



REGISTER OF HERITAGE PLACES

ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

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

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 3.4.2 Fishing and whaling
- 3.13 Developing an Australian manufacturing capacity

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 110 Resource exploitation & depletion
- 305 Fishing & other maritime industry
- 310 Manufacturing & processing

11.1 AESTHETIC VALUE*

Sailmaker's Shed (fmr), Broome has aesthetic significance as a representative example of North West vernacular purpose built architecture in a light industrial application. (Criterion 1.1)

Sailmaker's Shed (fmr), Broome forms part of a distinctive cultural environment demonstrating associations with the pearling industry operating from Roebuck Bay and with the former tramway that linked the jetties and the town. (Criterion 1.3)

11.2 HISTORIC VALUE

Sailmaker's Shed (fmr), Broome is a significant remaining element of the Broome pearling industry, and illustrates human occupation and evolution of the locality, and of the Kimberley region of Western Australia. (Criterion 2.1)

Sailmaker's Shed (fmr), Broome is closely associated with the Broome pearling industry in the first half of the 20th century. (Criterion 2.2)

Sailmaker's Shed (fmr), Broome was associated with sailmaker Charles Bagge, who worked in the occupation from 1907 to 1914 serving the pearling fleets, and with pearler and Broome businessman Bernard Everett Bardwell from at least 1931 to 1955. (Criterion 2.3)

* 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Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

Sailmaker's Shed (fmr), Broome was the first home of TS Broome Navy Cadet Unit from 1992 to 2004. (Criterion 2.3)

11.3 SCIENTIFIC VALUE

Sailmaker's Shed (fmr), Broome has some potential to provide evidence of early 20th century sailmaking activities. (Criterion 3.1)

11.4 SOCIAL VALUE

Sailmaker's Shed (fmr), Broome is valued by the local and wider community for its former associations with the Broome pearling industry, as evidenced by its recent inclusion in an Historic Site in association with the former Customs House, and also for its educational, recreational and social value for the members of TS Broome Navy Cadet Unit from 1992 to 2004. (Criterion 4.1)

Sailmaker's Shed (fmr), Broome is an element adjacent to the foreshore and near the former Customs House and contributes to the community's sense of place. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12.1 RARITY

Sailmaker's Shed (fmr), Broome is a rare remaining example of an original building associated with the operation of the pearling industry in Western Australia. (Criterion 5.1)

12.2 REPRESENTATIVENESS

Sailmaker's Shed (fmr), Broome represents associations with the pearling industry. (Criterion 6.1)

12.3 CONDITION

Sailmaker's Shed (fmr), Broome is in poor to fair condition, having not been maintained for some years. The roof and wall sheets are loose, rusted and damaged, the stumps have subsided, there is evidence of extensive termite damage and areas of the floor are unsafe.

12.4 INTEGRITY

Sailmaker's Shed (fmr), Broome has been utilised for various uses since operating as a sailmaking establishment. Although it is unlikely that the original use could be reinstated, the place has retained a moderate degree of integrity.

12.5 AUTHENTICITY

The original structure, form and fabric of *Sailmaker's Shed (fmr), Broome* are mostly intact. Some alterations are evident, with the installation of a partition wall and ceiling lining in the west end of the building. However, despite those interventions, *Sailmaker's Shed (fmr), Broome* demonstrates a high degree of authenticity.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by Irene Sauman, Historian and Laura Gray, Heritage and Conservation Consultant, in April 2006 and April 2007, with amendments and/or additions by HCWA staff and the Register Committee.

13.1 DOCUMENTARY EVIDENCE

Sailmaker's Shed (fmr), Broome is a timber-framed and iron-clad shed built c.1907 and used for sailmaking for the Broome pearling fleet.

