

HMVS CERBERUS

THE RESURRECTION



proposed by



AN AUSTRALIAN NATIONAL HERITAGE PROJECT

4th February, 1997

The Honourable J. Howard, MP
Prime Minister of Australia
Parliament House
CANBERRA ACT 2600

Dear Mr Prime Minister,

HMVS Cerberus - An Australian National Heritage Project

It is with some urgency that I write to you seeking your support for a project which will reaffirm a part of Victoria's maritime history which in turn will add another chapter to this fine nations heritage.

The Resurrection of the HMVS Cerberus has the potential to not only ensure the retention and preservation of the only surviving vessel of the "monitor" class in the world but illustrate that Australia has pride in its local national and internationally significant heritage.

The HMVS Cerberus currently serves not only as a breakwater at Half Moon Bay in Black Rock, but is a vivid reminder of our colourful but short history.

The Bayside City Council in collaboration with others, has developed a strategy to raise the Cerberus in its current location, restore the ship and provide shore based facilities and access to the ship via a walkway. The project is programmed over a four year period to ensure completion coincides with the 2001 celebration of the centenary of the Australian Federation.

What better way for Australia, and inparticular Victoria to celebrate such a significant event than by recognising the important role the HMVS Cerberus played firstly as the flagship for the Victorian Naval Fleet and upon Federation with the Commonwealth Naval Forces.

Due to the rapidly deteriorating condition of the shipwreck, the time has come for decisive action. Bayside City Council is committed to supporting this project and is seeking your support to ensure that the future generations of Australian's have an opportunity to experience and re-trace an important part of Australia's heritage.

In view of the above, I urge you to give this project due consideration as part of the Australian Federation Projects.

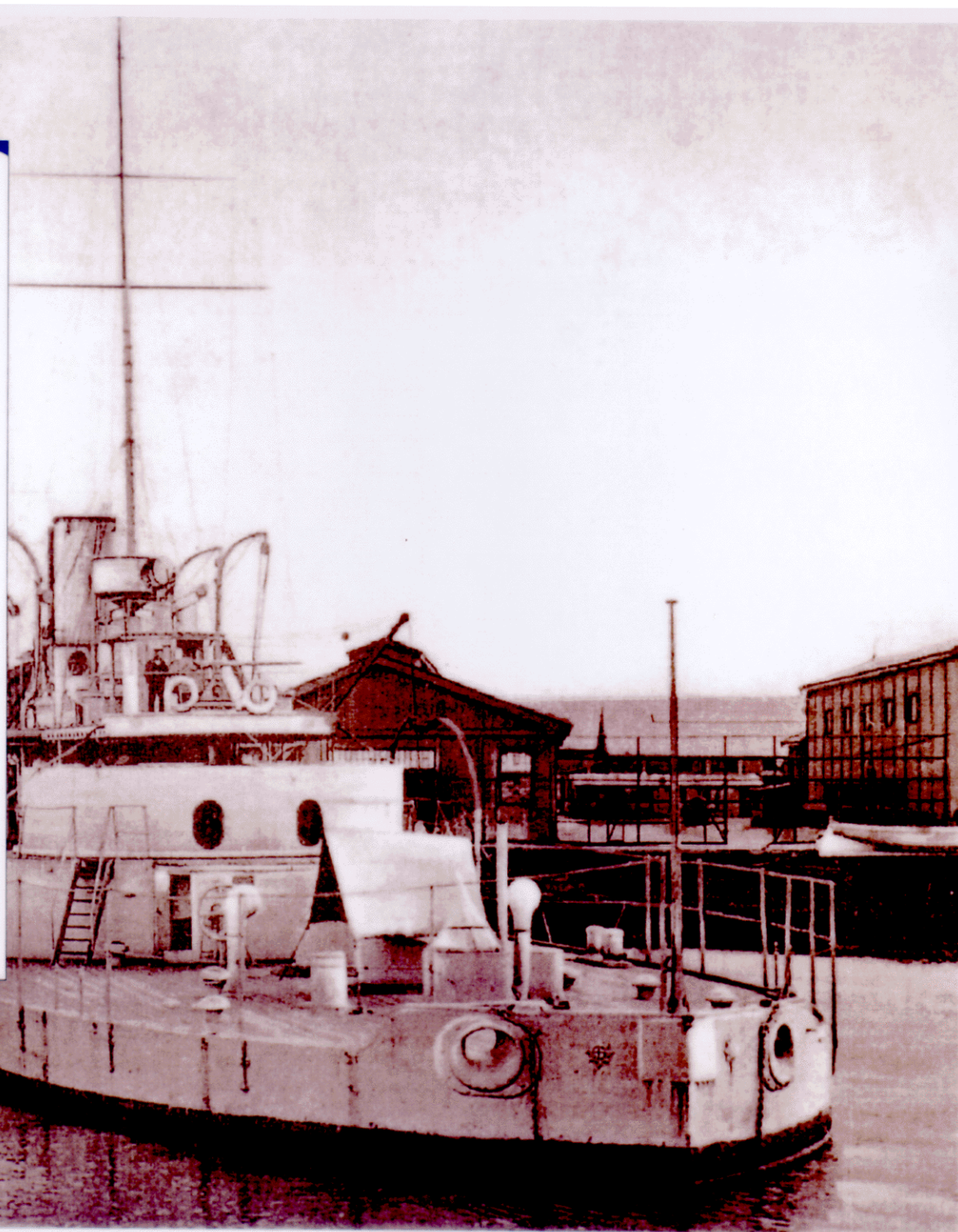
Sincerely yours,



Douglas H Clark
Chief Commissioner



Municipal Office
Rusd Avenue
Sandringham, 3111
P.O. Box 27
Sandringham, 3111
Telephone: +61 3959 4444
Facsimile: +61 3959 4474
TTS, 34/38 Sandringham



HISTORIC IRON MONITOR WARSHIP OF THE VICTORIAN NAVY

HMVS Cerberus is one of the most historically important naval vessels in existence.

