COLAC & DISTRICT HISTORICAL SOCIETY Inc.

Open Hours for the public at COPACC History Centre: Thursday, Friday and Sunday 2.00pm to 4.00pm
Working Bees at the History Centre are on the 1st & 3rd Wednesdays 10.00 am - 12.00 noon

Dates for your Diary

Wednesday Nov 26th 7.30pm   Meeting & Members' Night- bring an item to show.

Wednesday December 10th CHRISTMAS BREAK- UP 6.00pm at the History Centre. Meat platters, pudding and punch provided, please <u>bring</u> a salad, side dish, sweet or nibbles to share. We need to know numbers attending so contact Liz and pay at Nov meeting- $12 thankyou. There will be good food, good company, carol singing with Dawn M and Christmas Trivia with John A.

Wednesday February 25th 2015 Commencement BBQ meeting- venue to be advised.

Forthcoming Meetings in addition to CDHS activities:

- Colac P & A Society Heritage Festival – Saturday January 31 & Sunday February 1 at Colac Showgrounds – a Joint Display with Colac & District Family History Group.
- Joint Meeting with Family History Group – Wednesday February 4 at 7.30pm.
- Geelong & District Historical Association Meeting at Drysdale- Saturday February 14 – 10am to 12.30pm – hosted by Bellarine Historical Society.

Colac History Centre closed to Public from 19/12/2014 to 19/01/2015

  We wish all our members and readers a safe and happy Christmas, along with a bright and prosperous new year. Also be sure to check out the **"*Christmas Window Display*"** at the History Centre, thanks to those members for their efforts in installing that display at the last working bee for November this year.

Notes from the President

Members of our Society continue to be involved in a broad range of activities to both record and foster an interest in our local history. These include

- Publishing of *"The Local Hall: Nalangil"* by Dawn Peel. Congratulations to Dawn, as the joint recipient of the Prahran Mechanics Institute Short History Prize for this publication
- Installation, finally, of the restored pillar box at the Gellibrand Street entrance to COPACC to advertise and encourage people to visit the History Centre
- A joint display and book stall with the Colac & District Family History Group at the Warrion Flower Show
- A school visit by 80 pupils of St Mary's Primary School
- Provision of 20 historic photos for Colac Way-finding Signage Project being installed by Colac-Otway Shire
- Window displays commemorating 100 years of Red Cross; 50th Anniversary of Colac Baseball League and marking 50 years since the formation of Colac & District Ploughing Association
- Design ready for printing of a new eye-catching brochure publicising the Colac History Centre and the work carried out by the co-tenants
- The arrival of two new showcases generously funded by the South-West Community Foundation
- Schematic Design of a possible internal layout for a more functional and inviting History Centre generously provided by Colac architect Donald Walker

- Finalisation of a Colac & District Historical Society Logo designed by Richard Francis. (**see at left –** it incorporates Colac's unique War Memorial on a yellow background encircled in a dark red border naming our society.)

During the Christmas/New Year closure, we propose holding a major working bee over several days to implement some of these ideas. Decisions have to be made as to what we should be displaying in the new showcases and the labelling to compliment it. It is also my hope that new book shelves can be purchased by then so that our resource library can be easily and safely accessed. Strategic planning firstly requires a vision. As a Society we need to develop a clear vision as to how we can make the History Centre a better place, with the physical space, as well as the human and financial resources that we have. Our regular meetings with the Family History Group are enabling us to make steady progress to this end, but I need all our members to exercise their minds and bodies to this task. No change will please everybody, but I would like everyone to make their views known, and accept the final outcome so that we can move forward together.

