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TORQUAY MUSEUM WITHOUT WALLS



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HISTORY MATTERS



HOUSES PAST
WHEELS OF PROGRESS
TORQUAY'S FIRST POLICEMAN

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Without Walls

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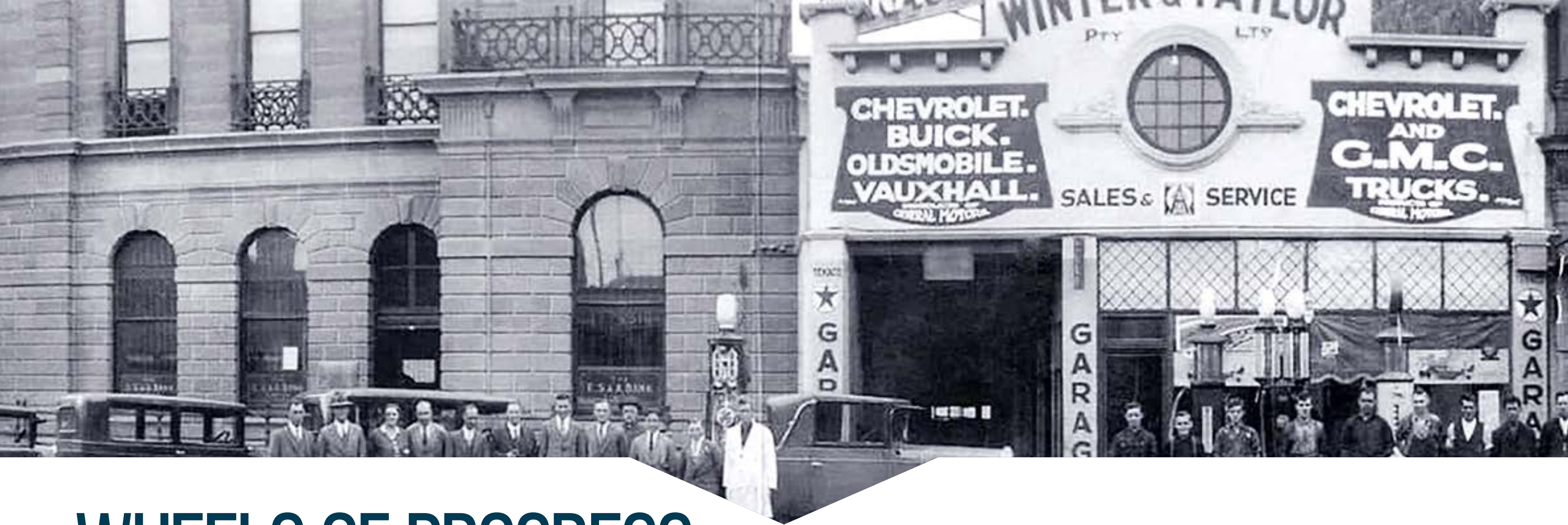
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We welcome new people and you don't have to be an expert in history. A friendly attitude and willingness to join in is all you need.



WHEELS OF PROGRESS

FOUNDING OF WINTER & TAYLOR

CHERYL BAULCH



One of humankind's earliest and most important advances must be the discovery of the wheel.

Until this time man's transport resources were limited to what he could carry, drag or float, but the wheel presented countless other possibilities. The original concept of the wheel has evolved from primitive handmade carts, to then using conquered and harnessed wild beasts doing work. Today we have a modern and varied transport system utilizing the land, sea and air. One section of this transport evolution has been the car, reliant on the discovery of the wheel.

In 1908 two enthusiastic Geelong engineers decided that with the advent of the motorcar, and the local demand for it in the Western District, principally by doctors and by the wealthier squatters, it was time to open a motor business in Geelong.

These men were Harry Winter and Arthur Taylor who established the firm Winter and Taylor in 1908 which grew from a two-man business to one of the leading and enduring motor firms in Geelong.



Harry Winter (1886-1964) was born in the former post office residence, which was attached to the Geelong Post Office, when his father was the resident Geelong Postmaster.

Educated at the Gordon College during 1900, Harry graduated later that year at the age of 14 years with a Grade 1 pass in Mechanical Drawing (Engineering). He began his apprenticeship with J. C. Brown's Engineering Works in Corio Street and later was employed by the C. B. Kellow Motor Company in Melbourne.

Arthur Taylor (1868-1948) the tenth of twelve children, originally started work with his older brothers, John William and Henry Alfred (Harry) in their father's building firm of J. C. Taylor & Sons in Gheringhap Street. He later gained engineering experience with the Geelong firm of Humble and Sons before he married Isabel Edgar in 1898. Arthur enrolled at the Gordon College in 1900 the same year as Harry but Arthur, aged 31 years at the time, studied Magnetism and Electricity (Physics). Later, Arthur also took employment with the Kellow Motor Company in Melbourne.





It was while they were employed in Melbourne that the two conceived the idea and established a motor business in Geelong during 1908. In 1909 the firm of Winter and Taylor commenced operations at 7 Little Malop Street.

However, car sales were few and far between and with competition growing they wanted to attract the principal buyers from the Western District. They realized the business needed to be located on the main highway so they engaged the local architect, T.D. Slevin to design a new motor garage. Thus, two years later they moved their business to 13 Malop Street. Shortly after, the firm of Winter and Taylor became sub-agents for Austin Standard, Daimler and other makes of English cars. Many of the cars of the time were powered by single cylinder engines of six horse power.

In December 1913, Winter and Taylor began a local taxi and car hire service in Geelong when the garage serviced two modern taxi cabs of the laundalette type, with folding roof. Their intention was to increase the fleet to five vehicles and charge the same rates as in Melbourne. In January 1914 a proprietary company known as the Geelong Taxi-cab Company was formed to provide capital for further expansion.

In 1914 Winter and Taylor P/L authorized a capital of £5000 in £1 shares to acquire the business of Winter and Taylor, general engineers, machinists and motor engineers. The first directors of the new proprietary company were John Henry Winter, Frederick Arthur Taylor and Henry Pillow (businessman [produce dealer] and machinery agent)

Six months later the world changed with the outbreak of World War One. In 1915, at the age of 29 years, Harry decided to help the war effort in England by making munitions which would give him experience in the latest ideas and modern manufacturing methods. He joined Westinghouse Company's works at Manchester assigned to the section of works responsible for producing diesel oil engines for British submarines.

From its beginning with a staff of two, the firm grew steadily and seven years after its establishment it employed a staff of fourteen despite the war.

During the many lull periods of motor trade the firm turned its attention to the construction of petrol engines for farm work and this enabled staff to be retained in full employment.

In 1918 Winter & Taylor commenced selling Buick and Chevrolet vehicles. This same year, while still abroad for health reasons, Harry disposed of his interest in the Geelong firm and soon after Arthur Taylor sold his major interest in the business to Dugald and William McIntyre.

Dugald McIntyre was killed in an accident and his brother William Fletcher McIntyre carried on the business until 1933, when his son, George William McIntyre became chairman of directors.

Harry Winter returned to Australia with his wife and sons Jack and Donald in 1921 as the installation engineer of Metropolitan Vickers in Australia. In that capacity he was associated with many big engineering projects, including the engineering work at the State Electricity Commission's plant at Yallourn. He also installed the engineering plant at the Geelong Power Station. Later Harry was appointed Superintendent of General Electric Company's works in Melbourne. During the 1950s Harry was a consulting engineer and became an examiner in engineering for the Education Department.



