



HERITAGE
COUNCIL
OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES Assessment Documentation

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

Cultural heritage significance means aesthetic, historic, scientific, social or spiritual value for individuals or groups within Western Australia.

In determining cultural heritage significance, the Heritage Council has had regard to the factors in the *Heritage Act 2018* and the indicators adopted on 14 June 2019.

11(a) Importance in demonstrating the evolution or pattern of Western Australia's history

The development of early port facilities and later of the Inner Harbour and *Victoria Quay, Fremantle* at Fremantle have influenced both the physical layout of Fremantle and its identity as a 'port' city, and in particular the identity of the adjacent West End.

Victoria Quay, Fremantle has had a remarkable impact on the development of Fremantle and the State since the late 1800s. The establishment of the colony's major port at Fremantle led to the consolidation of the city of Fremantle, particularly in the West End, where port related activities were concentrated.

At the State level, the establishment of the Harbour and associated facilities at Fremantle led to Fremantle's emergence over Albany as the State's premier port and facilitated economic growth through improved trade and communications for industry, commerce and agriculture.

Victoria Quay, Fremantle is associated with the site of the claiming of possession of the western third of the continent of Australia for Britain by Captain Fremantle in June 1829, although the original shoreline has been obliterated by the construction and development of the harbour.

The buildings and structures of *Victoria Quay, Fremantle* reflect the various phases of the Western Australia's development, from the early jetties of the mid-1800s, to the Inner Harbour construction as a result of Responsible Government and gold boom prosperity in the 1890s.

Inter-war agricultural expansion and migration are evidenced by the transit sheds, immigration and information buildings, and the World War II defence structures provide evidence of *Victoria Quay, Fremantle's* role in Australia's coastal defence

network. Post-war mineral boom, migration, modernisation, containerisation and specialisation of modern shipping are also reflected in the structures and buildings of *Victoria Quay, Fremantle*.

From the time of Colonial settlement in 1829 until the mid-1970s, Fremantle was the main point of entry for migrants and visitors entering Western Australia. *Victoria Quay, Fremantle* was particularly important as the main entry port for immigrants in the period following World War II.

Victoria Quay has an historic link with Wadjemup/Rottnest Island, through the activities of the harbour master and pilots who guided ships from the coast into the Harbour.

Victoria Quay, Fremantle played an important role in the defence operations of Australia during World War II. Australian, American, British and Dutch wartime service groups operated submarine bases from Victoria Quay and many troop and liberty ships berthed there.

Victoria Quay, Fremantle provides important evidence of Federal Government immigration policies, and of the role of immigration in developing Australia's economy and increasing the population throughout the twentieth century.

Victoria Quay, Fremantle is associated with the changing character of immigration from 1906, including associations with the post World War Two migration schemes which brought large numbers of Colonial immigrants and displaced persons into Australia, which helped develop Australia as a multicultural society.

Victoria Quay, Fremantle was a focal point for the work of both Commonwealth and State agencies concerned with quarantine services and the health of people entering Western Australia by ship.

Victoria Quay, Fremantle is associated with the maritime workers who have been employed at the place and demonstrates changing attitudes to industrial relations. It was also the site of the 'Bloody Sunday' battle between police forces and waterside workers over working conditions in May 1919, which resulted in the death of maritime worker Tom Edwards.

11(b) Importance in demonstrating rare, uncommon or endangered aspects of Western Australia's heritage

The moles are a rare example in Western Australia of a river mouth based harbour design. O'Connor also designed Bunbury Harbour on similar lines to the Fremantle moles; a long timber jetty within a protected bay. Geraldton and Albany both had land backed wharves and their timber jetties have either been demolished or are in a poor condition.

The lighthouse on South Mole is one of a small number in Western Australia which incorporate imported cast-iron fabricated towers, with sophisticated light chambers. The obsolescence of lighthouse technology is likely to increase the rarity value of this lighthouse, and its counterpart on North Mole, as examples of a type.

The transit sheds are unusual examples of maritime buildings of their period. The shed interiors and detailing are uncommon, as are the winch houses and their

plant, and the remains of the World War II submarine bases. Wartime defence buildings are increasingly uncommon in Western Australia.

The place is rare as a mostly intact surviving late 19th century port, linked to a similarly intact 19th century town, which together represent the heritage of an international gold exploitation venture.

Victoria Quay, Fremantle is uncommon on the national level as an industrial landscape that remains connected to a working port. Victoria and Constitution Docks, Sullivans Cove, Hobart, have a similar history which involved reclamation of the foreshore to create docks. Circular Quay and Cockatoo Island, Sydney, also have a similar history, but lack entrance moles and are no longer associated with a working port, although passenger activities remain. Nobby's Lighthouse and Head, Newcastle, have similar physical characteristics and scale to *Victoria Quay, Fremantle*, but are not directly related to port facilities, which are located further up river.

11(c) Potential to yield information that will contribute to an understanding of Western Australia's history;

The development of *Victoria Quay, Fremantle* necessitated reclamation works and transformation of the natural shoreline, fast construction, and the subsequent recycling, reconstruction and replacement of buildings as operational and technical needs of the port developed. As such, the place is a major archaeological resource.

11(d) Its importance in demonstrating the characteristics of a broader class of places;

Fremantle Harbour and *Victoria Quay, Fremantle* are representative of the development pattern of Australian harbours. Beginning as small seaward jetties with poor shelter and harbour facilities, the port at Fremantle has developed into one of Australia's most efficient ports, both economically and industrially, since the late 1800s.

The port structures are representative of the State's Gold Boom and other mineral, agricultural and demographic boom developments and exhibit remarkable technical expertise, confidence of execution and qualities which are particular to their time.

11(e) Any strong or special meaning it may have for any group or community because of social, cultural or spiritual associations;

Victoria Quay, Fremantle has national significance as first landfall and point of entry for tens of thousands of migrants to Australia who, regardless of their subsequent residence in other States and Territories, still regard the place as symbolic of the commencement of a new chapter in their lives. It is also the departure and arrival point of travelling Australians and members of the armed services.

Victoria Quay, Fremantle is highly valued by special interest groups, the local community and the wider public for its port and river related activities and cultural

facilities. The place is regularly visited for a range of activities, including recreation, entertainment and education.

Victoria Quay, Fremantle is valued by the general community as the main port, once the only port, connecting the mainland with Wadjemup/Rottneest Island.

Victoria Quay, Fremantle provides a sense of place for the many Australians who arrived in Western Australia as immigrants.

As a workplace place rich in aesthetic appeal and technological interest, the place ranks with Fremantle Prison and the West End as a focus of the identity of Fremantle. As a main port and a major public recreational asset, *Victoria Quay, Fremantle* contributes to a sense of place for the wider community.

11(f)¹ Its importance in exhibiting particular aesthetic characteristics valued by any group or community;

Both individually and collectively, the buildings of *Victoria Quay, Fremantle* display complex and striking aesthetic characteristics. The Waterside Workers Amenities Building (fmr) and Government Immigration and Information Bureau, official buildings on a domestic scale, display fine detailing, as do many of the transit sheds and wharf buildings. The Port Authority Building is an individual landmark on the site and in the area more widely.

The C.Y. O'Connor Memorial is a fine example of the work of sculptor, P. G. Porcelli. The bronze statue is well crafted and adds an unusual, artistic quality to the industrial landscape of *Victoria Quay, Fremantle*.

Due to the landmark quality of the place, where the city of Fremantle, Swan River and Indian Ocean meet, and the nature of the buildings, *Victoria Quay* is a reference point that can be seen from various vantage points around Fremantle and from approach by sea. The place is a defining element of the city of Fremantle.

Victoria Quay, an industrial landscape with a strong relationship with the Swan River, the Indian Ocean and the city of Fremantle, is defined by a series of structures and spaces that are utilitarian and functional in nature. Many of the buildings share a consistency of scale, materials and detailing which forms a coherent landscape of visual unity.

Within *Victoria Quay, Fremantle* there are a number of distinct precincts, defined by the nature of the structures and their relationship to the spaces they enclose. These include the transit sheds which follow the gentle curve of the wharf structure; the Harbour, river mouth, South Mole and its lighthouse; Slip Street, with its saw-tooth gable roofs; the slipways, winch houses and cranes at the western end of the Quay; the former immigration buildings; and, the office tower and podium complex.

¹ For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

These precincts are unified by the hard, bituminous and concrete surfaces that dominate the place and contribute to its industrial nature.

Victoria Quay is a significant element of the wider precinct of the West End of Fremantle. The West End is dominated by places which have a historical relationship to Victoria Quay and Fremantle Harbour, including the pilots' quarters, Round House and J Shed on Arthur Head and the shipping company buildings, weigh bridge, Railway Station, Customs House and hotels in the area bounded by Phillimore, High and Cliff streets.

Victoria Quay, Fremantle also has strong visual, functional and historic associations with the North Quay and Mole, complementary structures which protect the Inner Harbour and run parallel to Victoria Quay and South Mole to the entry channel where the Swan River meets the Indian Ocean. The two quays and moles are components of the same engineering solution to the formation of the harbour.

The award winning WA Maritime Museum, designed by Cox Howlett Bailey Woodlands, is a visually striking contrast to the functional port buildings.

11(g) Any special association it may have with the life or work of a person, group or organisation of importance in Western Australia's history;

Victoria Quay, Fremantle has associations with a number of individuals and groups, including its designer, C. Y. O'Connor, its construction workforce, State and Federal politician Lord John Forrest, sculptor P. G. Porcelli, Immigration Officer A. O. Neville, and the Public Works Department.

Victoria Quay, Fremantle is also associated with F. W. D Tydeman, General Manager of the Fremantle Harbour Trust from 1950 to 1963, who was responsible for the modernisation of the Harbour.

11(h) Its importance in demonstrating a high degree of creative or technical achievement;

The wharf structure of *Victoria Quay, Fremantle* represents a significant engineering achievement of the late 1800s.

12. DEGREE OF SIGNIFICANCE

12.1 CONDITION

Most buildings and structures are in a reasonable state of repair and are in good condition, as befits a working port. Maintenance of the port and associated structures is ongoing.

The wharf structure is generally in good condition, although some concrete piles have suffered severe corrosion above the water line. The limestone of South Mole and the supporting filling under the landward side of the wharf has survived well in its marine environment. Some of the steel sheet piling of the slipways have suffered severe corrosion.

12.2 INTEGRITY

This section explains the extent to which the fabric is in its original state.

Overall, *Victoria Quay, Fremantle* has a moderate to high degree of integrity.

The wharf and majority of the buildings are largely intact and are still used for wharf related activities. Management, engineering and construction services have always been based in this place since the initial construction of the harbour.

The TAFE facilities and the closure of the shipyards at the western end of the Quay have reduced the integrity of this area. With the removal of cargo handling to the North Quay, the transit sheds on *Victoria Quay, Fremantle* have become redundant and are used for a variety of recreational and educational uses.

Nevertheless, the place continues to be a publicly accessible vantage point for viewing the Harbour and Ocean, as well as port facilities and activities. The traditional public and community uses of the western end of the Quay continue, as distinct from the working port at the eastern end of the Quay and on North Wharf. Ferry services and light industries in Slip Street, as well as port administration continue to operate on *Victoria Quay, Fremantle*.

12.3 AUTHENTICITY

This section explains the extent to which the original intention is evident, and the compatibility of current use.

Overall, *Victoria Quay, Fremantle* has a high degree of authenticity.

The Quay and South Mole maintain the historic lineal harbour design, which replaced the earlier ocean jetty port. The wharf and the majority of the buildings are largely intact, as is the slipway area which has been largely unaltered since World War II and the immediate post-War modernisation. The World War II structures display high authenticity, despite deterioration and later additions. Slip Street and the bounding buildings are substantially intact and have a high degree of authenticity.

Changes to layout of the place and the fabric of individual elements reflect the continuing and changing needs of the working port and illustrate the sequence of development and evolution of the place.

13. SUPPORTING EVIDENCE

Supporting documentation was compiled by Departmental Officer Jacqui Sherriff, with later amendments and/or additions by the Heritage Council and the Department substantially based on the Key References noted in Section 13.4.

The supporting documentation does not aim to give a full history of *Victoria Quay, Fremantle*, nor a full description of its components. For further information, refer to the documents in the Key References in Section 13.4.

13.1 DOCUMENTARY EVIDENCE

Aboriginal History

The Fremantle region (Walyalup) has always been a significant place for the Whadjuk Noongar people. The area that is now present-day Cockburn was known as Beeliar and was home to the Beeliar Noongar people, a sub group of the Whadjuk who lived alongside the chain of wetlands that provided a reliable supply of natural resources. These resources enabled the Beeliar people to sustain their traditional way of life for thousands of years until it was disrupted in 1829, with the arrival of Colonists in Fremantle² and the subsequent establishment of the Swan River Colony.³

The Fremantle area and the mouth of the Swan River are integral to the story of the Waugal, the carpet snake, which is an important component of Noongar lore. Noongar people believe that the Waugal dominates the earth and the sky and during the Nyitting, it created the fresh waterways. Rising up from Ga-ra-katta (Mt. Eliza), the Waugal formed the Derbarl Yerrigan and the Djarlgarro Beelieer (the Swan and Canning rivers).⁴ At Ferry Point (adjacent to D shed) there was a sand spit that went across the mouth of the river which was a notable crossing point for Whadjuk people.⁵ The changes that were made to create Victoria Quay further disrupted the traditional way of life of the Whadjuk people.

