

cultural mapping and survey

# port adelaide waterfront: stage 2

jenkins street boatyards - precinct 2B - precinct 2C



## report

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## 01.00 introduction

In November 2007 Mulloway Studio together with Paul Kloeden and Mark Staniforth were commissioned by Land Management Corporation (LMC), a key economic agency which manages a significant portfolio of land-based assets on behalf of the State Government, to undertake the Port Adelaide Waterfront Cultural Mapping and Survey.

The brief defined the scope of the cultural mapping project as the “Port Adelaide Waterfront Redevelopment... some 50 hectares of degraded surplus Government land within the Inner Harbor at Port Adelaide.” The land is subject to a Development Agreement between LMC and Newport Quays Consortium (NQC) contracted in 2004 that is intended to progressively deliver its redevelopment over a 10-14 year period, comprising a mix of residential, commercial, and tourism uses.

Linked to the redevelopment is a vision for the waterfront to respond to and celebrate the cultural heritage of the place. As work progresses LMC wishes to record the cultural heritage of the development precincts.

Specifically the cultural mapping brief required the consultant to:

- *develop and record a comprehensive understanding of the historical ‘working Port’ as depicted in the tangible i.e. the structures, artefacts and remnant industrial activities that remain around the waterfront and the intangible i.e. the stories, memories and themes relevant to the waterfront;*
- *Identify the tangible and intangible elements that can either be effectively incorporated into the redevelopment or interpreted through various mediums throughout the redevelopment area. These mediums may include the development of public art, precinct signage, heritage trails or the collection and storage of artefacts within existing curatorial institutions, in particular the SA Maritime Museum. The identification of such tangible and intangible elements may occur through archaeological and/or other means as relevant.*

The initial phase of the cultural mapping and survey was completed in March 2008, forming a Stage 1 report. Stage 2, represented by this report, was commenced in May 2008. It is envisioned that future stages will correspond to the phases of development.

The greater cultural mapping project can therefore be described as having two aspects or perhaps ‘levels’ and also timeframes. The project covers, at a wider level, a mapping programme for the entire inner harbor Port Waterfront which seeks to describe the ‘working Port’ of Port Adelaide and the cultural practices surrounding its former industries. A cultural mapping programme is a broad exercise incorporating a range of investigations into all facets of cultural practice that are derived from the place.

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The broader project includes;

- Identification of other cultural projects related to the project area
- Review and analysis of other relevant waterfront developments around the world.
- General interpretation strategies
- Urban design principles relating to heritage values
- Adaptive re-use opportunities for a number of structures and elements
- Review of existing literature
- Review of current interpretation strategies

The first stages of the project have however focused on specific sites. Stage 1 covered three tenancies of the Jenkins Street Boatyards on the North Bank of the Port River, and sections of the Musgrave and Sugar Company Wharf structures. Stage 2 required the consultant to focus on Precincts 2B, 2C and the remainder of Jenkins Street Boatyards not included in Stage 1. The structures within these areas were identified as due for clearance in the redevelopment. This occurred towards the end of the study and after the cultural mapping work had been completed.

In each stage the study sites are recorded in a very detailed manner, documenting the remnant structures and artefacts and producing a historical record. This part of the project has been driven by the requirement to complete documentation of these parts before the sites are cleared for the Port Adelaide Waterfront Redevelopment programme. The documentation includes;

- Measured survey and drawings of remnant structures
- Historical overview
- Archaeological survey (no dig)
- Filmed interviews with key people
- Photography
- Identification of artefacts for retention
- Identification of elements and materials for retention and re-use

The reporting process is designed so that the results of future documentation can be incorporated into it; additional site histories, surveys and drawings etc. Also, it is inevitable that as the project progresses from phase to phase, future investigations of adjacent sites will reveal relevant information about those already investigated. The history section of this report therefore incorporates Stage 1 and Stage 2 and can be considered as 'open-ended', where future stages will further inform a complete history of the waterfront.

## 01.01 project constraints

It is important to understand that the cultural mapping project is undertaken within the context of the Project Development Agreement between LMC and Newport Quays Consortium (NQC). The preparation of the land identified for redevelopment requires demolition and removal of all site improvements, the remediation of contaminated soils and geotechnical compaction of the surface. Hence recommendations for the insitu retention of artefacts, objects, and structures for heritage protection has not been considered in this project, unless by exception where further investigation could be undertaken in order to determine if the constraints of site preparation and future development would permit retention.

## 01.02 Aboriginal heritage

This cultural mapping project primarily reflects the European working waterfront history of Port Adelaide. It should be understood within a broader historical framework that embodies the Kaurna Aboriginal cultural heritage in the Port Adelaide region. An overview of the region's history is included in Section 3.0, with Section 3.08 in particular outlining Aboriginal heritage. There has been considerable previous work undertaken in recent years on the Aboriginal cultural heritage of the Port Adelaide area that is referred to in that section of this report.

## 01.03 study area and staging

The brief for the cultural mapping survey defines the physical project area as the land committed to the redevelopment project of the Port Adelaide waterfront [Figs. 1.1]. The redevelopment is planned to proceed in phases but the timing of each phase is understood to be at the determination of NQC.

Stage 1 (not covered by this report) comprises:

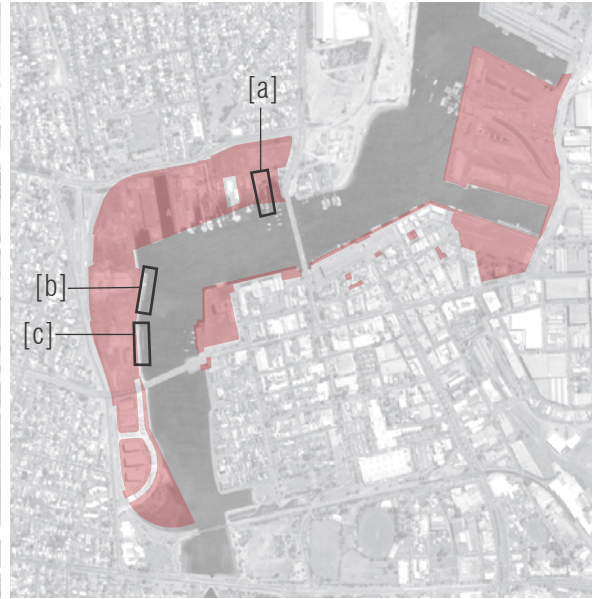
- [a] Vacant buildings and structures of the Bolt Tenancy (contained in Precinct 3)
- [a] Vacant buildings and structures of the Porter and Sons tenancy (contained in Precinct 3)
- [b] Musgrave Wharf (contained in Precinct 2A)
- [c] Sugar Company Wharf (contained in Precinct 2A)

Stage 2 comprises:

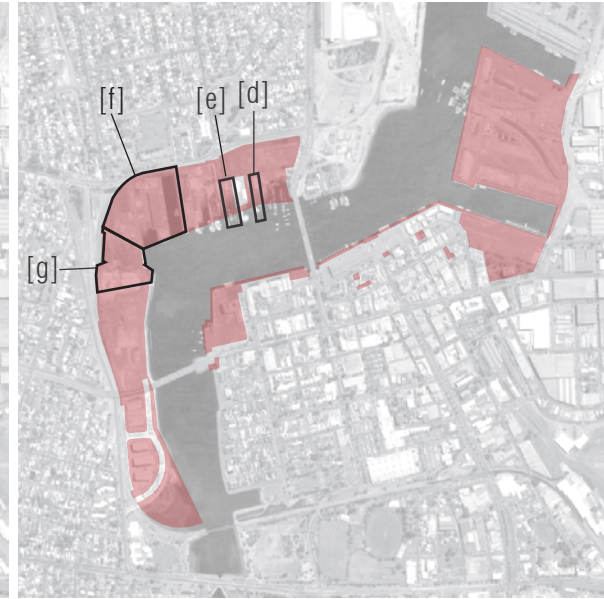
- [d] Operating boatyard R.T. Searles & Sons
- [e] Operating boatyards Central Boating Services & A. McFarlane & Sons
- [f] Precinct 2B: Former Government Dockyard, including Hawkers Creek.  
Later Government Pipeworks
- [g] Precinct 2C: Former Department of Marine and Harbors and Fletcher's Slip



**Figure 1.1** Port Adelaide Waterfront Redevelopment Precincts. Image adapted from LMC phasing plan and Google Earth.



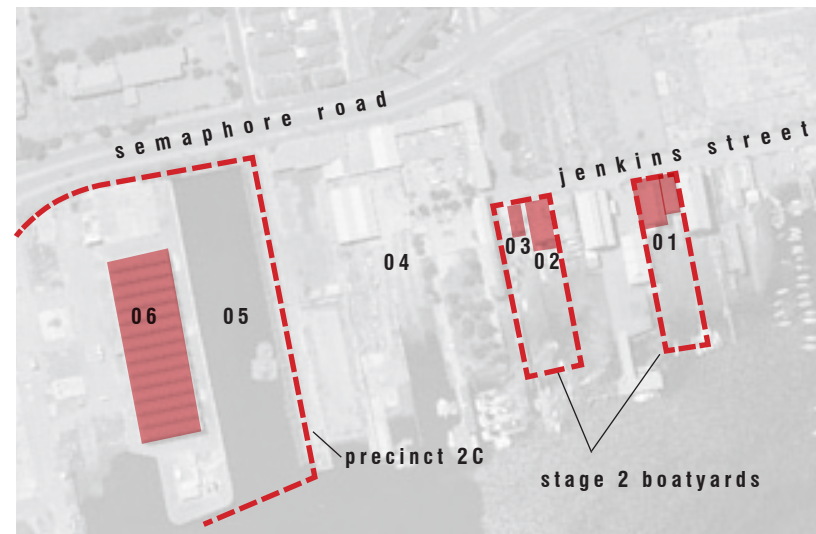
**Figure 1.2** Port Adelaide Waterfront Redevelopment area with Stage 1 sites of investigation highlighted: [a] a portion of Jenkins Street Boatyards, [b] Musgrave Wharf, and [c] Sugar Company Wharf



**Figure 1.3** Port Adelaide Waterfront Redevelopment area with Stage 2 sites of investigation highlighted: [d] Searles tenancy of Jenkins Street Boatyards, [e] McFarlane and Central Slipping Company tenancies, [f] Precinct 2C, and [g] Precinct 2B



**Figure 1.4** Enlargement of Stage 1 [a] Jenkins Street study areas and surrounds. Aerial photograph source: Mapland (2007)  
**Key:** 01. former Bolt tenancy and slipway 02. former Bolt tenancy 03. former Port Adelaide Rowing Club shed 04. former Porter's tenancy and slipway 05. Searles slip and shed. 06. former Port Adelaide Sailing Club. 07. former GMH factory site. 08. Naval yard. 09. Fletcher's Slip (Note: Key areas 05.-09. not part of Stage 1 study).



**Figure 1.5** Enlargement of Stage 2 Jenkins Street study areas, portion of Precinct 2C and surrounds. Aerial photograph source: Mapland (2007)  
**Key:** 01. R.T. Searles & Sons tenancy 02. A. McFarlane & Sons tenancy 03. Central Boating Services tenancy 04. Fletcher's Slip site (not part of Stage 2 study) 05. Fletcher's graving dock 06. former Department of Marine and Harbors building

## 01.04 cultural mapping and interpretation

For the purpose of this study our understanding of cultural mapping has been adapted from the definition accepted by the UNESCO, who cite the keynote speech, “Mapping Culture”, given by Clark, Sutherland & Young at the Cultural Mapping Symposium and Workshop held in Australia in 1995.

*Cultural mapping involves a community identifying and documenting local cultural resources. Through this research cultural elements are recorded - the tangibles like galleries, craft industries, distinctive landmarks, local events and industries, as well as the intangibles like memories, personal histories, attitudes and values. After researching the elements that make a community unique, cultural mapping involves initiating a range of community activities or projects, to record, conserve and use these elements. ...the most fundamental goal of cultural mapping is to help communities recognise, celebrate, and support cultural diversity for economic, social and regional development.*

The definition allows for a broad range of methodologies ranging from social, mind, and space concept mapping to GIS surveys. Stage 2, like Stage 1 of this cultural mapping survey is within specific, well defined areas - each of which contains remnants of former industrial use. In dealing with the study of these areas the methodology most suited is an historical recording method involving documenting and analysing the structures present on the site, documentary records, archaeological site investigation, artefact study, as well as the intangible, represented by the recording of the memories of those people who worked there in the recent past. Accordingly, the significance of recoverable heritage from the boatyards sites has been assessed against the relative ability to tell the story of that place represented by Figure 1.6. Future stages will need to reassess the methodology.

A second desired outcome from the cultural survey is to make the heritage of the place accessible and recognisable in the future development of the waterfront. To this end we have used the paradigm of an interpretation plan - a plan containing strategies by which the special qualities and cultural heritage of the place can be uncovered, communicated and celebrated. Section 5 of this report looks at strategies and opportunities to refold the cultural heritage of the specific place into its redevelopment keeping in mind the constraints of the project, the broader context of the entire waterfront and future stages of the survey. Proposed strategies are intended to integrate with the existing initiatives already present at Port Adelaide [Figure 1.7] and provoke greater interest and participation with the history of the place.

A tabulated form of the interpretation strategies and their implementation forms Section 6. These are suggestions only and do not bind LMC or the developer to a course of action.

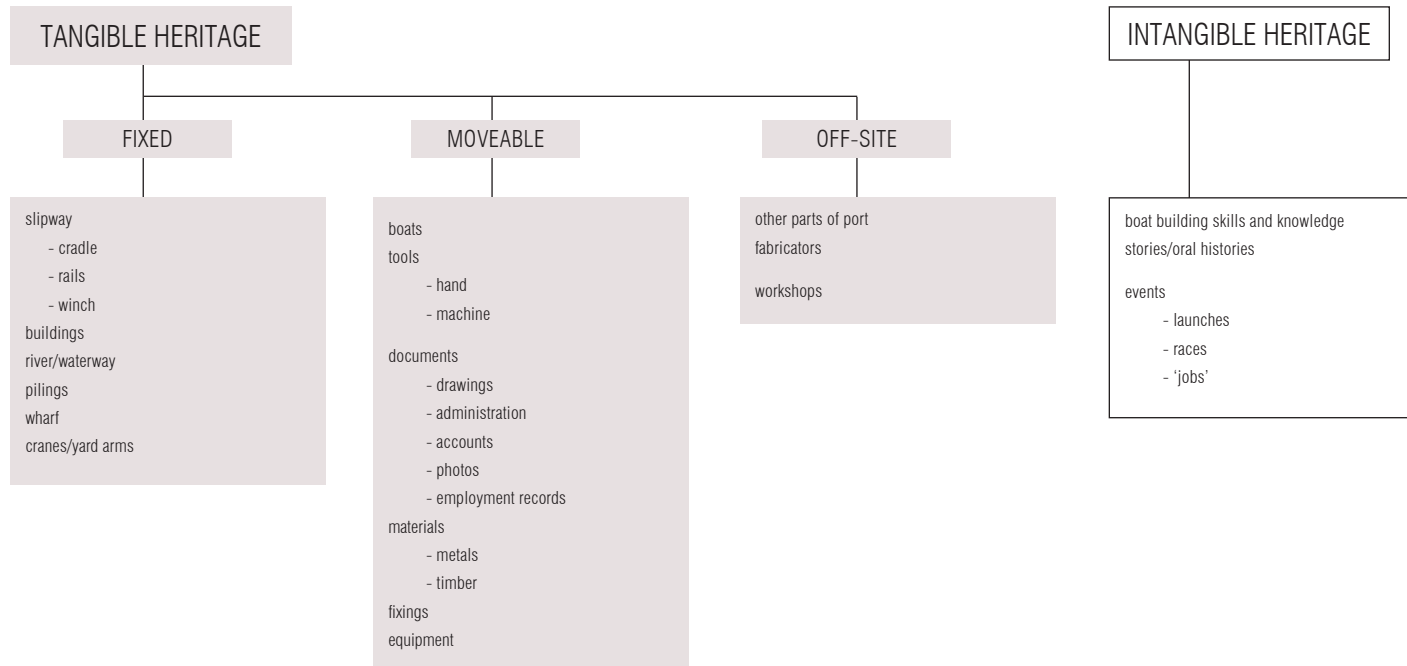


Figure 1.6 Diagram of tangible and intangible heritage

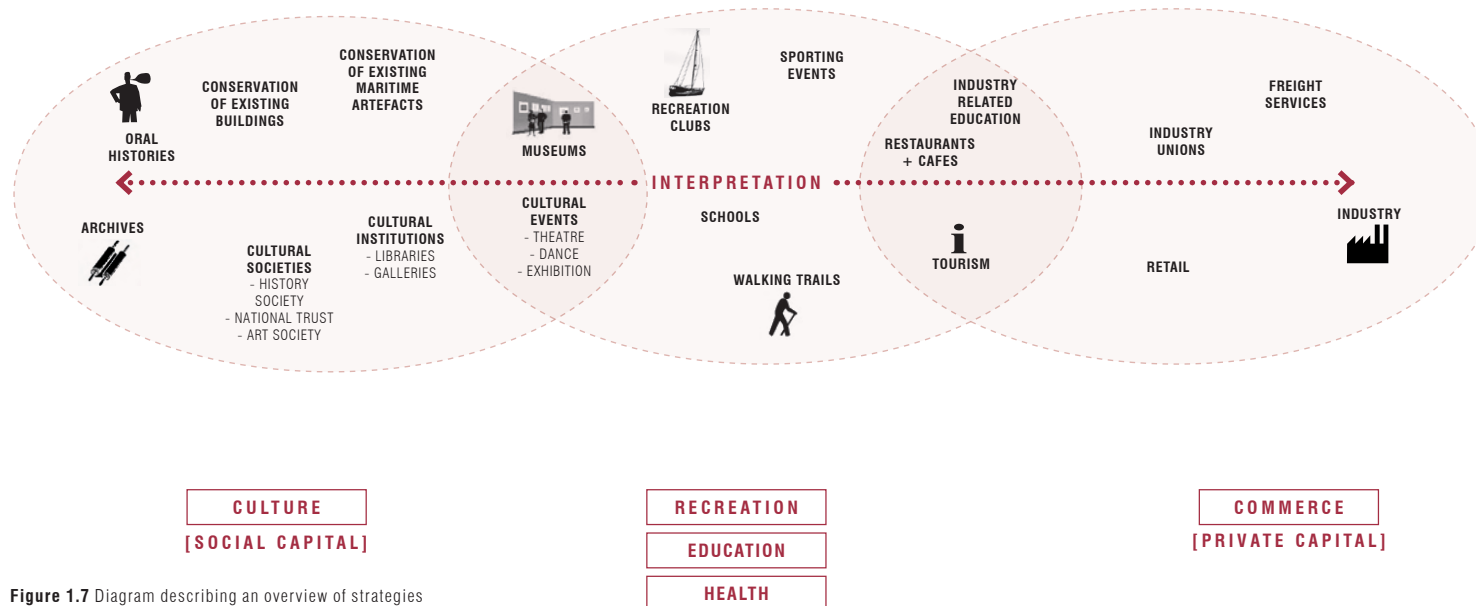


Figure 1.7 Diagram describing an overview of strategies







## 02.00 background components

Prior to the development of policies and strategies to guide the celebration of the waterfront, it is important to understand the background to the place and its significance. Listed here are the resources referred to in the study.

### 02.01 documentary background

There are a number of formal documents and reports that provide an important source of background knowledge. They include:

- **The Brief: Stage 2** (Land Management Corporation, 2007)
- **Port Adelaide Centre Heritage Survey.** (McDougall & Vines, 1994) Prepared for the Corporation of the City of Port Adelaide
- **Development Guide: The Future of Port Adelaide's Inner Harbour Waterfront** (Woods Bagot, 1994) Prepared for the Corporation of the City of Port Adelaide
- **Port Waterfront Public Art Framework** (Brecknock Consulting, 2007) Prepared for the Corporation of the City of Port Adelaide, LMC, Newport Quays
- **Kaurna Cultural Heritage Survey** (Vivienne Wood, GHD, Hemisphere Design 2007) Prepared for the Corporation of the City of Port Adelaide
- **Port Adelaide Centre Plan Amendment Report.** (Development Plan Amendment Report by Council For Public and Agency Consultation September 2007) Development Act 1993 Draft Development Plan Amendment, Port Adelaide Enfield (City) Development Plan
- **Burra Charter** - The Australia ICOMOS Charter for places of Cultural Significance, (Australia ICOMOS, 1999)

There are a number of other resources, the most important of which are noted in Appendix A.02. In addition there exists some audiovisual footage of the underwater wharf and boatyards areas separately commissioned by LMC for engineering assessment purposes that has not yet been viewed.<sup>1</sup>

There are also further documents relating to the history of the Port Adelaide Boatyards + Waterside areas including primary, secondary and oral sources. Those directly sourced are referenced in the body of this report.

1. The photography was undertaken by Jock Lawrie. It is understood by personal communication with Jock that given the image quality and separate intent of the recording, the footage is unlikely to reveal greater information than what is available from documentary sources or further archaeological investigation.

## 02.02 personnel background

Many people have provided considerable and valuable input into the understanding of the place and the development of the cultural mapping + survey. They include (and please forgive any omissions):

The Port Adelaide Cultural Mapping Steering Group that, apart from the consultant team, included the following members:

- Phil Jones, Land Management Corporation
- Vivienne Lambert, Land Management Corporation
- Diane Zerna, Land Management Corporation
- Peter Slay, Land Management Corporation
- Andrea Murphy, Land Management Corporation
- Susan Jenkins, Port of Adelaide branch of the National Trust
- Alison Hastings, Port of Adelaide branch of the National Trust
- Mike Weir, Port of Adelaide branch of the National Trust
- Vezna Rozman, City of Port Adelaide Enfield
- Daryl McCormick, Newport Quays Consortium
- Lawrie Shields, Port Adelaide Historical Society Inc.
- Kevin Jones, South Australian Maritime Museum
- Mark Pivovarov, Newport Quays Consortium

In addition to those noted above, thanks go to the input provided by the following individuals

- Janet Taylor, City of Port Adelaide Enfield, Aboriginal & Cultural Diversity Officer

## 03.00 inventory

### 3.01 introduction

Although the primary focus of historical research for this report was on the Jenkins Street Boatyards and Precincts 2B and 2C, we believe it is necessary to place the story of these places within the wider context of both Indigenous and European history of the greater Port Adelaide region.

This wider context has already been researched and presented in previous reports prepared for the City of Port Adelaide Enfield. No attempt was made to duplicate or check this work which already forms part of the Port Adelaide cultural map. It is possible that in researching specific areas of Port Adelaide inconsistencies will be found with these earlier general overviews – this is in the nature of historic research. Illustrative images have been added for the purposes of this report and are not taken from the two original reports quoted from.

Similarly, when considering Precincts 2B and 2C it is necessary to have some understanding of the government's engineering and maritime bodies over time. Concise histories of these bodies have already been prepared by Records SA and are presented here in their entirety.

Accordingly, this historical overview comprises:

3.02 – a background history of the greater Port Adelaide district containing:

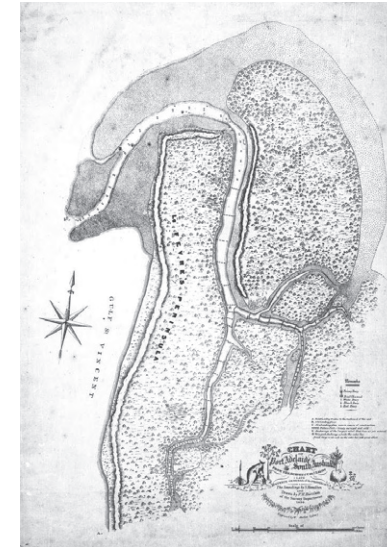
- A brief statement of Aboriginal history of the district, directly quoted from Wood, V “Kurna Cultural Heritage Survey, July 2007” City of Port Adelaide Enfield
- A background European history of the greater Port Adelaide district, directly quoted from McDougall & Vines, Architectural & Heritage Consultants “Greater Port Adelaide Heritage Survey”, 1989

3.03 – an historical overview of the Jenkins Street boatyards specifically prepared for this report

3.04 – a background history of the government engineering and maritime bodies containing:

- A brief description of government engineering bodies directly quoted from of Records SA, “GRG53 - Engineering and Water Supply Department, and predecessor agencies – description”
- A brief description of government maritime bodies directly quoted from Records SA, “GA53 – Marine Board – description”, “GA55 – South Australian Harbors Board – description”, “GA54 – Department of Marine and Harbors – description”, and “GA660 – Ports Corporation – description”

3.05 – an historical overview of precincts 2B and 2C specifically prepared for this report



**Figure 3.1** Early chart of the Port River region (1839)  
Image source: State Library of South Australia South Australian database

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## 3.02 background history of greater Port Adelaide district

### Aboriginal history of the district<sup>1</sup>

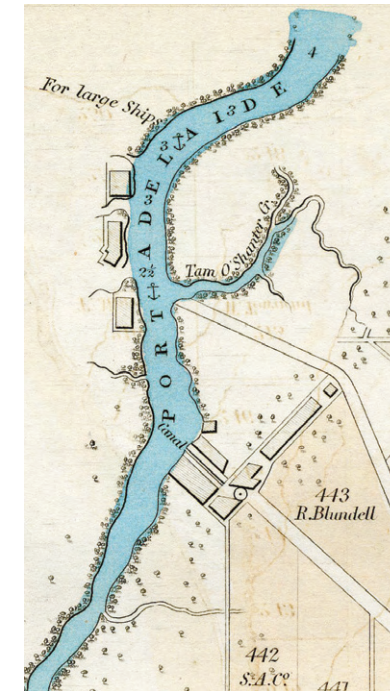
Kaurna history and knowledge is integral to an appreciation and understanding of the cultural development of the Port Adelaide Enfield Council region and, in particular, 'the Port' area.

Oral histories and selected historical records of local Kaurna imply a rich history of Kaurna presence prior to European settlement.

At the time of European settlement, the territory of the Kaurna nation in Adelaide/Tandanya and Port Adelaide/Yertabulti extended from Port Wakefield to Cape Jervis and to the western edge of the Mount Lofty Ranges. The Port Adelaide/Yertabulti region constituted the western extremity of the territory belonging to the Wirra Kaurna (northern group within the Kaurna nation). This group is thought to have extended between Angaston, Lyndoch, Port Adelaide/Yertabulti, Yatala/Yertalla and Tea Tree Gully/Kirraungdingga.

However, according to Veronica Brodie, the Port River was the natural boundary separating clan lands and the Wirra were located on the eastern bank. The Port River tribe, she claims, resided on the western bank of the river and their territory extended to the sea at Semaphore/Pulti and Semaphore South and north from West Lakes/Witonggato the tip of the Lefevre Peninsula/Mudlangga.

Although there are no European records of Aboriginal 'sites of significance' on the subject land, participants in the 2007 Kaurna Cultural Heritage Survey "considered that past recordings of Indigenous history had been one-sided and had tended to disregard the spatial and spiritual relationships of significance to Indigenous people.



**Figure 3.2** Early plan of the "Old Port" (1839)  
Image source: State Library of South Australia South Australian database



**Figure 3.3** Port Adelaide (1848), sketch by S.T. Gill (held in the collection of the Art Gallery South Australia) The steamboat "Juno", left; the first vessel from overseas to steam up the Port River in 1847. Image source: State Library of South Australia South Australian database

### background European history of greater port adelaide district<sup>2</sup>

#### INTRODUCTION

Port Adelaide as a place has a special relationship with the capital city of South Australia as its port and serves a unique function within the State, but Port Adelaide also developed as a distinct town with a character and history of its own. The heritage significance of the Port Adelaide centre area has been recognised for some time and this is evident in the fact that it was the first State Heritage area declared in 1982 under the Heritage Act of 1978. However the peripheral areas of the centre and the suburban areas of Greater Port Adelaide have been spasmodically considered in terms of heritage significance.

Much of the development of the Port depended upon the development of its suburbs as much as on its links with Adelaide city. Important settlements related to the function of the Port grew up around Port Adelaide such as Semaphore, Largs and Outer Harbour. The inner suburbs of the Greater Port Adelaide area developed as residential and industrial areas. Port Adelaide's history then is a history of

1. Sections extracted from Wood, V "Kaurna Cultural Heritage Survey, July 2007" City of Port Adelaide Enfield, pages 1-3

2. McDougall & Vines, Architectural & Heritage Consultants "Greater Port Adelaide Heritage Survey" 1989

the city of Port Adelaide and its suburbs as well as a history of the Port of Adelaide. Particular topics and subjects of this history have been considered by specialist historians at other times and these are listed in the Bibliography. Further research into these particular areas was not possible or practical within the terms of the Brief for this survey. This outline history is intended merely to set the broadest scene and provide background for the assessment of heritage significance of various buildings and areas in Greater Port Adelaide.

#### FIRST SETTLEMENT (1836-1851)

The initial location of Adelaide's Port, after a much documented conflict between Governor Hindmarsh and Colonel Light, was at the place which became known as Port Misery. This was at the end of the Old Port Road where it met the Port River as it was initially surveyed by Light. However this site proved unsuitable and in 1840 after two years of preparation by the South Australian Company the location of the Port was moved some distance downstream to the current site of Port Adelaide. The original location of Port Misery lies in an area which has been reclaimed as West Lakes today. The junction of Webb Street and Old Port Road is close to this point although the swampy edge of Port River was probably some short distance further west.

The newly located Port developed quickly under the virtual monopoly of the South Australian Company which had secured nearly all of the best land in the vicinity of the Port and also Section 423 which was then subdivided as Albert Town. The South Australian Company also undertook the construction of the extension of Port Road to the new Port and was paid in land by the Government. Settlement in the area developed along the road between the Port and Adelaide, Port Road. In 1848 Queenstown was subdivided and in 1850 the allotments of the Portland Estate were offered for sale. Small settlements also grew up across the river from the Port, at Birkenhead, Glanville and Ethelton and by 1850 settlement had begun on the coast at Semaphore. George Coppin opened his Semaphore Hotel in 1851. Various sections were advertised for sale in these areas during the late 1840s and early 1850s. The main areas of land for settlement lay between Port Adelaide and Semaphore to the west and along the main roads, Port Road to the south and Grand Junction Road to the east. Early subdivision maps have been included in the precinct histories in Section 4 of this survey.

After the discovery and mining of copper at Kapunda and The Burra, a copper smelting works was built at Port Adelaide by the English and Australian Copper Company, and one also developed in Yatala (Rosewater) by the Adelaide Smelting Company. The expansion of the new agricultural industries of wool and wheat also increased the Port activity at Port Adelaide during this early period. Henry Fletcher established his slipway at Birkenhead as a result of increased shipping and need for service and repairs. This attracted other related businesses to the area and a Government workshop was established at Glanville. Commercial development was centred in Port Adelaide, particularly along Commercial Road which was the extension of Port Road. Local shops supplying goods and services were established wherever residential clusters had formed.



**Figure 3.4** Watercolour of Port Adelaide by artist S.T. Gill (Samuel Thomas), 1818-1880. Image source: National Library of Australia.