A new era began when in 1926 Winter & Taylor was appointed as a General Motors dealer with the relationship continuing throughout the 20th century.

The firm was taken over by the Morphy family in 1948, with Shelley Morphy as managing director. This was the year when General Motors Holden unveiled the first all-Australian motor vehicle. Winter and Taylor relocated to 101 Mercer Street in 1974. Seven years later Shelly Morphy's sons, Ron and Brom Morphy, took over the dealership and in 2001 the third generation of the Morphy family, James Morphy, took over the firm.

In June 2018, the Winter and Taylor Motor Group was acquired by the Blood Motor Group, however, James Morphy retained ownership of the Mercer St property for future development.



Image: State Library Victoria

CHERYL BAULCH



The Taylor family, more than any other, has shaped the course of early Torquay, with members across generations of the family having worked tirelessly for the improvement and development of Torquay.

When Charles Taylor rowed ashore with his wife Sarah at Point Henry on 18 January 1853, he could not have envisaged the impact he and his family would have on the Geelong district. Their first living child arrived the same year. The family grew to seven sons and five daughters.

In 1854, John Charles Taylor purchased a small piece of land in Gheringhap Street. He cleared the timber from the site, set up a sawmill to cut it, and used the timber in his building jobs. This was the humble beginning of a building dynasty; the firm of J.C. Taylor & Sons was founded in 1860. John Charles took two of his sons, John William and Henry Alfred (Harry), into partnership with him. The family business continued on the Gheringhap Street site for over 130 years.

Many members of the Taylor family would come to Torquay at weekends, staying at their respective holiday houses and being involved in committees and the town's recreational activities. Taylor Park is a memorial to John William Taylor who, as President of the Torquay Improvement Association,



Arthur Frederick TAYLOR
at the newly formed
Torquay Golf links.
Image Taylor Family
collection.

convinced the Lands Department not to sell that portion of Torquay but instead sell land south of Bell Street.

Frederick Arthur (1868-1948) was the 10th child and 5th son of Charles and Sarah. He was commonly known as Arthur, and around Torquay in his later years, he was called 'Pop' Taylor.

Not all sons entered the building company. Edward James entered the building trade as a carpenter, but his connection with the family company is unclear. Other sons, Thomas Charles and George Edwin, became farmers and Charles Ernest became a carter. After starting his working life in the family building business J. C. Taylor & Sons, Arthur moved to an engineering career. He learnt his trade at the local Geelong firm Humble and Sons, studied engineering at Gordon College, and then moved to Melbourne, where there was more work.

He joined the Kellow Motor Company in Lonsdale Street, one of the first car distributors and dealers in Australia. Charles Brown Kellow had recently expanded his Motor Cycles and Bicycles business and moved from Spencer Street. Charles was a successful cyclist, winning the prestigious Austral Wheel Race in 1896, and shortly after the turn of the century, raced motorcycles. By 1904, he was importing Wolseley cars, and in 1905, he was racing motor cars – first a Talbot and then a Napier, for which he became the agent.

While working at Kellows with another Geelong local, Harry Winter, they planned to start their own motor company in Geelong.

In 1908, they established a Geelong motor business, which they called Winter & Taylor, commencing business at premises in Little Malop Street in early 1909.

Arthur contributed significantly to community organisations such as the Torquay Improvement Association (TIA), and was a foundation member of the Torquay Bowling Club. He was also a Trustee of the Torquay Public Reserves Trustees for many years and was vice president of the Torquay Life Saving Club in 1928.

In 1927, at The Grovedale Scholarship Board sports sub-committee meeting, Thomas Moran, TIA President, spoke highly of Arthur's work. He followed this statement up at the 1928 TIA Annual General Meeting when he commented on the "exemplary teamwork of the committee to put the association in a fine financial position: *“the outstanding factors were the unceasing efforts of the indefatigable secretary Mr. Arthur Taylor, who gave practically the whole of his spare time to further the interests of the town and district.”*

After his wife, Isobel, died in May 1929, Arthur moved permanently to Anderson Street, Torquay became a local real estate agent and was even more involved in community activities.

Pescott (1985) credits the bowling green area as being established from the efforts of Arthur Taylor. Arthur had two daughters, Winnie and Elma. Together with their cousins Nellie, Clarice and Doris (John William's daughters), they became well known in the Torquay area and Geelong for their fundraising benefits during World War 1.

Arthur's grand-nephew, John A. Taylor, recalled in his history of Torquay that Arthur was well known in Torquay as "Uncle Arthur" or "Pop" and his ability to play the flute very badly was well known. Still, he could play the seaman's hexagonal accordion very well. He was also a skilful mechanic. 1

John A. reminisces how Arthur would allow him to be his assistant projectionist at the TIA Hall. Fred Payne also assisted him in the projector room above the hall. The assistants were necessary to help with the changeover of film spools and to rewind by hand the thousands of feet of shown film. John A would hand him the slides as he operated the Magic Lantern in the public hall. After receiving his projector licence, he was credited with showing the first "moving pictures" on a Simplex Junior projector in the hall. Arthur built the electrical plant from an old motor car engine and an old DC generator.

Essentially, Arthur ran the hall operations to raise money to help pay off the hall debt. He even sold boiled water for day picnickers' teapots.

Arthur's brothers, John William (d 1921) and Henry Alfred (d 1909), were still active members of the TIA when they

died. Arthur continued as an active member of the TIA, serving as secretary from 1919 and president from 1941 until 1943 before he died in 1948 at 80 years of age. Arthur was made a life member in 1945.

Today, we would be calling Arthur and his brother John local heroes. Last century, recognition was given to John William Taylor when the parkland was named as a memorial to his memory after he died in 1921.

'Pop' Arthur Taylor was passionate about making a difference. He volunteered his time to many of the committees that advocated for improvements in Torquay, not only shaping the vision but fixing any problems. When it comes to building the Torquay community, the importance of his work cannot be overestimated. In 1945, trees were planted along Anderson Street to memorialise Arthur Taylor. A working bee resulted in 50 men turning up to plant the 85 trees. Arthur's daughters, Winifred Chatfield and Elma Matthewman, representatives from the South Barwon Council and many locals attended.

Locals at the tree planting in Anderson Street



TORQUAY'S FIRST POLICEMAN

Chris Barr



Long before the *Surf Coast Times* came into existence to provide us with local news, there was a small newsletter in the 1950s and 60s called the *Torquay Independent*. Published monthly for the princely sum of 3d, it kept the small local community up to date with social happenings, sports results, and family news. It also published church service times, a bus timetable, important telephone numbers (Doctor 216, Fire Brigade 383), a small "for sale" section and a few advertisements, no doubt to help cover the cost of publication.

In April 1958, the *Independent* was full of titbits.

The football season opened with the under-18s playing at St Albans, where sadly, they were beaten by 84 points. It advised that the Empire Games Australian Singles Bowls Champion would arrive to play an exhibition match against Eric Duffield at the Bowling Club. The Liberal and Country branch held a well-attended annual meeting and dinner at the Torquay Hotel, and townspeople were advised the newly arrived postman, Mr. R.J. Shanahan, was having problems with the casual nature in which letters were addressed in mail coming to Torquay. A notice was placed in the *Independent* calling for local residents to mark their house number on their fence or gate post. The best suggestions were to "brand" it or, alternately, mark it out with chalk with an outline of drawing pins. With just on 1000 inhabitants, it was deemed inappropriate to address mail to "John Smith, Torquay". Keith Davidson at the post office would be available to advise on house numbers and how to make them more recognisable to the postman.