In the first half of the 20th century, Noongar people were prohibited from entering Fremantle with the exception of a few men working on the wharf who lived in camps on the fringes of the city.⁶ However, many Aboriginal people being transported from the north to institutions south of Perth such as Mogumber would have transited through Victoria Quay.⁷ This attitude of exclusion continued until the 1960s when

² Beeliar Boodjar: An introduction to the Aboriginal History of the City of Cockburn based on existing literature. City of Cockburn. Available at: <http://azelialeymuseum.com.au/wp-content/uploads/2016/11/BeeliarBoodjar.pdf>

³ The formal historic name of the colony is not entirely clear cut. Lord Murray refers to the proposed settlement as 'Swan River' in *Historical Records of Australia, Series III, Vol. VI*, Sydney, Library Committee of the Commonwealth Parliament, p. 600. The term "Swan River Colony" quickly came to be used in official correspondence (*Historical Records of Australia, Series III, Vol. VI*, p. 589). However Stirling's proclamation on 18 June 1829 refers to the territory of 'Western Australia' ('Lieutenant- Governor Stirling's Proclamation of the Colony 18 June 1829', *Documenting a Democracy*, accessed 12 March 2021 at [Documenting Democracy \(foundingdocs.gov.au\)](http://Documenting Democracy (foundingdocs.gov.au))). The convention of the Heritage Council is to use term Swan River Colony.

⁴ Kaartdijin Noongar – Noongar Knowledge, Sharing Noongar Culture, South West Aboriginal Land & Sea Council – Spirituality, <https://www.noongarculture.org.au/spirituality/>. Accessed 13 May 2021.

⁵ Image and information supplied by Neil Stanbury, Manager Corporate and Community Relations, Fremantle Ports following Aboriginal consultation, personal communication 19 March 2021.

⁶ City of Fremantle Aboriginal History. Available at: <https://www.fremantle.wa.gov.au/council/about-city-fremantle/aboriginal-history> [accessed 5/11/2020].

⁷ Heritage Council Assessment Documentation for P3618 *Mogumber Mission (fmr) & Cemetery*, p.7.

many Nyoongar people migrated to the metropolitan area following the introduction of the Native Welfare Departments housing program in the 1960s.⁸

1829 Arrival of Captain Fremantle and Captain Stirling with the first British settlers. On 2 May, Captain Fremantle claimed the western third of the continent of Australia for the British Empire. His official landing point is considered to have been at the western end of *Victoria Quay, Fremantle*⁹ at the location known as Forrest Landing named after the pilot lifeboat *Lady Forrest*. Fremantle intended that the principal town of the new Colony would be on the coast. However, Stirling had been directed by Sir George Murray to also consider establishing the town on a 'secure' location on the Swan River.¹⁰

Stirling arrived at the end of May and explored a number of possible locations for the new town before deciding on Perth. He noted that the inland soils appeared better quality than those at the coast where it was very sandy, and that the location would facilitate trade with inland agricultural areas.¹¹ Strategically, it was also less vulnerable to attack, which was a characteristic that Stirling had seen first-hand in a number of campaigns; how vulnerable coastal cities could be to naval bombardment.¹²

1837 Whaling and ship building activity centred at Bather's Beach.

Lieut. Jones proposed a breakwater to create an artificial harbour, south of Arthur Head.

1839 Surveyor General, J. S. Roe, proposed a similar scheme to Lieut. Jones'.

1848 Rottnest Island Pilot Station operated between 1848 and 1903, staffed by experienced sailors who guided ships around the dangerous reefs and into Fremantle harbour.¹³

1849 Fremantle Harbour Board appointed; work started on Trigg's channel though the rock bar at the mouth of the Swan River.

1850 Arrival of the first convicts to Western Australia.

1851 First lighthouse built on Arthur Head, to the south-west of the Round House.

1853 Construction of a river jetty at the end of Cliff Street commenced; this became known as South Jetty.

1855 Captain E. Y. W. Henderson proposed a scheme for an artificial harbour, similar to Jones' 1837 and Roe's 1839 schemes.

8 City of Fremantle Aboriginal History. Available at: <https://www.fremantle.wa.gov.au/council/about-city-fremantle/aboriginal-history> [accessed 5/11/2020].

9 Souter, Coriloli, 'Archaeological Watching Brief for New Maritime Museum Site Forrest Landing, Victoria Quay, Fremantle', Department of Maritime Archaeology, W.A. Museum, Fremantle, Report No.150, 2000 http://museum.wa.gov.au/maritime-archaeology-db/sites/default/files/no_150_new_maritime_museum.pdf

10 *Historical Records of Australia, Series III, Vol. VI*, Sydney, Library Committee of the Commonwealth Parliament, p. 600.

11 *Historical Records of Australia, Series III, Vol. VI*, Sydney, Library Committee of the Commonwealth Parliament, pp. 619-20.

12 Statham-Drew, Pamela (2004) *James Stirling and the birth of the Swan River Colony*, Pandorus, Swanbourne, WA, p139.

13 Heritage Council of WA P3650 Wadjemup/Rottnest Island Draft Assessment Documentation.

1866 Completion of the first bridge across the Swan River at North Fremantle, using convict labour. The bridge placed limits on the possible upstream extension of the harbour.

1867 Extreme winter storms wrecked several ships and this galvanised efforts to design a safe harbour. Designs included a floating breakwater, the cutting of a channel through Rocky Bay, deepening of Trigg's Passage, and other ambitious schemes for the construction of moles or harbours outside the river.

1868 Cessation of convict transportation to Western Australia and subsequent decline in economic and demographic growth.

Walter Bickley proposed an artificial harbour, with breakwaters, at Rous Head.

1870 'Representative government' granted to the colony of Western Australia.

By this time, there was extensive overseas and inter-colonial trade passing through Fremantle, with about 100 ships visiting Fremantle each year. Western Australia was exporting wool, timber, minerals, horses, sandalwood and pearl shell, as well as importing a number of goods. Fremantle was also the entry point for many new settlers arriving the colony, as well as visitors and tourists.

Fremantle was first seriously considered as the major port of the colony when Governor Hampton engaged W. T. Doyle, consulting engineer, to report on proposed harbour works. Doyle reported on 28 February and cited major technical challenges in establishing a harbour at Fremantle, particularly due to the small tidal range and low current force in the river, which caused littoral sand drift and silting. Doyle recommended that Trigg's Passage be deepened and widened and that the idea of Fremantle becoming the primary port of the colony be abandoned.

1872 New Jetty, later known as the Long Jetty, was built by Mason, Bird & Co., a timber firm. This was the first major public works project commissioned by the new representative government. The jetty ran south-west from Anglesea Point and originated a little west of the existing South Jetty. Ships drawing more than 3.2 metres still had to anchor in Gage Roads and unload into lighters.

The construction of a mole from Rous Head was first proposed by G Randell. A. J. Johnson, who also proposed a harbour in the river mouth, which was to be protected by two breakwaters with a 200 foot wide channel, supported Randell's scheme. A Harbour Improvement Board, led by Surveyor General, Malcolm Fraser, was appointed by the Governor to investigate the proposals for harbour development.

Control of the Port was divided between the Harbour Master's Department, which dealt with movements of shipping and safety, and the Customs Department, which controlled jetty and shore activities, including the loading and discharging of cargoes.

A jetty was built at Rockingham, as proposed by Doyle, to connect the timber mills at Jarrahdale with the coast by rail. Rockingham became the

chief timber port until 1889, when Hamelin Bay became the busiest timber port. Nevertheless, legislators did not see Rockingham as a suitable primary port for the colony.

- 1873** The Harbour Improvement Board reported on 11 June and recommended that the advice of 'an eminent engineer' be obtained.

A Select Committee was appointed by the Legislative Council on 8 July, with Wallace Bickley as Chairman, to consider the Harbour Improvements Board report. Council sought the advice of three Victorian engineers, particularly as they wanted expert advice on the problem of siltage. Although none of the engineers visited the site, it was recommended that the harbour be located in Cockburn Sound.

- 1874** A second Select Committee was established to investigate proposals for a harbour. It recommended that harbour works be constructed in Gages Roads and that the most suitable plan was a breakwater of jarrah piles.

- 1875** Victorian engineer, Wardell (one of the men consulted in 1873) visited the site in 1874 and recommended that an island breakwater be constructed on concrete blocks, on the western side of Gage Roads.

T. H. J. Brown, civil engineer, proposed to cut through the north bank to provide a basin, protected by two breakwaters. Brown had the support of local Fremantle merchants, including W. D. Moore, W. E. Marmion and W. S. Pearse. Together they led a deputation to the Government. Other merchants opposed this location for the harbour.

- 1876** A second lighthouse was built on Arthur Head and light house keeper's quarters erected. The first lighthouse was used as a flag store until c. 1904.

In April, John Boyle O'Reilly orchestrated the escape of six Fenian prisoners from a Fremantle Prison work party. There were several attempts launched from Fremantle to intercept the *Catalpa* which had been bought by O'Reilly to rescue the prisoners. When the steamer *Georgette* finally intercepted the *Catalpa* it fired shots across the stern and bow. The *Catalpa* hove to, but the Captain claimed the boat was now in international waters and under the American flag, and any further attempts to stop their progress would cause a diplomatic incident. Reluctantly, the *Catalpa* was allowed to sail away.¹⁴

Another Select Committee was appointed to examine harbour proposals on 2 December. It recommended a timber breakwater, almost identical to Henderson's 1855 proposal.

- 1877** The Government decided that funds for a harbour were inadequate and gave priority to the Eastern Railway and roads. Nevertheless, eminent English marine engineer, Sir John Coode, had been requested to report to the Western Australian Government on the harbour development. Coode proposed two alternate schemes, one each side of the river mouth, and stressed the need for a determination regarding the route of the proposed Perth-Fremantle railway.

¹⁴ 'The Fenians', *History & Heritage: Fremantle Prison*, accessed on 15 March 2021 from <https://fremantleprison.com.au/history-heritage/history/the-convict-era/characters/the-fenians/>

1881 Fremantle-Guildford Railway completed, with the terminal at the river end of Cliff Street. By this time, Fremantle still only had two sea jetties and a single river jetty, despite a plethora of proposals, committees and reports.

1884 Attempts to establish a uniform code of quarantine regulations across the Australian colonies had been made since the mid nineteenth century. In 1884 a conference which included delegates from all of the Australian colonies defined quarantine as:

Such measures taken in regard to vessels coming to the various Australasian ports as will effectually protect the Australasian colonies from the invasion of contagious or infectious disease, consistent with the least possible restriction to commerce.

The conference resolved to create a Federal Quarantine Act.¹⁵

1883 The Fremantle Chamber of Commerce was revived, with William Moore as President, to campaign on the location for a harbour.

1886 Government Railway workshops were established in Fremantle. Although the Long Jetty was extended and widened to accommodate the railway, it was still inadequate, with berths exposed to winter weather.

1888 The Long Jetty was extended once again by contractor, R. O. Law.

1890 Responsible Government granted to Western Australia and the Colony could now raise its own loans. Although Premier John Forrest was heavily committed to establishing the principal harbour at Fremantle, he faced considerable opposition from postal authorities in the other colonies, who preferred Albany as the port of call for mail steamers.

1891 C. Y. O'Connor, an Irish civil engineer with extensive experience in New Zealand, arrived in Western Australia in June. O'Connor had been Undersecretary for Public Works in New Zealand for many years and was directly contacted and appointed to the position of Engineer-in-Chief by John Forrest.¹⁶

O'Connor had a tremendous impact on the development of Western Australia, including the creation of the Public Works Department, the design and construction of the Inner Harbour, the extension of railways and roads, the design and construction of major water supply schemes, as well as other public works. O'Connor also designed the Bunbury Jetty on similar lines to *Victoria Quay, Fremantle*, with a timber jetty protected by moles.

O'Connor concluded that Coode's 1877 proposals were based on inadequate data and faced some difficulties in getting politicians to accept his arguments. Premier Forrest advocated for work at Owens' Anchorage. Minister for Works, H. W. Venn, was one of O'Connor's earliest supporters.

1892/3 Major gold finds in the Coolgardie area.

1892 Two schemes for a harbour at Fremantle were under consideration, one by Coode and the other by O'Connor: the lesser to cost £560,000 and take 5 years; the greater to cost £800,000 and take 8 years. A Joint Select

¹⁵ P499 *Quarantine Station (fmr), Woodman Point*, Heritage Council of WA Assessment Documentation, p.6-7.

¹⁶ See Merab Tauman, (1978) *The Chief: C Y O'Connor*, UWA Press, Nedlands.

Committee of both houses of Parliament was established in January to report on the proposed harbour.

The Joint Select Committee reported in favour of O'Connor's scheme on 15 February. O'Connor also won the support of his co-workers and many politicians, including John Forrest, who grudgingly felt that he should support his own appointee. Forrest also felt that the development of a harbour at Fremantle, rather than at Albany or Esperance, suited his own railway and land development policies. Fremantle would become the gateway through which all mail and most visitors would pass.

O'Connor appointed three experienced engineers from New Zealand: F. W. Martin, W. W. Dartnell and A. W. Dillon Bell. Dillon Bell frequently served as O'Connor's deputy when O'Connor was away. Special branches of the Department of Public Works were created, and George Temple Poole was placed in charge of the Architectural Division.

