

Coastal Current

(Incorporating Inverlochy Log)

Quarterly Newsletter
Anglesea & District Historical Society Inc.
& Surf Coast Family History Group

Editor: Karl Jacklin

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Anglesea & District Historical Society Inc.
P.O. Box 98 Anglesea Vic. 3230
History House – Entrance 4, 5 McMillan St Anglesea
Phone: (03) 5263 3986
A&DHS Email: anghisthouse@gmail.com
Family History Email: surfcoastfh@gmail.com
Follow us on Facebook

Historical Society Committee
President:

Vice President:

Secretary: Susan Clarke Ph: 0438 070 560
Email: susanclarke3230@hotmail.com
Treasurer: Chris Guerow. Ph: 0419 890 736
Email: chrisguerow@gmail.com
Museum Curator: Susan Clarke Ph: 0438 070 560
Email: susanclarke3230@hotmail.com
Committee Members
Jim Tutt Ph: 0409 505 199
Email: jimtutt@gmail.com
Marilyn Wendt. Ph: 0427 750 369
Email: wethem2@outlook.com
Judith Laird
Email: judithalaird@me.com

Surf Coast Family History Group Committee
Chairperson: Karl Jacklin Ph: 0436 606 377
Email: karlj@netspace.net.au
Secretary: Susan Clarke Ph: 0438 070 560
Email: susanclarke3230@hotmail.com
Treasurer: Chris Guerow. Ph: 0419 890 736
Email: chrisguerow@gmail.com
Committee Members
Peter Matthews Ph: 0402 158 828
Email: matthews@melbpc.org.au
Marilyn Robinson Ph: (03) 5263 1338
Email: mazza2paint@hotmail.com

Museum and Library Times
The museum is open between 2:00pm and 4:00pm on the second Sunday of each month, and from 4:30pm to 8:00pm on each Friday evening the Community House has a "Twilight Market."
The museum is also open by appointment. Just phone one of the committee members listed above to arrange a mutually suitable time.
The museum library is accessible whenever History House is open.
The Family History collection of books and CDs is available by appointment.

No historical society meetings or activities are held on days of extreme or catastrophic fire danger days.

Forthcoming Activities of the Historical Society and Family History Group

ANGLESEA & DISTRICT HISTORICAL SOCIETY & SURF COAST FAMILY HISTORY GROUP
Combined Christmas Garden Party
Sunday 7 December 2025



- At History House
- Entrance 4 McMillan St.
- Starts 2.00pm
- Afternoon tea
- Christmas Raffle
- End of year celebration

Members & visitors welcome



WATCH THIS SPACE

For upcoming activities in 2026

Secretary's Report

Susan Clarke

As I hope members are now aware, the outcome of the AGM held on 12 October is that the society is without a president and vice-president. A meeting held on 25 November failed to resolve this issue but it did give rise to suggestions that the committee can follow up. The next committee meeting is on Friday 5 December. If you have any further feedback on this issue, please be in touch. Also, a reminder that you can still return your questionnaires that were distributed prior to the meeting.

Our last event for the year is a garden party at History House for members of both the Historical Society and Family History Group. Come along and celebrate together!

September was a very busy month for us. Over the Angair Wildflower Weekend the museum was open both days and in addition there was a special display at the Memorial Hall marking the 40th Anniversary of the establishment of Coogoorah Park. Thanks go to Jane Shennan for developing the display. It was used again at the meeting on 5 October when Bill Bubb talked about the creation of the park after the Ash Wednesday bushfires and Paul Wright talked about the birdlife in the wetland. On this occasion we also "unveiled" new name plaques to go on the bridges. The display had more exposure when the CFA asked to use it at their dinner in October. It is now at History House so there is more opportunity to view if you have not already done so.

September also saw the second of the visits of local pupils from Anglesea Primary School. Grades one and two had plenty of questions about our collection and the Principal has indicated that he would like to repeat the visits next year and possibly extend them to older pupils.



Lastly in September a group travelled to Scotchman's Lead near Buninyong and had a very enjoyable and informative visit hosted by local historian Doug Bradby. We rounded off the year with an excursion in November to the Bellarine Railway.

The museum will be open over the summer on Friday evenings during the twilight markets and on Sunday afternoons. Thanks to all the volunteers who have put their hands up for museum duty. If you can spare a couple of hours at either of these times, please let me know and I will supply exact dates and times.