From the late 1880s through the 1890s, Broome developed as one of the principal ports in the north-west of Western Australia and the centre of the pearling industry in the State.¹

Pearling for shell along the north coast of Australia had begun in the 1860s, in the Torres Strait. There were already vessels in the region at that time working *beche-de-mer* (trepan), and among them were luggers, which had been developed in the area around the English channel as fishing vessels, and which were also used for smuggling and privateering. The French name for a lugger was *chasse-maree*, meaning sea hunter. It is uncertain whether the name 'lugger' came from the shape of the hull or from the rigging, which consisted of two quadrilateral shaped lugsails.²

Pearling fleets consisted of a number of dive boats and a mother ship, which was generally schooner-rigged. When purpose-built vessels were designed to replace both mother ships and luggers, the names persisted despite changes to the rigging. By the late 1880s, the luggers had become gaff-headed ketch-rigged vessels, but the sails were named after those of a schooner, so that instead of having a jib, mainsail and mizzen, they had a jib, foresail and main.³

Broome was reported as having about 150 residents in August 1889, but development in the town was minimal.⁴ The number of residents was considerably increased in the summer months when '200 boats, including about 20 schooners, carrying 1,200 men' laid up at Broome and at creeks and inlets along the coast.⁵ This lay-up occurred during the wet months of December to March, during which time the vessels were overhauled and repairs and maintenance carried out, including repairs to sails. No information on sailmaking has been located for this early period, and it is likely that new sails were sourced from Fremantle or Cossack. Many of the crewmen and divers would have been skilled at repairing sails, and perhaps some sails were made in sheds among the foreshore camps. Hamanosuke Iga, from Hiroshima, who arrived in Broome in April 1887, is recorded as a

1 For more on the development of Broome see HCWA assessment documentation for 04858 Bourne & Inglis Store (fmr), 015730 Broome Primary School Music Room and 02910 McDaniel Homestead.
2 Svensson, Sam, *Sails Through the Centuries*, Macmillan, NY, 1965, p. 70; Lucas, Alan, 'The Torres Strait pearling lugger', *Afloat Magazine*, www.afloat.com.au.
3 Lucas, op cit; Marino, Emiliano, *The Sailmaker's Apprentice: A guide for the self-reliant sailor*, Maine, International Marine, c.1994, pp. 105-07
4 Colonial Secretary's Office Report, SROWA, Acc 527, 2610/89, 1889, cited in Chinatown Conservation Area draft assessment, op cit, p. 14.
5 *West Australian*, 6 Dec 1889, p. 4; Bain, Mary, *Full Fathoms Five*, Artlook, Perth, 1982, p. 227.

sailmaker in 1916, but there is no information on where he worked at this trade. He would have been employed as a diver until age or injury ended that occupation. He was 61 when he died in 1921.⁶

A major period in the development of the Broome township occurred in the late 1890s and early 1900s, when the State Government undertook some public works. In 1897, a deepwater jetty, known as the Mangrove Point stock jetty or Town Jetty, was constructed near the entrance to Roebuck Bay, and a tramway was built from the jetty through the town to Streeter's Jetty at the Chinatown end of Dampier Terrace.⁷ At the Mangrove Point end of the route, the tramway ran along the foreshore where a goods yard was established on the foreshore side of Lots 269-274 with several large goods sheds, the fisheries inspector's office and a concrete building used for fumigating the indentured workers' luggage.⁸

On the Lots themselves were located James & Piggott's cordial factory and warehouse for wines and spirits, the general store of Newman Goldstein & Co, the customs house and bond store, wharfingers house, fisheries inspector's office and Charles Bagge's *Sailmaker's Shed (fmr), Broome*. On the Robinson Street frontage of the Lots there were several houses which, in the late 1910s and the 1920s at least, were occupied by Thomas Evans, a Government employee, Monty Fidler, who was a 'bio operator' possibly at Sun Pictures, and E. Pickett, sub-collector of customs.⁹ There were residences also on the opposite side of Robinson Street, and in the immediate surrounding area other businesses included the Bourne & Inglis Store and the Governor Broome Hotel. Along the foreshore there were camps, consisting of corrugated iron buildings, where the crews lived during the layoff. Herbert Bourne, of Bourne & Inglis, had a house on the foreshore east of the goods yard, at the high tide mark.¹⁰

