



REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.7.1 Shipping to and from Australian ports

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 201 River and Sea Transport
- 403 Law and Order

11.1 AESTHETIC VALUE*

Commissariat Buildings (fmr) has aesthetic value as a well designed and well built example of a substantial utilitarian building in the Victorian Georgian and the Victorian Regency styles. (Criterion 1.1)

The place possesses qualities of orderliness and dignity often found in government buildings of this period that transcends their original utilitarian purpose. (Criterion 1.2)

Commissariat Buildings (fmr) is of importance for its contribution to the aesthetic values of the setting within which the place is located. The design, scale and siting of the group of buildings combine to define the south west boundary of the West End of Fremantle. (Criterion 1.3)

The scale of *Commissariat Buildings (fmr)*, particularly the two-storey warehouse buildings with their dominant gables, has strong landmark qualities when viewed from the west and the south. (Criterion 1.3)

The buildings of *Commissariat Buildings (fmr)* combined with the open and enclosed spaces surrounding them form a significant precinct in their own right. The place shares some of the aesthetic characteristics of other buildings in the immediate vicinity such as the Round House, the former Store on Bathers Beach, and the former Court House building on Marine Terrace, and contributes to the strong precinctual qualities of this part of Fremantle. (Criterion 1.4)

* For consistency, all references to architectural style are taken from Apperly, Richard; Irving, Robert and Reynolds, Peter *A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, Angus & Robertson, North Ryde, 1989.

11. 2. HISTORIC VALUE

Commissariat Buildings (fmr) is associated with the convict period in Western Australia and it is one of the first buildings constructed by the convicts after their arrival in 1850. (Criterion 2.1)

Commissariat Buildings (fmr) is associated with the original location of trade operations in Fremantle prior to construction of the Long Jetty in 1873 and the dredging of the harbour in the late 1890s. (Criterion 2.1)

From its construction in 1852 until the late 1970s, *Commissariat Buildings (fmr)* has been associated with a number of government agencies. This has included its use as commissariat stores from 1852 to circa 1879, the purpose for which it was originally built by the imperial government; and its use by the State government as a centre for customs operations between 1879 and 1908, and as a central point for importing and exporting state supplies for a large part of the twentieth century. (Criterion 2.2)

Since 1979, *Commissariat Buildings (fmr)* has housed the collections and facilities of the Maritime Museum of Western Australia, and has been the location of such well known exhibitions as the *Batavia* and other Dutch shipwrecks. (Criterion 2.2)

Commissariat Buildings (fmr) was constructed using convict labour to a design prepared by James Manning, Clerk of Works under the supervision of Captain Henderson, Royal Engineer and Comptroller General of Convicts. (Criteria 2.2 & 2.3)

Commissariat Buildings (fmr) has been added to, and alterations made to accommodate its many uses. Most recently this included adaptation to house historical maritime archaeological artifacts. (Criterion 2.4)

11. 3. SCIENTIFIC VALUE

The place has the potential through archaeological excavation to yield information about early customs operations in the State, and to also yield information about early building construction techniques. (Criterion 3.2)

11. 4. SOCIAL VALUE

Commissariat Buildings (fmr) is significant to the people of the State for its educational value relating to the maritime history of Western Australia. (Criterion 4.1)

Commissariat Buildings (fmr) is highly valued by the community for its historical associations with Fremantle and the Convict Establishment period in particular, and thus contributes to the community's sense of place. This is illustrated by its inclusion on the Register of Heritage Places, the National Trust's List of Classified Places and the Register of the National Estate. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Along with the Fremantle Prison, the Fremantle Lunatic Asylum, the Round House and other associated buildings, *Commissariat Buildings (fmr)* forms part of a significant group of buildings constructed during the Convict Establishment period in Fremantle. (Criterion 5.1)

Commissariat Buildings (fmr) is representative of the Government's need to establish commissariat stores to house State supplies in the 1850s and, as such, has rarity value as a type of public building no longer required. (Criterion 5.2)

12. 2 REPRESENTATIVENESS

Commissariat Buildings (fmr) is characteristic of the substantial limestone buildings constructed in the Victorian Georgian style under the direction of Captain Henderson, Royal Engineer and Comptroller General of Convicts, and James Manning, the Clerk of Works, during the Convict Establishment period in Fremantle. (Criteria 6.1 & 6.2)

12. 3 CONDITION

Commissariat Buildings (fmr) is in good condition. There are some signs of stone degradation, particularly to the walls of the Administration Building.

