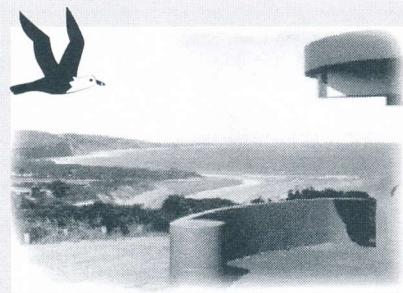


# Coastal Current

seaside tidings from ...  
 The Anglesea & District  
 Historical Society Inc.



## Spring snippets

The new committee elected at the October AGM is as follows :-

- |                   |                 |
|-------------------|-----------------|
| President         | Norma Morrison  |
| Vice President    | Harry Davies    |
| Secretary         | Bruce Bodman    |
| Treasurer         | Thelma Western  |
| Researcher        | Lindsay Braden  |
| Committee Members | Myrle Smithwick |
|                   | Jan Morris      |
|                   | Val Amery       |
|                   | Beryl Parsons   |



We thank all of these Members for undertaking the responsibility of running our Society. Also, we acknowledge those retiring Members from the Committee for their dedication and input over the years.

Val Amery has stepped down as our President from 1994 - 2003, and was awarded Life Membership for her wonderful contribution to the Society, not only as our President but for her great input from the very beginning of her membership.

*Well done, and thank you Val !*

### GUEST SPEAKERS

We have been fortunate to have a varied program during the past quarter.

In September **Melva Stott**, our Lady Town Crier and Torquay Times contributor, spoke of her and Stan's involvement in the Town Crying Competitions held earlier this year in Britain.

**Cath Longman** spoke at our AGM. Cath's well researched talk entitled "The Mystery of the Franklin Expedition," brought back to many, early school day memories of the attempts to find the elusive north/west passage. Cath went on to tell us of the eventual hardship and deprivation experienced by Franklin's party, and the forensic evidence which ultimately explained the mystery.

Guest speaker at our ANNUAL LUNCHEON held in October, was John Arnott, Director of Geelong Botanic



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 November 2003

Anglesea & District Historical  
 Society Inc.  
 Box 98 Anglesea 3230  
 Victoria. Australia.  
 Incorporation No.  
 A0009246F

President :  
 Norma Morrison  
 (03) 5261 6239

Secretary :  
 Bruce Bodman  
 (03) 5263 1249

Treasurer :  
 Thelma Western  
 (03) 5263 2865

Meetings  
 The Historical Society meets on  
 the first Sunday of each month  
 unless otherwise notified

Museum  
 Our Museum at 5a McMillan  
 Street Anglesea, is open during  
 the Xmas and Easter holidays on  
 Sundays 2-4pm or by appoint-  
 ment.

Web site -  
<http://home.vicnet.net.au/~angen/>

e-mail -  
[nmorrison@froggy.com.au](mailto:nmorrison@froggy.com.au)



## Spring snippets continued

Gardens. John delivered a most professional powerpoint presentation on the past, the present and the future of our Historic Geelong Botanical Gardens. This interesting talk was enjoyed by all.

**AT ANGAIR** we mounted an attention-grabbing exhibition on the life and times of William Buckley, plus a new "Then and Now" photographic record of Anglesea.

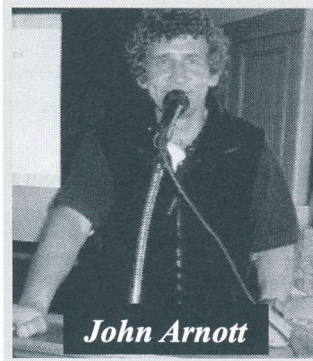
We are indebted to Jan Morris, Pat Hughes and Lindsay Braden for the many hours involved in preparing this display which was appreciated by many onlookers.

Also grateful thanks to our volunteers in manning the exhibition, as well as the setting up and dismantling of this display.