The tramway carried indentured crew members and their luggage between Chinatown and the jetty, and transported goods from ships to the goods shed, and then delivered them to shops and businesses along the line, while residents used the tramway to travel to Chinatown, which was the main entertainment, retail and commercial centre.¹¹

Pearler Frank Biddles owned much of the land around the goods yard, including Lots 272-273 (where *Sailmaker's Shed (fmr), Broome* was later

6 Atkinson, Anne, *Asian Immigrants to Western Australia, 1829-1901*, The Bicentennial Dictionary of Western Australians, Vol. 5, UWA Press, Nedlands, 1988, p. 341; Jones, Noreen, *Number 2 Home: A story of Japanese pioneers in Australia*, FACP, Fremantle, 2002, p. 21.

7 Clements, Cathie, 'Notes on some of Broome's heritage structures and their links with the Mangrove Point stock jetty and tramway', *National Heritage*, June 1999, pp. 1-4.

8 Chapple, Thomas Dampier, *Broome: the exciting years, 1912-1930*, Perth, T. Chapple, 1996, p. 44. Chapple lists the occupants of most lots in Broome, with emphasis on the 1920s, and does not mention the Sailmaker's Shed or Charles Bagge.

9 Reserves Index, Reserve 17135 for tramway purposes (the Landgate correspondence file for this reserve has been destroyed); Photograph of the goods yard and adjacent buildings, c.1910, courtesy Broome Museum, 2006-72; Clements, Cathie, op cit; PWD plan 12994/4, c.1905; *Wise's Post Office Directory*, 1912-30; Chapple, op cit, pp. 61-62.

10 Chapple, op cit, p. 55; Battye, J.S. (ed) *The History of the North West of Australia: embracing Kimberley, Gascoyne & Murchison Districts*, V.K. Jones & Co, Perth, 1915, pp. 137-40.

11 Chapple, op cit, p. 44.

built), which he owned from 1896 to 1917.¹² Biddles was born in South Australia in 1851. He went to Queensland in 1869 to try his luck on the Gympie goldfield, and was later active in the sugar industry. In 1886, he took up pearling with three luggers, and later invested in pastoral stations in the Kimberley. He is recorded as having retired to 'semi-private life at Fremantle', c.1902, but his name continued to appear in Broome's business affairs for many years.¹³

Sailmaker's Shed (fmr), Broome was probably built c.1907 on Lot 272. The site, adjacent to the tramway and goods yard, allowed the sails to be transported by tram to boats moored beside either the Town Jetty or Streeter's Jetty, or laid up along the foreshore. No records for the construction of the Shed have been located, nor are any leases recorded on the Certificate of Title, but the words 'C. Bagge, Sail Maker' were discernible on the east end wall (foreshore side) of *Sailmaker's Shed (fmr), Broome* until recently.¹⁴ Charles Bagge is recorded in the Post Office Directory as a pearler until 1907. He was serving as a mate on the schooner *Mist* in 1899 when he was interviewed as a witness to the disappearance of the brigantine *Ethel*.¹⁵

After 1907, Bagge's occupation is given as sailmaker, although he also made tarpaulins, verandah screens, awnings, stretcher canvas and water bags.¹⁶ His 1910 advertisement in the *The Golden West* shows the *Sailmaker's Shed (fmr), Broome* with either fixed openings or more likely cyclone shutters to the front and side. The painted sign over the door is consistent with the faded signage that was visible until recently.¹⁷ A similar undated image shows the same signage and similar openings on the other side of the building¹⁸.