Harman married Janet Mc Donald at Essendon in 1957
Image: The Age



Harman showing the bullet hole in his coat.
Image: The Age

However, the most important announcement for the week was prominently positioned on page 1. It said, "Permanent Police Representative."

To the great satisfaction of Torquay residents, they learned that Constable Harman Brooks had been appointed to Torquay as the first permanent policeman. This was good news for those in town who had been lobbying the Police department for a long period. The newspaper went on to ask all citizens to congratulate and co-operate with Constable Brooks.

Constable Harman Brooks had served in the police force for nine years and was at the time a resident of the town, and pending the erection of a Police station, a sign would be placed at the front of his house at 10 Spring Street designating it as the Police station. A telephone would be installed as soon as possible. Constable Brooks arrived with a fine record, having worked the beat at Russell Street, Brunswick and Preston and served on the motor cycle duty in Melbourne and Geelong. His record shows he had several commendations for *vigilance, zeal and determination*.

Constable Brooks brought this determination and zeal to his new job, starting on the front foot by saying he hoped he would receive the assistance of all in observing the law. He mentioned such important matters as cars being parked on the correct side of the road and proper use of hand signals. He appealed to all owners of week-end houses to register their names and addresses with

After retiring Harman and Janet lived a while longer in Torquay just down the road at 18 Spring Street.

POLICE BLOTTER		
A QUICK READ ON CRIME		
ANGLESEA: IRIDIE AV: Burglary (house), 20/8. HOLMWOOD AV: Burglary (house), 18/8, \$2750. McMAHON AV: Theft on a m/car, 23/8, \$350.	THE Echo lists a street by street crime report to show readers what has occurred in their neighborhood. The following were reported to the Geelong Police during the past week. Details include date of offence, location and value of property.	
BIRREGURRA: LADEN ST: Burglary (shop), 31/7, \$80.	OCEAN GROVE: BLUE WATERS DR: Burglary (house), 22/8. DARE ST: Theft, 24/8, \$85; Theft from a m/car, 21/8, \$420; Burglary (storeroom), 21/8, \$1485. FIELD NORTH ST: Wind damage, 20/8, \$20. GUTHRIDGE ST: Burglary (house), 20/8. LELEAN ST: Burglary (house), 20/8. OSBORNE ST: Burglary (house), 22/8, \$20. PARK LA: Burglary (shop), 23/8, \$25. RHINDS RD: Burglary (house), 27/8, \$20,000. SHELL RD: Theft, 25/8, \$50; Alt/burg (storeroom), 24/8. THE TERRACE: Theft from a shop, \$36; Attempt Burglary (shop), 22/8. WOODLANDS DR: Burglary (house), \$800.	QUEENSCLIFF: NICHOLAS CT: Burglary (house), 23/8; Theft, 27/8, \$500.
BARWON HEADS: JINDERS PDE: Burglary (house), 19/8, \$10. GOLF LINKS RD: Theft of cycle, 8/2, \$350. GRANDVIEW PDE: Burglary (house), 23/8; Burglary (house), 21/8. RIVERSIDE ST: Burglary (house), 19/8; Burglary (house), Burglary (house), 19/8. SEAVIEW AV: Burglary (house), 19/8; Burglary (house), 21/8; Burglary (house), 19/8; Burglary (house), 19/8; Burglary (house), 22/8.	PORTARLINGTON: DOONGARRA AV: Theft, 24/8, \$300. NEWCOMBE ST: Burglary (school), 22/8. THE ESPLANADE: Wind damage, 26/8, \$50. TRILBY AV: Theft, 24/8, \$200.	TORQUAY BELL ST: Reckless cause injury, 21/8; Burglary (other), 22/8, \$650. BOSTON RD: Burglary (house), 25/8, \$400; Burglary (house), 22/8, \$1174. GRANDVIEW RD: Wind damage, 22/8, \$200. GRUNDYS RD: Burglary (storeroom), 21/8, \$1290. LOCHARD DR: Theft, 24/8, \$360. POINT ADDIS RD: Theft from a m/car, 26/8, \$20. PRIDE/PRICE ST: Burglary (storeroom), 22/8, \$40. RIVERSIDE DR: Tamper with vehicle. WINCHELSEA: CRESSY RD: Theft from a m/car, 22/8, \$200. GHERANG RD: Theft from a m/car, 16/8, \$80. McDONALD DR: Burglary (house).

Policing in Torquay in April 1958 seemed a pretty laid-back affair but Constable Brooks was not averse to a bit of excitement and danger.

In April 1952 the young Constable Brooks was caught up in a Melbourne underworld incident, the shooting of Leonard Lewis at his father's home in Prahran. Lewis was shot in a brazen attack in the middle of the night. The victim was taken to hospital with a bullet wound to the stomach and Police launched the hunt for the gunman. Constable Brooks was left on guard at the house with the rest of the traumatised family. At 2.30 am the gunman reappeared at the house and again opened fire sending shots down the passageway. Constable Brooks returned fire and narrowly escaped serious injury as a bullet ripped through his overcoat and jacket, grazing his arm.

In 1956, Constable Brooks was the leading motorcycle policeman escorting the Queen on her first visit to Australia for the Olympic Games.

A much quieter life in Torquay worrying about parking and house numbers must have been a relief for Constable Harman Brooks. Recently married when he arrived, he, like many citizens of the town today, believed it was a better place to raise his family.

Harman left Torquay just as the permanent Police Station in Price Street was opening. He spent his later years working as a private investigator.

him to enable him to contact them quickly in the event of any trouble. He reiterated the importance of putting recognisable numbers in a prominent place on all houses.

Constable Brooks arrived in Torquay with the first Police dog in Victoria, a German Shepherd called Raj, who also took up residence in Spring Street. The garage at the house served as the lock up, and Raj would be on duty as a guard dog, ensuring there would be no escaping.

The new Policeman had a practical approach to dealing with the local teenagers getting up to their mischief. When they were discovered up to "teenager antics" the parents were notified and punishment was a weekly wash of the police car.

EARLY SURFERS

Terry Wall

We have all heard of the story and seen pictures of Duke Kahanamoku surfing a solid wooden surfboard he made at Freshwater beach in 1915, an event considered to be the start of Australian surfing. Clearly surfing was occurring prior to this, with the first photos of Australian surfing now accepted as being of Tommy Walker at Yamba in 1912. Tommy was a merchant sailor from Manly Lifesaving Club (without surf in the title) who had brought a board back from Hawaii, and visited Yamba in his travels.

Does the name Walker from Manly – ring a bell? Indeed, Torquay's Sprint Walker was Tommy's uncle and also from the Manly club. Sprints job was transferred to Melbourne in 1925, and he possibly brought a solid board he had shaped. Manly's Snowy McAlister had an article in the Best of Tracks Magazine, page 119 in 1973, stating that Sprint took a board to Portsea where he buried it in the sand dunes so he could return to use it in the surf. He gave its dimensions as 9 ft long, 24 inches wide and 3 inches deep.

Sprint was to eventually find better surf at Torquay with mates from the Melbourne Swimming Club at the St Kilda (sea) baths. He was a founding surf club member in 1945 with his swimming and wrestling mates who camped in the sand dune behind the surf beach. He trained the first bronze squad and was foundation President of Surf Life Saving Victoria from 1947-1970.

