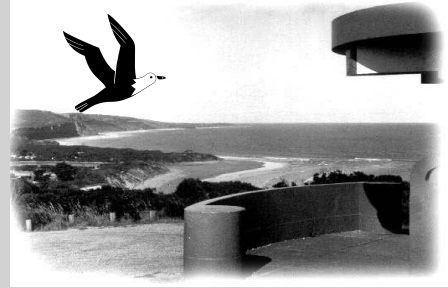


Coastal Current

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



Newsletter No 86
June 2009

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

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Norma Morrison
(03) 5261 6239

Secretary :
Bruce Bodman
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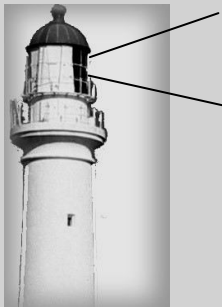
Treasurer :
Thelma Western
(03) 5263 2865

Researcher
Lindsay Braden
(03) 5263 3311

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

Museum
Our Museum at 5a McMillan
Street Anglesea, will be open dur-
ing the Xmas and Easter holidays
on Sundays 2-4pm or by
appointment.

email-normamor@tpg.com.au



Local snippets

Dear Members,

It is hard to believe that we are about to start the 2nd half of 2009.

The Loveridge Lookout is back on the agenda, after four years in the wilderness. Meetings in April and May 2009 were convened and attended by Crs. Tutt and Coker, as well as representatives from ADHS, AN-GAIR, interested residents and Surfcoast Shire staff.

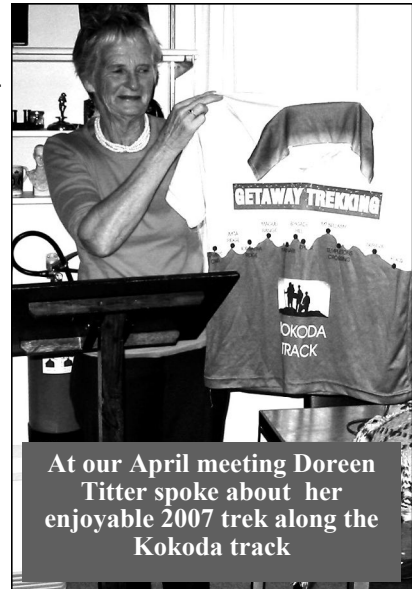
As a result of these meetings we are currently seeking funding for the restoration of the structure through the Federal Government Jobs fund (Heritage Category).

If we are successful in obtaining funding, Surfcoast Shire along with the local community, would need to contribute towards the project. We are seeking ideas of how the community could raise their share of the funds.

The Anglesea Art Walk is a concept to develop public art in Anglesea, which would become a "representation" of our town's history.. *Mosaics* is the media chosen to depict images of historical and/or environmental significance. The steering committee, of which ADHS is a member, has been working hard towards achieving this vision. Further developments will be reported in subsequent newsletters.

Sadly, we report the recent passing of two of our long term members, Neil McDonald and Phemie Hatton. Also, we acknowledge the passing of Jack O'Donnell, (our long time Auditor). The Society extends condolences to their families and friends.

. ■ Bruce Bodman



At our April meeting Doreen Titter spoke about her enjoyable 2007 trek along the Kokoda track

"active researchers"

Urquhart Bluff Cemetery Block

Argus Tues September 15th 1925.

Sportsman will learn with regret of the death of Mr. C. J. Lane which occurred yesterday in his home at Hotham Street St. Kilda. Mr. Lane founded the tailoring establishment which bears his name but he retired from active business name some years ago, and devoted much of his leisure in developing his Country Estate near Appollo Bay (sic). He was a noted long distance runner in his youth, and one of the early members of the Melbourne Harriers Club. In addition to his all round ability on the athletic field, he was one of the finest amateur billiard players in Victoria. His son Mr. Charles Lane, has earned equal distinction as an athlete, and was a representative of Australia at the last Olympic Games.

Argus Tuesday 19/9/1925.

LANE. On the 14th September 1925 at Surbiton, Hotham Street, East St. Kilda. Charles James Lane. (Private internment at St. Kilda.).

Will of Charles James Lane dated 8/7/1925 stated :

I desire that on my death my body shall be cremated (cremated crossed out) **be buried at the Cemetery at Urquhart Bluff near Aireys Inlet Vic.** And that no mourning clothes shall be worn in consequence of my death. (Initialed by all parties)

However his Death Certificate shows he was buried at St. Kilda.

Apparently the Executor of his will set his wishes aside.

Country News / Aireys Inlet 1925 Press cutting

An appreciation of the late Mr. C. J Lane, by Mary Anderson.

Quite a gloom was cast over Aireys Inlet when it became known that Mr. C. J. Lane had passed away at his home in St.Kilda. Until last Saturday Mr. Lane had been lying ill at his seaside residence, 'Sunnymead' but his relatives thought it advisable for him to return to the city, and he was removed home by ambulance on Saturday last.