*Very little of the building fabric pre-1850 remains in the Greater Port Adelaide area. Much has been incorporated into later buildings, but some small cottages exist, in Queenstown and Exeter for example, which are possibly from this period.*

#### CONSOLIDATION (1852-1883)

*This period is one of immense development and growth for Port Adelaide as indeed for the State. In Port Adelaide the organisation of the Port was formalised under a Government Act of 1851 which established Trinity House of Port Adelaide. This organisation had the job of “overseeing pilotage and wharves, superintending lights, marks and deepening, employing and licensing tugs, supplying ballast and sundry other duties’. In 1854 the Port Adelaide Harbour Trust was instituted to finance deepening operations within the Port of Adelaide. This was a constant ongoing requirement as the Port River silted quickly. The mud which was dredged out of the river was used to build up the level of the swampy land in Port Adelaide itself.*

*In 1855 Port Adelaide was declared a corporate town under the newly established District Council Act of 1852, and over the next 20 years other District Councils were established within the Greater Port Adelaide area. In 1859 Portland Estate District Council was set up and in 1864 the Alberton and Queenstown District Council was established and also the Glanville District Council. In 1872 a Council which incorporated the settlements on Le Fevre’s Peninsula was established as Le Fevre Peninsula District Council, and in 1887 Rosewater District Council was created. Later in 1883 the Semaphore Municipal Corporation was established which incorporated parts of Le Fevre’s Peninsula District Council area and also part of the Glanville District Council area (all of these District Councils were amalgamated within the Port Adelaide Corporation by 1900). It is significant that these suburban areas were self determining for quite some years of their existence and the former Rosewater District Council Hall on Grand Junction Road is a remnant of this period of local government.*

*The 1850s was also a period of increased transportation links between the city and the Port and in 1856 the railway from Adelaide to Port Adelaide was opened. This had been intended to be built by private enterprise but became the first Government owned railway service in the British colonies at the time. Links between the suburban areas on Le Fevre Peninsula and the Port centre itself were made easier in 1859 when the Port Bridge, a timber structure, was built across the Port River in the same location as the present Jervois Bridge. Once the bridge had been constructed and the Semaphore Jetty completed in 1860 the coastal settlements of Semaphore and the Le Fevre Peninsula were linked more directly with the inner port.*

*During the 1860s public utilities in the form of water supply and gas supply were available to residents in Port Adelaide. SAGASCO established a gas works at Rosewater in 1866 and water supply was laid on to the most important streets of Port Adelaide proper in 1867, although it did not reach the suburban areas until much later.*

*The population of Port Adelaide district by 1861 was 3000 to 4000 people. Port Adelaide during this time benefitted from the expansion of the mining, grazing and agricultural industries and the export of*



the products of these industries which was centred on the Port. The export of wool was a particularly important activity for Port Adelaide. In 1860 the Customs House, Court House and Police Station were built at Port Adelaide indicating the importance of the Port in the civic consciousness of the State. Also during the 1870s after the passing of the Education Act in 1875 Government schools were built in Port Adelaide and on Le Fevre Peninsula (Birkenhead).

Also during the 1870's the extension of public transport throughout the Greater Port Adelaide area increased the consolidation of settlement in residential areas. In 1878 the Port Adelaide to Semaphore railway was opened. This new railway crossed over the Jervois Bridge, a much more substantial structure which replaced the Port Bridge; and steam powered and later horse powered tram services ran along Port Road and into suburban areas later. This period saw the construction of many of the notable concentrations of villa residences which have been identified in the survey as significant residential precincts.

The Semaphore District became more important in terms of communications with the construction of the Time Ball Tower in 1874 and the concomitant Customs and Shipping facilities which developed at the end of the land end of the jetty. Another landmark in communications in the 1880s was the establishment of the telephone connection between Adelaide and Port Adelaide in 1883 when the Telephone Exchange began operations. This followed the first telephone messages which were sent between Adelaide and Semaphore in 1878.

Although the Largs area was subdivided in 1873 development in the area took place after 1881 with the construction of the hotel, jetty and railway from the Glanville station on the Semaphore line. The access road along the seafront which became the Esplanade was opened in 1884 although it remained a sandy track for many years.

#### DEPRESSION AND DEVELOPMENT (1884-1913)

After the disastrous drought of 1884, South Australia suffered a drawn out depression period which was intensified by the world wide depression of the 1890s. However by the turn of the century prosperity improved and the Port of Adelaide continued to be the centre for exports of wool particularly, and wheat, and also the major port for imported goods to the State. In the early 1880s defence of the colony was one of the major concerns of the Government and after the construction of Fort Glanville in 1880, Fort Largs became operational in 1884 and South Australia's Navy boat, the HMCS Protector, arrived in Port Adelaide from England in 1884. The major threat at this time was considered to be from the Russians although neither of the Forts were ever used in defence of the colony. A powder magazine was built north of the S.A. Basin and a Torpedo station was established at the entrance to the North Arm but although manned, was also not ever used. During the extension of the industrial area in the 1950s the remains of this station and the magazine were removed.



**Figure 3.5** Panorama of Port Adelaide taken by Francis Gabriel (1910) Image source: State Library of South Australia South Australiana database

*High tides and storms continued to be a problem particularly in the southern sections of Port Adelaide and Portland and in 1889 the Tam O'Shanter Creek was straightened and the Portland Canal completed which alleviated the problem to a degree.*

*The depressed economic conditions meant a falling off in the rate of new subdivision and house construction, although there were some notable concentrations of corrugated iron houses built as speculative ventures, such as those in Rosewater, Ethelton and Port Adelaide. Other iron houses from this period can be found in many parts of the district. Some consolidation of previously subdivided areas such as Largs Bay and parts of Semaphore and Alberton resulted in more dense settlement in already established suburbs.*

*During the 1880s and 1890s recreation on the beach front at Semaphore became a pleasant social occupation and in 1889 the swimming baths on the Semaphore Jetty were opened. The increase in population in the district resulted in the establishment of two further public schools at Alberton and Glanville (Ethelton).*

*An important extension of industrial activity in Port Adelaide occurred in 1891 when the Colonial Sugar Refining Company opened a refinery at Glanville just south of the Government dockyards. The Government also became involved in export of agricultural products in 1895 when the Produce Export Depot was established at Ocean Steamers Wharf. There was a cold store and export office also established in London to receive the exported products: unfortunately this was a short lived operation. The beginnings of the petrochemical storage industry were begun in 1901 when Shell Oil built its first petrol storage tanks at Birkenhead. The more traditional industries of timber milling and flour milling continued during this period although one of the earliest constructed mills, John Hart's mill in Mundy Street, ceased to function in 1903 and was then used only for storage of wheat.*

*The construction of Outer Harbour, beginning in 1902 with the building of the extension of the railway from Largs up to Light's Passage, and then the reclamation of the land area at the Outer Harbour, was one of the most significant Government works in the district at this time. The possibility and need for an Outer Harbour had been mooted for many years and finally was opened in 1908.*

*Some of the largest non-industrial buildings of this time were the picture theatres which Ozone Amusements Ltd. built, particularly the Port Ozone Theatre which was opened in 1913. This new form of entertainment was particularly successful in the pre-war and post-World War 1 years, resulting in many theatres in the district, few of which still function today.*

*Also in 1913 the South Australian Harbours Board was constituted. This Board was vested with control of Government and privately owned wharves and frontages and all Port engineering. This created a unified Port Authority for the State and provided for the compulsory acquisition of privately owned wharves. These had previously been owned by 17 different enterprises and many of these old timber wharves were in need of reconstruction. None of these early wharves remain. Some relics of timber pilings can be seen in the Old Port Reach upstream from the railway bridge, but Port facilities slowly shifted downstream making this section of the river redundant.*



## EARLY INDUSTRIAL DEVELOPMENT (1914-1927)

*This period was one of increased suburban development and the linking of Rosewater, Semaphore and Largs Bay to Port Adelaide by electric tram services in 1917 was an important element of this consolidation. Electricity had first been provided from the Nile Street Power Station in 1899 but by 1923 the first Osborne Power Station was producing electric power. In 1925 the Osborne Power Station became the sole source of supply when the Grenfell Street Power Station closed. This had implications for the establishment of large assembly plants for motor vehicles in Port Adelaide and both Ford Motor Company and General Motors Australia Pty. Ltd. built assembly plants along the Birkenhead-Largs Bay industrial area (on the Port River side) in 1926. The Ford Motor Company site is now occupied by James Hardy & Co. During the late 1920s large oil storage tanks with accompanying wharves were built by several petrol companies at Birkenhead including Vacuum Oil Company.*

*It was during this period particularly post-War, that the Semaphore Carnival developed. The Palais was built in 1922 and the improvement in Todd Reserve with lawns and a bandstand and carousel were all instigated. Visitors to the Semaphore Carnival came from country areas as well as the city and also from Broken Hill Mines. This era is considered in more detail in the history of the Semaphore Pier Precinct (Section 4).*

*In 1924 tenders opened for the building of the Government's Thousand Home Scheme under the Advances for Homes Act and a number of these houses were constructed in Rosewater, although the bulk of them were built in Colonel Light Gardens (Mitcham). The aim of these houses was to provide a high standard of accommodation for returned soldiers and working men with large families at a time when decent housing was in short supply. However this scheme was terminated in 1926 leaving many people, in the Port Adelaide district particularly, living in sub-standard housing.*

## DEPRESSION AND WAR (1928-1945)

*During this period the Port Adelaide district, along with the rest of South Australia, suffered from two world-wide events, the Depression of the late 1920s and early 1930s and the Second World War. Local recession had preceded the General Depression by several years and in 1929 unemployment in South Australia was at the highest level of all Australia. There was a national Waterside Workers strike in 1928 which erupted in Port Adelaide as well. The non-Union labour who were the cause of the strike, were protected by South Australian Police and a large volunteer Citizen Defence Force. Another event caused by the Depression was the Beef Riot of 1931 when 1,000 men marched from Port Adelaide to the Treasury in Adelaide to protest the removal of beef from rations distributed by the Government to the unemployed. In 1933 census estimates were that 33.2% of male wage and salary earners in Adelaide were out of work. However during the late 1930s there was a move by the Government to encourage both local and overseas industrial investment in South Australia, and Port*

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*Adelaide benefitted from this. The ICI Alkali factory at Osborne was operational in 1940, and General Motors who had absorbed Holdens to form General Motors Holden Ltd. expanded their operations. The South Australian Housing Trust, which was established to help replace slums which had evolved in parts of Adelaide (and Port Adelaide) with decent low cost housing, began the construction of semidetached dwellings in Rosewater in 1937 and 1938. There were still large areas of swampy land around the upstream areas of the Port River and during the 1930s these proved a problem as people dumped rubbish in the wasteland causing a rat infestation. Only in the last 10 years have these areas been reclaimed as sporting grounds and roads.*

*By 1940 the need for access to the developing industrial areas of Birkenhead and Osborne was obvious and the Birkenhead Bridge was opened in 1940. The Harbours Board had continued to improve the wharfrage facilities of the Port; and the opening of the Osborne Bulk Coal Handling Plant, reconstruction of Ocean Steamers Wharf and conversion of the South Australian Company Basin into Number 1 Dock, meant that the facilities of the Port were greatly improved. In the years 1930 to 1936 an extra 4,700 feet of modern quay frontage was constructed. With the build-up to the Second World War shipbuilding and repairs were important in Port Adelaide at this time.*

#### MODERN TIMES (1946-1980)

*After the Second World War the Harbours Board drew up its Greater Port Adelaide Plan which set out a formula for integrating the reconstruction of the 1930s into the modernisation of the Port area over a 50 year period from 1950 onwards. There were also other proposals which influenced areas not specifically part of the Port proper. These included the reclamation and development of the Gillman Industrial Estate which had started to be developed as New Kingston, the extension of reclamation and development at the northern end of Le Fevre Peninsula which has now become North Haven, and the reclamation of land between the Jervois Bridge and Henley & Grange Council which when reclaimed became West Lakes in the early 1970s.*

*The Housing Trust also constructed large areas of residential accommodation in the Osborne-Taperoo area as the housing shortage after the Second World War was acute.*

*Away from the Port, Greater Port Adelaide area went through somewhat of a decline during the 1950s and early 1960s, but during the 1970s with further housing development and the opening of the Outer Harbour Passenger Terminal the future of the area looked more positive. In 1975 the Port Adelaide Centre joint committee was established to oversee the redevelopment of central Port Adelaide and one of the outcomes of this was the Port Adelaide Conservation Study undertaken by Elizabeth Vines for the State Planning Authority in 1977. The aim of this study was to highlight the historical significance of the buildings within the Port Adelaide centre and in 1978 the South Australian Heritage Act was passed enabling the protection of such buildings, as the pressure for development was increasing within the area (Port Adelaide State Heritage Area was declared in 1982 and was the first in the State).*

## CONCLUSION

*Many important events which have occurred in the history of Port Adelaide and the surrounding suburbs do not have physical reminders but those which do have been scheduled and investigated.*

*The information in this brief outline has been based on Brian Samuels, A Port Adelaide District Historical Chronology (1986) and M. Hammond, History of Port Adelaide – Chronology 1831 – 1978 (1978). Other important general sources are Susan Marsden, Historical Guidelines (State Preservation Plan, 1980) and Geoffrey Manning The Romance of South Australian Place Names (1988)*

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**Figure 3.6** Panoramic of Port Adelaide. Hawks Creek in the foreground and Fletcher's Slip to the left (1871) Image source: State Library of South Australia South Australiana

### 3.03 historical overview of jenkins street boatyards<sup>3</sup>

The Jenkins Street boatyards are located on Section 2012 Hundred of Port Adelaide. The section was originally granted to John Abel Smith on 1 April 1839. It is likely that this was the same John Abel Smith (1801-1879) who was a member of the British Parliament and a partner in the discreet family bank Smith, Payne & Smith. He was on the 1834 London committee for female emigration and the first governor of the Australian Agricultural Company. His interest in the colonies and in eastern trade was distrusted by other members of the family bank and he was reputed to have “dissipated much of a considerable patrimony on the fringes of empire”. He was a founder partner in Smith, (Hollingworth and Charles) Magniac and Co., East India and China merchants, the forerunners of Matheson and Co., the London agents of Jardine Matheson and Co. of Hong Kong. There is no evidence that he ever saw his land at Birkenhead and he appears to have ended his life financially ruined.<sup>4</sup>

It is not known to what use, if any, Smith put his land. The earliest known use of the subject land is the presence of the “Shipwrights Arms” on the river frontage at the eastern end of the site – under the current Birkenhead Bridge. The hotel opened in 1853 but ceased trading in 1857.<sup>5</sup>

By the 1860s there were at least six shipbuilding yards in Port Adelaide.<sup>6</sup> Contemporary newspaper descriptions of the area are not, however, conclusive as to whether any of these might have been on the subject land.

In an 1863 article headed “A visit to the opposite river bank” The Register<sup>7</sup> observed that “There are few visitors to the Port who extend their journey to the opposite bank of the river at the Port, and there are fewer

3. The extent of research possible for this project means that there are, of necessity, gaps in the history presented here. Some of these gaps may well be filled as further research is undertaken on adjoining sites. In the meantime, the gaps are sufficiently narrow as to still enable us to have a good understanding of how the Jenkins Street Boatyards site has been developed and used.

4. Byrnes, D “Merchants and Bankers 1825-1850” <http://www.danbyrnes.com.au/merchants/merchants10a.htm> viewed 18 January 2008 and <http://www.danbyrnes.com.au/blackheath/geneal2.htm> viewed 18 January 2008

5. Hoad, JL “Hotels and publicans in South Australia 1836-1984” Adelaide : Australian Hotels Association (South Australian Branch) : Gould Books, 1986, page 554

6. Prest, W (ed) “The Wakefield companion to South Australian history” Kent Town, S. Aust. : Wakefield Press, 2001, page 486

parts of the colony with a less inviting aspect, though for importance it surpasses many localities where the tout ensemble is of a more recherche character, for some very extensive works are progressing there.” The article proceeded to describe the activities on that bank, beginning with the Government Yard before passing to Fletcher’s Shipyard. Leaving that behind, “a long slip of river frontage appears without improvement, overgrown with low scrubby vegetation, merely furnishing a deposit-heap for rubbish from vessels lying in the stream berth. But there is one object of interest moored at low water mark: this is the floating boat raft of the South Australian Yachting Club, and three or four very smart-looking wager boats on it, though it would be wrong to eulogise the manner in which the gear is kept.” This would appear to be the state of the subject land in 1863 – unimproved and unoccupied other than by rubbish.

Three years later, The Register published another report on the area under the heading “An hour among the shipwrights”.<sup>8</sup> “Along the river from Port Adelaide is a part of the colony but little visited by strangers, but there are very many interesting spots on it where important mechanical operations are carried on. The most extensive ship and boatyards are situate there, and are quite worthy of a visit from persons interested in such matters.”

The report goes on to describe the area from Fletcher’s Yard to Cruickshank’s Slip and beyond. In doing so, it passes the subject site, but we cannot be certain as to which, if any, of the items described were actually located on the subject site. The description does, however, give a general idea of the area and its use. From Fletcher’s the report passes “down the bank of the creek to McDonald’s ... The space between this and the next yard is rather a gem, reminding one of the old curiosity shop, for a page might be written on the fragments scattered about. There the windlass of one ship, the capstan of another, ribs and planking, boilers and spars, funnels and anchors, lie scattered abroad, in beautiful confusion, and each has a history peculiar to itself. But passing through all this debris of naval architecture, Mr Mitchelmore’s shed next attracts attention...” From there “a scramble over rough spars and logs, under fences and over gates” leads to Cruickshank’s Slip.

From this description, McDonald’s and Mitchelmore’s sheds may well have been located on the subject land; but it is far from certain. What is certain is that most of the subject land was still a repository for rubbish.

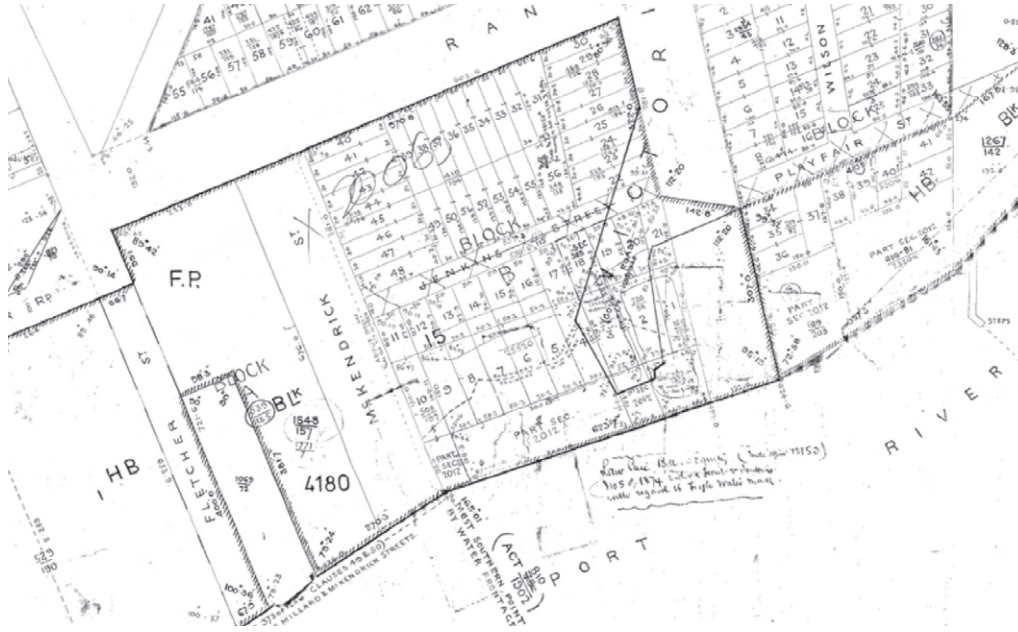
The presence of these sheds in the 1866 report is probably the result of section 2012 having been subdivided into a number of small allotments in 1864.<sup>9</sup> [Fig. 3.7] Despite many changes over the years, the impact of this original subdivision is still apparent in the building alignments on site. The subdivision occurred under the old titles system whose records have not been searched during this project. Therefore there remains some uncertainty about the land and its ownership and use until the allotments were brought under the Torrens Titles System between 1871 and 1909. [Fig. 3.8]

7. The Register 31 March 1863, page 29

8. The Register 13 November 1866, page 24



**Figure 3.7** 1864 Deposited plan no. 43 of 1864. Image source: South Australian Department of Transport, Energy and Infrastructure website: <http://landservices.sa.gov.au> (2007)



**Figure 3.8** 1864 Deposited plan no. 43 of 1864 overlaid with aerial photograph of 2007. Image source: South Australian Department of Transport, Energy and Infrastructure website: <http://landservices.sa.gov.au> (2007) and Mapland SA (2007)



Before looking more closely at these ownership details it is perhaps sensible to look at three more newspaper reports of the area – in 1875, 1879 and 1880. Again these reports are not conclusive but they are important in giving an impression of the area.

In describing the “Shipbuilding yards at Port Adelaide” in 1875 The Observer<sup>10</sup> first reported on Fletcher’s yard and the Dunnikier Slip. “The next block of land is in almost its original state, save and except that it has been quite denuded of the original mangrove. Then comes McKendrick’s yard [followed by] a space of beach, which might well be described as the depot for boats of all classes. There are ships’ longboats and gigs, and pinnaces with a few dingies in every stage of dilapidation. Another ketch is on the stocks of Mr Taylor’s yard. ... The next yard is that of Mr Jenkins.” From there The Observer describes more vacant frontages, the building shed of Mr Playfair, another piece of vacant land, another boatshed, a space “filled with relics of past days”, several cottages and then Cruickshank’s Yard. There is no doubt that McKendrick’s and Jenkins’ yards were located on the subject site. Their precise locations will be seen when detailing the title information later. The location of Taylor’s yard is, however, undetermined.

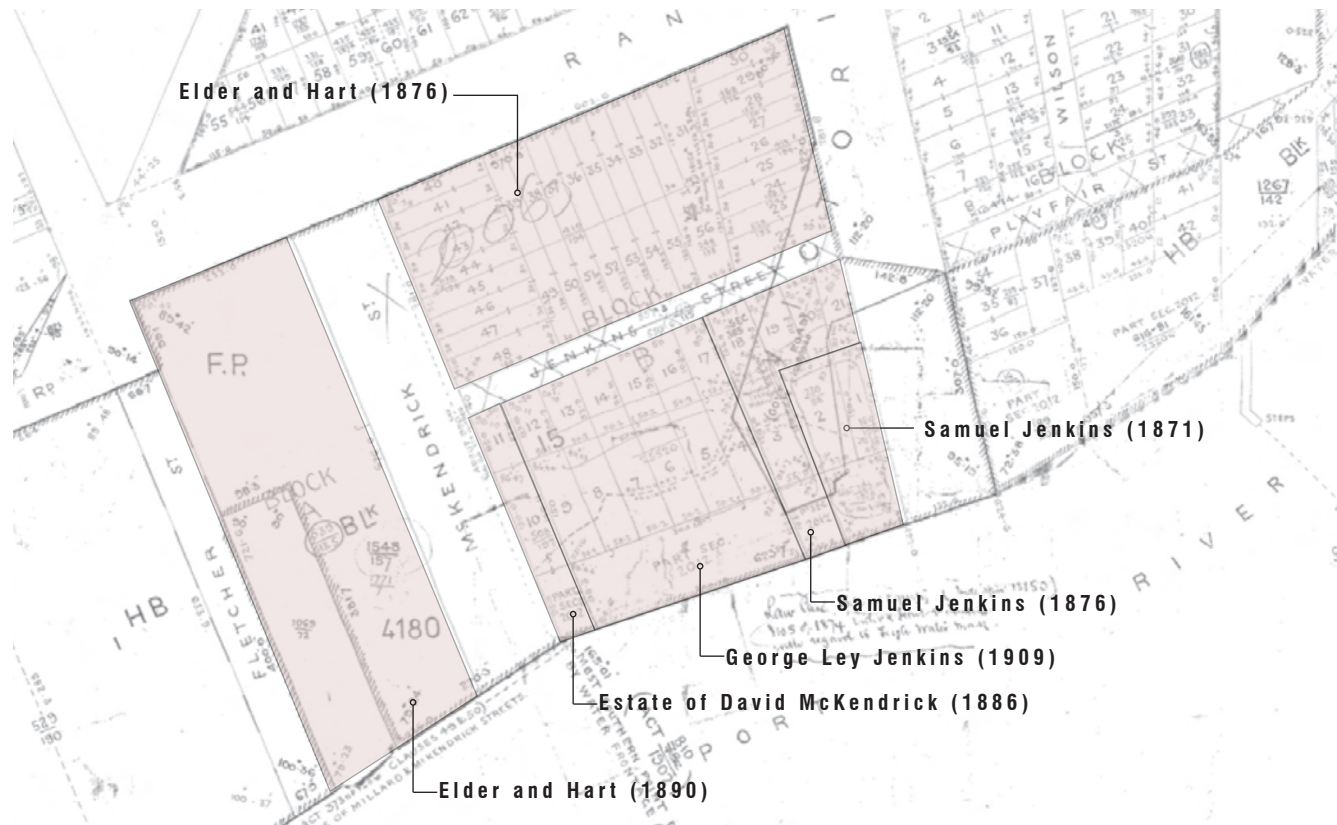
In 1879 The Register described the area. “The shore is low-lying land, and was formerly the residence of a few watermen; but latterly the scene has changed considerably, more especially since the establishment of the ferry.” From the ferry landing, and moving along the riverbank in a direction opposite to earlier reports, The Register records Chant’s boatshed, vacant land “occupied by a mass of all sorts of things pertaining to ships”, Taylor’s yard, Cruickshank’s, Playfair’s, Jenkins’ and McKendrick’s yards before arriving at the Dunnikier Yard. This would suggest that only Jenkins’ and McKendrick’s yards were located on the subject land in 1879, a fact supported by evidence we will refer to later.

The following year The Advertiser<sup>12</sup> described this side of the river as “a kind of terra incognita, except to a few who know the ins and outs of the boat and ship yards.” Beginning with Fletcher’s Yard, the report describes only Playfair’s before reaching the ferry. Then follows Chant’s and Taylor’s yards, This would appear to be an incomplete description of the operating yards.

Between 1871 and 1909 all of the subject land was brought under the Real Property Act (Torrens Titles system) and it is these records which provide us with considerable, reliable information. In looking at these records it needs to be remembered that while the date of bringing the land under the Act does not necessarily coincide with the date of acquiring the land it often does. [Fig. 3.9]

9. Deposited Plan No 43 of 1864
10. The Observer 27 March 1875, page 12
11. The Register 11 August 1879, page 1
12. The Advertiser 12 August 1880, age 6

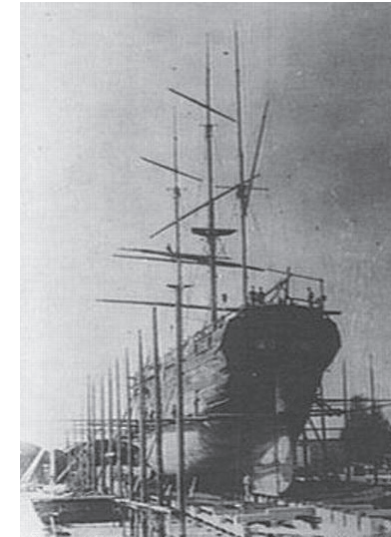




**Figure 3.9** 1864 Deposited plan no. 43 of 1864 overlaid with first registered proprietors under the Real Property Act (1871-1909). Image source: South Australian Department of Transport, Energy and Infrastructure website: <http://landservices.sa.gov.au> (2007)

Lot 1 was brought under the Act in 1871 with Samuel Jenkins as the registered proprietor.<sup>13</sup> Lot 2 was brought under the Act five years later, again with Samuel Jenkins as proprietor.<sup>14</sup> In January 1909 Lots 4-9 and 12-17 were brought under the Act with George Ley Jenkins as proprietor.<sup>15</sup> In March that same year lots 3 and 18-21 were brought under the Act, with George Ley Jenkins as proprietor.<sup>16</sup>

Samuel Jenkins (1840 – 1890) was born in England and educated in Nova Scotia where he lived until 1865. He then came to Adelaide where he worked in Fletcher's Yard for about six months before moving to Ballarat and the gold fields. In about 1872 (perhaps 1871 considering his ownership of lot 1) he returned to South Australia and established a ship building business at Birkenhead. In 1883 he built a slip 100ft long to take



**Figure 3.10** "Success" on Fletcher's slip (1895)  
Image source: State Library of South Australia South Australian database



**Figure 3.11** Samuel Jenkins (1905) Image source: State Library of South Australia South Australian database

13. Certificate of Title Volume 160 Folio 196

14. Certificate of Title Volume 230 Folio 88

15. Certificate of Title Volume 798 Folio 53



ships of 300 ton.<sup>17</sup> His son George Ley Jenkins was born in Ballarat. Also a shipwright he would appear to have worked with and/or taken over his father's business upon the latter's death in March 1890.

Lots 10 and 11 were brought under the Act in 1886.<sup>18</sup> The registered proprietors were Richard Woolnough and William Russell although it would seem that they held the property as executors of the estate of David McKendrick who had died that same year. McKendrick was a shipbuilder<sup>19</sup> and would appear from the newspaper reports quoted earlier to have operated a yard from this location from at least 1875.

These ownership details would support the suggestion from the newspaper reports cited above that by 1875 there were two shipyards operating on the subject site, McKendrick's on lots 10 and 11, and Jenkins' on at least lot 1. This would seem to be confirmed by a "Plan of Port Adelaide Harbor" dated 1885. [Fig. 3.12]

Lots 22-56, located to the north of Jenkins Street, were brought under the Act in 1876, the registered proprietors being Hon Thomas Elder and John Hart. Elder and Hart had, in 1861, subdivided the adjacent Section 700 to establish the township of Birkenhead which they advertised as providing "suitable and healthy sites for houses in the immediate vicinity of Port Adelaide".<sup>20</sup> Lots 28-30, on the corner of Birkenhead Street and what became Semaphore Road, were soon sold to Hames and Thomas Gifford. They established a wood yard there.