The Cerberus is no ordinary warship. Her design was the prototype from which all modern battleships evolved.

Last century, Victoria had a grand colonial navy. Of that entire navy, only the remnants of two ships survive: the figurehead of the HMVS Nelson, housed in Sydney, and the hull of HMVS Cerberus, the mighty ironclad "monitor" battleship, once the pride of the Victorian Navy, which is slowly sinking into the waters of Port Phillip at Half Moon Bay, Black Rock.

She is now the only surviving vessel of the 'monitor' class in the world.

The vessel has served as a breakwater for the Black Rock Yacht Club since 1926 and Victoria has been fortunate to have the vessel survive since that time to enable our generation to restore and display her, in a manner befitting a priceless piece of maritime history.



VICTORIA'S OPPORTUNITY

Melbourne has been described as the world's 'most liveable' city. Can we enhance that perception and keep its crown?

Resurrecting the last salvageable monitor naval vessel left in the world, will give Australians a reason to boast that they care, not only about items of local heritage interest, but about those of international significance, as well.

When we promote Victoria, pride in its achievements and its potential, are issues we rely on to secure enhancements to our economy, lifestyle and heritage. HMVS Cerberus can be a living example of the capacity of the government, the community and the corporate sector to work hand in hand to demonstrate that potential.

The outcomes for Victoria will include:

- The potential to add to Victoria's cultural attractions by encouraging tourism, helping the whole Victorian community.
- A partially restored vessel of world wide interest and acclaim.
- A focus for the collection of Cerberus artifacts and equipment at present scattered throughout the state.
- An appropriate project for the celebration of the Centenary of Australia's Federation.
- An opportunity to experience Victorian Naval life of the 1800's.
- Australia's "Mary Rose", a project that brought international focus to the English port of Portsmouth.
- Continuation of the ship's very practical function as a breakwater for Half Moon Bay.
- A safety enhancement for the residents using the bay for recreational pursuits, particularly swimmers and scuba divers.
- A maritime experience within sight of the city, and close to the residential growth areas of Melbourne.



Colony of Victoria Naval Fleet 1888

A RICH HERITAGE

PROTECTION FOR PORT PHILLIP

Cerberus was the first British ironclad monitor and, as well as being driven by steam, she was armed with four huge cannons mounted on twin revolving turrets. The ship was also able to adjust her buoyancy so that she could be more sea-worthy by riding higher in rough seas, while by flooding her ballast tanks with up to 500 tons of water, she was partially submerged to the level of the main deck, thus presenting a difficult target for enemy cannon fire.

Designed by Sir E.J.Reed, Chief constructor for the British Admiralty in the 1860's Cerberus was largely inspired by the famous USS Monitor, an unconventionally armoured turret ship that fought an indecisive battle during the American Civil War and although the USS Monitor sank in heavy seas less than one year after it had been built, the success of ironclads had been proven in battle.

Commissioned by the Victorian government in 1866, Cerberus was built in England to counter the threat of a feared Russian invasion of Melbourne. Valuable cargoes were arriving and departing at the time due to the prosperous goldfields activity particularly in central Victoria. In 1864 news of the surprise visit by the Russian warship 'Bogatyr' sparked a panic, as speculation mounted that the Russians had actually been surveying the northern coastline of Tasmania for a base from which their forces could launch an attack on Victoria's unprotected coast.

The shipbuilders were directed to build the Cerberus with a budget of 125,000 pounds. However, like many projects where new ideas were being tested and developed, the final price-tag amounted to 140,000 pounds. The agreement entered into, between the Victorian and British governments, was for Victoria to contribute 40,000 pounds with the balance of 100,000 pounds to be paid by Britain.

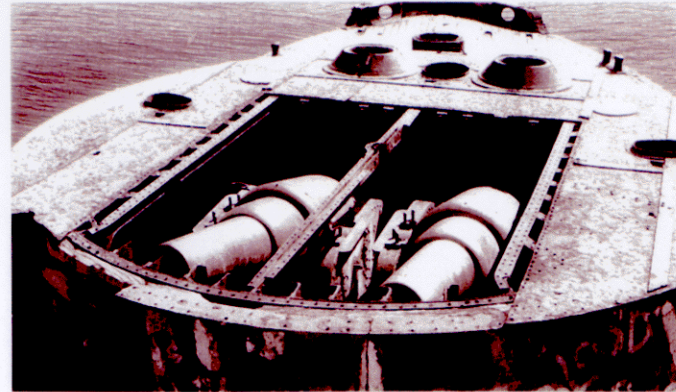
In addition Victoria met the cost of bringing the ship out to Australia.

By making this contribution, Victorians 'bought' a special feeling of security. Living and working so far from the shores of the motherland, the community felt extremely vulnerable to attack. This was compounded by the significant volume and value of shipping then being handled through the Port of Melbourne.

THE VOYAGE FROM ENGLAND

Following dramas with her compass, ammunition loading and general seaworthiness, Cerberus left British shores on 29th October 1870, arriving some five months later, having fortunately been able to travel via the newly opened Suez Canal.

With a shallow draft and more weight above sea level than below, there were a number of near capsizes which made keeping a crew to sail her,



nigh on impossible. Even before leaving Portsmouth 50 sailors decided to go to gaol, rather than be enlisted to sail this turret vessel!

"At one time her bottom- and it must be remembered that she cannot be said to have a keel, for her shape is that of a flat bottomed box - was to be seen, for her bilge piece came right up out of the water. At this time she must have rolled 40 degrees..."
(The Argus 10th April 1871).

Cerberus arrived in Port Phillip Bay, on the 7th April 1871 finding that she was much better suited to the calmer waters of the Bay - the safe harbour she had been specifically designed to defend.

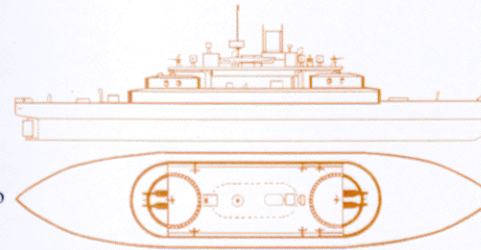
THE DESIGN

Essentially Cerberus was a floating fortress sheathed with an iron breastwork of armour designed to repel exploding cannon shells.

