyn Sdraulig - her "tale" will take us thru' the wreck of the "INVERLOCHY" in story form.

The theme will be continued in March - on the 5th - when Geoff Soames will talk to us of his interest in the painting of nautical vessels (see his "Inverlochy" in Lindsay Braden's article about shipwrecks).

We hope to create a feature of the items we have from this famous wreck - suggestions and assistance from other members would be most welcome.

On March 16th we have planned a walk thru the Eastern Cemetery when a guide will give us information about the lives of many of those who "rest" there - of course the Society was responsible some years ago for acknowledging Mrs. Agnes Murray's grave with a suitably engraved plaque etc. More details later.

We also hope to have a display of by-gone gowns presented by an expert in this field when member Betty Vanderstoel will also demonstrate her craft - lace making - possibly mid April - when "outsiders" will be welcome.

This venture will be a fund raiser- an added attraction will be background music. The venue is yet to be decided but further details when known will be publicised in The Echo.

Our drinking glasses have been popular at \$5:50 - they make an excellent gift and also assist the bank balance!

Our publications continue to attract sales, locally and Information Victoria - Lindsay Braden's latest booklet - "Jottings of the Past - from Anglesea to Big Hill" - has just been requested by a Sydney bookseller. Lindsay was delighted to meet up in early December with Dr. Tonge now residing in Brisbane from whom he gained much information about earlier days in Anglesea and Debonair. You can look forward to reading about this interview in a future newsletter. Meanwhile those who remember Lucy King, still an interested member of our Society after a decade or so in Perth will enjoy reading part of her memoirs in this "edition".

Mrs. Pat Must also a long time member has moved to Sydney - we have been the very fortunate recipients of a handsome writing bureau as well as books for our library for which we are most appreciative. Other supporters have also given us books to enhance our collection. Another interesting acquisition has been a referendum certificate 1901 re Federation, from Harry Mann.

Some time ago a group of members visited the R.H.S.V. when it was housed in the attractive old bluestone building formerly The Royal Mint. The Society now has a new home at 239 A'Beckett Street Melbourne in the western section of the former headquarters of the Australian Army Medical Corps. The building was completed in 1939 during the looming build-up to the second World War of the century, finally declared on 1st September. The site had been in military hands since a small weatherboard West Melbourne Orderly Room was built in for use by the local volunteer force. In 1900 it was replaced with a Federation style Orderly Room in preparation for the formal inauguration of the Australian Army in March 1901. The new Commonwealth Ministry of Defence took control of 29,010 men of whom just 1544 were permanent troops, the rest being enrolled in the part-time militia and volunteer rifle corps. Later Defence Acts enshrined the voluntary military defence system during peace and during any war involving the empire, becoming compulsory only in the event of attack upon Australia. The bitter contest over conscription during the First World War grew out of such provisions. That war proved revolutionary in weaponry, strategy combining land, sea and the new air power, and an understanding of the support units needed to keep an army in good fighting order. The role of the Medical Corps, which like the rest of the Australian Army was modelled on its British Army counterpart, widened in consequence. In 1935 Australia had only three permanent Army medical officers, one at Duntroon training college, one in Darwin and the Director General in Melbourne. Civilian medical personnel - doctors, dentists, pharmacists, nurses, physios etc. could be called up in a national emergency but in 1935 most had no military or field training what so ever, or, at best, limited experience not updated since 1918. By contrast, at the height of the war in 1943-44, the Medical Corps represented 8% of the total AMF and comprised 2500 doctors, 3500 nurses, 900 non-medical officers employed in various fields and 25,300 of other ranks. It was against this background that the new Army Medical Corps HQ. was built in A'Beckett St. The fact that women were not admitted to the Medical Corps until Sept. 1940 explains the wholly male-oriented lavatory facilities at A'Beckett St!!! Until this situation is alleviated (in the near future!) women staffers have to cope with the unisex washrooms! Postwar use of the building up to 1988 included premises for the 3rd Psychology Unit, army publicity (with printing equipment), intermittent drill training and garaging of vehicles. Apparently the building was also the venue for youthful dances in the 1950's - (no mention of how the loo question was overcome then!) The Society will build up that history archive as it did with the Mint building. The renovated premises will be officially opened by His Excellency Sir James Gobbo AC., Governor of Victoria on 12th February.