Sprint's board was in the Torquay surf club when it burnt down in 1970. The club then commissioned Bill Clymer to build a replica, with Snowy McCalister's help, with the story in the same Tracks article. This board is still in the club. Bill had been a Torquay club member and boat sweep, and made hollow toothpick boards and skis in

his back yard in Brighton and then boats in Sydney after moving north and joining Manly surf club.

There does not appear to be any photos of Sprint using his board at Torquay during the period prior to and during the formation of the surf club in 1945. What is known was that Dick Garrard brought a solid wooden board back from Hawaii in 1934 after the British Empire (now Commonwealth) Games in London where he competed as

a wrestler. Dick camped at Torquay from 1933, was also a foundation club member, was in the first bronze squad, was Torquay's and Victoria's first competitor as a board paddler at the Australian Surf Life Saving titles in 1946 where he identified and purchased the famous first Victorian white boat with the bow now on the Torquay club wall. Dick got many of the early members into boardriding and paddling including Geoff Emerson, China Gilbert, and Peter Troy. Later he took youngsters including his son, young Dick, myself and others out to Torquay point for the first time perched on the front of his 14 ft toothpick made by Bill Clymer. I can still hear the powerful strokes of Dicks paddling getting out there.

This history further reveals the reason that the surf club founders were at Torquay. They came to surf where “waves roll always”; the text on the car number

plate holders prepared for club members during the 1956 Olympic carnival. This emphasises the rolling character of the Torquay waves which suited the surfing equipment then.

I do like to think that Sprint and Dick must have cracked a few rolling waves together off Torquay point on their solid wooden boards.



20 YEAR ANNIVERSARY

REOPENING OF THE TORQUAY PUBLIC HALL

←**STORY CHERYL BAULCH**→

Images Louise Leighton

The Torquay Public Hall at 12 Price Street was reopened in 2003 after being closed for seventeen years and reopened following a \$200,000 upgrade to the building.

The Health Department ordered the hall closed in December 1986 because it failed to meet the required health and safety standards.

Owners of the Torquay Hall, the Torquay Improvement Association (TIA), set about the task in 1987 to raise the necessary funds to implement the required changes, and part of the funds came from the sale of land at the rear of the building.

At the time, the TIA committee comprised Peter Mew, president; Patricia Siddall, secretary; and Lesley McQuinn, treasurer, along with Joe Walker, Spencer Leighton, Edward Siddall, Kevin Hunt, David Giddings and Lynda O'Flaherty.

The first Torquay Hall was built in 1894 for £250. It became the focal point for many varied activities in the small local community. Unfortunately, a bush fire that ravaged Torquay in March 1940 destroyed over 80 homes and the Torquay Hall. Within eight months, the hall was rebuilt and opened by the day's premier, Hon Albert Dunstan.

The hall was best known for the movies that were shown there, and also once housed the South Barwon Library until it was transferred to the Torquay Primary School in 1979. It became popular for dances, euchre tournaments and community singing.

In 1986, the Shire of Barrabool, the City of South Barwon and the Torquay Improvement Association appointed consultants to look into all avenues of uses for the hall.

They recommended that a new hall be built at the Surf Coast Plaza because at least \$30,000 was required to be spent on the Torquay Public Hall to get it up to standard. A decision was made not to spend the money on the hall but donate money to the Surf Coast Plaza; consequently, the hall sat idle for almost 20 years.

Since the hall's reopening, it has been a wonderful venue once again for local community groups catering for passive and active groups, from pre-school to senior age groups.



L-R: Spencer Leighton, Lesley McQuinn, Trish Siddall, Jean Cooper, Peter Mew



CHARLES HANSAN MILLER

CHERYL BAULCH



Image: Chris Green

Carl, known as Charlie Miller, and officially in Australia referred to as Charles Miller, the son of Hans, a blacksmith and Annie Moller was born in 1861 with the name Calle Hansen Moller in Apenrade, a town in Southern Denmark. At the time the region was part of Prussia, and as such part of the North German Confederation and, from 1871 onwards, part of the German Empire. Charlie developed his trade as a carpenter and in his late teens he became a crew member on the Norwegian cargo barque *Kolga*.



During his childhood and teenage years, the growing population of Prussia and the independent German states outstripped the available land. Industrialization could not provide decent-paying jobs, and political rights were limited. Dissatisfied with the lack of land and opportunity, many Germans left.

While Charlie declared on his naturalisation application that he

arrived in Victoria in 1880, the evidence suggests it was more likely to be 1882. Charlie had arrived in Sydney, via Adelaide aboard the barque *Kolga* on 4 November 1880 from Norway. The German barque was often chartered for the New York to Sydney route.

The next voyage by the *Kolga* to Australia was from Grimstadt, Norway, on 28 February 1882 with a cargo of cement. Charlie is listed as a crew member. The barque *Kolga* left Grimstadt, Norway. During the journey they came across a shipwrecked schooner and saved the crew which they dropped off at Cuxhaven, Germany. They sailed again two weeks later and encountered strong gales shortly after departing. The winds settled until they arrived in Bass Strait where they encountered a heavy gale before passing Cape Howe. The *Kolga* arrived in Sydney with 3000 barrels of cement. The ship manifest stated that Charlie was 20 years old.

Little is known about Charlie until 1902 when he applied for naturalization stating he was a Torquay fisherman. There was urgency around his application as he wanted a victualler's licence. Police records indicate that in 1902 Thomas Bryant, transferred his Victualler's Licence for the house and premises known as *The Bridge Hotel* to Charlie Miller of *The Bridge Hotel*, Moorabool Street, Geelong. He was still a publican in South Geelong in 1905 when he gave evidence at Rosina Paulke's (Follett) probate hearing but gave up the position the following year and moved to Bellerine Street and worked at the railway pier. The following year he purchased the property on the corner of Beach Road and The Esplanade from Florence Rosser.

He built a hut on this property opposite Fisherman's Beach and returned to fishing, often coming into conflict with his friend Felix Rosser who had his hut just down the road. Charlie died in 1937 of cirrhosis of the liver, toxemia, and cardiac failure. He is buried at Geelong Western Public Cemetery.

His estate was sold the following year and five years later Nelva Teasdale purchased the Beach Road property. The family built their holiday house over the next few years.



L-R: Len Miller, Charlie Miller, Hans Miller
Image: T. Brequet





50TH ANNIVERSARY VIETNAM WAR

←CHERYL BAULCH→

Images Australian War Museum

In July and August 1962, the Australian Army Training Team Vietnam (AATTV) deployment marked the beginning of Australia's involvement in the Vietnam War. The United States had asked Australia to send military advisers to Vietnam to make the war against North Vietnam appear more international. The Menzies government readily agreed.

On 29 April 1965, Prime Minister Robert Menzies announced in parliament that Australia would send a battalion of combat troops to Vietnam. The decision was motivated by a desire to strengthen strategic relations with the United States and to halt the spread of communism in Southeast Asia.

His address to parliament included:

It is our judgment that the decision to commit a battalion in South Vietnam represents the most useful additional contribution we can make to the defence of the region at this time. The takeover of South Vietnam would be a direct military threat to Australia and all the countries of South and Southeast Asia. It must be seen as part of a thrust by Communist China between the Indian and Pacific Oceans.

He somewhat misled parliament by implying that he was sending the battalion because the South Vietnamese Government had asked him to do so. They hadn't. Nor had the United States formally.