Robert Missen

Meetings Report

September 25th Guest Speaker *Peter Mansfield*, who has connections with The Geelong Cemetery Trust and Geelong Historical Society, spoke on "*Colonial Cemeteries*". He mentioned the early days of Geelong when settlers came by ship to Point Henry in the 1830s and soon they had need of a cemetery. Land for The Geelong Eastern Cemetery was given by David Fisher in 1840. The first man buried there was Hugh Niven having died due to a fall from a horse. More people arrived in the Geelong area on horseback or by bullock and dray in the 1850s. Burial Registers were the property of the local churches. Many of the burials were children as times were tough. The churches, including Presbyterian, Catholic, Methodist, C of E and Jewish Persuasion had to ask for land to be allocated to them and they provided their own sextants. There were no fences. With the discovery of gold in the 1850s the population soared from 500 in 1841 to 22,000 in 1861. As a result of this the Infant mortality rate rose, there were outbreaks of disease and complete strangers were dying in this area. Deaths were to be reported and recorded or people would be fined. However, in 1855 there were free burials for the destitute. Early Undertakers' names were King and Bragg and Cemetery Trusts were to be self-funding. The Colac cemetery was well established by the 1860s. Government grants are needed to upkeep cemeteries and family history should be restored to or added to headstones for future generations to see.

October 22nd Guest Speaker was past Colac business man *Clive Millman*, assisted by his wife. The topic was "*A Lifetime spent as a Pastry Cook in Murray Street*". Clive's grandfather started a Bakery business working with his brother-in-law in Colac in 1892, in a little shop where Rhys Evans is now situated. Clive took us back to 1849 when Colac was first surveyed. *(Average price per acre of land sold in township was 13 pound and small blocks in Murray Street fetched between 4 and 11 pounds.)* He said more land was surveyed in 1866 under a new Victorian Governor and Murray St from west of Corangamite street was known then as Manners-Sutton St until 1938. The Millman family built their house above the Manners-Sutton Street Bake House, which housed a very large Scottish oven. A. J. Millman was a very successful business employing 10 hands. (*Neville Beechey's Antiques were to later occupy this sight*.) Clive shared some recollections of Colac in the 1940s of Undertakers, Blacksmiths, Dr Winn's surgery, a woman who worked in a Butcher Shop and of the ES&A Bank. He said the banks amalgamated during the war to save manpower. In 1958 he bought a shop where Lindsay Hulm worked for 20 years. It is now the Art Supplies shop at 245 Murray Street. The SEC was connected to Colac in 1923.The Bakery went through 83 large bags of flour a week making 50 four pound loaves and 100 two pound loaves a day. Clive kept members entertained for over an hour, followed by members asking lots of questions, especially about "*Millman's pies*" which many well remembered into the 1980's era, which the business was most famous all over the district for.

A note about our Historian Dawn Peel- Dawn became a joint recipient of the *Prahran Mechanic's Institute's 2014 Short History Prize* for her entry *"The Local Hall: Nalangil".* This win entitled our society to receive a cheque for $250. The judges' comments included the phrases-*"well presented and well written; evocative of a community; an excellent representation of the best kind of local history; a well-researched informative paper in which a history of a community is presented through the story of a local institution- a hall".*

What has been in the News?

The Otway Light July 18th 2014 – ***A project to transform the horizon in Beech Forest is complete.*** Two cypress trees on Main Road were sculpted by Brett Davies. One comprises a pioneering woman with babe in arms plus a woodcutter to represent the timber industry while the other is an indigenous man in a possum skin coat plus a potato grower. (*This is well worth a trip into the Otway's to view the work).*

Colac Herald.

August 20th- *Support for will making.* The Red Cross will help Colac and district residents prepare and update their wills at a community event in August. Red Cross memorabilia is on display at Colac Otway Performing Arts and Cultural centre to mark the organisation's 100th year in Australia. (*Our member Pat Robb was instrumental in helping to set up our History Centre window with an attractive and comprehensive display*.)

September 19th- *Colac Otway mayors reflect on 20 years.* Colac Otway Shire Council's first mayor Jim Ryan says achievements including building Colac's arts centre might have been impossible without council amalgamations two decades ago, in accordance with a State Government decision. In 1994 the City of Colac, Shire of Colac and Shire of Otway formed one municipality. Mr Ryan became the last mayor of the City of Colac and the first mayor of the new Colac Otway Shire. Commissioners Hugh Mason, Neil Stewart and Marie Thornton served as the interim council from 1994 to 1996. After elections the new council included Jim, Helen Paatsch, Cliff Tann, John Kennett, Peter Mercer, Alan Billing and Warren Riches. The new council saved the closure of the Colac Abattoir.

