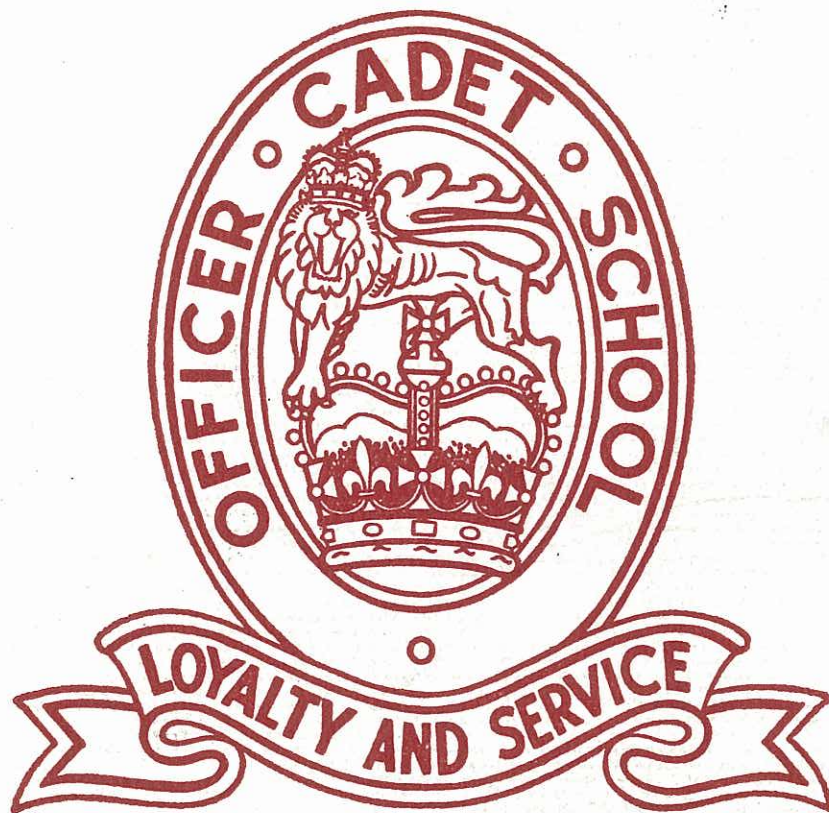


OFFICER CADET SCHOOL
PORTSEA



JOINING INSTRUCTIONS

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Introduction

1. These instructions have been written to guide your preparation for the course at the Officer Cadet School and will help you attend to matters of personal administration before commencing the course.

Location of the School

2. The School is situated in the grounds of the Commonwealth Department of Health Quarantine Station at Portsea, Victoria, on the Mornington Peninsula. Many of the original quarantine buildings are occupied by the School. A short history of the environs has been enclosed with these instructions for general interest reading.

3. Portsea is at the southern point of Port Phillip Bay, 96 kilometres from Melbourne, and is the last of a number of seaside resorts on the eastern side of the bay. The nearest town with full metropolitan facilities is Frankston, 56 kilometres away. However, most shopping requirements are available in the nearby shopping centres at Portsea, Sorrento, Rye and Rosebud.

Public Transport

4. There is an electric train service from Melbourne to Frankston and a bus service from Frankston to Portsea. The train is a regular suburban service but the bus operates on an average of only four services a day.

Postal

5. Below are postal details you may find useful:

a. Mail should be addressed to you at:

O/C _____

Officer Cadet School

PORTSEA VIC 3944

b. The telephone number of OCS is Sorrento 842283. (Area Code 059)

c. The telegraphic address is CADETS PORTSEA.

Clothing and Equipment

6. Military. Entrants other than Australian Regular Army members are issued (initially free) clothing and equipment in accordance with the School's scale. If you are currently serving in the Australian Regular Army you should return all items of clothing and equipment not classified as personal issues to your unit 'Q' Store before leaving. The difference between normal and OCS scales of issue will be adjusted at OCS on your arrival. If you are in the Army Reserve you should return all issue items to your unit before departure.

7. Sporting Clothes and Equipment. During the course you will participate in a full range of sporting activities as part of the physical training programme. If you have sporting equipment which can be used for the following sports you should bring it with you.

/Rugby

Rugby Union, Australian Rules, Soccer, Hockey, Cricket, Tennis, Athletics, Swimming, Badminton, Golf, Basketball, Softball, Volleyball and Judo.

8. At the end of this instruction is listed the scale of clothing issued; you will notice that as well as uniforms it includes sporting clothes.
9. Civilian. Civilian clothing is worn during the evening at least three times per week and at most sporting functions. If you have suits, sports coats and casual clothes of a conservative nature you should bring them. A tailoring service is available through the School with firms in Melbourne and cadets may purchase civilian clothing at reduced rates.
10. Other Items. The usual polishes and cleaning material plus stationery are available at the unit canteen. An iron and radio may be brought to the School.
11. Cadets from overseas should bring their formal dress uniform to wear at Graduation and if entitled to wear military decorations or medals these should also be brought.

Motor Vehicles

12. Cars may be brought to the School provided they are registered, comprehensively insured and mechanically sound. Uncovered parking facilities only are available for cars. Motor cycles and scooters are not permitted at the School and therefore must not be brought to the area. If you intend to bring your car to OCS you must obtain the appropriate F Mov 9 from the Military District in which you have been enlisted or the unit from which you have been posted to the School, in order to obtain financial reimbursement. This authority cannot be issued later at OCS.