As many of the Ministers were still learning how to administer their Departments under Responsible Government, O'Connor himself carried out much of the daily supervision of the harbour work. At this time, his duties as both Engineer-in-Chief and General Manager of Government Railways were expanding rapidly.

Preliminary work on the Harbour began with the extension of the Long Jetty and completion of road approaches.¹⁷ Quarry sites at Rocky Bay were tested and opened and a railway line laid from the quarry to Rous Head. Rolling stock and equipment were purchased.

Construction of the North Mole began in November 1892, using the *pierre perdues* system, whereby large blocks of stone are randomly placed directly on the seabed.

- 1894** The South Mole was commenced in August, with work proceeding slowly. Material from the levelling of Arthur Head and stone from Rocky Bay, brought across from North Mole by a bridge, was used in the construction of the South Mole.

At the same time as the moles were under construction, work commenced on the blasting of the bar at the river mouth and dredging of the entrance channel. Temporary wooden stages were built over the bar, and shot holes were drilled by hand. Progress was slow due to the proximity of the town of Fremantle, as care had to be taken with the strength of blasts. Dredging of the blasted rock did not commence until October 1896, giving some indication of the scale of the project.

- 1895** The North Mole was completed in January to its original design length of 894.5 metres. However, it was decided to extend it to 1,051.6 metres; this was achieved in November. The entire Mole was constructed with stone from the Rocky Bay quarries. On completion, the North Mole contained about 440,000m³ of rock.

¹⁷ The Railways Department took over control of the Long Jetty from this time.

- 1896** Dredging of blasted rock at river mouth commenced in October, with the dredges *Fremantle* and *Parmelia*. The sand dredge *Premier* began work on deepening the inner harbour. Spoil from the dredging works was used to fill the embankment for the southern quay.

Due to the heavy traffic brought about by the gold rushes, temporary wharfage was constructed along the north (304.8 metres) and south (91.4 metres) moles. Considerable congestion and delays in unloading cargoes continued to occur, primarily due to the inadequacies of the railway system. This prompted reports in the press that stressed the plight of the Miner awaiting food and machinery.

- 1897** *Victoria Quay, Fremantle*, was substantially finished during this year and the Inner Harbour was effectively opened for traffic on 4 May, when the S.S. *Sultan*, a steamer operated by the Western Australian Steam Navigation Company, berthed on its return from Singapore. By June, the total wharfage, including temporary wharves, was 1,752.6 metres. The Harbour was immediately in heavy use from overseas vessels.

The South Mole was completed to a length of 621.8 metres. Work on further extension of the North Mole commenced in July. This was completed in December 1902, to a total length of 1,463 metres.

- 1898** On 28 February, the North German Line vessel, *Prinz Regent Leopold*, became the first mail steamer to berth at Fremantle. The occasion was celebrated with a banquet held in the Fremantle Town Hall.

- 1889** The Lumpers Union was formed on 4 July, becoming the first unskilled labourers union in Western Australia.¹⁸

Dock workers played key roles in the development and working of the Harbour, as well as being a significant element of the Fremantle community. Working conditions for the lumpers and dockers were arduous and sometimes dangerous, often in poorly ventilated sheds over long hours. Work was not assured and fluctuated according to the season and the arrival of cargo vessels.

Men wanting work were required to assemble at a line drawn across the western end of Cliff Street and wait for a foreman, the 'pannikin boss', to blow a whistle. The men would then race to him and work would be awarded to those who got there first - the fastest and fittest got the most work. Later, wire compounds or 'bull rings' were erected and the labourers waited like herded cattle for the call to work.¹⁹

The lumpers, who loaded and unloaded cargo, were employed as casual labourers by the Fremantle Harbour Trust, and were only paid when working. The dockers were employed by the shipowners and stevedoring

¹⁸ Vanden Driesen, I. H. 1981. The Evolution of the Trade Union Movement in Western Australia. p. 354-355. In Stannage, C. T. (ed) *A New History of Western Australia*. pp. 352-380. University of Western Australia Press, Nedlands.

¹⁹ See McIntyre, Stuart (1984) *Militant: The Life and Times of Paddy Troy*, Allen & Unwin, Sydney; Griffiths, Bryn (1989) *Wharfies: a celebration of 100 years on the Fremantle Waterfront 1889-1989*, Platypus Press, Perth; Oliver, Bobbie (1995) *War and Peace in Western Australia: the social and political impact of the Great War*, UWA Press, Nedlands.

companies and many were placed in a labour pool, on which their employers could call when needed. The differences in job security created division among the workers, which prohibited united union action which may have improved at least some of the working conditions.

- 1900** The Post Master General in London gave approval for P&O and Orient Line mail steamers to berth at Fremantle, realising Forrest's long held ambition of making Fremantle Western Australia's principal port. *RMS Ormuz*, the first British steamer to berth at Fremantle, arrived on 13 August. This had a dramatic effect on the number of ships calling at Albany.

Victoria Quay, Fremantle, had been designed as a marginal or continuous wharf, and the Orient Line initially refused to berth its ships alongside the Quay itself. Although one of seven planned 'finger' piers along the north side was completed to accommodate their steamers, the Orient Line did indeed berth at *Victoria Quay, Fremantle*. The northern side was eventually completed as a continuous wharf, similar to *Victoria Quay, Fremantle*, providing a wider inner basin for the turning of vessels.

A temporary slipway was built at Rous Head for larger vessels; this was used for nearly 50 years.

- 1901** The *Immigration Restriction Act 1901* (commonly known as the White Australia Policy) was passed, which regulated the ethnic characteristics of immigrants allowed into Australia. Specifically formulated to stop Asian immigration, it meant that an Asian individual who requested entry into WA in 1908 was given a 50 word dictation test in any language Australian authorities deemed necessary.²⁰

- 1902** O'Connor committed suicide in March, by which time Fremantle was the leading port of Western Australia. O'Connor's plan for Fremantle Harbour was so far-sighted, that it was able to accommodate most large vessels for 60 years.²¹

Dredging of the entrance channel and of the Inner Harbour to a depth of 9.1 metres was completed by the suction dredge, *Premier*.

Transit sheds B, C and D were completed on *Victoria Quay, Fremantle*.²² The end of South Mole was topped with granite in preparation for a new cast iron lighthouse.

- 1903** The Fremantle Harbour Trust took over control of the Port of Fremantle on 1 January, under the *Fremantle Trust Act* (1902). The Trust was

²⁰ The following example comes from a National Archives of Australia Immigration file: "In the event of the man arriving in Fremantle he is to be subjected to a dictation test, which should be applied in such a manner as to ensure its efficiency. If it is probable that Kang Yu Wei understands English, your officers should be in readiness to apply the test in Spanish or Italian."

²¹ Tull, Malcolm 'The development of the Port of Fremantle, Australia's Western Gateway', in *Great Circle*, vol 7, no 2, (1985), p. 121; Wagner, Erika (1988) *Seaports in Western Australia*, trans. T. H. Elkins, Bamberg, , p. 33.

²² Alpha-referencing for the transit shed initially ran east -west. This was changed in 1905 at the request of the Fremantle Harbour Trust Commissioners.

administered by five commissioners and the Public Works Department remained as the design and construction authority.²³

The pilot station was relocated from Wadjemup/Rottneest Island to Fremantle in August and the pilot boat, *Lady Forrest*, was commissioned.²⁴ Lighthouses for the two moles arrived and the first, erected on South Mole, was found to be too strong. The white light was replaced with a fixed green light; the lighthouse intended for the North Mole was installed at Gantheume Point, Broome.²⁵

Work on the Harbour was substantially finished by the end of the year, ahead of schedule. The cost of the harbour exceeded initial estimates (£1,353,920 as against £800,000) due to design changes, extension of the North Mole, and the larger width of the swinging basin. The South Mole was completed to original design.²⁶

The construction of the Harbour had a significant impact on Fremantle, necessitating new public and commercial buildings. The commercial district shifted along High Street, towards Cliff Street and the entrance to the Quay. The locations of the new Post Office (1907) in Market Street, and the new Railway Station (1906) on Phillimore Street, emphasised the growing relationship between the town centre and the Quay. Woolstores, hotels and commercial buildings, particularly those related to shipping activities, concentrated along Phillimore Street, Elder Place and Beach Street. The facades of the buildings along the southern side of Phillimore Place followed the original shoreline. The relocation of the Government Railway Workshops from Fremantle to Midland in 1904 also had a significant effect on housing and commerce in Fremantle, with 300 families moving away from Fremantle.²⁷

1904 *Victoria Quay, Fremantle* was raised, by 0.91m for 426.7 metres east of Cliff Street, to allow for a loading platform at the rear of the transit sheds. The Rubble embankment under *Victoria Quay, Fremantle* was faced with 1.6cm of concrete rendering.

Electric lighting was connected throughout the Quay and more sheds were constructed. By the end of the year, there were nine transit sheds on the Quay, which the Fremantle Harbour Trust Commissioners described as 'splendid buildings'.²⁸ One building, used by the Public Works Department during the construction of the Harbour, was relocated to the west end of the Quay. The new sheds and the adjacent railway lines allowed for the concentration of cargo sorting work at ship-side and did away with the costly method of landing the cargo and trucking it to the railway sheds or yards.

23 Le Page, J. S. H. (1986) *Building a State: a history of the Public Works Department 1829-1985*, WA Water Authority, Leederville, p. 330.

24 The *Lady Forrest* is now on display in the Historic Boats Museum, B Shed, Victoria Quay.

25 Fremantle Harbour Trust Commissioners, 'Annual Report of the Fremantle Harbour Trust', Perth, 1903.

26 Le Page, op. cit., p. 199.

27 R. Reece and R. Pascoe, *A Place of Consequence: a pictorial history of Fremantle*, Fremantle Arts Centre Press, Fremantle, 1983, p. 56.

28 Fremantle Harbour Trust Commissioners, op. cit., 1904.

1905 The Long Jetty and South Jetty, which had been vested in the Fremantle Harbour Trust, were re-vested in the Crown. The Long Jetty, now under the control of the Fremantle City Council, was used as a public promenade; South Jetty was handed over to the Fisheries Department.

A Passenger shelter shed and refreshment room were built at the junction of Cliff Street and the Quay. The alpha-referencing of the transit shed was reversed.

1906 The Government Immigration and Information Bureau was constructed on Victoria Quay to process migrants and tourists to Western Australia.²⁹ The building was completed in November 1906.³⁰ The Government Immigration Report for 1907 notes:

...since its opening in that month thousands of the travelling public have visited it and inspected the exhibits of the State's products. 154 overseas steamers visited Fremantle of which 32 were immigrant ships.³¹

A. O. (Auber) Neville was appointed Immigration Officer to manage the second influx of immigrants³² who came to purchase land opened for wheat farming in the outer eastern districts of the State by James Mitchell (Minister for Lands and Agriculture in the Moore Government).³³

British immigrants, first a trickle and then a flood, came in their thousands at that time in the hope of improving their fortunes and elevating their status in the new agricultural areas.³⁴

By this time, the numerous detached buildings which had been constructed on *Victoria Quay, Fremantle* and occupied by stevedoring and other firms associated with the port, were in poor condition. The Public Works Department designed terrace buildings which were built abreast of B Shed, and the older buildings were removed.³⁵ A new shelter for wharf labourers was also built at this time, at the request of the Fremantle Lumpers' Union. The timber and iron shelter provided seating for 100 men.

1907 Wheat began to replace gold as the most important export. The Harbour workers were able to cope with the increased export of wheat, largely due to more efficient cargo-handling methods.

An Information Bureau was erected for the dissemination of information to new arrivals and visitors, reflecting the growing role of the port as an entry point to Western Australia. The dining room for the Old Men's Depot at

29 The Handbook of Western Australia issued by the Immigration and Tourist Department of Western Australia, 1912. (see also, *Western Australia: An Official handbook for the Information of Commercial Men, Migrants, and Tourists*, Government of Western Australia, Government Printer, Perth, 1925.

30 Department of Immigration, Annual Report, June 1907, p.6.

31 Ibid

32 NAA.PP95/1/0 Item 1900/114, *Immigration Statistics for Mons. Luigi Bodio, Rome* notes that the first major influx of immigrants into Western Australia at the end of the 19th was a direct result of significant gold finds in Coolgardie and Kalgoorlie.

33 P. Jacobs, *Mister Neville, A biography*, Fremantle Arts Press, 1990, p.35; A.O. Neville is better known for his position as Aboriginal Protectorate and Sir James Mitchell is renowned for liberalising land acquisition and loans.

34 Ibid, p.35.

35 Ibid., 1906.

Mount Eliza, was relocated to the west end of the Quay for use as a workshop, and a railway siding laid through it to connect with the construction jetty at Arthur Point. A buoy and chain depot was established on the western side of this shed.³⁶ H.M. Customs offices in A Shed were completed.

- 1908** A. O. Neville was elevated to Secretary for Immigration for the Colonial Secretary's Department to organise and keep records relating to the various immigration schemes designed to entice agricultural workers and domestic labour to Australia from the United Kingdom.³⁷

Quarantine Act 1908 was enacted providing for a national approach to quarantine.