September 24th- *Hall celebrated in book.* *Dawn Peel* wrote the book *"The Local Hall: Nalangil"*, after stumbling across 8 decades of original documents about the Nalangil Hall. The first meeting to set up the Hall was in 1898 and it continued in use until declining in 1981. Cororooke's *Betty Tucker* also contributed to the book with recollections of when the Hall was in its heydays during the 1930s.

October 20th-*Truck museum opens to public.* Merv Brunt, owner of many restored vintage trucks hopes they will become a permanent tourist attraction for Colac." I wanted to do this", he said, "because I wanted to leave a legacy." There is a lot of history around his trucks.

October 27th - *Colac signage assists visitors and residents.* The first tourist-help sign was unveiled in Murray Street on October 24th by Polwarth MP Terry Mulder and Colac Otway Shire mayor Lyn Russell. It has information on walking/cycling tracks and on the reverse side are historic photos showcasing the history of the area. (*The photos and associated wording were obtained with the help of Historical Society members Craig Pink, Dawn Peel and Dawn Missen.*)

November 5th - *Roundabout finished at busy intersection.* This is history in the making as Colac received another roundabout at a busy and dangerous intersection- at the corner of Church and Wallace streets, at a cost of $915,000.

November 5th-*$7M cream separator begins at Colac plant.* A new state-of-the-art separator at Bulla Dairy Food's new separation plant in Forest Street will process 300,000 litres of whole milk at its peak. More than 50 farms from Birregurra to Koroit will supply raw milk to be processed there.

November 7th- *Collector ready to open museum.* Merv Brunt has joined with Colac's Rotary Club to open his Clark Street truck museum to the public after searching for a place to display his collection. It would open on a trial basis on weekends hoping it will become a permanent tourist attraction.

November 12th- *District residents stop to remember.* More than 150 people gathered at Colac's Memorial Square to honour Australian servicemen and women and to mark the end of the First World War in 1918 with a minute's silence. This was the 96th year since the guns fell silent after more than 4 years of fighting.

COLAC BUTTER FOR JAPAN

From Colac Herald 20th January, 1967

"Boxes of unsalted butter in transit for Japan were loaded direct for the first time on Wednesday from the butter room at Colac Dairying Company's factory in Colac to an ice cooled rail van on the new Railway siding."

AT LEFT – "The 125 foot long enclosed conveyor from the butter room to the rail siding consisting of rubber roll bars and belting powered by an electric motor." (*Colac Herald 20th January 1967 photo from Bela Bard Brucker collection, Historical Society files*)

"Previously all butter consignments had to be taken by a tray truck from the factory to the railway yards for loading into the rail vans, necessitating double handling."

"During seasonal peak production about 200 tons of butter a week are manufactured at the Colac factory – about double the quantity produced 10 years ago."

"At peak production two 15 ton capacity rail vans will be required on the siding for loading each day."

AT RIGHT – Les Smith and Kevin Frith, factory employees, loading the rail van from the conveyor.

(*Colac Herald 20th January 1967 photo from Bela Bard Brucker collection, Historical Society files*)

"LAKE COLAC EARLY BOATING"
(By Norman Houghton)

With information on Lake Colac early boating a popular request of recent times, member Norman Houghton has kindly passed on his own writings, which have been set out by Craig Pink along with suitable photos to allow fitment in the newsletter.

The environs of Colac hardly seem to lend themselves to any substantial waterborne commercial trade, but in the period from the 1870s to the 1930s there was significant exposure in this regard.

Lake Colac was the focus of trade from 1864 when the contractor for the new Town Hall, John Chapman, needed to cart bluestone from a quarry somewhere near Ondit. Chapman came from a boat-building family in England so he was able to construct a barge with which he could ferry stones across the lake to Colac.

Commercial boating on Lake Colac commenced in 1876 when Hugh Peacock brought to Colac a small steam launch named *Mary Ann.* Peacock was an engineer and gunsmith who practiced locally so he was familiar with steam machinery. It was said at the time that the *Mary Ann* would supply a long felt want in Colac. This proved to be so with its pleasure trips every Sunday at 2 pm and 4 pm and other times by arrangement.