There has been a major improvement to the temperature control in our storage facility with the installation of a new air conditioning unit. Thanks go to Jim Tutt for organising this job.

We are still taking donations for the Christmas Hamper Raffle. It will be drawn on 20 December. Thanks again to those volunteers who have put their hands up to sell raffle tickets outside the Anglesea News & Lotto on Fridays and Saturdays in December.

Interested in sport? There is a new display in the museum of local sporting treasures. We have items on loan from the Recreation and Sports Club, the Surf Life Saving Club, the Motor Yacht Club, Football and Netball Club and Cricket Club. We are grateful for the cooperation of these organisations in supporting our museum. Thanks go to Marilyn Wendt for installing the display. Be sure to visit History House to take a look!



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News and resources for family historians

Susan Clarke



NZ Intentions to Marry Project

This project aims to transcribe the New Zealand Intentions to Marry registers (from 1855 to 1925) with the assistance of new technology (AI), making the records freely available and easily searchable.

The ITM records have also been cross-referenced with the registered marriages at DIA Births, Deaths and Marriages, where possible (a small fraction of the recorded intentions to marry did not become a registered marriage).

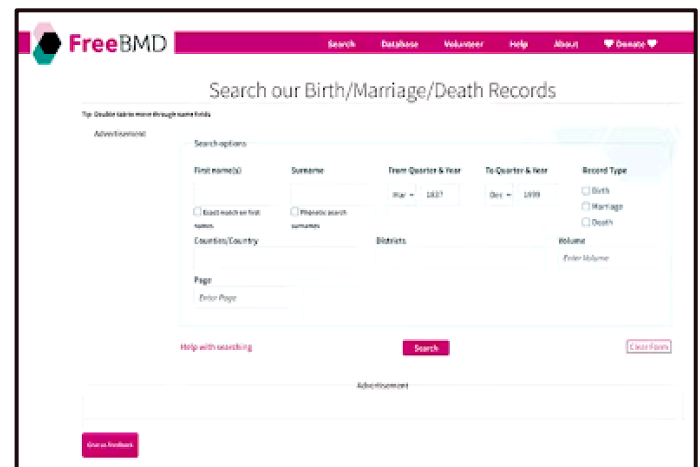
Go to: <https://itm.howison.co.nz/>

PROV: wills and probates go digital

In July 2020, the Probate Office launched an online portal for processing probate and administration files, signalling a new era of the Office's recordkeeping practices. Go to: <https://prov.vic.gov.au/about-us/our-blog/new-era-provs-most-popular-records> to watch a video which provides some guidance on how to access born-digital records (such as PDFs).

The New FreeBMD

FreeBMD, the free resource for searching the General Register Office indexes of births, marriages, and deaths in England and Wales, has launched a redesigned website. They say it offers a faster, more intuitive search experience with autosuggest tools, improved filtering, and enhanced download and citation options. It features a modern, accessible design that works seamlessly on mobile and tablet devices. User feedback is welcomed to help refine the new platform.



1926 Census of Ireland to Be Released Online

The **1926 Census of Saorstát Éireann**, the first census of the Irish Free State, will be made freely available online on 18 April 2026. The release will offer a fascinating snapshot of life in Ireland a century ago. A public programme of exhibitions, a documentary, and theatre events will accompany the launch.

Learn more at nationalarchives.ie.

New guide to Ireland's 1901 census available for free download

Accredited Genealogists Ireland has published the second in its series of census guides, with the latest instalment taking a closer look at the 1901 census.

See: <https://irishheritagenews.ie/guide-to-irelands-1901-census-available-for-free/>

FamilySearch full-text search

"Search inside unindexed historical records to uncover names, dates, and details that standard searches can't find": <https://www.familysearch.org/en/search/full-text/>

The webpage includes: search for a specific collection; tips for successful full-text searching; how to enter keywords, apply filters for precision, and review results; FAQs.

Internet Archive: a rich source of resources

The Internet Archive offers over 20,000,000 freely downloadable books and texts. There is also a collection of [2.3 million modern eBooks](#) that may be borrowed by anyone with a free archive.org account. Go to: <https://archive.org/>

Quote for this issue

"... no memoir is entirely reliable. Family stories in particular can't be trusted, nevertheless something of the essential is always preserved."