- 1909** The Governor General appointed thirteen ports around Australia as Federal Quarantine Stations for the performance of quarantine on vessels, persons and goods, one of which was Woodman Point. *Victoria Quay, Fremantle*, although not a declared quarantine port, was a main entry point with passenger checked there before those requiring quarantine were sent to Woodman Point.³⁸

- 1911** Engineer-in-Chief, James Thompson, reported that the piles in the harbour were badly damaged by *Teredo navalis* (marine worms) and that the wharves would require reconstruction. This resulted in a public debate regarding the relative merits of round and square piles' resistance to the marine worm.

The C. Y. O'Connor Memorial was unveiled on 23 June. Designed and crafted by P. G. Porcelli, the bronze sculpture was located in front of the Harbour Trust Offices. Porcelli, a popular sculptor who was responsible for many sculptures and memorials throughout the State, won the competition for the design of the memorial, ahead of 16 other competitors.

A Junior Officer had joined the Immigration Bureau staff to handle the increased volume in immigrants and tourists. The cost of the upkeep of the Bureau was considered small as 'its usefulness is without question'.³⁹

- 1912/3** *Victoria Quay, Fremantle* was re-piled and re-decked with jarrah timber, a substantial boost to the local timber industry. The eastern end of the Quay was extended 60.7 metres at the same time.⁴⁰

J Shed was completed and C Shed extended. The Immigration and Information Bureau were relocated near the Market Street entrance of the Quay to make way for the C Shed extensions. I Shed was also extended and alterations to the eaves and guttering of all sheds was completed. The Waiting Room at the end of Cliff Street was part fitted out as a waiting room for ladies and children.

³⁶ *ibid.*, 1907. The former dining room from Mt Eliza has presumably been demolished.

³⁷ Department of Immigration Annual Report, 1908, p.6.

³⁸ Palassis Architects (1996) 'Conservation Plan Camp Quarantup Former Quarantine Station, Albany Western Australia', p. 14-15

³⁹ Department of Immigration Annual Report, 1908, p.6.

⁴⁰ Le Page, *op. cit.*, p. 330.

1913/4 The inner harbour was deepened to 10.97 metres and the old mail jetty (the pier built on the north side for the Orient Line steamers in 1900) was removed. The North Quay was extended 182.9 metres.⁴¹

1914 The Government appointed a Special Advisory Board to investigate and report on the bulk-handling of wheat. Although the Board reported in favour of adopting bulk handling, the Harbour Trust Commissioners did not act as they were awaiting a Government decision on the extension of the Harbour.

Development of the Harbour virtually stopped due to the outbreak of World War One. Works were limited to maintenance and some alterations to sheds and rail lines and repairs to the Quay itself because of further *teredo* worm damage. Horse troughs were provided on the approach roads to the transit sheds. Four 3 tonne cranes were erected, two on each mole, in addition to the nine existing cranes.

1916 Demolition of the South Mole wharf was completed.

1917 The Lumpers' Union (Lumpers), now allied with the eastern States, became involved in a national dispute when the Fremantle Lumpers refused to load a Singaporean vessel with Western Australia flour, fearing it would eventually feed the soldiers of the enemy German forces. The State Government reacted by recruiting non-union labour⁴² to work on the wharves and the Commonwealth Government removed union preference clauses and used wartime regulations to force the lumpers to work alongside the non-union workers.

The Lumpers resisted until they were forced back to work at the end of September, because of the hardships imposed on their families and threats that the union would be deregistered. The non-union workers then formed an alternative union, the Fremantle National Waterside Workers Union (Nationals) and were given preference over the lumpers. Animosity between the two groups festered throughout 1918 and into 1919.

The Rottnest Island Board of Control was established in 1917, marking the beginning of tourism on the Island, with the Governor's Cottage converted to accommodation facilities for holidaymakers from the mainland in 1919.⁴³ These holiday makers would have embarked on their journey to the Island from Victoria Quay.

1919 'Bloody Sunday', a significant day in the history of Western Australian labour relations, occurred on May 4. Due to the spread of 'Spanish flu', a virulent strain of influenza, throughout the world, ships entering Fremantle were quarantined in Gage Roads for seven days.

On 10 April, the S.S. *Dimboola* arrived at Fremantle. After some passengers were transhipped to the quarantine station at Woodman Point, local merchants put pressure on Commonwealth quarantine officials to allow the vessel to berth for unloading. For once united, the Lumpers' Union and Nationals refused to unload the vessel, fearing that the two-day

41 *ibid.*

42 Historically this type of labour was described as 'scab' labour.

43 www.rottnestisland.com [consulted 15 November 2006]

quarantine and fumigation was insufficient. The Nationals broke ranks and began to unload before being forced off the wharf by the Lumpers who picketed the vessel. Although the Lumpers offered to unload other vessels, the employers would not allow it until the Nationals were allowed back on the wharves. Supported by the Fremantle community, the Lumpers held out and the impasse continued. The situation deepened as the possibility that Fremantle could be omitted as a port of call for overseas steamers was raised.⁴⁴

Premier Hal Colebatch issued an ineffective ultimatum on May 1. On Sunday, 4 May, Colebatch escorted a group of armed police and volunteer strike breakers to the port on ferries from Perth, so that barricades could be erected for the protection of the Nationals who were still trying to access the *Dimboola* to unload it. Hearing of these moves, the Lumpers began to assemble at the Cliff Street entrance to the Quay and on the North Fremantle Traffic Bridge. Unionists and supporters began converging on Fremantle, led from the Fremantle Esplanade by the Lumpers' President, W. Renton. Meanwhile, the police had been issued guns with bayonets, but at this early stage, at least some of the guns did not have ammunition.⁴⁵

The crowd on the bridge pelted the Premier's ferries filled with volunteers with rocks as they passed under. Upon arrival at the Quay, foot and mounted police joined forces to form two lines, one facing Cliff Street and the other facing eastwards towards the bridges. Upon reaching Cliff Street, Renton encouraged his men to withdraw, but buoyed by the excitement at the bridge, men and women surged down the Quay towards the barricades between B and C Sheds. They were gradually forced back by the police, but violence broke out when a Lumper was hit with a policeman's baton.

Meanwhile, a crowd of about 4,000 gathered at the Cliff Street entrance. Others were gathered in the railway yards, where piles of ballast metal and truckloads of steel washers and bolts provided handy ammunition. As the Lumpers and their supporters at the barricades moved forward, the police were ordered to fix bayonets before advancing. A Lumper, Edward Brown, was immediately bayoneted in the thigh and the rumour that he was a returned serviceman quickly spread.

Infuriated by what they had witnessed and heard, the Lumpers broke through the barricade and onto the wharf before they were stopped at the end of C Shed by the armed police. The Lumpers demanded to get through to help Brown. The request was refused, and the Lumpers began to throw missiles at the police. When they ran out of missiles, the Lumpers began to retreat at which point the police began to actively force them back, and began throwing the missiles back at them.

During the melee, Renton was hit in the head by a missile and fell. According to eye-witness accounts, as he was being helped to his feet by Tom Edwards, another Lumper, Renton was hit again with a baton.

44 'Bloody Sunday Revisited' by Hutchison, David in in Longley, Paul Arthur & Bolton, Geoffrey (2012) *Voices from the West End: Stories, People and Events that Shaped Fremantle*, WA Museum, p. 219.

45 'Bloody Sunday Revisited' by Hutchison, David in in Longley, Paul Arthur & Bolton, Geoffrey (2012) *Voices from the West End: Stories, People and Events that Shaped Fremantle*, WA Museum, pp. 210 – 249.

Edwards was also struck on the head during this altercation. Both men collapsed onto the quay injured.⁴⁶

As the conflict raged, a Justice of the Peace tried to calm the crowd and live ammunition was issued to police. Sanity prevailed when Inspector Sellenger, senior Fremantle police officer and Alex McCallum, secretary of the State Labour Federation, stepped from the commotion and declared a brief truce. The Lumpers' leaders agreed to talk with the Premier, who was granted safe passage back to Perth. The police and volunteers were withdrawn, but following another mass meeting later in the day, a procession converged on the wharf and proceeded to destroy many buildings, watched by a large crowd. Many of the protesters were returned servicemen, some of whom were still in uniform, having just landed in Fremantle that day. There was concern that an ex-serviceman might be killed if the protest continued. Overall seven Lumpers were wounded, and 26 policemen.⁴⁷

Tom Edwards died in the evening of May 7. Before he died Edwards told his wife that he had been hit in the head by a policeman with a rifle butt.⁴⁸ There remains contention about the circumstances of Edward's death. On the same day, the National workers were withdrawn.⁴⁹

1920s Large numbers of British immigrants came to Western Australia to farm under the Group Settlement Scheme.⁵⁰ The first major waves of Italian, Yugoslav and Greek migrants also entered WA at this time. Most were sojourners from poor agricultural villages or coastal fishing towns in Macedonia and Italy who had come here with the explicit intention of making enough money to return to an improved lifestyle in the homeland.⁵¹ However, many eventually brought out their families to settle in WA permanently. The pioneers amongst them are credited with having initiated migration chains.⁵²

1921 The Long Jetty was demolished by R. O. Law. The few remaining stumps were retained in situ in 1984 when the breakwater for the Challenger Harbour was under construction.

46 'Bloody Sunday Revisited' by Hutchison, David in in Longley, Paul Arthur & Bolton, Geoffrey (2012) *Voices from the West End: Stories, People and Events that Shaped Fremantle*, WA Museum, p.237.

47 'Bloody Sunday Revisited' by Hutchison, David in in Longley, Paul Arthur & Bolton, Geoffrey (2012) *Voices from the West End: Stories, People and Events that Shaped Fremantle*, WA Museum, p.240.

48 There are police accounts of a man being hit on the head with a missile thrown by the protesters, but the man was described as having a moustache and Edwards was clean shaven.

49 For a fuller account, see Bobby Oliver, op. cit.

50 Borowski, A. & Shu,(1991) J, *Australia's Population Trends and Prospects*, Bureau of Immigration Research, Melbourne,. Foster W. & Baker, L. (1989)*Immigration and the Australian Economy*, Bureau of Immigration Research, Melbourne..

51 Price, C. (1963) *Southern Europeans in Australia*. Melbourne: Oxford University Press.

52 Peters, N (1999) *Trading Places; Greek, Italian, Dutch and Vietnamese Enterprise in Western Australia*, Ph.D, UWA,; Yiannakis J.(1996) *Megisti in the Antipodes*, Perth, Hersperian Press; Czedladka, E. 'Yugoslavs in the Swan valley and their Involvement in Viticulture', *Studies in Western Australian History* XII, April 1991. Bosworth, Richard & Ugolini, Romano (eds.) (1992) *War, Internment and Mass Migration: The Italo-Australian Experience 1940-1990*, Gruppo Editoriale Internazionale, Rome; the Italians established market gardens, farms or orchards; the Yugoslavs became vintners in the Swan valley, and the Greeks, who were at that time mainly from Castellorizo, turned to shop keeping in the city and around the countryside.

A new ferry landing was built at the western end of *Victoria Quay, Fremantle*.

- 1922** A new slipway was built at Arthur Head, primarily for the construction of new hulls for the dredges *Fremantle* and *Parmelia* and also for the overhaul of coastal vessels and dredges.

Between 1922 and 1967, 150,000 children, mostly 8 to 9 years old, were shipped from Great Britain to Canada, Zimbabwe (then Rhodesia), New Zealand and Australia under a 'misguided', racially motivated program. It is understood between 5,000 and 10,000 children were sent to Western Australia, most of whom were sent to charitable and religious institutions. Many child migrants were mistreated and abused in the institutions to which they were sent, and the program caused ongoing suffering to them and their families.⁵³ These children would have made landfall in Western Australia at Victoria Quay.

- 1923** Work on reconstructing the substructure of the Quay using reinforced concrete commenced, due to extensive *teredo* worm damage. A concrete casting yard was established behind the western end of the Quay. This represents the first significant use of reinforced concrete in a marine structure in Western Australia.⁵⁴

- 1923** Royal Navy vessels visited *Victoria Quay, Fremantle* in February.

New level luffing gantry cranes, designed by Babcock and Wilcox and built by the State Implement Works, were ordered.

- 1924** By June, reconstruction of the Quay, which had commenced at the eastern end of D Shed, was well advanced. Some of the first concrete piles were found to be defective and had to be replaced. It was also proposed that the height of the Quay above the water be raised, west from C Shed.

Fruit shippers called for a ventilated shed to allow fruit to cool after long country rail runs into the port. One shed was modified with wire netting shutters on all door openings. This became the standard design in the construction of new wharf sheds.

- 1925** The Commonwealth Government commissioned Sir George Buchanan to report of the operation of Australian ports.

- 1926** The Immigration and Information Bureau was repositioned as part of the overall scheme to create an appropriate setting for the C. Y. O'Connor memorial statue. PWD plan 24981 shows the statue looking out to the harbour and located so that both the statue and building are on the centreline of the space between 'C' & 'D' Sheds.⁵⁵

A and B Sheds were demolished and rebuilt.

⁵³ 'Forgotten Australians' and 'Lost Innocents': child migrants and children in institutional care in Australia', Parliament of Australia, Accessed 21 May 2021
https://www.aph.gov.au/About_Parliament/Parliamentary_Departments/Parliamentary_Library/pubs/BN/~/link.aspx?id=B090C3C1764F447AB704732C8A7E4A37&z=z#_Toc237850328 .

⁵⁴ Le Page, op. cit., p. 400.

