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Glossary of Terms

Anchorage: An area of sufficiently deep water used to anchor vessels of various sizes. These areas are also usually sufficiently sheltered from prevailing local winds to prevent vessels being blown ashore.

Back Beach: A beach on the ocean side of a peninsula, which also has access to another beach on an enclosed/ inland bay (called the Front Beach).

Ballast: Heavy material placed in the lowest section of a vessel to maintain proper stability when not carrying a commercial cargo (De Kerchove 1961:36). Ballast can consist of stone, sand, iron or other metals, pebbles or water.

Ballast Mound: The remnants of the ballast carried by a vessel. Ballast mounds are found in situ on shipwrecks, or are created when thrown overboard from a vessel either when stranded or when loading a substitute cargo.

Bathing Box: A small shed initially used as a dressing facility before swimming. Later bathing boxes were simply fixed beach shacks used as changerooms and to store any possessions associated with use of the beach, and were usually privately owned.

Bathing Structure: Any enclosed structure used for recreational swimming purposes. These include hot water and sea baths, bathing boxes, bathing sheds, change rooms, and bathing pavilions.

Bathing Machine: A similar structure to a bathing box, used for changing into swimming costumes, but mounted on wheels so the wagon could be rolled into the water. Early bathing machines were often were fitted with small hinged enclosures that could be lowered into the water as a protective fence from marine animals.

Baths: A building with baths or a swimming pool open to the public, although early to mid nineteenth century baths often were only fenced swimming enclosures. Early baths were segregated by sex, and some had multiple individual bathing enclosures. Mid to late nineteenth century bathing enclosures consisted of large horseshoe shaped pavilions housing change rooms which extended over the water, and in conjunction with an outer fence, provided enclosed swimming facilities.

Battery: An artillery mounting where cannons are lined up side by side.

Bethel Ship: Local Victorian term used to signify a vessel converted into a floating Mission to Seaman anchored in Hobsons Bay during the gold rush to prevent desertion ashore but continue religious services.

Beacon: A conspicuous mark used by mariners to aid safe navigation through unfamiliar waters. Beacons were situated either on land (e.g. stake, lighthouse, tower, church spire etc), or were piles, stakes driven into the seafloor or buoys moored over shoal water (De Kerchove 1961:49).

Beaching: Local term used by residents in the Maribyrnong Region to describe the stone embankment placed on the Maribyrnong River as a flood control measure to regulate the river's course in the 1930's.

Bond Store/ Bonded Warehouse: Public or privately owned warehouses, where goods attracting customs duties can be held until the customs duties owing are paid. Owners of private facilities were required to pay a bond as indemnity in case the goods were removed without paying customs duties (De Kerchove 1961: 82). These facilities were popular as they allowed importers and merchants to avoid paying the customs duties before the goods were sold, and were even sometimes paid for by the buyer.

Breaches Buoy: A buoyant life ring which was used in conjunction with a flying fox system to rescue shipwreck survivors from wrecks close to shore. The ring was fitted with a section shaped like a set of pants (the breaches), through which the victim inserted their legs and was hauled ashore.

Breakwater: A solid structure projecting from the shore or attached to a pier, which was used to provide shelter for vessels behind it.

Buoy: A floating object used predominantly to help mariners determine the navigable limits of channels and their fairways, and to identify submerged dangers and hazards such as wrecks, mined or torpedo grounds, telegraph cables. Early buoys were made of barrels or logs, with later buoys made of iron, steel, concrete or plastic, which were attached o the seafloor via an anchor and chain. Buoys are also used for everyday use by mariners to mark locations of anchors, fishing tackle etc. Lightship keepers use watch buoys to determine if their vessels were drifting off station (De Kerchove 1961:107; Kemp, 1992: 120).

Casemate: A system of artillery emplacements, where each gun is mounted within its own protective bunker/ surround.

Channel: The deeper part of a river, bay or estuary that is suitable for navigation (De Kerchove 1961:140).

Coff: Large wooden crate used for the underwater storage of live crayfish.

Compass Adjusting / Compass Swinging: Deviation is the error in compass readings caused by a vessel's own residual magnetism. To ascertain the magnitude of these errors, a compass would be adjusted or "swung" using a series of predefined lead marks along which a vessel could steer known magnetic bearings. Small corrector magnets were then placed at appropriate places around the ship's compass housing (the binnacle) to neutralise the effects of the vessel's own magnetic field on the compass readings (Kemp 1992:852).