Armed with four massive 10 inch muzzle-loading cannons housed in two rotating turrets, Cerberus would steam into position and aim her guns in any direction. This design of battleship signalled the end of the era for conventional timber warships and changed forever the concept of naval warfare.

Cerberus had four very special features in that it was:

- the first British warship to have low freeboard
- the first to have breastwork protection
- the first to have a central superstructure with fore and aft turrets
- the first in which sail power was dispensed with



NAVAL SERVICE

For 53 years from 1871 to 1924 Cerberus served within the confines of Port Phillip and during that time took part in minelaying exercises and mock battles between the shore based fortifications at Point Nepean and Queenscliff. The searchlights on the ship created interest for many years as they were powered by electricity generated on the ship. This was the first example of electric light in Victoria.

Although Cerberus never engaged in actual battle, her guns were so powerful that when they fired during target practice, the blasts were reported to have shattered windows of houses near the shore. Imagine being a gunner in the Turret!

"The only incidence of note was when one night, in 1878, a small trading vessel tried to sneak up the bay to avoid paying customs duty. The Cerberus was anchored in Hobsons Bay with her guns pointed out to sea. No one had realised that the tide had turned her around so that her guns were pointing inland. Upon seeing this identified vessel, the gun crews sprang into action and fired a shot. They succeeded in blowing the roof off a chemist shop in St Kilda. Realizing their mistake, they trained the guns towards the sea and fired again, this time hitting the Gellibrand Lighthouse. Firing was ordered to cease. The identified vessel was not discovered until morning."

The four muzzle loading weapons each weighing 18 tons a piece, are still in place. They could not be converted to more modern breachloading weapons and thus became one of the reasons the ship was made obsolete. During latter years she was fitted with a primitive torpedo device and four machine guns.

Upon federation, HMVS Cerberus was transferred to the jurisdiction of the Commonwealth Naval Forces, at no cost to the Commonwealth, however she continued to protect the waters of Port Phillip. In 1912 the Royal Australian Navy was formed, and the Naval Depot at Williamstown was commissioned as H.M.A.S. Cerberus. In 1921 the training establishment was transferred to Flinders Naval Depot and the ship spent her remaining years of service as a supply tender for the fleet of J-Class submarines at Geelong. The hulls of two of these remain in Port Phillip, one at Sandringham and the other near Queenscliff.

ACQUISITION BY SANDRINGHAM COUNCIL

In 1924 Cerberus was withdrawn from service and sold for scrap. The steam turret works and much of the fortified above deck superstructure remained on the vessel. In 1926 the Black Rock Yacht Club became interested in the hull for use as a breakwater in Half Moon Bay. They subsequently bought the hull, with its turrets guns and anchors. However the cost of relocating the ship from Williamstown proved to be beyond the means of the club, and following an approach to Sandringham Council, ownership was transferred to the Council. Drawing 14 feet, the Cerberus was escorted to its present location and scuttled at high tide on a sandbank where the water was 15 feet deep.

HOW IT WILL BE DONE, STEP BY STEP

1. Bayside City Council, with the National Trust of Victoria, have adopted a pro-active strategy plan which will lead to effective action in saving and displaying the vessel.
2. The five year plan includes the following works:
 - Stabilisation of the Cerberus 'in situ' after jacking her up to her normal floating level and then supporting her on piles.
 - Making those parts of Cerberus underwater, safe;
 - Creation of "Cerberus Island" immediately surrounding Cerberus;
 - Part restoration of the ship;
 - Construction of a pedestrian bridge between Cerberus Island and the shore;
 - Public presentation of the Cerberus through the establishment of appropriate interpretative and visitor facilities on the shore.

The five years of the Cerberus Project are the five financial years commencing on the 1st July, 1996, and concluding on the 30th June, 2001.

A five year financial strategy is believed to be feasible as it:

- (a) Constitutes a realistic time frame over which Government funding may be spread; and



- (b) The Project can be completed within the last financial year of the strategy period. The objective is to celebrate the Centenary of the Australian Federation around the 1st January 2001 with a symbolic program of events centering on Victoria's gift to the nation. Cerberus is a living example marking Victoria's transition from colony to statehood.

The primary object of raising the Cerberus will be to retain the ship in Half Moon Bay as an historic shipwreck - it being a national heritage asset of international significance.

To assist in this process the Victorian Government approved the gazettal of the HMVS Cerberus as a historic shipwreck in October 1994. Its location close to shore at Black Rock makes it the most accessible historic shipwreck in Australian waters.

CERBERUS ISLAND

After the positioning of the Cerberus on piles, around her perimeter will be created an artificial island to provide a permanent buffer for the ship from the elements. At the same time access will be provided for public viewing and a convenient base established for further restoration work.

SHORE LINK

A pedestrian walkway is to be constructed between the shore and Cerberus Island. This would be designed:

- (a) To complement the scenic setting
- (b) Not to cause physical disruption to the natural tidal flow; and
- (c) Be capable of being closed to secure access to the ship

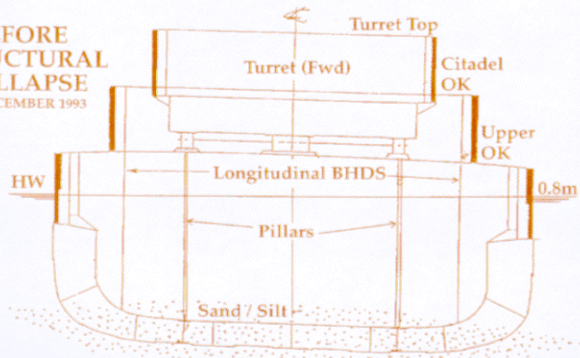
Access to the ship will be managed through the interpretative centre.