⁵⁵ PWD Plan 24988, SRO ACC 3465 WAS 87 Item 102/27.

Due to flooding and the collapse of the Fremantle traffic bridge causing silting, the inner harbour was re-dredged.

- 1927** F. W. Stileman, Engineer-in-Chief, was asked to report on the development of Fremantle Harbour and the State Government voted in favour of his plan on 2 October.

The Fremantle Business Men's Association met on 7 December and questioned why no provision had been made for bulk handling and electrification of the Metropolitan Railway in plans for the Harbour.

- 1928** A Royal Commission was established in July to consider the bulk handling of wheat, following a public meeting called by the Fremantle Municipal Council which passed a resolution calling for a Commission.

The Harbour Trust recommended that all sheds be lengthened to an average of about 137.2 metres. This was achieved by altering the grouping of the sheds during the reconstruction of the Quay. A and B Sheds were dismantled and portions annexed to existing sheds.

New Waiting Rooms and a Refreshment/Tobacconists Store were erected adjacent to the Immigration Building and designed to 'conform'.⁵⁶ The Immigration Building was also altered by the addition of toilets to both ends of the building to accommodate the increase in passenger traffic (PWD 25634).⁵⁷

- 1929** D Shed was widened by the addition of a back bay. Together with E and F Sheds, D Shed was grouped into two large sheds, due to the increased length of vessels berthing at the Quay.⁵⁸ By the end of this year, reconstruction of the Quay had been completed to a length of 812.9 metres. As the eastern end of the Quay was still relatively sound, reconstruction work transferred to the North Quay. Pilot signal moved from Round House to Cantonment Hill.

In February, Sir Alexander Gibb and Partners was appointed to report on the Stileman plan, which they did in July.

Three major proposals for development of the Harbour were put forward between 1927 and 1929, as the trade and tonnage handled through *Victoria Quay, Fremantle* had reached capacity by this time. The ensuing debate was prolonged and vigorous.⁵⁹ However, no proposal was accepted as when the new government, under Sir James Mitchell, came to power on 30 April 1930 they claimed there were no funds for public works. Even reconstruction and reorganisation of wharf facilities had to be stopped in 1930 due to cutbacks caused by the Great Depression.

- 1930** Although the total length of the quays was over 3,000 metres, there were only 15 cranes operating at the port, suggesting that the harbour was

⁵⁶ ACC.3465.AN/WAS. 86.Item102/27.

⁵⁷ F.H.T Commissioner's Minutes, 1927, SRO.ACC.3466.WAS86. Item102/27.

⁵⁸ Fremantle Harbour Trust Commissioners, op. cit., 1929.

⁵⁹ For a detailed discussion of three major proposals see Tull, op. cit. Proposals were prepared by Engineer-in-Chief of the Public Works Department, F.W.H. Stileman (1927); Sir George Buchanan, eminent British consulting engineer (1927); and P. Rustat, of Sir Alexander Gill and Partners of London (1929).

inadequately mechanised and relied heavily on the manual labour of lumpers. It has been suggested that the workers were opposed to mechanisation, seeking to protect their jobs.⁶⁰ Although no port development was undertaken during these years, cargo handling was improved through minor improvements to existing facilities and efficiency.⁶¹

1931 Following a proposal from Westralian Farmers Ltd., bulk handling was adopted, largely due to the prohibitive cost of bagging and transporting wheat following the bumper crop of 1930. Westralian Farmers provided bulk wheat bins at five country sidings and the Fremantle Harbour Trust provided temporary bulk handling equipment on North Quay.

1933 Westralian Farmers and the Trustees of the Wheat Pool of Western Australia, which had been established the previous year to operate the bulk handling system, formed the Co-operative Bulk Handling company. Co-operative Bulk Handling obtained leases for an additional 48 sidings, but the new Labor Government stopped further expansion, fearful that bulk handling would lead to a loss of jobs at the port.

1935 A Royal Commission appointed to investigate bulk handling of wheat reported in July that the output per man-hour would be trebled. The construction of concrete silos was also recommended, but this was delayed until after World War Two. One positive spin off from the introduction of bulk handling was that it freed up four berths, making the need for any major expenditure on works unnecessary for the immediate future.⁶²

A new shed for waterside workers was erected, involving the demolition and rearrangement of existing buildings. A considerable amount of material was reused.

1937 Gun time signal discontinued on 8 January, as time signals were now given by wireless.

1939 Outbreak of World War Two in August.

The Harbour was partly given over to naval requirements during World War Two, with British, Dutch and American submarines operating from the port and visits by war, troop and hospital ships placed extra pressure on the port. Works undertaken during the War were largely for defence purposes. Control of security on the wharves came under the control of the Commonwealth Government.

1940 The first Australian and New Zealand troop convoy arrived in Fremantle on 18 January, staying for two days. The ships included the *Queen Elizabeth*, *Strathaid*, *Strathnaver*, *Orford*, *Orion*, *Orcades*, *Otranto*, *Empress of Canada* and *Empress of Japan*. Another convoy, which arrived in May, comprised of many of the great passenger liners, including the *Queen Mary*, *Empress of Britain*, *Mauritania*, *Andes*, *Empress of Canada*, and *Empress of Japan*. The *Queen Mary*, which pulled too much draft to enter the Inner Harbour, called at Fremantle many 19 times between 10 May 1940 and 26

⁶⁰ Wagner, op. cit., p. 34. See also Stuart McIntyre, op. cit and Griffiths, op. cit.

⁶¹ Tull, op, cit., p. 131.

⁶² *ibid.*, p. 134.

March 1943. The larger Queen Elizabeth called 11 times between 10 May 1940 and 10 December 1941. At this time, the *Empress of Britain* was the largest merchant ship to berth in the Inner Harbour. Many of these passenger liners had visited the port during peace times.

A boom defence system, a wire rope fence with a central gate, was erected across the entrance of the Harbour and began operation in December. The gate was opened by a winch on the North Mole. Two buildings were erected at the west end of *Victoria Quay, Fremantle* for the naval unit operating and maintaining the boom defence.

From June 1940 to June 1946, the Army occupied the Immigration Building to house the Guard for the Inspection of Wharf passes.⁶³

1941 A troop convoy, including the world's five largest ships, arrived at Fremantle. The Japanese attacked Pearl Harbour in December.

1942 The Federal Government established the Stevedoring Industry Commission amid growing concerns about the industrial situation on waterfronts around Australia. The Commission was appointed for 12 months under the provisions of the *National Security Act*. Problems had existed on Australia's waterfronts since at least 1917 when workers spearheaded a general strike.⁶⁴ The Commission's primary aim was to achieve an immediate improvement in the turn-round of all ships in Australian ports by stabilising the industry, assessing labour needs, identifying available labour and deploying that labour to assist the war effort. The Commission also aimed to ensure that waterside workers were adequately protected against injury, and wharves against damage, particularly in relation to potential enemy attacks.⁶⁵ By September, the Commission had announced the reorganisation of waterside employment and was aiming to improve working conditions on the waterfront by providing canteens⁶⁶ and waterproof clothing.⁶⁷ It had already submitted a comprehensive scheme to the Government for the provision of canteens and shelter sheds in Sydney.⁶⁸

H Shed was built at the easternmost end of the Quay for the Defence Department in January. The first convoy of American troops arrived in February. Gun posts were established in and around the harbour by an American anti-aircraft regiment in March; they were relieved by Australian Army units three months later.

The U.S. Navy established a depot at Fremantle to work their vessels, almost having exclusive use of the new slipway. The Harbour was also

63 SRO. ACC.924 AN.75 Item 18/1965.

64 'Stevedoring Industry Commission (1942-1947)', *National Archives of Australia* [online], accessed on 29 November 2012 from <http://www.naa.gov.au>

65 'Stevedoring Industry Commission (1942-1947)', (2002) *Australian Trade Union Archives* [online], accessed on 29 November 2012 from <http://www.atua.org.au/>

66 'Sydney Waterside', *The West Australian*, Friday 25 September 1942, p.4.

67 'Waterfront Work: Industrial Commission Reappointment Urged', *Kalgoorlie Miner*, Wednesday 11 November 1942, p. 1.

68 'Sydney Waterside', *The West Australian*, Friday 25 September 1942, p.4.

used extensively for repairs to merchant vessels which had been damaged by enemy action or required maintenance.

On 3 March 1942, after Fremantle was selected as a suitable port, the first submarine arrived to establish the US Navy's Submarine Base. The twenty-five submarines that left Java for Fremantle had all arrived by the end of March.⁶⁹ Two large wheat loading sheds at Victoria Quay were leased as submarine workshops and the Fremantle Asylum (RHP - *Museum and Arts Centre, Fremantle*) was occupied as barracks.⁷⁰ The US Navy presence grew rapidly and in early 1943, the fleet was augmented with a large floating dry-dock and a Submarine Repair Unit.⁷¹ US servicemen mixed with the local population, and local women were employed to do their laundry, a small but profitable cottage industry in the Fremantle area and nearby suburbs.⁷² It is also estimated that 15,000 Australian women left to live in America having married American servicemen stationed in Australia during the Pacific campaign in WWII.⁷³

In March, following the fall of Singapore, accommodation in the harbour was under pressure from vessels brimming with refugees. At one time, as many as 30 ships were waiting in the Gage Roads for an available berth.

The Signal Station on Cantonment Hill was used by the Australian Navy from May 1940 until June 1944, when a naval signal station was completed on top of one of the silos on North Quay.

A new 2,000 tonne slipway at Arthur Head, which was commenced in October 1940, was completed in September. As many of the younger lumpers had joined the armed forces, the majority of the waterside work fell to all the older men. The U. S. Navy provided extra manpower and the Commonwealth Government provided extra funds for the completion of the slipway.

1943 Between the arrival of the first Liberty ship, on 3 January and 30 June 1943, over 200 such wartime vessels had been berthed at Fremantle. In September, several Royal Navy submarines arrived to establish a British submarine base; the Royal Netherlands Navy also had a powerful submarine force operating from the Harbour.

In March and May, Sydney waterside workers took industrial action against the new working arrangements put in place by the Stevedoring Industry Commission.⁷⁴ At the same time waterside workers in Brisbane held up

69 Bartholomew, Bart, 'The Fremantle Submarine Base', www.subvetpaul.com/TheFremantle.htm; Dunn, Peter, 'Fremantle Submarine Base, US Navy Fremantle, WA during WW2' <http://home.st.net.au/~pdunn/usnavy/fremantlesubmarinebase.htm>.

70 Campbell, R. McK., *Fremantle Museum and Arts Centre Conservation Plan*, DRAFT, 30 June 1999 p. 14.

71 Bartholomew, Bart, op cit; Dunn, Peter, op cit.

72 Information provided by historian Margaret McPherson, cited in the updated Assessment for Fremantle Art Centre.

73 War Brides, State Library of Western Australia, https://slwa.wa.gov.au/exhibitions/s/migration/page/war_brides Accessed 13 May 2021.

74 'Waterside Hold-Up; New Gang Plan Rejected', *The Sydney Morning Herald*, Tuesday 30 March 1943, pp. 5-6, 'Sydney Watersiders Hold Out for 8-Men Gangs; Trouble in Brisbane', *Morning Bulletin*, Rockhampton, Queensland, Thursday 6 May 1943, p. 3

work in protest at the slow delivery of workers' canteens.⁷⁵ Although the construction of canteens was due to begin in Sydney that year, other amenities recommended by the Commission were awaiting the decision of the Government.⁷⁶ At about this time, the War Cabinet was presented with a report by the Minister for Supply and Shipping (Jack Beasley) which included a survey of waterside workers' facilities in NSW, Victoria, Queensland and South Australia. A similar report was being compiled for Western Australia and Tasmania. On 14 May, the Prime Minister, John Curtin, (Member for Fremantle) announced that £125,000 had been approved by the War Cabinet for the capital cost of waterside canteens and shelter sheds in line with the recommendation of the Stevedoring Industry Commission, although negotiations would continue with Port authorities for them to also fund the cost of this infrastructure.⁷⁷

1944 Within two years the Stevedoring Commission had fixed labour quotas at ports, identified available labour, established reserve pools of labour, enforced attendance, introduced rosters, devised procedures for dealing with urgent cases, considered welfare problems, and initiated limited facilities and meal services in some ports.⁷⁸ But the construction of facilities at Fremantle had been delayed due to war time naval activities at *Victoria Quay, Fremantle* and difficulties in obtaining a site for the building.⁷⁹

In March, the Premier of Western Australia, J.C. Willcock wrote to the Prime Minister, John Curtin, advising that plans for the construction of a canteen building at Fremantle were now being drafted and reminded the Prime Minister that the Commonwealth Welfare Officer (Mr J. K. Morley) had intimated financial responsibility for the project in his report to the Chairman of the Stevedoring Industry of Fremantle on 20th August 1943:

The Waterfront amenities approved by War Cabinet included a provisional estimate of £15,000 for Fremantle, and it is not expected that the requirements of Fremantle and the outports will exceed that amount.⁸⁰

By October, the Waterside Workers' Amenities Building at *Victoria Quay, Fremantle* was under construction.⁸¹

In December waterside workers at *Victoria Quay, Fremantle* refused to work under the new conditions set in place by the Stevedoring Industry Commission, and ships were instead unloaded by Allied and American

75 'Sydney Watersiders Hold Out for 8-Men Gangs; Trouble in Brisbane', *Morning Bulletin*, Rockhampton, Queensland, Thursday 6 May 1943, p. 3.