12. 4 INTEGRITY

Commissariat Buildings (fmr) are of moderate integrity.

The 'A' Store (1852), 'B' Store (1860-61) and 'Drum' Store (1895-96) phases of *Commissariat Buildings (fmr)* were built as warehouses and now serve as part of the Maritime Museum. This current use will change with the construction of the new Maritime Museum on Victoria Quay. The intended new use is at present uncertain. Generally the changes made when the building became the Maritime Museum were carried out in a manner that would allow the building, in the unlikely event that this was thought desirable, to be restored to its original use.

The current use of the Administration Building (1852; c.1896) remains similar to the original intention

12. 5 AUTHENTICITY

Commissariat Buildings (fmr) are of moderate authenticity.

The 'A' Store (1852), 'B' Store (1860-61) and 'Drum' Store (1895-96) phases of *Commissariat Buildings (fmr)* were built as warehouses and now serve as part of the Maritime Museum. It appears that the changes that were carried out as part of this change of use are generally reversible and therefore have not had a major impact on the original fabric of the building.

Generally the changes that have been made to the fabric of the Administration Building (1852; c.1896) are reversible. There are however some instances, such as in the hall, where original building fabric has been completely stripped out.

13. SUPPORTING EVIDENCE

The documentary evidence has been compiled by Lucy Williams, Historian and Heritage Consultant. The physical evidence has been compiled by Alan Kelsall, Kelsall Binet Architects.

13.1 DOCUMENTARY EVIDENCE

Commissariat Buildings (fmr) is a group of buildings situated on the site bounded by Marine Terrace, the Fremantle to Robbs Jetty railway line, Croke Lane and Cliff Street. The place incorporates a two-storey warehouse building, which faces Marine Terrace and comprises the 'A' Store (1852), the 'B' Store (1860-61), the 'Drum' Store (1895-96) and the 'New Store' (1898), and the Administration Building (1852; c.1896), which faces Cliff Street.

When the first convicts arrived in the Swan River Colony in June 1850, there was no existing infrastructure to accommodate the convicts and their guards. The dispatch to advise the Colonial Government of the convicts' voyage arrived after the convicts did. Temporary accommodation to house the prisoners was found in existing premises in Fremantle. Captain Henderson, Royal Engineer and Comptroller General of Convicts, and James Manning, the Clerk of Works, arrived in the colony with the first contingent of convicts. The initial priorities were to provide facilities for the convicts and plans were made for the construction of a gaol and associated buildings.¹

One of the buildings required was a commissariat store to accommodate food, clothing and building equipment associated with the Convict Establishment. In reporting to the Colonial Office in Britain, Governor Fitzgerald wrote,

Looking at the increased amount of commissariat stores required, and the supply expected from England, with the impossibility of renting for any sum whatever any building for store-rooms, save small one now possessed by the commissariat, I am left with no alternative but the immediate construction of a commissariat store.²

In 1851, James Manning developed plans for stores on Cliff Street. The site was presumably chosen for its proximity to the jetty, known as 'South Jetty' from which goods would have been unloaded. Construction of the first wing of the stores ('A' Store) and a separate office building (Administration Building) facing Cliff Street commenced in early 1852. Both buildings were completed by August, predominantly by using convict labour although a shortage of skills resulted in other tradesman working on the project. Contemporary reports suggest that the building was used for storage before the roof was finished as the cost of hiring storage space was prohibitive.³

Initially, there were reported problems of leaking in the building known as 'A' Store. Also, there was only a ladder providing access to the upper floor although a staircase had been installed by the beginning of 1853.⁴ A tramway was constructed in front of the building around this time, leading up to the prison buildings. The tramway was used to transport materials and goods to the prison and is likely to have been used to bring quarried stone from near the prison down to the Cliff Street site for construction of *Commissariat Buildings (fmr)*.⁵

1 James Semple Kerr, *Fremantle Prison: A Policy for Its Conservation*, prepared for the Department of Contract and Management Services for the Fremantle Prison Trust Advisory Committee, 1998, p. 3.