[Shirley Walker, *Roundabout at Bangalow*]

Sheena Macdougall, a daughter of Anglesea, became a dedicated career nurse with an illustrious career in the Royal Australian Navy Nursing Service (RANNS). She joined the service in August 1965 as a highly qualified nursing sister at the age of 31, and retired as Commander Macdougall in 1989 to immerse herself in a busy and fulfilling community life in Batemans Bay NSW. She died aged 91 in Batemans Bay in March this year.

Sheena was the second child of Anglesea's Forestry Commission plantation manager, Scottish-born Bill Macdougall and Dorothea, a teacher from New Zealand and, born on 11 August 1934, little sister to Dorothy.



Above: In this 'Class of 41' photo of the Anglesea Primary School, Sheena is the smiling, straight-backed little girl in the front row 4th from left. In the back row, 3rd from right is her big sister Dorothy. They are aged about 7 and 9.

Sheena and Dorothy had a happy childhood until the death of their beloved father in 1946. Sheena was just 11. Dorothea continued to teach part time at the Anglesea Primary School and the three of them lived in the State Plantations house in Camp Road until Dorothea's death in 1952.

Sheena was an exceptional student and, supported by Legacy, whizzed through school. At 14 she completed her secondary schooling at Morongo Presbyterian Girls College. Three years later, still only 17 and by then holding a diploma in dietetics from the Geelong Institute of Technology, she decided that nursing held a better future than food.

As soon as Sheena graduated from her nursing training at Geelong Hospital she and Dorothy headed for the UK. Sheena got a job at the National Hospital for Nervous Diseases in

London, and the sisters spent every spare moment together riding their bicycles around the English countryside, visiting their father's Scottish birthplace and cycling through Europe.

On return to Australia, Sheena added a qualification in midwifery from the Melbourne Women's Hospital to her CV, before moving to Box Hill Hospital to take charge of the operating theatres.

According to the recent and extensive tribute in the RAN's *Seapower* magazine, Sheena joined the Royal Australian Navy Nursing Service (RANNS) in August 1965. She continued to study and while serving at HMAS *Cerberus* gained her Diploma of Education from the Royal College of Nursing Victoria and became a Fellow of the College of Nursing Australia. This equipped her to implement better training standards for RANNS and to develop a modern syllabus for the Medical Training School.

In 1974 Sheena was posted to HMAS *Tarangau* on Manus Island, Papua New Guinea, where her midwifery and medical skills were tested every day.



Above: Commander Macdougall's ID card.

After her PNG assignment, promotions came rapidly. Sheena ran the hospital operating theatre at HMAS *Penguin* then transferred to HMAS *Cerberus* to become Tutor Sister in the Medical Training School. There she was part of a team that developed a training course for senior Medics posted to ships without a doctor. By 1979 she was back at HMAS *Penguin* as Matron then again at HMAS *Cerberus* in 1980 as Officer-in-Charge of the Medical Training School, one of only two female heads of department at that time.

Promoted to Commander in August 1984, Sheena was posted to Navy Office in Canberra as Director of Nursing Services and Health Service Training.



Above: Sister Sheena Macdougall 1965.



Above: Sister Macdougall (left) with senior members of the RANNS at the Shrine of Remembrance, Melbourne c1966.

While in this position, she began researching the links between the use of drugs and alcohol by Navy personnel and corresponding accident rates. This was the forerunner of the Alcohol and Drug Program Adviser (ADPA) system in today's Navy.



Above: Sheena in RANNS uniforms. On the left: 1965 as Sister Macdougall. Centre: 1979 as Superintending Sister Macdougall. Right: 1985 as Commander Macdougall.

In 1985 Sheena was the RANNS senior nursing officer when the Nursing Service was integrated into the RAN. She remained at Navy Office and worked in conjunction with her Army and Air Force counterparts to improve nursing standards across all three services. For her last six months she was Director of Defence Force Nursing Policy. Sheena's distinguished 24-year career with the RAN came to an end with her retirement on 11 August 1989.