The timing of the *Mary Ann* was directly related to the building of the first structure into the lake that enabled a boat to embark and disembark passengers without them getting their feet wet. This was the jetty at Mitchelmore's baths, situated at the end of Corangamite Street. George Mitchelmore was a local carpenter who saw the need for a set of baths for recreation, sport and pleasure and he set about building these in 1873. Mitchelmore's complex was a complete lake recreational and sporting facility, for in addition to swimming he also hired rowboats for pleasure, fishing or shooting purposes and could supply fishing gear, guns and ammunition. Joe Grigg offered a similar service at his later boatshed further along the beach. This small boat hire was a feature that went on at the baths, the boatshed and the main jetty until the mid-1930s.

One of the first, if not the first, substantial boat built at Colac was a 22 ft flat bottomed skiff built by R. Page in 1879. Its purpose is not known.

The luxury sailing yacht *Mystery* was put onto the lake in 1891 for pleasure cruises. This marvellous boat was purchased from Melbourne by a Colac syndicate and delivered by rail. The yacht had teak planks with a copper bottom, was 33 ft long, 9 ft in the beam, drew 4 ft 4 in of water, had sleeping cabin provision and could carry 40 passengers. *Mystery* ran cruises for a couple of years until 1893 when a violent storm damaged each and every one of the lake's pleasure craft, *Mystery* included. These vessels were not easily replaced at that time as the Bank Crash had depressed the economy. In addition, the lake flooded massively in 1894, broke its banks and wrecked the jetties and baths so the boating trade was stymied and stayed in the doldrums until being revived in 1901.

In that year two locals, A. Miller, merchant, and W. McIntosh, dentist, purchased the *Wanda*, a steam launch then working on the Yarra River in Melbourne as a pleasure cruiser. The launch had two cabins and could carry 70 passengers. The vessel was steamed to Geelong then loaded onto a jinker for over landing to Colac. The *Wanda* was launched into Deans Creek, and then manoeuvred over the bar into the lake proper at the start of November, 1901.

At Left- *"THE WANDA" on Cameron's Hill 28th Oct, 1901. Image from Historical Society files, (photo card 46)*

At Right- *"THE WANDA" sets off on its first Lake Colac trip in November 1901. (Original image from "THE CYCLOPEDIA OF VICTORIA 1902 edition, - from Historical Society files)*

The *Wanda* initially did week-end late afternoon and evening cruises around the lake, with departures at 4 pm, 8 pm and 9.30 pm, but later offered hourly day cruises during holiday periods. A canvas canopy was erected over the full length of the vessel for weather protection and shade. Passengers on the *Wanda* were musically entertained and it was hoped that they could be served alcoholic refreshments but the liquor application was refused. A provision in licensing law at the time specified that a vessel dispensing alcoholic drinks to passengers had to sail a minimum distance of 16 kms and that was not possible on a lake that was only five kms by eight kms in extent.

The owners developed a second itinerary when they erected a jetty at Cororooke, at Netley, and did cruises across the lake for picnic parties. A one acre bathing reserve was set aside here by the Shire Council. Another jetty was to be built at Ondit, presumably at or near Meredith Park, but does not seem to have been installed. The *Wanda* sailed each summer and spent the winter tied up near the main jetty at the Gardens because winter boating was not feasible due to cold weather and rough waters. It was while tied up in the winter of 1904 that the vessel was swamped during a violent storm and sank to the bottom. Apparently there was damage to the hull and the *Wanda* was not worth refloating. The waterlogged wreck gradually broke up, leaving the boiler as a navigation nuisance near the jetty. In 1913 this obstruction was removed by the Colac Yacht Club to create clear water near its jetty, which was then adjacent to the Boatshed.

The next cruise boat to be put on the lake was the steamer *Ila* in January 1910. It was owned by H. Willis of the Commercial Hotel. The *Ila* ran cruises at regular intervals from 10 am and also did evening runs from 7 pm to 10 pm.

At the same time Fred Meyer and B. Swayn built a motor powered launch. Meyer ran a photography studio in Murray Street and Swayn was a fitter and motor engineer who originally worked for Edgar's as a milking machine mechanic but later branched out on his own to open a motor garage. Meyer was very skilled with his hands and could make just about anything he set his mind to as shown when he built Colac's first aeroplane in 1910.

