



## 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)

- 3.5 Developing primary production
- 3.7 Establishing communications
- 3.8.1 Shipping to and from Australian ports
- 5.1.2 Coping with dangerous jobs and workplaces

#### HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 201 River & sea transport
- 210 Telecommunications
- 301 Grazing & pastoralism & dairying
- 304 Timber industry

#### 11.1 AESTHETIC VALUE\*

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is valued for its picturesque appearance as a jetty ruin connecting beach with ocean on an otherwise deserted coastline. (Criterion 1.1)

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is a significant cultural element in the remote coastal landscape of Eucla on the Southern Ocean. (Criterion 1.4)

#### 11.2 HISTORIC VALUE

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* was constructed in 1887 to provide seaport facilities for the East-West telegraph line station at Eucla, which was a vital link in the telecommunications network between Western Australia and the rest of the world. (Criterion 2.1)

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\* For consistency, all references to architectural style are taken from Apperly, R., Irving, R. and Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture: Styles and terms from 1788 to the present*, Angus & Robertson, North Ryde, 1989.

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* provided port facilities for the residents of the isolated town of Eucla, in particular the employees of the Post and Telegraph Department who were stationed there, and for the pastoral stations in the immediate region. (Criterion 2.2)

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* and associated beach landing was closely linked with the operation of the Eucla Telegraph Station from 1877 to 1927, and with the Stateships Service which operated along the south coast of Western Australia from 1912 to 1940. (Criterion 2.3)

Construction of the place in its remote and exposed location was a logistical achievement in 1887. (Criterion 2.4)

### **11.3 SCIENTIFIC VALUE**

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* provides evidence of the technical achievement involved in constructing a small timber jetty of piles and cross beams in a remote and exposed location and has the potential to provide information relating to nineteenth century construction methods used for a structure of this nature. (Criteria 3.2 & 3.3)

### **11.4 SOCIAL VALUE**

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is valued by the local and wider community and by travellers and tourists along the Eyre Highway, in particular, as a reminder of the early history of the State and of the isolated and harsh conditions under which those associated with the region lived and worked in the late nineteenth and early twentieth centuries. (Criteria 4.1 & 4.2)

## **12. DEGREE OF SIGNIFICANCE**

### **12.1 RARITY**

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is one of only four jetties of its type remaining in the State that retain substantial structural integrity. (Criterion 6.1)

### **12.2 REPRESENTATIVENESS**

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is a representative ruin example of a jetty facility for shipping transport in the Southern Ocean in the late 1800s. (Criterion 6.1)

### **12.3 CONDITION**

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* appears to be in fair condition. The existing pylons appear to be stable, although some decking remains may not be secure.

### **12.4 INTEGRITY**

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* has not been functional for considerable decades, and has declined to become a ruin. It has a low degree of integrity.

#### **12.5 AUTHENTICITY**

The remaining fabric provides considerable evidence of the original fabric of *Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* to demonstrate a high degree of authenticity.

### 13. SUPPORTING EVIDENCE

The documentary evidence has been compiled by Irene Sauman, Historian. The physical evidence has been compiled by Laura Gray, Conservation Consultant.

Proposed curtilage is marked on the accompanying site diagram.

#### 13.1 DOCUMENTARY EVIDENCE

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is the remains of a small timber jetty of piles and cross beams, with abutment, constructed in 1887 for the residents of the isolated town of Eucla, in particular the employees of the Post and Telegraph Department who were stationed there from 1877 to 1927, and for the pastoral stations in the immediate region.

The first telegraph line in Western Australia was erected between Fremantle and Perth in 1869, by a privately owned Company. The following year, a second company arranged with the Government to establish telegraph lines south to Albany and Bunbury, and east to York, through Guildford, Toodyay and Northam. The Guildford telegraph station was opened on 23 December 1871 and the rest of the stations followed with the last, Albany, opening a year later, on 28 December 1872. On 1 January 1873, the Government bought out the Company and became the sole operator of the Colony's telegraph system.<sup>1</sup>

