



**HERITAGE  
COUNCIL**  
OF WESTERN AUSTRALIA

## 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)

- 4.1.1 Selecting township sites
- 4.6 Remembering significant phases in the development of settlements, towns and cities
- 8.1.1 Playing and watching organised sports
- 8.1.4 Enjoying the natural environment
- 8.2 Going to the beach
- 8.3 Going on holiday
- 8.5.4 Forming common leisure interests

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

- 201 River and sea transport
- 405 Sport, recreation and entertainment
- 605 Famous and infamous people

#### 11.1 AESTHETIC VALUE

*Freshwater Bay Boatsheds* are situated in a picturesque setting. The uniformity of materials and scale, combined with a functional and utilitarian design, sit sympathetically and cohesively within the river environment. (Criterion 1.1)

*Freshwater Bay Boatsheds* are a landmark on the Swan River. They contribute to the overall aesthetics of the area in terms of the adjacent yacht club, expansive parklands, Swan River and beach precinct. (Criterion 1.3)

Collectively the boatsheds form an aesthetically pleasing cluster of buildings. (Criterion 1.4)

#### 11.2 HISTORIC VALUE

*Freshwater Bay Boatsheds* were built at an important time in the early development of the locality of Peppermint Grove. (Criterion 2.1)

*Freshwater Bay Boatsheds* are a significant representation of the important role the Swan River played, and continues to play, as both a transport route and as a recreational site. (Criterion 2.2)

The Burt Boatshed has close association with Septimus Burt (1847-1919) who was the first Chief Justice of Western Australia and was the Attorney-General in the Forrest government. (Criterion 2.3)

The Roe and Hobbs Boatshed has close associations with both Augustus Roe (1852-1921) and Sir Joseph John Talbot Hobbs (1864-1938). Roe was the Police Magistrate of Western Australia from 1897 onwards. Hobbs was an architect and soldier, well known for his contribution to public buildings in Perth and as an important military leader in World War I. (Criterion 2.3)

The Forrest Boatshed has close associations with William (Doy) Grant Forrest (1890-1975), the son of Alexander Forrest and nephew of John Forrest. Forrest was an early Commodore of the Royal Freshwater Bay Yacht Club, served in World War II, and was instrumental in establishing the Karrinyup Golf Course and Claremont Speedway. (Criterion 2.3)

### **11. 3. SCIENTIFIC VALUE**

The riverbed in the vicinity of the *Freshwater Bay Boatsheds* may yield archaeological information that contributes to a wider understanding of the history of the Peppermint Grove area during the period of use of the boatsheds. (Criterion 3.2)

### **11. 4. SOCIAL VALUE**

*Freshwater Bay Boatsheds* are highly valued by the community of Peppermint Grove for their historical associations and continuing role in the recreational and social life of Peppermint Grove, as evidenced by their retention and entry in the Shire of Peppermint Grove Municipal Heritage Inventory. (Criterion 4.1)

The location of the *Freshwater Bay Boatsheds*, its consistent recreational and social function and relationship with the Royal Freshwater Bay Yacht Club all contribute to the community's sense of place. (Criterion 4.2)

## **12. DEGREE OF SIGNIFICANCE**

### **12. 1. RARITY**

*Freshwater Bay Boatsheds* evidence a distinctive style of functional construction that is no longer built on the Swan River due to changes in licensing and access, and is therefore extremely rare. (Criterion 5.1)

*Freshwater Bay Boatsheds* are the only cluster of boatsheds and only one of few private boatsheds ever constructed remaining on the Swan River. (Criterion 5.1)

Whilst some boatsheds still exist at other locations on the Swan River, the discontinuation of the practice of private jetty/boatshed leases and the present day restrictions on new constructions of this type, means that those falling into disrepair have been demolished, relocated or passed into alternative uses and there is no likelihood of new boatsheds being constructed. (Criterion 5.2)

### **12. 2 REPRESENTATIVENESS**

*Freshwater Bay Boatsheds* are representative of the type of boatshed built at the turn of the twentieth century. (Criterion 6.1)

*Freshwater Bay Boatsheds* are representative of the practice of private housing for boats on the river (Criterion 6.2)

### **12. 3 CONDITION**

The boatsheds and jetties range from poor to good condition.