Lot A, located between Fletcher's Yard and McKendrick Street was brought under the Act in 1890.<sup>21</sup> The registered proprietors at that time were Sir Thomas Elder and Charles Hawkes Todd Hart. That same year they transferred the lot to Henry Cruickshank Fletcher, the neighbouring shipbuilder.<sup>22</sup> Fletcher immediately leased part of the land to The Castle Salt Company Ltd<sup>23</sup> who continued leasing the land until 1914. "Raw salt was brought across the gulf from the lagoons of the Yorke Peninsula by ketch" to the Castle Salt Company's "sophisticated refining plant". There it was "washed, crystallised in rotary dryers before being crushed and sieved into a variety of grades."<sup>24</sup>

The year 1890 also saw activity take place with regard to McKendrick's lots 10 and 11. It was in that year that The South Australian Yacht Club Inc became the registered proprietor of the lots<sup>25</sup>, although the club

16. Certificate of Title Volume 803 Folio 39

17. Cumming, DA & Moxham, GC "They built South Australia : engineers, technicians, manufacturers, contractors and their work" [Adelaide] : D.A. Cumming and G.C Moxham., 1986, page 111

18. Certificate of Title Volume 508 Folio 197

19. Statton, J (ed) "Biographical index of South Australians 1836-1885" Marden, S. Aust. : South Australian Genealogy and Heraldry Society, 1986, page 1073

20. The Register 16 December 1861

21. Certificate of Title Volume 539 Folio 135

22. Transfer 239845 on Certificate of Title Volume 539 Folio 135

23. Lease 242883 and subsequent leases on Certificate of Title Volume 539 Folio 135

24. Couper-Smartt, J "Port Adelaide : tales from a 'commodious harbour'" Port Adelaide : Friends of the South Australian Maritime Museum, 2003, page 97

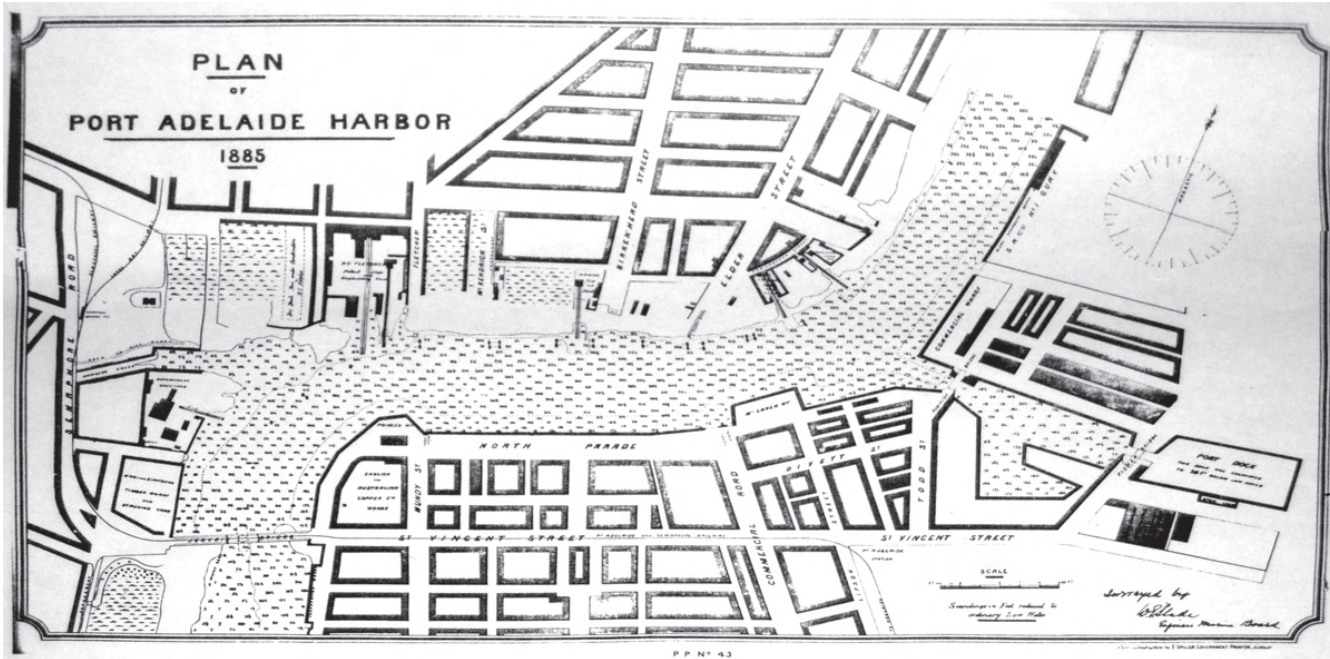


Figure 3.12 Plan of Port Adelaide Harbor (ca.1885) Image source: Port Adelaide Historical Society



Figure 3.13 View across the Port River to Jenkins slip (1902) Image source: State Library of South Australia South Australiana database

history<sup>26</sup> states that the land was purchased in 1884. That history also states that the club became the Royal South Australian Yacht Squadron in October 1890.

As we have already seen,<sup>27</sup> the South Australian Yachting Club had a “floating boat raft” in the vicinity as early as 1863. This may have been a predecessor of the South Australian Yacht Club which claims to have been established only in 1869.<sup>28</sup>

In 1896 the “indifferent structures at Birkenhead” were replaced by “a roomy shed, containing lockers and other yachting conveniences.” The boatshed was later extended by an additional 1,800 sq ft at a cost of £135, much of the work being done by members. In 1903 the mooring berth was deepened and enlarged. Improvements that year, costing nearly £100, included strengthening the landing stage, installation of the telephone, building a spar shed and providing extra lockers.<sup>29</sup>

At some stage a cottage was built on the Yacht Squadron land. It was occupied by a caretaker.

In 1903 Jenkins Street was closed as a public road.<sup>30</sup>

In 1906 there was a fire at Jenkins’ Slipway. The Register<sup>31</sup> reported that the fire “caused considerable damage ... on the premises of Mr G Jenkins, slip proprietor and boatbuilder ... The damaged buildings are situated on the eastern side of the patent marine railway and consisted of a blacksmith’s shop, an office, a carpenter’s shop, and nearer the river front, a boat shed.” The fire had awakened the “inmates of Mr Jenkins’ house, situated on the road on the northern side of the property. ... Before the flames were extinguished the carpenter’s shop, office, and boat shed were completely demolished, with all their contents. These included a large quantity of tools, oils, timber, a complete diver’s apparatus, between 40 and 50 American pumps, and four boats, two of which were quite new. ... All the papers in the office were destroyed.”

In 1913 Richard T Searles established a boatyard “in premises where the Central Slipping Co is now [1980] situated in Jenkins Street.”<sup>32</sup> Searles’s initial venture here appears to have been short lived. The onset of WWI led to a decline in trade and he became caretaker for the Yacht Squadron, living in the cottage on the premises “which was flooded at extra high tide, mainly in the winter.”<sup>33</sup>

25. Transfer 234767 on Certificate of Title Volume 508 197

26. Royal S.A. Yacht Squadron “The First 100 years” [Outer Harbour, S. Aust. : The Squadron, 1969] Netley, S. Aust. : Griffin Press and <http://www.squadron.asn.au/information/history/tsbeginnings.html> viewed 18 January 2008

27. The Register Op cit note 5

28. Royal S.A. Yacht Squadron Op cit note 24

29. <http://www.squadron.asn.au/information/history/tsbeginnings.html> viewed 18 January 2008

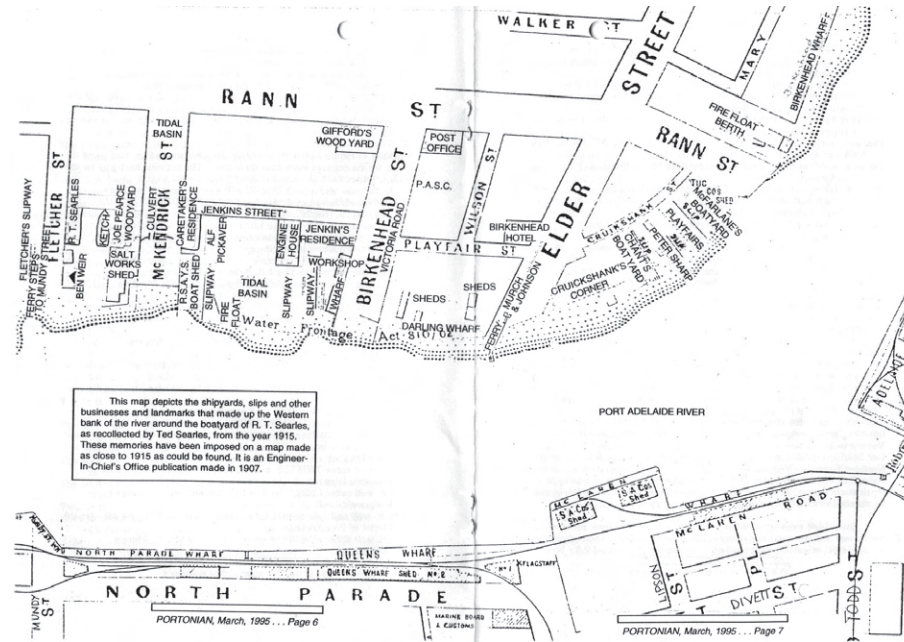
30. Gazette dated 19 February 1903, page 365 as noted on Certificate of Title Volume 508 Folio 197

31. The Register 12 November 1906, Page 3

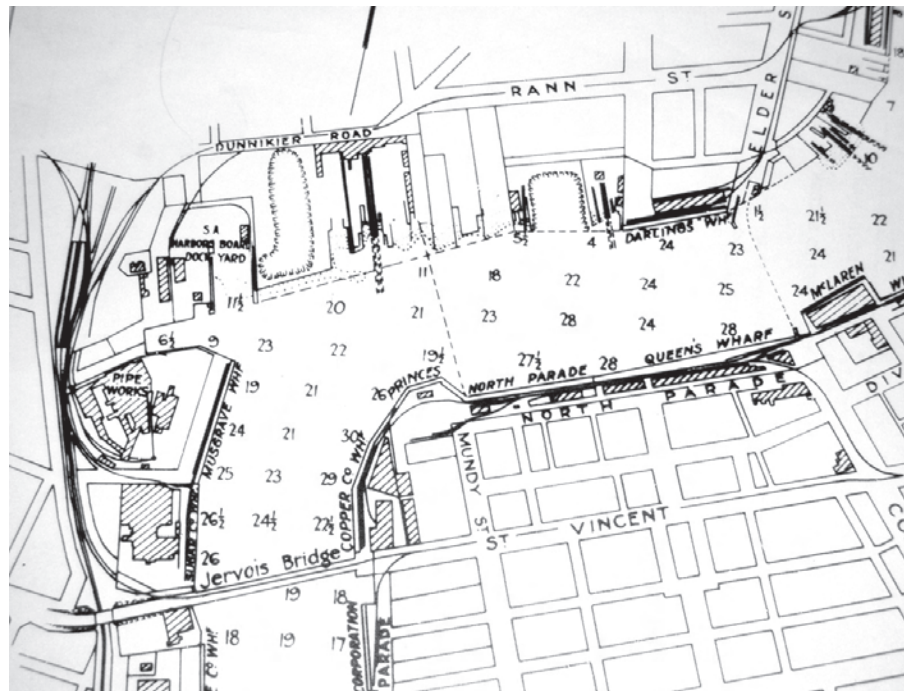
32. Searles, T “RT Searles and Sons, Boat Builders, Jenkins Street, Birkenhead, 1913-77” published in “Portonian” Volume 23 No 1, March 1995, Port Adelaide

Historical Society Inc, page 1

**Figure 3.14** Map of tenancies in 1915 according to the recollections of Ted Searles (ca.1995)  
Image source: Port Adelaide Historical Society



**Figure 3.15** Detail of Harbors Board plan (.1918) Image source: Port Adelaide Historical Society





A picture of the area in 1915 is given by a diagrammatic plan [Fig. 3.14] based on the recollections of Ted Searles, son of RT Searles.<sup>34</sup> Moving from west to east across the subject land, the plan indicates the locations of RT Searles's and Ben Weir's shed immediately adjacent to Fletcher Street. Next to them, still on the original lot A, are the salt works and, behind that, the wood yard of Joe Pearce. Further east, on lots 10 and 11, are the Yacht Squadron boat shed and caretaker's residence. Alf Pickhaver's slipway is indicated, probably on lots 9 and 12. It is not known if this was the former McKendrick slip, or at least its location, although it would seem likely. Further east, beyond a tidal basin is Jenkins' Boatyard. This comprises two slipways into the river. To their north, Searles recalls an engine house, workshop and on the north-east corner, adjoining Birkenhead Street, Jenkins' house. Gifford's wood yard is located on the corner of Rann Street (later Semaphore Road) and Birkenhead Street.

Searles's recollections are supported by a less detailed Harbors Board plan of 1918. [Fig. 3.15] This plan indicates three slipways on the subject land – two at Jenkins' yard and, across the tidal basin, one in the vicinity of lot 9.

In 1917 portion of lot A was acquired by the Commonwealth of Australia.<sup>35</sup> The following year saw all the remaining subject land acquired by the State government and revert to the Crown.<sup>36</sup> Three royal commissions, in 1880, 1897 and 1911, into the management of wharves, had finally led to the passing of the Harbors Board Act of 1913. This legislation established the South Australian Harbors Board. It also provided for the compulsory acquisition of all harbor front land, returning control of harbor activity to the government for the first time since 1856.

The Yacht Squadron history<sup>39</sup> notes that the passing of the 1913 Act meant that moves were afoot to relocate them, the space being needed for "vessels of the mercantile service". It also states that the land was acquired "for public use". The 1st July 1916 was originally set as the date for the resumption of waterfront properties, but a number of wharf owners wanted more time. The date was then changed to 1 January 1917. The cost of resuming the waterfront land was approximately £2 million.<sup>40</sup>

The acquisition, however, saw little recorded change in the use of the subject land.

33. ibid

34. ibid pages 6-7

35. Note that this is not the land on which the current naval facility stands, but the land between that and Fletcher Street, or the current continuation of it.

36. See all relevant certificates of title.

37. Parsons, R "Southern passages : a maritime history of South Australia" Wakefield Press, Netley 1986 page 251

38. Couper-Smartt op cit note 25, page 71

39. Op cit note 32

The Yacht Squadron continued to occupy their former land. In 1921 they installed a septic tank at a cost of £63, and a stove was purchased for the cottage. A tender was made for the lease of Pickhaver's slip for seven years at £52 pa.<sup>41</sup> It is not known if this was successful. The Government offered the squadron a 21 year lease of their property at £100 pa and in 1922 offered to extend that lease to the area of what had previously been McKendrick Street. During these years the Squadron made further improvements to the property. A lean-to was erected to protect motor vehicles. A balcony, new lockers and an extension of the shed were made at a cost of £2,620. It seemed as if the Squadron was to be settled for some time. This, however, was not the case, and in July 1924, the Squadron vacated their Birkenhead premises and relocated to Outer Harbor.<sup>42</sup> The Port Adelaide Rowing Club, founded in 1877, moved into former Yacht Squadron boat sheds.

At some stage between Searles's plan of 1915 and the relocation of the Yacht Squadron in 1924, the Port Adelaide Sailing Club moved its clubhouse from No 8 Birkenhead Road to the location north of the tidal basin between Jenkins' yard and the Yacht Squadron.<sup>43</sup> During the early years of the club, established in 1897, dinghy sailing was a major activity, and a large shed was erected to house the fleet of dinghies, and to facilitate the mooring of larger yachts.

In 1926 some 31 acres of Crown Land, extending to the west of Birkenhead Road, from the Port River to what became Semaphore Road, and thus including the subject land, the Fletcher's Yard land and beyond, but excluding the land acquired by the Commonwealth in 1917, was granted to The South Australian Harbors Board.<sup>44</sup>

The reason for the land grant may lie in the almost immediate lease of portion of the land to General Motors (Australia) Pty Ltd.<sup>45</sup> The land leased to General Motors was that previously owned by Elder and Hart – lots 22-56.

General Motors had established their business in Australia that same year, 1926. They set up assembly plants in all States except Tasmania. The Birkenhead plant was up and running by 1927. In 1931 General Motors (Australia) merged with the local Holden's Motor Body Builders to form General Motors-Holden. At Birkenhead, some 300 employees assembled engines and mechanical components from Fishermen's Bend in Victoria with body panels from the Woodville metal stamping plant.<sup>46</sup>

It is interesting to note that this lease to General Motors, together with its subsequent changes and extensions, was the only lease ever registered on the subject land after its 1926 land grant.



**Figure 3.17** Port River, Birkenhead, near Jenkins' Slip (1925) Image source: State Library of South Australia South Australiana database



**Figure 3.18** Aerial photograph of Port Adelaide with Jenkins St boatyards in the foreground. (1934) Image source: State Library of South Australia South Australiana database

40. Parsons op cit note 38 page 253

41. ibid

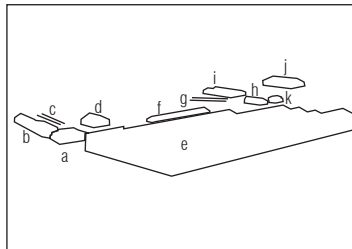
42. Ibid and Royal S.A. Yacht Squadron op cit note 31, page 27

43. <http://portadelaidesailingclub.com/history> viewed 18 January 2008

44. Certificate of Title Volume 1419 Folio 20

The large building constructed by General Motors can be seen clearly in an undated photograph probably taken prior to 1930. [Fig. 3.16] The same photograph also shows other development on the subject site, where Jenkins' house, boat sheds, engine house and slipway can be seen at the eastern end. Further west can be seen the Port Adelaide Sailing Club building, Pickhaver's shed and slip, the Port Adelaide Rowing Club buildings with its caretaker cottage, at that time occupied by the Richards family, and a large naval building.<sup>47</sup>

**Figure 3.16** Aerial photograph of Port Adelaide with GMH Factory in the foreground. (ca.1930)  
Image source: Port Adelaide Historical Society



- a. Jenkins' house
- b. Jenkins' boat sheds
- c. Jenkins' slip
- d. Jenkins' engine house
- e. General Motors
- f. Port Adelaide Sailing Club (obscured)
- g. Pickhaver's slip
- h. Pickhaver's shed
- i. Port Adelaide Rowing Club
- j. Naval building
- k. Caretaker's cottage



45. Lease 991473 on Certificate of Title Volume 1419 Folio 20

## Searles

Prior to his initial, short lived venture in Jenkins Street in 1913, Richard Searles had worked for Ben Weir who had a shed in much the same proximity – “next door to Fletcher’s slipway, close to the Mundy Street ferry steps. He also worked with Alf Pickhaver, whose shed was next door to the Royal South Australian Yacht Squadron. Alf Pickhaver’s shed and slipway are now [1980] occupied by Mac Lawrie’s Diving and Marine.”<sup>48</sup>

After abandoning his first venture and following a period as caretaker for the Yacht Squadron, RT Searles had, in 1922, designed and built a boat for EA Johnstone at George Ross’s workshop in Woodville West. The following year he and his son Les commenced work at Waverley Street, Largs Bay. They were joined by two other sons, Bill and Ted, in 1927 and two years later, in 1929, RT Searles and Sons moved back to Jenkins Street where they built a slipway.<sup>49</sup>

After WWII Searles doubled the size of their shed and took over a slipway which had been used by General Motors Holden during the war.<sup>50</sup> GMH had transferred much of their plant from Woodville to Birkenhead to be used almost exclusively for the construction of boats and pontoons.<sup>51</sup> In 1942 GMH built a supply tender for the RAN which, after the war, became the police launch Archie Badenoch.

Searles built a number of boats after the war. Most of the lead keels, some as heavy as 7 tons, were cast on the premises from patterns also made on site. They could, however, “only do repairs to ketches while they were afloat as their slip was not big enough to accommodate these vessels. Work requiring the use of a larger slip was done on other slipways.”<sup>52</sup> The company also worked on ships away from their premises.<sup>53</sup>

RT Searles retired in about 1960. His son RW Searles died in 1970. The two remaining sons, EG and LG Searles retired in 1977. The business was then taken over by Brian Mellor and Roger Knill who had both served their apprenticeships with the firm. Between 1913 and 1977, RT Searles and Sons had built over 65 boats, not including dinghies and small net boats. An average of about 120 boats were slipped annually on the three slipways.<sup>54</sup>

The current owner, Kingsley Haskett, started his apprenticeship with RT Searles and Sons in 1963, after finishing his third year at Norwood Boys Technical School.<sup>55</sup> At that time the yard employed some 15 men including the owners Bill, Les and Ted Searles. The firm was building large wooden boats. Haskett’s own work boat, Gladys Mary, was being planked at the time he started there. It was launched in 1964.



**Figure 3.19** Early photograph of Searles shed (undated) Source: E G Searles, *R.T. Searles & Sons: 1913-1917*



**Figure 3.20** Early photograph of workers at Searles shed (undated) Source: E G Searles, *R.T. Searles & Sons: 1913-1917*

46. Couper-Smartt op cit note 27, page 231

47. From handwritten notes on the reverse of the photograph

48. Searles op cit note 35, page 1. This publication also lists a number of the more important boats built there.

49. Searles op cit note 35, pages 2-3.

50. Searles op cit note 35, page 4

51. Couper-Smartt op cit note 24, page 231

52. Searles op cit note 35, page 5



While undertaking his apprenticeship, Haskett would often go snorkelling with Mac Lawrie who had a slip and yard to the east. After finishing his apprenticeship, Haskett worked as a diver with Lawrie for some three years before returning to Searles's in 1973-4.

For about the next 15 years, Haskett alternated between working at Searles's and going to sea as a shipwright. In 1989, with changes to the merchant service and with a young family, Haskett returned to work at Searles's full time. The following year he purchased a one-third interest in the firm. He subsequently purchased the remaining interests as each of the other two owners retired.

While no longer building large wooden boats, Searles's continued to have a large repair business slipping an average of 155 boats a year.

### McFarlane's

Alexander McFarlane, a Scottish shipwright, travelled to Australia as a ship's carpenter.<sup>56</sup> In 1869 he established a shipyard just east of Cruickshank's Corner. He had 15 children and most of his sons worked in the family business. By 1899 the yard was said to have had "a busy appearance."<sup>57</sup>

McFarlane's had two slips. They built and repaired numerous ketches and sailing ships. One large sailing yacht which is still in use today, more than 130 years after it was built, is *Sayonara*.

In 1930, Alexander 'Jack' McFarlane, with the help of his father ST McFarlane, built a slip at Happy Valley, Port Lincoln. A number of fishing boats were constructed there before the slipyard was sold in 1939.

In 1932 McFarlane's moved to its current site on Jenkins Street.<sup>58</sup> This would appear to be on the land owned by the Commonwealth. In 1944 the Commonwealth acquired more land, a block located immediately east of that acquired in 1917.<sup>59</sup> The current naval facility is located on this block. The land acquired in 1917, on which McFarlane's yard is located, was transferred by the Commonwealth to the Minister of Marine in 1985.<sup>60</sup>

The firm continued to build boats in the Jenkins Street yard. The original small tin shed was expanded over the years as the need arose. During WWII, two 70ft harbor defence launches were constructed as well as two works boats for the army. These were all wooden boats.



**Figure 3.21** McFarlane's shed in Port Lincoln (undated) Source: Axel Stenross museum

53. ibid page 8

54. ibid page 9

55. This and the following information is from a videoed interview of Kingsley Haskett in June 2008. That and other interviews with Mr Haskett give greater information about the yard and its use than the limited information in this historical overview.

56. Unless otherwise cited the information about McFarlane's is from a videoed interview of Andrew McFarlane in June 2008. That and other interviews with Mr McFarlane give greater information about the yard and its use than the limited information in this historical overview.

57. Register 18 February 1899, page 5a

In 1968 Andrew McFarlane, the current owner, commenced work in the family business. He is the fourth generation of the family to own the business. His son is the fifth generation to work there. In the fourth year of his apprenticeship Andrew moved away from the family business to Metal Craft. While his father was not happy, he did see the benefit of Andrew gaining wider experience. After 18 months there and a further period at Southern Cross Boats, Andrew returned to the family business

When Andrew commenced his apprenticeship in 1968, the firm employed some 15 shipwrights and numerous painters and dockers. They had an office on the corner of Lipson Street staffed by three people. The nature of McFarlane's work had, however, changed. They were now primarily shipwrights rather than boat builders. The major business lay in shipping – repairing damage, securing cargo and in survey work. They serviced large ocean going ships as well as local ships, the Troubridge and Island Seaway. Three men were permanently engaged on the Troubridge whenever she was in port. When there were no ships in port to work on, the men worked in the yard making pallets and other timber packing to be installed later into the ships' holds.

The advent of containerisation saw the end of much of this lucrative work. Until his vacation of Jenkins Street, McFarlane's main work was in the repair and maintenance of privately owned pleasure boats and commercial fishing boats.

### **Central's**

Towards the end of the 1930s plans were implemented to provide a bridge over the Port River at the end of Birkenhead Street. Part of the subject site needed to link Birkenhead Street with the bridge location reverted to the Crown in 1940 as a Government Road.<sup>61</sup> The bridge, known as the Birkenhead Bridge, was formally opened by the Governor Sir Charles Barclay-Harvey in December 1940.<sup>62</sup>

The construction of the bridge, and its attendant road works, had a significant impact on the subject site. Despite its opening section the bridge imposed restrictions on vessels which had "been accustomed to unrestricted passage down the Port River for the past century."<sup>63</sup> On a more positive note, construction of the bridge enabled the Port Adelaide Sailing Club to rent a larger area of water from the Department of Marine and Harbors, allowing the establishment of the Club's yacht basin, immediately west of the Birkenhead Bridge.<sup>64</sup>

Significantly, the road access to the new bridge required the demolition of Jenkins' Central Slipway and a number of small sheds. Jenkins' moved west to the current site of the Central Slipway on what had once been the extension of Fletcher Street.<sup>65</sup> Photographic evidence indicates that the engine house was removed from the old site and re-erected on the current site, albeit slightly modified to accommodate the different alignment of the slip. This shed may in fact predate the 1906 fire. The shed was extended to the north in the 1960s.

58. Couper-Smartt op cit note 27, page 61

59. Acquisition No 1413427 on Certificate of Title Volume 1771 Folio 7

60. Transfer 6005807 on Certificate of Title Volume 1069 Folio 72

61. Certificate of Title Volume 1548 Folio 157

62. Couper-Smartt op cit note 27, page 79

Some time after relocating, the business was taken over by a group of local shipwrights who had all served their time, either at the government dockyard or other local yards.<sup>66</sup> After WWII a new group of owners took over the business, this group including J Frazer, A Frazer, R Harris, Cormack and R Fricker & Co (as a silent partner).

Central's had one large and two small slips. Ketches were repaired on the slip. A few small boats, including lifeboats, were built there but Central's major activity was repairing hopper barges and dredgers for the South Australian Harbors Board.

Central's business fell away as the owners either died or retired. In the late 1980s the Alma Doepel, the oldest Australian square rigger still sailing, was the last boat to be slipped at Central's. It spent some time on the slip being made good for its new role as a youth training boat. It was at this time that a cement floor was laid in the shed. When the work was completed in October 1989 the Alma Doepel was launched. Unfortunately, during the process, the cradle was wrecked and the slip severely damaged. It was taken up and has not been replaced.

In 1992 Central's yard was taken over by John Stockton.<sup>67</sup> He also leased part of the adjacent stone building. Stockton had emigrated from England in 1966. He worked at Elders GM before spending a couple of years sailing to Europe. On his return he worked with Barry Quinn at Port Adelaide before taking the lease of Central's.

Stockton lived on site for the first year and a half with his wife and newborn daughter. Since 1992, until vacating the Jenkins Street premises, Stockton's work at Central's has fallen into two categories. They carried out repair work, mainly on small boats. Work on larger boats was either referred on to one of the neighbouring yards or conducted by Stockton on a neighbouring slip. Much of this repair work was insurance related. The other area of work was boat building, making Central's one of the oldest, and the last, boat builder in Jenkins Street. The boats, however, were no longer made from wood but from fibreglass.

### Lawrie's

In 1950 Mac Lawrie took possession of the former Pickhaver's Slipway on the former lots 9 and 12.<sup>68</sup> The occupant immediately previous to him was named Frinsdorf. Lawrie had been an X-ray technician, bored with his job, when he saw the lease for the slipway advertised. Knowing nothing about the business, he began by simply cleaning and painting hulls. He was soon in a position to employ two shipwrights and so extended the business to ship repairs.

63. ibid

64. Op cit note 43

65. ibid

66. Details of these changes between 1940 and 1992 are from a videoed interview of Neil Cormack in June 2008. That interview gives greater information about the yard and its use than the limited information in this historical overview



**Figure 3.22** Central Slipping Co. Shed flooded during a king tide (ca.1990) Source: John Stockton private collection

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In a manner just as accidental as his move from X-ray technician to slip owner, Lawrie accepted a diving job, never having previously dived and having no knowledge of the activity. He took to it naturally and soon had one of the most prominent commercial diving businesses in the State. This business was conducted from the Jenkins Street property.

In the 1960s the Port Adelaide Rowing Club vacated its sheds. The eastern shed was taken over by Mac Lawrie while the western one was taken over by Bill Porter. Lawrie used the shed principally for storage; the river-front section for his diving gear and the northern section for more general slipway gear.

In the mid-1970s Lawrie extended the main shed to the south. This extension can be seen on aerial photographs of the time. In 1977 he took his son Jock into the business as an apprentice shipwright.

In the late 1970s Lawrie rebuilt the slipway using rails from the Blue Streak Rocket Range at Woomera which was being dismantled at the time.

Mac Lawrie was well known for his custom made equipment. He designed an underwater scraper and a 'submarine' for towing behind a boat. He also built a decompression chamber, the only one in South Australia for many years.

In 1985 Lawrie retired. The slipway had a number of subsequent occupants. Between 1996 and 2007 it was leased by Mark Bolt.<sup>69</sup> When he first leased the slipway, the sheds were in poor condition. The northern shed had no doors and the 1970s addition to it by Mac Lawrie had gone. The timber floor in the river-front portion of the former rowing club shed was so poor that a condition of the lease was that Bolt wall it off and not use it.

An engineering draftsman, Bolt used the place to build a number of aluminium boats. He built five as a business venture, all the time retaining his full-time job. He then decided to sell that business and concentrate on building a single, large aluminium boat for himself. To do so he had to build an extension to the northern shed. His extension was of a similar size to the demolished Lawrie extension.

While he was building his boat, Bolt sublet parts of the yard to various people; first to the purchaser of his aluminium boat building business and then later to small boat building enthusiasts.

### Porter's

In 1952, just two years after Mac Lawrie moved into Jenkins Street, Bill Porter and his son, also named Bill, took possession of an empty block next door, on part of the site of the former McKendrick Street, between Searles's and the Rowing Club.<sup>70</sup> Father and son had migrated from Cornwall, England the year before. Although the father was a shipwright, they commenced work together building houses. When they moved to



**Figure 3.23** Jenkins Street boatyards taken from Birkenhead bridge (ca.1970s) Image source: Private collection of Jock Lawrie



**Figure 3.24** Macleay ("Mac") Lawrie (ca.1970s) with submersible. Image source: Private collection of Jock Lawrie

67. Details about Central's from the late 1980s are from a videoed interview of John Stockton in June 2008. That interview gives greater information about the yard and its use than the limited information in this historical overview.

68. Details about Mac Lawrie's Yard are from a videoed interview of Jock Lawrie, his son, on 20 December 2007. That interview gives greater information about the yard and its use than the limited information in this historical overview. Further information is from unpublished material supplied by Jock Lawrie.

Jenkins Street there was no building on their site. They purchased an old chicken shed and used the material from it to build a shed on their block.

The Port Adelaide Rowing Club was in occupation of the adjoining boatsheds and Bill Porter remembers it as being an active club, with both rowing and social activities. The shed had a jarrah floor which was often the scene of dancing.

Porter's began building wooden boats as well as doing repair work. The business expanded as they moved into building cray and then tuna boats. This necessitated increasing the size of their shed in 1962 and again in 1971-2. The expansion was at the cost of the former Yacht Squadron caretaker's cottage which was, with the exception of the outside toilet, demolished.

By the time of the second expansion, the Port Adelaide Rowing Club had vacated their facilities. As previously mentioned, one side of their shed was taken over by Porter's, the other by Mac Lawrie. Porter's demolished the northern section of "their" shed to make room for vehicle access from Jenkins Street to their water frontage.

From the 1980s Porter's boatbuilding business changed, and not for the better. Competition from Western Australia, supported by that State Government, put a virtual end to the construction of wooden boats. Porter's moved into the construction of fibreglass, and then later aluminium boats. The repair business also declined as other ports such as Port Lincoln acquired slipways, meaning that boats no longer had to travel to Port Adelaide for maintenance and repair work.