During this period, the international telegraph cable had been laid from Java to Darwin, and an overland line connected Darwin with Adelaide in 1872, but news still had to travel from Adelaide to Albany by sea. In 1875, the Governments of Western Australia and South Australia undertook to construct the East-West telegraph line to link Albany with Adelaide. Approximately 1200 kilometres of this route was through Western Australia around the Great Australian Bight, an arid and inhospitable region. Along the coastline, huge waves from the Southern Ocean broke at the base of cliffs, 75 to 120 metres high.<sup>2</sup> During construction of the East-West telegraph line, the supplies were landed from a supply ship standing about two miles offshore. The telegraph poles were lashed together and floated, or rafted, ashore, while the wire and other materials, and food and water for the construction teams, were landed by dinghy. Three supply ships, the

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<sup>1</sup> Stevens, G. P., 'Inauguration of the Electric Telegraph in Western Australia, 1869', 5 pages, Perth, [1936]; Moynihan, J. F., 'Some brief notes on owners and operators of early telegraph lines in Western Australia, 1869-1873, 5 pages, Perth, 1981, PR11168; Stirling, Edmund, 'A brief history of the first establishment and development of the Electric Telegraph in Western Australia', [1897], National Archives of Australia, File K1209, Folder 22, Eucla; *The Eucla Report*, researched and written by L. J. Hanley, Officer in Charge, Commonwealth Archives Office, Perth, 1968, National Archives of Australia, File K30, 1967/24, p. 1.

<sup>2</sup> Stevens, G. P., 'The east-west telegraph, 1875-7', *Early Days*, Vol. 2 Pt 13, 1933, pp. 16-35; *The Eucla Report*, op cit, pp. 1-2.

*Mary Ann, Twilight* and *Catabunup* (also referred to as *Bunyip*) were wrecked in the process.<sup>3</sup>

The telegraph line required repeater stations along the route, where operators would manually boost the messages in transit. In Western Australia, these stations were at Bremer Bay, Esperance Bay, Israelite Bay, Eyre's Sand Patch and Eucla. The particular sites were chosen because they were accessible by sea, but only Eucla provided a safe harbour and landing place for the supply ships.<sup>4</sup>

The district of Eucla was named by Lieutenant William E. Douglas, President of the Marine Board of South Australia, who surveyed the harbour in 1867. The name was derived from the Aboriginal name 'Yinculyer'.<sup>5</sup> The anchorage, known as Eucla Roads, was protected by a rocky shoal, about one and a half miles (2.4 kms) offshore, and was suitable for vessels of not more than 13 feet (4 metres) draft. Access to the anchorage could be difficult in rough weather, but landing could be effected anywhere on the sandy beach.<sup>6</sup>

A stone paved landing place was established on the beach at Eucla and used in the 1870s and 1880s prior to construction of a jetty. John Forrest, during his 1870 exploratory trek across the Nullabor, camped at Eucla while awaiting a supply ship from Albany.<sup>7</sup> The Eucla telegraph station was opened in 1877, and manned by a Telegraph Master (also referred to as a Station Master) and one or more assistants. The telegraph station at Eucla was the largest, as it accommodated the telegraph staffs of both Western Australia and South Australia, with messages being transferred from one State system to the other.<sup>8</sup> A track led from the beach landing through the surveyed, but undeveloped townsite, to the telegraph station.<sup>9</sup>

In 1887, tenders were called for the construction of a jetty at Eucla. The contract was awarded to Ballie, Davies and Wishart, with a price of £1,760.<sup>10</sup>

In the early 1890s, the discovery of gold had greatly increased telegraphic business and larger telegraph stations were required to accommodate expanded operations and staff numbers. A store was established at Eucla

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3 Stevens, G. P., 'The east-west telegraph...', op cit, pp. 16-35; *The Eucla Report*, op cit, pp. 1-2.

4 Stevens, G. P., 'The east-west telegraph...', op cit, pp. 16-35; *The Eucla Report*, op cit, pp. 1-2.

5 DOLA Nomenclature index on microfiche, Battye Library. The meaning of this word is not known.

6 *Australia Pilot: South Coast of Australia from Cape Leeuwin to Green Point*, Vol. 1, 6<sup>th</sup> ed, published by the Hydrographer of the Navy, 1973, pp. 49-50.