76 'Waterside Hold-Up; New Gang Plan Rejected', *The Sydney Morning Herald*, Tuesday 30 March 1943, pp. 5-6.

77 'Wharf Canteens: War Cabinet Allocates £125,000', *The West Australian*, Saturday 15 May 1943, p.4.

78 "Stevedoring Industry Commission (1942-1947)", National Archives of Australia [online], accessed on 29 November 2012 from <http://www.naa.gov.au/>

79 'Fremantle Harbour; Modern Cafeteria for Workers', *West Australian* Friday 23 February 1945, p. 6; SRO.ACC.3471. AN/WAS. Item 91.

80 'Fremantle Harbour; Modern Cafeteria for Workers', *West Australian* Friday 23 February 1945, p. 6.

81 'Correspondence: Harbour Control', *The West Australian*, Saturday 7 October 1944, p4.

Servicemen. The Servicemen were provided lunch from their own canteens.⁸²

- 1945** The Waterside Workers' Amenity Building (fmr) was completed in February.⁸³ Two sidings near the Immigration Bureau were shortened at a cost of £23.8.8 to make the building possible.⁸⁴ The provision of food at all the canteens around the country was supervised by the Food Services Section of the Department of Labour and National Service and trained dieticians provided standard recipes. Meals were designed to provide a '...wide variation of food...having in mind the necessity of a balanced diet, so as to give the greatest amount of nutrition.'⁸⁵ A special function to observe the operating of the Canteen was held on Tuesday, 27 February 1945 and was attended by: members of the Fremantle Harbour Trust, Fremantle City Council; Trades Hall; Fremantle Tally Clerks Union; Overseas Shipping Representatives Association; Australian Steamship Owners Federation; and the Association of Employers of Waterside labour.⁸⁶ The Port Commissioners also authorised the construction of five rest and smoking rooms on *Victoria Quay, Fremantle* under the main roof of the cargo sheds. Each was able to accommodate 200 men.⁸⁷

A large section of the Royal Navy, including a battleship, three aircraft carriers, two cruisers and 11 destroyers arrived in February.

At the end of the War, the Fremantle Harbour Trust took up the challenge to upgrade the efficiency of the port with more mechanisation; however, no new work was undertaken on *Victoria Quay, Fremantle* until the early 1950s.

- 1947** The *Stevedoring Industry Act 1947* was passed to create a permanent Stevedoring Industry Commission to replace the temporary measures introduced during World War II.

Following WWII massive increases were seen in migration, and from 1947 to 1949 boats coming via Fremantle moored in Gage Roads until a pilot boat carrying government officials – including doctors, customs, immigration, bank and quarantine officers – boarded the boats to undertake inspections and examinations of passengers. The boats then berthed at *Victoria Quay, Fremantle* with any passengers identified as infectious transported to Woodman Point.⁸⁸

- 1949** A report on the development of Fremantle Harbour, prepared by consulting engineer, F. W. E. Tydeman, was released. Tydeman's brief was to consider only the layout of the Harbour and its structures, not its operation. Tydeman showed that it was impossible to consider one without the other

82 'Servicemen on Wharves: WA Strike Move', *The Sydney Morning Herald*, Wednesday 27 December 1944, p.4.

83 SRO. ACC.3471. Item. 91; Ibid, extract from the FPA Commissioners Minutes 7 July 1944

84 ACC.3465.AN/WAS 86.Item 102/27.

85 'Trial 'Run' at Port Cafeteria', *The Daily Mail*, Tuesday 27 February 1945, p.7.

86 'Port Amenities: Cafeteria for Workers', *West Australian* Friday 28 February 1945, p. 6.

87 'The Forty-sixth Report of the Fremantle Harbour Trust Commissioners", Perth, Government Printer, 1945.

88 Nonja Peters *Milk and Honey – but no Gold: Postwar Migration to Western Australia 1945-1964*. UWA Press, 2001, pp. 102-103 cited in Heritage Council of WA Assessment P499 *Quarantine Station (fmr), Woodman Point*, p. 10.

and recommended works in five stages.⁸⁹ The Tydeman report was only partly implemented, as once again, debate ensued as to the best approach to upgrading the Harbour.⁹⁰

New buildings for the wharf fire station were erected opposite F Shed.

1950 Tydeman was appointed General Manager of the Fremantle Harbour Trust, a position he held until 1963. At this time, the waterside workers numbered about 28,000.

Tydeman immediately implemented a program of mechanisation, and work also began on developing the North Quay for handling general cargo. As harbour work was heavily labour intensive, Tydeman experienced difficulties with the unions when he began to introduce mechanisation and containerisation. Many dock workers were concerned about the effect of these developments on their jobs. Nevertheless, the unions slowly adapted to the new working conditions as the Harbour was under increasing pressure to meet demands. There were still backlogs created by the disruption of shipping services during the war, as well as a shortage of ships and dilapidated road and rail services. At times, up to 25 ships would be waiting in Gage Roads, 'the Rottnest queue', for an available berth. *Victoria Quay, Fremantle* had only four or five useable berths, and North Quay was used only for handling bagged wheat.

1951/3 Tydeman's mechanisation program implemented with the purchase of forklift trucks, motor cranes and tow motors. Modern mechanical workshops were built and the accommodation for other maintenance sections improved. The North Quay transit sheds were completed.

The Government appointed the Dumas-Brisbane Committee to review the overall planning for harbours, railways and roads in the State, following proposals for an oil refinery and steel rolling mill at Kwinana.

1953 Dumas-Brisbane Committee reported.

1954 Construction of a new port road, abutting the coastline in North Fremantle, was commenced. The old breakwind wall was demolished. The Fremantle Harbour Trust obtained the title to further parcels of land in North Fremantle.

1955 From 1955, until c. 1972, Western Australia experienced a period of economic prosperity, brought about by agricultural and mineral booms. The mineral boom of 1959-72 triggered port development, which 'rivalled the great leap which occurred in the 1890s'.⁹¹ Development was largely concentrated on the Outer Harbour, work in Cockburn Sound to serve Kwinana, existing southern ports and new northern ports.

Works in the Inner Harbour were concentrated on the North Mole and included further mechanisation, improved methods of bulk handling grain,

⁸⁹ Tydeman, F. W. E. (1948) *Report on the Port of Fremantle*, City of Fremantle.

⁹⁰ If Tydeman's proposal had gone ahead, Fremantle would have been changed dramatically with the loss of Arthur Head, the Round House and the Esplanade. The West End would have become a peninsula, surrounded by docks, roads, railway lines and yards.

⁹¹ Le Page, op. cit., p. 531.

containerisation and the modification of berths for 'roll on, roll off' ships. Seven of nine new quay cranes were installed.

The Number 1 (electric) sub-station designed by architects, Hobbs, Winning and Leighton was completed in 1956 at a cost of £.150.0.0.⁹² The electrical sub-station was required as part of the new electrical distribution scheme covering the whole Port area.⁹³

- 1957** The first stage of the new Passenger Terminal commenced. The most dramatic effect on *Victoria Quay, Fremantle* from the mid late 1950s until the early 1970s was the volume of post-war migrants arriving in Fremantle.⁹⁴ From 1966 to 1971, the majority of interstate migrants and possibly nearly all of the international immigrants arriving in the State would have arrived at Fremantle Harbour.
- 1959** New railway yards at Leighton, part of the Tydeman Plan, commenced. The yards included a new link line with the port and marshalling lines. The entrance channel to the Harbour was deepened and widened and the construction of two new slipways (610 tonne and 101 tonne), on the southern side of the Harbour, was started.
- 1960s** Port of Fremantle becomes one of the first places to pay Aboriginal people an equal wage and treat them as equals.⁹⁵
- 1960** The new Passenger Terminal was opened by Premier, Sir David Brand in December. The *Oriana* was the first liner to berth at the new terminal. Liners carrying tourists, sailing both to and from Fremantle, also made up a considerable portion of the Harbour traffic at this time.
- 1961** The first stage of additional bulk grain storage commenced on North Quay. Work on a new railway bridge was also started. The old Fremantle Harbour Trust Offices were demolished in December, to make way for the new administration building.
- 1964** The new, 11 storey Administrative Block was opened on 5 March and the Signal Station from Cantonment Hill was relocated to the top of the building. On 27 November, the Fremantle Harbour Trust was renamed the Fremantle Port Authority (FPA).
- 1965** Tydeman retired, after 15 years as General Manager. During his time, Fremantle Harbour had been expanded considerably to become one of the most highly mechanised ports in the world.⁹⁶ The modernisation of the port had led to a rapid rise in the reduction of waterside workers, leading to changes in the commerce and community of Fremantle.

92 SRO ACC 3467. AN. Item 932.

93 Ibid

94 See Gosh, R. N 'Economic development and population growth in Western Australia since 1945', in Stannage, C T (ed) (1981) *A New History of Western Australia*, UWA Press, Nedlands.

95 Information provided to Fremantle Ports following consultation with Aboriginal Elders and their families in 2000, 2004, 2007, 2008 and 2012, personal communication Dean Davidson, A/Manager Planning and Place Making, Fremantle Ports 19 March 2021.

96 Fremantle Harbour Trust, 'Port of Fremantle: First in Australia', October 1963, p. 2.

1971/2 The railway yarding backing *Victoria Quay, Fremantle* became redundant in 1971/2 when marshalling yards were opened at South Fremantle. Lines and equipment were cleared from the Quay and the land vested in the FPA. Stage 1 of the new entrance at Cliff Street commenced in 1972, partly using the former railway land. The road was redesigned, the No. 1 gate demolished and the land in forecourt of the Administration Building landscaped.

By the end of 1972, *Victoria Quay, Fremantle* had virtually reached its present stage of development and even though there was a decline in passenger traffic from the early 1970s, the Inner Harbour was working at full capacity.

1974/5 C.Y. O'Connor statue was relocated to the forecourt in front of the Administration Building.

The Outer Harbour was further developed. Some Inner Harbour berths were modified, and other areas were converted to handle cargo containers.

The use of the Waterside Workers' Amenity Building (fmr) declined dramatically in about 1974 when the North Quay development was completed. This coincides with the introduction of containerisation. There was also a rapid decline of the number of waterside workers as the result of mechanisation and use of container freight. This inevitably had a marked effect on the economy and demography of the City contributing to the irreversible redundancy of some activities.

1984 No significant work was undertaken in the 10 years leading up to the preparation for the America's Cup. Works for the Cup included the construction of Challenger Harbour.

1987/9 The Inner Harbour was dredged to 13 metres and a small boat harbour and new industrial area constructed on the north side.

1988 After operating at a loss for some time, the Government decommissioned all three slipways, and Swandocks began operating the complex as a private ship maintenance enterprise.⁹⁷

1990 The Waterside Workers' Amenity Building (fmr) was renamed the C Y O'Connor Building at about this time, but the history of this decision is unclear.

1996 Relocation of E shed.

1998 Swandocks lease of the slipways ended and the slipways closed.

The Fremantle Waterfront Proposal released, which aimed to 'restore and revitalise' *Victoria Quay, Fremantle*.⁹⁸ The plan featured a new Maritime Museum, a waterfront park, a new ferry terminal and a number of commercial developments.

⁹⁷ Sherriff, Jacqui (2001) 'Fremantle South Slipway: A vital World War II defence facility', in *Fremantle Studies*, 2: pp. 106-119, accessed on 16 March 2021 from <https://fremantlestuff.info/fns/fs/2/Sherriff.html>

⁹⁸ Government Property Office, 'Fremantle Waterfront: Draft Masterplan for the Redevelopment of the Western End of Victoria Quay', Perth, 1998.

2002 The new WA Maritime Museum, designed by Cox Howlett Bailey Woodland Architects and constructed by Multiplex, opened. The building is partially located on Forrest Landing, a remnant portion of the original headland in this location and the terrestrial end of the rock bar that was removed when the Inner Harbour was created.⁹⁹ Forrest Landing was incorporated into the foundations.¹⁰⁰ At the time of its construction, the Museum was one of the tallest timber structures in the southern hemisphere.¹⁰¹ The curved aluminium sandwich panels, that cover the glulam portal curves on the north and a proprietary zinc cladding system to the south, were the largest and most complex application of this cladding in Australia.¹⁰² The museum won several awards.¹⁰³ It displays a significant collection of maritime artifacts, including the 1983 America's Cup winner *Australia II* and Jon Sanders record breaking *Parry Endeavour* which circumvented the globe three times. The place has become a major tourist attraction.

No 1 Slipway is now used by the Maritime Museum to display the *HMAS Ovens*, an *Oberon* class submarine.

13.2 PHYSICAL EVIDENCE

Key to elements: **B** - Building **S** - Structure **A** - Archaeological Area

B1. WATERSIDE WORKERS' AMENITIES BUILDING (FMR) (C Y O'CONNOR BUILDING) (1945)

Constructed in 1945 adjacent to the Immigration Office, on the site of the demolished refreshment shop and Railway Wharf Office (c. 1925).

A brick and tile building, which represents a change in building materials on the wharf. The timber joinery is largely intact, although some windows have been enlarged.

B2. IMMIGRATION OFFICE (1906)

Built in 1906 to replace the original immigration office, which was demolished to make way for C Shed. When its role as an immigration office became redundant, the place was used as a police station.