Married Cadets

13. Married cadets may live out provided their families live locally and the cadet is not on duty.
14. There is no departmental accommodation available for families of married cadets. However, there is no objection to a married cadet moving his family into the locality. If you are married and decide to bring your family with you, you must make your own arrangements for accommodation. During the summer holiday period from December to March accommodation is scarce and costly, but during the other months of the year, it is readily available and should cost you between \$15.00 and \$25.00 per week. Serving soldiers who intend moving their families to the Portsea area should first ensure that their Certificate of Tenure on the Posting Order is Code A, and apply for an official removal by completing the necessary documentation. These forms must be actioned by the soldier's unit and submitted to the servicing MCO prior to moving to OCS.

Banking

15. Banking facilities available at Sorrento are:

| | | |
|----------------------------------|---|---------|
| National Bank of Australasia |) | Savings |
| |) | and |
| State Savings Bank of Victoria |) | Trading |
| Commonwealth Savings Bank Agency | | |

National Bank representatives visit the School for the convenience of all cadets each pay day. Overseas cadets are advised to arrange for the transfer of funds to the National Bank of Australasia, Sorrento.

16. Most other Australia-wide banks have branches in the Mornington Area.

Personal Particulars and Affairs

17. Personal Particulars. You are required to complete the attached questionnaire and return it immediately in the stamped addressed envelope provided.

18. Educational Qualifications. When you applied for entrance to the School you submitted evidence of your educational qualifications. Since then, you may have fully or partially qualified at a higher level and not used such qualifications in substantiation of your academic standing. All relevant certificates of education are required by the School and must be brought with you.

19. Naturalized Australians. If you are a naturalized British subject you are required to bring your naturalization certificate.

20. Birth Certificate. Evidence of date of birth is required at varying stages of the course. You should bring a Birth Certificate or Extract of Entry with you.

21. Personal Affairs. You are reminded that a change of address affects many personal matters such as:

Electoral Rolls
Insurance Policies
Driver's Licences
Car Registration
Business Dealings
Forwarding of Mail

You should notify your change of address to those agencies which affect you prior to your arrival at the School.

The Course

22. The course is divided into two terms each of 22 weeks. In the junior term mostly basic instruction is given but in the senior term you will be instructed in officer requirement subjects culminating in the Graduation Ceremonies.

23. On completion of the junior term the junior class will be involved in a tour of civilian industry and places of interest in the Canberra/Sydney area. The duration of this tour is one week.

24. Emphasis is placed on physical fitness at all times. You are advised to initiate a fitness programme before you arrive.

25. Because of the short duration of the course and the scope of the training there is very little spare time. There is no leave during the first two weeks of the course, however, after this settling in period, leave is granted as follows:

- End of Term - Approximately 2½ weeks .
- Mid Term Break - 4 days .
- Weekend Leave - Where possible three full weekends per term are allocated for leave; on the remaining weekends leave is granted on completion of training on Saturday mornings. Attendance, either as a competitor or spectator, is compulsory for OCS weekend sporting activities.
- Married Leave - After work has finished on most days (approx 6 p.m.) until 6 a.m. No married leave is granted for the first 14 days.

Financial Commitments

26. All cadets have the use of the facilities of the Officer Cadets' Mess. This mess is run along the same lines as a normal Regular Army Officers' Mess and charges are made to provide for maintenance, extra messing and the purchase and repair of mess silver. In addition cadets are required to purchase certain items of military clothing, pay for haircuts, pay for the cost of social functions and the purchase of civilian clothing if required. To provide for mess and other accounting a Social and Recreational Fund has been established; this fund is controlled by cadets under staff supervision and operates on a monthly account system. Standard charges are:

| | |
|----------------------------------|-------------------------|
| Subscriptions (mess maintenance) | \$0.60 per month |
| Messing | \$1.00 per month |
| Silver | \$0.40 per month |
| | <u>\$2.00 per month</u> |

Added to this are:

| | |
|---|-------------------|
| Haircuts | \$1.80 per month |
| Military Clothing (estimate) | \$320.00 per year |
| Social Functions (estimate) | \$80.00 per year |
| Civilian clothing purchases as required | |

27. Accounts are presented at the end of each month and payment is expected by the 17th of the following month. Payment by cheque is the recommended means.

Procedure on Joining the School

28. You are required to report to the Army Railway Transportation Officer's (RTO) Office at Spencer Street, Station, Melbourne, at 0930 hrs on Friday 10th January, 1975 where you will be met by an OCS staff member. Buses will be provided to move you to the School. You are to be dressed in civilian clothes. Cadets travelling by air will be met at the airport.

29. If you elect to travel by your own car you are also required to report to the RTO office as stated above. After reporting you will be directed to travel independently to an assembly point at Rye (about 16 kilometres from Portsea) where you will join the convoy and complete the journey to the School.

30. Cadets travelling from overseas, or interstate, who are unable to arrive in Melbourne on the morning of 10th January, 1975 will be provided with accommodation in Melbourne to enable them to report to the RTO at the appointed time. Separate advice and transport will be arranged in these circumstances.

31. On arrival at the School you will be met by the Regimental Sergeant-Major (RSM) and the members of the Senior Class. The RSM will allot you to a position in The Company of Officer Cadets, and detail a Senior Class Cadet to foster you into the routine of the School, particularly during your early weeks.

32. Following luncheon you will be assisted with the issue of your clothing and equipment, the layout of your room and advice on the location of the various facilities in the School. Remember, Senior Class are there to help you so ask questions when necessary.

33. Bring these instructions with you so that they may be referred to on your first day. After that you will be issued with appropriate instructions, orders, and syllabi for the conduct of the course.

OFFICER CADET SCHOOL SCALE OF CLOTHING

The following clothing and equipment are provided for cadets on entry to the Officer Cadet School.