7 Stevens, G. P., 'The east-west telegraph...', op cit, pp. 16-35; *The Eucla Report*, op cit, pp. 1-2.

8 Stevens, G. P., 'The east-west telegraph...', op cit, pp. 16-35; *The Eucla Report*, op cit, pp. 1-2.

9 PWD Plan 6361, 1898, SROWA, PWD plans on microfiche.

10 *West Australian Government Gazette*, 1 December 1887, p. 727. No information on the contractors was found in Rica Erickson's *Bicentennial Dictionary of Western Australians*.

in the early 1890s, by pastoralist Frederick Beere and his wife Margaret.<sup>11</sup> Another telegraph line was erected in 1896, from Eucla to Eyre and Norseman, on the Dundas goldfield, to provide a more direct route to the Eastern Goldfields. The contract for the new Eucla telegraph station complex, comprising three substantial stone buildings, was won by Justice Baron Locke, who worked as a builder in the Busselton district.<sup>12</sup> While he was at the location, he tendered for and won the contract to carry out 'renewals and repairs' to the Jetty, at a cost of £1,374.<sup>13</sup>

The 1898, PWD Plan 6361 shows the structure as 495 feet (151 metres) in length, with a 'new road' marked through the sandhills for a distance of about 800 feet (244 metres) from the beach.<sup>14</sup> The PWD Annual Report of 1898, records the erection of a post and seven-wire fence along the approach to the jetty to facilitate the shipping of sheep. The total length of the fence was 1,546 feet (471 metres).<sup>15</sup> A tram track was laid along the jetty and trucks were hauled along the track by hand.<sup>16</sup> It is not known if the 1898 work included the addition of the tramway at this time or if the tramway was part of the original construction. Tenders were called for leasing the Jetty and tramway in 1898, presumably after Locke had completed his work on the structure. A twelve-month lease was awarded to storekeeper Frederick W. Beere, at a price of £4. Beere possibly leased the jetty until 1903, prior to his leaving Eucla in 1904, but acceptances for the twelve-month leases between 1899 and 1902 were not printed in the *Government Gazette*.<sup>17</sup>

The new telegraph station accommodation meant that more families were able to live at Eucla. In December 1898, the *Eucla Recorder*, a small newspaper produced by the telegraph staff from October 1898 to September 1900, reported that the population of the town was forty-seven, comprising 34 men, 4 women and 9 children.<sup>18</sup> As well as the telegraph station buildings and the Beere's large general store in Lempriere Street, a new four-room house was under construction in Porchester Street.<sup>19</sup> With the addition of a handful of itinerant kangaroo shooters, and the occasional traveller and visiting pastoralist, the population of Eucla is estimated to have reached seventy at its peak. The *Eucla Recorder* reports an active

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- 11 Erickson, Rica, *Bicentennial Dictionary of Western Australians*, Perth, UWA Press, 1988, p. 184; Lawrence J., *Perth-Adelaide Telegraph Link: 1877*, J. Lawrence, 1945, typescript. Lawrence was an operator at Eucla in 1897; Jeffery, Chris, *Eucla: Paper for the Royal Western Australian Historical Society*, 23 February 1979, typescript.
- 12 *West Australian Government Gazette*, 7 May 1898, p. 859; Erickson, Rica, *Bicentennial Dictionary of Western Australians*, Perth, UWA Press, 1988, p. 974.
- 13 *West Australian Government Gazette*, 6 August 1897, p. 1590.
- 14 Detail from PWD Plan 6361, reproduced in Garratt, Dena, *Eucla Jetty: Maritime Heritage Site Inspection Report*, June 1994, Department of Maritime Archaeology, WA Maritime Museum, Report No. 84, Figure 10, p. 8.
- 15 PWD, *Annual Report*, 1898, in *Votes & Proceedings of Parliament*, 1899-1900, Paper 52, p. 29.
- 16 Telephone conversation with Harvey Gurney, Moopina Station, 20 September 2002
- 17 *West Australian Government Gazette*, 2 December 1898, p. 3518; 1899, p. 3092; 1902, p. 32.
- 18 *Eucla Recorder*, 31 December 1898, p. 4.
- 19 *Eucla Recorder*, 4 February 1899, p. 4.

