

DOLPHIN SANDS - THE SHORT HISTORY.

1. ORIGINAL SURVEY WAS CARRIED OUT IN 1841 BY MR. SURVEYOR C.C. SCHAW.
2. FIRST DISCUSSION WITH ME ON THE WHOLE PROJECT WAS HELD ON 19TH FEBRUARY, 1968. "WE ARE GOING TO WHOLESOME SOME LAND" WERE THE OPENING WORDS AND MEANT A TITLE AND SEALED ACCESS ONLY. THE PROJECT MANAGER WAS MR. R.W. PORTER (FROM C.H.I. )TASMANIA).
3. THE NAME CAME FROM THE SHAPE OF BAGOT POINT AND WAS ORIGINALLY DOLPHIN HEAD, BUT LATER CHANGED TO DOLPHINS SANDS.
4. THE EXTERNAL EXPERTISE USED WERE GEOLOGISTS TO TEST FOR RUTILE - FOUND NO COMMERCIAL QUANTITIES, MINES DEPARTMENT TESTS FOR WATER - GOOD POTABLE WATER ( BETTER THAN HOBART VARYING FROM 0.6m TO 10 METRES IN DEPTH), LANDS DEPARTMENT CONSERVATIONIST RE SAND DUNES CONTROL - HE BUILT THE MARRUM GRASS PLANTER, ADVISED ON PLANTS AND SEED, TI-TREE FENCES, TRACKS TO BEACH AT AN ANGLE NORTH EASTERLY TO LESSEN THE CHANCE OF PREVAILING WIND INCREASING SAND BLOW.
5. MY NURSERY PLANTED COASTAL WATTLE - LIGHT GREEN - SOWN FROM AIR, ALSO GOLDEN WEEPING WILLOW AND OTHER SEEDS WHICH WHEN STRUCK CONSOLIDATED LARGE AREAS OF MOVING SAND. WE UPGRADED THE BURBURY AIRSTRIP AND I HAD IT ACCEPTED AS AN AUTHORISED LANDING AREA AND IT IS NOW MARKED ON THE WORLD AERONAUTICAL CHARTS. I FLEW IN ALMOST EVERY PARTY CHANGE FROM MY SURVEY PRACTICE. ONE RETURN NEEDED AN EMERGENCY LANDING AT JERICHO BECAUSE OF WEATHER AND ANOTHER ON MARIA ISLAND.
6. THE COUNCIL'S CONSULTING ENGINEER WANTED CONTOURS OVER THE WHOLE AREA UNTIL THE FUTILITY OF THIS WAS EXPLAINED TO HIM - HOWEVER ON THE :WHOLE THE LOCAL AUTHORITY WAS VERY CO-OPERATIVE.
7. I DESIGNED ROAD WITH CURVES TO BREAK SYMMETRY AND TO PROVIDE SOME VARIETY OF LOT SHAPE, I ALSO LEFT A STRIP BETWEEN EACH 4 OR 5 FRONT LOTS TO GIVE DIRECT ACCESS FOR REAR LOTS TO THE BEACH.
8. THE ROAD ALIGNMENT ALSO GAVE SURPRISE VIEWS OF THE HAZARDS AT COLES BAY, VIEWS OT THE WATER SCOPE AND MARIA ISLAND.
9. 3 SURVEY PARTIES OF 3 - 4 MEN WERE USED ON THE JOB, THIS WORK WENT ON FOR 7 DAYS A WEEK FOR 8 MONTHS. EACH PARTY HAD 10 DAYS AT DOLPHIN 5 DAYS OFF AND 5 DAYS IN THE OFFICE IN HOBART. SID BARBER THE LOCAL BUTCHER SUPPLIED MEAT AND WATER EACH 2 DAYS TO OUR