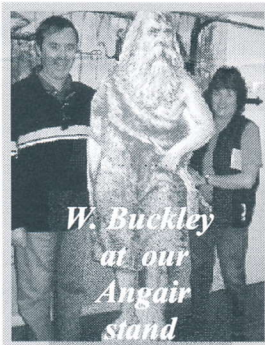
### ACQUISITIONS

The Society, with assistance from a Surf Coast Shire Minor Grants Allocation has purchased an eight panel de-mountable display screen. As already mentioned this was used with great success during the Angair Wildflower show.

The advantage of this new portable screen is that a display can now be assembled at our Museum, and then easily moved to wherever the exhibition venue may be. We even used it at our Annual Luncheon !



**John Arnott**



**W. Buckley  
at our  
Angair  
stand**



**Part of our new  
display**

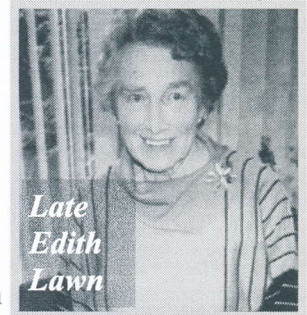
We have recently acquired, through the generosity of the Anglesea RSL sub-branch, the twelve volumes of Bean's Australia's Official History of WW1. These already have been put to good use by our research section.

The Society was saddened to learn of the passing of Edith Lawn. Edith was a foundation member, former President, and generous supporter of the Society.

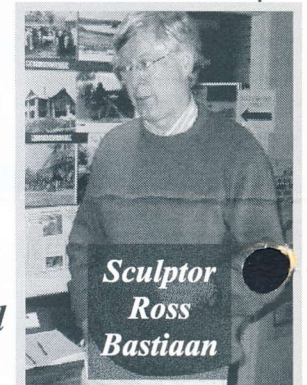
Sculptor, Dr. Ross Bastiaan (OAM,) visited our Museum during October to check on information for his coming Great Ocean Road plaques.

**We wish every member and their families, a safe and Happy Christmas and prosperous New Year.**

*Bruce Bodman*



**Late  
Edith  
Lawn**

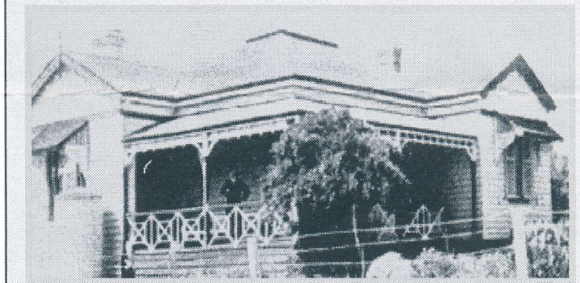


**Sculptor  
Ross  
Bastiaan**

### Assistance wanted !

Can anyone remember this cottage described as being "only a short walk from Anglesea's main beach?"

It was holiday rented many years ago - Our enquirer's parents spent a happy Xmas at this vacation abode. *If you can recollect it's whereabouts please phone our researcher (Lindsay) on 5263 3311.*



***Don't miss the William Buckley  
bi-centenary, 9.30am. Anglesea Riverbank,  
Australia day, January 26th.***

**Festivities will observe the event of William Buckley, who was the first white man to live in this region. More importantly he co-existed peacefully with the local Aborigines for many years !  
Further particulars from Jan Morris 5263 3085**