Compass Adjusting /Swinging Buoys: A set of five buoys provided to assist a vessel for turning in a circle for compass adjustment or swinging. The buoys area arranged so that they are in line with magnetic range transit markers ashore. The ships head was tied to the central large buoy (the swinging buoy), which served as the centre of the circle, and four smaller buoys each anchored at a cardinal point of the compass (e.g. North, South, East and West) were used to swing the ship's stern around by means of a stern line, thus enabling the vessel to calculate and compensate for magnetic deviation on four different magnetic directions or courses (De Kerchove 1961:812).

Corrugated Road: A road formed by laying timber planks or branches over swampy, muddy or submerged coastal areas. Used extensively in the timber industry to provide a solid base for carts to load/ unload timber transported via boats/ barges, and sometimes in shipwreck salvage operations.

Coverage: A term used to describe GIS cartographic layer.

Customs Duties: Taxes imposed by the government upon the importation and exportation of certain goods. These charges were levied as a means of revenue collection for the country/ settlement (De Kerchove 1961:193).

Customs House/ Tent: The office or place at a port at which customs duties are levied, and goods sometime held pending collection of customs duties (Pearsall and Trumble 1996:351).

Degaussing Range: During WWII, the magnetic field of an iron ship was used to detonate magnetic mines when a vessel passed above. An instrument called a degaussing range was used to removal the magnetic signature of an iron ships, thereby allowing it to proceed through areas suspected of containing magnetic mines. Spread over an area of around 1000m long, degaussing ranges consisted of a series of copper coils inside copper tubes, through which a current was passed to create a magnetic field. When a ship passed over the top of this instrument, it neutralised or changed its magnetic signature (Kemp 1992:238; Duncan 2003a:259-60).

Dock: An artificial basin provided with suitable installations for cargo transferral from floating vessels. The area of water in a port or harbour totally enclosed (on three sides) by piers or wharves. It is sometime loosely used to refer to the wharf structures themselves, and in the USA refers wharves and not the water. A dock may also provide access to rivers, streams etc, and may be connected to a lock structures for access further upstream (De Kerchove 1961:228; Kemp 1992:225).

Dock Gates: Gates fitted to the front of a dock to close the facility either for use as a drydock, as part of a lock system, or when the tidal rise and fall exceeds 10ft (De Kerchove 1961:228).

Dolphin: A free standing piled structure used either to support a pile light or as a pier, but which does not connect to the shore. A mooring post or pile, or buffer placed at the entrance to a dock, alongside a wharf to act as a buffer between the wharf and vessels. The term is also applicable to posts used for mooring in the middle of a river, stream, or bay where cargoes can be discharged without the use of a wharf or dock, often to small vessels acting as lighters. In the latter instance, the dolphin piles may be contiguous (in a line) and/or placed in a circle or rectangular arrangement, sometimes with a timber or concrete capping/ deck. This arrangement allows the unloading of the tied up vessels either directly to the dolphin (platform) or to lighters, while preventing the vessel from swinging around with the change of tide (De Kerchove 1961:228, 581). A large wooden post or collection of piles used for a beacon is also known as a dolphin (Kemp 1992:258).

Dredge: The act of removing sediment and submarine obstructions to increase water depth and improve navigability of those waterways for mariners (De Kerchove 1961:240).

Dry Dock: A watertight basin, with one open end to the sea that can be closed and sealed by a caisson, in which ships can be docked for repair, examination and cleaning of the underwater sections of the hull. After maintenance is complete, the caisson is flooded and the vessel floated out again (De Kerchove 1961:246; Kemp 1992:242).

Electric Light Direction Station (ELD): Military emplacement used to direct the beams of electric searchlights.

Explosives Store/ Depot/ Hulk: A place where explosives were stored to prevent accident discharges from injuring the public. All vessels entering Victorian Ports were required to discharge any explosives they carried for the duration of their stay, and these were stored in either explosives depots/ stores, or on explosives hulks located at safe distance away from the main populace.

Explosives Anchorage: An anchorage designated for vessels carrying explosives until they could be safely discharged.

Flagstaff: A pole on which flag is hoisted and displayed. Flagstaffs were often used to relay messages via coded signal pennants, and played also an important role in supplying navigational and other shipping information (Fanderlinden 1985:1.2)

Floating Dock: A platform used as a transportable dry dock to raise vessels out of the water for repair work. It is essentially a floating platform with watertight tanks, which are flooded to admit the ship, and then pumped out to raise the vessel and dock above the waterline. These structures were similar in use to graving docks, but had the advantage of being transportable to wherever they were required (De Kerchove 1961:294; Kemp 1992:316).