## Conclusion

While changes were occurring on the waterfront, changes also occurred on the area of subject land to the north, the GMH site. Post WWII, GMH rapidly expanded. By 1954 they employed over 6,000 workers at their two plants. Paradoxically, this expansion led to the demise of the Birkenhead plant. A new plant was constructed at Elizabeth in 1961 and two years later, on 13 August 1965, the last car, a Pontiac saloon, rolled off the assembly line at Birkenhead. The plant was left vacant for many years before being demolished in the 1980s. The brick offices at the front were, however, retained and used as headquarters of the Port Adelaide Youth Theatre Workshop until a fire in 1990 led to their demolition.<sup>71</sup>

By the end of 2007, Porter's, Bolt and the Port Adelaide Sailing Club had all vacated the subject site. Central's was vacated mid-2008. Searles and McFarlane's were also vacated by mid-2009.



**Figure 3.25** Port Adelaide Rowing Club. Harts Mill can be seen in the background (1918) Source: State Library of South Australia database

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69. Details are from a videoed interview of Mark Bolt on 17 December 2007. That interview gives greater information about the yard and its use than the

### 3.04 background history of the government engineering and maritime bodies

#### Engineering<sup>72</sup>

Origins of the Department:

*Although a Civil Engineer was appointed in June 1839<sup>73</sup> and a Colonial Engineer's Department established in August 1841<sup>74</sup>, the appointment on 1 January 1852 of a Colonial Architect and Supervisor of Works<sup>75</sup> left the title 'Engineer' in abeyance for a number of years, until the appointment of an Engineer and Architect on 1 December 1860.<sup>76</sup>*

*It is partly in this latter appointment and partly in the establishment on 9 July 1856 of a Waterworks Commission<sup>77</sup>, that one can clearly see the antecedents of what eventually became the Engineering and Water Supply Department. (The earlier organisations fall into place more naturally as forerunners of the Public Buildings Department.) The Waterworks Commission was abolished and control of waterworks vested from 24 December 1858 in the Commissioner of Public Works<sup>78</sup>. The Waterworks Department was placed on the estimates on 1 July 1860<sup>79</sup>. In 1867 the Architect's functions were made separate and those of the Engineer were embodied in a new department of the Engineer-in-Chief.<sup>80</sup>*

*Although ostensibly in separate streams, from March 1867 to April 1878 the Departments of the Engineer-in-Chief and the Engineer of Waterworks were in the hands of the same individual. However, Waterworks was reorganised in 1878 to become the Hydraulic Engineer's Department<sup>81</sup>, and was for twelve years under a separate administrator.*

*A Water Conservation Department also had a brief independent existence under the Commissioner of Crown Lands and Immigration from 1883<sup>82</sup> to 1888.*

*On 1 June 1888 the Office of Hydraulic Engineer was abolished<sup>83</sup>. The Departments of the Hydraulic Engineer and Conservator of Water were amalgamated and placed under the control of the Engineer-in-Chief in the same year.<sup>84</sup>*

limited information in this historical overview.

70. Details about Porter's Yard are from a videoed interview of Bill Porter on 20 December 2007. That interview gives greater information about the yard and its use than the limited information in this historical overview.

71. Couper-Smartt op cit note 27, page 231

72. This entire section, including footnotes, is from Records SA, "GRG53 - Engineering and Water Supply Department, and predecessor agencies – description"

73. S.A. Government Gazette 20 June 1839, p. 1.

74. S.A. Government Gazette 6 August 1841, p. 2

75. Accession 54 (Statistical returns) 1852, p. 92.

76. S.A. Government Gazette 6 December 1860, p. 1

77. Act No. 28 of 1855-1856

78. Act No. 17 of 1858.

A single large department dealing with both engineering and water supply was the order of the day from 1888 to at any rate 1902. However, on 7 August 1902, after the office being in abeyance for almost fifteen years, a Hydraulic Engineer was appointed.<sup>85</sup> Official public service lists show him between that time and 1917 on the strength of the department of the Engineer-in-Chief, yet the apparently anomalous situation existed from 1903 to 1917 of his tendering annual reports of the Hydraulic Engineer's Department.<sup>86</sup>

Meanwhile in 1906 the Engineer-in-Chief's Department was renamed the Engineering Department.<sup>87</sup>

In the Public Service List for 1918 the apparent separation of spheres was regularised. The term Engineer-in-Chief's Department was reintroduced and the Hydraulic Engineer's Department is shown as separate.<sup>88</sup>

Eventually on 1 November 1929, following a report by a Special Committee appointed to suggest economies in administration, the Department of the Engineer-in-Chief and Hydraulic Engineer were amalgamated to form the Engineering and Water Supply Department.<sup>89</sup> On July 1, 1995 Engineering and Water Supply became the South Australian Water Corporation, abbreviation SA Water.

#### Responsibility for Railways, Tramways, Harbors and Jetties:

For most of the period between the 1860's and 1917 railway engineering was linked administratively with other engineering activities. The Railways Department was placed on the estimates on 1 July 1860.<sup>90</sup> From 8 June 1865 the Engineer and Architect (William Hanson) also held the office of Acting Manager of Railways.<sup>91</sup> On 8 June 1867 the Engineer-in-Chief (Henry Coathupe Mais, appointed 27 March 1867) succeeded him and became also General Manager of Railways. During an interim period between 7 June 1869 and 31 December 1870 the Railways Department was under a Superintendent of Railways and Tramways (Charles Bonney).<sup>93</sup> However, the Engineer-in-Chief was once more appointed Manager of Railways on 1 January 1871.<sup>94</sup>

79. Accession 54 (Statistical returns) 1860, p. 212

80. 27 March 1867. S.A., Parliamentary Papers 1868-1869, No. 2, p. 36.

81. S.A. Parliamentary Papers 1879, No. 2, p. 54

82. S.A. Parliamentary Papers 1884, No. 2, p. 53

83. S.A. Parliamentary Papers 1889, No. 2, p. 62, footnote.

84. S.A. Parliamentary Papers 1888, No. 29, p.x.

85. S.A. Parliamentary Papers 1903, No. 29, p. 45.

86. e.g. S.A. Parliamentary Papers 1903, No. 29, p. 45ff

87. It comprised Public Works Staff, Railways Staff, Glanville Workshops, Pinnaroo Railway, Waterworks - Adelaide District, Waterworks - Country Districts, Outer Harbor, S.E. Drainage, Adelaide Sewers, Miscellaneous. S.A. Parliamentary Papers 1907, No. 2

88. S.A. Parliamentary Paper 1918, No. 2 The Engineer-in-Chief is shown as responsible for River Murray Works, Water Conservation and S.E. Drainage, and the Hydraulic Engineer for Waterworks, Sewers and Glanville Workshops.



*On 1 January 1874 a Superintendent of Tramways was appointed (responsible to the Manager of Railways), the department itself then becoming Railways and Tramways.<sup>95</sup> In November 1876 the position of General Traffic Manager was created and the Engineer-in-Chief's role in relation to Railways was changed from Manager to Engineer of Railways, enabling him 'to devote the whole of his time to construction and maintenance'.<sup>96</sup>*

*On 1 July 1880 the Engineer-in-Chief also assumed the office of Engineer of Harbors and Jetties, a position originally created on 9 March 1876 as a separate department under the Treasurer.<sup>97</sup> The Engineer-in-Chief continued to hold the secondary offices of Engineer of Railways and Harbors and Jetties during the period of office of Mais' successor, Alexander Bain Moncrieff, appointed on 19 April 1888.<sup>98</sup> This was so despite the South Australian Railways Commissioners Act of 1887<sup>99</sup> which removed the railway staff as a whole from the public service, strictly speaking, giving responsibility to three Railways Commissioners, who were nevertheless required to submit regular reports to the Commissioner of Public Works.*

*From 13 June 1909, when Graham Stewart succeeded Moncrieff, the Engineer-in-Chief ceased to hold the parallel titles of Engineer of Railways and Harbors and Jetties.<sup>100</sup> Nevertheless, 'Railway Staff' as well as 'Public Service Staff' continue to be shown in public service lists as part of the Engineering Department until the reorganisation of 1918.*

#### Waterworks and Sewers:

*Prior to 1868 the Waterworks Department's chief responsibility was the Adelaide City, Port and Suburban Waterworks (known from 1880 simply as Adelaide and Suburban Waterworks). On 1 January 1868 a superintendent was appointed for the waterworks at Port Pirie, and on 8 January 1875 a similar official for Port Augusta. In 1884, under the Hydraulic Engineer (when there were further waterworks under superintendents at Gawler, Kapunda and Mount Gambier) an administrative distinction was made between Adelaide Water District and Country Water Districts.<sup>101</sup>*

*Sewage was discharged into the Sewage Farm for the first time on 7 January 1881.<sup>102</sup> It is in that year that the heading 'Sewers' (linked with 'Waterworks') appears for the first time in the Section of the public service list showing the administrative structure of the Hydraulic Engineer's Department.<sup>103</sup>*

89. S.A. Parliamentary Papers 1930, No. 29, p. VII.

90. Accession 54 (Statistical returns) 1860, p. 214, footnote a. Port Elliot and Goolwa Tramway had been a separate department since 1854 and remained so till 1870.

91. S.A. Parliamentary Papers 1867, no. 10A, p. 36.

92. S.A. Parliamentary Papers 1868-1869, No. , p. 36.

93. S.A. Government Gazette 3 June 1869, p. 749. (Report for 1869; S.A. Parliamentary Papers 1870-1871, No. 16, p. 12-18)

94. S.A. Government Gazette 26 January 1871, p. 132.

95. S.A. Parliamentary Papers 1875, No. 2, p. 45.

96. S.A. Parliamentary Papers 1877, No. 66, p.6; footnote 'a' under Engineer-in-Chief. 1877, No. 2, p. 47. 1878, No. 2, p. 46. For letters received by Engineer-in-Chief's Department: Office of Locomotive Engineer, 1878ff see GRG 42/5.

Engineer of Public Works and Waterworks:

*A series of files for 1875 bears the label 'Engineer of Public Works and Waterworks Department'. One of the Assistant Engineers (W.B. Hull in the Engineer-in-Chief's Department used the title Engineer of Public Works and Waterworks, but it does not appear in public service lists.*

## Maritime<sup>104</sup>

Marine Board - Date Range: 1860 - 1925

*The Marine Board was established by the Marine Board Act No. 17 of 1860 to take over the functions of the Trinity Board, Local Marine Board and the Port Adelaide Harbor Trust which were simultaneously abolished.<sup>105</sup>*

*Hence the Marine Board became responsible for pilotage, ballasting, explosives, regulation of shipping and seamen, deepening operations, lighthouses, buoys, beacons, lights, moorings, safety regulations, accident and wreck investigations, and ship wright and engineer surveyors.*

*The Board consisted of a President and four wardens until 1881 when the number of wardens was increased to seven. The change was brought about by the Marine Board and Navigation Act No.237 of 1881, which consolidated previous Acts without causing any major changes.<sup>106</sup>*

*In 1914, the Harbors Board was established and took over most of the Marine Board's functions. The Marine Board remained responsible for surveys, examinations of masters, mates and engineers, inquiries into shipping casualties, courts of marine surveys of boats for hire, permits to carry extra passengers, control of wrecks and the seaworthiness and detention of ships.*

*These responsibilities were transferred to the Harbors Board when the Marine Board was abolished on 31 December 1925, the date when the Marine Board and Navigation Amendment Act no.1661 of 1924 was proclaimed.<sup>107</sup>*

South Australian Harbors Board - Date Range: 1914 - 1967

*Also known as the Harbors Board Department. The South Australian Harbors Board was constituted under the provisions of the Harbors Act No. 1149 of 1913.<sup>109</sup>*

97. S.A. Parliamentary Papers 1877, No. 2, p. 38; 1881, No. 2, p. 54 a footnote 'a' under Engineer-in-Chief; 1881, No. 2, p. 42, footnotes.

98. S.A. Parliamentary Papers 1889, No. 2, p. 58.

99. No. 414.

100. S.A. Parliamentary Papers 1910, No. 2, p. 65.

101. S.A. Parliamentary Papers 1885, No. 2, p. 63-64.

102. S.A. Parliamentary Papers 1881, No. 25, p. 114.

*The Act was divided into two parts. Part I, which came into effect on 26 March 1914, empowered the acquisition by the Crown of all privately-owned wharves, water frontages and similar properties in the State on payment of compensation. Part II, which came into effect on 7 April 1914, allowed for the establishment of the Harbors Board consisting of three Commissioners to be appointed by the Governor, each Commissioner being appointed for a term of five years, and eligible for re-appointment at the expiration of his term of office.*

*Under the terms of the Act the new Board was authorised to control and manage the construction and maintenance of all harbor works, deepening operations, depots and equipment used to facilitate the loading and discharging of ships, life-saving equipment, pilotage, wrecks, obstructions, lighthouses, buoys, port dues, charges and rates - in fact most of the functions formerly performed by the Marine board.*

*The Marine Board did actually continue to exercise some remaining marine powers until 1925 when, by the terms of the Marine Board and Navigation Act Amendment no. 1661 of 1924, all these powers were transferred to the Harbors Board. The Board thus became the sole harbor and marine authority in the State from 1 January 1926.<sup>110</sup> By proclamation on 9 April 1914, the administration of the whole of the Act was committed to the Minister of Marine to whom the Board was to be responsible for the discharge of its duties and functions.<sup>111</sup>*

*By the provisions of the Harbors Act the Board was empowered to compulsorily acquire all privately-owned wharves (which included the South Australian Company's extensive wharf facilities at Port Adelaide) with the exception of a small number of specifically exempted structures. The appropriation of waterfront properties at Port Adelaide and Port Pirie took some years to accomplish, involving the Board in protracted negotiation and litigation.<sup>112</sup> The Harbors Board was abolished in 1967 when the Department of Marine and Harbors took over its function.<sup>113</sup>*

#### Department of Marine and Harbors - Date Range: 1967 - 1995

*The Harbors Act Amendment Act No.89 of 1966 abolished the Harbors Board and created the Department of Marine and Harbors with all properties, rights, powers, functions and duties being transferred and vested in the Minister of Marine.*

*The Act also provided for the appointment of a Director of Marine and Harbors to administer and carry into effect the provisions of the Act on behalf of the Minister. These provisions came into effect on 20 March 1967.<sup>114</sup>*

103. S.A. Parliamentary Papers 1882, No. 2, p. 60.

104. This entire section, including footnotes, is from Records SA, "GA53 – Marine Board – description", "GA55 – South Australian Harbors Board – description", "GA54 – Department of Marine and Harbors – description" and "GA660 – Ports Corporation – description"

105. South Australian Statutes, no.17 of 1860.

106. *ibid.* no.237 of 1881.

107. GRG 51/17/1922/1459.

*The Director is responsible to the Minister for the administration and control of: (i) the navigation and pilotage of all harbors (including the River Murray), (ii) the construction and maintenance of all publicly owned harbor works and installations, (iii) the provision and maintenance of all lights, buoys, beacons and other seamarks in harbors, (iv) the cleaning and dredging of harbors (including improvement to navigable channels), and (v) the operation of bulk loading plants at the State's six deep-sea ports.*

*Under the provisions of the Marine Act No. 2290 of 1936, the Department conducted examinations for Certificate of Competency of Masters, Mates and Engineers of intrastate vessel, and Certificates of Competency and Service for Skippers, Coxswains and Marine Motor Engine Drivers of fishing vessels.*

*The Department also carries out surveys and examinations of the seaworthiness and safety of such vessels, is required to investigate the causes of marine casualties, and conducts pilotage exemption examinations for the masters of both interstate and intrastate vessels. In addition, the Department exercises control over the administration of fishing boat accommodation.*

Ports Corporation - Date Range: 1995 - 2001

*The South Australian Ports Corporation (Ports Corp) is a statutory body established under the South Australian Ports Corporation Act 1994, replacing the Department of Marine and Harbors.*

*Under the Act Ports Corp is charged with providing and maintaining public ports' assets (channels, wharves, cargo handling facilities, etc.) As well as wharves at Inner and Outer Harbor (Port Adelaide), Ports Corp maintains wharves in country locations at Kingscote, Cape Jervis, Klein Point, Penneshaw (Hog Bay), Port Giles, Port Lincoln, Port Pirie, Thevenard and Wallaroo.*

*Activities include the control and direction of shipping in all ports; the promotion of trade through cost efficient and reliable service, the encouragement of port related industries in lands adjacent to the ports, and seeking increased shipping/usage to the ports by importers and exporters.*

*Ports Corp also establishes and maintains navigational aids for the merchant fleet in consultation with the Department of Transport, the Australian Maritime Safety Authority and private organisations. It also administers the agreement between the Minister for Transport and Adelaide Container Terminal Sea-Land (Australia) Terminals Pty Ltd for the operation of the Adelaide Container Terminal.*

*In the promotion of shipping services through Port Adelaide it works in consultation with Sea-Land (Australia) Terminals, the South Australian Employer's Chamber of Commerce and Industry, the South Australian Shipping User Group and individual shippers.*

*Ports Corp also works closely with the Department of Transport in identifying transport and operational issues which impact on the movement of goods to and from their ports.*

*Ports Corp also convenes a Ports Service Working Party with representation from all port service providers, addressing issues of port productivity and service. Ports Corp has a Board of Directors (consisting of five members) including a Chairman (2001 Geoffrey Fry). A General Manager (2001 P H Edmonds) reports to the Board.*

*On the 31 October 2001 Ports Corp was divested to Flinders Port Consortium. As at 2001 a small portion of the function of Ports Corporation remains under the Minister for Government Enterprises which is carried out by DAIS - Government Business Group.*

### 3.05 historical overview of precincts 2B and 2C

The story begins in the early years of the colony. Although at the time “the whole floating property of the Government consisted of a few buoys and a harbour boat”<sup>115</sup>, a piece of land on the south side of Hawker’s Creek was set aside for the purposes of a dockyard to service them. “A small shed was put up just big enough for a carpenter’s bench and a turning lathe, and when the foreman in charge suggested a small steam-engine the idea was scouted as the height of extravagant outlay.”<sup>116</sup>

By the 1850s the Government Dockyard was “in full swing”.<sup>117</sup> The Port River required constant dredging. “Some of the first dredges were imported from England, but later on the dockyard was requisitioned to build dredges and barges on their own account. Thus was the establishment of a complete factory begun. ... The dockyard made steam dredges and hoppers, and kept all the Government fleet in good order.”<sup>118</sup>

By 1863 the Register was able to report that there was

*much to be seen in the Government Dockyard ... presenting to the eye several rows of trucks and fragments of machinery in beautiful confusion, while iron buoys of almost fabulous dimensions lay pell-mell on chain cables large enough for the Great Eastern. Two or three capacious workshops are erected, in which various artificers find employment when the dredges require repairs, or when other Government work is to be done. The whole of the material on the premises must be of considerable value, and is constantly being drafted off to the outports or for other necessary purposes. Where powerful moorings are required, the buoys and cables are used, and the fragments of machinery are brought into request by the steam dredges. A shed on the extreme right is devoted to the lifeboat and gear; and though everyone breathes a wish that she may never be required, yet she may be, and then the state of her equipment and efficiency of her crew will be made manifest.”<sup>119</sup>*

In about 1872 improvements were made to the dockyard and new machinery ordered from England.

*The work at the inner bar and harbour causes heavy wear and tear to the dredges, and to maintain them in order is one of the regular duties of the artisans. Besides this, the buoys and beacons need continual alterations and restoration, and for the Lighthouses there is always some work in hand. The care of the Flinders and steam-launch devolves on this department, while some of the jetties make occasional demands for repairs and overhaul. With the varied claims on its resources the yard has been so increased in appliances as to be reaching as near perfection as is necessary, and a casual visit has shown how the Foreman has proved himself equal to the occasion. In the boat-shed a fine craft has just been turned out for service at Cape Jaffa Lighthouse. ... On the wharf frontage a useful crane has*

108. Government Gazette 31 December 1925.

109. South Australian Statutes no. 1149 of 1913.

110. ibid. no. 1661 of 1924.

111. Government Gazette, 9 April 1914 p.857

112. ‘South Australian Harbors Board A Century of Progress: 1836-1938’ (Adelaide, 1938) p.15.

been erected, capable of lifting five or six tons, and to test weights a machine in another part of the yard is equal to taking 10 tons. At each of the six blacksmiths' forges are two stalwart men repairing the buckets and gear of the steam-dredges, while in a corner of the shed is a steam-engine which has overhead bands to drive machinery of all kinds – in one place a turning-lathe, another a cutting and punching machine, and turning grindstones, or moving fan-blasts form its common occupation. More drums and belts lead to the saw-table and steam-hammer. ... A space outside the roofs has been taken up lately by a furnace for bending iron plates to the shape wanted, and since wooden buoys are now rapidly passing into disuse this apparatus has proved of immense advantage. ... [Adjacent] is another furnace for melting brass, so as to cast any metal bearings required.<sup>120</sup>

The land to the west of the dockyard was also undergoing changes. Hawker's Creek, a tidal creek that wound its way through Glanville and Exeter before entering the Port River had long been an impediment to north-south traffic. A private plank bridge and ferry service offered some assistance but in 1860 the situation was eased with the construction of a causeway.<sup>121</sup> In 1878 the railway was extended to from Port Adelaide to Semaphore. It ran down St Vincent Street, across the new Jervois Bridge and then north along the eastern edge of what is now Causeway Road to Semaphore Road. The railway thus ran between the Government Dockyard and the causeway. Glanville station was built on the line just north of Hawker's Creek. It became a junction station when a line was laid to Largs in 1882.<sup>122</sup>

A plan dated 1873 [Fig. 3.25] indicates that the land both north and south of Hawker's Creek, from the causeway in the west to the river, and its alignment north, in the east, had been dedicated as a Railway Reserve. A later, amended version of this plan [Fig. 3.26] notes that the reserve was placed under the control of the Marine Board in 1879. Control was then transferred to the Railway Commissioner in 1888. These notes reflect the often changing positions of the engineering and marine arms of government we have seen above. A small rectangular block in the north-east was shown as a Reserve for Hall and Council Chamber. Both of these plans show the banks of Hawker's Creek in their natural, irregular form.

Meanwhile, by 1880, at the Government Dockyard

several important changes have been made to the general arrangement ... in order to keep pace with the increased requirements connected with the dredging operations. The Marine Board have relinquished control over the yard and its belongings, except with regard to the old store, which is used as a repository for marine gear and lighthouse fittings. The remaining portion is under the Harbor Department and the personal supervision of Mr Slade. The whole of the surroundings are much changed of late, in order to afford space for the additional mechanics engaged. No 6 dredge is in course of construction ... The whole of the work, except the engines and boiler, is to be done in the yard, and thus employment is given to a vast number of artificers. ... Besides the dredger is a barge's frame, one of three which are to be built at once to wait on the dredger. ... Another important work on hand is the fabrication of a ladder and set of buckets intended for the Grappler, which is to be converted from a snag-boat into a dredger. ... There is an immense amount of material in the yard – cables and chains of every conceivable make, weight and shape; buoys and beacons of almost

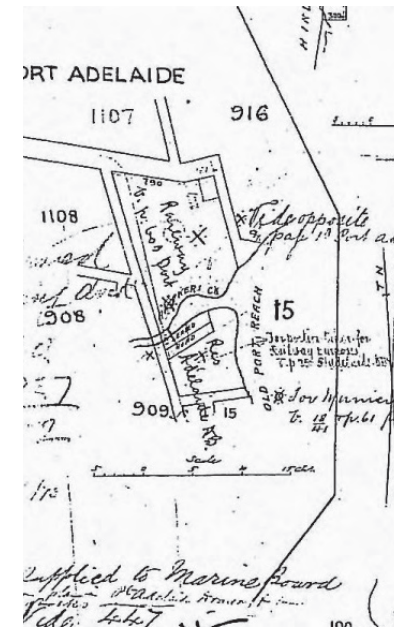


Figure 3.25 Portion of 1873 plan showing Hawkers Creek and adjacent railway reserves

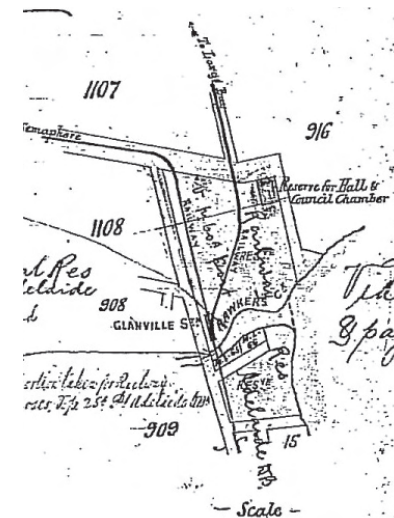


Figure 3.26 Portion of 1879 amended plan of Hawkers Creek

113. South Australian Statutes no. 89 of 1966

114. South Australian Statutes no.59 of 1966 – see also South Australian Yearbook, (the Government Printer, Adelaide 1968) p.296. and The Administration of Marine and Port Affairs in South Australia since 1836, (Department of Marine & Harbors, Adelaide, n.d.), p.5



every size; and in one end of the yard there is an excellent foundry, where castings up to 15 cwt can be executed. ... A new shed has been made outside the smiths' shop for the purpose of covering two cutters and punchers, each equal to operating on any plate required in building the dredges. There are also nailing and boring machines in the same shed, while in the next shop are eight forges and two steam-hammers. In another part are four lathes, besides screw-cutters, planing and punching machines, and next door the carpenters and patternmakers have a well-fitted commodious shop; but lovers of machinery will be most struck with the engine, which is away at the back of the shops and works so quietly as to be almost noiseless. There are two Cornish boilers for the supply of steam, one of which was made entirely in the yard. There has lately been an outcry that silt was not procurable, for the many works of improvement going on in different directions, but a crane has been erected for the express purpose of landing this material. It is worked by steam, and has a bucket attached to a long pole, which brings up over a ton at a lift. The silt is then dropped into a tram wagon, taken outside the yard, deposited in a place from whence it may be taken away in any quantity at the nominal charge of twopence per load. ... The increase in the establishment during the past two years has been something considerable.<sup>123</sup>

Some months later, in May 1881, the Marine Board inspected the yard and the recently completed dredger, the Davenport. The Register was on hand to point out that

*[w]hen it is remembered that all the repairs incidental to a large dredging fleet are executed there, as well as those necessary to other Government vessels, and that every requisite for the marine service generally which can consistently be made there is furnished from the yard, it will easily be understood how important it is to the locality in which it is found.*<sup>124</sup>

*The site is an excellent one, having capital wharfs to the Port River and Hawkers' Creek at Glanville, and the yard, which is walled in on the shore side, contains valuable plant and stock, worth, with the buildings and land, probably from £40,000 to £50,000. Moreover, numerous mechanics and labourers are employed there, the number varying according to the extent of dredging operations and other works on hand, and the wages bill per week usually ranges from £500 to £600. ... The plant of the establishment comprises four powerful lathes, planing and shaping machines, three vertical drilling machines, a powerful screwing machine, a saw mill, a kill [sic] for steaming timber for bending purposes, a steam-hammer, and a punching and shearing machine driven by a 16-horsepower engine. The steam is generated in two boilers, connected or dis-connected at will, while the waste steam is utilized to warm the water before entering the boilers, the apparatus for which economy has the effect of saving 25 per cent of the fuel. The boatshed stands by itself in the middle of the yard. In it builders were busy constructing a first-class cutter ... In the left of the shed is found a well-assorted lot of patterns, representing many months' work of artificers. Carefully*

115. Register 1898

116. ibid

*wrought out were the untold illustrations of ironwork required in a dredger. ... Close by the office is a neatly arranged store .. containing every important article of ship chandlery.*<sup>125</sup>

Unlike the year before, the demand for silt was less than the supply. The price increase to 6d per load may have had something to do with that. "There will, however, be no loss to the Government in this case, for the unbought material will be wheeled back to fill up a valuable reserve situated between Dunnikier slip and the yard."<sup>126</sup>

The Marine Board first urged the Government to build a dry dock in 1878. Larger ships were now entering the port. The fact that the largest local slip, the Dunnikier slip, was not able to take some of these vessels meant that repairs and maintenance were done elsewhere, in places such as Sydney. In 1882 the Marine Board and the Engineer-in-Chief chose the Hawker's Creek reserve as the most suitable site.<sup>127</sup>

Meanwhile Henry Cruickshank Fletcher, owner of the Dunnikier slip, decided to build his own graving dock.<sup>128</sup> While the full story of Henry Fletcher, Fletcher's Slip and Dunnikier Slip lies outside the scope of this report, it is necessary to touch on these matters briefly in order to understand the development of precinct 2C.

Fletcher was born Henry Cruickshank Flett in Strathness, Orkney, Scotland in 1820. Fletch was a common Orkney name and both Henry and his brother changed their surname to Fletcher. Fletcher served his apprenticeship as a shipwright in Scotland.

There is some dispute as to when Fletcher first came to South Australia – in 1842 before returning to Scotland and travelling out again in 1849, or just once in 1849. What is certain is that in 1849 he leased two acres of Section 916 Hundred of Port Adelaide from the South Australian Company for 21 years at an annual rental of £10.

In September 1849 Fletcher began to construct a slip on that land. The slip had been originally brought to South Australia by the South Australian Company in 1839 but had languished, unused on Kangaroo Island for the intervening period. The slip and accompanying buildings were completed by 1851.

Fletcher's business boomed and within ten years he wanted to build a bigger slip. He was not prepared, however, to make such an investment on land for which he held only a lease, and that for only about ten more years. As an owner of large ships, the South Australian Company was keen to see a larger slip built and so were persuaded to sell Fletcher the freehold of his land.

Fletcher ordered a slip from the Dunnikier Foundry of Scotland. It was shipped to Port Adelaide in two lots, the first arriving in 1862. The slip was completed in 1867. Fletcher's shipyard was by far the largest in Port Adelaide. His two slips were located immediately east of the subject precinct 2C.

117. Parsons op cit note 38, page 158

118. Register 1898

119. Register 31 March 1863, page 2g

120. Observer 3 February 1872, page 11

Fletcher began construction of his graving dock in 1884, immediately to the west of his Dunnikier slip. This location is now part of the current site, the north-eastern portion of precinct 2C. Unfortunately for Fletcher, the swampy river's edge where he had begun to build the frontage of his graving dock was not his. It was Crown land and the Marine Board soon instigated legal action. Work on the dock ceased and negotiations began. In 1886 the Port Adelaide Water Frontages Act was passed. It gave Fletcher ownership of a small piece of the river bottom fronting his property, enabling him to build the front end of the graving dock.<sup>129</sup>

The 1886 Act was not, however, all good news. Fletcher must have been disappointed that it confirmed that his Dunnikier slip extended onto land within the Gawler Reach which was Crown land. It gave him a 21 year lease over that land, after which period he would have to either remove the slip or pay a penalty. Fletcher later claimed that this had reduced the value of his shipyard from £20,000 to £4,000.<sup>130</sup> Nor was the Marine Board completely satisfied. It still wanted to use the Hawker's Creek site for a dry dock and believed that Fletcher's construction would block access to their proposed opening.<sup>131</sup>

A plan of the Port Adelaide harbor dated 1885 [Fig. 3.27] shows the site of the graving dock "under construction". More surprisingly, given the passing of the 1886 Act, a plan dated 1890 [Fig. 3.30] indicates that the graving dock was still under construction. Photographic evidence [Fig. 3.28] indicates that construction of the dock was commenced and progressed substantially, possibly to the point of installing the end gates.<sup>132</sup> It was, however, never completed. A number of reasons have been suggested – the striking of an underground spring, the 1890 shipping strike and subsequent depression, lack of bedrock, large tidal movements, etc.<sup>133</sup> Fletcher himself stated that labour unrest was not a factor. It would seem that cost was weighing more on his mind. He had spent approximately £50,000 on the project between 1884 and 1892. He estimated it would cost a further £100,000 to £140,000 to complete it. This, coupled with rising taxation, falling property values and a limited increase in population growth made the project less viable than originally thought.<sup>134</sup> According to family records the project was finally abandoned in 1896.<sup>135</sup> The uncompleted graving dock was subsequently known simply as Fletcher's Dock.