Civilian Candidates

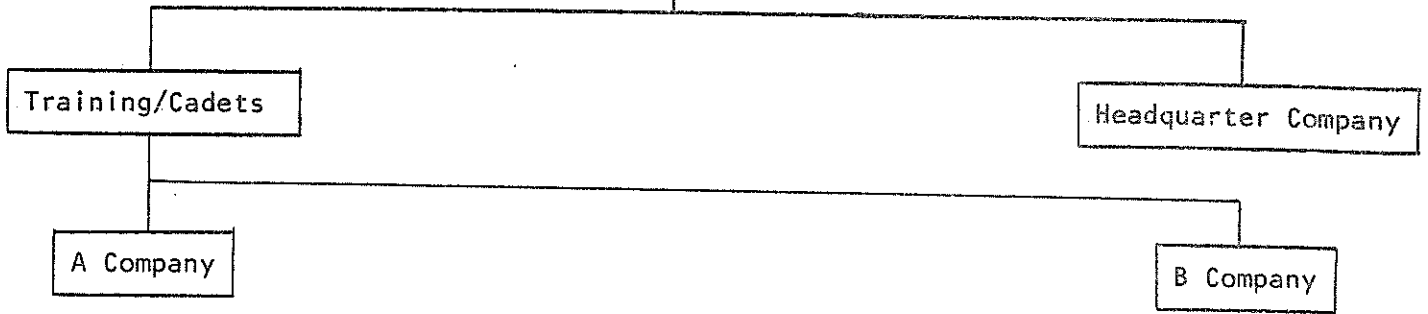
| Item | Qty | Item | Qty |
|-------------------------|-------|-------------------------------|-------|
| Battle Dress | 2 | Clothes Brush | 1 |
| Khaki Service Cap | 1 | Shoe Brushes | 2 |
| Blue Service Cap | 1 | Raincoat, Nylon | 1 |
| Blue Ceremonial Dress | 2 | Wallet, Waterproof | 1 |
| Polyester Shirt | 2 | Toilet Accessories Bag | 1 |
| Polyester Trousers | 1 pr | Nail Brush | 1 |
| Hat, Khaki, Fur Felt | 1 | Shaving Brush | 1 |
| Trousers, Drill, Green | 5 prs | Safety Razor | 1 |
| Shirts, Drill, Green | 5 | Comb | 1 |
| Flannel Blazer | 1 | Hairbrush | 1 |
| Shirts, White | 3 | Hand Mirror | 1 |
| Shirts, Cream, Flannel | 1 | Tooth Brush | 1 |
| Trousers, Grey, Flannel | 1 pr | Sewing Kit | 1 |
| Socks, Woollen, White | 2 prs | Band Service Head Dress | 1 |
| Drawers, Cotton | 6 prs | Chin Strap | 1 |
| Undershirts, Cotton | 4 | Sweater, Man's Pullover | 1 |
| Pyjamas, Flannelette | 1 pr | Tracksuit | 1 |
| Pyjamas, Poplin | 1 pr | Shorts, Football and Athletic | 4 prs |
| Boots, Black | 1 pr | Socks, Football | 2 pr |
| Boots, General Purpose | 1 pr | Jersey, Football | 1 |
| Shoes, Black | 1 pr | Shirt, Hockey | 1 |
| Boots, Gymnasium | 1 pr | Undershirt Man's 'T' | 3 |
| Trouser Belt | 1 | Coat Field Olive Green | 1 |
| Braces | 1 pr | Gaiters Canvas | 1 pr |
| Gloves, Brown, Leather | 1 pr | Gloves Cotton White | 1 pr |
| Handkerchiefs | 6 | Trousers, Men's Cream | 1 pr |
| Neckties, Black | 2 | Smocks, Tropical | 1 |
| Necktie, Worsted Khaki | 1 | Knives, Clasp | 1 |
| Necktie, OCS | 1 | Lanyard | 1 |
| Socks, Black | 3 prs | Hat Utility | 1 |
| Socks, Khaki | 4 prs | Jacket, Mess Terylene White | 1 |
| Trousers, SD 18oz | 1 pr | Cummerbund, Scarlet | 1 |
| Bag Travelling | 1 | Trunk | 1 |
| Towels | 4 | | |

Serving Members of the Regular Army

| Item | Qty | Item | Qty |
|-------------------------|-------|---|-------|
| Khaki Service Cap | 1 | Shorts, Football & Athletic | 4 prs |
| Blue Service Cap | 1 | Socks, Football | 2 prs |
| Flannel Blazer | 1 | Jersey, Football | 1 |
| Shirts, White | 3 | Shirt, Hockey | 1 |
| Shirts, Cream, Flannel | 1 | Necktie OCS | 1 |
| Trousers, Grey, Flannel | 1 pr | Coat Field Olive Green | 1 |
| Socks, Woollen, White | 2 prs | Gloves Cotton White | 1 pr |
| Gloves, Brown, Leather | 1 pr | Boots Gymnasium | 1 pr |
| Undershirt Man's 'T' | 1 | Boots, General Purpose (If not already issued) | 1 pr |
| Neckties, Black | 2 | Smock, Tropical | 1 |
| Socks, Black | 3 prs | Jacket Mess, Terylene White | 1 |
| Towel | 1 | Cummerbund, Scarlet | 1 |
| Blue Ceremonial Dress | 2 | Trousers, SD 18oz | 1 pr |
| Tracksuit | 1 | | |