2 Ian Crawford, Anne Delroy and Lynne Stevenson, *A History of the Commissariat, Fremantle 1851-1991*, WA Museum, Perth, February 1992.

3 WA Museum information sheet, 'The Western Australian Maritime Museum', no date.

4 *ibid.*

5 Crawford, Delroy and Stevenson, *op. cit.*, p. 6.

'A' Store represented the first stage of Manning's original design for the building. Despite the intention to build a middle wing (second stage) and an end wing (third stage), construction of a freestanding 'New Store' commenced in 1856. This building was located immediately behind *Commissariat Buildings (fmr)* on what is now known as Croke Lane. The decline in convict numbers being transported to the colony and a shortage in funds for public works may have contributed to the delay in fulfilling Manning's original design.⁶

By 1858, convict transportation had increased again and construction of the second stage of *Commissariat Buildings (fmr)* commenced in early 1860. As with 'A' Store, a shortage of skilled labour caused delays in construction. The additions, referred to as 'B' Store, were not completed until January 1862. The third and final stage of Manning's design was never completed.⁷

Convict transportation to the Swan River Colony ceased in 1868. Despite construction of the 'Long Jetty' in 1873, *Commissariat Buildings (fmr)* does not seem to have been well utilized after this date.⁸ By 1878, the buildings were largely unused and were transferred to the Colonial Government. In 1879, the buildings were converted into a Customs House and Bonded Warehouse. A portion of the building was also used as the Post and Telegraph Office until a new office was constructed opposite *Commissariat Buildings (fmr)* on Cliff Street in 1890.⁹

Previously, Customs operations were housed in a shed on the South Jetty and then a building on the corner of Henry Street and Marine Terrace.¹⁰ As a result of an increase in port activities arising from the gold boom, Customs operations expanded from the 1890s. A 'Drum Store' was constructed in 1895-96. The addition was built on to 'A' Store (1852). Originally proposed as a single storey building, it is possible that the second storey was constructed at the same time. The 'New Store' (1856) was either replaced or substantially rebuilt to incorporate a two storey addition in 1898.. The Administration Building was extended over three stages between 1894 and 1897. It is believed that the second storey at the southern end was demolished during these years to accommodate the additions.¹¹ A goods shed, warehouse and Harbour Master's Office all fronting Marine Parade were on site by 1905 but these buildings are no longer extant.¹²

6 *ibid.* p. 10.

7 *ibid.*, p. 12.

8 R. Reece and R. Pascoe, *A Place of Consequence: A Pictorial History of Fremantle*, Fremantle Arts Centre Press, Fremantle, 1985, p. 42.

9 Crawford, Delroy and Stevenson, *op. cit.*, p. 12.

10 C. Roberts, 'Fremantle Customs Houses' in *Australian Customs History Journal*, vol. 2, June 1990, p. 22.

11 Crawford, Delroy and Stevenson, *op. cit.*, p. 12. See also Public Works Department drawings, 4616 (1896) and 5496 (1897).

12 Two of these buildings were constructed from stone. Public Works Department drawing 11807, sheet 17. The drawing number suggests it is a site plan from 1905 although this drawing does not show the 1898 additions. See also Public Works Department drawing 12136 (1905). It has not been determined when these structures, possibly referred to as the Queen's Warehouse, were demolished.

The dredging of Fremantle Harbour in the late 1890s resulted in the centre of commerce moving north, away from *Commissariat Buildings (fmr)*. A new Customs House was constructed at the northern end of town, on Phillimore Street, in 1908.¹³ *Commissariat Buildings (fmr)* was vacated. The use of the place between 1908 and 1923 is not known although it remained under government control.¹⁴

By 1923, a portion of *Commissariat Buildings (fmr)* was being used by the Government Stores Department. The Department gradually occupied a majority of the building although a section was used by the Child Welfare Department in the 1930s. *Commissariat Buildings (fmr)* became the central point for exporting goods (such as meat, cotton and timber) and for receiving goods.¹⁵