The Marine Board continued to pursue the construction of a graving dock. The Hawker's Creek site was rejected as unsuitable and a site at North Arm was proposed. A Parliamentary Commission into the issue was held in 1892.<sup>136</sup> A Bill was produced and, after some time, presented to Parliament. A graving dock, however, was never built.

121. Couper-Smartt op cite note 25, page 164

122. ibid page 217

123. Register 1880

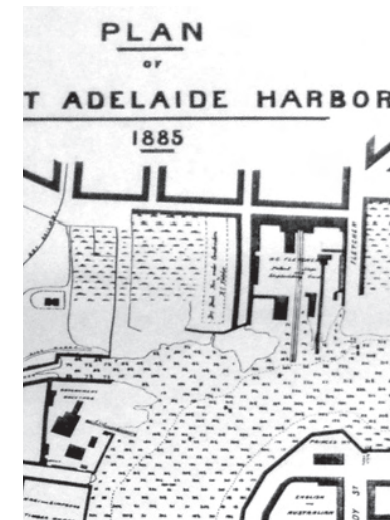
124. Register 20 May 1881 page 7b

125. ibid

126. ibid

127. Jenkins op cit note 115, page 70.

128. Unless otherwise cited, details of Fletcher are drawn from Jenkins, R "Fletcher's Slip : a case study in the application of multiple perspectives



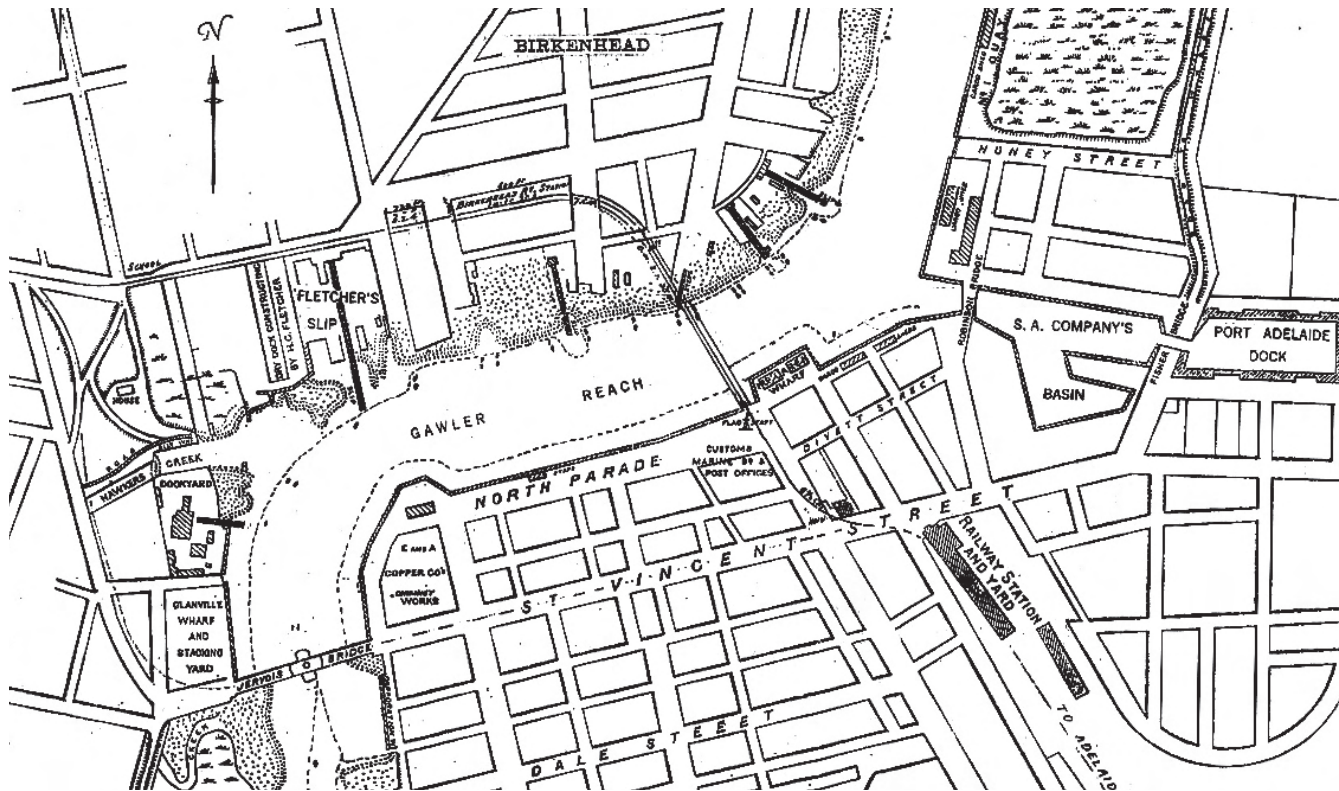
**Figure 3.27** Portion of 1885 plan showing the graving dock under construction. Refer Figure 3.15 for the full plan



**Figure 3.28** Fletcher's graving dock under construction (ca. 1890) Source: State Library of South Australia



**Figure 3.29** The first bridge to span the Port River can be seen in this 1871 view taken from the northern bank of Hawkers Creek (foreground), in which a cutter is off-loading firwood. Across the river is the smokestack of the English and Australian Copper Company (1861) which smelted ores from the Burra Burra Mine. Fenced is the Government Dockyard. Source: Edwardes, AD, PRG1373/38/31, State Library of South Australia



**Figure 3.30** ca. 1890 Marine Board map of the Inner Harbor. Fletcher's Slip at left, and graving dock shown under construction. Port Adelaide Dock at right. Also shown is the proposed railway route from Port Adelaide to Semaphore via a planned 'swing' bridge from Commercial Road that was never built.



As an aside, both the 1885 and 1890 plans referred to above, as well as one dated 1889, [Fig. 3.31] show the banks of Hawker's Creek as straight lines, suggesting that they had been formed, perhaps with wharves. The plans also indicate the presence of a house, located to the east of the railway line, north of Hawker's Creek. It is likely that this was associated with the railway. The plans also give an indication of the buildings located at the Government Dockyard.

In 1894 the Kingston Government approved the construction of a foundry and pipe-making facility at the Glanville Way and Works Shops.<sup>137</sup> Located on the subject site, south of Hawker's Creek and part of the Government Dockyard, this once again illustrates the close interconnection between the engineering, railway and marine functions of Government.

The new facility was assessed by the Commissioner of Audit in his 1895-96 report. Despite some need for improved bookkeeping, he found the government produced pipes offered "a means of effecting a very great saving."<sup>138</sup> Furthermore it "shows conclusively that good workmen can be obtained and do good work under the superintendence of Government officers; and that, in the present case at least, there is no force in the common sneer at what is misnamed 'the Government Stroke'."<sup>139</sup> Pipes were produced for both the Barossa and Bundaleer water schemes<sup>140</sup> as well as in the opening Jervois Bridge.<sup>141</sup>

A few years later, in 1898, the shipping reporter of the Register described how 300 men were employed at the dockyard.

*[The] unpretending yard of 1858 has increased to a most wonderful extent, more especially during late years, when the deepening operations in the Port River have attracted attention, and the necessity of increased appliances has been readily responded to. ...A very large piece of the reserve has been fenced in and is now covered with shops and stores. Several acres are weather protected, and the 300 men find work room. On entering the yard from Glanville there is a bewildering display of material, pipes and stacks, anchors and cables, ingots of lead, dredge gear, pinions and wheels, tiles and bricks, and sundries of all sorts. The first building of note is the Manager's office, where there are stored away charts of all places on the coast, with plans of barges, dredges, and vessels of all kinds. The next building is a large two-storey store, in which every kind of brass and iron furnishings is stowed away. On the right side of the yard is a small brass foundry, where several men are engaged casting up taps and fittings for the waterworks, for since the amalgamation of the Marine Board and Ways and Works Departments all work for Government departments except railways is carried on here. Next there is a smiths' shop devoted to the dredges and buckets. The old boatshed has been turned into a carpenter's and painter's shop with a mould loft over all. The wharf frontage is occupied by one of the early dredgers, which is being overhauled for future service, and alongside is one of the silt*

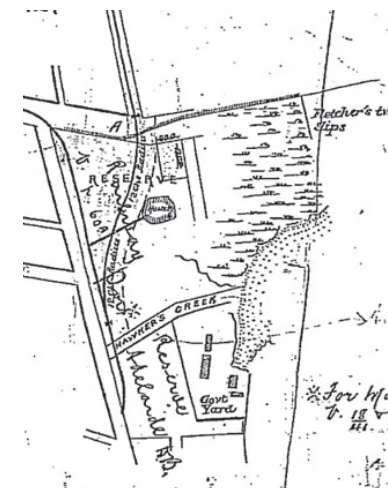


Figure 3.31 Portion of 1889 plan showing Hawker's Creek with straight edges and a house site east of the railway.

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- 129. Ibid pages 39, 70
- 130. Ibid page 71
- 131. Ibid page 70-1
- 132. Ibid page 40

barges, which has a full gang of artificers engaged in altering her to a hopper by fixing bottom doors, so as to allow her to carry the spoil to sea, where in some navigable part of the Gulf it may be dropped overboard. The yard frontage below is crowded out with buoys of all shapes and barges and pontoons in every pattern. The steamlaunch Victoria, which has proved a clever, serviceable craft, is laid up here awaiting a new boiler, which will be made at the yard as soon as the steel plates arrive from England. Building dredgers and steam barges has been a feature in bygone days. ... Every part of the fenced-in area is occupied by old or new gear, and in every direction some of the busy workers in this hive of industry are hard at some task. But by far the greater number are in the foundry or machine shops, where the pipes for the waterworks, from 18 in to 2 in, are cast ready for use. To this branch of work there is a large foundry most completely equipped. There are three iron furnaces, each of which is equal to melting 10 tons a day; but only one is kept in active service. Below the pipe-moulders are especially active in laying out the moulds ready for the crucibles to follow on and fill up as necessary, and to this end the overhead travelling cranes are of infinite service. The work is so well arranged that two men can make 36 2-in pipes per day, or 18 3-in pipes. As fast as the pipes are cooled and taken from the moulds they are run onto a gantry, on which is a testing-machine, which puts on a pressure equal to 250 lb hydraulic. Then the pipes are immersed in a hot-tar bath, and at once stowed in railway trucks ready for transit to their burial-ground. Others of the workers have a machine-shed to themselves, where the manufacture of dog-spikes and railway bolts forms a very interesting study, while in another place labour is well divided in making telegraph pins for the overland line, of which 45,000 are required. In addition to this service for the Telegraph Department there are other castings of a more important character. Returning to the machine-shops, one spacious place is devoted to the manufacture of water-meters, and about twenty men are each at work machining the various delicate parts contained in the meters from the wheel movement to the turbines. There are also men turning and boring water-taps, which when turned out as the finished article are as good specimens of workmanship as could be seen. A compartment is also set aside for the storage of electricity for the Port River light. Next to this is a compact twelve-horse engine for running the dynamo. The roofing of all the new sheds at the Adelaide Railway Station has been made here ... In order to further employ the 300 men it is contemplated to build four or five new boilers for the steam-barges, and it has been suggested that a drawing mill for making copper-wire might be added to the plant, in which case the material for the overland telegraph-line might serve to employ some of the men.<sup>142</sup>

There were other, less well recorded uses of the land adjoining Hawker's Creek. The 1873 plan indicates that a portion of land on the south bank of the creek, west of the Government dockyard, was leased. An undated photograph [Fig. 3.32] suggests that it may have been used as a wood and coal yard. By 1899 a small portion of land on the north bank of the creek was designated as 'Semaphore Corporation' land.<sup>143</sup> This land was shown on a 1911 plan [Fig. 3.33] as being 'Port Adelaide Corporation' land.

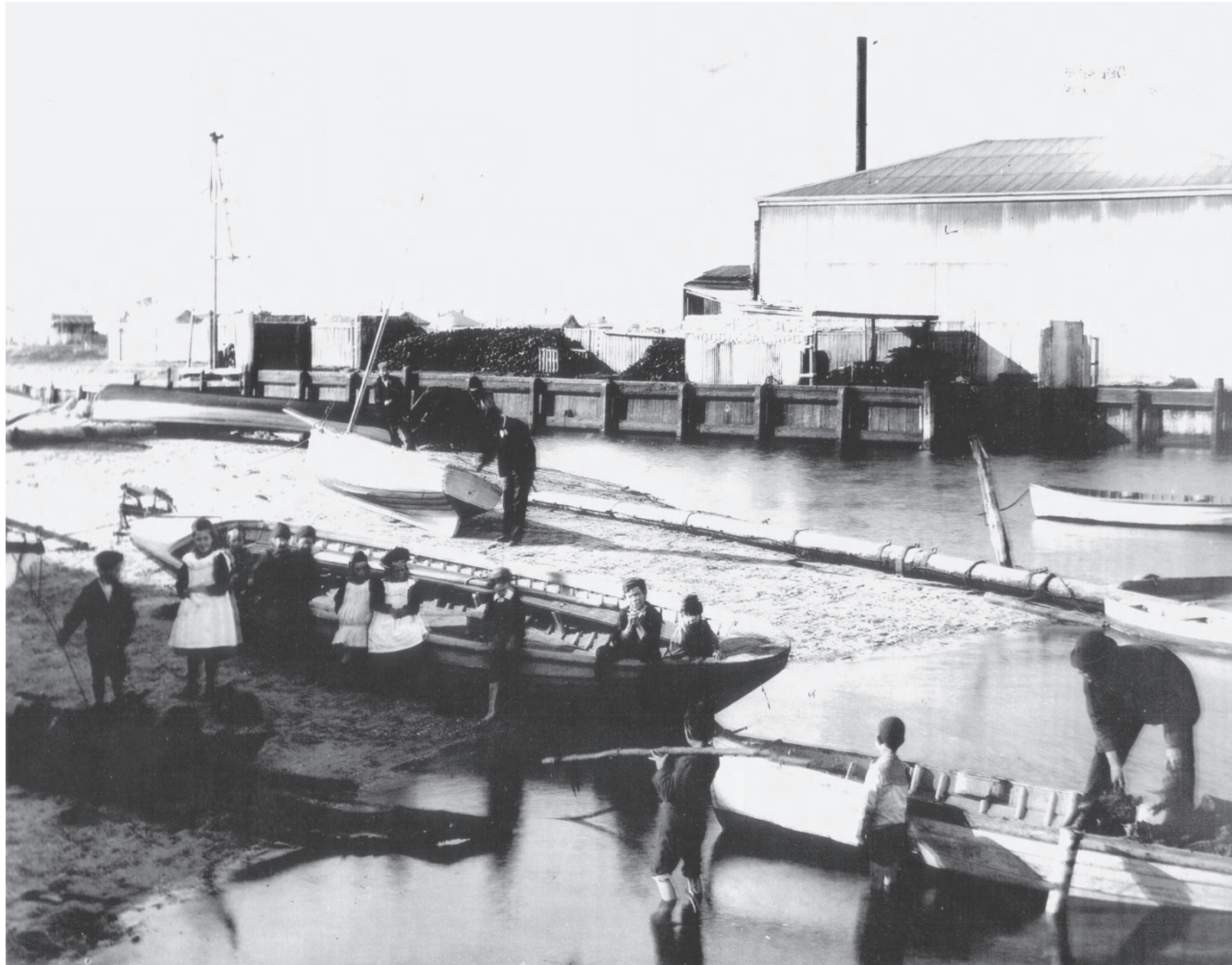
In 1899 the former railway reserve was the subject of a land grant to the South Australian Railways Commissioner.<sup>144</sup> The grant did not include Hawker's Creek, the Hall and Council Chamber reserve, the

133. Ibid pages 39, 40, 66, 70

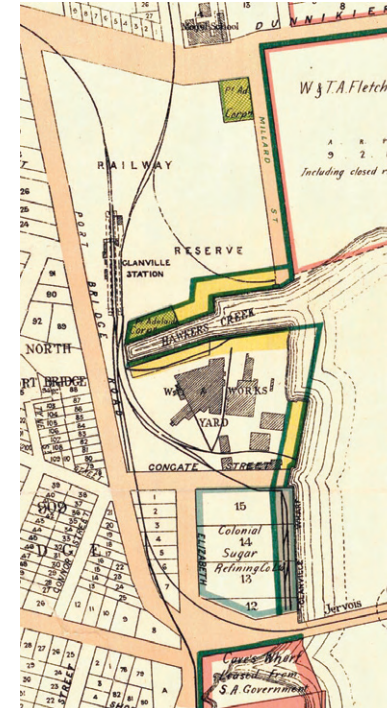
134. Evidence to the Parliamentary Graving Dock Commission 1892 cited in Ibid page 64-6

135. Cited in ibid page 40





**Figure 3.32** Undated photograph of Hawkers Creek showing a loading wharf in the background and stockpiles of wood or coal. Source: Port Adelaide Historical Society



**Figure 3.33** Portion of 1911 map of Port Adelaide Waterfront. Green line indicates area planned for acquisition by Government.



**Figure 3.34** Government Dockyards (1908) Image source: State Library of South Australia South Australiana database

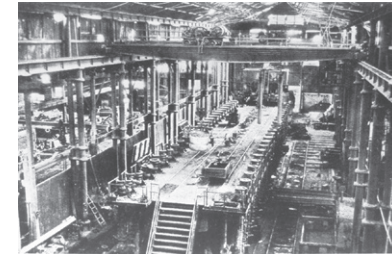
corporation land, nor Fletcher's land to the east. Both the land grant and a plan prepared for that grant show that the banks of Hawker's Creek had, by that time, become well defined with straight edges. The creek no longer extended to Causeway Road.

In 1902 a training scheme was introduced at Glanville whereby youths were trained on each of the seven trades undertaken there. After five years they received a certificate of proficiency.<sup>145</sup>

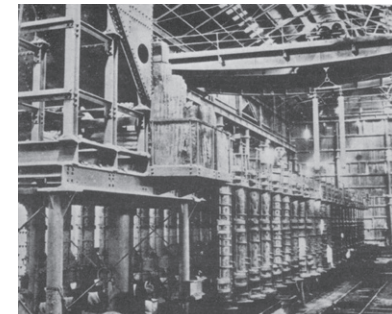
In 1905 a vertical pipe plant was acquired from England for the Glanville workshops. [Fig. 3.35-37] Three years later some 429 men, including 93 boys, were working at the Glanville Workshops. An extremely detailed list of all employees, giving names, occupations, dates of entry and wages, was presented to Parliament in 1908.<sup>146</sup> Occupations included fitters, engine drivers, crane drivers, moulders, furnace-men, fettlers, boilermakers, turners, gasmakers, carpenters, blacksmiths, pigbreakers, labourers as well as a coppersmith, nutmaker, linesman, pipeburner and slagholeman.

In 1911 164 local residents complained about the 'disgraceful condition' of the workshops. The Port Adelaide Local Board of Health issued a notice demanding that repairs and cleaning be carried out within seven days claiming, amongst other things, that the toilets were 'monuments of the utter disregard for the comfort of employees on the part of those who designed them and of the supineness and dilatoriness of the officials responsible for their continuance'.<sup>147</sup> This coincided with a need to improve the workshops so as to increase the production of cast-iron pipes and, in 1913, the old moulding shop roof was raised and the building extended, a new building erected to house an electric overhead crane over a dipping bath, and new offices and electric plant were installed. In 1916 work began on the construction of a new dining room and bathrooms for the employees – they were not completed for seven years.<sup>149</sup> In the meantime, the workers had more to worry about. In 1917, due to a stockpiling of output, the Glanville workshops were put on a four day week. It was nearly two years before the men returned to full-time work.<sup>150</sup>

As we have seen previously, 1917 was a momentous year for the port. It was in that year that almost all the harbor front land was compulsorily acquired by the Government. This included Fletcher's slips as well as the site of his failed graving dock venture. The compulsory acquisition had been authorised by the Harbors Board Act of 1913, which also established the South Australian Harbors Board. The new Board moved to consolidate a position separate to the Glanville workshop which was located on the original Government Dockyard site. Between 1914 and 1918 the Board constructed its own formal dockyard to the north of Hawker's Creek. The plan dated 1918 [Fig. 3.15] clearly shows the new Harbors Board Dock Yard north



**Figure 3.35** Vertical pipe plant. Image source: M Hammerton, *Water: South Australia - a history of the Engineering and Water Supply Department*



**Figure 3.36** Vertical pipe plant. Image source: M Hammerton, *Water: South Australia - a history of the Engineering and Water Supply Department*



**Figure 3.37** Men atop a railway car loaded with finished pipes (1924). Image source: M Hammerton, *Water: South Australia - a history of the Engineering and Water Supply Department*

136. Parliamentary Papers 1892, pages 48-52

137. Hammerton, M *Water : South Australia – a history of the Engineering and Water Supply Department* Wakefield Press 1986, page 105

138. Cited in *ibid* page 106

139. *ibid*

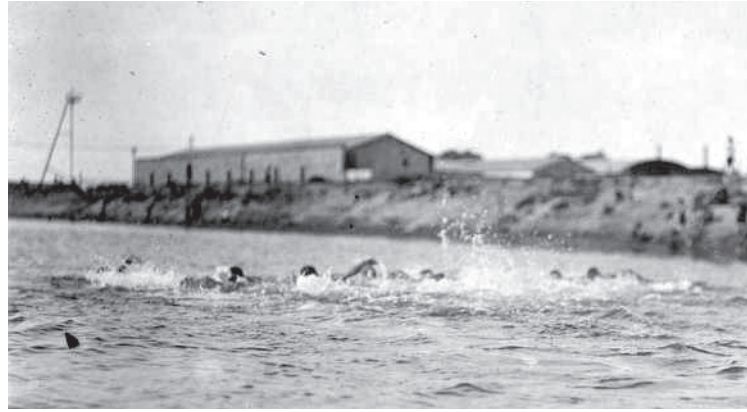
140. *ibid*

141. Couper-Smartt *op cit* note 25, page 165

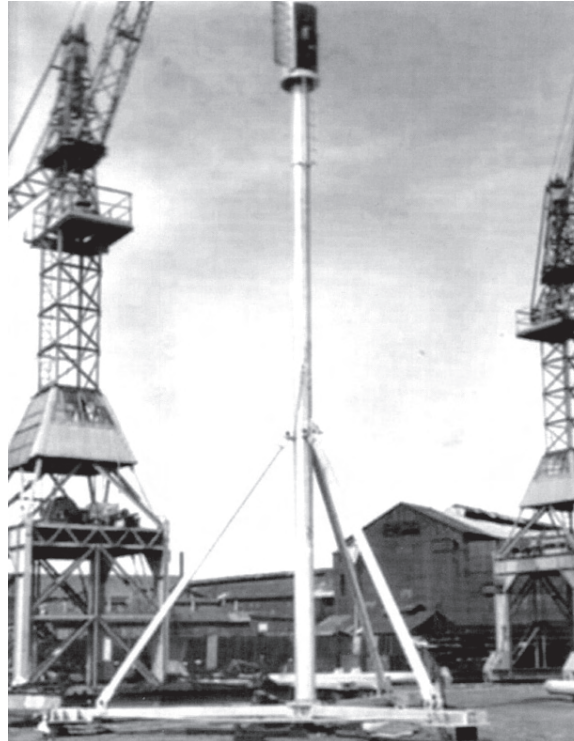




**Figure 3.38** A champion of the Fletcher's Dock swimming races. Image source: State Library of South Australia South Australiana database



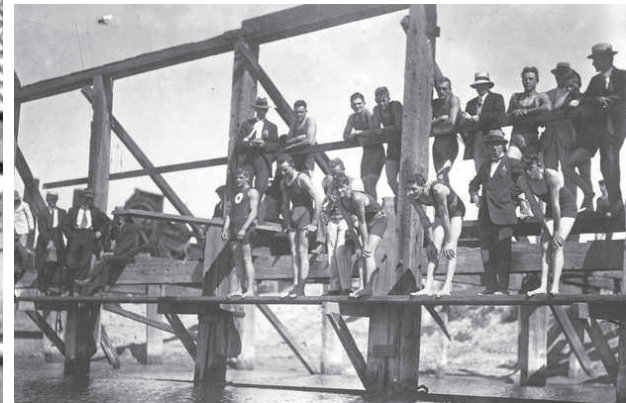
**Figure 3.39** Swimmers in the water at Fletcher's Dock races. Image source: State Library of South Australia South Australiana database



**Figure 3.42** Pipe factory cranes. Source: Port Adelaide Historical Society



**Figure 3.40** Crowds amassed on the banks of Fletcher's Dock to watch the swimming races. Image source: State Library of South Australia South Australiana database



**Figure 3.41** Swimmers on the starting blocks at Fletcher's Dock races. Image source: State Library of South Australia South Australiana database

of Hawker's Creek.<sup>151</sup> The Pipe Works are separately located south of the creek while the graving dock site appears to be relatively unformed. The plan also indicates the extent of building on the sites.

In 1921 the small Hall and Council Chamber Reserve was acquired by the Harbors Board.<sup>152</sup>

During the 1920s, from 1921 to 1926, Fletchers Dock, the former graving dock site, was used for a number of swimming events [Fig. 3.38-41] organised by the Port Adelaide Amateur Swimming Club and the Semaphore Amateur Swimming Club. An international swimming carnival, attracting swimmers from the USA and elsewhere, was held there in 1921.<sup>153</sup> Photographs show a wooden pier structure along the eastern side of the dock. These would appear to have been added later, possibly for the swimming events, and were not part of Fletcher's graving dock structure.<sup>154</sup>

In 1926 most of the harbor front land between the Harbors Board dockyard to the west and Birkenhead Street to the east, compulsorily acquired in 1917, was granted to the South Australian Harbors Board.<sup>155</sup> This included the graving dock site which now forms part of the subject precinct 2C. By the 1930s the former graving dock site, then known simply as Fletcher's Dock, was being used by the Harbors Board as part of its dockyard as a berth for laid-up dredges.<sup>156</sup>

Meanwhile, south of Hawker's Creek, the pipe works continued its operations. By 1927 they had ceased to make 2-inch cast-iron pipes but there was more work in cement-lining all pipes up to 10-inches in diameter. The workshops were busier than ever.<sup>157</sup> Three years later however, in the midst of the Depression, the Glanville workshops were closed indefinitely. Apart from a few experienced jobbing moulders, all workers were laid off. It was not until August 1932 that the workshops re-opened. Some sewers men were working only two-thirds time until 1935.<sup>158</sup>

In April 1949 the Greater Port Adelaide Plan was unveiled.<sup>159</sup> This masterplan was to have the most significant impact on the harbor since the 1917 compulsory acquisition of harbor front land. At an estimated cost of £23 million, the plan included twenty projects including the reconstruction of wharves at Berths 1,6,8,and 9, the extension of the Osborne Coal Handling Plant, and the reconstruction of Princes Wharf and North Parade.

Of more relevance to the subject site, one of the plan's projects was to completely revamp the Glanville Dockyard. An aerial photograph of the area, taken in 1949 [Fig. 3.43] shows the site prior to work commencing. This is to be compared to one taken in 1959 [Fig. 3.44] when most of the work had been completed and many



**Figure 3.43** 1949 Aerial photograph of the Hawkers Creek region. Image source: Mapland



**Figure 3.44** 1959 Aerial photograph of the Hawkers Creek region. Image source: Mapland

142. Register 1898
143. Plan showing railway reserve for which Railways Commissioner required a land grant
144. Certificate of Title Volume 649 Folio 175.
145. Hammerton op cit note 137, page 108
146. South Australian Parliamentary Paper No 66 of 1908
147. Hammerton op cit note 137, page 145
148. ibid
149. ibid
150. ibid pages 145-5

new buildings were on site. That same year, 1959, the Harbors Board reported that all “the works originally planned in this project have been substantially completed and brought into use, at an approximate cost of £400,000, with the exception of the reconditioning of the wharf at Hawker’s Creek and the provision of mooring facilities on the eastern side of Fletcher’s Dock. Instead Hawker’s Creek has now been reclaimed to provide much needed storage and working space, and work on the construction of the mooring berths on the eastern side of Fletcher’s Dock is in hand.”<sup>160</sup> The 1959 aerial photograph was taken before Hawker’s Creek was reclaimed, although it may indicate that work had commenced. A 1969 aerial photograph [Fig. 3.45] shows that the berth on the eastern side of Fletcher’s Dock had been completed by then.

The Board also reported that the “benefit accruing from the modernization of the Dockyard has already been felt and the workshops can bear comparison with those of any other port authority in the world. The Dockyard’s increasing maintenance commitments arising from the provision of four 6-ton cranes at No 2 Dock, two 9-ton grabbing cranes at the Osborne Coal Handling Plant and the new bulk handling plants at Wallaroo, Port Lincoln and later Thevenard have more than justified the Board’s policy of dockyard improvements.”<sup>161</sup>

The pipe works continued operations through the 1940s, 50s and 60s, first facing post war shortages and then the introduction of new materials – asbestos pipes, rubber joints, plastic interiors for water meters and PVC pipes. After years of gradual deterioration it finally closed in about 1967.<sup>162</sup> An aerial photograph of the site shows the pipe work buildings still standing in 1969. [Fig. 3.45] By 1979, however, an aerial photograph shows that they have all gone. [Fig. 3.46] The southern part of the site is vacant while the northern part has new buildings on it, and is integrated with the Glanville Dockyard.

In 1980-1, a number of changes occurred in the ownership of the land under discussion. The effect was that the southern part of the old pipe works site was transferred to CSR Ltd while the remaining land, including precincts 2B and 2C, reverted to the Crown.

In 1986 there were 236 employees at the Glanville dockyard and workshops but the future for a Government dockyard was increasingly under a cloud. In 1994 the Department of Marine and Harbors was replaced by the South Australian Ports Corporation. Although still a statutory body, the winds of privatisation were prevailing. In 2001 the Ports Corporation was divested to the private Flinders Port Consortium.

The Glanville Dockyard closed in about 1988.