--- taken from the September/February editions of the RHSV Newsletters

SUBS: \$8;00 P.P. ARE DUE - a cross will indicate if according to our records you are unfinancial. To ensure continued Soc. membership and next newsletter please send cheque to B. Parsons, (Assnt. treas) Box 129 ANGLESEA 3230 a.s.a.p.

Hedley Family in Anglesea

Christmas 1927, my parents, young brother Bill and myself with another family of friends arrived at Anglesea in a borrowed flat top truck loaded down with camping gear, and set up camp on the cliff tops in Shire Camping Area. My older brothers, Les and Jack were staying at the Scout camp in Camp Road.

My parents Adelaide and Wilfred Hedley were very keen on Anglesea and bought a T Model Ford and then a block of land on the Murray Estate when it was sold for development — No 5 Kenneth St.

My mother persuaded several of the parents of the Rover Scouts to also buy land and build beach houses, namely Adcocks, Bairies, Mervyns, Johansons and McWilliams, on what was called Mosquito Flats.



Bill & Les Hedley

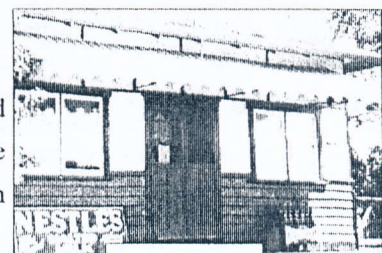
Our first building to keep tools and camping equipment in, was built of Ford packing cases and each weekend they towed a trailer load of timber from a demolished house in Newtown, even to bricks for the chimney, to Anglesea. My brother Les, an apprentice builder, reconstructed the house, two bedrooms, lounge and lean-to kitchen. A later purchase was a block of land running from Camp Road to Government Road, now Bingley Parade, and my brother Les built the house which is now the St Christopher's presbytery. We had sold it to Dr and Mrs. Shilberg, parents of Michael Shilberg of TV fame.

My father and brothers built a clay tennis court just behind the present Catholic Church and uncovered lots of broken china and household relics, so it could have been the site of the original Murray House.

I remember the day Lou Whyte's boat house was moved across onto Leo McMahon's block, all hands on deck and he latter added extra extensions and it became the lovely home and garden that Leo and Inez lived in for many years.

In the early 1930's when all the properties were rated because the town water supply was installed, a big auction of land was held at the Hotel. My parents had great expectations of Anglesea becoming a popular seaside resort and wanted to build a café near the bridge as most of the action took place there in those days. My mother was pleased to buy the land facing Great Ocean Road from Noble St. to College Lane (Mawson Ave). My father bought the Mawson Estate at the back for a camping-ground. The land was hard to sell as it was in the middle of the depression. My father felt sorry for the auctioneer and would start him off with a low bid and was the only bidder on a few occasions. Brother Les also finished up with five blocks in Parker St. and a couple in Murray St.

My parents and Les built the small "Bridge Café" about 1936 or 1937 and we had some very busy periods there as all buses parked nearby and the river was the main attraction. The café was enlarged and later a staff room and a three bedroom house were built on at the back.



Bridge Cafe

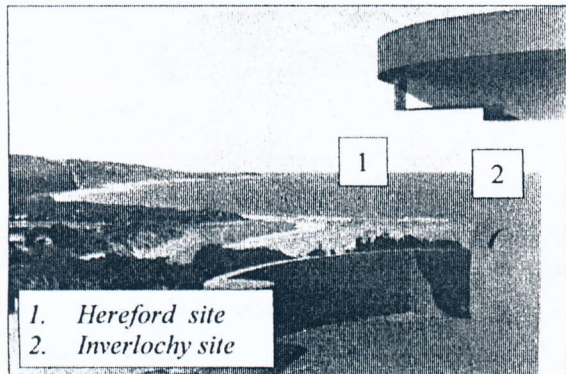
The café seated 50 people and one Christmas 150 people were served Christmas Dinner in three sittings. It was a case of all hand on deck plus extra staff from nearby and from Geelong. I remember it well as I helped with the waiting. - *BY LUCY KING (nee Hedley)*