He will be greatly missed in this district and gratefully remembered for the valuable service he rendered to residents and tourists in constructing a road through the beautiful Sunnymeade Estate at his own personal expense, and which proved a great benefit to all classes of the community.

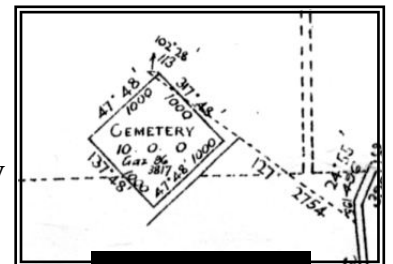
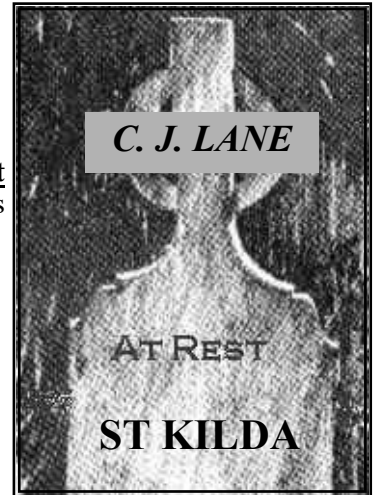
Mr. Lane had been in a delicate state of health for some months, and these last few weeks no hope was held out for his recovery. *At his own wish he was brought to Sunnymeade, where he had always expressed a desire to end his days,* and although this was not to be, those who were best acquainted with the deceased gentleman, and knew him to be a lover of the sea and birds, and flowers cannot help but feel that out near the mighty deep, away from the weary world, would have been a fitting place for Charles Lane to depart, with the winds and waves chanting his requiem ... etc. etc.

Urquhart's Cemetery block.

In the original Crown Survey plan, 10 acres of land was set aside for a cemetery in a remote area west of Sunnymeade Road, inland from Urquhart Bluff.

It would appear that no person was ever laid to rest in that defined space. The inland reserve was revoked in 1962.

However, many people (including myself) can remember seeing what appeared to be the remains of a proposed grave dug in this area. Heavy re-growth from the 1983 bush-fire now covers this theorised resting place



Original plan

Was this a site for a grave ordered by Charles Lane – or the remains a mineral search hole excavated in later years?

Perhaps we will never know the answer.

■ L.B.

WRECK OF THE RAYVILLE IDENTIFIED OFF CAPE OTWAY

WITH STARS AND STRIPES painted on both sides of its hull the SS City of Rayville entered the waters of Bass Strait on November 8, 1940 and at 7.47pm hit a German mine. The force of the explosion ripped out the foremast. Water, planks, and hatch cover, and ingots of lead from the vessel's cargo rained down on the Rayville's superstructure. Lookout. **(This was almost 2 years before Otway Radar Station 13 commenced operating, and the VAOC started duty at the Anglesea lookout).**

The Cape Otway Lighthouse keeper was alerted to Rayville's demise by a brilliant flash of light and a rumbling explosion. The keeper contacted Apollo Bay and three boats were dispatched immediately into rough seas to search for survivors.

It took 35 minutes for the vessel to sink, bow first. The crew of 38 safely abandoned ship in lifeboats, but one went back to rescue personal effects and was drowned. Ultimately, two lifeboats were found in the darkness, lines attached and the boats towed back to Apollo Bay. The cold and worn-out survivors stepped ashore at dawn on November 9, 1940.

SS City of Rayville, the US merchant vessel, **became the first casualty of World War II for the US**, and resulted in the first death of a US merchant seaman in World War II. The incident preceded the bombing of Pearl Harbour in December 1941 by more than a year.