With over 400 boats registered in Broome, sailmakers were in demand during the early part of the 19th century. While the larger fleets employed their own sailmakers, there was sufficient work in Broome for independents like Bagge.¹⁹ Other sailmakers who worked in Broome, included F. Hudson (1912-20), Charles Morgan (1913-17), George Neilson (1915-20), John Joyce (1915-28) and A. Pervis (1936-38).²⁰ No newspaper advertisements for the sailmakers' businesses have been located, nor any record of where these sailmakers worked, except for Bagge.

Traditional sailmaking required a large timber floor area for 'lofting' the sail. This process required reproducing the sail design in full size on the floor. This could be done by drawing the shape directly onto the floorboards, or by

12 Certificates of Title, Vol. 99 Fols. 33 & 34, 5 Sept 1896.

13 Battye, *History of the North West of Australia*, op cit, pp. 137-40.

14 Clements, op cit; Common knowledge among Broome residents and seen by the consultants in July 2002, but the lettering was unreadable at the time of the site inspection in March 2006. The earliest located Broome rate books date from 1931.

15 Norman, J. E. de B & Norman, G. V, *A Pearling Master's Journey*, BPA Print Group, Pty Ltd, Burwood, Victoria, 2008, p. 99.

16 *The Golden West*, Christmas Issue, December 25, 1910, copy provided courtesy of J. E Norman, original held at the Mitchell Library, Sydney.

17 *ibid.*

18 Norman, op cit, p. 5.

19 Norman, op cit, p.5.

20 *Wise's Post Office Directory*, 1900- 40; information provided courtesy Broome Museum.

marking each corner with a spike driven into the floor, and then stretching twine between the spikes to mark the outline. The edge curves, midpoints and other markings were then made, including the placement and direction of the fabric.²¹

Sails are manufactured from strips of fabric sewn together, with the layout attempting to either utilise the bias of the fabric or minimise it, depending on the type of sail under construction. After the fabric strips are laid out and marked to enable matching, they are sewn together, which could be done either by hand or machine. The sail is then laid out again over the floor plan and realigned. Any tensioning or smoothing of seams is done, the edge curves are drawn and trimmed, and cloth reinforcing added. The edges are finished by sewing, and any added reinforcement or sail controls, such as luff ropes are installed, leaving only the corners to be finished by hand with eyelets, corner rings, leathers, reef points, chafing gear, hanks and slides, etc. The hand finishing could take as much time as all the rest of the construction put together. The finished sail is then treated with a preservative to prevent organic rot and deterioration. The last task is to bend and test the sail, which may be done on the water or on a test spar at the place of manufacture.²² Even when motors came into common use, sails were used for most of the time the pearling fleet was out working, both for economy and because the more space used for fuel the less there was for pearl shell.

The substantial shelving on two sides of *Sailmaker's Shed (fmr), Broome* is lined with floorboards which have the same width as those on the floor, indicating they were added early in the history of the place and were likely used to house sail fabric, spars, tools and other materials and equipment for sailmaking as well as completed sails neatly packed into sailcloth or canvas bags. A photograph (c.1900) of a sailmaking establishment in Hay Street, Perth indicates how the place would have looked and operated. Shelving similar to that found in Broome is evident in the photograph.²³

The last entry for Charles Bagge in the Trades section of the Post Office Directory appears in the 1914 edition. Presumably at some point while operating his sailmaking business in Broome, he established the Bagge Trophy, an annual lugger race held under strict conditions set out by the Broome Yacht Club. The first prize was a set of sails.²⁴

In 1917, Lots 272-273, with *Sailmaker's Shed (fmr), Broome*, were acquired by pearler James Mackenzie, and two years later by Queensland pastoralist James Clark. In 1922, the State Government, in the name of the Minister for the North West, acquired the property. Lot 272, with the Shed was purchased for £770, while vacant Lot 273 cost £80.²⁵ Both Lots, together with Lot 274, were occupied as a Public Works Department (PWD) water supply depot.