Menzies had foreseen the need to send combat troops well before April 1965. In November of the previous year, he brought in the National Service Scheme, which allowed young men to be conscripted for Vietnam. Australia's war effort was enhanced with the introduction of conscription, which saw 63,740 Australians drafted, our "Nashos", for national service.

Public support for the war began to collapse in the late 1960s as it became apparent that the United States and its allies would not win. This opposition culminated in the Moratoriums of 1970 and 1971.

When Gough Whitlam became prime minister in 1972, he quickly withdrew the last Australian combat personnel except for a small contingent guarding our Embassy in Saigon. The following year, the United States did likewise. In 1975, North Vietnam defeated South Vietnam.

The Vietnam War was the most prolonged 20th-century

conflict in which Australians fought and the first without Britain as an ally. In that time, more than 60,000 Australian troops had served in Vietnam. Of those, 523 died, and almost 2,400 were wounded.

Australia's participation in the war formally ended when the Governor-General issued a proclamation on 11 January 1973.

National commemoration for the 50th anniversary took place in August. The date coincided with Vietnam Veteran's Day, which marks the Battle of Long Tan. This was one of the heaviest Australian engagements of the war, when 108 men of D Company (6RAR) held off an enemy numbering 2,000 strong, taking the lives of 18 Australians and wounding 24.

Those who returned to Australia were often given a hostile reception by a public that chose to blame the soldiers (a third of whom were conscripted) rather than the government. This has had lasting consequences for Vietnam veterans, many of whom were already suffering psychological trauma from their experiences in combat.

Two local men who were involved in the Vietnam war were John Ainsworth and Kieth Wadling.





JOHN AINSWORTH (1947 - 2018)

John was eighteen years and nine months old when he volunteered for National Service after being granted leave from the Barrabool Shire where he was the rate collector.

He completed his basic six-week training in Puckapunyal and was selected for officer training. John did the twenty-one-week course in Scheyville and when he graduated, he was one of the youngest Second Lieutenants in Australia. After being commissioned as an officer, he served in Vietnam with the Headquarters Coy D7E Platoon in the catering section. The Headquarters Company's function in South Vietnam was to provide administrative and logistical support staff to the Headquarters, 1st Australian Task Force. This included a broad spectrum of specialist staff ranging from Intelligence personnel right through to the paymaster.

When John completed his Vietnam tour and his two years' service he was asked to remain in the army. He later served with the Papua New Guinea Defence Force and then with the British Army in the United Kingdom and Germany, his expertise being in logistics and support services.

John remained in the Australian Army for 20 years and rose to the rank of Major. During that time, he was posted to Townsville, Sydney, Wodonga, Adelaide, Perth, New Guinea, England, Germany, Puckapunyal as the Officer Commanding the Army School of Catering and finally St Kilda Road Melbourne.

Images Anne Udvardy



At Vietnam children's orphanage



Keith, second from left



Keith's working office in the air. The Orion P3B cockpit. 1968 Moffatt Field



KEITH STANLEY WADLING (1930 - 2015)

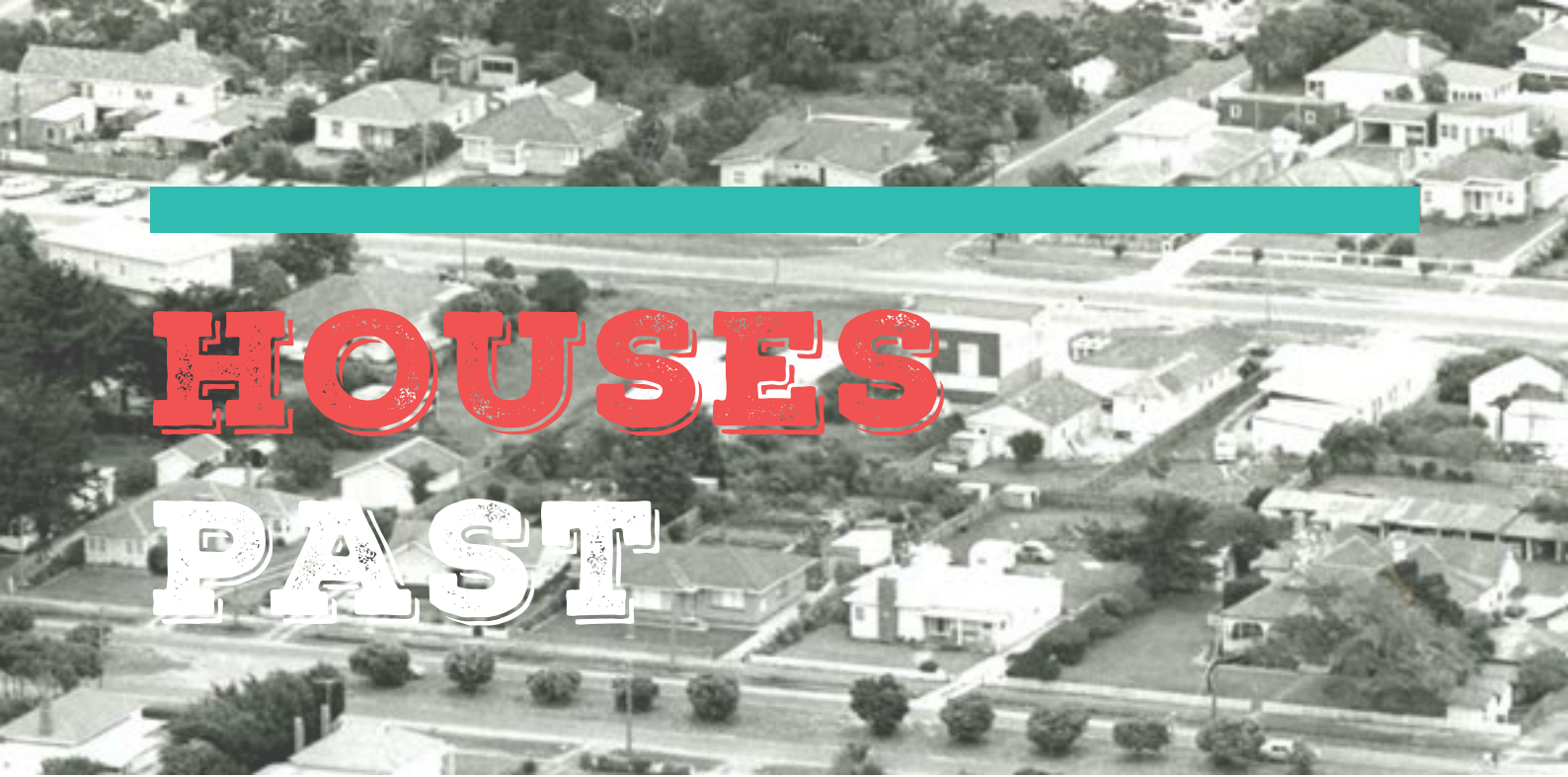
Keith joined the Royal Australian Air Force (RAAF) in 1948 on his 18th birthday as a ground engineer, later to become a flight engineer before reaching the rank of Flight Sergeant on discharge. He served with the No. 9, 36 and 37 Squadrons where he became experienced in both Iroquois helicopters and Hercules transports. He was a crewman instructor for the Iroquois too.