OCS STAFF

Commandant



| | |
|--|---|
| Commandant | Colonel D.M. Butler, DSO |
| Deputy Commandant | Lieutenant-Colonel B. Wade |
| Chief Instructor | Lieutenant-Colonel G.K. Chapman |
| Major Training Co-ordination | Major R.A. Ducie |
| Major-In-Charge of Administration | Major I.W. Turley |
| Senior Instructor Education | To be advised |
| Psychologist | Major G.D. Payne |
| Chaplain | To be advised |
| Adjutant | Captain R.T. Regan |
| Quartermaster | Captain B.L. Tyrell |
| Assistant Quartermaster | Lieutenant P.A. Young |
| Administrative Officer | Captain M. McKeown |
| Regimental Sergeant Major | Warrant Officer Class 1 B.T. Waters |
| Warrant Officer Training Co-ordination | Warrant Officer Class 2 M.V. Grealy |
| Regimental Quartermaster-Sergeant | Warrant Officer Class 2 K.B. Lynch |
| Company Sergeant-Major | Warrant Officer Class 2 R.J. Cummins |
| Chief Clerk | Warrant Officer Class 2 M.J. Foster |
| Transport Supervisor | Warrant Officer Class 2 B.J. Gregory |
| Caterer | Warrant Officer Class 2 L.R. Cook |
| Mess Supervisor | Warrant Officer Class 2 C.J. Elston |
| Company Quartermaster Sergeant | Staff Sergeant L.R. Winzer |

Officer Instructors

A Company

Major F.A. Roberts, Officer Commanding
Captain B.V. Keevers, Second in Command
Captain A.P. Thorp
Captain J.M.M. Sheedy
Captain R.L. Neville
Captain C.J. Clarke
Captain K.E. Boyle
Captain S.V.L. Willis
Captain J.R. Ison
Captain B.W. Smith
Captain B.E. Franklin

Assistant Instructors

Field Craft Weapon Training

Warrant Officer Class 1
P.G. Gillies (NZ)
Warrant Officer Class 2
D.G. Holmes
Warrant Officer Class 2
C.W. Clifton
Warrant Officer Class 2
R.T. Nettlefold
Warrant Officer Class 2
B.J. Collett
Warrant Officer Class 2
C.B. Judd
Warrant Officer Class 2
L. Mair
Warrant Officer Class 2
J.K. Myles, BEM
Warrant Officer Class 2
R.A. Dial
Warrant Officer Class 2
L.H. Larcombe
Warrant Officer Class 2
L.J. Rowcliffe
Warrant Officer Class 2
N. Smith
Warrant Officer Class 2
M.J. Kirby
Warrant Officer Class 2
J.M. Douglas
Warrant Officer Class 2
R.L. Ewell, DCM

B Company

Major J.D. McAloney, Officer Commanding
Captain J.D. Mills, Second in Command
Captain H.M. Wilkinson
Captain R.K. Storey (NZ)
Captain J.B. Langler
Captain F. Lamb
Captain M.J. Edwards
Captain P.G. Badcock
Captain G.L. Taylor
Captain A.J. Daniels

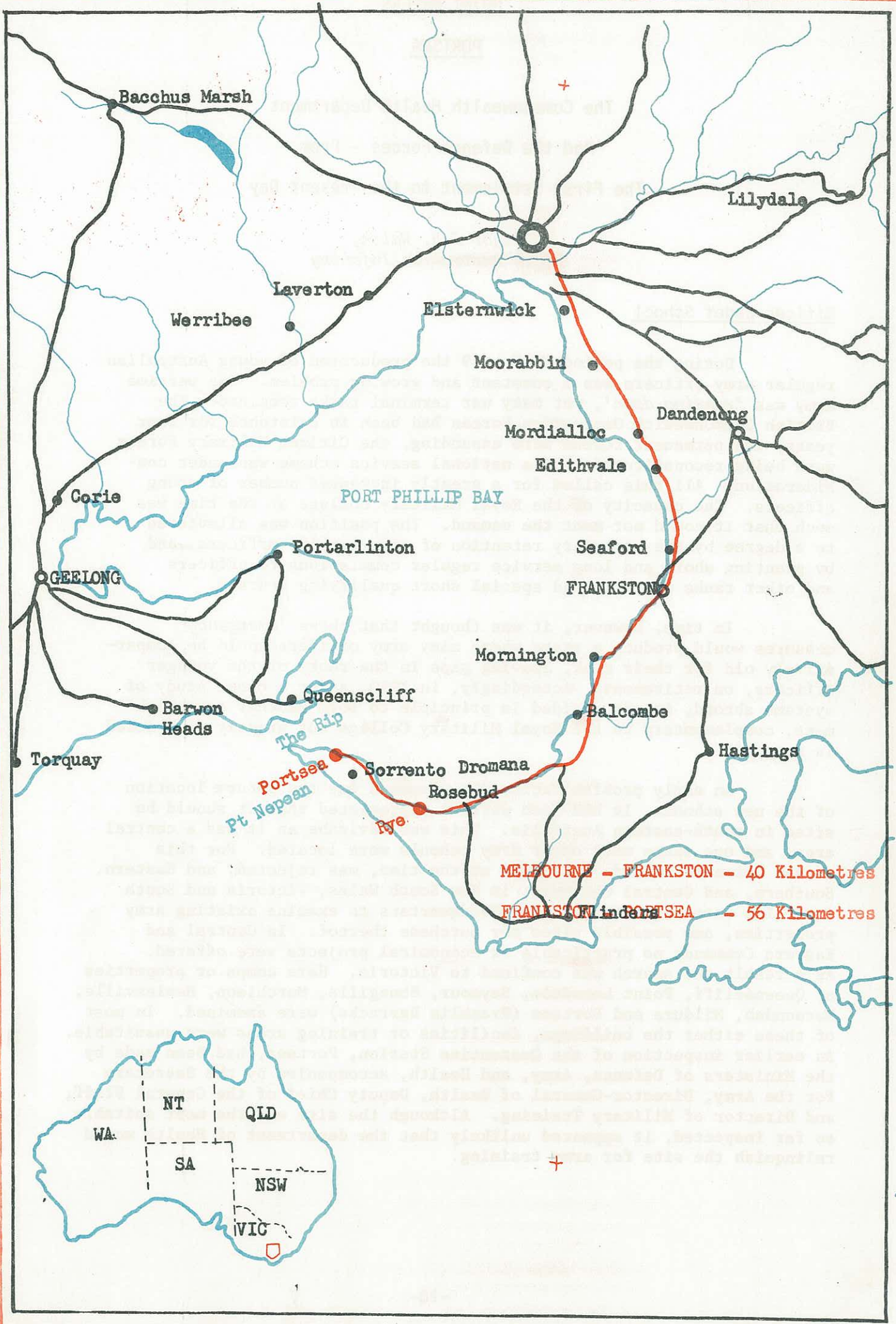
Warrant Officer Class 2
L.V. O'Sullivan
Sergeant J.P. Stanwix
Sergeant W.J. Burns