"LAKE COLAC EARLY BOATING"

[By Norman Houghton], -- (continued from previous page)

The launch was named *The Cooee*, was 66 ft long by 10 ft beam and powered with a 20 hp 3 cylinder Ferro oil engine that could push the vessel along at 13 knots. The engine also drove a dynamo for electric lighting at night. The boat was fitted with a canopy over its entire length for weather protection and could carry 60 passengers. *The Cooee* was the largest boat ever to sail the lake.

The Cooee made its first run at the Colac Regatta in December 1910. Its regular schedule was a Sunday service at 2, 3, 4, 5 and 8 pm and an evening service Monday to Saturday from 7 pm. Meyer and Swayn were hands-on operators and ran *The Cooee* themselves, with Meyer styling himself Captain and Swayn the Engineer. The sources make no mention of *The Cooee* after the 1911 boating season so maybe it was laid up as it was too large a boat for the market and for the lake.

In 1911 the Colac Pleasure Boat Syndicate was formed to put a boat on Lake Colac and subsequently purchased a vessel named the *Dorothy* from ship-owner J. Elleker. The *Dorothy* was a screw steamer built in 1902 at Lake Tyers in Gippsland by Captain James McCallum for John Callinan who was sawmilling there. The steamer was a relatively large vessel with a length of 46 ft 8 in, beam of 9 ft 4 in and a draught of 4 ft 6 in. The *Dorothy* was used to tow a log barge across the lake and did so until the area was cut out and the sawmill closed. It was the intention of the owner to take the engine and boiler out of the *Dorothy* and leave the hull in the lake. However a flood came down and raised the level of the lake so it was decided to take the *Dorothy* over the bar to the sea by a channel that was cut for the purpose. Captain Mills then took the *Dorothy* to Lakes Entrance and then onwards to Melbourne where it was chartered for cruising around the bay. It featured when the American fleet visited during 1908 and was later used on towing duties at Williamstown.

When purchased by the Colac Syndicate the *Dorothy* was steamed to Geelong, its boiler and engine taken out and the hull mounted onto a specially built low loader with eight wheels and pulled by 24 horses for roading to Colac. The journey took three weeks. The loader fell through three bridges on the way and some of the wheels collapsed but the *Dorothy* arrived in Colac without damage. The vessel came with a crew of two, Captain Burgess and Engineer Mathieson, who proceeded to the fit out and launch.
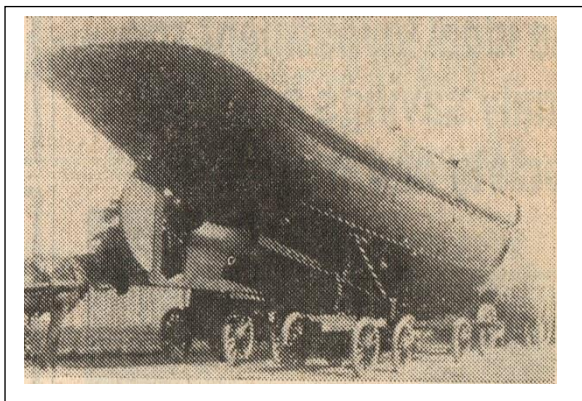
At Left- "THE DOROTHY" in preparation for launch in 1911. (Image from Bela Bard-Brucker collection).

At Left- "THE DOROTHY" being pulled past Dalton's house at East Colac on its delivery in 1911. (Image from Colac Herald, 6th March 1970, Dalton reminisces)

The *Dorothy* was launched into the lake at the Western Reserve, about where the Yacht Club is situated at the time of writing. A slipway was made from railway sleepers and rails borrowed from the Colac railway station. The engine and boiler were dropped into the hull using shear legs. When all was ready the chocks were knocked away and the *Dorothy* slid down with a splash but ended up stuck in the mud. Burgess sent to Melbourne for a heavy anchor and length of strong hawser and when they arrived the anchor was dropped out a fair distance and the hawser attached to the *Dorothy's* deck winch so that the vessel could pull itself into clear water. It was said at the time that the lake was about 10 ft deep in most parts and 14 ft in the middle, so there was plenty of water for the *Dorothy.*

A permanent mooring was established off the then Yacht Club jetty east of the main Boatshed jetty at the Gardens. The company established its service area at the Western Reserve and here it stacked boiler wood and maintenance supplies. Under the sale terms the Colac Syndicate had to launch the *Dorothy* by a certain date but failed to do so and in consequence Elleker resumed ownership. That made no practical difference to the people of Colac but was to have ramifications in later years when the question of ownership came up.