21 Marino, Emiliano, op cit, pp. 132-50.

22 Marino, op cit, pp. 132-50.

23 Photograph, Sailmaker's establishment, Hay Street, Perth, Battye Library 297665P.

24 Norman, op cit, p. 5.

25 Certificates of Title, Vol. 99 Fols. 33 & 34, 14 October 1917; Transfer of Land, items hand numbered 3252 & 3253, 27 March 1922, Dept for Planning & Infrastructure (DPI) file 2080/62 for Reserve 26481, Vols 1 & 2, DPI Midland office.

By 1931, Broome Rate Books record that the PWD depot comprising *Sailmaker's Shed (fmr), Broome* and associated land was being leased by pearler and businessman Bernard Everett Bardwell.²⁶ Bernard Bardwell had arrived in Western Australia in 1896 with his parents, brother Beresford and sister Phyllis. After serving in the Boer War he went to the Kimberleys in 1902 and was employed in Broome as the manager of the Victoria Shelling Co. In 1908, he was the captain of the pearling schooner *Phyllis*, named for Phyllis Bardwell and owned by Captain Frank Biddles, when it was lost in a cyclone. Only Bernard and two of his crew survived. Bernard served during World War I, where he acquired the rank of Captain and on his return, he was again engaged in pearling. In 1920, he assisted Police Inspector Herbert Thomas during the riots, being in charge of a group of returned servicemen acting as 'special constables'.²⁷

The 1921 Post Office Directory lists Bernard Bardwell as 'general, pearling and station agent' with an office in Napier Terrace. His business offered auctioneering, income tax returns, agent for absentees, and insurance, customs and general commission agent. His agencies were also involved in managing the first air service to Broome, run by Major Norman Brearley, which included booking passengers and handling the mail deliveries.²⁸ In 1922, Bernard went into partnership with brother Beresford as the Bardwell Bros, pearlery & stock & station agents. From 1921 to 1927, Bernard was a member of the Broome Road Board. He married Kathleen Taylor and they had three sons. His sister Phyllis married pearling master Daniel McDaniel.²⁹

In October 1930, Beresford Bardwell found a £4,000 pearl while working on the lugger *Raymond*, which was owned by the partnership. According to Bernard, this was their first real break in the pearling industry, as 'four of the luggers in which I had an interest in the early days were either wrecked or badly damaged in blows'.³⁰ The Bardwells were not wealthy master pearlery and were probably representative of the majority of men who tried their hand at pearling in Broome.

Bernard Bardwell would have utilised *Sailmaker's Shed (fmr), Broome* for the pearling and agency business of Bardwell Bros, while he and his family are reported to have also occupied a house on the site, having previously lived in Walcott Street.³¹ Without earlier Rate Book records it is not possible to know when he first leased the Shed and the associated land. Later records reveal, however, that Bernard Bardwell continued to lease the property until his death in August 1955, with the exception of the war years 1943 to 1945 when the place was vacant. Bernard Bardwell was buried in the Broome Pioneer

26 Broome Rate Books, 1931, assessment no. 305.

27 Oral history of Phyllis Everett McDaniel, 1977, OH212, Battye Library; Shaw, Carol, *The History of Broome's Street Names*, Broome, 2001, p. 12; *Wise's Post Office Directory*, 1902-12.

28 *Wise's Post Office Directory*, 1921; advertisement, *Nor-West Echo*, 15 Jan 1921, p. 5; Oral history of Ercel Williams, Bernard Bardwell's secretary, OH 2517/9.

29 *Wise's Post Office Directory*, 1921-30; OH212, op cit; Shaw, Carol, op cit.

30 *Weekend Mail*, 30 April 1955, p. 36, feature interview with Bernard Everett Bardwell.