Drill

Warrant Officer Class 2
G.N. Huish
Sergeant R.F. Poirrier
Sergeant W.E. McClurkin
Sergeant E.L. Desfontaines

P&RT

Warrant Officer Class 2
P.J. Hackett
Sergeant R.B. Kelly
Bombardier J.W. Bredl
Bombardier E. Thompson
Bombardier A.N. Forte



POINT NEPEAN

PORTSEA

The Commonwealth Health Department
And the Defence Forces - From
The First Settlement to the Present Day

*Major J.H. Welch,
Royal Australian Infantry*

Officer Cadet School

During the period 1945 - 49 the production of young Australian regular army officers was a constant and growing problem. The wartime army was 'running down', yet many war terminal tasks remained. The British Commonwealth Occupation Forces had been in existence for four years, the permanent forces were expanding, the Citizen Military Forces were being reconstituted, and a national service scheme was under consideration. All this called for a greatly increased number of young officers. The capacity of the Royal Military College at the time was such that it could not meet the demand. The position was alleviated to a degree by the temporary retention of some wartime officers, and by granting short and long service regular commissions to officers and other ranks who attended special short qualifying courses.

In time, however, it was thought that these 'emergency' measures would produce a state where many army officers would be comparatively old for their rank, leaving gaps in the ranks of the younger officers, on retirement. Accordingly, in 1950, after a close study of systems abroad, it was decided in principle to form another establishment, complementary to the Royal Military College but greatly restricted in scope.

An early problem facing the planners was the future location of the new school. It had been earlier appreciated that it should be sited in south-eastern Australia. This was advisable as it was a central area, and one where most other army schools were located. For this reason Rottneest Island, available at the time, was rejected, and Eastern, Southern, and Central Commands, in New South Wales, Victoria and South Australia were requested by Army Headquarters to examine existing army properties, and possible sites for purchase thereof. In Central and Eastern Commands no practicable or economical projects were offered. As a result the search was confined to Victoria. Here camps or properties at Queenscliff, Point Lonsdale, Seymour, Bonegilla, Murchison, Healesville, Maroondah, Mildura and Portsea (Franklin Barracks) were examined. In most of these either the buildings, facilities or training areas were unsuitable. An earlier inspection of the Quarantine Station, Portsea, had been made by the Ministers of Defence, Army, and Health, accompanied by the Secretary for the Army, Director-General of Health, Deputy Chief of the General Staff, and Director of Military Training. Although the site was the most suitable so far inspected, it appeared unlikely that the department of Health would relinquish the site for army training.

/It

It was therefore decided that Franklin Barracks, Portsea, should be used. However, the property had been leased to the Lord Mayor of Melbourne as a holiday camp for children. On being served notice to vacate the property, the Childrens' Camp authorities made representation to the Federal Government to retain occupancy of the site. At the same time the Commonwealth Minister for Health was asked to reconsider the question of allowing the Army to occupy the Quarantine Station.

As a result, early in October, 1951, agreement was reached that the army should have temporary use of part of the Quarantine Station. The search for alternative sites was to continue, and the army was, if at all possible, to vacate the Quarantine Station by the end of 1952. In the event of the station being suddenly required for quarantine purposes, the first-class accommodation was to be vacated at two hours' notice, and the remainder if necessary, at 24 hours' notice. The technical portion of the station, one accommodation block and staff quarters were to be retained by Department of Health.

In the event of the station having to be evacuated completely, the School was to move into Franklin Barracks if it was not in use by children. If occupied (ie. during summer months) the Officer Cadet School, as it was now known, was to move to Mildura. This location was known to be unsuitable for tropical warfare tactical training, but no alternative was available.

A detailed reconnaissance of the Quarantine Station was undertaken on 21st October, 1951 by the Commandant designate of the Officer Cadet School, Colonel J.W. Harrison, and a representative of the Directorate of Fortifications and Works.

The advance party of two officers, Captain D.A. Danson, (Officer Commanding) and Captain R. Wilson, with 25 other ranks, moved to Portsea on 20th November. The main body comprising remaining administrative and instructional staff under command of the Senior Instructor, Major R.S. Garland, moved to Portsea early in December, and were finally assembled by 16th December. The Adjutant, Captain M.B. McCrackan, remained in Melbourne for liaison duties with Army Headquarters. He also maintained a link with the Commandant who began a selection tour of all States on 29th November, 1951, accompanied by Lieutenant-Colonel N.L. Currie, Lieutenant-Colonel Campbell (Directorate of Psychology) and Captain Beauchamp (Secretary to the Selection Board).