Moving to Batemans Bay around 1991, Sheena devoted her time to the CWA. The Batemans Bay CWA heartfelt tribute says it all. 'Member of CWA since 1991. After a distinguished Naval career... Sheena gave all her prodigious talents and energy to CWA as President, Secretary, Treasurer, Group Counsellor, prize winning cook and rose grower. Sheena did it all and more and still found time for skiing! She was a delegate to 24 of 26 State AGMs, ran

Bunnings BBQs with partner Phil, gave cooking demonstrations, did cake stalls, sold raffle tickets and participated in every CWA activity until her illness forced her to 'pull back' but continued to be an inspiration and helpmate to us all. Sheena was proud of being made a life member in 2022... Our dear Sheena chose to leave us on Easter Sunday: she will be so greatly missed.'

Note: Bill Macdougall served in the British Army during WW1 with the Argyll & Sutherland Regiment. After the war he went to forestry school at Glasgow University and armed with his diploma in forestry emigrated with his brother Dugald in 1922. The pair farmed together in northern Victoria. Bill joined the Australian Forests Commission in 1926. Two years later he married Dorothea. Bill is honoured as the founder of the Anglesea RSL and remembered in the naming of Macdougall St where he had purchased a large parcel of land.



Right: Sheena presenting the Batemans Bay CWA 'top cop of the year' in 2017

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Mrs. F E Brownbill MLA

Book Review
The Forgotten Pollie
Mrs F. E. Brownbill, MLA
by Kerry R Trotter

Just who was Fanny Brownbill, whose holiday house was once on the corner of Walker Street and Camp Road?

The Argus newspaper on 10th May 1938 announced:

GEELONG BY-ELECTION
Monday's meeting of Union secretaries at the Trades Hall tonight passed a resolution pledging its support to Mrs. F. E. Brownbill, the endorsed Labor candidate for Geelong seat

This was the start of Fanny's political career. She was taking over the seat vacated by the sudden death of her husband William Brownbill MLA.

Fanny's story begins with her birth on 28 April 1890 at Modewaree, the youngest of seven children to James Alford, and Ann Abbot. Her father was a labourer. She attended the small Modewaree State School. In 1913, she became a housekeeper to William Brownbill, a baker and widower with four children. Fanny was always treated as a member of the family and had a close friendship with William's youngest daughter Dulcie with whom there was only a few years age difference.

In 1896, William Brownbill had been elected to the Geelong City Council. He served as Mayor of Geelong from 1914 to 1915. In 1920 William entered Parliament as the Labor Member for Geelong in the Legislative Assembly. That was the year he married Fanny Alford. They went on to have a daughter and a son. Over the next 18 years Fanny supported William in his political career, eventually taking over his seat.

Fanny was remarkably popular in her electorate. This reflected the lengths she took to meet the needs of her constituents. Mrs F E Brownbill MLA, was particularly concerned with child and youth welfare. School curricula also interested her and she was president (1947-48) of Matthew Flinders Girls' School. She was a dedicated member of the Geelong Ladies' Benevolent Society and in the depressed 1930s was the only female member of the public assistance committee. In 1935 she was appointed to the managing committee of Glastonbury, the Protestant orphanage at Geelong. She not only took on managerial roles but was always a willing helper in working groups.

The family holiday house in Anglesea was where she loved to come with her children and step children. She found it a peaceful retreat away from her busy political life. She came here regularly enjoying the beach and the river.

Entering politics herself in 1938 she was for many years the only female member. Despite sceptics, Fanny was a most effective politician, ensuring education, medical facilities and housing were provided for the less fortunate. Fanny died at Geelong, of heart disease, on 10 October 1948 aged just 58. She is buried in the Western cemetery.

"The Forgotten Pollie" is a most interesting book, written by her great grand-daughter, using memories from her grandchildren and many newspaper reports. A recommended excellent read.

Jan Morris



LUNCH, DINNER, DRINKS and FUNCTIONS

- Public Bar
- TAB
- Lounge with a kids play area
- Function Room
- Thirsty Camel bottleshop



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Message in a bottle and a tale of two soldiers

Jane Shennan

A few weeks ago two messages written by WW1 soldiers were discovered in a bottle on an iconic white sandy beach along the Great Australian Bight, about an hour's drive east of Esperance WA.

The bottle was uncovered by a local Wharton Beach family who were collecting rubbish from the dunes. The finder of the messages made a remarkably fast connection with the families via social media and the letters were speedily reunited with the writer's descendants.