The *Dorothy* made her maiden voyage at Colac at the end of March, 1912, just in time for the Easter trade. On busy holidays the service ran hourly from 10 am to 9 pm. Some 130 passengers could be carried and they were entertained with piano music and a stringed orchestra. The pleasure trip was a circular one around the lake but, on request, passengers could be landed at Netley for picnics. Netley had a small landing stage left over from the days of the *Wanda.*

The potential for freight cartage was explored, using a proposed newly-built substantial jetty at Netley and another at the Western Reserve to convey goods and produce across from Cororooke. However it is not clear from the sources whether this occurred even though the company applied to Council for the necessary permits. Burgess makes no mention of this trade in his reminiscences.

In 1912 Elleker commissioned Fred Meyer to build a motor launch 35 ft length by 9 ft 6 in beam with a draught of 1 ft 11 in and powered by a 25 hp Ferro engine. The stern keel and sternpost were jarrah, the ribs stringybark and the planks kauri. The boat was called the *Colac* and it ran in conjunction with the *Dorothy,* being more flexible as it had a shallower draught and could be started at a moment's notice (unlike the *Dorothy's* boiler and engine). The *Colac* made its first run during the 1913 Regatta in tandem with the *Dorothy* as the two plied the waters following behind the racing boats.

In the summer of 1914 two new boats were placed on the lake, these being the motor launch *Sunbeam* and the motor boat *Barwon*. The origins of the *Sunbeam* are not known to the writer but the *Barwon* was brought overland from Geelong. The *Barwon* carried 60 passengers and was run from a temporary jetty built out from the Gardens foreshore on Regatta Day. The *Sunbeam* was owned and run from the Boatsheds by proprietor J. Harman.

"LAKE COLAC EARLY BOATING"

[By Norman Houghton],   -- (continued from previous page)

The lake was then alive at nights with all these boats plying the waters to the point where collisions were a real possibility. The *Dorothy's* operator called on the Shire Council to make head- lights compulsory as it was the only boat to carry this safety aid.

The *Dorothy* needed a clear seven feet of water at the Boatshed jetty to moor alongside to allow for the swells and, at times, had trouble safely mooring up here to embark and disembark passengers. The flimsy jetty shook and wobbled in rough waters when the *Dorothy* was alongside. The company asked Council for a permit to install sheath piles along the jetty for the *Dorothy* to moor against and supplied the timbers for the work in the winter of 1912 but Council did nothing. The timbers lay on the foreshore for months and then years. Maybe the permit was belatedly issued and this time it was the company that did nothing because at the end of January 1914 Council banned the *Dorothy* from using the jetty on the grounds that the sheath piles had not been installed.

The piles were then inserted by the company and services resumed for what proved to be a very short season owing to drought. The 1913-1914 drought caused the lake waters to recede to the point where there was no longer the requisite seven feet of water at the jetty for the *Dorothy* to come alongside. This occurred sometime in March 1914 so the *Dorothy* was confined to its anchorage about 300 metres off-shore and there it remained.

The outbreak of war in August 1914 unsettled the trade so there was not much pleasure boating on offer in the summer seasons after this. The *Barwon* launch was the only pleasure boat to serve the 1915 Regatta and that was about the end of it. The lake level continued to drop to the summer of 1916, making any sort of boating untenable. The golden Edwardian era of pleasure boating was over. A saddened commentator wrote in 1924 that '*the fine fleet of steamers and yachts no longer grace the lake.'*

In later years there were spasmodic reprises. For example, in 1928 J. Nelson put the motor launch *Jessie* on the lake and ran nightly trips, weather permitting, over the summer. The launch could carry 25 passengers.

Meanwhile, the *Dorothy* played out its last years. Throughout 1914 the lake waters continued to drop and this caused the *Dorothy* to settle on the bottom and become mud-bound. By October 1915 the hull was breaking up from the stresses imposed and this meant the vessel would never sail again even if the lake refilled to its 1912 level. The Yacht Club asked the Colac Shire Council to cause the wreck to be removed and the Council accordingly served a demand on the owner to remove the wreck within 28 days.