**Figure 3.45** 1969 Aerial photograph of the Hawkers Creek region. Image source: Mapland



**Figure 3.46** 1979 Aerial photograph of the Hawkers Creek region. Image source: Mapland

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151. Couper-Smartt op cit note 25, page 82

152. Noted on 1899 plan prepared for land grant to Railways Commissioner

153. Ritter, R Triumph, Tragedy and Port Adelaide Ronald C. Ritter, 2005, page 170



## 03.06 tabulated summary of documentary site history

### jenkins st boatyards

3.48

revised mar 2010

Date	Details	Source
1839	Original land grant – sec 2012 – to John Abel Smith	CTs
1853-57	Shipwrights Arms	Hoad
1863	Newspaper description of area – only Fletchers	Register 31 Mar
1864	Subdivision – old system so take up uncertain	DP 43 of 1864
1860s	At least 6 yards in Pt Adel	Wakefield
1866	Newspaper description of area – Mitchelmore's	Register 13 Nov
1875, 79, 80	Newspaper descriptions show minimal development – McKendrick, Jenkins	Observer 27 Mar 1875, Register 11 Aug 1879, Advertiser 12 Aug 1880
1870 – 1918	Title details McKendrick (SA bio index) Jenkins (SA bio index) Salt works (Commodious Harbour 97) Yacht club Elder + Hart Woodyard	CTs
1881, 96, 1903	Building and alterations to yacht club – nb ref to cottage + Pickhaver slip	Club history
1903	Jenkins St closed	CTs
1906	Fire at Jenkins slipway	Register 12 Nov
1913	Searles' yard (current Central Slip location)	Searles
1915	Plan of area	Searles
1917	Commonwealth acquisition of site for navy	CT
1918	Land reverts to Crown – on card for a while	CT, yacht club history
1918	Plan of area	Plan
1924	Yacht club vacates premises	Club history
??	PA Sailing Club moves to current site from Berth 8 – not on Searless plan but there by 1930 photo	
1926	Land grant to SA Harbours Board – subject land plus Fletchers etc west	CT
1926 +	Lease to GM – only registered lease on titles	CT
1929	Searles move to current site	Searles
1932	McFarlane moves to current site – no idea what there before	Commodious Harbour 61
1930 circa	Photo + notes – must be 1926-1937	Photo
1937 circa	Birkenhead Bridge – land acquired – Jenkins had to move to current Central Slip site	Commodious Harbour 79
1944	Commonwealth acquires more land to east	CT
1945	Searles's shed doubled in size	Searles
1950	Mac Lawrie takes over Pickhaver Slipway	
1950s	Porters move into existing shed – demolish cottage and extend shed	
1962 circa	Rowing club vacate	
1960s	Porters extend further – demolish part of rowing club shed	
undated	Mac Lawrie leaves	
undated	Mark Bolt occupies slip	



## precincts 2b & 2c

Date	Details	Source
1849	Fletcher leases 2 acres from SA Co - pt section 916	Jenkins 32
1850 s	Government Dockyard established	Parsons 158
		Couper-Smartt 81
1851	Trinity Board	Parsons 77
1851	Fletchers Slip completed	Jenkins 33
1854	Harbor Trust	Parsons 77
		Ritter 239
1856	Waterworks Commission established	SA Records - E&WS details
1856	Govt got out of control of wharfs	Couper-Smartt 63
1858	Control of waterworks to Commissioner of Public Works	SA Records - E&WS details
1860	Railways linked with engineering till 1917	SA Records - E&WS details
1860	Marine Board Act	Couper-Smartt 63
		Parsons 77
		SA Records - marine details
1860	Bridge over Hawkers Creek	Couper-Smartt 164
1860	Marine Board - had control Glanville dockyard	Ritter 239
1862 -67	Dunnikier Slip built	Jenkins 34-6
1863	Description of Government Dockyard	Register 31 March 1863
1864	Glanville District Council - till 1883	Couper-Smartt 174
1867	Engineer-In-Chief Dept	SA Records - E&WS details
1872	Work at Government Dockyard	Parsons 75
1872	Government Dockyard description	Observer 3 February 1872
1873	Railway Reserve – local govt reserve	Plan
1876	Engineer of Harbors and Jetties	Ritter 239
1878	Hydraulic Engineer Dept	SA Records - E&WS details
1878	Work at Government Dockyard	Parsons 76
1878	Railway extended to Semaphore	Couper-Smartt 217
1878	Glanville station opened	Couper-Smartt 217
1878	Marine Board urges government to build graving dock	Jenkins 70
1879	Reserve placed under control marine board	Plan
1879	Engineer of Harbors and Jetties	Parsons 247
1880	Engineer-in-Chief also Engineer of Harbors and Jetties	SA Records - E&WS details

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Date	Details	Source
1880	Royal Commission	Parsons 251
1880	Government Dockyard description	Register 1880
1880 s	Dry Dock construction	Ritter 170
1881	Marine Board and Navigation Act	Couper-Smartt 71
		Parsons 247
1881	Government Dockyard description	Register 20 May 1881
1882	Marine Board and Engineer-in-Chief choose Hawkers Creek for graving dock	Jenkins 70
1884	Fletcher commences graving dock	Jenkins 39, 70
1885	Government Dockyard	plan
1885	Railway reserve - reserve for hall + council chamber	plan
1885	Legal action against Fletcher	Jenkins 70
1886	Port Adelaide Water Frontages Act	Jenkins 39, 64-5, 70-2
1888	Control of reserve transferred to Railway Commissioner	plan
1888	Hydraulic Engineer Dept abolished - Engineer-in-Chief	SA Records - E&WS details
		Parsons 247
		Couper-Smartt 71
		Ritter 239
1889	Railway reserve + government yard south of hawksers creek + house	plan
1889	Government Dockyard to Engineer-In-Chief	Parsons 255
1890	Dockyard + house + dry dock construction	plan
1892	Graving Dock Commission	Jenkins 41, 63, 64, 65-6
1894	Foundry and Pipe Factory established	Hammerton 105-6
1895	Cast iron pipes made at Glanville Way and Works Shop	Hammerton 99
1895	Pipes from Glanville used in opening Jervois Bridge	Couper-Smartt 165
1896	Pipe Factory details	Hammerton 108
1896 circa	Graving dock abandoned	Jenkins 40, 55, 65-6
1897	Royal Commission	Parsons 251
1898	Road south Hawkers Creek closed	plan
1898	Government Dockyard description	newspaper
1899	Railway reserve - plan for land grant	plan
1899	Land grant to SA Railways Commissioner	649/175
1902	Hydraulic Engineer appointed	SA Records - E&WS details
1902	Training at pipe works	Hammerton 108
1902	Royal Commission re Engineering Depts	Hammerton 130
1902	Separate Hydraulic Engineer + Engineer-in-Chief Dept	Hammerton 139
1903 -10	Calm between departments	Hammerton 151

Date	Details	Source
1905	Vertical pipe plant	Hammerton 131
1906	Engineering Dept	SA Records - E&WS details
1908	Employees of Glanville workshop	SA Parliamentary Papers
1910	Glanville workshops transferred railways to hydraulic engineers	Hammerton 139
1910 s	Pipe works details and troubles	Hammerton 145
1911	Royal Commission	Parsons 251
1911	General rules for workshop	Hammerton 150
1913	Reserve for public works purposes	plan
1913	Harbors Board Act	Parsons 251
1913	All railway work at Islington	Hammerton 139
1913	New buildings at pipe works	Hammerton 145
1913	Harbors Act - South Australian Harbors Board - nationalisation	Couper-Smartt 71
1913 -14	Pipeworks reorganised and re-equipped	Hammerton 147
1914	South Australian Harbors Board established - took harbors and jetties	SA Records - marine details
		Hammerton 139
		Couper-Smartt 81
1916	New buildings at pipe works	Hammerton 145
1917	Compulsory acquisition	Parsons 253
		Couper-Smartt 74
		Jenkins 42
1917	4 day week at pipe works	Hammerton 145
1918	Pipe works + Musgrave Wharf	plan
1918	Harbors Board Dock Yard -no form to dry dock	plan
1918	Engineer-In-Chief + Hydraulic Engineer	SA Records - E&WS details
1918	Engineering Dept reorganised	SA Records - E&WS details
1918	Railway Inquiry Commission	Hammerton 136, 150
1918	Map with South Australian Harbors Board and Pipe Works	Couper-Smartt 69
1918 circa	Wharfs and jetties - conflict marine v railways	Parsons 250
1920	Lack of apprentices	Hammerton 149
1920 circa	4 day week at pipe works	Hammerton 136
1920 s	Wooden pier for swimming carnivals later addition	Jenkins 57
1921	Council reserve acquired by Marine Board	plan
1921	Swimming carnivals in dry dock - till 1926	Ritter 170

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Date	Details	Source
1923	Organisation changes	Hammerton 150
1925	Marine Board wound up - South Australian Harbors Board takeover	Couper-Smartt 74
1926	Land grant to Harbors Board -fletchers land	1419/20
1927	Railway Commissioner tries again to get control wharfs	Parsons 276
1927	No more 2-inch cast pipes	Hammerton 181
1927	All pipes lined with cement	Hammerton 181, 184
1929	E&WS formed	SA Records - E&WS details
1930	Glanville closed indefinitely	Hammerton 204
1930 s	Dry dock used as berth for dredges	Ritter 170
1932	Glanville reopens - some part time till 1935	Hammerton 204
1933	5 year plan	Parsons 278
1938	Birkenhead Bridge -Jenkins move	Parsons 280
1940 s	Shortage of materials + power restrictions	Hammerton 232
1949	Dry dock unformed edges -no DMH shed	aerial photo
1949	Greater Port Adelaide Plan - Hawkers Creek, dry dock - to 1959	Greater Port Adelaide Plan
		Couper-Smartt 79
1950 s	Changing materials etc	Hammerton 233
1950 s	Dry dock alterations	Ritter 170
1956	Total revamp of Glanville dockyard	Couper-Smartt 81
1958	Moulders relieved of labouring work	Hammerton 235
1959	Dry dock unformed east - DMH shed	Aerial photo
1960 circa	Troubridge ramps built at Glanville	Couper-Smartt 81, 120
1963	Dry dock fully formed and Hawker's Creek filled	aerial photo
1967	Department of Marine and Harbors established	SA Records - marine details
1967 circa	Glanville foundry closed	Hammerton 260
1980	Transfer part to Minister of Marine - rest to STA	649/175
1980	Transfer part to CSR	4164/150
1981	Transfer to crown	4166/948, 4164/151
1986	236 employees at Glanville dockyard and workshops	Couper-Smartt 82
1988	Floating crane dismantled	Ritter 288
1995	Ports Corp	SA Records - marine details
2001	Flinders Port Consortium	SA Records - marine details
2004	no remains of graving dock walls	Jenkins 57

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### 03.08 Aboriginal heritage

Prior to European settlement the Aboriginal people of the Adelaide Plains and Port Adelaide area seasonally inhabited the greater area of the LeFevre Peninsula. They used the extensive mud flats of the Port River to forage for shellfish, lobster, mussels, oysters, birds and fish. Water was obtained from springs further north on the Peninsula and vegetable and animal foodstuffs were collected between their camp at the river and the dunes at Semaphore.<sup>163</sup> It is likely that the Aboriginal people made use of the subject site as part of this broader habitation.

Following European settlement Aboriginal use of the Peninsula was greatly reduced. The last remaining Aboriginal camps at the western end of the Jervois Street Bridge were moved in 1890 to make way for the Colonial Sugar Refinery (CSR).<sup>164</sup> Another account notes a small Aboriginal presence around Hawkers Creek as late as 1907-1912.<sup>165</sup>

Considerable work has been undertaken in recent years to record and establish the aboriginal significance of the Port River and identify specific sites of significance. These form part of the cultural map; the most noteworthy of which are:

- *Kaurna Cultural Heritage Audits and Directions Report* (2006) commissioned by City of Port Adelaide Enfield (available by contacting council)
- *Kaurna Cultural Heritage Survey* (July 2007) commissioned by City of Port Adelaide Enfield. [http://www.portenf.sa.gov.au/webdata/resources/files/Final\\_Report\\_August\\_2007.pdf](http://www.portenf.sa.gov.au/webdata/resources/files/Final_Report_August_2007.pdf)
- *Kudlyo the Black Swan Dreaming: Veronica Brodie and the continuity of Kaurna History at Glanville and Lefevre Peninsula* (1994), prepared for the Lartelare Homeland Association by Sheridah Melvin.

The importance of movement linked to the broad ranging use of the land by the Aboriginal people is described by these studies. Moreover, they suggest that much of the significance of the Port River lies in the connectivity along the Peninsula and access to the waterfront.

From observation at the time of this study, the region ranging from the Jenkins Street boatyards to the Musgrave and Sugar Company Wharf was used as a dump for general refuse, slag from copper refining, as well as silt dredged from the Port River as part of land reclamation and establishment of wharfs and substantial industry. Archaeological investigations at the Jenkins Street boatyards reveal that the fill depth from the natural ground surface can be as much as two metres in the Jenkins Street area.<sup>166</sup> Land reclamation and site reworking of the subject sites further towards the Jervois Street Bridge from Jenkins Street: Government Dockyards, former pipe factory site, and Hawkers Creek, is likely to have obscured evidence of

163. C. Schulz, B.Noone & T. Walsh eds (1996) *A Quiet Spot Within Our Reach: Essays on the Old Port Reach*, published by the author, Port Adelaide, referenced in Delta Consulting "Mangrove Management Plan" (2005)

164. Couper-Smartt (2003)

165. Melvin, S. *Kudlyo The Black Swan Dreaming: Veronica Brodie and the Continuity of Kaurna History at Glanville and Le Fevre Peninsula*, Lartelare Homeland Association, Adelaide, p 30 (1994)

Aboriginal use. Possibilities for archaeological study are subject to opportunities presented by the civil works programme of the development.

## interpretation

Prior indigenous use of the Port River is interpreted by a heritage walking trail and, additionally, sites adjacent to the subject site have been identified as areas for special recognition of Aboriginal cultural heritage. Those closely related to the subject areas are the recently opened “Lartelare”, a park [Fig 3.47] located in Precinct 2 of the Port Adelaide Waterfront Redevelopment, and “Mangrove Cove/Patangga”<sup>165</sup> [Fig 3.48], an area north of Bower Road and bounded by the railway embankment on the south and west, the river on the east and Wirra Drive to the north.

A management plan for “Mangrove Cove/Patangga” for LMC was prepared by Delta Environmental Consulting in 2005. It includes initiatives for the management of Aboriginal cultural heritage.

The Kaurna Heritage Trail was launched in June 2003 and comprises six sites on both sides of the river in the old Port Reach. The Trail is a joint venture between Tauondi College and the City of Port Adelaide Enfield’s Visitor Information Centre. Trail maps are available from the Visitor Information Centre and interpretative signs are at each of the six sites.



**Figure 3.47** Recently completed “Lartelare” with Hart’s Mill in the distance and Newport Quays residential development to the left. Source: LMC (2009)

166. refer Port Adelaide Waterfront Cultural Mapping and Survey Report - Stage 1

167. It has been recommended that this mangrove area has the dual names of “Mangrove Cove” and “Patangga” (meaning *mangrove*) in recognition of its past links to the Aboriginal people of the area and European settlement. Over time the area has also been known as Mangrove Park, Ethelton Mangroves and Yao Cove.



**Figure 3.48** Aerial photograph showing the area of "Mangrove Cove/Patangga" extracted from "Environmental Management Plan, Mangrove Cove, SA" prepared for LMC by Delta Environmental Consulting

### 03.09 buildings and structures

Stage 2 is focused on the remaining structures in Jenkins St Boatyards of Searles, McFarlane and Sons, and Centrals, as well as the former Marine and Harbors (DMH) site [Figs. 1.3 and 1.5].

The main improvements on the sites include buildings and slipways. Sheds were used for storing equipment and materials related to boat building and repair as well as providing covered work-space. Slipways comprise rails and support structures (sleepers, piles, and concrete surfacing) placed on an incline extending from inside the buildings into the water below the low-tide line. A large proportion of the slipways remain submerged at all times. The former DMH building was used for a variety of workshop activities. Commercial boatyard operations have been subject to restricted improvements under the terms of their leases, resulting in relatively high levels of dilapidation.

At the commencement of Stage 2 in May 2008 all of the subject boatyards were occupied tenancies while the former DMH site was unoccupied. At the DMH site some improvements had been demolished since the site was closed as a dockyard and workshop. Over the course of the study the various boatyard tenancies were successively vacated between June 2008 and June 2009. The survey of buildings and structures was however carried out during June 2008 when the subject boatyards were still occupied. The description of buildings and structures thus reflects observations from the June 2008 period. A number of additional post-occupancy visits were undertaken to verify artefact selection, check measurements and complete photography of structures that were obscured during use.

Appendix B.01 provides a photographic survey of the buildings and structures. Appendix A.06 contains measured drawings of the buildings. At the time of issue of this report Shed H has been dismantled and stored for possible future re-erection.

#### shed 'F'

Shed 'F' was located in the Searles boatyard site.[Fig. 3.51-53] It housed much of the operations of the business. Searles commenced operations on the site in 1929 and constructed a slipway and building [Fig. 3.53]. The original building was a simple pitched roof, timber structure clad in corrugated galvanised steel sheet. This building was added to and incorporated into the latest structure with some elements – such as the windows on the western wall remaining evident. [Fig. 3.54] It was originally set back from Jenkins Street and subsequent additions were erected in front.

The former 'building' is an agglomeration of buildings and structures that reflect the expansion of the business over time. It encompassed two main work areas – relating to the two main slipways, a workshop area on the western side and a mezzanine above. Office areas were located on the northern side facing Jenkins Street. A third slipway and winch were located on the western side of the site. A timber structure was retained at the core of the building but this was extensively supplemented by the use of steel roof members, some columns and a large steel truss facilitated a large, column-free opening between the two main work areas. The floors



**Figure 3.49** Historical image of Searles' shed, ca.1930. Source: E.G.Searles



**Figure 3.50** North west corner of Shed F indicating an addition to the north.



**Figure 3.51** East boundary wall of Searles. Asbestos cladding evident



**Figure 3.52** View to shed F from the water's edge. Searles' cradle in the foreground.



were concrete throughout and generally even apart from where they formed part of the slipway.

It is reported that during the 1960's, the entire roof structure was raised as a single element through the use of jacks in order to create the current two-storey space. An addition was incorporated on the eastern side, a timber and steel structure clad with corrugated asbestos cement sheets (roof and east wall). [Fig. 3.51] It is possible that this was constructed during WWII when General Motors built military launches there. A flammable materials store constructed from concrete block was built as an independent structure at the northern end of the 'east annex.' Opposite, a small ablution area was located in the north-east corner.

**Figure 3.53** Composite street elevation of Shed F from Jenkins Street



### slips

The site contains three slipways, [Fig. 3.54] two of which were in constant use until recently and a third smaller slip that was used occasionally. They comprised raking concrete surfaces with steel rails. The cradles are timber structures with cast wheel assemblies.

### Shed 'G'

Shed 'G' [Fig. 3.55-58] was the structure that housed the A McFarlane operations. Again the 'building' was an agglomeration of structures that reflected the operations of the business. The main section was a large timber-framed structure with a relatively flat roof and is open to the south (water side). A large addition (east annex) houses much of the floor mounted machinery. Other buildings and additions were located to the north and east. The ablutions facility and lunch room was essentially a separate building with pitched roof, as was the boat shop. The former joinery workshop was a simple timber-framed addition on the northern side. An office room was located in the north western corner over a secure store.

Two main slips run from the main part of the building into the water via a brick-paved apron area. An external hard-stand area is located to the eastern side.



**Figure 3.54** View from the water's edge of Shed 'F', jetty, and slips. Photograph: James Bateman



**Figure 3.55** View of McFarlanes along Jenkins Street. Memorial gun associated with the naval yard in the left foreground.



**Figure 3.56** View along east boundary of McFarlanes showing the variety of building elements



**Figure 3.57** McFarlanes western slip and cradle



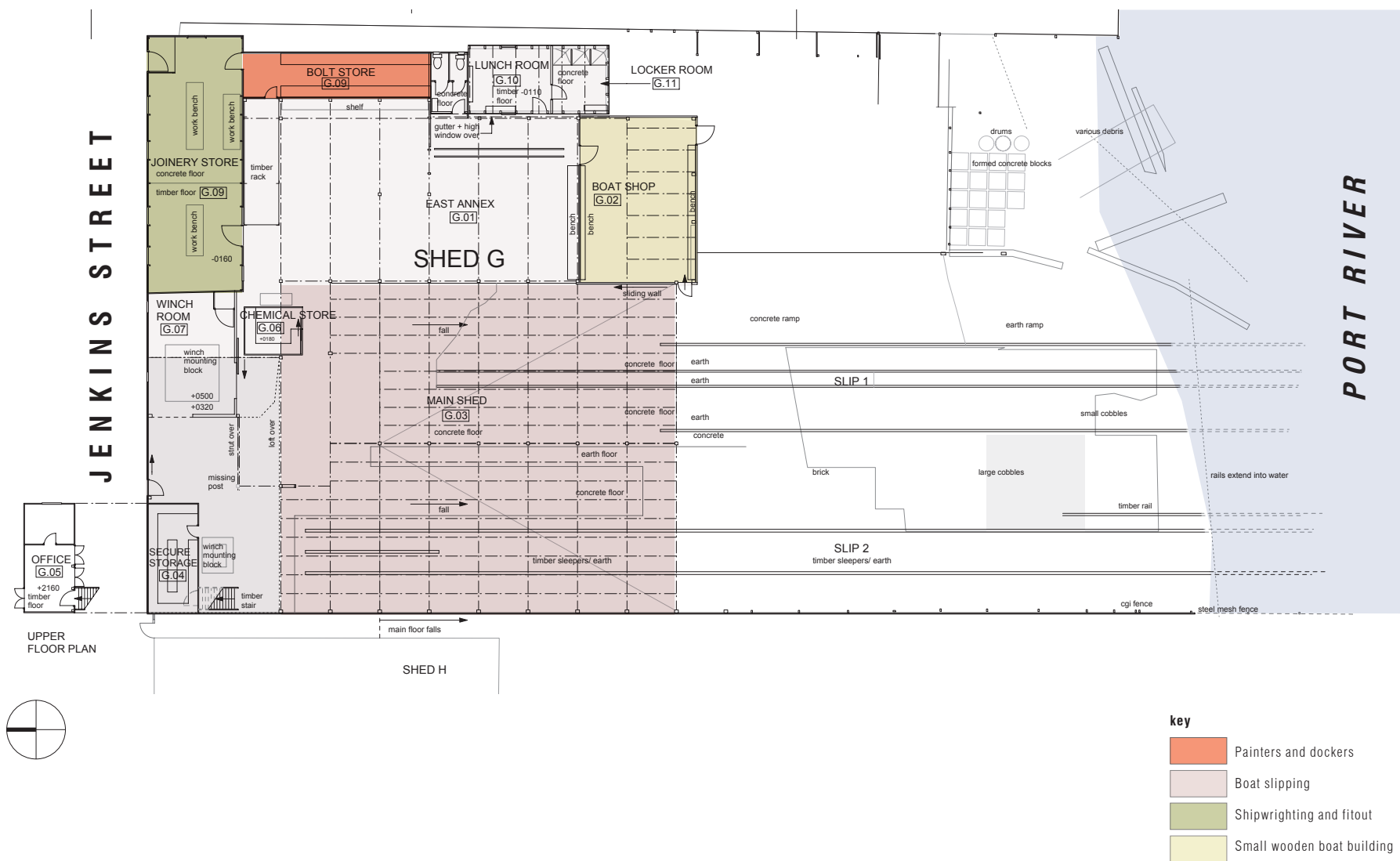


Figure 3.58 Diagram of main work areas in shed G

Generally all the structures were in poor condition. Timber members had suffered from termite damage and the relatively flat roof suffered storm damage and wasn't been repaired entirely. The smaller structures to the north and east were in very poor condition. These were areas of storage and workshops that have not been properly operational for some years. Regular flooding exacerbated the deterioration, evidenced by damaged floor structures and corroded wall cladding.

### slip

The slips and cradles are in reasonable condition and remain operable.

### Sheds 'H, J'

Shed 'H' was a timber-framed corrugated steel clad building of simple pitch form. [Fig. 3.59] Complementary documentary research (historic photographs) [Fig. 3.61] and on-site investigation strongly suggest that this building was relocated from the original Jenkins site at the location of the northern abutment of the Birkenhead Bridge. At its former site it was known as the 'engine house' and housed the slip winch motor – originally steam driven, and may pre-date 1906. Former mortice and tenon joints (unused) support the notion that the building has been relocated and reconstructed. Roof structure is formed from timber and iron trussed frames.

This building had a recognisable feature on the southern side – a cutout section reportedly for housing the bow-sprits of ketches in order to maximise the length of slipway above the tide line. During the rebuilding – probably around 1939, the 'cut-out' section was constructed on the other side of the ridge line. Some of the original winch gears remain and it's timber mounting frame and associated pit are evident in the floor. It is likely that the power for the winch was changed from steam to electricity at this time.

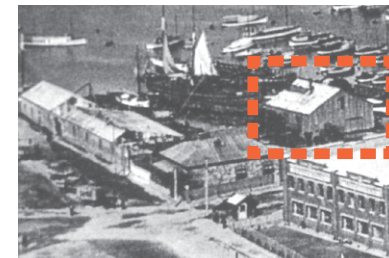
At some time after its re-erection, the building was lengthened with a matching addition to the northern side. Some time after that, a new concrete floor was installed at a level higher than the known flood height. The former slip winch [Fig 3.62] was removed in the mid 1990s and the remnants were re-located to the adjacent site. As part of this programme, these remnants have been secured and put into storage.



**Figure 3.59** Shed H from Jenkins Street. McFarlane's at left. Photograph: James Bateman



**Figure 3.60** Shed H from the river side showing unique 'cut-out' in the southern facade. Photograph: James Bateman



**Figure 3.61** Part of ca. 1936 aerial photograph of Jenkin's slip. The winch engine house is shown in the background with its distinctive roof cut-out.



**Figure 3.62** Centra's winch in place shortly before its removal and relocation to Fletcher's slip yard. Source: John Stockton private collection

The building was in average condition. It has some structural member damage from termites and rot. Because it was relocated and re-erected, it doesn't have the structural integrity of its original form. As part of the identification of artefacts that can be reused, the building has been dismantled and stored in Shed 16, on the northern side of Dock 2. A summary of the dismantling process is contained in Appendix C.

### slip

The slip [Fig. 3.63] itself is in poor condition having been severely damaged in 1989 during the launching of the *Alma Doepel*. [Fig 3.67] Remnants of the slip rails and cradle remain underwater and are evident in part.



**Figure 3.63** Panoramic view from the Central's jetty towards Shed H and McFarlane's main shed in the background. A ladder pole and yard arm crane are to the left and the badly deteriorated boat, MV Tern, is in the foreground. Photograph: James Bateman



**Figure 3.64** Remnants of slip at Centrals. Photograph: James Bateman



**Figure 3.65** Centrals jetty. Photograph: James Bateman



**Figure 3.66** Shed J from Centrals yard. Photograph: James Bateman

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### shed 'J'

Essentially a timber-framed lean-to, Building 'J' [Fig. 3.66] housed the office and ablution facilities for the Central Slipping business. As a lean-to the building was supported on one side by the stone wall of the adjacent property. It was in poor condition having been severely damaged by termite attack and through general lack of maintenance.

### jetty and cranes

A timber jetty structure [Fig. 3.65] runs from the southern end of the stone wall defining the western boundary of the Centrals site. This is in poor condition although it is more or less intact. Two rotating, timber cranes are attached to the wall and a ladder pole also remain. These are in good condition but missing some elements.[Fig. 3.63]

### shed 'K'

Shed 'K' [Fig. 3.68] was constructed between 1949 and 59 and was the major workshop facility for the Department of Marine and Harbors until its closure prior to the current site development programme. The building is a large, steel framed structure with asbestos cement roof lining and corrugated steel sheet wall cladding.

It has a repetitive saw-tooth roof form of 14 bays, all with south-lights and is divided into two sections (east and west) by a row of central columns. Each roof bay is capped with a rectangular vent running almost the full width of the building. The framework of a crane gantry structure remains, running the length of both the eastern and western bays. Also remaining are elements of the electrical infrastructure – control boxes/switches and in the 2 – storey structure to the west, a large transformer (at ground level) and fuses (at first floor).

Some floor sections incorporate rail lines and there is a small section of timber flooring in an otherwise continuous concrete slab. The northern end (one bay) is separated from the rest of the building by an internal wall. Much of the external walls contain large openings and sliding doors. Remnants of former operations remain, such as openings for exhaust for foundry-type work and signage relating to safety and crane operation.

### winch and slip

To the west of shed 'K' a small winch house remains, enclosing a winch related to the adjacent slip. [Fig.3.69]



**Figure 3.67** *Alma Doepel* on Centrals slip in 1987.  
Photograph: Jenny Scott



**Figure 3.68** DMH Building (Shed 'K')



**Figure 3.69** Winch house and winch at DMH site (Shed 'K')

### 03.10 artefacts and salvaged material

The retention of elements from the site as part of the record of the place has been undertaken from an understanding of cultural significance – both tangible and intangible. Stage 1 was very much concerned with documenting empty buildings and structures but stage 2 work has also incorporated through film, documentation of operations. Both stages have identified artefacts and material elements that can be re-used in the proposed development

Firstly the mapping team has identified elements that are either part of the buildings and structures or other un-fixed elements that are able to ‘speak of’ the industry and activity of those sites with minimal interpretation, or can demonstrate important aspects of the industry. Other elements such as the selection of tools from McFarlanes and the building itself from Centrals illustrate more personal aspects of the industry and connect the material with the people that operated the place.

Secondly, the team has identified elements that can be used as identifying elements or sculptures in their own right. These are large-scale elements such as machines and winches that identify the place as an industrial site and can remain outside in the public realm or in semi-public places such as building foyers.

Thirdly, elements and materials have been identified, that can be incorporated in works of art or incorporated into built elements of the future buildings and structures proposed under the redevelopment schemes. This includes corrugated steel sheet, timber piles, structural steel, leftover materials and fittings. It should be noted that it is unknown how, or even if, these materials will be used and they are not considered ‘artefacts’ to be conserved as a record of the place but rather material that has a patina that has been derived from the place. It is anticipated that this material if not used at the end of the redevelopment programme may be discarded.

Appendices A.04 catalogue the artefacts.

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## 03.11 intangible heritage

### people and filming

Within the scope of this study a number of individuals have been involved in documenting the place. These are people with either long-term associations with the place or with the specific operations of the immediate study area. The following people were filmed in the premises they recently occupied, and described how the sites, buildings and structures were used during their occupation;

- Kingsley Haskett – Shed ‘F’
- Andrew McFarlane – Shed ‘G’
- John Stockton – Shed ‘H, J’
- Neil Cormack – Sheds ‘H, J’
- Paul O’Reilly – Shed ‘K’

In Sheds F, G, H & J, the use of film gave an opportunity to document some of the activity of boat building and maintenance practice and other related (intangible heritage) activities. Considerable time was spent with Andrew McFarlane and Kingsley Haskett with many aspects of their operations being recorded on film. A filming interview was also undertaken in Shed K, where at one time Marine + Harbors boat and harbor infrastructure maintenance operations were based. These film sections should not be considered as an exhaustive documentation of the boat building and repair processes and harbour maintenance operations. They are snapshots of the operations as they were at the time of filming, and are conceived as raw material that might be used in a variety of ways in the future interpretation of the place.

LMC holds the original recordings for possible future use. It is not intended that the raw material will be available for public use.

Other individuals were also interviewed and others identified for future information in relation to the broader study area. A list is attached to this report in Appendix B. The list of people included is by no means exhaustive.

In the absence of continuing use or site operations, the use of filmed interviews was considered a useful way to understand the physical remnants of the site.



### 3.12 current development proposals

Redevelopment of the Port waterfront is planned to occur in stages over an anticipated period of 10-14 year period. The stages are represented by figure 1.1.