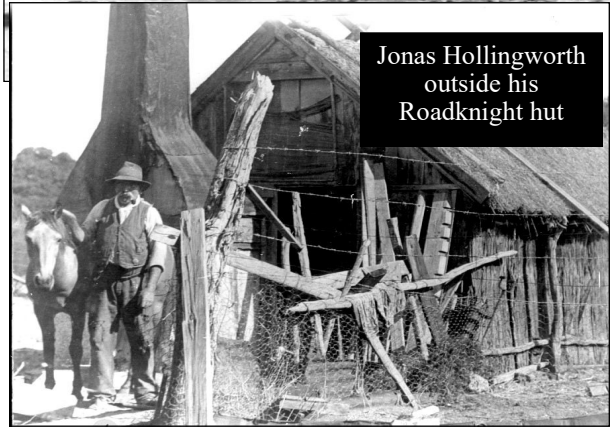
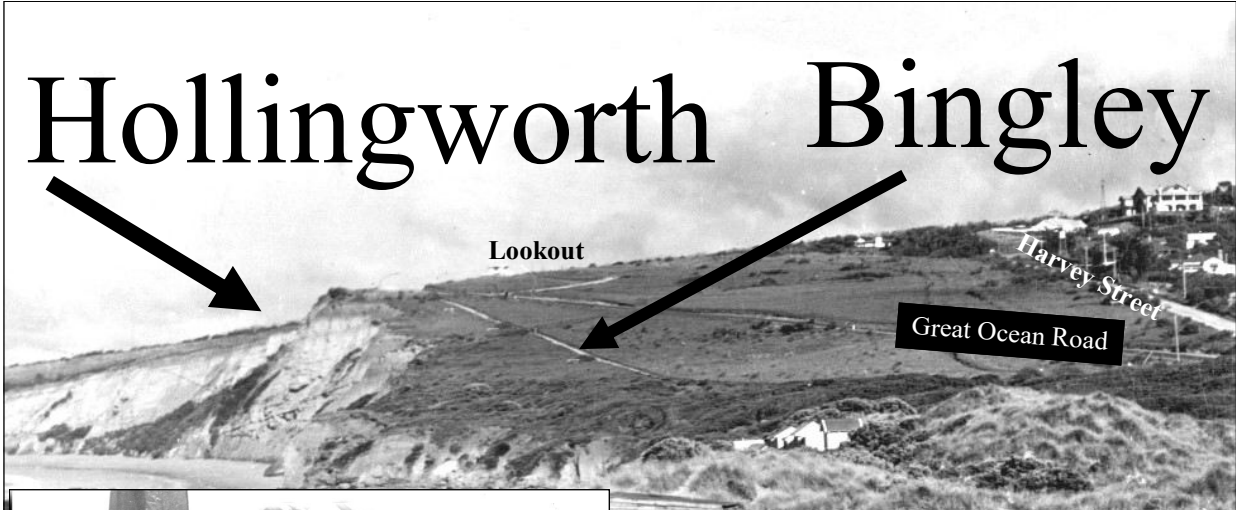
The City of Rayville was the second victim in 24 hours of a German minefield. The British steamer SS Cambridge was lost after hitting a mine off Wilsons Promontory. Both ships were destroyed by the Germans who had laid 100 mines in Bass Strait. They were laid by the German raider Pinguin and the pirated Norwegian freighter Storstad. The auxiliary cruiser Pinguin captured the steamship in the Indian Ocean on October 7, 1940, *renamed the vessel Passat* and converted it for mine laying. "Passat" operated in the Bass Strait area. It is believed that "Pinguin" and "Passat" laid about 60 mines in Australian waters. "Passat" laid four fields of ten mines off Cape Otway and two fields of five mines off Wilson's Promontory.

THE WRECK has been revealed in detail for the first time by Deakin University scientists. Using state-of-the-art sonar imagery and remotely operated vehicles, the scientists were able to take the first detailed images of the ship in its watery grave. While its approximate location has been known since 2002, the depth of its final resting place has meant obtaining information about the wreck site has been difficult. Recent advances in technology have allowed the scientists to investigate the site remotely. ■

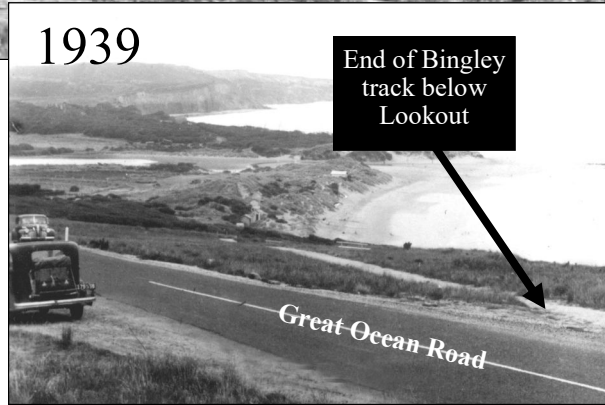


Bass Strait WWII.

Cliff tracks at Anglesea



Jonas Hollingworth outside his Roadknight hut



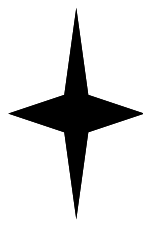
1939

End of Bingley track below Lookout

Jonas Hollingworth
 PIONEER William Harvey's letter mentions that Jonas and his two sons of Grassy Creek, during 1885 built a bark hut in the tea tree scrub about the middle of Roadknight bay (sic). They used to bring their boat and net the bay.
 Peggy Bunton (nee Paton) mentions in her book "The Hut" that Jonas Hollingworth's Robinson Crusoe hut at Roadknight was burnt by the 1919 fire. He used a cliff-top track (which she called lovers walk) to reach his hut when the tide was high. ■L.B.



View from Jonas Hollingworth track 1949



Doc Bingley
 RONALD PENDOCH (DOC) BINGLEY MBE. mentioned to ADHS researcher Lindsay Braden, that after leaving school during the late 1920's he and another local lad on instructions from his father A.P. Bingley (who was President of the Anglesea Progress Association) hacked a pathway from near today's Surf-club to below the red and white marker (later replaced by the Loveridge lookout) and re-cleared the old Hollingworth track which continued through the ti-tree to Roadknight beach. The Bingley's holiday house is opposite in nearby Harvey Street ■ LB.