However, supposed owner Elleker had been smart enough to sell the vessel when it became mud-bound so he replied that he was not the owner. One tale, true or not, is that Elleker sold the controlling interest in the boat to a visiting American sailor named Christopher Watson for ten shillings (a trifling amount) and kept the receipt to himself as a defence. The Shire Council had no hope of ever reaching the owner even though in 1917 Watson was served with a notice to remove or Council would remove the boat and bill him for the costs. The principal owner was then nowhere near Australia so he took no action. Council then appointed a contractor, who also did nothing. Two years later the wreck was purchased by a Melbourne hotelier through Elleker. The new owner notified Council that he intended to raise the vessel but no action was taken even to start salvage efforts.

The lake eventually refilled after 1916 and submerged the wreck for a few years until 1921 when the level dropped again and exposed the *Dorothy.* Youths messing about on the wreck injured themselves so in response to public concerns the Council called tenders for its removal. There was no response to the tender and that was the end of the matter.

The wreck remained on the bottom for the next 40 years, disappearing and reappearing as the lake waters went up and down according to wet seasons and droughts. In the 1944 drought the wreck was almost fully exposed but most times a marker pole, and maybe the top of the boiler's steam dome, was all that could be seen. In 1960 the Yacht Club commenced a program to remove from the lake all those stakes, mooring piles, fence posts and wrecked landings and jetties that were a hindrance to boating. As part of this operation the Club asked Council to remove the *Dorothy* and this time the Council managed to achieve it.

Ken Black and Reg Hancock were awarded the contract, with assistance from Geelong diver Vin McCarthy. A survey of the wreck showed that the hull was filled with mud to a depth of four feet, making it impossible to move in one piece. The diver was sent down to plant charges in order to blow a hole in the side to extract the boiler and engine. When this was done the mud was removed, leaving just the wooden hull to be winched to shore. This happened on Friday, 17 November, 1961 when two powerful logging winches were anchored to trees to take the strain. The hull was dragged to the beach where it could be broken up and that was the end of the *Dorothy.*

The "*Dorothy's*" propeller remains on permanent display at the Colac Yacht Club (off Hamilton St.) THE END

Far Left- Colac Herald Press Photographer Bela Bard-Brucker catches "THE DOROTHY" in its last days, in late 1961. The action shot at far left shows as a depth charge blows water high in the air.

At Left- Salvage team at "THE DOROTHY" hull, in the process of being winched ashore. (Both images from Historical Society files, Bela Bard-Brucker collection)
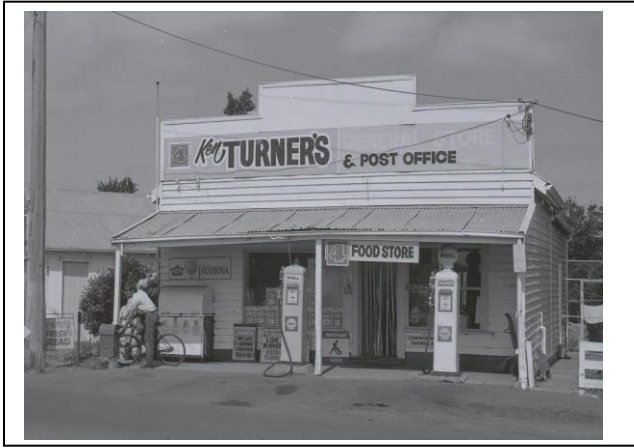
CRAIG'S CONUNDRUM –

BELOW - Shows two early 1960's photos of Santa at Foy- Bilson's store located in central Murray Street, which we know today as Target.

What name did this shop trade under between the ownership of Bilson's and Target ?

Answer next issue

COLAC and DISTRICT HISTORICAL SOCIETY ROSTER 2.00 to 4.00 pm

Month	Thursday	Friday	Sunday
December	4th D. Missen	5th C. Pink	7th A. McIntosh
	11th I. Barlow	12th G. Bray	14th D. Cowan & M. Facey
	18th G. Splatt	19th E. Chambers	
	Christmas Day	**Boxing Day**	**Christmas Break**
January	closed	closed	closed
	22nd G. Splatt	23rd E. Chambers	16th N. Houghton
	29 J. Knight	30th B. & J. McDonald	25th M. Facey & D. Cowan