Aireys Inlet too has a WW1 message in a bottle story, also with a reunion. Unlike the above bottle which has been out of sight for 110 years, our local one was found in 1915 within days of being tossed into the sea. Despite the writer coming from Rotorua in New Zealand, and with very limited means of communication between families let alone nations 'back then', this message reached the writer's family very quickly.

Nevertheless, it had a circuitous route home. The message was dated 20 February 1915, a Saturday and found by John McLean just seven days later. It was taken to the *Geelong Advertiser*, where the editor transmitted the content via cablegram to the *New Zealand Times*. The message was forwarded to the *Rotorua Times* which was delighted to crow that 'inquiries for the relatives of the writer were speedily set afoot and a couple of hours after it had been received it was placed in the hands of the soldier's brother.'

Beyond Geelong little attention was paid to the story in Australia with WW1 on everybody's minds. The Addy's single paragraph, merely titled 'Aireys Inlet', was tucked away on page 5 on 2 March 1915. But across The Ditch the news attracted wide attention, with at least 20 newspapers putting it to print and some creating elaborate headlines.



The *New Zealand Times* was quite imaginative. On 10 March it said 'From time to time, bottles have been washed up on the various coasts containing messages from those who journey by sea in ships. The latest message of the sort that has come under notice was found by one John Thomas McLean, a resident of Aireys Inlet, on the south coast of Australia, not far distant from Geelong, Victoria. While walking along the sand on the seashore young McLean noticed a bottle lying at the edge of the lapping water, and on picking it up discovered that it contained a written communication.

'Investigation showed that the bottle bore a message from Private H. Rukingi to his father, who resides at Rotorua, New Zealand. The message, written on leaves from a small notebook, was dated 20-02-1915 and was as follows: "Anybody pick this up, communicate this message to my people in Rotorua, North Island, to Mr Rukingi. All well. From your son, H. Rukingi," and "Love to everybody in New Zealand from Private H. Rukingi." '

So who were John Thomas McLean and Private H. Rukingi? And how did the message end up on the beach at Aireys Inlet?

Private Rukingi enlisted as Henare Rukingi, but his full and correct name was Henare Tapiki Haupapa. He used the alias on joining the Maori Contingent, as did his brothers Waretini and Pini, with all three choosing their father's first name. Before enlisting Henare had travelled New Zealand with the Maori choir giving concerts to raise funds for war relief in Europe. He was a fine tenor vocalist and also credited with being one of the most 'grotesque haka performers' in New Zealand. Waretini was an international rugby player and during the 1913 rugby season played for the New Zealand Maori team in Australia. Pini was a farmer before and after WW1 and died in 1945.

Henare and Waretini sailed aboard Troopship 80, originally the SS *Warrimoo*. The ship departed from Wellington in a convoy of four on 14 February 1915



Above: Members of the Maori Contingent aboard HMNZT Warrimoo departing from Wellington on 14 February 1915. Courtesy: Alexander Turnbull Library, New Zealand.

A diary written by a soldier on another of the convoy ships described the route and a clue to the date the bottle was most likely thrown into the sea. On Tuesday 16 February he wrote ‘The four boats are all close together. The *Warrimoo* is with us with the Maoris on board... Friday 19 ‘This evening we sighted the northern shores of Tasmania and are just entering Bass Strait...’ Saturday 20 ‘...a lovely morning, and the first thing we saw when we got up was the southern coast of Victoria.’

The Maori Contingent was initially bound for garrison duties in Egypt and Malta but, due to the mounting death toll and a need for reinforcements, wound up on the Gallipoli Peninsula in July. In August the Rukingi brothers found themselves in the midst of the fiercest fighting of all, the attack on Chunuk Bair. Henare survived, Waretini did not.

Henare was sent to France in April 1916 where his unit dug and repaired trenches, built roads and undertook forestry work, often under artillery fire and within range of snipers. He remained on the Western Front until returning to New Zealand in March 1919. Henare lived in Rotorua for the rest of his life and died there at the age of just 48 in 1946.

Meanwhile John McLean in Aireys Inlet, at the time of finding the message, was giving deep thought to enlisting. One brother, William Stewart McLean, was already serving with the Army Veterinary Corps. Another, Henry Donald (Don) McLean, was itching to join up and so in April 1915 John and Don travelled into Geelong and signed on. Aged 29, John was the oldest of four McLean brothers who enlisted, Don was 18. Don embarked on HMAT *Berrima* at the end of June and John followed two weeks later on HMAT *Demosthenes* for Egypt.