WHAT HAPPENS IF WE DON'T ACT

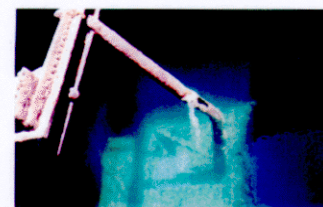
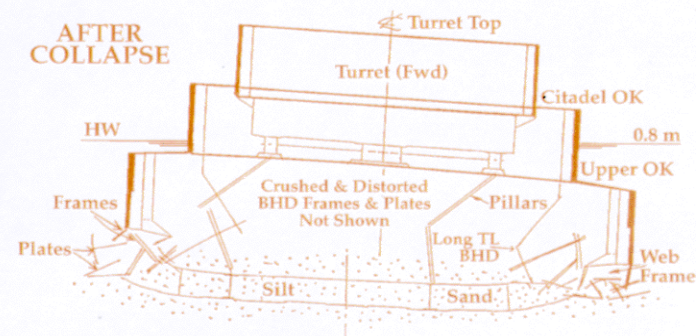
If we decide to do nothing about restoring the Cerberus, due regard must be given to the following:

- The public need to be protected from the dangers associated with the vessel in its present and changing condition. Each collapse leaves sharp and twisted iron hidden just below the surface. (during summer swimmers use the wreck as a diving platform, despite the warning signs erected and its classification as a historic shipwreck).
- The cost of removal is estimated to be in excess of two million dollars. (AR Colquhoun & Associates Naval Architects and Marine Salvage Consultants 28.2.1992).
- Removal may require replacement of the breakwater, and this responsibility may fall to the current Bay manager, Melbourne Parks and Waterways.

BEFORE STRUCTURAL COLLAPSE 27 DECEMBER 1993



AFTER COLLAPSE



INTERPRETATIVE CENTRE

HMVS Cerberus is a vessel of international significance. She constitutes an opportunity without equal to be developed as a maritime tourist attraction. Her location, just off the beach, and proposals to keep her uncluttered with other structures provides the ability to construct a stimulating educational facility, on shore

A state-of-the-art facility is proposed and will provide all weather viewing of the site. Students and visitors will be able to view the many relics of the ship and its era, as well as enjoy the educational souvenir and kiosk facilities. The Interpretative Centre will be staffed by trained presenters, whose other tasks would include the monitoring of access to the ship. Staff would be assisted by a volunteer Friends of the Ceberus Group.

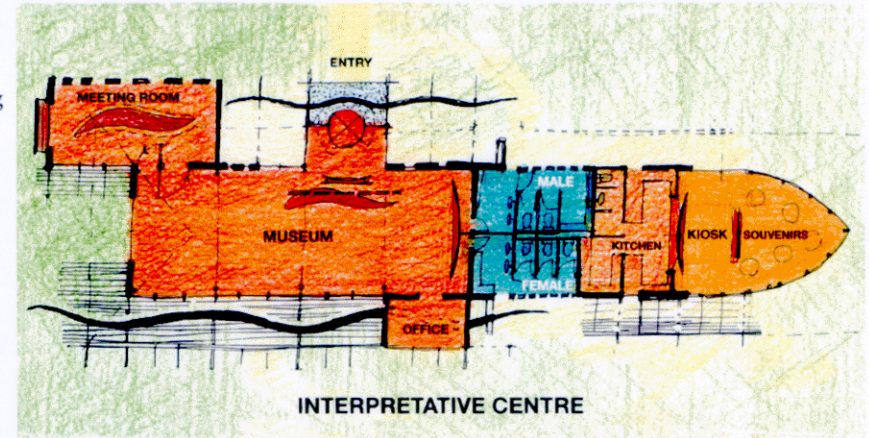
The objective is to achieve a view, from the shore, of Cerberus as if she is sailing past. It would be inappropriate for there to be a proliferation of structures and signs around or on Cerberus Island. Therefore, it is planned to base interpretative facilities on the shore.

The Cerberus project will include the identification and acquisition of Cerberus artifacts and memorabilia for display.

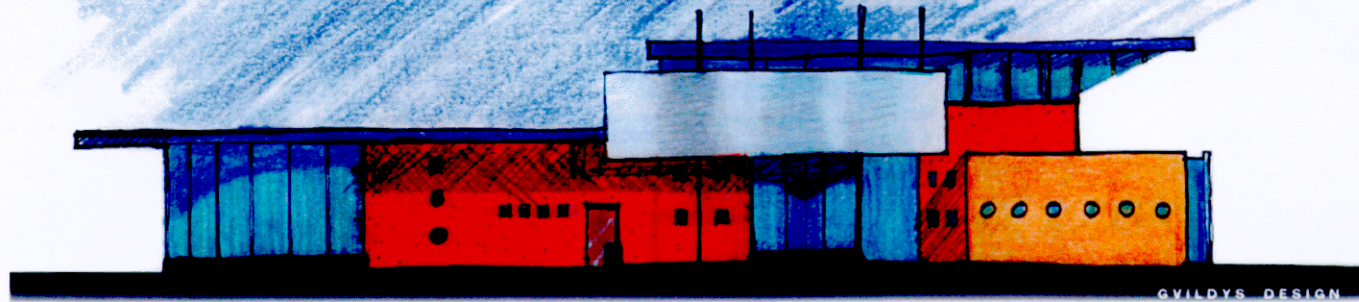
There are a number of potential sites or existing buildings which may be utilised for the Interpretative Centre. The final location would be determined following a comprehensive consultation and planning process.

The Interpretative Centre can be aligned to HMVS Cerberus itself to give visitors a precise feeling of the weather conditions out on the island. The form of the building capsule as illustrated is derived from the hull shape, constant wind, lapping water and the elements and is indicative of the potential options available.

There is a need for volumes of light within the museum area. This will also work well with the requirement of good sight lines and views of HMVS Cerberus available from a number of potential sites. The 'Wave' sunscreens impart the flowing motion of the sea. The inverted 'Rib' shaped museum roof/ceiling is reminiscent of gusseted hull shapes of past ships. Design opportunities are boundless.