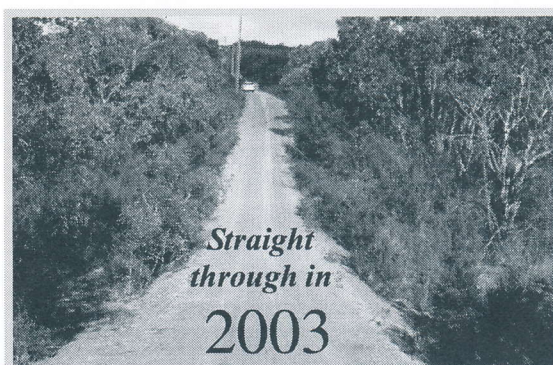
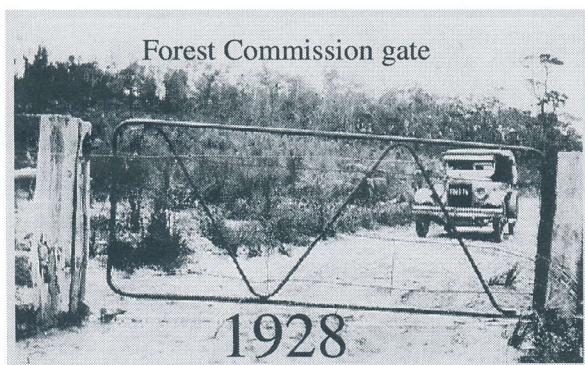
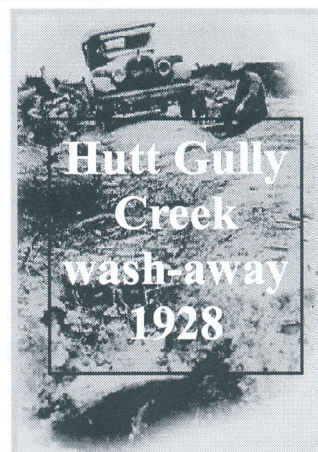
# HUTT GULLY DIVERSION

## OLD ROAD TO AIREYS INLET

**B**efore the Anglesea bridge was built in 1892, a horse and wagon path crossed at the mouth of the stream to gain access to the Aireys track. It then zigzagged up what is now known as Harvey Street hill, traversed to Mt. Misery, eventually arriving at the Inlet via the sometimes flooded Distillery Creek Road.

In 1894 Winchelsea Shire Council cleared a quicker way from Mt. Misery to the Inlet via Sunnymead Road (*today known as the power-line track or middle route.*) By the map and as the crow flies this appeared shorter than the old Distillery Creek carriageway. However, in actual fact very little was saved, as allowance had not been made for local topography leaving some extremely steep hills and dales to be negotiated.

During 1928 it was discovered that necessary horse and wagon gradients had caused Sunnymead Road to diverge from the surveyed route at the notorious Hutt Gully Creek, and travel in and out of land recently acquired by the Forest Commission for pine plantations. *To prove a point of ownership* the Commission fenced their land off and erected gates. These were not locked, but tended to raise the ire of travellers between the townships. By this time the alternate Lanes coastal Great Ocean Road was open between Anglesea and Aireys - *but a toll fee made it unpopular with nearby township residents.*



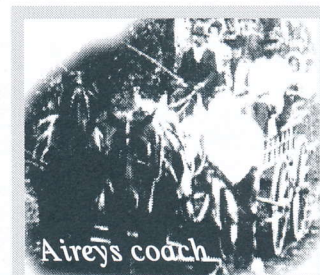
During 1936 the Great Ocean Road was declared officially open with its toll removed. Inland traffic then reverted back to the flatter flood prone Distillery Creek Road. After this the undulating Sunnymead Road / Gilbert Street route was hardly used and became neglected. In 2003 the Forest Commission pines and gates are long gone. Two barrel drains have been installed at Hutt Gully Creek, eliminating the old gradient detour. This now allows Sunnymead Road to follow the survey and go straight across the old washaway *L.B.*

*(Beware - it's still a dry weather road, and only suitable for 4wd after rain)*

**S**pare a thought for those who travelled on Hasty's wagonette to Aireys, after changing from Cobb & Co.'s heavy five horse coach *at Anglesea.*

Even in those early days a power to weight theory was used. James Hasty's lighter four-horse wagonette was utilized for the remainder of the undulating inland journey to the Inlet. Look at the photo of Hasty's wagonette on the RHS. Think of the return trip via Gilbert Street and Sunnymead Road, with the obligatory pull up the steep Mt. Misery hill. I'll bet the passengers were asked to walk up this long incline to lighten the load -

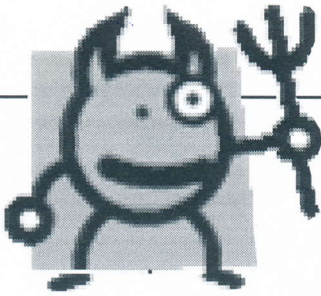
No wonder it was named 'Mt. Misery!' *LB*



?