John Thomas McLean



Henry Donald McLean

By a quirk of fate, John and Don found themselves together on the transport HMT *Southland* on their way to Gallipoli in August. The vessel was torpedoed near Lemnos in the Aegean Sea. Although severely damaged, it did not sink and all bar 36 men aboard were rescued.

After a comparatively quiet period at Gallipoli John and Don arrived in France at the end of 1915 with the 21st Battalion. On 26 August John received a severe gunshot wound to his arm which necessitated his evacuation to England. Although he returned to duty he was no longer fit for active service and returned home on 21 November 1917. Don was killed in action on the Somme in April 1917.

John came back to the farm at Aireys Inlet. When William and fourth brother Harold returned in 1919 the McLeans, including brothers too young to enlist, moved to a farm named *Elbon* at Jan Juc, the district now known as Bellbrae. They had lived in the area previously and the three older boys had attended the Jan Juc (Bellbrae) Primary School.

John moved to Wensleydale in the early 1930s and lived a solitary life as a woodcutter. In January 1938 he missing from his camp and more than 70 locals, police and two brothers mounted a search party. The newspapers reported the war pensioner and invalid had been lost in the 'snake-infested Otway Ranges' for several days. 'The body was found about six miles from his camp and he had apparently died of heart failure. McLean's dog had faithfully stood by its master and was responsible for the discovery of the body.' John Thomas McLean was buried in Geelong Eastern Cemetery on 17 January 1938.

Note: The two soldiers whose letters were recently found in WA were Private Malcolm Alexander Neville, a 27-year-old farmer from Wilkawatt in South Australia and Private William Kirk Harley, 34, a Scottish-born iron founder. The men had departed from Adelaide aboard the troopship HMAT *Ballarat* and were 'somewhere at sea' on 16 August 1916 according to one of the letters. Several months after throwing the bottle overboard, Private Neville was killed in France. Harley, although wounded in action in France in 1917, returned safely in August 1919.

Luxury limo to museum attraction

Jane Shennan

More than three decades ago, Brian and Betty Butterworth set out to discover the fate of James and Bertha Loveridge's luxury Austrian 'limo', an iconic Gräf and Stift tourer. Similar to the British Rolls Royce, Gräf and Stift automobiles were made for the elite and wealthy and were beloved by European aristocracy.

This item was printed in our Newsletter No. 24 in October 1993:

Brian and Betty Butterworth Brian and Betty have been busy researching the resting place of the 1923 Graft and Stift motor car owned by Mr Loveridge, who built Anglecrest. This car can now be viewed at the Science Works Museum (by appointment.) The following can be read on the plaque:- "The car was built in Vienna, being modelled mechanically on the Rolls Royce of the same period. It was brought to Australia by the Loveridges. The original touring body was replaced by a saloon body made and fitted by Martin King of Melbourne. The car was chauffeur driven until acquired by the Museum in 1938." Jim Allen, a local resident, was in fact the chauffeur and drove it to the Museum; he carried the receipt for it until he died!

Please enjoy the little typo in our 1993 report which referred to the vehicle as a Graft & Stift!



Updating the story to 2025, I found the vehicle listed on the Museums Victoria Collections (MVC) website where it is recorded as 'Item: ST 26744 Motor Car - Gräf und Stift, Touring Sedan, Model SR3, Vienna, Austria, 1923. Imported without a body from Vienna, Austria, by the Australian Motor Co. for Melbourne businessman Mr James Loveridge in September 1923 at a cost of about £5,000.'

The note on the website stated the vehicle was not on display so I asked MVC about its current whereabouts. The Collection Management Team confirmed it is still held by the Museum, is currently in storage in a 'secure location' but has not been on display for many years.

Remarkably, thanks to Brian and Betty and the MVC and some subsequent research, the story of the vehicle's more than 100 years in Victoria is well documented.