31 Chapple, Thomas Dampier, op cit, pp. 62 & 63.

Cemetery nearby at Town Beach. Streets in Broome named Bernard Way and Bardwell Place commemorate his association with the town.³²

In the post war years, the PWD water supply section had offices constructed on the Robinson Street frontage of the Reserve. The *Sailmaker's Shed (fmr), Broome* site had not been gazetted a reserve because it had been a freehold acquisition, but in 1962, with its origins unclear due to lack of documentation, it was designated Reserve 26481.³³ What use was made of the Shed during the period following Bernard Bardwell's death, is uncertain. Some partitioning and a basic kitchen setup were installed at some time. In the early 1980s, Lot 274 was excised from the Reserve and the rest of the site was amalgamated as Lot 2051.³⁴ The Reserve came under the control of the Water Authority (now Water Corporation) when the water supply section of the PWD became a separate entity. In 1989, the Water Authority vacated the offices on the site and relocated to a new building in another part of town. The future use of the Reserve was under review.³⁵

In 1990, Commodore E. G. Stubington of the Royal Australian Navy was looking for a temporary site in Broome on which to establish a Naval Reserve Cadet Unit. He considered Reserve 26481 with *Sailmaker's Shed (fmr), Broome* would be a perfect venue, as a shed to hold instruction for the Cadets, a secure compound for the stowage of boats, toilet facilities, some office space for the use of instructors and space for a parade ground. In 1992, Training Ship (TS) Broome Naval Reserve Cadet Unit was established and in occupation of the site. At that time there was also a boat shed on the site, and the Unit added a transportable office for their own use, as the PWD office building had been removed in the interim, leaving only the concrete foundations. A steel-framed tower was added for the training of cadets.³⁶

TS Broome was one of eleven Australian Naval Reserve Cadet Units in the State at that time. The Cadets, formerly known as Sea Scouts and later as Navy Cadets (from March 2001), had come under the direct sponsorship of the Royal Australian Navy in 1973. The aim of the Cadets was to provide spiritual, social and educational welfare for boys and girls. The syllabus provided training in seamanship, boat handling, navigation, physical training, rifle shooting, signalling, rope splicing, and general sporting activities, with training at sea aboard a Navy ship whenever possible.³⁷

During the 1990s, the Broome Historical Society negotiated to have *Sailmaker's Shed (fmr), Broome* included in a proposed Historical Site Reserve together with the adjacent Customs House, which was occupied by the Broome Museum.³⁸ In 1996, the Shed was entered on the Shire of

32 Broome Pioneer Cemetery Conservation Plan, Shire of Broome, 2002; Broome cadastral town map.

33 Reserves Index, Reserve 26481; DPI file 2080/62, op cit.

34 Landgate Survey Diagram 86833, 8 March 1985.

35 DPI file 2080/62, op cit.

36 Correspondence, 25 & 19 November 1990, 19 Nov 1993 & 30 Nov 1995, DPI file 2080/62, op cit.

37 Navy League of Australia, WA Division website, <http://navyleag.customer.netspace.net.au>.

38 Correspondence, DPI file 2080/62, op cit.

Broome Municipal Heritage Inventory with a management category A and recommendation for entry on the State Register.³⁹

In 1999, TS Broome was still in occupation of Reserve 26481, having been unable to find a suitable permanent site elsewhere. The Unit requested repairs to the roof of *Sailmaker's Shed (fmr), Broome* before the wet season, as it was no longer water tight, but the Water Corporation was not interested in making repairs to the place and would not agree to a request for the site to be placed under the management of the Shire, who in turn could not spend money on a building it did not control. The Water Corporation was still considering its future need for the site and in 2004, having ascertained the facts of the original 1922 acquisition, it obtained freehold title to the property by a simple transfer from the PWD, and Reserve 26481 was cancelled.⁴⁰

In late 2004, with the condition of *Sailmaker's Shed (fmr), Broome* presenting health and safety issues and no maintenance or repairs forthcoming, TS Broome Navy Cadet Unit vacated the site and relocated to new accommodation leased from St Mary's College.⁴¹

In 2005, the Shire of Broome acquired control of a 20m wide strip of land across the eastern end of Lot 272 for the purpose of an historic site incorporating *Sailmaker's Shed (fmr), Broome*, with a sub-lease to the Broome Historical Society Museum, who planned to conserve the place.⁴²