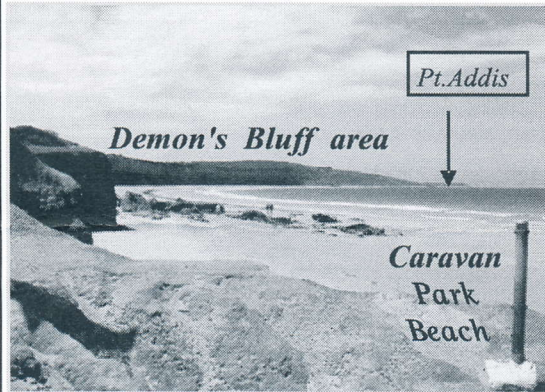
look below

*Where did coach driver James Hasty live? It's in our 'Early Aireys Inlet' book at the Museum.*



# Demon's Bluff

A recent enquiry alerted us to the fact that the vibrant name of *Demon's Bluff* is no longer a part of our local jargon. This was once used to identify the broad cliff headland area between Caravan Park Beach and Point Addis. These majestic perpendicular cliffs rise to an immense height, and at both extremities gradually slope back to sea level. In many places the cliff face is hollowed out by the pounding ocean at high tide.



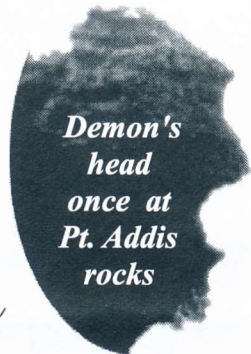
A 1914 Military Survey map labels this in an indifferent way, as if they knew it was somewhere in the area - but not sure where!

Broadbent's post WW2 tourist map identifies this as immediately east of the Caravan Park beach, whilst a 1956 Military map clearly shows a Survey Marker on the beach side of Hurst's Scout Camp house to be at the centre of this designation. Sadly the latest Survey Corps map makes



no mention at all of this forgotten description.

How did this title arise? Was it named at the original appraisal and not gazetted, or perhaps nicknamed by the survivors from one of our two shipwrecks, after viewing the old Demon's head at Pt. Addis rocks. This startling landmark succumbed to time and tide during the 1930's. *Possibly someone can help us with this vital information!* Lindsay Braden



\*  
Where  
were  
they  
going  
  
\*  
See  
below

S  
H  
I  
P  
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E  
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S

British sailing ships were involved in Anglesea's two early marine mishaps. The Hereford carried passengers, the Inverlochy received cargo only. The Iron Barque Inverlochy (constructed Glasgow 1895) fell foul of Ingoldsby reef in 1902, only a decade before the giant ocean liner Titanic sank after hitting a iceberg in the Atlantic.



Consider the amazing progress in ship construction during that short time. The Inverlochy's length was just under 239 feet, compared to the Titanic's end to end distance of 800 feet

An Australian newspaper printed three years before the Inverlochy came to grief, contains an abundance of advertisements for STEAMSHIP COMPANIES carrying passengers to Natal, Cape Town, Marseilles, London or America.



At the time of the Inverlochy's demise, British sailing ships were approaching their use-by date and accepted cargo only! *However, they worked commercially from Geelong until 1927* L.B.

\* **The answer is in our recently completed Great Ocean Road Timeline available at the Museum ( look under 18/3/1922 ) More about this unusual motor procession in our next newsletter !**