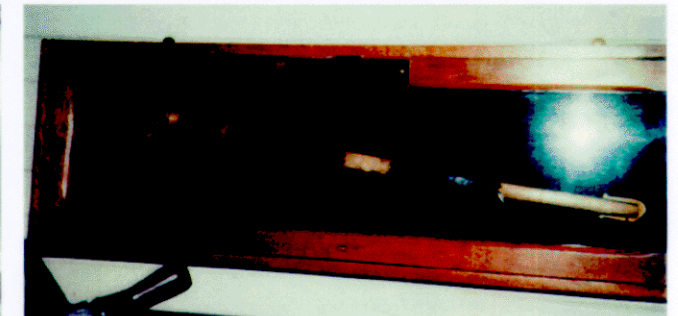
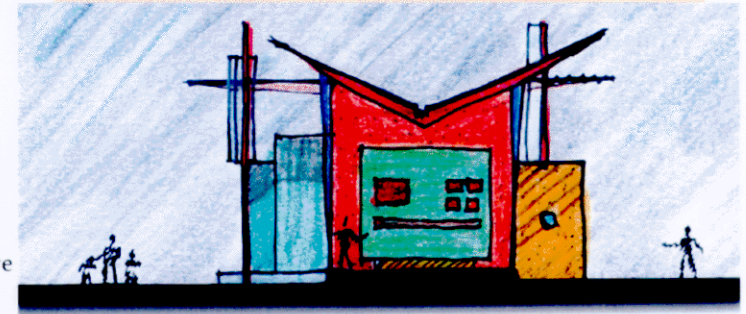


INTERPRETATIVE CENTRE



The location of the Centre will take account of the requirements of the Black Rock Yacht Club who make active use of Half Moon Bay and the physical and environmental opportunities afforded by the bayside location. Being so close to the heart of Melbourne, the Cerberus Interpretative Centre would provide Heritage Victoria

with an unsurpassed opportunity to create a permanent informative educational facility to maximise exposure to the concepts, theory and practice of shipwreck heritage protection. Outside, on the Cerberus, would be an ongoing real life restoration.



PROJECT MANAGEMENT



Project management will build upon the already strong support of agencies and individuals who have seen the potential of a restored Cerberus.

- A coalition of organisations will have a key role to play in order to achieve the objectives of the Strategy Plan
- Bayside City Council proposes to promote a HMVS Cerberus Foundation. Its task will be to act as the principal vehicle by which public support for the project is generated. The foundation will be the fund raising arm of the project.

It is proposed that whilst the vessel is in Council ownership the Cerberus Advisory Group will continue to advise the Council.

- Key members of the Cerberus Foundation will be drawn from:

Bayside City Council and its nominees
Government Agencies
National Trust
Maritime Heritage
State Museum
Australian Navy
Waterways Management
Community etc.

- The Cerberus Funding Strategy involves a partnership between the State Government, private enterprise, the public in general and Bayside City Council. Although the Project is seen essentially as an opportunity to focus on Victoria's heritage, the ship's participation in serving the Commonwealth, following Federation, makes the project of relevance to the nation.
- It is proposed that the Cerberus Foundation's generation of public funds be achieved with the establishment of a tax deductible appeal fund "the Cerberus Appeal Fund".
- It is proposed that Melbourne Parks and Waterways be invited to take on the challenge of project manager. The organisation has assumed responsibility for Black Rock Harbour and already has primary responsibility for management of parks and recreational facilities in Metropolitan Melbourne. Bayside Council will offer to "gift" the Cerberus to Melbourne Parks and Waterways.
- It is envisaged that Melbourne Parks and Waterways be also invited to manage the Interpretative Centre.



RESTORATION COSTS AND FUNDING



The total cost of the project will be \$10 million dollars. Major components include

• Raising the vessel	\$m
• Access trestle bridge/walkway	1.2
• Interpretive Centre	0.7
• Landscaping/civil works	0.7
• Create Cerberus Island	0.8
• Cerberus restoration works	1.3
	5.3
Total	\$10.0

It is expected that once fully operational, the Cerberus Interpretive Centre will generate funds sufficient to meet all its outgoings. During the establishment phase the centre will have the financial support of the Cerberus Foundation.

PROPOSED FUNDING

With respect to State Government financial support, it is proposed that the Cerberus project be promoted as a project appropriate for the celebration of the Centenary of the Australian Commonwealth as the Cerberus constitutes Victoria's symbolic bridge from British colony to a state within the federation.

Given the significance of the project, its funding is seen as a special one-off project requiring the underpinning of the Community Support Fund.

Staging of the capital works over the 5 years of the strategy will spread the financial load, appropriately.

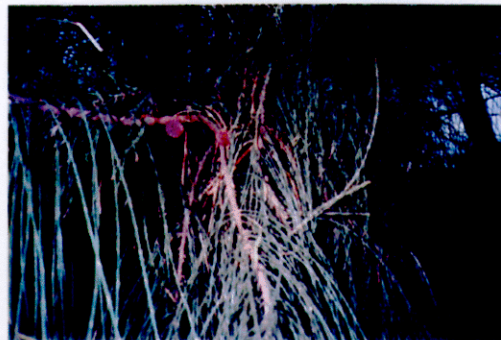
The five year strategy plan also requires annual commitments of funds for particular works, from such possible sources as;

- Heritage Victoria
- The Museum of Victoria
- Australian Navy
- Tourism Victoria
- Melbourne Parks and Waterways

Recurrent income will be generated through:

1. Visitor entry fees to the ship
2. Sale of memorabilia from the visitor centre
3. Educational lectures
4. Research fees
5. Donations, Bequests Etc.

The Cerberus Appeal Fund will be set a target of \$1m to raise from public subscriptions, corporate sponsorship and benefactors.