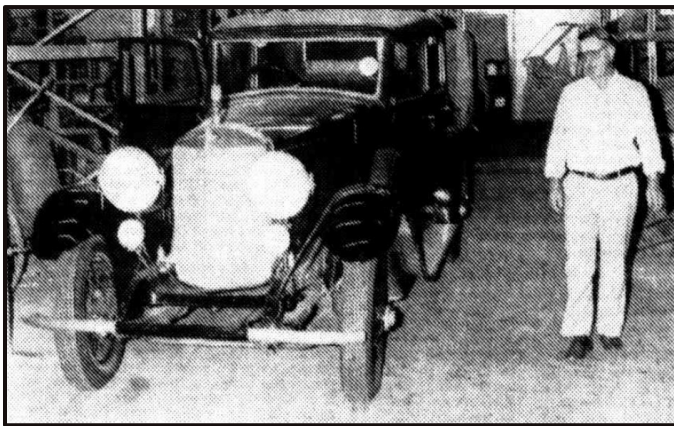
In 1927, after building 'Anglecrest', and four years after importing their extravagant car, James and Bertha Loveridge brought it down from their Melbourne home to Anglesea and kept it in the garage at their seaside property. Whenever the Loveridges wanted to travel out of Anglesea they employed local resident W. J. (Jim) Allan as their chauffeur. Three years after James Loveridge's death in 1935, Bertha donated the vehicle to the Industrial & Technological Museum in Melbourne. Fittingly, in June 1938, it was Jim Allan who drove it to its new life as a museum attraction. And, as Brian and Betty noted, he hung onto the delivery receipt to the end of his days.

Bertha died in 1941 and never saw the vehicle on display. Due to a lack of space, it spent three decades in storage under, but not in, the Swanston Street Museum which shared housing with the National Gallery & Public Library.

Out of sight it was forgotten until the Argus in May 1952 headed an article 'Only spiders ride in this £5,000 car'. The article begins 'There is a £5,000 maroon limousine in a room in Melbourne and it can't get out. It has been there since 1938 and each day the problem gets worse. Experts have scratched their heads and builders have sighed. But the car could be there forever.' Too big for display, the 17ft 6inch (more than 5 metres) car was driven into a storeroom and the newspaper files grew up around it. A new door was put on the room and the car was imprisoned. 'The vehicle was given to the Museum by an Anglesea woman... it has hardly been used, the handmade body is unique and the engine is a masterpiece.'

A few weeks later 45 members of the Vintage Car Club of Victoria came to the rescue, moving row on row of double steel racks piled high with newspapers and creating an escape route. 'They hope to get it running soon' said The Argus, 'but not far – it only does eight miles to the gallon'. In 1956 one of those heroic volunteers, who had the car on loan, took it to a 'gymkhana' at the Showgrounds. Presumably it was part of the sedate vintage car parade for it is hard to imagine it taking part in the flag or balloon races or the 'starting, stopping and reversing events'. Then it was returned to its dark prison and no more was heard for 15 years.

Soon after the National Gallery moved to its new home on St Kilda Road the Gräf & Stift was carefully inched out of the basement and, on 18 March 1970, joined the automobile display in the Road Transport Exhibition at the Science Museum of Victoria. In 1984 it was photographed for a car enthusiast's article written for the 'Canberra Times'. By then it was back in the same cramped quarters (though now minus the newspapers) in the basement of the Museum.



'It is said to be a 1923 model, though it seems to have features pre-dating that year - such as a lack of front brakes, a detail which must have made negotiating this very heavy car less than a delight for the driver, particularly as it was capable of carrying eight people.' The writer added that the car was in the condition of a well-cared for 16-year-old vehicle and in remarkably good order for a 50-year-old!

By 1990 funds has been raised to have it refurbished. McDermott's of South Melbourne, a luxury and classic car restoration and repair specialist, restored the interior, replaced the carpets, chassed the spiders out of the upholstery, removed rust spots and revitalised the exterior and of course gave tender loving care to all the moving parts.

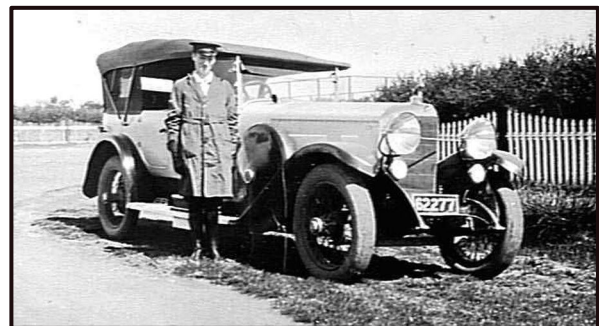
A year later, on 17 May 1991, it was ready to play a starring role during the 'Handing Over the Key Ceremony' at Scienceworks in Spotswood, carrying the Victorian Premier, Joan Kirner, around the arena in fine style.