Due to the deteriorating condition of *Sailmaker's Shed (fmr), Broome*, the Shire of Broome commissioned an engineer's report in April 2007. The report notes the unsafe condition of the building and concludes that 'demolition of the building should be seriously contemplated' and 'only the wall sheeting and some elements of the timber framing would be recoverable'. It estimates the construction date as c.1940s.⁴³ The photograph of c.1910 depicting the goods yard shows that the building was in existence at that time, and the existence until recently of the sign 'C. Bagge Sailmaker' indicates that part of the building at least dates from c.1910. Partial reconstruction of buildings in Broome is not uncommon and some restoration work may have been needed following the abandonment of the town in the 1943 to 1945 period.

There is no indication in the visible fabric of *Sailmaker's Shed (fmr), Broome* of its use over the years. Although the shelving almost certainly dates from the time of construction there is nothing that shows what was originally stored there apart from an unsubstantiated similarity with the shelving in a Hay Street sailmaking premise. Large areas of the floorboards were covered at the time of the inspection (March 2006) and although there may be some markings that show where sails were lofted beneath these, given this activity possibly ended around 1914 there is little probability of surviving evidence. Conservation will require work on the sub floor and small items associated

39 Hocking Planning & Architecture, *Shire of Broome Municipal Heritage Inventory*, 1995 & Gray, Laura & Sauman, Irene, *Review of Broome Municipal Heritage Inventory*, 2002.

40 DPI file 2080/62, op cit; Certificate of Title, Vol. 2575 Fol. 846, 26 Oct 2004 & Deposited Plan 186833; Reserves Index, Reserve 26481.

41 Australian Defence Force Cadets, *DDFC News*, Dec 2004.

42 Information provided courtesy Broome Museum.

43 'Former Sailmaker's Shed Old Broome Museum', report by R.R. Unger Pty Ltd, Consulting Civil, Structural and Municipal Engineers, 10 April 2007, 2 pages.

with early sailmaking activities might be uncovered, subject to how much rebuilding the place has undergone since construction.

The tramway, goods yard, associated buildings and businesses have been gradually removed over the post-war years and modern developments have begun to encroach on the area.⁴⁴ *Sailmaker's Shed (fmr), Broome*, the former customs house occupied by the Broome Historical Society Museum, and a few concrete slab remains denoting the presence of the tramway and goods yard are all that remain of a once bustling section of the Broome townsite associated with the pearling industry and Broome's early history.

In 2008, *Sailmaker's Shed (fmr), Broome* is vacant and in danger of being demolished due to its condition.

13.2 PHYSICAL EVIDENCE

Sailmaker's Shed (fmr), Broome is a single storey double volume corrugated iron shed adjacent to the foreshore of Roebuck Bay.

Sailmaker's Shed (fmr), Broome is located on a fenced, level site that fronts Robinson Street and backs onto the foreshore of Roebuck Bay at the east (rear). Located immediately south of the Broome Museum (former Customs House), the Shed is immediately west of the remnants of two stone and concrete tram/rail sidings (north and south), the slab remains of the Fisheries Inspector's office, northeast of the Shed, and other concrete remains to the south-east.

The remnants are aligned north-south parallel with the east boundary of *Sailmaker's Shed (fmr), Broome* and parallel with the Roebuck Bay shoreline, in an expansive unimproved foreshore area crisscrossed by gravel tracks.

Within the fenced site, *Sailmaker's Shed (fmr), Broome* is setback on the rear boundary with an expansive gravel forecourt with some immature plantings in the northwest corner, and the remnants of an ablution facility that has been demolished. An opening in the 2m high chain link boundary fence accesses the Museum on the north side, in the vicinity of a mounted lugger that is in place on the north side of the Shed. Located in the vicinity of the northeast corner of the Shed is a square steel pipe tower structure. Remnants of Japanese headstones lean against the north wall of the Shed.