- 9.Con. VARIOUS BASE CAMPS.
10. IN 8 MONTHS WE LOST ONLY 5 DAYS FOR WEATHER - 3 IN AN INCESSANT RAIN PERIOD AND 4 x ½ DAYS DUE TO RAIN OR WIND.
11. DESIGN WAS 18 KM LONG AND THE LARGEST SUBDIVISION 782.6 HA (1934 ACRES) DONE BY ANY ONE SURVEYOR IN TASMANIA. THE 2HA (5 acres) LOTS WERE SET OUT ALONG THE FORESHORE WITH LARGER LOTS ON LANDWARD SIDE AS THESE CONSIDERED LESS ATTRACTIVE AND THE LARGER AREAS WERE CONSIDERED A COMPENSATION.
12. THE OVERALL SURVEY CONTROL WAS MADE BY ESTABLISHING 3 TRIGONOMETRICAL STATIONS WHICH WERE POSITIONED ASTRONOMICALLY WITH BOTH STELLA AND SOLAR OBSERVATIONS AND TIED TO WEBBER POINT TRIG AND MT. AMOS TRIG. 2 STILL REMAIN AND WERE USED RECENTLY TO ESTABLISH THE AREA FOR THE UNDERGROUND WATER SCHEME FOR THE COUNCIL.
13. THE DISTANCES WERE SO GREAT THAT WE HAD TO USE CURVATURE OF THE EARTH ADJUSTMENTS BETWEEN TRIGS.
14. ROAD WAS BUILT ONLY TO SUBDIVISION STANDARD - SUB BASE AND BASE COARSE NOT SUFFICIENT FOR A HIGHWAY OR HEAVY TRAFFIC ALTHOUGH A 84 FOOT RESERVATION WAS ALLOWED.
15. THE ROAD THROUGH BLOW SAND NOT MADE TO SPECIFICATIONS AND HAD TO BE ELEVATED UP TO 2m TO ALLOW SAND TO BLOW ACROSS.
16. C.H.I. (TAS) WERE THE DEVELOPERS BUT CONTRACT SIGNED BY C.H.I. (VIC) WHO EVENTUALLY ( AND BEFORE COMPLETION) PUT C.H.I. (TAS) INTO RECEIVERSHIP BUT HAD TO COMPLETE BECAUSE THEY HAD SIGNED THE AGREEMENT.
17. ALL LOTS WERE SAME PRICE \$2500 - 1ST. DAYS SALES WERE SO SUCCESSFUL THAT SALES WERE HALTED FOR 2½ MONTHS TO LESSEN THE TAX BURDEN.
18. PHOTOS 1949, 1962, 1979, 1985 SHOW JUST HOW THE DEVELOPMENT OF AN AREA CAN SAVE THE ENVIRONMENT - EVERYONE DOES THEIR BIT - WINDMILLS MAKE WATER AVAILABLE, AS DO TANKS, WHICH INCREASES THE CHANCE OF SURVIVAL OF SHRUBS AND TREES. REMOVAL OF SHEEP AND CATTLE HAS ALLOWED PROPOGATION OF MARRUM GRASS AND COASTAL WATTLE AND OTHER NATIVE SHRUBS. HABITATION ENCOURAGES BIRDS WHICH AGAIN ENHANCES SEED DISTRIBUTION. PEOPLE FORM THEIR OWN SAND BARRIERS WITH

18 Cont.

ACCESS ROADS - EVEN THE MAIN ROAD ITSELF. PEOPLE ARE ON HAND TO FIGHT ANY FIRE OUTBREAK - OR AT LEAST LESSEN THE RISK.

19. AREA NOW NEEDS MORE ATTENTION TO THE ROAD PAVEMENT, CUTTING OF VERGES TO MAINTAIN SIGHT DISTANCE FOR TRAFFIC AND ANIMALS CROSSING. SOME RUBBISH BINS FOR DAILY USE AND SOME CREDIT TO THE OWNERS FOR ONE OF THE BEST THINGS THAT HAS HAPPENED TO GLAMORGAN FOR YEARS.

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