RESTORATION COSTS AND FUNDING - CORPORATE BENEFITS

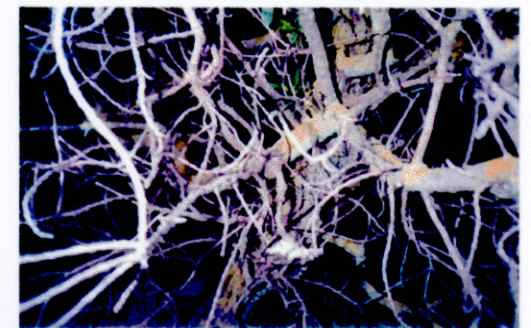
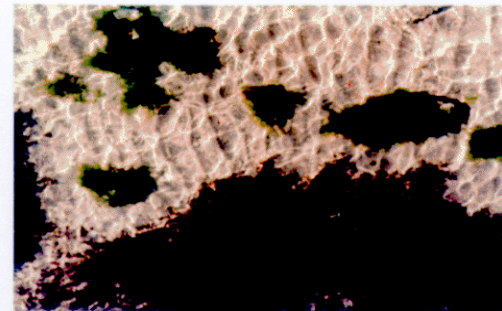
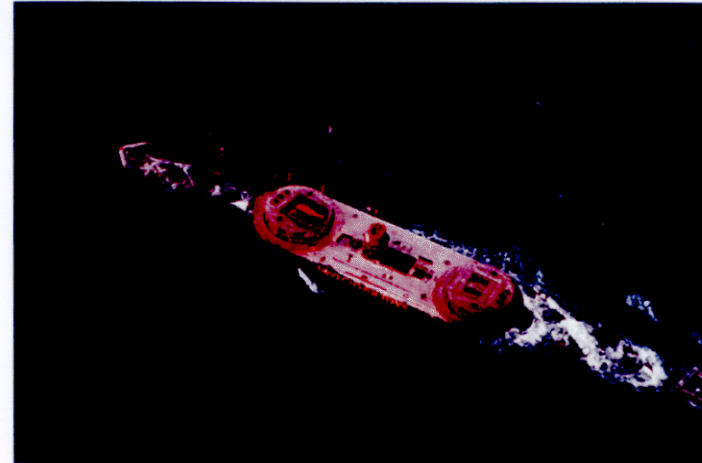


Benefits to the Corporate sector have been identified as significant. Companies from the following areas have the potential to show interest in lending their expertise to the project:

Steel manufacturers	Steel fabricators
Timber producers	Armament manufacturers
Metal recyclers	Ship builders
Maritime salvage	

The international focus on salvaging the Cerberus will provide wide commercial exposure for firms and companies willing to be committed to the project. Smaller firms will also be given the opportunity to contribute, particularly where works include landscaping, building, display manufacture, and signage, are involved.

The Cerberus Foundation will initiate and be responsible for the multi-sector involvement.

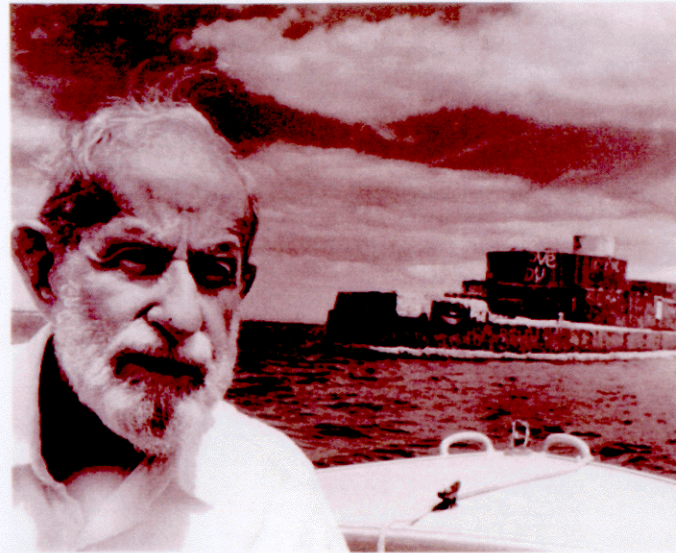
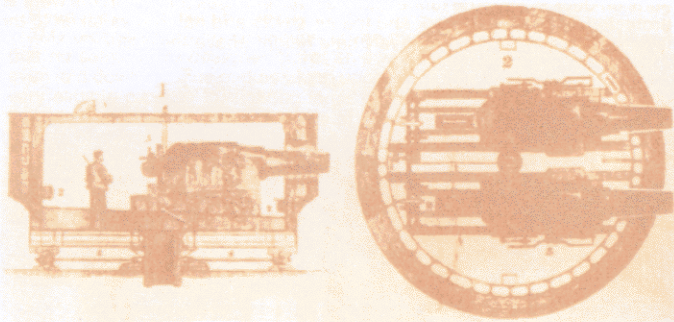


IN SUMMARY

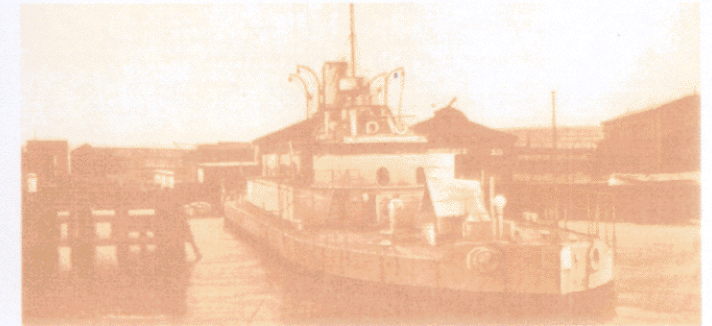
The project to save the Cerberus has been promoted for decades. As Victorians we have one of the most unique naval vessels, of worldwide interest, sitting in shallow water not 200 metres from shore, yet we haven't taken that quantum leap to save at least the upper part of the hull with its historic armaments. The challenge is now before us. Push it to one side, refer it to someone else, and in the next five years we will have to find millions of dollars to remove it as it collapses further.