community, which held debates, concerts and sporting events in cricket, tennis, athletics and billiards, and conducted a lending library housed in the former operating room of the old telegraph station building. Other activities included fishing and shooting, and weekend picnics to distant beauty spots, which almost the entire population attended, travelling on horseback or bicycle, or in buggies and carts pulled by camels or horses.<sup>20</sup>

In 1902, the slopes of the tramway cutting were covered with seaweed to prevent sand drift.<sup>21</sup> In 1903, P. Lemesurer leased the Eucla jetty and tramway for twelve months.<sup>22</sup> The livery stable at Eucla, which hired out camels and horses, was reported in 1898 to be run by Lemesurier (sic) and Cook.<sup>23</sup> J. Darley held the lease in 1904-05.<sup>24</sup> In 1906-07, a goods shed was built at the Jetty to provide shelter for goods, and the tramway was extended to the shed. This work was carried out by the PWD.<sup>25</sup> The goods shed was situated about 250 yards (228 metres) in from the beach.<sup>26</sup>

A mail ship, the *Flinders*, travelled between Adelaide and Albany every three months, calling at Eucla with mail each way. The town also had a four-weekly overland mail service to Adelaide.<sup>27</sup> The supply ship, *Grace Darling*, brought supplies from Albany about every three or four months, delivering to all the telegraph stations. On its return journey in 1899, it was reported to have collected sandalwood stacked at various places between Eucla and Eyre.<sup>28</sup> The steamer *Yaralla* is reported to have delivered the quarterly mails in October 1899.<sup>29</sup> The sailing ship *Iris*, and steamships *Ferret* and *Eclipse*, based in the eastern states, also plied the south coast, calling in to Eucla.<sup>30</sup>

On 30 December 1912, the Government Trading Concerns Act was passed, under which various State operated businesses would be established, including sawmills, brickworks, a shipping line, hotels, butchers' shops and

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- 20 *Eucla Recorder*, 15 October 1898 - 15 September 1900; Memories of Jim Hancock, op cit; Stevens, G. P., 'The east-west telegraph....', op cit; Photograph of Eucla township, c. 1900, National Archives File K1209, Folder 24, Eucla.
- 21 PWD, *Annual Report*, 1902, In *Votes & Proceedings of Parliament*, 1903-04, Vol. 2, Paper 10, p. 23.
- 22 *West Australian Government Gazette*, 15 May 1903, p. 1124.
- 23 *Eucla Recorder*, 15 October 1898, pp. 1-3.
- 24 *West Australian Government Gazette*, 15 April, 1904.
- 25 PWD, *Annual Report*, 1902, In *Votes & Proceedings of Parliament*, 1903-04, Vol. 2, Paper 10, p. 23; PWD, *Annual Report*, 1906, In *Votes & Proceedings of Parliament*, 1907, Vol. 2, Paper 13, pp. 15 & 20.
- 26 Information from Department of Planning and Infrastructure, 14 October 2002, on HCWA correspondence file P 4222.
- 27 *Eucla Recorder*, 15 October 1898, p. 1. The *Eucla Recorder* was produced by Eucla telegraph staff from October 1898 to September 1900.
- 28 *Eucla Recorder*, 4 February 1899, p. 6.
- 29 *Eucla Recorder*, 14 October 1899, p. 6.
- 30 Jeffery, Chris, op cit.

secondary schools, including Modern School (later Perth Modern School).<sup>31</sup> Subsequently, also in 1912, the Western Australian State Shipping Service was formed to provide a regular schedule to the isolated outposts of the State, from Wyndham in the north to Eucla in the south. The homeport of the Service was Fremantle, that port having overtaken Albany as the major port of the State following the construction of the Fremantle Harbour in the early 1900s.<sup>32</sup>

The Fremantle to Eucla route was sailed by the *Una* (1912-1917), a small ship referred to as 'the submarine' because the stormy southern waters kept her deck almost continually awash. She was followed by the *Eucla* (1917-1926) and then the *Kybra* (1926-1940). Stateships had the mail contract for the south coast, and delivered and returned with cargo, including wool following the shearing season. Passengers were also carried and for the telegraph stations, this usually meant men going on leave or being transferred and others arriving to take their place.<sup>33</sup>

The anchorage at Eucla was described by the Captain of the *Eucla*, Alfred E. Douglas, in a report on the anchorages of the south coast:

The weather that affects it is the South East to South West, south about, and in the heavy weather it is impossible as the sea comes over the reef and breaks right up to the shore over the anchorage. Always I have been very lucky working this place in this steamer, but was caught twice in schooners and nearly lost them on each occasion. There is a jetty for small boats but it is bad to lay at in strong winds, the beach being quickest and best in smooth weather. I have no respect for this port at all.<sup>34</sup>

The *Kybra* was captained by K. Reynolds. He described the south coast anchorages as 'primitive conditions'.<sup>35</sup>

Improvements were carried out to the jetty in 1914, but in 1918 a report from the Engineer for Harbours and Rivers found that the substructure was in dangerous condition, with many piles almost entirely eaten through by sea worms. It was recommended that the jetty be closed rather than repaired, as it was blocked by sand drifts and, even when it was clear, it was cheaper to unload cargo on the sand than on the jetty, and there was not sufficient cargo moving through Eucla to warrant any change in this arrangement. Captain Douglas only used the jetty for particularly awkward cargo, which was then trollyed to shore and dumped on the beach, and to facilitate this the hand rail on the eastern side of the jetty near the shore had been removed.<sup>36</sup>

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31 Mills, Jenny *The Timber People: A History of Bunnings Limited* (Bunnings Limited, Perth, 1986) p. 51.

32 Stephens, Alan M., *The Stateships Story: 1912-1977*, WA State Shipping Service, Fremantle, 1977, p. 16.

33 Stephens, Alan M., pp. 16-18, 78-79.

34 Stephens, Alan M., op cit, p. 17.

35 Stephens, Alan M., op cit, p. 18.

36 Information from Department of Planning and Infrastructure, 14 October 2002, on HCWA correspondence file P 4222.



The telegraph stations closed in March 1927, and the town of Eucla was quickly deserted and left to the encroaching sand dunes. It is not known if the Stateships Service to Eucla was discontinued at this time, or if the wool clip continued to be collected. The south coast service continued to Esperance until June 1940, when it was decided to discontinue the route completely due to the low cargo tonnage being carried. Before this occurred, however, the *Kybra* was commandeered for war service, and the sea service to the south coast was not reinstated after the War.<sup>37</sup> In 1949, the pastoralist Gurney family occupied the telegraph station buildings as a wayside house. There was no shipping service to the area at this time and the Jetty at Eucla was already deteriorating into ruin. The remaining telegraph station buildings and the town were finally abandoned in 1962.<sup>38</sup>

From 1966 to 1968, an automatic tide gauge recorded was located at *Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)*. The device was stolen and not replaced, but tide predictions continue to be made from data collected during this time.<sup>39</sup>

In 1978, *Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* was entered on the Register of the National Estate as part of the entry for the Eucla Area, which includes the Eucla telegraph station ruin, Jetty ruin, Delisser Sandhills and Wilson's Bluff.<sup>40</sup>

In 1980, a group of fishermen approached the government requesting that a fishing port and supporting township be established at Eucla. An official visit was made in July 1980 to consider this proposal, but no further action was taken, as it was considered a low priority compared with other places in the State.<sup>41</sup>

In 2002, *Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* and the ruin of the telegraph station buildings are all that remain of the Eucla township.

## 13.2 PHYSICAL EVIDENCE

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is the remains of a small timber jetty of piles and cross beams, with abutment, constructed in 1887. It is located on the shore of the Southern Ocean at Eucla. It is on the south side of Eyre Highway, 5 kilometres south of Eucla, 12 kilometres west of the South Australian border. *Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is an integral element within the coastal landscape. It is only visible from the beachfront dunes, or from the elevated position of the Eucla Roadhouse (5 kilometres away). Although it is accessible by four-wheel drive vehicle, pedestrian access from the Telegraph Station ruins

<sup>37</sup> Stephens, Alan M., op cit, p. 18.

<sup>38</sup> Telephone conversation with Harvey Gurney, Moopina Station, 20 September 2002.

<sup>39</sup> Information from Department of Planning and Infrastructure, 14 October 2002, on HCWA correspondence file P 4222.

<sup>40</sup> Register of the National Estate, Database no. 009809, registered 21 March 1978.