An underwater structural assessment in 2010 of the Burt Boatshed (No. 41) has identified that the supporting timber piles of boatshed are in poor condition.

There are also areas of damaged weatherboard and rot in the timber studs on the Forrest Boatshed (No. 40). The roof height on the Forrest Boatshed has been raised and steel portal frames have been fixed to the existing timber framed structure providing support and longevity for continued use.

#### **12. 4 INTEGRITY**

The uninterrupted use of the boatsheds to house and maintain private boats has ensured that a high degree of integrity has been maintained.

The original intention and function of the structures remains intact and it is highly likely that this use will continue.

#### **12. 5 AUTHENTICITY**

The authenticity of *Freshwater Bay Boatsheds* is moderate to high. Roof heights on the Forrest Boatshed have been raised by steel portal frames fixed to the existing timber framed structure to raise the roof level to accommodate the boat on high tides. Due to rising water levels, damaged weatherboards have been replaced with materials that are sympathetic to the existing materials used. These changes have allowed the boatsheds to continue their original function, as a place to moor private boats. The boatsheds have been well looked after and maintained.

### 13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by Christopher Cahill, Karen Deppe, Jane King and Jenna Lynch (Curtin University of Technology Cultural Heritage Studies students) and architect, Alice Steedman, in 2009, with amendments and/or additions by Office of Heritage staff and the Register Committee.

#### 13.1 DOCUMENTARY EVIDENCE

The *Freshwater Bay Boatsheds* are located on the south side of Freshwater Bay, immediately to the north of the Royal Freshwater Bay Yacht Club, which occupies Keane's Point, a low promontory between Freshwater and Mosman Bays, Peppermint Grove on the west side of the Swan River. It includes the Septimus Burt Boatshed, No. 41 (1905) (hereafter Burt Boatshed) being the middle boatshed. The boatshed furthest from the point is the Augustus Roe and Talbot Hobbs Boatshed, No. 42 (1905) (hereafter Roe and Hobbs Boatshed). The boatshed closest to the point is the Doy Forrest Boatshed, No. 40 (c.1913) (hereafter Forrest Boatshed). The Burt Boatshed and the Roe and Hobbs Boatshed share a timber access jetty.

There was a fourth boatshed that was constructed in Freshwater Bay, now demolished: MacFarlane's Boatshed and Tea Rooms (hereafter MacFarlane's Boatshed). It was built c1905 by Andy Johnson, a Swedish sailor who lived in a houseboat moored to a small stone jetty at the foot of Leake Street until he built and occupied a boatshed on this site and from it hired out rowboats.<sup>1</sup> Johnson also attached simple tearooms to the shed. In 1919, James and Nellie MacFarlane acquired the lease of the boatshed from Johnson and continued to operate the boatshed as a tea room and boat hire business.<sup>2</sup> The MacFarlane boatshed was destroyed by fire in 1980 with part of the remaining jetty and landing demolished in 1999.<sup>3</sup> This assessment does not include MacFarlane's Boatshed or site.

John Butler arrived in the Swan River Colony in 1830, was granted 250 acres at Swan Location 84, now known as Freshwater Bay, and soon opened the Bush Inn.<sup>4</sup> The Bush Inn was situated a few yards off the original Perth-Fremantle track; however heavy sand on most parts of the track prevented the carting of goods to the Inn by wagon-teams, drays, or carts. It is almost certain that the bulk of Butler's trade came from the river, for travellers with time to spare found it more comfortable to travel by boat.<sup>5</sup>

The introduction of the Perth-Fremantle Railway in 1881 encouraged urban development west of the railway and east of the Perth-Fremantle Road.<sup>6</sup> The suburb of Peppermint Grove evolved from this urban development, with a number

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1 Barker, K., Oral History Interview, Battye OH 109, 1976, p. 9.

2 HCWA, *MacFarlane's Boatshed and Tea Rooms Assessment Documentation*, November 1997, on HCWA File No 6805, p. 4.

3 HCWA database search [online] <http://www.heritage.wa.gov.au> [accessed 30 August 2009].

4 HCWA, *Section 9 Referral* [HCWA #7005], p. 1; Pascoe, R., *Western Australia's Capital Suburb: Peppermint Grove*, Oxford University Press, Melbourne, 1983, p. 14; Tuckfield, T., 'Early Colonial Taverns and Inns', in *Early Days: Journal of the Royal W.A. Historical Society*, 1969, Vol. 7, p. 65.

