



Drops on rn rebuild



ckenzie — his lobby-
ing failed.

Minister for Planning and
Environment, Mr Walker, had
rejected the proposal.
The council now has re-
jected the \$200,000 plan to
rebuild the promenade's
and has reapplied for

City engineer, Mr Alan
Walker, said yesterday the
proposal for Geelong, Mr Rod
Mackenzie, had been lobbying
himself of the council to get
the project approved. He had
submitted council copies of
the ministry refusal
grant.

Mr Johnson said the minis-
ter is opposed to de-

molishing the existing swim-
ming enclosure and prome-
nade and building new ones
because of the present
facilities' historic value.

"It's a bit of a disaster. Rod
Mackenzie tried and tried, but
the decision was made by an-
other department," Mr John-
son said.

The minister recommended
a comprehensive investigation
of the structure, including
underwater inspections, to see
if the promenade could be
restored. Mr Johnson said the
council had already com-
pleted these investigations for
the first grant application
which was rejected.

Mr Walker also closed the
door on substantial Govern-
ment funds for the project. He
said the CEP grants had been
slashed and suggested the
council apply for a \$200,000
grant — which it had planned
to do about a year ago before
the benefactor's offer.

This grant would cover only
urgent work to secure the
promenade posts to stop it
deteriorating.

The council still would face
a costly on-going restoration.

The former Mayor, Cr Ian
Inglis, said the benefactor was
"disappointed" with the delay
on a Government decision and
its refusal.

sts Bellarine usion claim

Boundaries inquiry

mis-
hire
in-

though instructions had been given that this
would not be heard.

He told inquiry's commissioners: "I assure
you my council will stick to the guidelines."

The allegation of breach of agreement was
made by Bellarine shire manager, Mr Ian
Couper.

He said that last October the then mayor of
Geelong and the town clerk had advised that
the city favored the amalgamation of only the
three inner cities.

But when presenting its executive summary
yesterday, Geelong said its preferred option
included the amalgamation of the cities of
Geelong, Geelong West and Newtown, together
with the Shire of Bellarine and the Borough of
Queenscliff.

The option also proposed an area of land
between Church Street and the Midland High-
way (presently under Corio Shire) be part of the
new city.

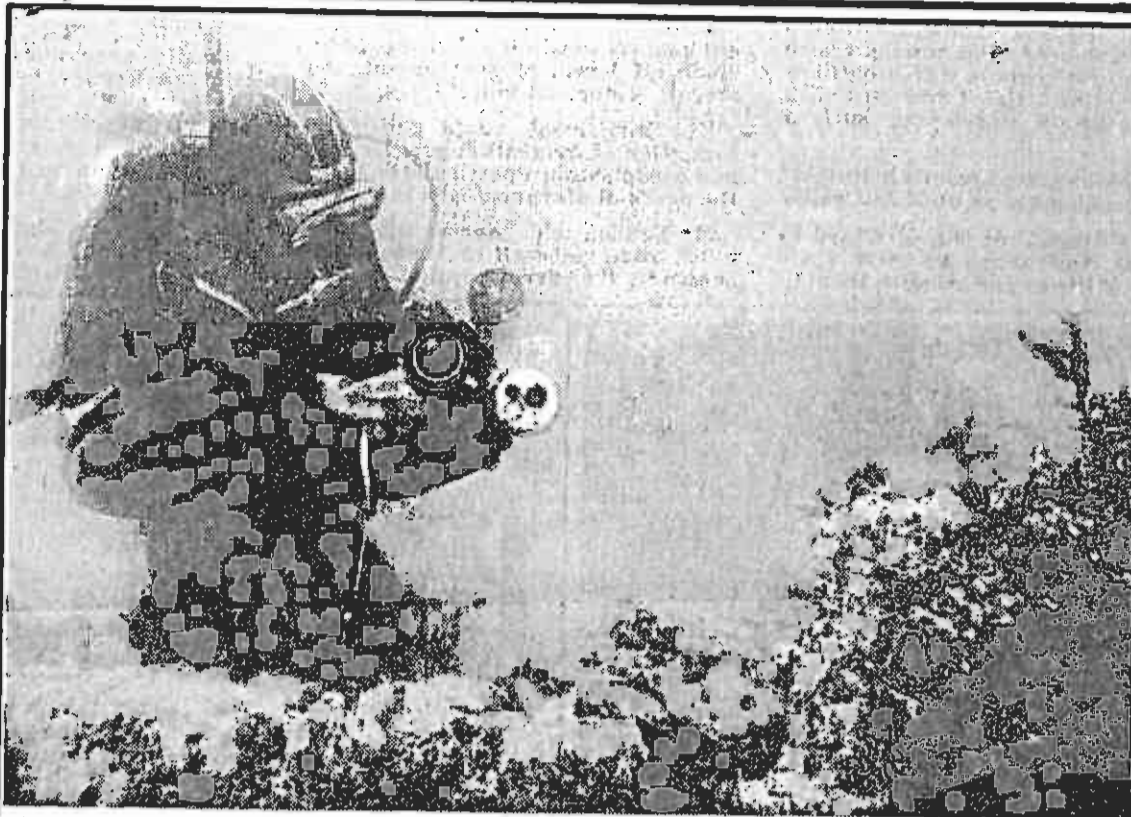
Geelong presented an addendum dealing
specifically with reasons for including Bellarine
and Queenscliff in its preferred option.