Fort: Enclosed gun position(s) and its associated components (i.e. range finding stations magazines etc) whose guns are all set at the same elevated level.

Fortress: An integrated system of enclosed gun positions which may be set on two different elevated levels and which are used to form an enclosed field of fire. A fortress may encapsulate a series of forts.

Gas Check Plate/Expansion Cup: Copper alloy circular plate placed between an explosive charge and the projectile in a gun/cannon. When the gun was fired, the cup expanded to provide a better seal in the bore allowing more efficient use of the explosive charge to propel the projectile further.

Geo-referencing: A process used with GIS software where an historic plan can be overlaid onto a modern chart, and real world geographic co-ordinates can then be extracted from the historic map.

GIS: Geographic Information System. Computer software used for storage and analysis of locational geographic data.

GPS: Global Positioning System that uses satellite signals for navigation.

Graving Dock: A permanent dry dock made with wooden, stone, or concrete walls, used to conduct vessel repairs and maintenance on the hull, as opposed to where ships are built (De Kerchove, 1961: 336). There are two types of graving dock. The earliest graving docks were facilities where a vessel could be securely tied alongside a dock, and the vessel's lower hull accessed as the tide fell. Permanent graving docks use watertight gates to allow vessel access, which are then closed and the water pumped out after which the vessel rested on keel blocks (Kemp 1992: 351).

Groyne: Any structure projecting from the shoreline designed to reduce the effects of current/ sea/swell on the foreshore, to act as a protective mechanism for harbour entrances or used as a breakwater (see also *Breakwater*).

Hot Water Baths: Enclosed baths, usually attached to seas baths, which provided hot water bathing facilities. These structures appear to have usually been small subsidiary enclosures situated over the water which were attached to the larger sea baths complexes via a narrow walkway.

Hulk: An old ship converted for another use that did not require it to move. These uses include modification into prisons, explosives stores, warehouses, and churches (see Bethel Ship) (Kemp 1992:406).

Immigration Depot: The office charge with the processing of new immigrants.

Jarrah: A Western Australian hardwood timber that was particularly suited to boatbuilding and/or building construction owing to its density and strength.

Jetty: A solid (enclosed at water level) structure built out into the sea or waterway, constructed from stone, concrete, or any other solid building material that does not allow water to pass through its construction. Some jetties were named piers, particularly where two of them may form the arms embracing a small harbour. Open structured oil loading facilities were often called jetties, even though they are technically piers (Kemp 1992:647).

Knot: Nautical speed measurement equal to one nautical mile per hour

Lagan: Buoyant material deliberately thrown overboard from shipwrecks by salvors for later collection from known flotsam traps.

Landing: Abbreviated form of landing stage, often built onto the sides of piers or jetties, where the main pier/ jetty is too high to accommodate the smaller vessel, or to facilitate the changing height of the vessel berth due to tidal influences.

Landing Stage: A platform, often floating, where goods and passengers are often disembarked (Pearsall and Trumble 1996:803)

Landing Pontoon: A floating platform usually anchored off the edge of a wharf or pier, for the landing and embarking of ferry passengers or goods from a vessel (De Kerchove 1961:433).

Leading Lights: Two lights used for navigation that are placed in a line to indicate a course to steer, or a danger to avoid. The rear light is higher than the foreground light, but in the same vertical plane as the lower one. When the lights are sighted one above the other, they indicate the course of the safe passage/ channel through a constricted waterway (De Kerchove 1961:634).

Leads/Lead Markers: Using the same principle as leading lights, two distinctive markers are placed in prominent positions either on land, at sea, or a combination of both to aid navigation through constricted waterways. Lead markers often double as leading lights (Kemp 1992:472)

Lifeboat: Vessel used during rescues of shipwreck survivors. These vessels were normally purpose built, with inbuilt flotation tanks and were self-righting.

Lifeboat Shed: A boatshed built on a pier to allow a lifeboat to be quickly launcged when needed. Original versions house the lifeboat on davits, which was lowered into the water via rope falls, but later versions used an inclined ramp where the boat slid down the launchway to enter the water.