5 Tuckfield, 'Early Colonial Taverns and Inns'..., p. 67.

6 James, R. M., 'From Byway to Highway: The linking of port and capital', in *Early Days: Journal of the Royal W.A. Historical Society*, 2001, Vol. 21, Part 1, p. 23.

of blocks surveyed and subdivided in late 1891 becoming available for purchase. The first block of land, 8.5 acres known as Butler's Hump, was taken up in 1891 by the Keane family for £1,100. This area came to be known as Keane's Point, with the Keane family home called Cappelquin House. Edward Keane became prominent in politics, including a role as Mayor of Perth, and was the builder of the private Midland to Geraldton railway.<sup>7</sup>

Others followed the Keane family to the banks of the river or nearby, attracted by the idyllic surroundings of a sandy beach, safe swimming, a calm anchorage and space for families to flourish.<sup>8</sup> It would not be long before these local residents would agitate to be taken out of the jurisdiction of the Perth Road Board and have their own local government, and so in 1895 the Peppermint Grove Road Board District was established.<sup>9</sup>

The close proximity to the Swan River and foreshore in Peppermint Grove made the river central to the lives of those Europeans who chose to settle there. In some cases the river was the earliest childhood memory, especially in those houses that afforded a direct view of Freshwater Bay.<sup>10</sup> Flora Bunning moved to Peppermint Grove in 1905 when she was approximately two years old, and recalls the bay:

We used to be in Freshwater Bay and we used to spend our morning in the holidays just in the river, diving off a sunken boat and diving off the Scotch College Boatshed. In the evenings...boil the billy on Freshwater Bay on the sands and just have kerosene tins and so a very simple, beautiful life.<sup>11</sup>

The isolation of riverside suburbs such as Peppermint Grove, despite the construction of the Perth-Fremantle Railway and Perth-Fremantle Road (now called Stirling Highway), resulted in the continuation of water transportation as the main method of transport even into the early twentieth century.<sup>12</sup> With the spread of these riverside suburbs, ferry services were established to places such as Applecross, Melville, Claremont and South Perth.

Beyond its importance for water transportation, the social and recreational importance of the river and foreshore to local residents, as well as the broader community, also continued to grow in strength. Businesses were set up offering rowing and fishing boats for hire, jetties were established at picnic sites, and on weekends the ferries were fully utilised.<sup>13</sup> Ferry proprietors began to run excursions from Perth to Freshwater Bay, often taking in the Osborne Hotel<sup>14</sup> and Point Walter as well.

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<sup>7</sup> HCWA, *Section 9 Referral...*, p. 2; Tregonning, K., *The Royal Freshwater Bay Yacht Club*, Austed Publishing Company, Mandurah, 1996, p. 5, 13.

<sup>8</sup> Tregonning, *The Royal Freshwater Bay Yacht Club...*, p. 14.

<sup>9</sup> Pascoe, *Western Australia's Capital Suburb: Peppermint Grove...*, p. 31. Originally Buckland Hill (now Mosman Park) was included in the district area, but this was excised off in 1899.

<sup>10</sup> Pascoe, *Western Australia's Capital Suburb: Peppermint Grove...*, p. 25.

<sup>11</sup> Bunning, F., Oral History Interview, Battye OH628, p. 1.

<sup>12</sup> HCWA, *Section 9 Referral...*, p. 2.

<sup>13</sup> Dickson, R., *They kept this state afloat: shipbuilders, boatbuilders and shipwrights of WA, 1829-1929*, Hesperian Press, Carlisle, W.A., 1998, pp. xiv-xv; & Bolton, G. & Gregory, J., *Claremont: A History*, UWA Press, Western Australia, 1999, p. 96

<sup>14</sup> Osborne Hotel is later known as Loreto Convent, situated on the highland of Claremont. Source: Tuckfield, 'Early Colonial Taverns and Inns'..., p. 65.