The five year strategy plan sets achievable targets, and a spreading of the responsibilities.

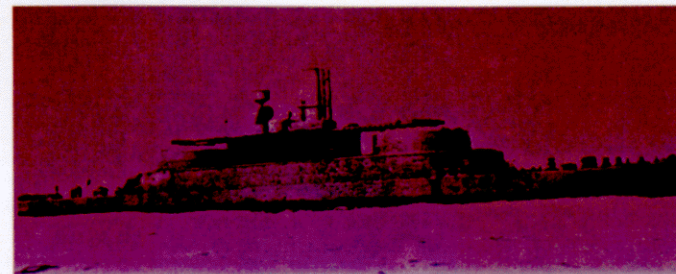
Can we say that "we did it," when many before us have failed. Its up to you!



Commander R.S. Vesle at Half Moon Bay (24.1.86)



"To know where we are going, we must know where we have been".



Prepared for Bayside City Council by:
Artikus Digital Graphics - Group co-ordinator,
Wai Mun Chang, telephone: 015 308 188.
John Murrell, copywriter.
Robert Guildys, Architectural designer.



BALMORAL CASTLE
22 August 1996

Dear Mr. Clark,

I am delighted to hear that, after being neglected for so long, a plan has finally been agreed for the future of HMVS 'CERBERUS'. She is a particularly interesting naval vessel in herself, but she is also part of the State of Victoria's history.

I hope that the initiative of the Bayside City Council, supported by National Heritage, the National Trust and the Melbourne Maritime Museum, will succeed in making this unique and historic ship available for inspection by the public.

Yours sincerely
Philip

NATIONAL MARITIME HISTORICAL SOCIETY
5 John Walsh Boulevard, PO Box 68, Peekskill, New York 10566 • Tel: 914 737-7878

16 FEB 1996

Dear Chief Commissioner:
9 February 1996

I write to offer the support of the American Ship Trust of the National Maritime Historical Society for the effort to preserve what can now be saved of HMAS *Cerberus*. The unique character of this ship as the first warship built to mount turrets fore and aft in what became the basic pattern for major warships for the next one hundred years following her construction in 1870, give her an important place in the evolution of warship design. No such ship survives elsewhere in the English-speaking world. The Chilean *Huascar* of 1865 anticipates some design elements of the *Cerberus*, but the *Huascar* mounted only one turret and still relied on auxiliary sails, which the *Cerberus* dispensed with.

HMAS *Cerberus* played a vital role in the scheme of Imperial Defense which assured the security of the dominions and colonies of the British Empire contributing significantly to the victory of the Allied powers and the survival of Western freedoms in the cataclysmic wars of our own century. I am sure all this is well known to Australians. But the world could learn from this ship, which indeed could become a major tourist attraction, as well as an educational resource.

We are going to publish a report on the status of the *Cerberus* in our magazine *Sea History* in the coming Summer issue. I hope that we can publish a report that shows progress in saving the turrets and casement section of this ship, which are now threatening to collapse into the sea.

We wish to help in the effort to save what can be saved of this important ship, in any way we can. To that end, I am circulating a copy of this letter to the Australian and New Zealand members of the National Maritime Historical Society, and am providing a list of those members to you, to support whatever appeals may be made in this cause.

Yours sincerely,
Peter Stanford
President

The Chief Commissioner
City of Bayside Council
Royal Ave. Sandringham,
3 Victoria 3191 AUSTRALIA

cc: Graeme Disney (273 Hampton Street, Hampton, Victoria 3191 AUSTRALIA)
Commander Michael Parker (1/33 Albany Road, Toorak, Victoria 3142 AUSTRALIA)
Comms. Henry H. Anderson, Jr., VP, World Ship Trust
Richard Frampton, Chairman, World Ship Trust
American Ship Trust Committee
encl: List of NMHS Members, Australia & New Zealand (A & E)



TRUSTEES & OFFICERS: ALAN G. CHASE, CHAIRMAN; PETER STANFORD, PRESIDENT; DONALD B. DEAN, SECRETARY; ROBERT D. SMITH, TREASURER; WALTER R. BRIDGES, W. GREGG COOPER, KAGI KORTUM; RICHARD W. SCOTT, WARREN MARK II, BRIAN McALESTER, JAMES J. MOORE, DONALD MURPHY, NANCY PETERSON; HONORARY TRUSTEES: MARGARET SPENCER, DAVID B. YETTON, JIM WIFE, EDWARD G. ZELINSKY; THOMAS HALL, F. BRIGGS DAZELL, JOHN BUNNEN, GORDON LAMB, ELLEN FLETCHER; KATE SCHREYER, HAROLD D. HAYES, JOHN H. BENTLEY, JR., PAUL REYNOLDS, ALAN YORK; OVERSEERS COUNCIL: EDWARD SUTTON, STEVEN SMITH, WOLF SHELLE, THOMAS HANCOCK, JOHN LINDEN; STEVEN M. MITCHELL, CHARLES F. ANDERSON, WALTER CHAMBERLAIN, THOMAS HANCOCK, JOHN LINDEN, GEORGE H. PHILLIPS, JOHN STUBBS, WILLIAM G. WINTER.





RETURNED & SERVICES LEAGUE OF AUSTRALIA
(Victorian Branch) Inc.

INZAC HOUSE, 4 COLLINS STREET, MELBOURNE, VICTORIA, AUSTRALIA 3000
TELEPHONE: (03) 9650 5000 (03) 9656 5555
FACSIMILE: (03) 9654 2062

BCR:gas

1 December 1995

D Clarke Esq
Chief Commissioner
City of Bayside
P O Box 27
SANDRINGHAM VIC 3191

Dear Mr Clarke

Re:

HMVS CERBERUS

The Returned & Services League of Australia (Victoria Branch) fully supports any approach by the City of Bayside to the Government to preserve the HMVS Cerberus, now being used as a breakwater at Black Rock.