A former worker at the stores recalled the wooden block floors and the arches in the building. The advent of vehicles resulted in damage to these items and the wooden block floor was replaced with concrete in some sections. Maneuvering forklift trucks within confined spaces meant that damage to the arches occurred.¹⁶

Although the majority of *Commissariat Buildings (fmr)* continued to be used by the Government Stores Department, there were other tenants. Between c.1935 and 1975 a portion of the building was used as the maintenance section for Stateships. The building housed the 'rigging, shipwrights, painters and dockers, electrical and engineering shops, as well as being a storage area'.¹⁷ Between 1939 and 1981, a portion of *Commissariat Buildings (fmr)* was occupied by the Fisheries and Wildlife Department. In 1977, the Government Stores Department moved to new premises and the future of *Commissariat Buildings (fmr)* was uncertain.¹⁸

In the early 1970s, the State and Commonwealth Governments enabled legislation relating to the conservation of historic shipwrecks. While the WA Museum had many artefacts relating to maritime history, the new legislation led the Museum to consider its responsibilities in accommodating, displaying and interpreting maritime history.¹⁹ Displays on maritime history were developed at the Fremantle Museum (former Asylum building) and throughout the 1970s there was an increase in the number of professional maritime archaeologists and conservators attached to the Fremantle Museum. The excavation of the *Batavia* from 1973 to 1976 and the opportunity to reconstruct the stern led the Museum to look for a suitable building to accommodate the timbers for display.²⁰

13 Building Management Authority, 'Former Customs House, Corner Cliff and Phillimore Streets, Fremantle: Preliminary Conservation Plan (Draft)', prepared for the Department for the Arts, November 1994, p. 15.

14 Crawford, Delroy and Stevenson, op. cit., p. 13.

15 ibid., pp. 16-19.

16 Recollections of Bill Cain, cited in Crawford, Delroy and Stevenson, op. cit., p. 20.

17 Stateships Journal, April 1980, p. 4 cited in Priya Metcalfe, 'Draft Statement of Significance for the West Australian Maritime Museum', prepared for the Building Management Authority, November 1993.

18 'Your Museum', July 1985 cited in Metcalfe, op. cit, np.

19 Myra Stanbury, *Maritime Archaeological Material: A Catalyst in the Development of the Western Australian Maritime Museum*, WA Museum, Perth, 1991, pp. 6-7.

20 ibid., pp. 9-13.

With funding from the State Government, the decision was made to convert *Commissariat Buildings (fmr)* into a Maritime Museum. The renovation was undertaken in three stages. Premier Charles Court opened the first stage of renovation works in September 1979.²¹ This included the conversion of 'A' Store (1852) into a display space and the opening of the 'Batavia Gallery' in the former 'Drum Store'. The Batavia Gallery included a public viewing deck to observe the *Batavia* conservation project and the installation of air-conditioning to maintain controlled conditions.²²

The second stage involved developing facilities for the departments of Material Conservation & Restoration and Maritime Archaeology. Stage three included establishing educational facilities in the former Administration Building.²³

In July 1986, the museum was the recipient of a special commendation for outstanding conservation work at the Architecture and Design Awards.²⁴ In November 1986, the Maritime Museum project was the runner-up at the National Architects Award. The work was carried out by the Building Management Authority.²⁵

In February 2001, the place is used as the Maritime Museum. There are plans to construct a new purpose-built Maritime Museum in Fremantle, and *Commissariat Buildings (fmr)* will be the primary location for the Dutch Shipwrecks exhibitions.

13.2 PHYSICAL EVIDENCE

Commissariat Buildings (fmr) comprises a group of buildings situated on the site bounded by Marine Terrace, the Fremantle to Robbs Jetty railway line, Croke Lane and Cliff Street.