Lifesaving Rocket: A small rocket which used an explosive charge to pass a rope from the shore to shipwrecked vessels offshore. This line was then used establish a flying fox system that was used to rescue shipwreck victims, who were hauled ashore in a breaches buoy.

Lighters/ Lighterage: A vessel used to transfer cargoes between a vessel and the shore (De Kerchove 1961:454).

Lightship: A vessel used to operate as a lighthouse in areas where it is impractical to build a lighthouse (Kemp 1992:484). Lightships have also been found to be the forebears of lighthouses

(see Appendix F-4), installed as temporary navigational facilities before infrastructure and funding was available in the Victorian Colony to build lighthouses. Lightships serve as a beacon by day and a guiding light at night (De Kerchove 1961:455).

Launching Ways: The structure built on top of a slipway, which was used to launch vessels. Timber or iron rails were used on slipways to launch vessels either on cradles or keel blocks, also called sliding/ standing ways (Kemp 1992:809; De Kerchove 1961:438).

Marryat's Signals: A code of signals developed by Frederick Marryat in 1817 which were used for mercantile marine signalling. The signals later became the basis for the International Code of Signals (Kemp, 1992:417, 529).

Militia: A paid volunteer force that was used to supplement the regular defence forces.

Mooring / Mooring Buoy: A permanent buoy used by vessels to secure a ship in place instead of using their own anchors. The buoy is secured to the seafloor with a length of chain attached to two or more anchors, and are used particularly where there are hazards to anchoring (e.g. dangers of anchor entanglement, unexploded ordinance) or many vessels using a confined space that is subject to tidal movements (De Kerchove 1961:107; Kemp 1992:120, 559).

Palliser Shot: A new type of armour piercing ammunition introduced in the 1870s/80s, provided an effective defence against ironclad technology.

Pier: An open (at water level) timber, concrete or iron structure, usually supported with wooden piles, projecting out into the sea at seaside resorts as an attraction to holiday makers and for excursions steamers to come alongside (Kemp 1992:647). Piers in the Victorian context usually refer to timber open (at sea level) structures built with piles, and are not exclusively used for seaside recreation. Modern open sided piers associated with oil transportation are sometimes locally known in Melbourne as jetties (Kemp 1992:647).   A pier has also been defined as a sheltering structure built out from the shore to protect a river harbour (De Kerchov 1961:580), but this definition was not used in this study which instead used the term *training wall*.

Pile: Heavy timber (often a tree trunk) driven vertically into the seabed to support the foundations of a superstructure (Pearsall and Trumble 1996:621)

Pile Light: Local Victorian term used to describe lighthouses built on dolphin platforms structures, often miles from land in the middle of Port Phillip Bay. These structures were manned by crews of up to three lightkeepers, and in later years often with their families.

Open Lead: A lead bearing where the background lead must be kept clear (or open) of the foreground lead marker in the direction given in order to clear a known hazard. Often two open lead marks were given to ensure safe passage through obstacles on either side of a channel.

Queenscliff: Refers to the peninsula central township (known in its formative years as Shortlands Bluff) whose boundary is defined as the entrance to "the Narrows" causeway to the east of the Springs.

Queenscliffe: Refers to the Council Borough, whose area includes Pt Lonsdale.

Quarantine Anchorage: An area set aside for the anchorage of vessels where crew and passengers exhibiting signs of disease could be isolated until inspected and/or cleared by the Quarantine/ Customs Officer

Quarantine Ground/ Station: A location where ships' crew and passengers exhibiting signs of disease could be isolated from the settlement's general population pending their recovery or death.

Rifled Gun: A new gun type introduced in the mid nineteenth century where the bore of the gun was contained rifling grooves, which spun the projectile as it left the gun, thus increasing its range.

Rocket Shed: Shed used to house explosives associated with lifesaving rocket equipment used in shipwreck rescues.

Sand Groyne: A solid structure projecting from the shore, which is designed to break the current and inhibit erosion and encourage sand accretion, thereby increasing shoreline deposits of new material. Groynes are usually low profile timber frameworks (similar to low solid fences) or low walls made of timber, stone, concrete or any solid material (De Kerchove 1961:338; Pearsall and Trumble 1996:621).

Shortland's Bluff: Originally referred to the small settlement (which later to become to the township of Queenscliff), but after town declaration specifically denoted the knoll at the south western corner of the peninsula.

Slack water: The period of the peak and troughs of tides, at the change of tide, where little or no tidal current runs.