At the time of publication of this report construction of residential development is completed and occupied in Precincts 1 and 2A.

### 03.13 art framework

The Port Waterfront Public Art Framework identifies 10 ‘nodes of memory’ – locations – for artworks. Two of these nodes A4 and A5 are within the project area. They are located on the sites of the former ‘Pipe Works’ and Government Dockyard (A4) and the boat building and shipwright area around Jenkins Street (A5). This project has accumulated material that can both inform these nodes – in terms of understanding the history of each site – and, in the case of A5, contribute to the physical materiality of any intervention or artwork.

As this cultural mapping project is, at it's core, about the re-folding of the historic material produced and recovered, and the art framework's nodes of memory concept ‘will draw upon the stories of the port from its many and varied perspectives,’ it is important that where the proposed artworks are consciously informed by this material, and are considered interpretive, the material used should be site-specific. Stories about boat building and references to boat building for example, should be undertaken at node A5, not at A4 (or elsewhere) where the site history is about production of infrastructure (pipes) and government dockyard operations. The art framework encourages the investigation and interpretation of the history of the port

Both the Art Framework, and this ‘cultural map’ indicate examples and precedents of how other places have executed similar programmes and elements.

### 03.14 private collections

Port Adelaide is wonderfully rich with private collections of documents, personal records, artefacts, and historic photographs held by the families of the Port, including the boat building families of Jenkins Street. Some of these have come to light in the development of this report and incorporated into the writing of the history of the place. It is anticipated that more relevant material will surface and continue to inform the cultural mapping process.

Of note, concerning the two stages of this project, are the collections held by the Jenkins Street Boatyard operators Andrew McFarlane, Kingsley Haskett, and John Stockton. Additionally paintings by John Giles from the 1930s to 50s record the Jenkins Street Boatyards, and surrounds.



**Figure 3.70** Conceptual masterplan for the Port Adelaide Waterfront. Source: New Port Quays



**Figure 3.71** Painting by John Giles "Fletcher's, Centrals and McFarlanes" (1947) Source: Private Collection of N. Giles



**Figure 3.72** Painting by John Giles "Boats at Hawkers Creek" (not dated) Source: Private Collection of N. Giles

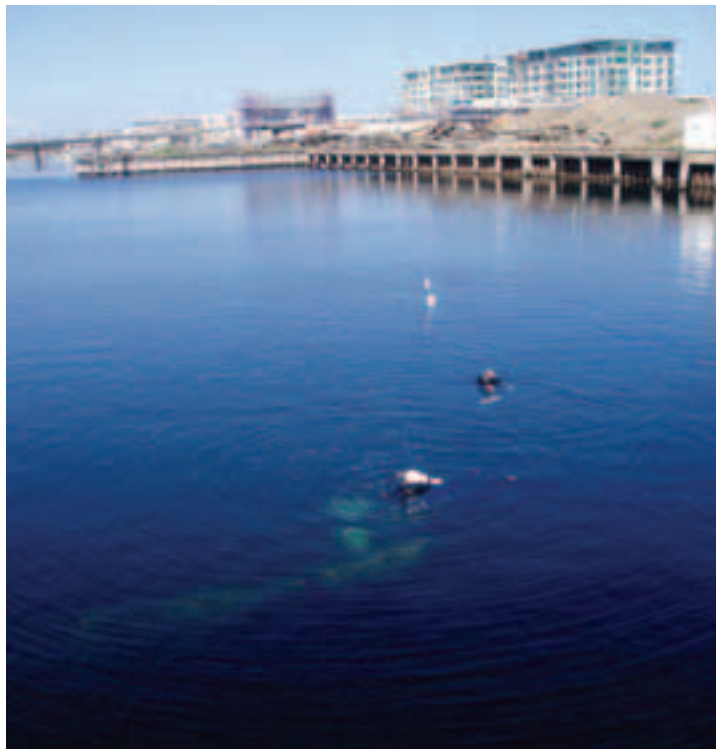


## 04.00 archaeology

### 04.01 historical archaeological assessment and survey of unknown abandoned vessel in the government dockyard basin

Report prepared by Associate Professor Mark Staniforth

**Figure 4.1** Maritime Archaeology Program (Flinders University) divers conducting a survey of the unknown abandoned vessel in the Government Dockyard basin (Photo taken looking south by Mark Staniforth 26 August 2008 courtesy of the Maritime Archaeology Program, Flinders University).



#### Introduction

An unidentified abandoned vessel had been reported to the project team by a number of informants and was said to be located underwater in the Government Dockyard basin. A preliminary site visit on Wednesday 13 August 2008 showed that the hull of a small vessel was visible at low tide less than 1m below the water surface. The site was described by informants as a ferro-concrete yacht that had sunk at its moorings in the 1980s and never been raised. Although it was unlikely to be of any archaeological significance it was decided to conduct a pre-disturbance underwater survey on the site in order to document it.

**Figure 4.2** The unknown abandoned vessel in the Government Dockyard basin (Photo taken looking west by Mark Staniforth 13 August 2008, courtesy of the Maritime Archaeology Program, Flinders University)



**Figure 4.3** Location of the unknown abandoned vessel in the Government Dockyard basin (GoogleEarth image 2008)



## location

The unknown abandoned vessel is located within the former Government Dockyard basin at:

Latitude 34 degrees 50 minutes 31.47 seconds South

Longitude 138 degrees 29 minutes 45.45 seconds East

## methodology

A underwater site inspection of the unknown abandoned vessel located in the Government Dockyard basin at Port Adelaide was undertaken by a team consisting of Mark Staniforth and six Flinders University staff and graduate students: John Naumann (Technical Officer), Emily Jateff (Research Associate), James Hunter (PhD student), Darren Kipping (Masters student), Kenny Keeping (Masters student) and Sian Bates (Honours student) between 10am and 3pm on Friday 26 August 2008. In addition two visitors were present: Paul Kloeden (historian on the project team) and David Nutley (State Maritime Archaeologist from the Department of Environment and Heritage).

A second diving operation was conducted by a team consisting of Mark Staniforth and five Flinders University staff and graduate students: John Naumann (Technical Officer), Emily Jateff (Research Associate), Zach King (Masters student), Steven Lake (Masters student) and Massimiliano Secci (Honours student) between 10am and 3pm on Friday 19 September 2008. In addition one visitor was present: Rick James (Maritime Technical Officer from the Department of Environment and Heritage).

Both diving operations were conducted under the supervision of John Naumann (Maritime Archaeology Program Technical Officer). The survey involved taking underwater photographs of the site as well as a standard baseline and offset survey of the hull remains.

A video record of the diving operation was taken by honours student Sian Bates (only from the land as no underwater footage was taken) using a SONY video camera from the Department of Screen Studies at Flinders University. The resulting digital video tapes, together with more than 150 photographs, are held by Associate Professor Staniforth in the Department of Archaeology.

## results

Archaeological significance is a component of the overall heritage significance of a site and may be seen as directly linked to the potential scientific or research value of the features and deposits likely to be present. Generally archaeological significance considers the following assessment criteria:

*Does a site or feature have the potential to yield information that will contribute to an understanding of the cultural history of an area that cannot more easily be found through other records such as photographs, maps, plans or written records? (Burra Charter)*

**Figure 4.4** Masters student Kenny Keeping recording measurements onto a drawing board (Photo by Darren Kipping 26 August 2008 courtesy of the Maritime Archaeology Program, Flinders University)



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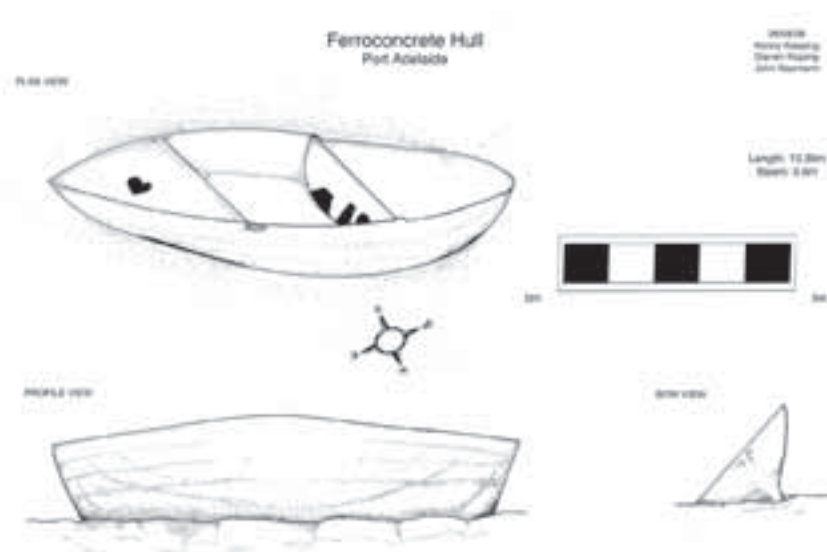
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**Figure 4.5** Bow of the unknown abandoned vessel in the Government Dockyard basin (Photo taken looking east by Darren Kipping 26 August 2008 courtesy of the Maritime Archaeology Program, Flinders University).  
A site plan of the Ferro-concrete yacht was created in Photoshop and shows the plan view and elevation of the site



**Figure 4.6** Site plan of the Ferro-concrete yacht in the Government Dockyard Basis (created by Darren Kipping, Kenny Keeping and John Naumann courtesy of the Maritime Archaeology Program at Flinders University)



### archaeological significance – the unknown abandoned vessel

The unknown abandoned vessel is considered to have no archaeological potential and extremely low archaeological significance as the vessel was probably only constructed in the 1970s. The archaeological fabric of the unknown abandoned vessel is considered unlikely to have the potential to yield information that cannot be more easily found through other records, primarily written records and oral history.

### conclusion

It is recommended that total removal of the unknown abandoned vessel should be permitted as there are no archaeological reasons for its retention in situ.

## 04.02 historical archaeological assessment and survey of the jenkins street boatyards - stage 2

(report prepared by Associate Professor Mark Staniforth)

To date archaeological work in the pilot project area within the Port Adelaide Waterfront Redevelopment has been constrained by the extensive land reclamation that has occurred and the thick layers of concrete and bitumen that overlie most of the potential archaeological evidence. Additionally no underwater investigation has taken place in the slipping zone outside the boatyards due to silt build up. Nevertheless there are sites or features that have some degree of archaeological potential in the area.

### recommendations

- It is recommended that every effort should be made to temporarily preserve slipways /in situ/ until a properly supervised archaeological recording (and possibly excavation) can take place.
- At a minimum, it is recommended that an archaeologist should be employed (on a temporary basis) on a archaeological watching brief for the duration of time that demolition works are taking place that will, or potentially will, damage or destroy any part of the currently visible slipways or during works in the slipping area. When the site is finally destroyed the material of the slipway should be retained.

## 04.03 historical archaeological assessment and survey of the wharf structures in the area of Hawkers Creek

(report prepared by Associate Professor Mark Staniforth)

Note: A prior investigation of the Musgrave Wharf contained within Precinct 2B was undertaken as part of Stage 1 and is covered by the Stage 1 report. A portion of the structure was recommended for retention and was retained.



**Figure 4.7** Map showing the CSR Factory, Pipe Company, Sugar Company Wharf (CSR Jetty) and Musgrave Wharf - dated about 1918 (from Couper-Smartt 2003:69)

### archaeological significance - the wharf structures in the area of Hawkers Creek

The wharf structures in the area of Hawkers Creek are considered of high archaeological potential and significance. Wharf structures in Hawkers Creek have been constructed over most of the period of European settlement in South Australia. It is considered likely that some, or all, of the earlier period wharf structures may have been buried by the later wharf constructions. Certainly the massive land reclamation that took place and the associated depth of landfill suggests that considerable remains of the wharf structures, and possibly the buildings, may be present in the area. The area of Hawkers Creek is visible at the top of the 1918 map [Fig 4.7] reveals that Hawkers Creek was still a significant inlet in the Port Adelaide shipping basin. The extent of stone lined wharf structures is significant as is shown in Figure 4.8, and the Hawkers Creek inlet would extend almost as far as the Glanville Hotel (the large building on the right). A number of



**Figure 4.8** Hawkers Creek looking west towards Glanville. Image source: Published in Couper-Smartt (2003). *Hawker's Creek, Port Adelaide* by Lucy Harwood. Watercolour on paper (ca. 1900). Art Gallery of South Australia, gift of Mrs A L Reid 1977.



**Figure 4.9** Hawkers Creek looking south-east towards Princes Wharf and the Copper Company Wharf across the river at Port Adelaide. Image source: State Library of South Australia South Australiana database

buildings including what would appear to be a cottage [refer also Fig.4.10] and associated out-building in the mid-ground centre and a corrugated iron warehouse on the left. Wharf structures, retaining walls and buildings are visible in the mid-ground of Figure 4.9. Almost all of the area is at or close to water level, which is between 2 and 3 metres below the current land surface suggesting massive land reclamation and landfill has taken place over the last century.

#### recommendations

- an archaeologist should be employed (on a temporary basis) on an archaeological watching brief during periods of excavation in the Hawkers Creek area. Development in this area is currently being investigated by NQC and archaeological study will be limited to the opportunities that are presented by the civil works programme of the development.



**Figure 4.10** A 2008 aerial photograph of Precinct 2B and 2C. The position of a former cottage site associated with the railway is marked. Image source: LMC

## **glossary**

**Bay** The distance between two bents of a jetty or wharf

**Beam** Section of timber, steel or concrete used to reinforce components of a port-related structure

**Bent** A two-dimensional frame in a jetty or wharf, consisting of piles and lateral support beams

**Berth** The point where a vessel docks against the structure

**Bracing** Structural member, usually diagonal, that provides both vertical and lateral load support

**Collar** An encasing around the base of a timber pile made of steel or cement and used to prevent water and marine organism damage to the pile

**Commercial Jetty** A jetty used for industrial and passenger transport purposes, usually having greater structural reinforcements than promenade/recreational jetties

**Composite piles** Timber piles encased in a concrete or steel collar

**Corbel** Structural member of a jetty or wharf that attaches the girders and deck to the piles

**Crossheads** Horizontal beam connecting two or more piles, and used to provide lateral support at the head of the pile

**Decking** The flat working surface of a jetty or wharf

**Dolphin** A type of fendering system. It is an arrangement of piles for the absorption of lateral berthing loads, often connected to the main jetty structure by a walkway

**Fendering system** Arrangement of free standing piles driven just clear of the berthing station on a jetty, and built to absorb the lateral loads of berthing vessels

**Girders** Longitudinal beams that run between two bents of structure, providing longitudinal support to the structure

**Jetty (also Pier)** A port-related structure built perpendicular to the waterline or a causeway

**Monkey** A hammering load used to drive piles into the ground

**Pier** See (Jetty)

**Pile** A timber post driven or screwed into the ground to provide vertical load support to a structure

**Promenade Jetty** A jetty used for recreational purposes

**Shoe** Metallic point placed at the end of a timber pile, and used to protect the base of the pile as it is driven into the ground

**Waling / Crosswaling** Horizontal beam connecting two or more piles, and used to support diagonal bracing. It can also provide lateral load support along the middle or lower portion of the pile

**Wharf (also Quay)** A port-related structure with the berthing station built parallel to the waterline

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## 05.00 interpretation strategies and opportunities

### 05.01 cultural mapping and interpretation

In the two phases of cultural mapping described by the introduction section, the second phase invites a celebration of cultural heritage. This section describes a number of interpretation strategies and opportunities derived from the area of study. Some are specific to the study sites whilst others are more broadly related to the waterfront. It is worth noting here that the recommendations detailed in this section should be considered with reference to the constraints of the redevelopment project.

A tabulated form of the interpretation strategies and opportunities, along with comment on their possible implementation, can be found in section 6.

### 05.02 Aboriginal interpretation

Although the Aboriginal cultural heritage of the area has been recognised by interpretive material at locations outside the subject sites consideration should be given to the following recommendations.

#### recommendations

- In light of documentary evidence that the Hawkers Creek region was a specific site of Aboriginal presence LMC standard procedure for unearthing Kurna artefacts should be followed during future excavation of Hawkers Creek.
- Consult with Kurna representatives in the development of interpretation strategies.
- Kurna heritage should be acknowledged in any interpretive trail that is developed for the subject sites.

### 05.03 urban design strategies

The Port Adelaide waterfront development sits within the greater context of a global network of former industrial ports. Some of the largest urban revitalisation projects in the post-industrial period have been associated with the waterfront, and for many cities, the largest development in their history. In this regard, it is useful for the cultural map of Port Adelaide to consider the cultural heritage issues faced by similar development sites in other cities.

These sites have become much contested over a large range of issues. Indeed, as Richard Marshall notes in the introduction to the book, *Waterfronts in Post-Industrial Cities*<sup>1</sup>, waterfront revitalisation has created a critical discipline in itself. Much of recent contemporary urban design, dialogue on the effects of large-scale revitalisation projects on communities, environmental sustainability, and the value of industrial heritage have

1. Marshall, Richard (2001) *Waterfronts in Post Industrial Cities*. London: Spon Press

been focused on the waterfront. London's Canary Wharf, New York's Battery Park, Vancouver's Granville Island, Sydney's Darling Harbour, Cape Town's Victoria & Alfred Waterfront, and San Francisco's Mission Bay are a few examples of recent large-scale urban waterfront revitalisation projects. An understanding of their experiences – strengths, weaknesses and critical comment – provides a broader, global framework and a source for better understanding the current opportunities and constraints for Port Adelaide Waterfront Redevelopment.

Some of the critical background is briefly referenced here and urban design opportunities relevant to the Port Adelaide waterfront are suggested.

### **the experience of other cities**

Until the early 20th Century, the waterfronts of industrialised cities like Port Adelaide were the most intense districts of use, often at the exclusion to all other activities. Containerisation of transport in the 1970s, the emerging pre-dominance of land-based transport, and general de-centralisation of industry in former industrial centres around the world have left these zones vacant, often remnant with industrial use buildings and characterised by environmental degradation. These sites however are seen as the opportunities of revitalisation for many cities and often waterfronts have also become associated with ways to recreate the image of a city.

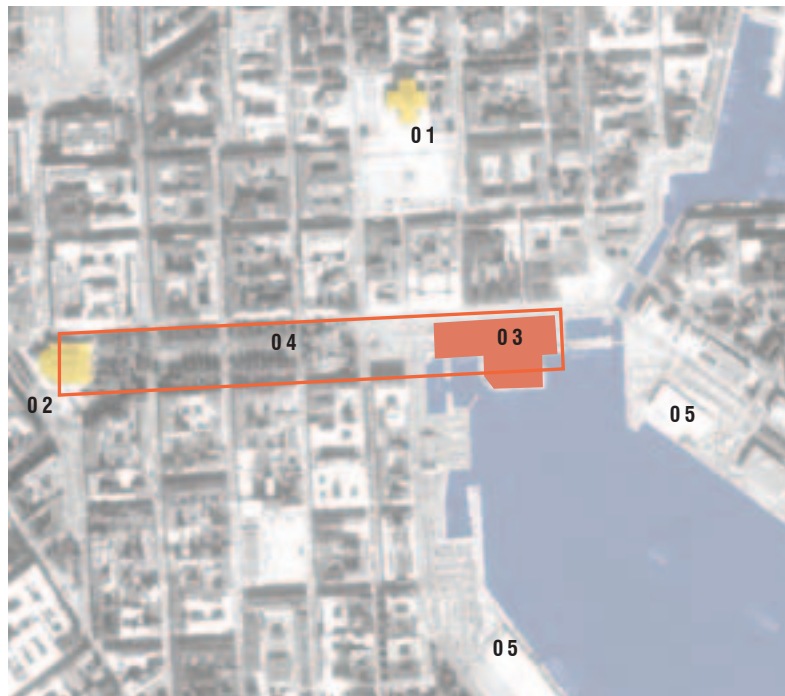
Some of the other cities looked at in relation to this study are:

- Vancouver, Canada
- Sydney, Australia
- Victoria and Alfred waterfront, Cape Town, South Africa
- Melbourne Docklands, Australia
- Boston, USA
- Oslo, Norway
- Portland South Waterfront, Seattle, USA
- Swansea, UK
- Hammarby Stostad, Stockholm, Sweden
- Canary Wharf, London, UK
- Williamstown, Victoria

## urban renewal and cultural heritage

For many members of the community, and tourists, the experience of cultural heritage and art is outside the traditional spaces of museums or galleries. Exposure and participation in places where cultural heritage experiences are available is therefore key to communicating the history of the place. In addition, the buildings themselves, and their layout, can contribute to a further interpretation by acknowledging historical site use by their form and materiality.

In studies of urban renewal projects over the last decade activation of public space is seen as one of the indicators of their success as vital urban environments.<sup>2</sup> The developments considered as the most successful have an integrated inclusive approach. Inclusion includes use, physical and environmental factors. For instance, developments that dedicate the majority of available development area exclusively to a single use do not encourage use of their public spaces. Similarly, the same is true where pedestrian access and view to public space is impeded. The more successful projects have integrated a range of destinations and activities, as well as providing good access.<sup>3</sup>



**Figure 5.1 Helsinki Waterfront**

Helsinki is located along the Finnish peninsula jutting out into the Baltic sea. The streets are ordered in a regular pattern but overlaid on the irregular waterfront shape. A tree lined, wide boulevard connects the harbour to the centre of the compact city centre [04]. It is terminated to the west by a church building [02] and to the east by a market square [03] and the harbour. [01] is the main city cathedral.

The boulevard, Swedish church, and market square are major destinations for city occupants and tourist activity. Additionally ferry terminals servicing the Helsinki-Tallinn [05] and Helsinki-Stockholm routes flank the harbour, creating activity along the waterfront. Although Helsinki is a relatively small city - about the same population as Adelaide - more than two million single ferry trips are taken per year by Finns to Baltic city destinations.

The Helsinki waterfront demonstrates the success of good urban planning. The mix of public facilities and small public spaces distributed at key points along the waterfront creates nodes of activity, main destinations, and good connections. Importantly the waterfront offers a variety of relationships to the water edge.



**Figure 5.2** Waterfront markets create nodes of activity. Image: Susan Stern



**Figure 5.3** Metal balls sculptures provide a visual coherence along the waterfront and connection back to the city. Image: Susan Stern



**Figure 5.4** Aker Bygge Waterfront Development, Oslo

2. Refer John Montgomery, "Making a City: Urbanity, Vitality and Urban Design", Journal of Urban Design, Vol. 12. No. 1, 231-259, June 2007, for a discussion on the planning of successful cities. Equally Carlos Balsas, "City Centre Revitalisation in Portugal: A Study of Lisbon and Porto", Journal of Urban Design, Vol. 12. No. 1, 231-259, June 2007, provides a useful comparative study.
3. Project for People Places Organisation (PPS) gives a good overview of recent redevelopments. Refer <http://www.pps.org/waterfronts/>

The Helsinki waterfront is considered an exemplar in this regard. It provides a range of public space and the waterfront has good visual, physical and transport connections with the city. The mix public facilities and small public spaces distributed at key points along the waterfront create nodes of activity and destinations. Additionally public art installations visually unify the public spaces.

Aker Byrgge waterfront redevelopment in Oslo is also seen as highly successful because of the diverse way in which people can interact with the water, the variety of activities, and scale of public spaces.

### post-industrial waterfront heritage

In many of the waterfront developments one of the most contested themes is the treatment of cultural heritage associated with industrial activity. In the renewal of city waterfronts their heritage has often been given a high profile in the marketing of the development, but criticised on the basis of authenticity.

Cape Town's Victoria & Alfred Waterfront redevelopment, for instance, contained many heritage initiatives including the retention and re-use of many of the original structures, heritage related events, the creation of a heritage trail with information boards, and the publication of a brochure and book on the heritage of the waterfront. Despite the redevelopment's acclaim and commercial success it has sustained criticism. In the journal *The Public Historian*, Nigel Worden maintains that the private development of the Cape Town waterfront has used a notion of preservation and presentation of the "heritage" of the city and its harbour as



**Figure 5.5 Victoria & Alfred waterfront, Cape Town**

- 01 Operating slip
- 02 Shopping and hotel precinct
- 03 New residential development
- 04 Fishing industry docks
- 05 Operating port
- 06 Passenger terminal

#### Urban form

- Mix of new development and working port
- Large scale residential and commercial development
- Small scale industry supported
- Ferry terminals create activity
- Variety of public waterfront spaces

#### Relevance

- Recent development of similar scale
- Transport hub
- Small industry
- Tourist industry



**Figure 5.6** View across the Victoria and Alfred Waterfront to Table Mountain



**Figure 5.7** Shipbuilding activity on the north side of the Port River has led to a 'ragged', undefined edge while loading wharf activity on the south/city side has described a hard boundary to the water.

part of the justification for its development, but that this heritage is “artificially constructed, overtly appealing to the nostalgia of a particular sector of the community and molded by the needs of profit and enterprise”.<sup>4</sup> Similarly Attwell in a detailed review of the Victoria and Alfred Waterfront notes that critical comment directed towards the treatment of heritage generally makes reference to “its heavy combination of commercialism and nostalgic heritage imagery” and in conclusion states that one could argue that “heavy manipulation of imagery is counterproductive. Increasing numbers of discerning tourists are visiting places for the cultural interest they provide... people seeking cultural or heritage tourism experiences, desire authenticity of place and experience.”<sup>5</sup>

### **relevance to port adelaide**

The experience of other cities and revitalisation projects reveals that an important component for their overall success is urban design strategies that operate to activate public spaces and the authenticity of the experience. Therefore, essential to achieving an engagement with cultural heritage are public spaces that encourage visitation to the area in order to undertake a diverse range of activities.

4. Worden, Nigel. “Unwrapping History at the Cape Town Waterfront”, *The Public Historian*, Vol. 16, No. 2. (Spring 1994), pp. 33-50

5. Atwell, Melanie. “The Victoria and Alfred Waterfront, Cape Town: Development, Heritage, Spatial Identity and the Landscape of a Working Harbour”, *Proceedings of XXXIII Congreso Nacional de Parques y jardines públicos*



Where cultural heritage is presented, care should be taken for material to be authentic to the place and provide a multi-layered interpretation able to be accessed at a variety of levels.

### urban design opportunities

The following opportunities arise from considering the experience of comparative waterfront redevelopments:

- Retain undisturbed as much of the existing site conditions - wharf piles, structures, slip ways, ground surfaces - as the new development allows.
- Establish multiple destinations that accommodate activities related to existing community groups and events, and places of heritage significance. Multiple destinations promote a layered experience of the place and motivation for visiting and engaging with the site
- Create a variety of interaction with the water. Being able to touch the water and interact with it in different ways such as swimming, fishing, dining, feet splashing helps to activate the waterfront
- Connect destinations with coherent public space. Access and continuity of movement are important to the experience of the place.
- Maintain views to structures and landscapes of heritage significance.
- Design of buildings or paving surfaces could acknowledge the original land subdivision or layout of former buildings - refer Figure 5.8
- Design of public spaces at the waterfront could reflect the undefined qualities of the water edge developed by its historical use. Design of water edges could also recognise the tidal influence that has historically been a feature of the north side of the Port River - refer Figure. 5.7

### broader opportunities

- Port Adelaide is, historically and today, part of an international network of trade. Importantly, it was the site of connection with the outside world for Adelaide. Opportunities exist for Port Adelaide to join the global discussion of waterfront revitalisation by associating with international institutions such as the Centro Internazionale Citta d'Acqua. Refer Appendix A.02.
- The heritage of wooden boat building at many former sites of this industry is being re-expressed in the establishment of boat building education and tourism related activities. Boat building heritage in Port Adelaide could similarly be revitalised. Further investigation could be undertaken in order to determine the feasibility of establishing a similar educational/museum facility at Port Adelaide. Potential stakeholders would include the TAFE where there is currently a ship building course, and the South Australian Maritime Museum. The Winston Churchill Memorial Trust of Australia funded study of wooden boat building organizations in 2002 by Andy Gamlin provides comparative examples. A list of websites drawn from the Gamlin study is provided in Appendix A.02.
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**Figure 5.8** Museum of Sydney forecourt where the design of paving reflects the layout of former buildings. Heritage buildings are incorporated into the development and archaeological remnants are retained under the plaza. At one point the surface of public plaza is raised to expose archaeological remains beneath.

## 05.04 preservation and heritage management

The slips, winches, yard arms and jetty structures are some of the most significant tangible heritage material on the subject sites. Often sheds were built as secondary structures to the slips in order to protect equipment from the elements while most of the workings of the boatyard occurred in the open air. Opportunities exist for these important elements - potentially some of the oldest structures - to be preserved insitu and exposed for public view.

Archaeological evidence of past human activity unearthed during the redevelopment sites in other places have been utilised to the advantage of the projects. In each case the development worked around the remnants that were later left exposed and public access provided. At the redevelopment of Spitalfield, an old market square of East London, archaeologists excavated the site of the medieval priory and its large cemetery - some two metres under the existing surface. The excavation discovered, amongst other structures, a medieval charnel house which was later left uncovered as part of the new development. Additionally twelve objects found during the excavation, ranging from a cast of a scallop shell taken from a Roman sarcophagus, to a 20th Century porter's badge, were recast in the new paving surface and illuminated, forming an 'open air' museum. The developer used the heritage aspects in marketing the project.

## 05.05 vacant sites

Redevelopment sites are expected to be vacant for some time before development. Therefore there exists an opportunity for temporary works of art either on the site or at their perimeter to humanise hoardings and fencing in order to better engage passing public. Examples of perimeter interpretation are shown in Figures 5.10 - 5.13.

A comparable example of vacant site use is found at a former lumber harbour, Westpark district, Amsterdam. The book, *Temporary Urban Spaces* offers the following summary of the project named, "de Verovering" (the Conquest):

*The area of the former Houthavens (lumber yards), where until five years ago [2000] warehouses and DIY centres were located, is near the centre of Amsterdam, on the banks of the IJ River. Planning for new housing and small businesses was undertaken for the area and development began. Several years into this planning process on of the resident factories went to court to fight against the project and won, making a rethinking of the project necessary...People reacted spontaneously to this decision and began finding out about the character of the place. They colonised the land with planned and unplanned activities; they found opportunities for free parking and stealing cars or going for walks with the dog. Prostitutes offered their services and musicians practiced on their drums without disturbing the neighbours. Within a short time the city's authorities began to put up fences and take control of the area. New uses such as an urban beach, temporary student housing in containers and a tour boat came into being in order to preserve the area's dynamism and give it a feeling of security....At the beginning there was a series of small interventions: people were asked to sow poppy seeds in order to*



**Figure 5.9** Remnants of Spitalfield Charnel House left uncovered following archaeological work. The structure of the new development bridges over the medieval walls. Source: [www.spitalfields.co.uk](http://www.spitalfields.co.uk)

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## 05.06 retention of tangible heritage

Within the subject sites physical remnants - buildings and structures - have been measured, catalogued and ordered. From this catalogue artefacts were selected for retention under the following six categories:-

- A1: retain insitu and manage as a heritage item
- A2: retain as a cultural artefact stored in a museum collection
- B1: retain as an object for interpretation
- C: retain as material for incorporation into works of art
- D: retain as material for incorporation into the new development

In many instances the individual items, removed from their original context, do not represent a process particular to that place, but the collection of objects together contribute to a representation of it. A good example of this are the joinery machines at McFarlanes. Insitu they demonstrate the joinery work involved in boat building and shipwrighting, but outside their context and grouping, their significance is lessened. A strategy was therefore employed to order the artefacts by their significance as individual objects - what might be displayed in a museum collection - but also looking at their potential to be useful to interpreting the context of their origin.