Relationship of buildings on site

Commissariat Buildings (fmr) consists of two freestanding buildings, each of which was built in phases. The dominant building is the two-storey warehouse building that occupies the greater proportion of the site and faces onto Marine Terrace, the railway reserve and Croke Lane. This building incorporates the 'A' Store (1852), the 'B' Store (1860-61), the 'Drum' Store (1895-96) and the 'New Store' (1898). The other building is the Administration Building (1852; c.1896) which is smaller in scale, being only partly two-storey. This smaller building faces onto Cliff Street and returns about 15 metres down Croke Lane. The central wing of the Administration Building was built in 1852 and was extended southward circa 1894. At the north end is a two-storey wing (c. 1896), which is an extension of the original building. A further addition was made to the south in 1897.

External form and style, and details of each of the building(s)

Commissariat Buildings (fmr) was built in phases over a period of nearly fifty years but despite this they display a consistent use of two styles throughout.

21 WA Museum Annual Report 1978-79 cited in Metcalfe, op. cit., np and plaque at building entrance.

22 Stanbury, op. cit., p. 14. The *Batavia* was a Dutch East India company sailing ship that was wrecked on the reef of the Houtman Abrolhos in 1629.

23 WA Museum Annual Report 1978-79 cited in Metcalfe, op. cit., np.

24 *Times of the West*, 28 July 1986, cited in Metcalfe, op. cit., np. Certificate in Maritime Museum Conference Room.

25 *Fremantle Gazette*, 18 November 1986, p. 26, cited in Metcalfe, op. cit., np. Certificate in Maritime Museum Conference Room, January 2001.

The 'A' Store (1852), 'B' Store (1860-61) and 'Drum' Store (1895-96) phases of warehouse section of *Commissariat Buildings (fmr)* were built in the Victorian Georgian c. 1840-c. 1890 style²⁶. These are simply composed, well proportioned and unadorned buildings that demonstrate how this style was well suited for utilitarian buildings. The Administration Building (1852; c.1896) was obviously built to fulfil a different purpose to that of the Stores and this is reflected in the differences in scale and form of the buildings. The Administration Building is not as simple in construction as the Stores. Instead the facades are composed using elements such as the slightly projecting wings that terminate the central block. The building also displays a fineness of detail, particularly in the use of brick dressings, which is characteristic of the Victorian Regency c. 1840-c. 1890 style²⁷.

The south façade of the complex is dominated by the large two storey warehouse building of limestone construction. The main façade of this building is set back approximately 25 metres from Marine Terrace and faces onto a grassed forecourt. To the west of this building, in the south west corner of the site, a car park is enclosed by a high limestone wall. The warehouse building has an L-shaped plan, which is composed of two wings. The south wing is named 'A' Store (1852). Beside this wing, to the east, is an additional wing of similar construction named the 'Drum' Store (1895-96). The main façade is composed of the two abutting parapetted gables that terminate these two wings. The main entrance to the museum is located centrally within the 'A' Store gable. This large entry door is surmounted by a semi-circular arch-headed door opening containing a large ledge and braced tongue and groove door. At both ground and first floor levels a flat-headed window is set to each side of the centrally located doors. A vented circular opening is contained within the pediment of the gable. The gable of the 'Drum' Store is set at a noticeably lower pitch than that of the 'A' Store. The ground level door to this gable is located centrally and is housed within a segmental arch-headed opening. Above the door at first floor level there is a blind window of similar size to the door below and above this there is a vented circular opening similar to the west gable but with no window. The west wing of the building houses 'B' Store (1860-1) and this is set back approximately 15 metres from the front face of 'A' Store. The west end of 'B' Store overlooks Bathers' Beach and terminates as a gable on the west boundary of the site. It appears that originally both the north and south facades of the west wing were similarly composed with a centrally placed large semicircular arch-headed double doorway at ground floor level with a narrower door opening directly above it at first floor level. The south façade of this wing has a row of flat-headed windows to each side of the central doorway at both ground and first floor levels. On the north side, however, half the wing is hidden because it is overlapped by the later 'New Store' (1898). A service yard enclosed by a limestone wall is located in the north west corner of the site.

The external walls of the warehouse building are of coursed limestone rubble with a continuous stringcourse at first floor level. The roof is of Colorbond finished corrugated iron. The windows are timber framed double hung sash type with iron security bars on the outside.