Slipway: The sloping foreshore in a shipbuilding yard where foundations exist for launching and retrieving vessels either during maintenance or construction. A slipway is usually fitted with parallel timber or iron rails (called ways) set on an angled solid foundation ramp of stone, gravel or concrete. The angle of the ramp is sufficient to enable the transferral of the vessel into the water by gravity, once any holding appliances are removed (De Kerchove 1961:747; Kemp 1992:809).

Smooth Bore Gun: An old type of gun design where the inside bore of the gun was smooth, and did not rotate the projectile, thus limiting its effective range.

Stranding: An event where a ship runs aground, but is later refloated.

Submerged Causeway: A submerged naturally occurring hard ridge on the seabed, or artificially constructed track, that was used to traverse across small bays or to access islands via carts or by walking.

Swing Basin: An artificially excavated area used to turn vessels around within the confined waters of a river or stream.

Tidal Gauge: A graduated staff erected at the end of a wharf or pier in communication with the open sea from which the rise and fall of the tide can be determined at any given moment (De Kerchove 1961:836). These facilities were important for calculating water depths and the safe navigation of shallow and tidal waters.

Timeball: A ball dropped from a staff at an observatory to signify the arrival of a pre-arranged time. This facility was used to reset chronographs on board vessels in the harbour, and used for the

calculation of the tides and navigation in general. The timeball was generally situated at a high location within view of the harbour (De Kerchove 1961:838).

The Rip: The stretch of water between Pt Lonsdale and PT Nepean, and up to 100m offshore, which when effected by the changes in tidal direction produces highly disturbed conditions.

Torpedo: This term was initially used to describe static explosive devices moored to the seabed as ant-shipping devices. With the introduction of the motorised Whitehead torpedo in 1877, the former gradually became known as sea mines.

Torpedo Depot: A facility used to assemble, prime and store torpedoes and underwater mines.

Torpedo Spar: A torpedo or explosive device attached to a timber beam that was rammed against the side of an enemy vessel to detonate it.

Training Wall: Historic term used in several plans found in the study area to signify paired stone jetties utilised to reduce sand build-up around the entrances of newly created dock areas and canals.

Walings: Vertical planks installed along the outer edge a pier as rub rails to prevent damage to the pier and vessels.

Wharf: A structure built of timber, stone, iron or concrete parallel to the shore or on the banks of an anchorage close with deep water alongside to enable vessels to moor alongside. These structures are sometime also called quays, but these are generally built only in stone (De Kerchove 1961:914; Kemp 1992:936).

Yawl: A two masted, cutter rigged, large open boat where the mizzen mast is mounted abaft the rudder head. The vessels were most often clinker built, double ended, long and lean, with long fine entry and run (Malster 1974:30-34).

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Personal Communications/ Oral History Interviews

[AC]: **Alex Caie**, Sports Diver.
[AG]: **Alex Gianuzzi**, Marine Discovery Centre.
[AH]: **Adrian Higgenbotham**, Queenscliffe Historical Society.
[BE]: **Bill Ethol**, Western Beach Boat Club, Geelong.
[BM]: **Bill Mitchell**, Westernport Bay Professional Fisherman.
[BMn]: **Bob Marmion,** Historian, Fort Queenscliff.
[CA]: **Cec Anderson**, Queenscliff Historical Society.
[CC]: **Cosmos Coroneos,** Cosmos Archaeology Pty Ltd, Sydney.
[CE]: **Craig Elstone,**   Commercial Diver, Elstone Diving Services, Geelong.
[CP]: **Carl Paolini**, Sports Diver and Bottle Collector.
[CS]: **Colin Shapter**, Ex Professional Fisherman.
[CSp]: **Colin Springall**, Ex Port Phillip Pilot.
[DB]: **Dawn Beames**, Swan Bay Boat Hire.
[DG]: **Dave Giblett,** Parks Ranger, Parks Victoria (Queenscliff).
[DR]: **Dr David Roe**, Archaeology Dept. James Cook University.
[DL]: **Don Love**, Maritime Archaeological Association of Victoria.
[DS]: **Dianne Smitt**, Ex Adelaide Botanic Gardens and former local resident.
[EL]: **Eric Langenburg**, Maritime Archaeological Association of Victoria.
[GF]: **Geoff Ferrier,** Ex Lighhouse Keeper.
[GH]: **Geoff Henderson**, Swan Bay Farmer.
[GrH]: **Greg Hodge,** Maritime Archaeological Association of Victoria.
[GR]: **Gus Rogers**, Port Traffic Controller, Pt Lonsdale Lighthouse/ Ex PMA Diver.
[GW]: **George Werry**, Queenscliff Resident/ Queenscliff Maritime Museum Volunteer Guide.
[GrW]:**Graeme Wilson**, Parks Victoria.
[HeH]: **Helen Henderson**, Swan Bay Farmer.
[HF]: **Helen Forrest,** Hairdresser, Married to Local Resident.
[HG]: **Harry Gorfine**, Marine Science Centre.
[HH]: **Henry Hudson**, Secretary, Queenscliff Maritime Museum/ Chairman, Maritime Museums of Victoria.
[HM]: **Harry Mouchmore**, Ex fisherman, Queenscliff Maritime Centre Volunteer.
[IS]: **Ira Savage**, Victorian Waders Study Group.
[JA]: **Jim Anderson**, Maritime Archaeological Association of Victoria.
[JnA]: **John Adams,** South Barwon Computers.
[JB]: **John (Jack) Beazley**, Ex-pilot Boatbuilder.
[JBd]: **Jill Barnard,** Historian, Living Histories.
[JG]: **Jocelyn Grant**, Queenscliff Historical Society.