In 1963 while serving at RAAF Base Fairbairn with the No 9 Squadron, Keith was a crew member onboard UH-1 Iroquois helicopters that rescued people in the Queensland flood. After a five-day mercy operation, they rescued 93 people and dropped rations to dozens more in the flooded central Queensland. They rescued people who had been perched on roof tops and in trees for up to three days, and 45 people had to be lifted into the helicopter by a winch. In the 1965 Commonwealth New Years Honours, Keith was Awarded The Queen's Commendation for Valuable Service in the Air. The statement read that *Keith Stanley Wadling, who as a crewman aboard RAAF Iroquois helicopters, took part in many flood rescues in south-west Queensland and in the Windsor - Richmond area of NSW. In addition, he played a major part in the development of techniques and tactics in the use of Iroquois aircraft in the Army support role.*

During the Vietnam War, Keith's squadrons (No 36, 37) with their C-13A Hercules aircraft undertook long-range transport and medical evacuation flights between Australia and South East Asia, servicing Phan Rang, Vũng Tàu, and Nui Dat. The No 9 Squadron helicopters provided rapid and precise insertion and extraction of patrols into jungle landing zones at tree top height. Operations in South Vietnam proved hazardous, with aircrews regularly exposed to ground fire, poor flying conditions, night-time medevacs and dangerously small jungle landing zones that were sometimes booby trapped with land mines. The squadron supported every major operation conducted by the Australians, achieved a high reputation, and worked closely with the army. Its role was to support the First Australian Task Force (1ATF) to seek out and destroy the Viet Cong. The Bell UH-1 Iroquois (nicknamed "Huey") helicopter task in Vietnam was the insertion and recovery of troops, delivery of supplies, as 'gunships' and in the medivac role; many soldiers, not only Australian, owe their lives to the bravery of the Huey crews.

In 1968 Keith was at Moffatt Field, USA for Orion P3B training and the following year he was the first aircrew member to log 1,000 flying hours in a P3-B Orion. He also had reached nearly 2,000 hours in all types of air craft.

Images Dave Wadling



HOUSES

PAST

Looking back on our landscapes brings back memories of how we lived. It is our lifestyle and practical needs that have changed the Torquay landscape. As we entered the twentieth century there were only about 29 properties rated with buildings which included the fisherman's huts and the Palace Hotel. By 1910 the town had grown to nearly 90 houses with many of them holiday homes.

The 1910 postal directory listed the following with a Torquay postal address:

- John Brown, café
- Cobb & Co. coach proprietors
- Duffield, John & Thomas, farmers
- Follett, John (carpenter) and Josphe (boarding house)
- Henderson, Kenneth, builder
- Miller, C, boarding house
- Miller, Charlie, Fisherman
- Tassell, Mrs S, Palace Hotel
- Payne, Alfred, store keeper, postmaster
- Pullen, Ernest, boarding house
- Rice, W, carter
- Richardson, Mrs M, boarding house
- Rosser, Felix, boarding house
- Sieffert, Charles, farmer
- Smith, A. T. boarding house
- Evans, Miss A. State school
- Voss, Carl, farmer



Before the holiday homes were built many purchased their allotments and camped on their blocks

Parker family moved from elaborate tent city to a holiday home

The Parker family had purchased the land on the corner of Rudd Avenue and Price Street in 1897 after spending holidays in the camping ground. They continued to pitch their tents on the property as they built their weatherboard home called *Davaar*.



L to R Ethel, William, Margaret and Ruby Parker. The person on the far right is unknown. Image: S Gawler



William and Margaret Parker (back row - right side) with family and friends at Davaar – early 1900's. Image: S Gawler

Enjoyment of camping days at Torquay encouraged John and Maie Stock to make Torquay their home and raise their families.

In 1921 Ben Grix purchased his property that spanned from Central Avenue to Cowrie Road where the Grix and Stock families enjoyed their holidays together. They would put up their elaborate camping equipment so that everyone still had the comforts of home as they enjoyed the sun, sand and surf. Ben gradually added some buildings, but not a cottage, to the property during the late 1920s.

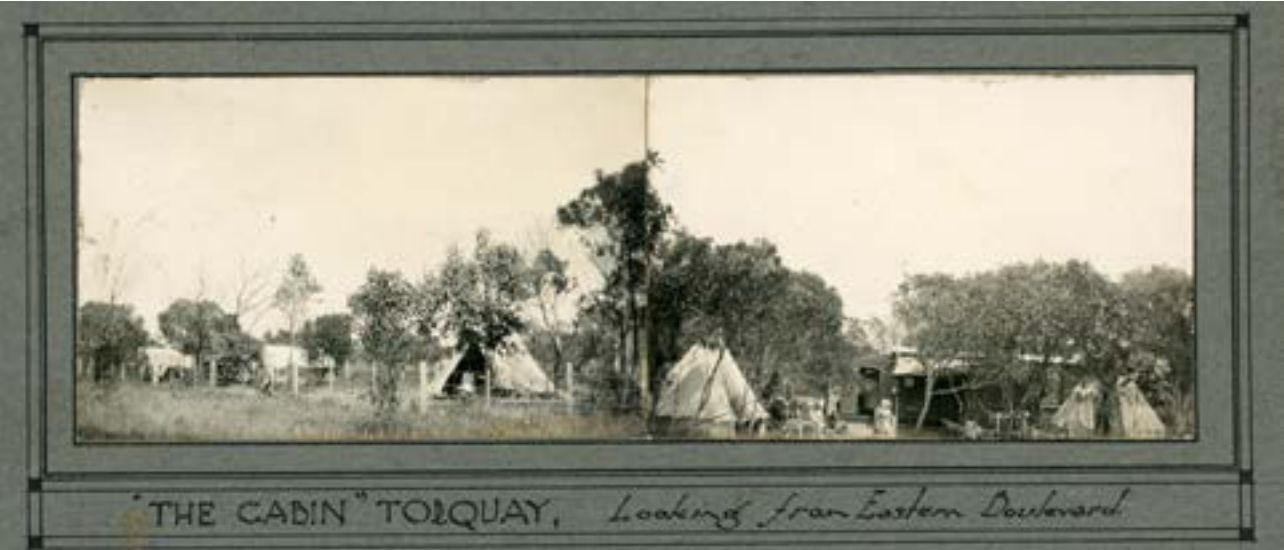


Image Maie Zorica



Image: Louise Leighton

***Cooee* was located on the corner of The Esplanade and Bell Street**

When the Lands Department was planning to subdivide Taylor Park during 1916 there was community opposition led by John William Taylor. He proposed the sale of land south of Bell Street which they agreed to and advertised for public auction six lots of this subdivision in 1918. Only two of the one acre blocks were purchased at the time. Mrs Lillian Grace Watson, wife of a Highton farmer purchased both properties for £47 and £34 respectively. The couple had various properties in Torquay at the time. They purchased more blocks in this subdivision as they were released over the next two years.

Within eighteen months Lillian had built a house on Lot 2, and sold it to Andrew Stewart for £1100. During 1922 Andrew purchased the blocks either side of the house and promptly built a tennis court on the Bell Street block.

Just after the end of the war in 1945 Herbert Wilson, father of Ray Wilson, purchased the three Bell Street / Esplanade corner blocks and called the house *Cooee*.

***Puebla* built by William Taylor**

It was when William Picken Carr subdivided his land on the north side of Anderson Street in 1891 that John W Taylor and his brother Harry purchased an allotment. A few years later John William also purchased the land next door.

To build their holiday home John and his brother Harry spent a week at work to cut out a small shack. Once completed they loaded it onto the company truck on Friday night, travelled to Torquay and erected it over the weekend. By Monday the roof was ready to be installed.