The RSL feels that this ship must be preserved as it is the only one of its type on earth, in fact His Royal Highness the Duke of Edinburgh made a statement when he was visiting the Sandringham Yacht Club some time ago, that the ship was priceless and should be kept in good condition for posterity.

It would be a terrible shame for the Cerberus to deteriorate further because of the heavy seas that have pounded it over the last six months.

You have our full support.

Yours sincerely

B C Ruxton
State President

Quality Services Online

"The Price of Liberty is Eternal Vigilance"
LEST WE FORGET

BAYSIDE CITY COUNCIL
SANDRINGHAM OFFICE
11 DEC 1995
Office

Patron: HER MAJESTY THE QUEEN
State President: B.C. RUXTON O.B.E.
State Secretary: JOHN P.A. DEIGHTON, M.C.



Lindsay D. Rex
MARITIME HISTORIAN AND PHOTOGRAPHER
57 Dalgetty Road, Beaumaris, Victoria, Australia 3193
Telephone Melbourne 589 4575

BAYSIDE CITY COUNCIL
SANDRINGHAM OFFICE
10 JAN 1996
Office

Mr Douglas Clark
Chief Commissioner
Bayside City Council
Royal Ave
Sandringham Vic 3191

8 January 1996

Dear Mr Clark,

H.M.V.S. CERBERUS

I wish to express strong support for current proposals for the preservation and exhibition of H.M.V.S. CERBERUS at Half Moon Bay.

My lifelong interest in ships and historic ships in particular, together with opportunity to visit many historic ship locations overseas, leaves me in no doubt as to the significance of CERBERUS by world standards. CERBERUS now represents Australia's only chance to retain and preserve a naval ship from our colonial past.

Beyond this, a preserved CERBERUS would be the sole early steam-only driven fighting ship to survive in any English speaking country.

I would be delighted to assist in any way possible to ensure sufficient support is provided to initially stabilise and subsequently to preserve CERBERUS.

Contact with me can be made as above or generally during working hours on phone 9368 3233 or 9258 7333 after 13 January.

Yours sincerely,





WORLD SHIP TRUST

Patron HM King Bhumibol Adulyadej of Thailand
Founded by Frank G G Carr CB CBE FSA
202 Lambeth Road, LONDON, SE1 7JW
Telephone 0171-261 9535 Fax 0171-401 2537
Registered Charity Number 27751

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Mrs Ruth Carr

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Our ref: RMF/GD/WST

The Chief Commissioner
City of Bayside Council
Royal Avenue
SANDRINGHAM
Victoria 3191
Australia



FACSIMILE TRANSMISSION 00 61 3 9599 4474

Dear Chief Commissioner,

HMAS CERBERUS

The World Ship Trust was founded to help and encourage organisations worldwide to save, for the benefit of future generations, the very few remaining ships out of the many thousands which man has constructed over the centuries for military, economy and leisure purposes. Each ship once lost can never be recovered and no more so is this the case than with HMAS CERBERUS.

She is part of the history of Australia and is the only extant link in the Southern Hemisphere between the sailing man of war and the modern battleship both in her innovative hull construction and in her armament.

I understand from Commander Michael Parker and Mr Henry Anderson, Vice Presidents of the Trust, that she is probably past restoring to her full former glory. However, her armament and perhaps some of the superstructure and other items could well be saved, thus contributing significantly to the maritime heritage of Victoria and enrich the knowledge of future generations.

My trustees therefore would be most grateful if you would support such restoration and subsequent public display.

Please let me know if you think the Trust could be of further assistance to achieve this object.

With best wishes

Yours sincerely
R M Frampton

R M FRAMPTON
Chairman



NATIONAL TRUST of Australia (Victoria)

A.C.N. 08 356 182
Dunro Terrace, Parliament Place
Melbourne, Victoria 3002
Telephone: (03) 9634 4711
Facsimile: (03) 9630 5397
E-mail Address: nattrust@vicnet.net.au
President: Dianne Widdow, OAM
Chairman of Council: Simon Molesworth, AM OC
General Manager: Peter Sweeney

Mr Douglas Clark OBE,
Chief Commissioner,
Bayside City Council,
Municipal Offices, Royal Avenue,
SANDRINGHAM, Vic., 3191

Dear Chief Commissioner,

H.M.V.S CERBERUS - A PROJECT FOR VICTORIA

This letter is written in support of an outstanding project currently being promoted by Bayside City Council which will restore, preserve and then publicly present the registered historic shipwreck HMAS Cerberus in perpetuity. The time has now come to demonstrate what a magnificent potential the Cerberus offers the people of Australia.

On the 4th of March, 1996, the National Trust unanimously passed the following resolution: "Acknowledging the international significance of HMAS Cerberus and in particular the fact that the vessel is classified by the National Trust of Australia (Victoria), listed on the Register of the National Estate and is a registered historic shipwreck pursuant to the Victorian Heritage Act 1995, it is resolved that the Trust supports in principle all feasible efforts to (a) prevent further deterioration and (b) determine a reinstatement and restoration strategy for the long term".

The Cerberus is the shipwreck of most significance to Victoria's history and is so located that she is the closest and most accessible registered shipwreck in Australian waters to any major centre of population.

The Project involves jacking Cerberus up in situ, restoring her and then linking her to a shore-based visitor facility via a pedestrian bridge. The five year Cerberus Project is designed to reach completion during the 2001 celebration year of the centenary of the Australian Federation. The Project would be a most symbolic way by which Victoria could mark the significance of the State's history in the lead up to the centenary year.

The Trust believes that the flag ship of the once proud Victorian Navy can once again "fly the flag for Victoria" in a way that will return to Victoria tourist, economic, recreational and educational dividends as well as demonstrating in a very real way our pride in this State's heritage. This Project has the wholehearted support of the Trust.

Yours sincerely,

Simon R. Molesworth
Simon R. Molesworth AM, QC
Chairman

30th July, 1996.

*Advice and opinions expressed by Trust members and staff are proffered in good faith but on the basis that no legal liability is accepted by the Trust or the individual concerned.
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