[JJ]: Jon Jenson, Westernport Bay Boatbuilder.
[JM]: Joan Mather, Queenscliff Resident.
[JP]: John Patrick, Queenscliffe Historical Society, and former local resident.
[JS]: Judy Scurfield, Historic Mapping Division, State Library of Victoria.
[JY]: Jeff Yugovic, Biosis Consultants, PhD on Mud Islands.
[KH]: Kieran Hosty, Australian National Maritime Museum.
[LB]: Laurance Barras, Ex soldier, Artillery, Crows Nest Battery (WWII).
[LF]: Lewis Ferrier, Professional Fisherman.
[LID]: Les Irving- Dusting, President, Queenscliff Maritime Centre.
[LH]: Lester Hunt, Resident, Pt Lonsdale.
[LJ]: Lauchlan Jackson, Parks Victoria.
[LM]: Lyall Mills, Maritime Archaeological Association of Victoria.
[LY]: Lyall Zanoni, General Assistant, Pt Lonsdale Lighthouse.
[ME]: Mike Etzel, Curator Armaments, Australian War Memorial, Canberra,
[MG]: Martin Gibbs, Ex- Lecturer James Cook University, Currently Sydney University.
[MR]: Mark Rodrigues, Parks Victoria.
[MS]: Mark Staniforth, Lecturer, Flinders University, Ex Victoria Archaeology Survey.
[MV]: Malcom Venturoni, Maritime Archaeological Association of Victoria.
[MW]: Margaret Wright, Queenscliff Historical Society.
[nw]: Name of informant withheld to protect their identity.
[NW]: Neville Walsh, Botanist, Royal Botanic Gardens, Melbourne, Email Correspondence
21/4/2006.
[PF]: Peter Ferrier, Queenscliff Maritime Museum Committee Member.
[PH]: Peter Harvey, Manager Maritime Heritage Unit, Heritage Victoria.
[PM]: Peter Munster, Historian, Ex Deakin University.
[PR]: Peter Ronald, Former Director Flagstaff Hill Museum Curator (Warrnambool)/ Former
Historic Shipwrecks Advisory Committee President, Email Communications 3rd March 2005.
[PT]: Peter Taylor, Maritime Archaeological Association of Victoria.
[RA]: Ross Anderson, Maritime Archaeologist, Heritage Victoria.
[RB]: Robert Beames, Manager, Swan Bay Boat Hire.
[RF]: Rod Fenton, Groundsman, Swan Bay Golf Course.
[RG]: Ron Green, Fort Queenscliff Museum.
[RL]: Roy Lawson, Queenscliffe Historical Society.
[SA]: Scott Allen, Maritime Archaeological Association of Victoria.
[SE]: Stan Evans, Fisherman, Port Fairy.
[SH]: Steve Hughes, Manager Queenscliff Fort Museum.
[SJ]: Sandra Johnson, Ex-Administrative Officer, Queenscliff Maritime Museum.
[SS]: Steve Smithyman, Swan Bay Catchment Officer, Swan Bay Integrated Management
Committee.
[TA]: Terry Arnott, South Australian Heritage Branch/ Maritime Archaeological Association of
Victoria.
[WN]: Wendy Naylor, EX MSL, Queenscliff Historical Society.