After his brother Harry died John William bought out the beneficiaries to be the sole owner in 1912.



Image: Taylor Family collection



Image: Louise Leighton

***Ocean Breeze* was located on the corner The Esplanade and Gilbert Street**

In the early 1900s Mrs Henrietta Worland owned the beautiful house on the northern corner of Gilbert Street and The Esplanade (where Pond is now). It was called "Ocean Breeze" and was set in an acre of garden and was her holiday house. There were many sad faces when it was marked for demolition.

After Frank Gilbert purchased 5 acres of the Gilbert Street precinct in 1867, he sold the land to John Bracebridge Wilson six months later. After the 1888 land sales success, John subdivided his allotment, calling the advertised land the Torquay Estate. John died a few months after the initial sale on the southern corner of Gilbert Street and The Esplanade to Inez Shorter. Over the following twelve years, his Executors continued to sell the remaining lots.

While Inez was the first to purchase property in this estate, Geelong widow Annie Millar purchased her land on the opposite corner a year later and quickly built her holiday home in 1896. Annie treasured her holiday home in this prime location but sold to John Longville Price in 1907. It is unclear whether his intention was to use the house as his own holiday house because he already had *Broomsgrove* on the corner of Price Street and Charles Lane or whether it was purely an investment property. Seven months after the purchase of the house John Longville Price died with his executors selling the house to Walter and Henrietta Worland of *Morongo* in June 1909, two months before Walter's death. In 1918 Henrietta subdivided the land selling the corner house to Ernest and Ada Taylor and the vacant block five years later to Sarah Rickards. Ernest was the son of John William Taylor.



***Uonga* built on the corner of Munday and Beales streets**

Edmund James West, school teacher from Newton, built the house around 1899. It was sold to Margaret MacKenzie who sold it in 1915 to Welshman Edward James, a commercial traveller from Ballarat. It appears that maybe he named the house *Uonga*

Image: Evans Family Collection

Torbay: the house with the red roof

Built from handmade cement bricks, this little house with its distinctive red roof was not only a holiday home for the Foreman family, but a beacon for fishermen returning back to Fisherman's Beach.

Leslie and Elizabeth Foreman of Mt Pleasant, Carlsruhe, purchased the land from Arthur Taylor in 1942 and built a small shack for the family holidays. Early 1955 was the beginning of building a substantial holiday house. Leslie decided to make his own bricks and source local labour. Over the next nine months he travelled regularly on the two-hour trip from his home in Carlsruhe (near Kyneton) starting with a visit to the building inspector and the South Barwon Shire engineer in March. He assessed and decided on the location of the house and drew plans of the completed building. Roy Bubb was contracted for labour and materials and the final plans were submitted at the Shire Office, Belmont. A permit to proceed was issued. J.C. Taylor & Sons were booked to make the window frames. A few days later Leslie started making the bricks.

During April the first row of bricks was laid on the recently formed foundations. Viv Berryman started filling in the big room. By the end of May beams for the sun deck and walls started to go up. The roof went on the following month. Internally during July they built the upstairs floor and started bag plastering.

The house was ready for the first of many family Christmas celebrations. After many years the old *Torbay* was replaced with a modern home which is still in the family today.

Images: Tim Latrobe



STILL STANDING: THE HOUSE 'FOUR WINDS'



Watch these photos come to life by watching
1944 Summer at Four Winds [click here](#)

Images Vic Teasdale



For eighty years the Teasdale family have owned the house they call Four Winds. In 1943 Nelva Teasdale purchased the property previously owned by Charlie Miller on the corner of Beach Road and The Esplanade. It still had Charlie's fishing hut sitting on the corner, which the family used as their holiday accommodation as they gradually built a holiday home suitable for the family. The little hut has stayed with them all these years, comfortably sitting toward the back of the property.



CEMETERY TALES

TALES FROM BELLBRAE CEMETERY

«VICKI SMITH»

PHILIPP SIMON



L-R: Philipp Simon and Henry Lewenz 1939

Philipp Simon was the only son and youngest child of Carl Jacob Simon (1850–1924) and Rosa Gabrielle Seckels (1860–1933).

Philipp, born in Hamburg Germany on 28 December 1890, was named after his paternal grandfather. During WW2 his Jewishism meant he was persecuted by the Nazi Regime.

Philipp Simon began his professional career as an engineer in 1919 working for the "Gesellschaft für Eisenbahn-Draisinen," a company specializing in rail trolleys (draisines), where, after its renaming "Draisinenbau G.m.b.H.," he became company manager in 1925.

Philipp travelled from Beira in Mozambique to Southampton.

"After the November 1938 pogrom, Philipp was imprisoned on the outskirts of Hamburg in the Fuhlsbüttel police prison which was used during the Nazi era by the SS and the Gestapo for political prisoners. He was released after four weeks with the requirement to emigrate immediately. He fled to England in August 1939." (<http://stolpersteine-hamburg.de>)

In the 1939 Refugee Register, the record shows: Philipp Simon at 28 Arden Rd, Finchley, an Unemployed Mechanical Engineer, living with cousin Gertrude and her husband Henry Lewenz.

Many of his family died during the Nazi era including two of his sisters. Philipp tried to get British nationality at the time of the Second World War but he was refused and so immigrated to Australia.

When Philipp enlisted in the Australian Army on 26 April 1942 his next of kin was listed as his cousin Gertrude Lewenz (nee Weinberg).

In 1950, he married Mathilda Pauline Blunck in Victoria. She had arrived per *Helenus* on 5 April 1950, aged 46, a dressmaker.

Both had been previously married. Mathilda's/Mathilde's maiden name was Sannecke and she also was born in Hamburg. The Australian Electoral Roll identifies the couple as living in Noble Park from 1963 to 1972. Philipp, a draftsman and Mathilde a dressmaker. By 1977 they were living in Belmont, Geelong. There was no issue from the union.

They died within two months of each other in 1991. Both Philipp and Mathilde's ashes were interred in Bellbrae Cemetery on 19 March 1993 in Uniting #187.

References

http://www.stolpersteine-hamburg.de/index.php?&MAIN_ID=7&BIO_ID=2492

http://www.stolpersteine-hamburg.de/en.php?MAIN_ID=7&p=203&BIO_ID=2490

[www.geni.com/people/managed by Simon Goodman](http://www.geni.com/people/managed%20by%20Simon%20Goodman)

Personal communication to Vicki Smith from Olive Lewenz (a family relative).