The boundaries inquiry has spent the past
two days hearing executive summaries of sub-
missions and asking questions of those who
have presented submissions.

Rebuttal evidence is to be submitted in
writing within three weeks.

Councils which presented their summaries
yesterday included Bannockburn, Leigh and
Geelong with a joint submission from the shires
of Bellarine and Corio and the cities of Geelong
and South Barwon.

A number of private submissions also were
heard as well as a submission for a coastal shire
which was supported by the Torquay Traders



Part of the wreck survey before excavation includes a photomosaic of the site.

Wreck find may unravel some shipping 'secrets'

By Garry Cotton

Pictures: Phillip Stubbs

Marine archaeologists are
ecstatic over the discov-
ery of the remains of an
early Australian ship off
St Leonards.

It will provide important in-
formation on the sparsely
documented history of Aus-
tralian shipbuilding.

On Tuesday the two-masted
schooner Clarence (1841-
1850) was declared pro-
tected under the Historic
Shipwrecks Act.

Members of the maritime
archaeological unit of the
Victoria Archaeological
Survey (Ministry for Plan-
ning and Environment)
opened the wreck for its
first public viewing
through the media.

This also coincided with the
release by Australia Post of
a bicentennial first day cov-
er bearing a postmark of the
ship.

Sections of the wreck pro-
trude from the submerged
sand bank where the 67-
tonne ship foundered,
apparently during a south-
westerly squall, while
carrying a cargo of 2000
sheep from Tasmania to St
Leonards.

Records reveal only that a
brief dispute developed
over salvage rights between
the vessel's owners and
some Geelong residents
who had helped rescue the
sheep.

The wreck remained forgot-
ten until the interest of the
amateur Maritime
Archaeology Association of
Victoria was aroused.

After studying early news-
papers, archives and charts
they discovered the wreck
following a short search.

Members of the search group
were Terry Arnott and Jim
Anderson of Geelong, Harry
Reid of Queenscliff and
Tony Boardman of Mel-
bourne.

Mr Arnott said because of the
significance of the find, it
had been kept under wraps
until the maritime unit
could examine it closely.



The only pictorial record
of the ship is this sketch
which appears on an Aus-
tralia Post Bicentennial
first day cover.

An initial survey of the wreck
quickly established its real
worth and to prevent
plundering by divers a case
was prepared to give it pro-
tection of the Historic Ship-
wrecks Act.

During the next few weeks a
team of divers will conduct
an extensive survey of the
wreck site before excava-
tion.

State maritime archaeologist,
Mr Mark Staniforth, said
because the site was not
disturbed it was a unique
opportunity to examine
what was now the earliest
discovery of Australian
shipbuilding.

He said little was known of
early Australian shipbuil-
ding because boats usually
were built without plans.

The Clarence was constructed
on the Williams River in

northern New South Wales
in 1841 and traded regularly
between Sydney, Hobart,
Launceston, Port Phillip,
Port Albert and Twofold
Bay.

In 1847 the vessel was
stranded at Warrnambool
and papers of the day hinted
at incompetence by the mas-
ter/part owner who, it was
claimed, apparently orches-
trated the stranding to try
to collect insurance.

After a refit to carry some
passengers the Clarence en-
tered the coastal trade,
again mainly between Tas-
mania and the mainland.

For a time after becoming a
wreck off St Leonards, part
of the vessel was visible.

Like many other wrecks it
was forgotten when it dis-
appeared until the surge of
interest in wreck diving
which started in the 1960s.

Mr Arnott said the Clarence
was one of many important
wrecks which had been
discovered virtually intact
in Port Phillip.

Others had been discovered
but their whereabouts were
being kept secret until their
historic value could be
assessed.

Under the Historic Ship-
wrecks Act, a 200-metre dia-
meter prohibited zone sur-
rounds the wreck and di-
vers require written
permission to dive in the
zone.



Two of the key people in the discovery and historic
survey, State maritime archaeologist Mr Mark Staniforth (left) and one of the wreck discoverers Mr Terry
Arnott.

Vet's battle

A Geelong vet yester-
day fought a battle to save an un-
usually large litter of pups born prematurely.

The vet performed a caes-
arean on a six-year-old bull terrier bitch.

The litter of 14 pups
was born prematurely, but they began
to grow afterwards. Last night only five
pups had survived.

If they had all survived, they
would have come close to equalling the
litter size of a normal pregnancy.

The vet, who asked not to be
named, said the pups were born four days
prematurely.

"Four days premature means
they are very small, but over a gestation
of 63 days it would probably be
equivalent to three weeks in a human," he
said.

"The average bull terrier
litter is about eight or ten pups," he
said.

The bitch, named Jessica,
is owned by a Geelong woman.

TODAY

Schools hit

Hundreds of Geelong school
students stayed home yesterday
because of all technical and high school
classes hit by a one-day teacher
strike.

Street rap

The \$30 million Market
complex has "turned its back"
on Yarra Street businesses, and
is now open to retailers.

Tomorrow



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