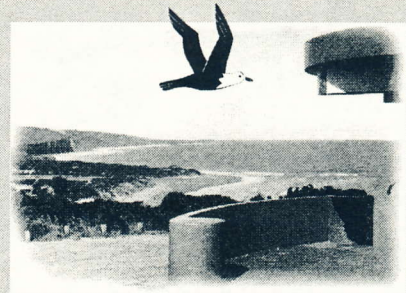


Coastal Current

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



Snippets

Geelong Heritage Centre
In August 2003, Norm Houghton retired, and Jennifer

Lewis was appointed as Director of Geelong Heritage Centre. Jennifer is a BA honors and is a graduate in history from Flinders University, South Australia, and in 1996 she was awarded a PhD by Deakin University Environmental Policy Studies. Jennifer was the inaugural curator of the National Wool Museum, Geelong, the South Australian Maritime Museum, Port Adelaide and her most recent appointment as Access Program Manager of Geelong Adult Training and Education. With this wide experience and knowledge, Jennifer will bring a new dimension to the Centre that we have come to regard so highly.

William Buckley

William Buckley has been the main focus over the last few months. A huge thank you must go to Jan Morris and Pat Hughes for the many hours of research carried out on the internet and by visiting the Latrobe Library to follow up leads. Their research has dispelled a number of Myths and has lead to a greater appreciation of Buckley's life.

The Riverbank Celebrations held on 26th January 2004, depicting William Buckley's arrival at Anglesea was well received. Thanks to all involved in this event and in particular, Melva and Stan Stott and Ray Bush for producing a priceless video of the morning's events.

Acquisitions

Again the Society has been fortunate in having the following items donated.
Early panoramic photograph of Aireys Inlet.
Glass Kerosene bottle embossed with "Laurel Kerosene".
Shards of earthenware believed to be from the wreck of the Osprey
Bible issued as a commemoration of the Coronation of Elizabeth II
Postcard of Alcoa.
Postcard with multiple views of Anglesea.
Booklet of 25 years history of the Surf Life Saving Club.

Red Hill Probus Club visited the Museum, which was followed by an invitation to speak to the group on Anglesea's history. Val Amery and myself participated, and were warmly received by the group at their BBQ meal prior to the talk.

■ *Bruce Bodman*

Newsletter No 65
March 2004

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 during the Xmas and Easter holidays on Sundays 2-4pm or by appointment.

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

e-mail -
nmorrison@froggy.com.au



*The deadline for our next Newsletter is Tuesday 25th May...
Members are encouraged to provide items of local interest - they all help !*

Eastern View -Before Ash Wednesday By Dennis Kishere

Many fine houses were built after the Eastern View estate was established in 1925.

They were smaller by today's standard and were usually of wood construction. Some owners built their own houses from the ground up. Some saw renovation and upgrading as a weekend hobby. For others it was a matter of sheer necessity as iron tanks and fittings rusted away from the salty air. Concrete tanks and brass, aluminium, plastic and galvanised iron fittings were part of the solution. So the houses started to reflect a certain history of personal attention by their owners and an adaptation to the environment with different materials. Most importantly, both then and now houses have been sited for stability as the whole area is regarded as one of potential landslide.

Sadly, all except for just one house near Spout Creek were destroyed in the 1983 Ash Wednesday bushfire. That was the one belonging to Ron Burton who represented the Coastal Riding on Barrabool Shire Council. After the fire many of the new houses were much larger and more solid, often using steel frames. Some of the recent houses seem to dominate the surrounding environment. In the old days the houses seemed to blend in with and be partially concealed by the surrounding bush.