MALE ENEMY ALIEN - EXEMPTION FROM INTERNMENT - REFUGEE

Name (Block capital) SIMON.
 Surname Philipp.
 Date and place of birth 28-12-90. Hamburg.
 Country German.
 Home Office reference, if known 771110
 Special Procedure Card Number, if known 28 Arden Road.
 Date 1939
 Home Office reference, if known N.S.
 Present occupation Mechanical Engineer.
 Past Occupation Unemployed.
 Name and address of employer
 Name of Tribunal Exempted from internment. Date 26-11-40.
 Whether exempted from Articles 6 (a) and 9 (a) (Yes or No) Yes.
 Whether deemed to be repatriated (Yes or No) No.
 (Form 1) (Mandatory form) (Form 1) (Mandatory form)

GERMAN
 AUSTRALIAN MILITARY FORCES
 REPORT ON PRISONER OF WAR

1. (a) Identification No. 540672 (b) Surname SIMON (c) Other names PHILIPP (d) Nationality GERMAN
 2. (a) Date of Birth 28-12-1890 (b) Private Address 28 Arden Road, Finchley, N.12
 (c) Place of Birth HAMBURG (d) Business Address ---
 (e) Occupation MECHANICAL ENGINEER (f) If registered, State Place LONDON N12
 (g) Religion --- (h) Registration No. ---
 3. (a) Place of Capture LONDON N12 (b) Date of Internment 6-1-40
 (c) Date of Capture 1-7-40 (d) Place of Internment ---
 (e) From where received ---
 (f) Height 5'4" (g) Weight 125lb (h) Complexion --- (i) Hair Dark (j) Eyes Blue (k) Marks and Particulars ---
 4. Reason for Internment ENEMY ALIEN
REFUGEE FROM NAZI GERMANY



DICKINS BROTHERS

Contributed by Gwen Threlfall
Mt. Duneed History Group

<https://mdpa.weebly.com/blog>



Cr Archibald Dickins

SOUTH BARWON COUNCILLOR

Thomas Matthew Dickins married Henrietta Eva Peake on 5 April 1881 at Naracoort in South Australia. Two of their sons served on local councils and the third was Sidney Edmund who established a chain of grocery stores in Geelong.

Edward Robert was born on 15 April 1882 in Geelong.

He married Muriel Alice Harrower in 1912. They had three children:

Baby — born and died in February 1914

Norma Jean — born on 9 July 1918 in Geelong, died on 5 December 2000 aged 82 years in Geelong, buried in the Presbyterian section of the Geelong Western Public Cemetery

Robert William "Bob" — born on 14 November 1921 in Geelong, died on 22 August 2000 aged 78 years, buried in the lawn section of the Highton Cemetery

Edward was a Barrabool Shire councillor, serving from 1926 until 1954 including three terms as President. His son took over his Freshwater Creek farm of 488 acres after his death. Dickins Road was named after the family.

He died on 30 January 1962 at Geelong West and was

buried in the Presbyterian section of the Geelong Western Public Cemetery. Muriel died on 28 May 1979 at Geelong and was buried with him.

Archibald Thomas was born on 6 June 1884 at Geelong. He married Ruby May Spriggins on 6 April 1909. The couple had three children:

Nina May — born in 1910, died on 17 January 1988 at Geelong, buried in the lawn section of the Highton Cemetery

Marion Grace — born on 4 August 1925, died on 19 August 2013, married Keith Campbell Errey on 21 May 1949, buried at Cobden Cemetery

Dorothy Pearl — born in 1918, married Roy Roland Colyer Easdown in 1942, died on 10 November 2009 in Perth, Western Australia

"Archie" was a South Barwon councillor, serving from 1931 until 1934 and from 1937 until 1940 including a term as President for the 1933-34 year.

He died on 24 March 1964 at Geelong aged 79 years and was buried in the lawn section of the Geelong Western Cemetery. Ruby died on 6 August the same year aged 78 years and was buried with him.

CHRISTOPHER & KELSEY GORDON AWARD 2023

Images Geelong Branch, National Trust



Kelsey and Christopher Gordon



Jennifer Bantow presenting the Award to Cheryl Baulch

This award celebrates a wonderful couple, Christopher and Kelsey Gordon, who were members of the National Trust for nearly 50 years before their deaths within a few weeks of each other early in 2011. They worked tirelessly for heritage conservation in the Geelong region and the four National Trust properties.

The Christopher and Kelsey Gordon Award was established as part of the Conservation and Community Liaison role of the Geelong and Region Branch. The Award is given to someone who shares Chris and Kelsey's great interest and has made an outstanding contribution to heritage conservation in the Geelong Region. The inaugural Award 2011 was made to Dr. David Rowe, the second to Michael Menzies, and the third to Jenny Yeats. In 2015 the Award was presented to Rod Charles; in 2016, to Pam Jennings; in 2017, to David Connoley; in 2018, to Cheryl Scott; in 2019, to Claudette Brennan; 2020 to Frank de Groot; and in 2022 to Joan Lindros.

At the August 2023 AGM, the Geelong Branch of the National Trust celebrated the remarkable achievement of our own historian Cheryl Baulch, whose dedication and meticulous research ignites our curiosity by bringing stories from our past. Cheryl has supported action groups such as the Friends of Barwon Sewer Aqueduct and Marshall Cottage by developing their website, providing a platform to share information about their concerns and progress in addressing them.

Congratulations and thank you Cheryl for your work in heritage and history preservation.

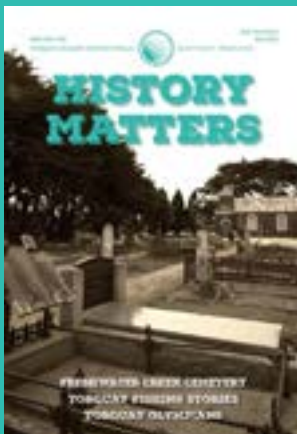


Torquay Museum Without Walls

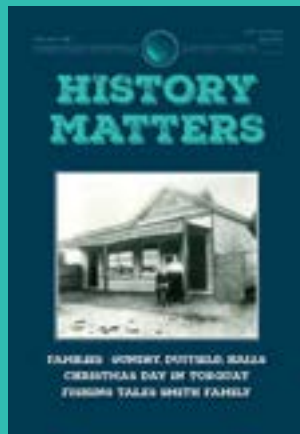
WWW.TORQUAYHISTORY.COM

Where The Past Meets The Present

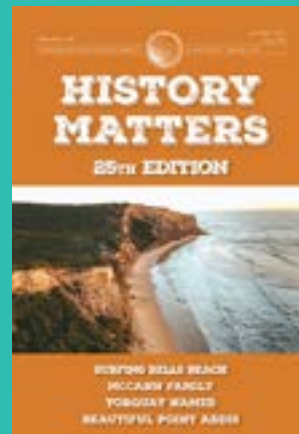
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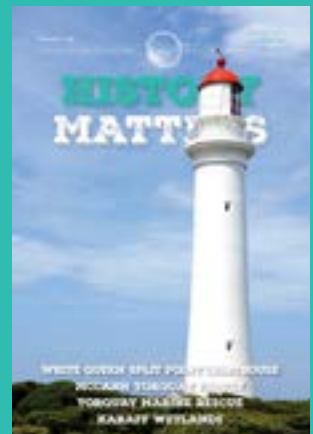
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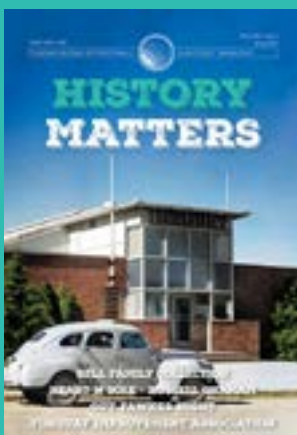
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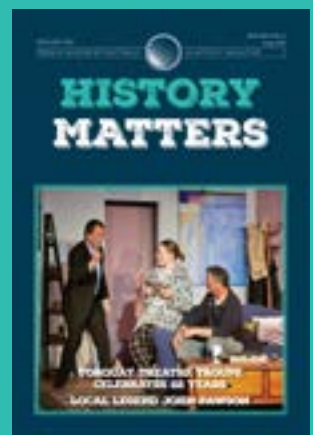
Edition 27



Edition 28



2023 Edition 29



Edition 30

\$10 RRP