A timber frame construction, with external walls clad in weatherboard, and some fibre-cement sheeting between the gutter line and verandah roof. The tile roof probably replaces an earlier corrugated iron roof. The brick and concrete verandah/colonnade was probably added in the 1920s. This is an official building on a domestic scale.

-
- 99 Souter, Coriloli, 'Archaeological Watching Brief for New Maritime Museum Site Forrest Landing, Victoria Quay, Fremantle', Department of Maritime Archaeology, W.A. Museum, Fremantle, Report No.150, 2000 http://museum.wa.gov.au/maritime-archaeology-db/sites/default/files/no_150_new_maritime_museum.pdf
- 100 "Fremantle Maritime Museum, WA", *Projects*, Multiplex, accessed on 8 March 2021, from <https://www.multiplex.global/projects/fremantle-maritime-museum-wa-australia/>
- 101 'Western Australia Maritime Museum, Australia', *Projects*, aurecon accessed on 8 March 2021 from <https://www.aurecongroup.com/projects/property/western-australia-maritime-museum>
- 102 "Fremantle Maritime Museum, WA", *Projects*, Multiplex, accessed on 8 March 2021, from <https://www.multiplex.global/projects/fremantle-maritime-museum-wa-australia/>
- 103 "WA Maritime Museum Wins Architecture Award", *Financial Review*, June 7, 2003, accessed on 8 March 2021, from <https://www.afr.com/property/wa-maritime-museum-wins-architecture-award-20030607-jutcy>.

B3. PUBLIC TOILET (post 1928)

Date of construction unknown, but it is likely to have been built after 1928. The place is associated with the Immigration Office.

A timber frame construction, with a custom orb roof. The lower walls are clad in weatherboard and the upper walls in fibre-cement sheeting. This well-proportioned and carefully detailed building mimics the style and character of the large goods shed, and contributes significantly to the aesthetic and landscape character of the place.

B4. WAITING ROOM (1920-28)

Constructed between 1920 and 1928, this is a utilitarian building, similar to the majority of the wharf and railway buildings on *Victoria Quay, Fremantle*. The place provided support accommodation to the immigration activities and contributes to the landscape character of the Quay.

A timber frame construction with a mono-pitch, and corrugated iron roof. The northern elevation is a brick parapet wall and the remainder of the external walls are clad in weatherboards. A canopy is suspended from the parapet wall with asbestos sheet cladding to the soffit and fascia. The western end of the building is probably an extension, designed to match the original detailing.

B5. FPA ADMINISTRATION BUILDING (1963)

Built in 1963, the FPA Administration Building was designed to house the Port Authority's staff in one building, rather than the eight separate locations scattered around the wharf area. Designed by Hobbs, Winning and Leighton and built by A. T. Brine and Sons Ltd, the size of the building far exceeded the needs of the FPA staff and it was seen as a partial commercial venture. The construction of the building required the demolition of several buildings to the east end of Slip Street, including the former Harbour Trust Office and the State Shipping Office building.

The steel framed office and service tower building is carried on 220 'Franki' piles driven to an average depth of 30 feet below ground level. The loading capacity of each pile varies between 60 and 71 tons. The orientation of the building was given special consideration for controlled natural lighting. All windows are in anodised aluminium frames, glazed with anti-glare glass. Of interest is the fact that all windows are completely reversible, allowing all window cleaning to be carried out from within the building. All windows on the ground floor and north side are protected with fixed vertical and horizontal sun baffles which protect the windows from direct sunlight.

The roof over the ground floor is thought to be unique in Australia. It is a folded roof pattern of pre-stressed concrete units in two separate spans. Tiling has been used for both the exterior wall finish and interior wall decoration; ceilings throughout are generally acoustic tiles. The concourse floor is parquet in local jarrah and wandoo. The forecourt, which follows the alignment of the former North Jetty, incorporates a set down driveway, paving, lawns and other plantings.

The character of the building boldly counters the scale and style of the older wharf buildings.

B6. MECHANICAL WORKSHOPS (1951)

Plans for the concrete foundations and drainage layout were drawn in November 1951 and construction commenced the following year. The amount of mechanical equipment required for the quick turnover of shipping necessitated the construction of this building. The site was formerly occupied by the Elder Smith Steel Works (established c. 1918).

The buildings consist of four simple bays, each with a gable roof. The external walls are clad in corrugated iron sheeting, the roof is corrugated asbestos-cement sheeting, and the floor concrete. The window and door frames are predominantly mild steel. The building fabric is largely intact.

The industrial form and materials of this building is consistent with other wharf buildings. It makes a positive contribution to the Slip Street streetscape, a narrow street, rich in wharf related activities.

In 2021 conservation works were completed to the workshops with TAFE leasing these buildings from Fremantle Port Authority.

B7. GENERAL/MAIN STORE (1956)

Constructed in 1956, this building now occupies land previously occupied by the Elder Smith Steel Works. The eastern and western bays pre-date the main building.

The building consists of 10 narrow, timber bays. The external walls are clad in horizontal corrugated iron; the three western most bays have been clad in custom orb at some stage. The saw-tooth timber roof structure is covered in corrugated asbestos sheeting; the older western and eastern bays have been re-roofed in custom orb. The original timber joinery is largely intact.

The materials and character of the building are consistent with the other buildings along Slip Street.

B8. BOOM DEFENCE BUILDING 1 (1941-42)

Together with B10 Boom Defence Building 2, this building was built during 1941/2 to provide support accommodation for the operation of the State defence systems across the entrance of the Inner Harbour. Torpedo nets were made and repaired in the building. The building was later used for general port activities, and was the Wet Weather Clothing Store in 1964.

The simple building is constructed in brick, with a single span arched roof clad in corrugated asbestos cement sheeting. It is well proportioned, has a good standard of detailing and is largely intact.

While being different in style, materials and scale to the majority of the utilitarian, wharf builds in Slip Street, Boom Defence Building 1 contributes to the character of Slip Street.

B9. NAVY COMMANDER RESIDENCE (1941-42)

Constructed between August 1941 and April 1942 as a residence for the Australian Navy Commander in charge of the boom defence yard. The

residence was located on the first floor, with offices on the ground floor. In 1965, the Fremantle Credit Union established an office in the building.

The well-proportioned, two-storey building is of a simple timber framed construction, with the access stairs to the first floor located on the outside. The roof is corrugated asbestos cement sheeting, as are the external walls. Both floors are timber. The fabric is largely intact.

While the building has an appropriate scale for its intended residential use, it retains the industrial aesthetics of *Victoria Quay, Fremantle* through the use of similar materials and style. Together with the two brick boom defence buildings (B8 & B10) and the workshop/store (B11), the place illustrates the wartime Navy operations and State defence network that operated from *Victoria Quay, Fremantle* during World War Two.

B10. BOOM DEFENCE BUILDING 2 (1943)

The second of two boom defence buildings constructed during World War Two. It was built during 1943 for the making and repair of torpedo nets.

The building was later used by the FPA staff as office accommodation, prior to the FPA Administration Building being completed in 1963. It later served as a waterside workers' assembly area and was an indoor hockey stadium between 1982 and 1985.

The building was refurbished to become a media centre during the America's Cup Challenge (1986/7). The Building Management Authority prepared the designs and the work was carried out by the FPA workforce. In 1989, the place was converted to an annexe for the Maritime Studies Department of TAFE to provide a second campus for the Maritime College in Fremantle.

The simple building is constructed in brick, with a single span arched roof clad in corrugated asbestos cement sheeting. It is well proportioned, has a good standard of detailing and is largely intact, despite the internal refurbishment.

While being different in style, materials and scale to the majority of the utilitarian, wharf builds in Slip Street, Boom Defence Building 2 contributes to the character of Slip Street.

B11. WORKSHOP STORE (1941-50)

Built between 1941 and 1950 on land reserved for use by the Navy during World War Two. It is probable that it was built and used by the Navy as part of their defence operations. The building has since been used for general wharf related activities.

A basic timber framed construction, with metal sheet cladding on the external walls and a corrugated asbestos cement sheeting roof. Although the place has no refined detailing, it is largely intact.

The place contributes to the character of Slip Street.

B12. WORKS OFFICE (c. 1964)

Constructed c. 1964, the place displays elements of an earlier period, suggesting that joinery was reused from another building. The limbers shelters were demolished about this time.

A simple, two-storey timber framed building, with external cladding of corrugated iron sheeting. The joinery of varying ages is in good condition.

The place makes a sympathetic contribution to the streetscape of Slip Street and its form, materials and detailing are consistent with other wharf buildings in the vicinity.

B13. PLUMBERS' WORKSHOP (c.1954)

Built c. 1954, it is possible that this building incorporates fabric from the earlier plumbers' workshop, which was built opposite A Shed c. 1920. In 1990, the building was still used for its original function.

A simple, single storey, timber framed building, with a corrugated asbestos cement roof and corrugated iron clad external walls, with a concrete floor.

The simple form and style of this building displays the industrial characteristics that are typical of the buildings at the western end of *Victoria Quay, Fremantle*. The building contributes to the streetscape of Slip Street.

B14. GARAGE/WORKSHOPS/OFFICE (1957/8)

A series of garages, workshops and offices constructed in 1957/8 to provide accommodation for particular port related activities, including a painter, joiner, sail maker, welder and turner. Together with basic staff amenities, vehicle parking was provided in the building. The building continues to house port related activities.

The building comprises a series of simple, timber framed bays. The western bay has an upper floor built in timber. Timber trusses and purlins support a corrugated asbestos cement roof. The external walls are clad in corrugated pressed metal and the floor is concrete. The fabric is largely intact.

The well-proportioned building of simple form makes a positive contribution to the Slip Street streetscape.

B15. OFFICE AND AMENITIES BUILDING (c.1958)

Constructed c. 1958, the building was used by the accounting staff of the FPA prior to the construction of the Administration Building.

The simple, two-storey building is of timber frame construction, with timber cladding to the first floor. The upper floor is clad with asbestos sheeting. The simple dual pitch roof is clad in corrugated asbestos sheeting.

Being of similar scale, the building makes a positive contribution to the Slip Street streetscape and maintains a consistent frontage to the narrow street.

B16. FPA FIRE STATION (u.d)

The date of construction for this building is unclear. Many buildings at the eastern end of Slip Street were rearranged for the construction of the FPA Administration Building and is unclear whether the Fire Station was built before or after this time.

The building is a simple, timber frame construction, clad entirely with asbestos cement sheeting. The roof sheeting has a corrugated profile.

B17. A SHED (1925/6)

In 1925/6, A and B Sheds were completely rebuilt to handle an increase in vessel size and greater tonnage of cargo handled. The original sheds, built c. 1905, were significantly smaller. Together with B Shed, A Shed was built to the latest design and was fitted with an electric hoist that could handle up to 5 tonnes. In 1988, A Shed was converted to a venue for the visual, literary and performing arts, as well as a restaurant.

Of simple form and construction, A Shed consists of two main longitudinal compartments that follow the gentle curve of the wharf. The timber roof trusses are supported on timber. The external walls are clad in timber up to approximately a height of three metres, and then in corrugated iron; the roof is clad in corrugated asbestos sheeting. The original timber joinery is largely intact and in good condition. A canopy runs the entire length of the building on the land side, supported by cantilevered trusses. The original lateral dormer roof structures have been removed, as has a window in the western gable.

While of simple form and construction, A Shed displays an unusually high standard of detailing for wharf architecture. While essentially industrial in character, the building is in its own right and forms part of a group of similar sheds along the quay-side. The place is significant in defining the north western edge of the city centre and its interface with the Swan River.

B18. B SHED (c.1926)

B Shed was completed shortly after A Shed. During the America's Cup, B Shed was used as an outside broadcasting unit by the ABC to co-ordinate coverage for the national network. In 1987, a substantial area of the building was leased to the Western Australian Museum for the purposes of an historic boats display following substantial improvements.

Of simple form and construction, B Shed consists of two main longitudinal compartments that follow the gentle curve of the wharf. The double gabled roof is crossed by four upper level dormer roofs. The timber columns and roof trusses and clad in a variety of materials. The lower wall, up to window head height, is clad with timber, with corrugated iron sheeting above. Similar profile sheeting is used on the roof. The original timber joinery is largely intact and a canopy runs the entire length of the building on the land side, supported by cantilevered trusses.

While of simple form and construction, B Shed displays an unusually high standard of detailing for wharf architecture. B Shed is the only shed on *Victoria Quay, Fremantle* which has surviving dormer roofs intersecting the

main roof. While essential industrial in character, the building is in its own right and forms part of a group of similar sheds along the quay-side. The place is significant in defining the north western edge of the city centre and its interface with the Swan River.

B19. C SHED (1903/4)

Built in 1903/4, C Shed is the oldest existing goods shed on *Victoria Quay, Fremantle*. Of the nine sheds built along the Quay between 1901 and 1906, all have been replaced except C Shed. C Shed was extended in 1912/3 by 189 feet in a westerly direction, and widened in 1926/7. The western end of C Shed was reduced in length in 1985 and during the America's Cup, it was used as a temporary passenger lounge.

Simple in form and construction, C Shed consists of three longitudinal compartments curving gently with the line of the wharf. The timber roof trusses are supported on timber columns. Timber cladding is on the external walls at the lower levels, with corrugated asbestos or pressed metal above. The roof is covered with corrugated asbestos sheeting. The original timber joinery is largely intact and in good condition. A canopy runs the entire length of the building on the land side, and is supported by large, decorative iron brackets.