The first 71 officer cadets to enter the new School arrived on 5th January 1952. Of these, 10 failed to graduate, and 61 were commissioned as second-lieutenants on 6th June, 1952.

First Military Settlement

Australian history usually highlights our nation's early settlement by convicts or colonists with accompanying soldiers who enforced discipline. The history of Point Nepean, Victoria, emphasizes the military requirement of Great Britain to protect her possessions, in Australia against foreign encroachment by means of military outposts around its coasts. The nucleus of British soldiers so employed eventually formed the basis of State Militia forces, which in turn resulted in the Australian Military Forces of today.

The first military personnel to arrive in the State of Victoria were approximately 51 all ranks of the Royal Marines, under command of Lieutenant-Colonel David Collins, the Lieutenant-Governor of the settlement. It was established at Sullivan's Cove, a mile or so east of Sorrento, on about 14th October 1803, although parties had gone ashore to clear timber two days earlier. This settlement and many others set up on the Australian coastline were military colonies. They were established as outposts forming part of the defences of the Empire.

The settlement was short-lived, however, as Collins was not impressed with the potential of the area. The last members departed on 20th May, 1804. Some years were to pass before Point Nepean again was visited by settlers.

Edward Hobson

Hobson is of interest in the story of Point Nepean because he was the first recorded permanent settler in the district. In 1837 he had a cattle run from Boneo to Point Nepean. He arrived in the area from Parramatta, NSW, in 1837. He held the land under licence as a 'squatter'. Squatting was legalized in 1836, and by payment of a fee of ten pounds per year Hobson received the right to graze stock over a specified area laid down by the Crown Lands Commission. This gave no tenure, but merely granted the grazing rights. It is of interest to note at this time that topographical descriptions of the Point Nepean area speak of open plains, wild flowers, and not heavy covering of She-oaks (casuarina), Banksias and Swamp gums. The ti-tree and melaleuca that cover the area today were present only as small isolated clumps, mostly on the foreshores.

James Sandle Ford

Ford comes into any story about Point Nepean as he settled permanently in Portsea in 1840. He grazed land as far as Point Nepean, but did not live there. His original residence was built about three-quarters of a mile from the Portsea pier on high ground adjacent to what is now known as the Portsea Back Beach Road. One of his less important claims to fame is that he planted a number of cypress pines now growing opposite the Portsea Hotel, of which he was the original owner.

Dennis Sullivan

In 1843 Sullivan brought his family to Portsea from Melbourne by sea. They landed at Shelly Beach and immediately took up a property under licence inside the present Quarantine Station grounds extending from what is now No 1 Officer Cadet Billet, to the 'cutting' which gives access to Portsea beach about a quarter of a mile west of Portsea Pier. The family consisted of Sullivan, his wife Honora, John (26), Patrick (17), Timothy (15), and several daughters. By 1845, the Sullivans were well established. They had erected a hut 60 feet long by 12 feet wide divided into several compartments close to the foreshore. The floor was of consolidated limestone screenings. The outer walls were 12 inches thick with the roof constructed of split palings overlaid like shingles, and the windows were small wooden casements. This building stood a few yards to the North away from the stone cottage mentioned in the next paragraph.

It was probably about 1845 that the small sandstone two-storey building now used as the Regimental Sergeant Major's office at OCS was erected. Originally there was a cellar topped with a wattle and daub structure later replaced with the existing stone.

Some agreement was apparently reached whereby the Sullivans had partial use of the buildings. The lower storey or basement is now not visible. Sand has been heaped up around the lower walls up to the level of the top room. In 1941 the then Foreman Assistant in charge of the Quarantine Station, Mr Kendall, had this basement prepared as an air raid shelter. The Sullivans, like others in the district, raised cattle and grew potatoes and other crops in a cultivation paddock of about 10 acres located in the middle of the Quarantine area. This could well be near the location of the OCS sports oval.

The Sullivans also constructed a lime kiln which was built into the cliff face above the beach between the present No. 1 and No. 2 Officer Cadet billets. The kiln was soon to fall into disuse as the limestone around the Quarantine Station was found to be too flinty to burn properly.

During the early period of their residence the Sullivans had a neighbour called Cannon, a lime burner. He constructed a lime kiln on the foreshore about a mile west of the jetty. There are no obvious signs of this currently visible, but odd piles of sandstone indicate the possible location of his house on the Nepean Highway near the solitary married quarter usually occupied by the RSM.

An old two-room ruin near the new OCS explosives magazine was a staff cottage, as was the old foundation at the north end of the School ovals.

About the end of 1851 news that gold had been discovered reached the Portsea area. The Sullivans left for the fields with a bullock team and dray. However they soon returned and resumed their agricultural pursuits.

Establishment of the Quarantine Station

Together with the discovery of gold in Victoria and the corresponding increase in shipping, the Health Department's inspection of passengers at the Heads showed increasing numbers of infected passengers. This was due in part to overcrowding and unsanitary conditions on board ship. On 6th November, 1852, the sailing ship 'Ticonderoga' of 1,089 tons commanded by Captain Boyle arrived off Portsea. 100 passengers died during its journey from Liverpool, mostly from typhus fever. There were scores of stricken passengers on board and the death toll was increasing. Those who could be moved were put ashore and housed under tents made from ships' sails and spars.