The car remained on display at Scienceworks till around 2000. And then went back to storage. Sadly it hasn't seen the light of day since but surely the day will come when the public can once more admire its classic lines.



This photograph shows chauffeur Jim Allan with the car in the late 1920s, before it was fitted with its sleek saloon touring body and a bold maroon and black colour scheme.

To locals, he was just Jim, a Scottish-born Anglesea resident who later served in the Middle East and New Guinea during WW2 and was both president and secretary of the Anglesea RSL for multiple terms from 1947-1972.





His 3 daughters who attended the Anglesea Primary School in the early 1940s - Violet, Dorothy and Audrey - were known as 'The Allan Girls'. According to Violet in 2022, a street in Anglesea was named Allen in his honour, 'but they got the spelling wrong'.

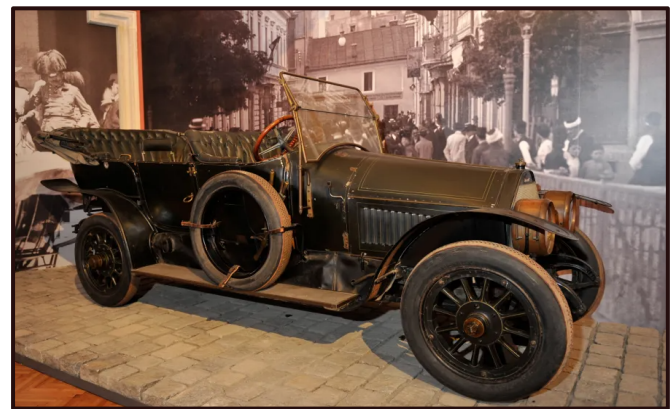
Above photos are courtesy of Museum Collections Victoria, Trove and National Archives of Australia. Reference: <https://collections.museumsvictoria.com.au/items/399660>

Footnote: a chilling connection

On 28 June 1914, Archduke Franz Ferdinand of Austria and his wife Sophie Chotek were assassinated by a Serbian nationalist. The event is widely acknowledged to have triggered the outbreak of WW1.

Fleeing from a failed assassination attempt just moments earlier, their driver mistakenly went down a narrow street. While attempting to turn, and wrestling with an unfamiliar vehicle fitted with a notoriously difficult reverse gear, he stalled the car. The assassin, who had also fled the scene was, by sheer chance, standing in that exact spot. A few seconds and two shots later, the Archduke and his wife were mortally wounded.

The car carrying the couple at the moment of their deaths was a Gräf & Stift built in 1910. It too is a museum piece, displayed at the Heeresgeschichtliches Museum in Vienna.



Who was the first recorded 'settler' at Swampy Creek?

Susan Clarke



When we think about the early Anglesea families – Bannister, Jackson, McMillan, to name just a few - the surname Fallon does not feature. It would seem, however, that Michael Fallon was the first 'settler' to occupy land in Anglesea, albeit briefly. Skene's map of 1845 shows Fallon on the east side of the Swampy Creek (Anglesea River). The Port Phillip Directories of 1846 and 1847 list him in this locality, although Ian Wynd writes in *Land of the Magpie* that: "other evidence suggests ... that in 1846 he moved off to the Six Mile Creek run, north-west of Crowlands, which he held until 1853".

Wynd further surmises that "it seems likely that he returned to Geelong as a publican at the Court House Hotel in Yarra Street". So is this the same Michael Fallon who later ran the Moolap Hotel on the Queenscliff Road and was a veterinary surgeon? Or is he the Michael Fallon who had land at Irrewarra, Colac, died in Colac in 1901 and is buried in Geelong Eastern Cemetery? This man's wife Mary died at Moolap in 1880 according to the headstone. Is this one and the same man? I leave the question open for now.

Source

Ian Wynd, *Land of the Magpie*, 1992
 Map of the district of Geelong by Alexander J. Skene, Surveyor to the District Council of Grant; engraved by Thos. Ham, Melbourne.
<https://catalogue.nla.gov.au/catalog/460503>