* TO BE CONTINUED IN OUR NEXT NEWSLETTER *

SHIPWRECKS OFF ANGLESEA

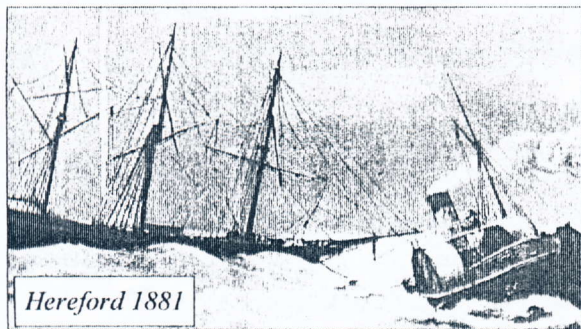
Anglesea enjoys the status of being the significant area where the spectacular Great Ocean Road first meets the sea.

If you gaze east from the nearby Loveridge look-out, the site of two shipping disasters can be easily seen - namely, the Hereford and the Inverlochy.



1. Hereford site
2. Inverlochy site

When time and tidal conditions are right, white water marks two reefs running parallel east and west. The Hereford became stranded on the eastern one. The Inverlochy came to grief on the nearer western one. Both ships were abandoned !



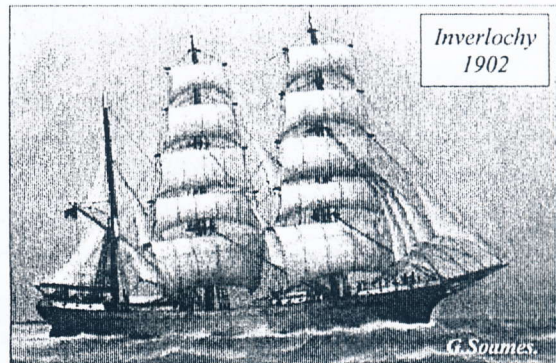
Hereford 1881

On the September 27th. 1881 due to difficult weather conditions, the iron clipper ship **HEREFORD** commanded by Captain McCarthy, on route from London to Melbourne, came to close to shore. She went stern foremost onto a reef under water, and became firmly wedged. The ship was abandoned. The passengers numbering 12 cabin and 37 steerage were landed nearby by means of life-boats.

At Anglesea some were sheltered by local Mr G. Noble. Others were taken to Mrs Murray's house, and the remainder to neighbouring Jan Juc.

Two steamers later helped recover cargo. It was not until February that the lightened ship was towed through the Heads into Hobson's Bay for assessment.

Over 21 years later during the evening of December 18th. 1902, the **INVERLOCHY** an iron barque of 1339 tons, bound from Liverpool to Melbourne in charge of Captain Kendrick, became stranded on the western reef, with her nose pointing east and her keel wedged hard on the flat-topped rock. Her general cargo included cable for the Melbourne Tramway Company.



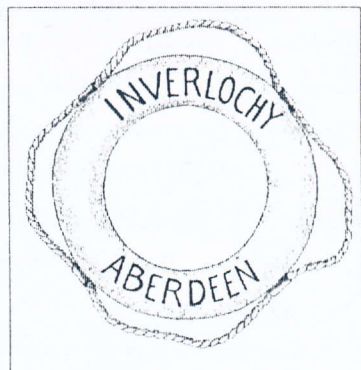
Inverlochy 1902

G. Soames.

It would seem that bearings were lost in misty conditions. The signal from Aireys Light was mistaken for that of Point Lonsdale. A prevailing moderate breeze allowed a coastal current to carry the ill-fated barque towards the offending reef. Despite strenuous and heroic efforts it was not avoided ! An order was given to evacuate ship to avert loss of life.

The night was calm and sails were still set when the Captain and his wife with members of the crew left the collision scene in a long-boat.

A heavy sea came up as a second boat followed with the remainder of the crew. Both headed east with the swell, searching for a shore light in the black conditions. They landed about 7am next morning at Barwon-Heads. All hands were saved !



Much of the cargo was salvaged. It took almost two years before the iron ship broke up and finally disappeared from view.

A lifebelt and log book from the Inverlochy are on display at the Anglesea Historical Society's Museum □

Lindsay Braden researcher Anglesea & District Historical Society.