The Sullivans were turned out of their several buildings, as was also Mr Cannon, the lime burner. These buildings and the adjoining property were immediately purchased by the State Government and a quarantine station established. To this place were brought all those who could be moved. The worse cases, however were put on board the "Lysander", a ship previously fitted up as a quarantine hospital, and equipped with three month's stores and supplies.

Some 70 further people died during this period. Deaths were so numerous and sudden that coffins were unobtainable, and burials had to take place without them. Labour to dig graves was also hard to find, so bodies were often placed in recesses in the sandy bank on the foreshore, which was then broken away, burying them. Today this large burial ground is adjacent to the other ranks quarters and canteen. As the years passed the sea eroded the burying place and some of the remains were disturbed. These were re-interred in the old Point Nepean Cemetery of which more will be said later. Only a few names of the dead are still recorded in the area. Still visible are the epitaphs of Adam Moffat, steward of the ship, and William Henry Boyle, Third Officer and brother of the Captain. The bay in which the ship was anchored is now known as Weeroona Bay.

In 1855 the Government prepared a sketch survey plan which showed the Nepean Peninsula from No 1 officer cadets' billet, which would then have been under construction or just completed, through to Cameron's Bight. On the west side of Weeroona Bay were shown the police quarters set up in 1852 in conjunction with the Quarantine Station. High on the cliff is marked 'Waites Store', comprising two huts and an enclosed garden. There was also a lime kiln and a garden in the name of the Sullivans in the middle of Weeroona Bay cliff. The kiln is still in evidence, and can readily be identified from Portsea pier. It appears as a tunnel shaped hole underneath the house now occupied by the Commandant of the Officer Cadet School.

The 'Sanitary' Station was gazetted as such in 1854. The name was changed some time afterwards to 'Quarantine Station'. Building work commenced in that year, and what are now OCS No 1 and No 2 Cadets' billets, QM Store building, wet and dry canteen building, and the Sergeants' Mess (Hospitals No 1-5) were completed by 1857. Included in the building programme were the boiler-house, washrooms, and administrative buildings, all constructed in local sandstone.

No 1 officer cadet billet (No 1 hospital) was destroyed by fire and rebuilt in 1923. From the time the station was gazetted, isolation was enforced by police supervision. Accordingly, accommodation was provided for police officers. In 1870, a strip three chains wide abutting the east boundary of the Quarantine grounds was temporarily withdrawn from public sale. Finally on the recommendation of the Chief Medical Officer in Melbourne, Dr McCrae, it was permanently preserved by order, on 31st March 1971. The cost of construction of the first five double-stored buildings was about ten thousand pound. The contractor's name was White and the Station was designed to accommodate 1,000 persons.

The first school at Portsea was also in the quarantine station grounds, it proved unsatisfactory during quarantine, because the children of the station staff and the teacher stayed inside, while Portsea children had to sit on a form outside the fence and learn their lessons through this barrier. The Quarantine Station originally included leper and cattle quarantine stations. However, in 1908, the Commonwealth applied for 420 acres for defence purposes. This land included the cattle jetty built in 1879, which is still evident.

An interesting and imposing monument still exists in the area where the 'Ticonderoga' victims were buried. It was erected by an Irishman named Heaton, who was engaged as a supervisor during the building of the five hospitals and other buildings within the Quarantine Station ground. He had no relatives in Australia, and decided that he would like to design a monument to the 'Ticonderoga' dead. This was built, it is said at a cost of several hundred pounds (perhaps four hundred pounds) by workmen engaged on the Government buildings. Heaton eventually died in Melbourne, and his monument remained unoccupied. It is an interesting structure, complete with vault and stone panel which was possible to be engraved after his death. It is still blank, and the vault has of late years been filled with sand. It is possible that it was once engraved, but the weather long ago wore out the inscription.

There is an additional cemetery in the area of the Defence Reserve, about a mile closer to Point Nepean and adjacent to the Nepean Highway. It is close to the married quarter now used by the Regimental Sergeant Major and his family, originally known as the Master Gunner's cottage. In it are buried many of the first settlers who lived between Point Nepean and Rye. A number of drowned sailors from the ships 'Cheviot' (1887) and 'Tornado' (1868), sunk at the heads, are also interned there.

It was used by the general public until 1890 when the Sorrento General Cemetery was opened. The cemetery has a connection with the defence of the area. A memorandum from T.W.H. Holmes to the Secretary of Lands in 1912 said, amongst other things, that 'in the event of bombardment of Point Nepean, this cemetery will be the most convenient in which to bury the killed'.

It has always been external to land included in the Quarantine station and today is still within the Defence Reserve, although very neglected. * Occasional burials occurred up to 1919 when a soldier returning from World War I, who apparently died from influenza while quarantined, was buried in an official war grave. Some thousands of returning soldiers were quarantined in 1918 - 1919 in the area. It is understood that when the troop ships were anchored for inspection off the Quarantine Station, troops eager to get discharged and home, were prone to bombard the station staff with all and every kind of debris in an attempt to deter them from their duty. It is the Health Department's proud claim that at no time were boarders ever repelled.

Construction of Defences

Construction of defences at Port Phillip Heads was proceeding in 1882 according to plans and recommendations submitted to Parliament by Colonel (later Major-General) Sir Peter Scratchley, KCMG, Royal Engineers, and a Mr Steel of the Department of Public Works. Sir Peter Scratchley, whose name is perpetuated in Fort Scratchley, Newcastle and Sir William Jervois, GCMG, CB, (Governor of South Australia in 1877), were mainly responsible for the extensive system of coast defences which were constructed in the early days of the colonies. General Scratchley died whilst occupying the post of High Commissioner in New Guinea, and was buried in Melbourne.