The Shed is a single-storey double-volume structure. The timber-framed building is raised off the ground on round off-form concrete aggregate stumps. The stumps have deteriorated and some have collapsed or subsided. The gable roof is clad with short sheets of corrugated iron. The roof sheets are rusted. The walls are clad with horizontal sheets of corrugated iron. There is considerable evidence of loose and damaged sheets, some repairs, and graffiti. There are remnants of faint lettering on the east wall, the details of which are indiscernible.

The form of the shed is rectangular. There are no windows. There are double ledge and brace doors at the west end, a single door central on the east end, and a recent intervention of a corrugated iron clad shutter on the west wall near the central doors. The front entry is accessed by a set of open

⁴⁴ Aerial photo, April 2007, Google Earth.

tread timber stairs. At the east end there is a concrete landing and stairs accessing from the north side.

The interior was originally a single space. In recent years the west end of the building has had interior walls and ceiling lined with fibre cement sheets. The space has been divided with timber framed partitions also clad with fibre cement sheeting. The front (west) space forms a small area in the south-west corner, with a basic kitchen fitout, and the lined area extends approximately half the depth of the building along the north side. There is some damage to the fibre cement lining. A single flush panel door accesses the rear (east) of the shed where the original fabric is evident. The timber frame is evident as the interior walls are unlined. Similarly the ceiling is unlined, revealing the roof structure of hardwood timbers. A number of the structural elements have failed and there is evidence of wood rot and termite damage. Along the north wall there is a row of several layers of shelving that is 'built-in'. Constructed of hardwood frame, each shelf is lined with the same 0.275m boards as the floor. On the south side there is a rectangular area that is timber framed and enclosed with 'chicken wire'. Shelves as for the north wall remain in situ from the west end partition wall to the east end of the chicken wire enclosure along the south wall.

The two sidings in the foreshore area are aligned north-south. They are both the same except that the north siding ramps at the north end and the south siding ramps at the south end. Each siding is an off-form concrete structure to a height of approximately 1m. The concrete is significantly deteriorated. Each platform is approximately 10m in length by 4m in width, and they are approximately 30m apart. Several metres to the west of the north platform is the slab remains of the Fisheries Inspector's office, a ground level concrete slab measuring approximately 3m square.

Some 50m to the south of the south siding there are unidentified off-form concrete remnants, possibly associated with the tram/rail operation.

The remnants at the west end (Robinson Street frontage), the steel framed tower, and the boat, are of no heritage significance.

13.3 COMPARATIVE INFORMATION

There are only two major shed/store structures in Broome entered on the HCWA database, and 112 other sheds of various types throughout the State, about half of which are railway goods shed, which are generally not comparable. The Broome sheds are *Sailmaker's Shed (fmr)*, *Broome* and *Streeter and Male Sheds* at the top of Dampier Terrace, immediately north of Streeter's Jetty. The Streeter and Male Sheds were used by several pearlers in the early 20th century until taken over by Streeter & Male in 1942. They are now steel-framed, iron clad buildings fitted with modern equipment, and used to clean and repair the nets used in the cultured pearl industry and for the occasional slipping of a vessel.⁴⁵

Sailmaker's Shed (fmr), *Broome* is a simple gable roofed shed structure, and as such is similar to many of the shearing sheds, wool sheds, tobacco sheds,

⁴⁵ Gray, Laura & Sauman, Irene, *Shire of Broome Municipal Inventory of Heritage Places: Review*, January 2004, entry 22.

packing sheds, and boat sheds listed in the database and located in various parts of the State.

Sailmaker's Shed (fmr), Broome place is the only sailmaking facility listed in the HCWA database, and of the remaining sheds associated with the pearling industry in Broome, it demonstrates a higher degree of authenticity.

13.4 KEY REFERENCES

No key references

13.5 FURTHER RESEARCH