26 Apperly, et. al., op. cit.

27 Apperly, et. al., op. cit.

The north façade of the two-storey 'New Store' (1898) edges the site boundary in Croke Lane. The building is rectangular in plan, it is composed as two blocks, each of which has a gable roof that shares a valley gutter that runs for the length of the building. The building has a Colorbond finished corrugated iron roof. The west façade of this building is composed by the two parapetted gables that terminate each of the roofs. A vented circular opening is contained within the pediment of this gable. At ground floor level the Croke Lane façade is composed around a centrally located large door opening with a rendered surround. Above this door at first floor level there is a segmental arched door opening. On either side of these doorways there is a row of equally spaced segmental arched window openings containing timber framed double hung sash windows with iron security bars on the outside. At the east end of the ground floor the symmetry is broken by two semi-circular arched louvre vented openings. The east façade of the building is similar in composition to the west face, except that the outer half of the building extends beyond the inner wing by approximately 2 metres.

The walls of the 'New Store' building are of coursed limestone rubble with brick dressing to the openings and the corners of the building. A three-course brick stringcourse is located at first floor level.

A passageway separates the 'New Store' building from the two-storey addition (c.1896) to the Administration Building (1852; c.1896). The Administration Building runs from the corner of Croke Lane and Cliff Street through to the grassed area on the south side of the site. This building was built in a number of phases. The original part of the building is the centrepiece of the current building and faces onto Cliff Street. Originally this building was composed as a single storey central block. Its long axis ran in a north/south direction and was terminated at both the north and south ends by a two-storey wing. The two storey wing remains at the north end of the building and was extended by the two storey addition (c.1896). The resulting block has two wings with hipped roofs abutting along the east/west axis. The original two-storey wing at the south end of the 1852 building was reduced in height to form a single storey building. The additions constructed in 1894 and 1897 abut the original building, running across the end and wrapping around the west facade. This part of the building has a hipped roof.

Red brick chimneystacks are located at each corner of the original two storey gable wings. The chimney in the north east corner has been incorporated into the wall of the 1896 addition and the stacks on the south wing were cut back when the top storey was removed. They now appear as buttresses at the sides of the gable.

The building has limestone walls with a limestone plinth. The walls of the original part of the building are of coursed rubble while the later additions are uncoursed. A continuous stringcourse runs at first floor level. The corners of the building and the door and window openings have brick dressings. Windows are timber framed double hung sashes. The roof is of corrugated asbestos cement sheeting.

Internal layout and details

At ground floor level the 'A' Store (1852) is a single room, although a staircase has been enclosed at the north end. The room contains museum displays and furniture. The room is entered through a lightweight timber entrance lobby. The walls of the room are of face limestone and the ceiling is the soffit of the timber floor structure of the floor above. The upper level floor is supported by a combination of masonry piers and segmental brick

arched beams. The piers are render finished and have deep stop chamfers. Two, presumably original, timber framed double hung sash windows remain in the wall which separates 'A' Store from the 'Drum' Store. The 'Drum' Store is reached via a central opening within the east wall of the 'A' Store. A ramp is required to accommodate the slightly higher floor level of the 'Drum' Store. The upper level of the 'A' Store is a single room, which contains museum exhibits. The floors are of 200 wide jarrah boards; the roof is supported by a combination of timber posts and timber trusses. The ceiling is the jarrah timber boarding which is the soffit of the roof. Evidence of the original shingle roof is visible above the opening to the north of this room.

At ground level the **'B' Store (1860-61)** is divided into two by a corridor running through the building. The room to the east of the corridor houses museum exhibits. This room is of the same construction and finish as the ground floor level of 'A' Store except that the flooring is of 150 x 150 jarrah blocks. The room to the west houses a workshop and, again, is the same construction and finish as the ground floor level of 'A' Store, but with a suspended acoustic ceiling. The upper level of 'B' Store is a single room that has been compartmentalised by door head high partitioning. The roof is supported by a combination of timber trusses and timber posts. The walls of the room are of face limestone and the ceiling is the boarded soffit of the roof. The floor is mainly carpeted. A mezzanine has been inserted within the roof trusses and serves as a library. The trusses have been strengthened by steel channels to allow for this addition. The library is edged by jarrah balustrading and has a jarrah boarded floor. The upper level of the east wall is lined with timber shingles; it seems that this was the original west gable of the 'A' Store before 'B' Store was built.