Appendix B.03 provides the complete site notes and photographs

Appendix A.04 is the catalogue of artefacts recommended for retention.

### centrals shed

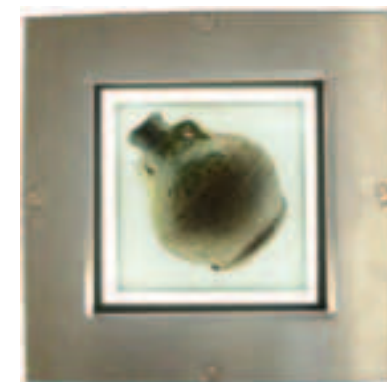
Special mention should be made regarding the largest item recommended for retention - Centrals Shed (Refer Section 3.03:Centrals p3.25). The shed at Centrals has been identified for dismantling and storage for later potential re-use.

The building merits retention for the following heritage reasons:

- Of all the structures related to boat building and boat repair along Jenkins Street, the subject building is the most expressive of its former use
- The 'indent' within the water-side facade accommodating bowsprits has high interpretive value relating to the scale and number of boats - ketches and the like that utilised the slip



**Figure 5.14** Artefacts housed in provocatively shaped exhibition cases in Taylor Square, Sydney (2004). Source: Thylacine



**Figure 5.15** One of twelve artefacts discovered on site during archaeological work later installed in the paving of the new development. "Illuminated Artefacts" at Spitalfield, East London. Source: [www.freeform.org.uk](http://www.freeform.org.uk)

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- It is the building most able to be dismantled and re-erected in its current form. Although it could be argued that Searles and McFarlanes could also be re-built, a number of structural and cladding changes would need to be undertaken, potentially changing the nature of the building as an artefact
- The building is a complete and sound structure; and of a size and construction that is favourable to relocation
- The possibility that the structure was previously moved from the former site occupied by the Jenkins slip may date the building as the oldest of the remaining structures along Jenkins Street. Additionally the possibility of relocation is useful for future interpretation to convey the 'make-shift' nature of structures particular to the place
- Components of the original winch housed by the building are currently held by Land Management Corporation

Another consideration is that its volume is sympathetic to re-use.

Appendix C contains a full description of the dismantling process and re-use implications.

### 05.07 refolding tangible elements: interpretive zones

Many of the artefacts and elements recommended for retention, although in themselves not highly significant, are able to help to tell the story of the place, and suggest the former context within a new setting.

Rather than relocating these objects to a central museum it is recommended to distribute them throughout the site in various ways. This would connect and make accessible the stories of the former activity in that place. That is to say, consider the entire region formerly used for boatyards, from Precinct 3, and Fletcher's slip, around to Cruickshanks corner, as an interpretive zone that showcases artefacts and interpretive material. Opportunities then exist for the collected material to be returned to its original site in a different form. Equally the former DMH and CSR sites could be considered as zones for refolding of objects specific to that place.

#### centrals shed

The redeployment of Centrals Shed is an opportunity to express many of the aspects of the history of the place. Its makeshift nature tell the story of life around the boat building sheds. An examination of its future use could be undertaken as part of the development of Precinct 3, Fletcher's Slip and Cruickshanks Corner. Figure 5.20 and 5.21 explore in sketch form possible sites for the shed at Fletcher's Slip and Cruickshanks Corner.

Examples of sensitive adaptive re-use of industrial buildings can be found in the redevelopment of other former industrial places, featuring a broad range of uses - from small scale bar/restaurant to the larger scale museum.

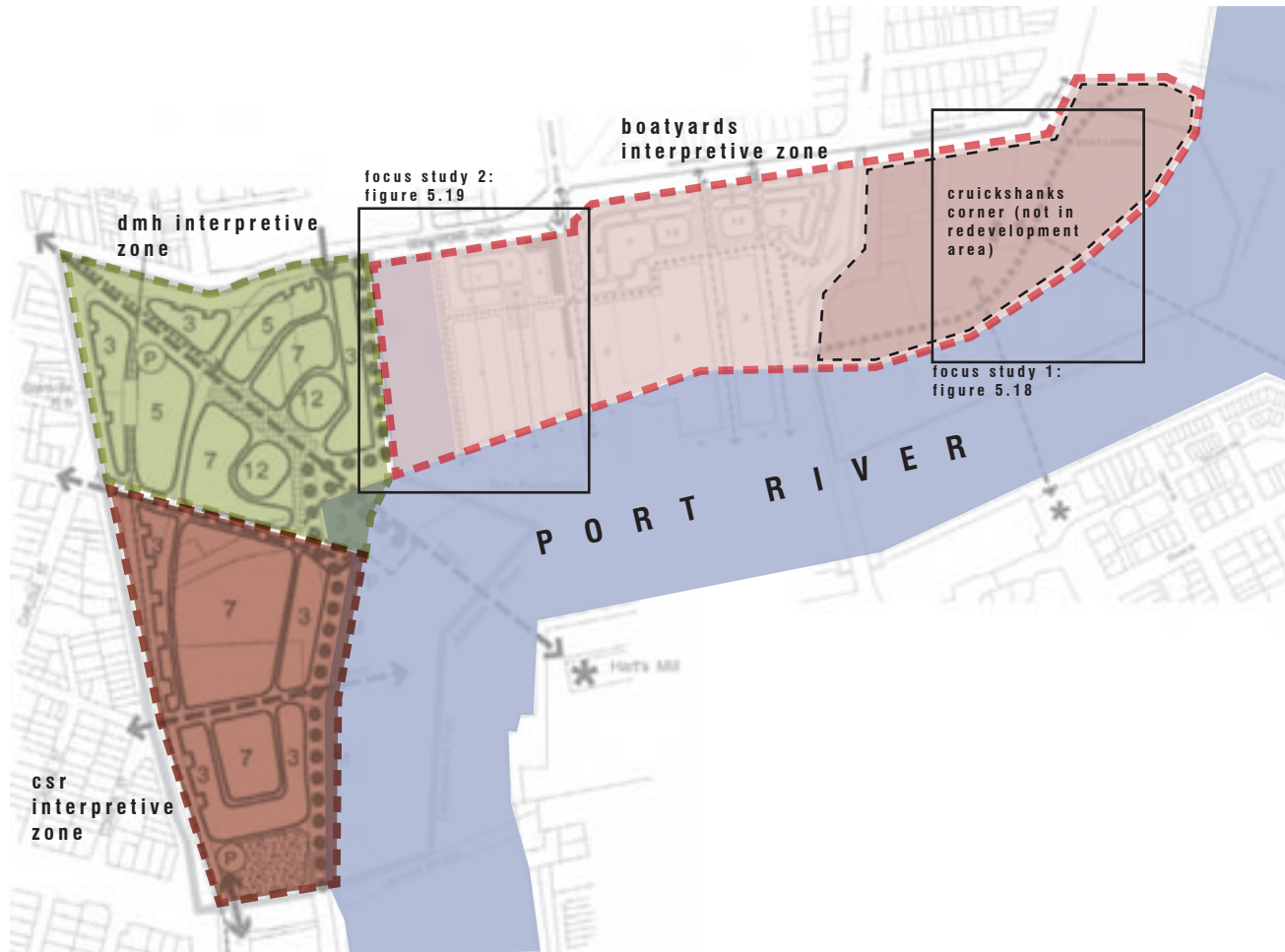
#### provocative or 'found' elements

Larger and more robust industrial elements, when left in place, provoke interest in their origin and former use. Items in the artefact catalogue such as winches are opportunities for provocative elements to be 'left'



**Figure 5.16** Canberra's former power station adapted to accommodate a school of glass arts. The Kingston Foreshore development is seen in the background





**Figure 5.17** Suggested 'interpretive zones' overlaid on the current City of Port Adelaide Enfield development plan (2008).



**Figure 5.18** Rauolahti waterfront, Helsinki. The layout, design, and materials of buildings can contribute to an understanding of the industrial history of the place.



**Figure 5.19** In the Portuguese city of Oporto a long-term urban planning project has been implemented to activate the riverside space. As part of these measures, a disused cargo boat has been transformed with simple means to a restaurant. Source: Schittich, C (Ed) "Building in Existing Fabric", 2003. Photographer: Nuno Borges de Araujo

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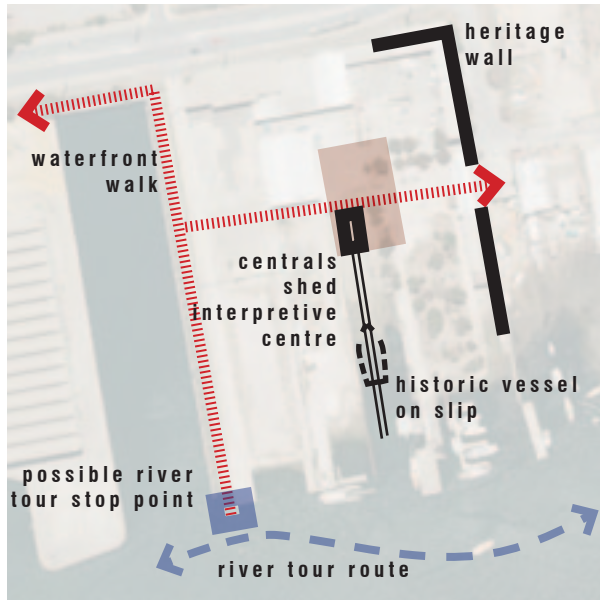
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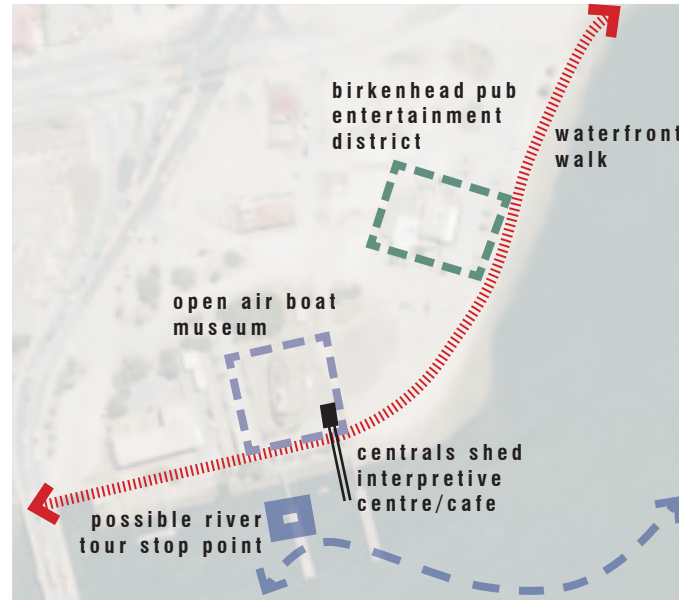
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**Figure 5.20** Sketch of a possible focus node around the Fletcher's slip site incorporating the re-use of Centrals Shed. Multiple destinations and routes are created. Additionally the historical ferry connection with the south side of the River could be further explored.



**Figure 5.21** Sketch of an alternative focus node around the Cruickshanks Corner site incorporating the re-use of Centrals Shed in an open air boat museum park.



**Figure 5.22** Remnants of industrial heritage are retained as sculptural elements at the Canary Wharf redevelopment, London.

in the public landscape. A good example of this treatment is the sculptural use of wharf cranes expressed at the Canary Wharf in London, UK [Fig. 5.22].

Another opportunity for artefacts of lesser significance that are not required by other interpretive strategies is display in the foyers of new buildings. An example of this approach is the redevelopment of the Swan Brewery in Perth where elements from the brewing process were installed in restaurant, apartment, and office foyers open to the public during operating hours. Ownership of the artefacts and their management will need to be taken into consideration.

### interpretive trail

Various interpretative trails exist in the Port Adelaide region. A waterfront interpretive trail should be established along the waterfront, linked to existing trails. Signage along the trail is also an opportunity for some of the reclaimed materials and artefacts to be refolded back into the site.

### works of art

A framework for public works of art on the Port Adelaide waterfront, *Port Waterfront Public Art Framework*, was published in June 2007 by Brecknock Consulting for City of Port Adelaide Enfield, Land Management Corporation, and Newport Quays P/L. The art framework forms part of the cultural map and has been referred to in the writing of this report.



**Figure 5.23** Artefacts and graphics displayed in the foyers of the Old Swan Brewery Redevelopment, Perth.

The art framework details three initiatives 1) “Nodes of Memory”: six major “A” commissions and four “B” commissions for permanent works distributed at key points along the waterfront. 2) “Illuminate the Past”: a commission for the creative lighting of iconic heritage, buildings and bridges of the waterfront, 3) “Time and Tide”: temporal public artworks.

It is noted in our previous discussion of urban design strategies that cultural initiatives should be integrated with the design of public spaces. Provocative art may provide a focus to public space but it cannot be considered in isolation. A varying range of destinations and potential activities should be distributed along the waterfront in order to gain a broad engagement with the individual works. Works of art can also be a unifying element for public space as is demonstrated by the Helsinki example.

### salvaged material

The artefact table located in Appendix A.04 identifies an amount of material to be salvaged from the site and stored for re-use. Additionally, an amount of material - mostly timber - has been salvaged from previous demolition and is currently warehoused by Land Management Corporation.

It is intended that the material taken from the site be used for future artworks and as recycled building material. Opportunities exist for the re-use in future building and landscape works. Timber decking, signage, exterior furniture, landscape elements, and joinery in apartment foyers are a few examples of potential uses.

The Art Framework section “Retaining and Recycling” also supports the re-use of materials for artworks and notes that the stockpile of salvaged material will “form a valuable source for artists and bring back into the new artworks an inherent link to the past”.

Authenticity is fundamental to conservation, including the original context. While in this case the material is removed from its original setting, it is recommended that the salvaged material be catalogued; documenting its origin, provenance, and former use so that future use can recognise and convey its authenticity. The briefing of artists, landscape architects, and architects should include this catalogue.

## 05.08 intangible heritage

### filming

Oral history is an extremely valuable method of engaging the community in the recording of history. Evidence of the success of such programmes can be found with the current initiative in the United States, Story Corps. It is a non-profit organisation and since 2003 they have recorded more than 30,000 stories of every day people across the country. The recordings are available to listen via the web site <http://www.storycorps.net/>



**Figure 5.24** Wellington Writers Walk. The series of large, concrete, typographic ‘text sculptures’ designed by award-winning Wellington typographer and graphic designer Catherine Griffiths are sited at various points along the waterfront



**Figure 5.25** Artist Ingo Kleinert used a tapestry of corrugated iron in a work of art in the Kingston Foreshore Development. Source: Urban Art Projects



**Figure 5.26** “Lightshed” Vancouver, Canada interprets former waterfront structures. Artist: Liz Major

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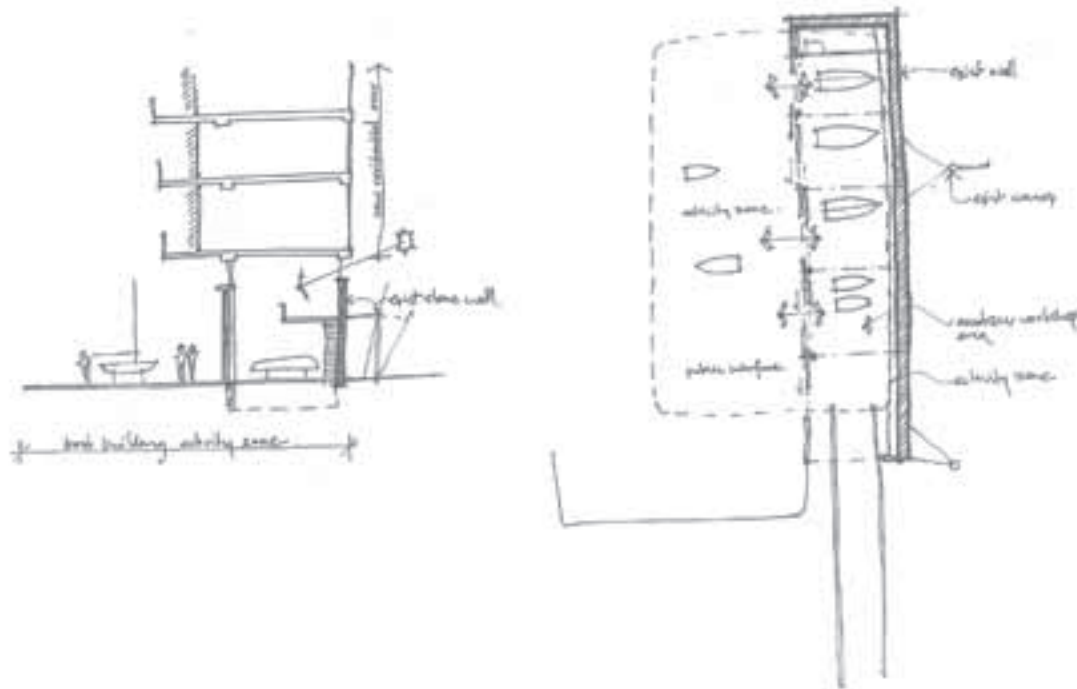
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**Figure 5.30** Sketch of recreational boat building accommodated underneath the structure of a new development, activating the public space, and providing opportunities for valuable boat building skills and knowledge to be passed on.

Many of the former workers of the Port Adelaide waterfront and associated industries continue to reside in the region. Their memories, recorded in the form of oral and filmed history, would be a valuable record of the working port.

### knowledge and skills

Those who worked on the waterfront carry with them the knowledge and skills learned working in their various employment. Wooden boat building in Port Adelaide is in serious decline but a highly prized activity by the local community. The demand for wooden boats is small and the number of young people entering into the business is few.

Knowledge and skills of the boat builders is a valuable resource that could be exploited in an educational environment. In many similar locations around Australia, and overseas, wooden boat building skills have been fostered through education and recreational programmes.

An opportunity exists for such a programme at Port Adelaide.



**Figure 5.27** StoryCorps Grand Central Station Storybooth. Image: Christopher Weil Photography



**Figure 5.28** StoryCorps Mobile Storybooth. Image: StoryCorps



**Figure 5.29** StoryCorps participant. Image: Tony Rinaldo



## 05.09 exhibition

### aims and objectives

The concept of producing an exhibition as either part, or as a result of the outcomes of Stage 1 and 2 of the Cultural Mapping Project has evolved from discussions about the format of the outcome of the project, and how to present the work. The work will incorporate a variety of different forms of material including drawings, diagrams, photographs, video footage, salvaged artefacts, written material.

It also comes from the impetus to engage with the community. Community engagement is a key part of any cultural mapping project and in this case is important for a number of reasons:

- To explain the 'cultural mapping' programme and how it will address heritage.
- To help in compiling resources relevant to the project – ie spreading a 'wider net'
- To address requests from the community to have input.
- To gauge community 'value' in relation to the place.

The process of cultural mapping incorporates both tangible and intangible heritage and includes events. The notion of holding an event as part of the programme is one way of re-folding the work into contemporary cultural life.

Because of the disparate material outcomes, and the necessity of engaging with sections of the community (Steering Group, information gathering) in the process, an exhibition offers a good way of communicating that work, and can be seen by the community as a part of the materialisation of the project – not 'just another report' that is difficult to access.

### archaeological dig

The exhibition could be undertaken in parallel with another event - an archaeological dig. There is a great opportunity to undertake exploratory archaeological work around the sites in the next stages. This could also form part of an engagement strategy by involving members of the public directly in the work, or by event-based viewing or tours.

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strategies and  
opportunities

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**exhibition content**

- Re-presenting the cultural map in selected graphics and text
  - measured drawings + photographs of buildings and wharf structures
  - urban and site development and analysis diagrams
  - people (video footage of people who worked in the boatyards)
  - precedents (photographs/diagrams/text)
- Process
  - Explaining the methodology of the mapping process
- Artefacts
  - remnant artefacts from the site
- Future projects

**format**

The format of such an exhibition will depend on a number of factors including budget, proposed life of the exhibition, the likely audience, the venue or range of venues, whether it is transportable. All these parameters need to be discussed and agreed, but initially it is anticipated that this would be an ephemeral presentation, with a life related to the larger project. It could be very simple or a more sophisticated programme incorporating higher levels of interactivity. It will likely incorporate varying forms of material including;

- Graphic+text panels
- Artefacts
- Lighting
- Film – screen based or projected

Other aspects that might be incorporated include

- Soundscape

## 05.10 publications

Numerous publications concerning the cultural heritage of Port Adelaide have been published. Several key documents have been referred to in this report and a list of publications is given in Appendix A.02

Future publications could be generated from the cultural mapping survey of the Jenkins Street boatyards particularly. They include a site specific history of the boatyards, and documentation of the boats built at the yards. A similar publication has been produced by The Wooden Boat Association of New South Wales recording the wooden boats of New South Wales: *Australian Wooden Boats Volume One: Classic Small Boats*.

## 05.11 events

Port Adelaide is rich with cultural events and societies. A list of the known events and groups is provided in Appendix A.02.

Currently there are no specific ongoing public cultural events directly related to the subject sites due to their former private and government industry use. The redevelopment of this area could include a programme of events to celebrate the specific history of precincts. A wooden boat festival would, for example, connect with the history of Precinct 3.

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## 06.00 implementation

his report effectively forms an overarching framework for the management of cultural material developed and gathered through this programme. It incorporates documentation of the sites identified as part of this phase – the measured drawings and survey, artefact identification and retention, and filming work, based on the programme for demolition. It also identifies further documentation projects as well as opportunities for ways of re-folding this material into the proposed development and elsewhere.

The following table gives an overview of the recommendations arising from this programme. Recommendations relating to future design and re-folding of material have been made within the limitations of the framework for the development contract.

Together with the LMC, the developer is ultimately responsible for delivering the on-ground outcomes in the development areas. As part of the steering committee for this project they are aware of the outcomes thus far, and on-going dialogue is important – either through the continuation of this committee or some other mechanism. It is vital for the success of this programme that the report be made available as part of the briefing material to the developer's architects and designers.

Many of these identified projects need to be driven by LMC, although there are some, which could be undertaken by the existing associations within the community. There are also other bodies developing projects and continuing to maintain programmes already in-place such as the Port Waterfront Public Art Framework. In order to bring this enterprise to a fruitful next level, it is important to continue to plan for the incorporation of this material and research.

The projects have been identified based on information at time of writing, including the proposed development staging programme. It is important to monitor the programme and adjust the priority list as work progresses or other factors emerge and funding is available. The next phase of documentation has yet to be identified and confirmed.

Filming work has been undertaken to illustrate some of the history and current practice of the boatyard operations. Working with wooden boats - both building and maintaining and shipwright work is complex, involving years of training and skill development and experience. Also, projects often only involve a small part of the full breadth of operations and can take months or even years to finish, making a 'complete' documentation exercise impossible to achieve within the bounds of this type of project. The work included as part of this project should be considered in that light - as a 'snapshot' of practice during these months of 2008 and 2009. Further filming work could be undertaken to complement that already completed.

Essentially the project includes a significant amount of information about the boat building activities in various forms. Further work related to the presentation of this material will need to be based upon a clear presentation methodology. This might be a book, a documentary film of various lengths, an exhibition of photographs, or the development of an entire museum. Depending on the type of presentation, further work will need to be undertaken to 'connect' the information and material to form a 'complete' picture.

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## 6.01 interpretation strategies + opportunities table

### Port Adelaide Cultural Mapping and Survey

The following table indicates an identified range of projects and strategies that form the broader cultural mapping programme. It should be read in conjunction with the relevant sections of the report and constraints of the projects described in 1.01.

Item	Details	Initiator	Status comments at end of Stage 2	Document ref. page
<b>Recommendations relating to the specific management of cultural material</b>				
Archaeology	Engage an Archaeologist under a 'watching brief' for site investigations where excavation is undertaken as part of the development works.	LMC/Developer/Other		
Archaeology/Aboriginal cultural material	Hawkers Creek region was a specific site of Aboriginal presence. LMC standard procedure for unearthing Kurna artefacts should be followed during future excavation of Hawkercreek.	LMC/Developer	Archaeologist 'on-call' relating to excavation around Hawkercreek and Jenkins Street Boatyards.	5.02
Artefact retention	Collect and store small artefacts described by artefact catalogue (provide periodic inspection, dust covering, termite and other pest protection)	Mulloway/LMC	Stage 1 artefacts retained and stored. Stage 2 artefacts not required by owners retained and stored.	5.06
Artefact retention	Selected artefacts to be vested in the South Australian Maritime Museum.	LMC/ SA Maritime Museum (SMM)	Awaiting SMM selection	
Artefact retention	Develop a maintenance and inspection plan to provide periodic inspection, maintain dust covering, review termite and other pest protection and provide security from theft fire and accidental and malicious damage.	LMC		
Exhibition	Investigate opportunities for the development of an exhibition displaying findings of the Cultural Mapping exercise, including artefacts and installations.	LMC/SMM/Port Adelaide Enfield Council (PtAdEnf Council)	Investigate external funding opportunities for exhibition.	5.09
Centrals Shed	Dismantle and store Centrals building. Provide documentation relating to re-erection. Provide periodic inspection, termite and other pest protection.	Mulloway/LMC	Centrals shed deconstructed and stored.	5.06



Item	Details	Initiator	Status comments at end of Stage 2	Document ref. page
<b>Recommendations relating to re-folding of cultural mapping outcomes into new work</b>				
Urban design and built form.	Develop mechanism to continue formal dialogue with developer and designers to provide input from cultural mapping outcomes into design process for precinct within the overall project framework and with regard to good urban design.  Opportunities that may arise include:-	LMC/Developer/ PtAdEnf Council	Part of future design process and ongoing cultural mapping steering committee	5.03/5.07
	<ul style="list-style-type: none"> <li>Retain undisturbed as much of the existing site conditions - wharf piles, structures, slip ways, ground surfaces - as the new development allows.</li> </ul>			5.03/5.04 /5.07
	<ul style="list-style-type: none"> <li>Establish multiple destinations that accommodate activities related to existing community groups and events, and places of heritage significance.</li> </ul>			5.03
	<ul style="list-style-type: none"> <li>Create a variety of interaction with the water</li> </ul>			5.03
	<ul style="list-style-type: none"> <li>Connect destinations with coherent public space.</li> </ul>			5.03
	<ul style="list-style-type: none"> <li>Maintain views to structures and landscapes of heritage significance and those that define the character of the place</li> </ul>			5.03
	<ul style="list-style-type: none"> <li>Design of buildings or paving surfaces could acknowledge the original land subdivision or layout of former buildings.</li> </ul>			5.03
	<ul style="list-style-type: none"> <li>Design of public spaces at the waterfront could reflect the undefined qualities of the water edge developed by its historical use. Design of water edges could also recognise the tidal influence that has historically been a feature of the north side of the Port River.</li> </ul>			5.03

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Item	Details	Initiator	Status comments at end of Stage 2	Document ref. page
Artefact installation	Where artefacts are re-used maintain site specific framework.	LMC/Developer/ PtAdEnf Council	Part of future design process	5.07
Building design/Landscape design opportunity	Re-use of a percentage of material collected from the site in new building or landscape furniture. From experience of other sites, opportunities for artefact re-use may include:-	LMC/Developer	Part of future design process	5.06/5.07
	<ul style="list-style-type: none"> <li>Former ground surface and archaeological finds revealed by glass panels in paving</li> </ul>	LMC/Developer/ PtAdEnf Council	Part of future design process	5.04/5.06
	<ul style="list-style-type: none"> <li>Former ground surface and archaeological finds revealed through marking of former building outlines in paving.</li> </ul>	LMC/Developer/ PtAdEnf Council	Part of future design process	5.06
	<ul style="list-style-type: none"> <li>Install larger interpretive artefacts in the landscape as 'found' objects. Refer to catalogue. Maintain Site specific framework.</li> </ul>	LMC/Developer/ PtAdEnf Council	Part of future design process	5.07
	<ul style="list-style-type: none"> <li>Interpretive artefacts not required by alternative interpretive programme incorporated into foyers of new buildings.</li> </ul>	LMC/Developer	Part of future design process	5.07
	<ul style="list-style-type: none"> <li>Ephemeral artworks- Investigate development of a programme for artworks during demoliton/vacant phase dealing with demolished material, such as hoardings and erosion control elements etc.</li> </ul>	LMC/Developer	Part of future design process	5.05
Seating and other furniture elements	Robust external seating and other landscape furniture designed to reflect site materiality and inscribed with quotes recalling the site and its productions.	LMC/Developer/ PtAdEnf Council	Part of future design process	5.03
Retention and redevelopment of remnant industrial structures	Look for opportunities to redevelop remnant industrial structures for a contemporary use within the redevelopment.	LMC /Developer/ PtAdEnf Council	Part of future design process	5.04/5.06

Item	Details	Initiator	Status comments at end of Stage 2	Document ref. page
<b>Recommendations relating to re-folding of cultural mapping outcomes into other aspects of the built environment</b>				
Signage/Interpretive trail	Incorporate material generated by this programme into interpretive trail.	LMC/Developer/PtAdEnf Council	Part of future design process	5.07
Signage/Interpretive trail	Ensure stories within any interpretive framework are site specific	LMC/Developer/PtAdEnf Council	Part of future design process	5.07
Aboriginal Interpretation	Opportunities for interpreting Kaurna heritage should be explored. Where Kaurna heritage is to be interpreted, then Kaurna people should be consulted through appropriate channels.	LMC/Developer/PtAdEnf Council	Part of future design process. Lartelare park established.	5.01
<b>Recommendations relating to re-folding of cultural mapping outcomes through other media</b>				
Associations	Port Adelaide to join the global discussion of waterfront revitalisation by associating with international institutions such as the Centro Internazionale Citta d'Acqua.	LMC/ PtAdEnf Council		
Museum exhibits	Artefacts and graphics related to the site displayed at the Maritime museum	SAMM		5.09
Public event	Investigate opportunities for an archaeological 'dig' event at a suitable site. Note: An event plan will need to consider current statutory regulations related to public events such as the Occupational Health, Safety and Welfare Act of South Australia, and the Disability Discrimination Act.	Archaeologist/ Developer/LMC	To be considered in future design investigations. Note - depends on specific circumstances and timing of development works.	5.09/4.03
Education	Educational programmes and events linked with the Maritime Museum related to the former use of the site. Such activities could include boat building. Consideration should be given to developing Fletcher's slip as an interpretive site.	LMC /Developer/ SAMM/TAFE?	To be incorporated into future design investigations	5.03/5.04/ 5.06
Publication	Findings of the cultural mapping survey to be published in forms to be reviewed. Documentation of work and history of Searles' and McFarlane's operations can form the basis of a range of publications relating to boat building and repair.	LMC/Mulloway/ National Trust/Port Adelaide Historical Society/SAMM	Base documentation completed as part of Stage 2. A 'snapshot' of activities during the mapping phase.	5.11
Books + Film	Investigate opportunities for writing and publishing a book or film/s based on the history and operations of the boat yards, utilising some of the information developed in this report.	National Trust/Port Adelaide Historical Society/SAMM/Others		5.10/5.08
Further documentary and other historic research	Continued research programmes in locating further documentary evidence - such as Giles paintings	National Trust/Port Adelaide Historical Society/SAMM/Others	Ongoing	
Oral history programmes	Identify and resource future oral history programmes	SAMM/Port Adelaide Historical Society/ National Trust	Various programmes being undertaken by different groups	5.08