While of simple form and construction, A Shed displays an unusually high standard of detailing for wharf architecture. While essentially industrial in character, the building is in its own right and forms part of a group of similar sheds along the quay-side. The place is significant in defining the north western edge of the city centre and its interface with the Swan River.

B 20. E SHED (1928/9)

E Shed, originally located outside the study area to the east of D Shed, was constructed in 1928/9 when D, E and F sheds were remodelled as the longer and larger D and E Sheds. It is likely that E Shed contains some of the material from the earlier sheds. E Shed contains detailing and metal work that matches both C and D Sheds, suggesting either recycled elements or a conscience design effort to sustain architectural continuity among the goods sheds. E Shed was relocated to its present site in 1996 and now accommodates trading stores, food outlets and businesses, including the Rottneest Island Authority. When relocated, the building was reversed, so that now the land side faces the Inner Harbour.

Simple in form and construction, E Shed consists of three longitudinal compartments. The timber roof trusses are supported on timber columns; the walls are clad in a corrugated iron. The original timber joinery is largely intact and in good condition. A canopy runs the entire length of the building, supported by large, decorative iron brackets.

While of simple form and construction, A Shed displays an unusually high standard of detailing for wharf architecture. While essentially industrial in character, the building is in its own right and forms part of a group of similar sheds along the quay-side. The place lost some of its integrity and authenticity in the relocation.

B21. SHIPWRIGHTING AND SWAN DOCK BUILDINGS

This group of asbestos, timber and corrugated iron shed buildings includes a range of workshops, stores and offices in varying sizes.

B22. WESTERN AUSTRALIAN MARITIME MUSEUM (2002)

Built in 2002 and influenced by maritime forms, the soaring curved design of the building suggests an overturned hull. At the mouth of the Inner Harbour, the building is a gateway landmark. Its construction, with composite aluminium sandwich panels laid in strips over a timber frame, also references traditional boatbuilding techniques. The 35-metre-high western gallery is framed by six Tasmanian Oak glulam arches supported on elegant concrete pylons rising from the seabed. The adjacent slipway houses the submarine 'Ovens', which is part of the museum collection. The connection with the maritime environment is further enhanced by the building being surrounded by the sea on three sides. Flanking the front entrance of the Museum are the Welcome Walls, comprising over 400 panels commemorating the names of migrants who arrived through this area.

S1. VICTORIA QUAY STRUCTURE (1897-)

The wharf structure is variously constructed along its length as it has been rebuilt and raised over the years as the needs of the port have changed and materials have required replacement. On the landward side, Victoria Quay wharf is supported by filling; on the Harbour side, it is supported on piles.

The deck is concrete slab or bituminous concrete paving on a timber decking, which is approximately 100mm thick. The deck sits on paired longitudinal timber joists on short lengths of timber (300mmx300mm) acting as span relieving and load distributing capitals. The capitals sit on two stacked layers of paired traverse bearers (300mmx150mm). The berth face of two stacked layers of paired lateral joists are protected by a composite buffer rail of two similar sized baulks supported on paired timber outer piles. The berth face of the upper deck is protected by a composite buffer rail of nine baulks or more.

The wharf is used for berthing, mooring and the servicing of ferries and other vessels, as well as for recreation.

The wharf structure provides fundamental physical evidence of this achievement, and embodies much of the port's cultural significance. The structure has both engineering and architectural significance.

S2. 610 TONNE SLIPWAY, FLANKING WHARVES AND WINCH HOUSE (1958/9)

This slipway was completed and in service in 1958/9. The slipway contributed to the active working operation of the wharf, as it provided for boat building and ship repair.

The slipway is a ramped concrete deck, rising from steel sheet piled retaining walls. The slipway is flanked by two wharves with concrete decks.

The winch house is a single storey, shed of rectangular plan. The winch machinery and controls are still extant inside the building.

S3. 2,000 TONNE SLIPWAY, FLANKING WHARVES AND WINCH HOUSE (1940)

Construction of this slipway commenced in October 1940 to handle vessels up to 2,000 tonnes. It was completed in September 1942 and was placed under the control of the Public Works Department.

The slipway is a ramped concrete deck rising from steel sheet pile retaining walls. The flanking wharfs are topped with reinforced concrete. A pair of mobile, rail mounted cranes are ancillary to the slipway.

The winch house is a substantial single storey, single span shed of rectangular plan with lean-tos. The main shed houses the winch machinery and controls.

The slipway provides physical evidence of the Australian and U.S. Navy operations on *Victoria Quay, Fremantle* during World War II. The place was also part of the working port activity that contributed to the overall character of *Victoria Quay, Fremantle*.

S4. 101 TONNE SLIPWAY, FLANKING WHARVES AND WINCH HOUSE (1958/9)

Constructed at the same time as the 610 tonne slipway, the 101 tonne slipway came into service in 1958/9. The slipway contributed to the active working operation of the wharf, as it provided for boat building and ship repair.

The slipway is a concrete slab, flanked by masonry walls retaining the bitumen paved slip yard. The deck carries a pair of steel rails on separate raking plinths. The flanking jetties are personnel jetties of timber and concrete. The winch house is a small, single storey, single span shed of timber frame construction, with corrugated iron wall cladding and asbestos-cement roofing. The shed houses the winch machinery and controls.

S5. BOOM DEFENCE JETTY (1939)

The boom defence jetty was built as part of the boom defence system constructed across the entrance to the Inner Harbour. Work commenced prior to the outbreak of World War II and was completed in December 1939. Post-war use of the jetty has not been determined.

Primarily of timber construction, the jetty is supported on concrete piles. It is a heavy load bearing structure, approximately 100 metres in length with minor mooring capstans.

S6. C Y O'CONNOR MEMORIAL (1911)

Designed and sculptured by Pietro. G. Porcelli, the C. Y. O'Connor Memorial was unveiled on 23 June 1911, following a competition for the memorial for which 17 entries were submitted. The memorial was originally located in front of the Harbour Trust Offices, before being relocated near the

steps of the new Immigration Office in 1920. It was moved once again in 1973/4 in front of the FPA Administration Building.

The bronze statue is 10 feet 6 inches in height and is mounted on a pedestal of Western Australian granite, which is in turn mounted on a plinth supported by four bronze dolphins. The entire structure is 20 feet high. Three sides of the supporting plinth bear bronze panels celebrating the engineer's achievements: Mundaring Weir, the railway tunnel in John Forrest National Park, and Fremantle Harbour. The fourth panel bears a testimonial plaque.

Erected in memory of the Harbour's designer, the memorial is a fine, well-crafted sculpture. It represents one of Porcelli's larger projects. The statue adds an unusual, artistic quality to the industrial landscape of *Victoria Quay, Fremantle* and reinforces the place's identity and character.

S7. SOUTH MOLE (1894-97)

South Mole is a land fill structure of large limestone boulders placed on the sea bed with granite armour from Boya Quarry. It is approximately 30 metres wide at sea level and 750 metres long from the exposed remains of the natural rock outcrop of Point Marquis. The mole carries a bitumen roadway and minor buildings.

South Mole Lighthouse (1903) - A green and white painted, cast iron lighthouse in the Free Classical style. The lighthouse has a cantilevered balcony and domed light housing, surmounted by a weathervane and ventilator cap.

South Mole Gunnery Ruin - Part of the Fremantle Fixed Defence Artillery developed during World War Two, the gunnery ruin is comprised of the concrete remains of the gun emplacement and two associated shelters, which were presumably used for magazine storage and/or personnel. A similar structure is located on the North Mole.

South Mole anti-submarine boom net winch remains (c.1943) - Installed as part of the World War Two Harbour defences, the anti-submarine nets could be lowered to allow vessels to pass. The boom net remains comprise concrete aprons, bollard and capstan on the harbour face of the mole. A similar structure is located on the North Mole.

S8. CRANES

Of the various cranes which were located on *Victoria Quay, Fremantle* only two remain. These are situated south of the Western Australian Museum on the Submarine Slipway.

A1. ARCHAEOLOGICAL AREA 1

The site of the former railway goods shed, railway station and port offices at the north end of Cliff Street. The former railway goods sheds, one for inward bound goods and a larger one for outward bound goods, were constructed c. 1903 and were used up until the 1960s.

This area also includes the sites of the original Harbour Trust Office (c. 1900) and the State Shipping Office (c. 1920) which were demolished for when the new FPA Administration Building was built in the mid-1960s.

The site of the North Jetty, built in 1853 as the main river jetty, is also located in this area. It was constructed on the same alignment as Cliff Street and served shipping in the Swan River. It was removed during the earthworks and construction of *Victoria Quay, Fremantle* in 1896/7. It is possible that some of the fabric of the North Jetty remains under the superstructure of *Victoria Quay, Fremantle*.

A2. ARCHAEOLOGICAL AREA 2

The original and smaller A and B sheds were constructed in this area, as were the pilot's quarters, shipping offices, lumpers' shelters and a wide range of related workshops and stores. It would appear that these buildings were constructed, altered or demolished as the needs of the port changed. Historical research suggests that all of these buildings would have been lightweight in construction, using recyclable timber, corrugated iron and asbestos. Many of the buildings were demolished after World War Two and up to the mid-1960s, when port rationalisation occurred. Some buildings, or parts of buildings, remained and were upgraded to accommodate new services.

A3. SLIP STREET ARCHAEOLOGICAL AREA

The development of Slip Street has been gradual and constant throughout the history of *Victoria Quay, Fremantle*, with a more rapid period of development following World War II. The alignment of Slip Street follows the original railway line that extended from the shunting yards to South Mole. This formed part of O'Connor's original plan for the Quay. Over time, workshops, stores and commercial buildings were constructed along the railway track to take advantage of the readily available transportation.

By c. 1940, the railway had been replaced by a road; the track may still exist under the road. After World War Two, Slip Street became the centre for all port related workshops and stores. The workshops that were erected and extended after the War are still in use. Although the buildings were erected at different times, they were often constructed adjoining each other. As a site almost entirely redeveloped within a decade after the end of World War Two, Slip Street provides physical evidence of a significant stage in the development of the Inner Harbour when it was almost fully mechanised.

Slip Street forms a distinctive and attractive streetscape, with very urban elements within an otherwise industrial environment. The close density and compactness of the buildings contributes to this perception and forms a landmark quality which extends to the northern frontage of Fleet Street. The Slip Street setting enhances views from Arthur Head, from Phillimore Street and from other vantage points of Fremantle, the River and Ocean.

13.3 COMPARATIVE INFORMATION

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 2.4.2 Migrating to seek opportunity
- 2.4.3 Migrating to escape oppression
- 2.4.4 Migrating through organised colonisation

- 2.4.5 Changing the face of rural and urban Australia through migration
- 3.8.1 Shipping to and from Australian ports
- 3.8.2 Safeguarding Australian products for long journeys
- 3.8.3 Developing harbour facilities
- 3.11.1 Regulating waterways
- 3.14 Developing an Australian engineering and construction industry
- 3.15 Developing economic links outside Australia
- 5.1.2 Coping with dangerous jobs and workplaces
- 5.2 Organising workers and work places
- 7.7 Defending Australia
- 7.7.1 Providing for the common defence
- 7.7.2 Preparing to face invasion
- 7.7.3 Going to war
- 8.9 Commemorating significant events and people
- 8.10.5 Advancing knowledge in science and technology

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 101 Immigration, emigration and refugees
- 106 Workers (including Aboriginal, convict)
- 201 River and sea transport
- 209 Technology and technological change
- 305 Fishing and other maritime industry
- 309 Technology and technological change
- 405 Community services and utilities
- 501 World Wars and other wars
- 505 Markets
- 507 Water, power and major transport routes
- 604 Innovators
- 605 Famous and infamous people

Fremantle Harbour and *Victoria Quay, Fremantle* are representative of the development pattern of Australian harbours, the majority of which began as small, seaward jetties with poor shelter and harbour facilities.

Victoria and Constitution Docks, Sullivans Cove, Hobart, have a similar history which involved reclamation of the foreshore to create docks. Circular Quay and Cockatoo Island, Sydney, also have a similar history, but lack entrance moles and are no longer associated with a working port, although passenger activities remain.

Harbours with similar physical characteristics and scale also occur outside the capital cities, such as Nobby's Lighthouse and Head, Newcastle. However, this place is not directly associated with port facilities, which are located further upriver. Other industrial ports include Newcastle, Wollongong, Port Philip and Mackay.

13.4 KEY REFERENCES

Agnieshka Kiera, David Hutchison, Russel Kingdom, Jack Kent, Lorraine Stevens and Tanya Suba, 'Victoria Quay and its architecture - its history and assessment of cultural significance', City of Fremantle, Fremantle, 1991.

Ian Molyneux and Associates, 'Victoria Quay Heritage Study', volumes 1, 2 & 3, prepared for the Fremantle Port Authority, Fremantle, July 1998.

David Heaver, Architect, 'Summary of the Victoria Quay Heritage Study', prepared for the Fremantle Port Authority, March 1998.

'Immigration Centre Complex – Assessment Documentation' written by Alan Kelsall & Gina Binet with Nonja Peters, 2001.

13.5 FURTHER RESEARCH

The investigation of working ports and harbours throughout Australia to establish the frequency of places similar to *Victoria Quay, Fremantle*.