The **'Drum' Store (1895-6)** houses the partial reconstruction of the *Batavia*. The room is double height with a timber construction mezzanine/gallery at its northern end and west wall. The roof is supported on timber trusses. The ceiling is the pine boarding of the soffit of the roof. The ground floor is concrete.

The **'New Store' (1898)** is connected to 'A' Store by an opening central in the north wall of the 'A' Store. The 'New Store' is composed of two adjoining parts, both rectangular in plan. The outer part, which edges Croke Lane, is narrower and seems to match the floor area of an earlier single storey building, which is no longer extant. Both parts have gabled roofs that share a common valley gutter, and are supported by a combination of timber trusses and timber posts. The 'New Store' is mainly used for offices and laboratories etc. and has been compartmentalised by door head high partitioning for this purpose. The 'New Store' has face limestone walls. At ground floor level the ceiling is the soffit of the timber floor structure above and this is supported by timber posts and by the wall that runs the length of the building separating the two parts. The floor at ground level is timber.

The **'Administration Building' (1852)** is entered through a centrally located door in Cliff Street leading to a large room that is now used as a hall. The hall has face limestone walls and the ceiling is the boarded soffit of the roof supported by timber trusses. The floor is of 100 wide jarrah boards. Kitchen cabinets, including a sink, have been installed in the north west corner of the room. There is evidence that the original finishes have been removed as it would appear that originally the room had a lath and plaster ceiling and plastered walls to match the ceiling and wall finishes of the rooms entered off each end of the hall. The doors are four-panel type. The room to the north leads to a strong room, entered through a steel door, which may be original.

This north room is part of the original two-storey section of the building (1852), the upper level of which is reached by a timber staircase that also serves the later (c. 1896) two-storey part of the building. The underside of the roof of this upper level room is lined with lath and plaster; the floor is of 200 mm wide blackbutt boarding. It has a fireplace with a simple surround located in the south east corner of the room. An original window has been retained in the north wall and this opens into the adjoining room that is part of the later (c. 1896) addition.

The '**Administration Building**' (c. 1896) is entered off a porch at the south-east corner of the wing. The three ground floor rooms now serve as reception and offices. A counter and lightweight partitions have been inserted to suit this function. The rooms have plastered walls, lath and plaster ceilings and the timber mouldings and trims appear to be original. The upper level is a single room that has been divided by a part height stud partition. The south wall of the room which originally was the external wall of the 'Administration Building' (1852) is of face limestone and shows the chimneystack that used to be in the corner of the original building. Some tuck-pointing is also visible as is the extent of the newer work required for the increased height and length of the later addition. Apart from this south wall, all other walls are plastered. There is a boarded ceiling and a fireplace with a simple timber surround is located centrally within the north wall.

The '**Administration Building**' (c. 1894) is entered off a porch that has been inserted between this extension and the earlier (1852) part of the building. The corridor serves three rooms on the south, including the 1897 extension. It appears that additional arched openings have been made in the corridor wall of the room in the south west corner of this part of the building. The room that had been part of the two-storey section of the original (1852) two-storey section of the building is reached off this corridor, as is a room in the north west corner of this phase. Documentary evidence shows that the upper floor of this end of the building was removed as part of the c. 1894 work.

13.3 COMPARATIVE INFORMATION

13.4 KEY REFERENCES

Ian Crawford, Anne Delroy and Lynne Stevenson, *A History of the Commissariat, Fremantle 1851-1991*, WA Museum, Perth, February 1992.

Myra Stanbury, *Maritime Archaeological Material: A Catalyst in the Development of the Western Australian Maritime Museum*, WA Museum, Perth, 1991.

Priya Metcalfe, 'Draft Statement of Significance for the West Australian Maritime Museum', prepared for the Building Management Authority, November 1993.

13.5 FURTHER RESEARCH

There may be archaeological evidence of the three buildings associated with the use of the place for Customs operations. Evidence of these buildings may exist along Marine Parade.

Further research into the restoration works to convert *Commissariat Buildings (fmr)* into a Maritime Museum would reveal information about conservation processes in the late 1970s.