The Great Ocean Road was being steadily upgraded in the post-war decades. In 1949 the Country Roads Board rectified a major landslip at Devil's Elbow by building a log crib filled with rocks. A stone sea wall was also built. These can still be seen although they are now deteriorating. Along the road a bridge was built to replace the ford at Spout Creek (Henry Bloxham, a worker at the Clarke farm, stood in as a cook for the CRB workers camped at Spout Creek). The rattling wooden bridges at Coal Mine Creek and

Moggs Creek were also later replaced with concrete ones. The wooden bridge at Grassy Creek was only replaced after it was destroyed on Ash Wednesday. Continual widening and straightening resulted in the larger Great Ocean Road Arch we see today.

Eastern View has had its share of interesting characters.

Jim Cairns, (MHR and Deputy Prime Minister, 1974-1975) had the sixth house west of the Arch. He was rarely seen around Eastern View but was active in the Angair organisation in later

(second west from the Arch). Herschell (who died in 1962) was Chairman of the Great Ocean Road Trust, ran Herschells Films and was a director of British Dominion Films. There was also ex war-time cameraman Roy Driver who lived at 'Pengwern' (several houses east of the Arch). Roy did filming of the construction Great Ocean Road for Herschells Films. Arthur Kishere, an ex cinema projectionist, lived at "Sunnington" (third west from the Arch). He installed a cinema projector and wide screen in his long lounge room at "Sunnington". With contacts in the industry he was able to show commercial movies in this mini-cinema when they were not being used elsewhere. Neighbours came along for film evenings and enjoyed Lawrence of Arabia, The Sound of Music and other popular classics. Arthur also showed old black and white documentaries about the making of the Great Ocean Road. With poor television reception and before the days of videos, these were welcome events.

When Arthur Kishere moved there in 1954 he got the highest local telephone number (no.9). Until the telephone system was automated in 1968 the Clarke family farm ran the Eastern View telephone exchange during the daytime on weekdays. The Clarke farm added to the social cohesion with milk, bread and mail deliveries in the summer months. This service extended from Lorne to Airey's Inlet.

For some time the main watering hole was the Eastern View Hotel. The hotel closed in 1957 and the unopened liquor was auctioned off. After that there was still the Black Stump Roadhouse and Caravan Park at

Grassy Creek run by the Van Dacks. It was a place for daytime refreshments and night-time entertainments. Young kids would often hike along the beach and up Grassy Creek to the Black Stump to buy ice creams.

These are a few glimpses of those less hectic times. I'm interested in collecting other reminiscences from readers.

D.K.
email: kishere@bigpond.com

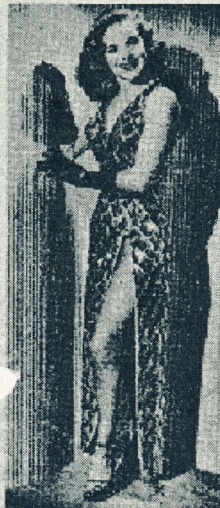
Black Stump Roadhouse

S. & H. Van - Dack, Props

Situated in Beautiful Parkland

Great Ocean Road,
Eastern View, Victoria

Opening for Weekly Cabaret and
Dancing every Saturday night
Commencing Dec. 21ST



★ Top-Line Cabaret Artists

Including regular appearance
of "SYBILE" Radio, T.V. &
Night Club Entertainer

BARBECUES & PRIVATE PARTIES
CATERED FOR

Restuarant with Finest Foods

Also Quick Service Cafeteria
for Snacks

Unlimited Parking Space

PRIVATE ROAD TO THE BEACH AND
TROUT STREAMS

Set amongst Coloured Floodlit Trees and Park Grounds
MUSIC and GAYITY

For Cabaret bookings — Phone Eastern View 5

years. Another politician was former champion cyclist and MLA for East Melbourne, Alfred Farthing. He was the licensee of the Eastern View Hotel from 1927. He died in 1953.

There was a persistent local rumour that the Soviet defector Vladimir Petrov lived in a safe house somewhere at Eastern View.

There were also several people associated with the film industry.