<sup>41</sup> Information from Department of Planning and Infrastructure, 14 October 2002, on HCWA correspondence file P 4222.

carpark is roughly a one-kilometre trek in a south-south-west direction, through the sandhills. There is no defined track.

The timber jetty structure extends approximately 50.0 metres into the ocean from the shoreline. At high tide mark, there are some remains that indicate the original land connection to the jetty. The evidence is not much more than some face stone, an earth embankment and some timber posts. Approximately 100 metres east of the jetty ruins, along the beach, there are a number of stones at high water mark, possibly evidence of the original beach landing.

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* was a purpose built jetty structure. It comprises the remains of the timber jetty structure, the shore based remains and embankment that were an extension of the jetty, and the stone remains of the beach landing east of the jetty.

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is a rectangular structure from the shore into the ocean. It is approximately 4.0 metres wide and 2.5 metres from the ground level of the beach at the water's edge. Pairs of splayed vertical round pylons are at regular intervals along each side of the jetty, with cross bracing between and bearers across at deck height. The bearers support lengths of timber joists that run parallel with the sides of the jetty, one on each outer edge and two spaced through the remaining width. Some stringers remain. The jetty is decked across its width with timber boards many of which are no longer in place. All connections are bolts, which are now rusted. Many elements are no longer in place.

The jetty is relatively inaccessible due to the height from ground level, or the pounding seas at water level, but very dangerous for those who could gain access it.

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* appears to be generally in fair condition. It is open to the elements, and the timbers are weathered from the effects of sea, sun and wind. No work has been undertaken on the jetty since it was last used many decades ago. The rise and fall of the tide reveals more or less of the jetty ruins at different times.

The remains show minimal evidence of change, and clearly demonstrate the original nature of the place. *Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* has a high degree of integrity as a ruin.

The remains of the place are substantially intact and demonstrate a high degree of authenticity.

The shore based remains that were an extension of the jetty, and the remains of the beach landing east of *Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* are of considerable heritage significance.

### 13.3 COMPARATIVE INFORMATION

*Eucla Jetty (Ruins), Abutment & Beach Landing (Remains)* is one of a number of timber jetty remnants along the south coast of the State, which include those at Israelite Bay (c.1896), Castletown, Esperance Bay (c.1896), Hopetoun (1901), and Barrack Point, Flinders Bay at Augusta (c.1884). The

jetties at Hamelin Bay (1870s & 1880s), Quindalup (1870s) and Wonnerup/Lockeville (1870) are also ruin remnants of smaller jetties.

Many of the larger timber jetties have been demolished, including the deepwater jetty at Albany, Durlacher Street jetty at Geraldton, the original Broome jetty, and the jetties at Derby and Wyndham.<sup>42</sup>

Timber jetties which are entered on the State Register are: Bunbury Timber Jetty (1864) (HCWA Place 3402); Albany Town Jetty (1862) (HCWA Place 3607); Streeter's Jetty, Broome (1896) (HCWA Place 4553); and, One Mile Jetty and Tramway, Carnarvon (1899) (HCWA Place 4566). The Barrack Square Jetties (HCWA Place 4031) are also entered on the State Register, but are not comparable to *Eucla Jetty (Ruins)*, *Abutment & Beach Landing (Remains)*.

The jetties at Israelite Bay and Hopetoun were originally of similar construction to *Eucla Jetty (Ruins)*, *Abutment & Beach Landing (Remains)*. There are few visible jetty remnants at Hopetoun, but significant material remains on the seabed. The seaward end of the jetty at Israelite Bay remains, including decking, but the diagonally bracing is severely eroded.

*Eucla Jetty (Ruins)*, *Abutment & Beach Landing (Remains)* is one of only four jetties of its type remaining in the State that retain substantial structural integrity.<sup>43</sup>

#### 13.4 REFERENCES

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#### 13.5 FURTHER RESEARCH

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<sup>42</sup> All information in this section from Cumming, D. A., Garratt, D., McCarty, M., Wolfe, A., *Port Related Structures on the Coast of Western Australia*, Department of Maritime Archaeology, WA Maritime Museum Report No. 98, October 1995.

<sup>43</sup> Ibid. The report does not specify what the 'type' is of which only four remain, or clearly identify the other three.