* Note: The Cemetery has now been restored.

Major Ellery (State Government Astronomer), who commanded the Volunteer Torpedo and Signal Corps (formed about 1869) until its disbandment in July, 1882, accepted in August of the same year command of the Militia Torpedo Corps. Their vessel (S.S. Miner) was obtained from the Public Works Department. This began the Permanent Section, Torpedo Corps, later known as the Permanent Section, Submarine Mining Company, still later Permanent Section, Victoria Engineers, and today existing as Royal Australian Engineers.

By General Order 20/1855, the Permanent Section then at Swan Island was attached for discipline to the Victorian Artillery, and Major E.F. Rhodes, Royal Engineers, a brother of Cecil Rhodes of South African fame, was appointed Commanding Engineer, vice Major Ellery.

The year 1885 marked the height of the Russian War scare, and in consequence there was much defence activity. Melbourne became one of the best defended ports in the Empire. Large sums of money were spent on the batteries, maps of Port Phillip were prepared, lines of ground and electro-contact mines were made ready for placement, and in places actually laid, and other schemes investigated for blocking the channels of approach. During Easter manoeuvres in 1886, a night exercise with torpedo boats was conducted at the Heads. The Torpedo Corps operated three defence electric lights, one at Point Nepean, and two at Queenscliff.

In 1886 the schemes for defence of Melbourne included batteries at Point Nepean and Queenscliff with the task of defending the entrance to Port Phillip Bay, another at Swan Island, together with mines, protecting the west channel, forts at Franklin (Portsea) and south channel, together with submarine mines controlled electrically from the test room at the south channel fort. Symonds channel was to be blocked and some 2,000 lb mines were kept for the defence of the Heads themselves. However, as the blasting gelignite used deteriorated in storage, these mines were emptied. These defences were backed by an inner battery at Gellibrand and the Victorian Naval Forces.

So intense was the concept of defence in our country before 1900, that it was estimated that three of every ten men were militia volunteers. By 1894 Portsea became a garrison town and barracks and forts were built. The limestone content of the cliffs again became important as it enable deep underground galleries, passages, and magazines to be quarried into Port Nepean. Today the area comprises abandoned fortifications, slowly filling up with windblown sand. The Point Nepean fort, although it never had to beat off a Russian invader, had two moments of glory.

In 1900 two 6-inch mark 7 naval guns were installed at the tip of Point Nepean commanding the 'Rip'. The gun emplacements were called F1 and H1 respectively. A decade later, England declared war on Germany at 11.30 pm in London on 4th August, 1914. This was announced in Australia at 12.45 pm on 5th August by the then Prime Minister, Mr Cook. Owing to the 10 hours difference in standard time, three and one quarter hours only had elapsed since the declaration of war in Britain.

The German freighter "Pfalz" (Captain Kuhiken) had departed Melbourne and arrived at Port Phillip Heads in a desperate attempt to escape to the open sea. The time in Melbourne was 12.30 pm, 15 minutes to go. Her papers were checked and found correct, and as a state of war did not exist she proceeded to the Heads still guided by an Australian pilot. At 12.45 pm, the declaration of war was flashed to Fort Nepean where a full charge of 25 lb of cordite and a 100 lb projectile was already loaded in the breach of Fl. Due to the angle between the gun and the vessel the first army shot fired anywhere in the British Empire in World War I passed across the bows of the 'Pfalz' as expected but finished up in the water 50 yards astern of it. The message was quickly received by the master of the 'Pfalz' which turned back to anchor off Portsea. The master and crew, German naval reserves, were interred. The vessel itself was found to be carrying warlike stores, and its deck intended to become a merchant raider. The 'Pfalz' was used as an Australian troop ship during World War I, although renamed 'Boorara'.

Fantastic as it may seem, the same gun, with a different barrel (No 1317) was later to fire the first shot in World War II. The official gun log shows that at 1.50 am on the 4th September, 1939, a small Bass Strait freighter, the 'Woniora' attempted to enter the Heads without acknowledging the recognition signal. A well-directed 100-lb shell caused her to swiftly establish her identity.

Fortunately for posterity, gun barrel No 1317, which was for scrap in 1948, was located in a scrap metal dealer's yard in Melbourne. Due to the co-operation of the owner, Mr Dawson, of Stern Industries, Brookfield, Victoria, it has been recovered and is now one of the museum pieces held by the Officer Cadet School. The other barrel (No 1489) is preserved at Port Wakefield proof and experimental range, South Australia.

It has been claimed that the first British artillery shell of World War I was fired on 22nd August, 1914, from a 13-pounder by Bombardier John Watson. The gun itself is in the Imperial War Museum. The British claim, however, cannot be accepted in view of the events which took place on 4th August at Point Nepean.

Conclusion

Today the army and the staff of the Quarantine Station jointly live in the area. Since the OCS commenced, its tenure has been more or less permanent. Many new buildings have been erected by the Army for its own use, and the original sandstone hospitals internally modified beyond recognition. The lawns and gardens maintained by the Army have made the area one of the most attractive in the district. As Quarantines are rare, the Health Department's interests are supervised by a skeleton staff of five who maintain the technical equipment belonging to their organization. If an early settlers' ghosts, or those of the 'Ticonderoga' dead still walk the grounds of Portsea, they must feel well satisfied with the efforts of those who have inherited their resting place.

Footnote:

Barrel No 1489 is now mounted outside the School's Main Gate with barrel No 1317. These barrels were put into position on 23rd October, 1968 and officially unveiled on 1st December, 1968.