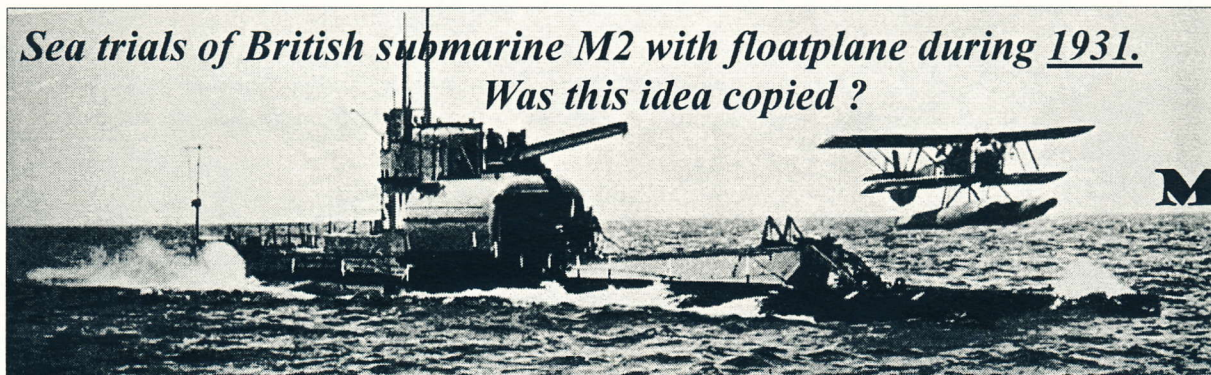
Charles Herschell lived at "Blue Haze"

Japanese floatplane over Anglesea - 1942

Last year a story surfaced regarding WW2 Japanese submarine I-25. When north of King Island this multi-purpose craft catapulted a float plane for a reconnaissance flight to Melbourne and also to note ships in Port Phillip Bay - *it passed over Anglesea on it's successful journey.*

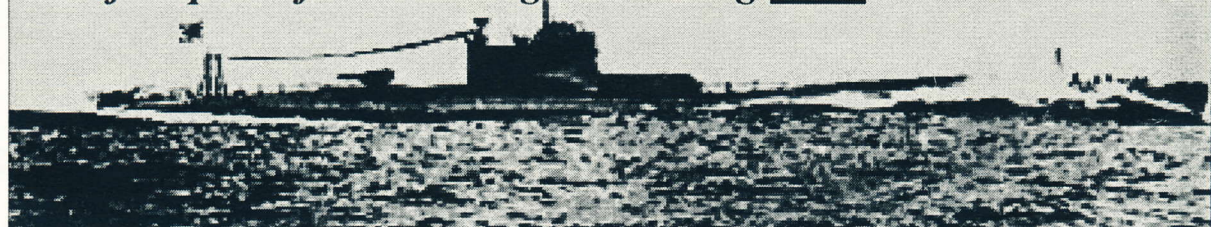
A recently acquired aviation book (printed 1995) recalls that in 1931 the British experimented with a floatplane catapulted from their submarine M2. They did not proceed with the unusual plan. Soon afterwards Mitsubishi Japan built ten long range 'I' class submarines of similar idea to the British M2. This same Company also constructed the famous Zero fighter plane. See details below ▶

*Sea trials of British submarine M2 with floatplane during 1931.
Was this idea copied ?*

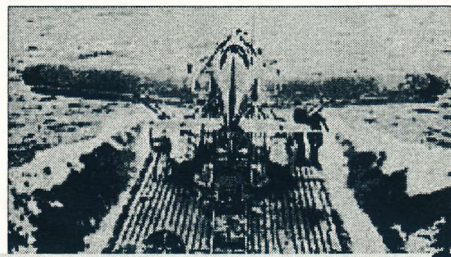
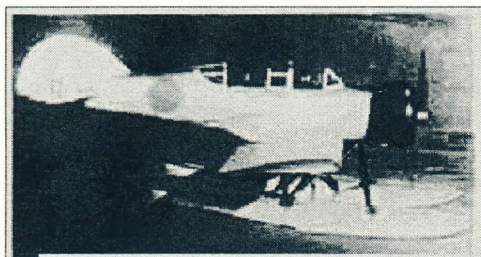


M2

*Similar conception submarine I-25 made by Mitsubishi Japan.
It's floatplane flew over Anglesea during 1942.*



I-25



I-25

A Yokosuka E14Y floatplane was carried on Japanese submarine I-25

Aeronautical engineer, the late Sir Lawrence Wackett, mentioned in his book 'Aircraft Pioneer,' that during 1937 the American Vought Company *missed a contract* to produce a fighter for the U.S. Navy. Whilst he was in America, this rejected aircraft was offered to him complete with experimental drawings for \$50,000. Wackett did not accept immediately, but intended to pursue the matter with vigour when he arrived back in Australia. Unfortunately some visiting Japanese from the Mitsubishi Company readily accepted the deal, and Sir Lawrence lost out. A few years later, he inspected a Zero fighter that had been shot down in New Guinea, and wrote that it resembled the unwanted fighter previously offered by Vought America. By making the purchase promptly, Mitsubishi saved years in the development of their first rate WW2 aerial combatant.

Likewise one can only wonder if the 1941 Mitsubishi submarine I-25 was based on the interesting theme of British submarine M2. Both these underwater craft were designed to store, catapult and recover a reconnaissance floatplane- Refer to top photos - the scheme seems strikingly similar! As often said- *"One idea leads to another!"* ■ Lindsay Braden

Click onto our web site via Anglesea on line ! <http://www.anglesea-online.com.au>

Great Ocean Road 1922

Where's Princess Mary Bay?

The Governor named two local Bays in 1922

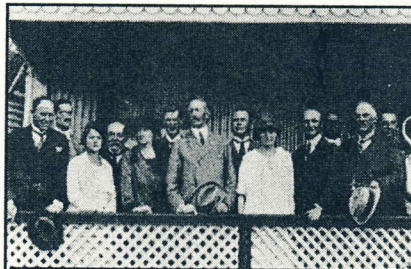
It was reported that on Friday March 19th 1922 Lord Stradbroke and his Official party while on their way to open the Gt. Ocean Road, called into the Sunnymead Homestead, the residence of Charles J. Lane, for lunch.

Whilst there, His Excellency at Mr Lane's request named two nearby coastal indentations, Princess Mary Bay and Stradbroke Bay respectively— (It would appear - One for you and one for me)

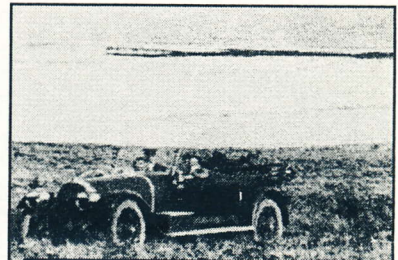
Of course it must be pointed out that Charles Lane owned most of the broad acre land fronting these bays at that time !

Today, Princess Mary Bay is better known as the Point Roadknight beach area. Stradbroke Bay is at the rear of Lane's old Sunnymead block, and serviced by today's Boundary Road car park.

However it would seem since that day, these new designations only appeared in the 1920's Lane's Sunnymead Estate booklet, and the 1946 Sunnymead Estate brochure— **the idea didn't officially catch on !** ■ Lindsay Braden



Lord Stradbroke at Sunnymead



Charles Lane at Pt. Roadknight



1922

Why were they waiting ?

The expectant crowd assembled outside the Angelsea Hotel is waiting for his Excellency the Governor Lord Stradbroke to pass through our township on his way to open the Great Ocean Road at Grassy Creek.

They then joined the opening procession (see below)



1922

Captain Morley led this 80 car convoy across the newly established Lane's cutting , then through the 'Sunnymead' Estate (see above) to observe opening proceedings outside 'Stradbroke Knoll' at Grassy Creek ■

Call in an see our PHOTO-past page featuring the old Angelsea Uniting Church