The Freshwater Bay Boating Club – later changing its name to Freshwater Bay Yacht Club - was established on 14 December 1896, located ‘north of Keane’s Point, at the foot of Irvine Street’.<sup>15</sup> The Club was given the lease of a body of water on which they built a jetty of 50 yards length running into the bay. The permission to erect a jetty was given under the condition that it be removed if the government deemed it necessary.<sup>16</sup> In 1902, the Club sent a letter to the Under Secretary for Lands requesting a renewal of the lease and permission to erect a jetty for the use of the Club as they urgently needed an area where their boats could be moored.<sup>17</sup>

A bathing club was established by the Peppermint Grove Road Board on the Peppermint Grove foreshore in 1898, ‘about 17 yards north of...(the Freshwater Bay Boating Club)...a small but very convenient baths with six small changing rooms’.<sup>18</sup>

Sporting and recreational facilities along Freshwater Bay continued to develop in line with an increased interest in the pleasure boat market and the use of the river for recreational purposes. Historical images from c.1900, depict Freshwater Bay with pleasure craft, families picnicking, games and swimming.<sup>19</sup> The advent of the marine motor<sup>20</sup> and the publication of yachting and boating magazines at the turn of the twentieth century was synergic with the heightening interest in the recreational use of the river.<sup>21</sup> Pleasure boat owners began to seriously compete for line honours and speed, and motorboats were required to go faster and were to be more luxurious than their rivals. Boating magazines urged boat owners to update their hulls and equipment, and with weekly reports on the results of the various races around the yacht clubs owners were constantly being reminded that someone else had a better and faster boat than he or she had.<sup>22</sup>

As was the case along most of the Swan River, at the turn of the twentieth century there were few private pens for yachts, let alone private boatsheds. Boats were anchored anywhere that provided safe moorings, usually as close as possible to the owners’ houses.<sup>23</sup> The *Freshwater Bay Boatsheds* in many ways reflect a response to the increased interest in and ownership of pleasure boats from this time on and the desire that some owners had for a personal boatshed in which to house their valued water craft. Traditional wooden boats have to be kept in water

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15 Barker, Battye OH 109, p. 9; Pascoe, *ibid.*, p. 79.

16 Under Secretary of Lands to F. Schrueth, correspondence, ‘Erection of jetty at Freshwater Bay’, 16 October 1896, State Records Office, WA; Pascoe, *Western Australia’s Capital Suburb: Peppermint Grove*, p. 79.

17 Henning & Co. to Under Secretary for Lands, correspondence, [Renewal of Lease to Freshwater Bay], 16 January 1902, State Records Office, WA, 1896/8871.

18 Barker, Battye OH 109, p. 9; & *Beaches, Bush & Riverbanks: Memories of Cottesloe, Peppermint Grove and Mosman Park*, (ed.) Wallace, K., Peppermint Grove, W.A., Cottesloe-Peppermint Grove-Mosman Park Library, 2006, p. 90.

19 [Photograph of Freshwater Bay, from Keane’s Point, looking east], c.1900-1910, Battye Image 7470B/2

20 The first motor boat to appear in Western Australian waters was in 1895. It was powered by a two cylinder, five horse power Priestman kerosene engine. The boat was owned by Sir James Lee Steere. The first motor- boat built in Western Australia was the *Gladys*, a 35 foot boat built by George McCarter during 1897 at his yard at the foot of Barrack Street for the River Ferry company and was only the third motor powered vessel in W.A. Source: Dickson, *They kept this state afloat...*, p. xiv.

21 Dickson, *ibid.*, p. xiv.

22 Dickson, *They kept this state afloat...*, p. xvi.

23 Lee Jack, *This is East Fremantle: The story of a town and its people*, West Perth, 1979, p. 157.

or they dry out, but on an open mooring, the sun will accelerate weathering, particularly to highly varnished finishes. Wet-sheds like the *Freshwater Bay Boatsheds* therefore provide a more stable, as well as secure, environment for boats with high quality finishes and keep them in better condition than open moorings<sup>24</sup>. The sheds were therefore signifiers of status and wealth, which concurrently heightened the competitiveness between people who owned pleasure boats.

Since its establishment, the Peppermint Grove Road Board was reluctant to issue licences and have locals erecting private boatsheds, as they suspected them of wanting to live in the sheds. In 1902 Septimus Burt and Sir Joseph John Talbot Hobbs were amongst those who were initially refused permission to build boatsheds.<sup>25</sup> By 1905, however, both Burt and Talbot Hobbs were finally successful in gaining this permission.

The Burt Boatshed was the first to be built. Inside was a walkway approximately three feet wide and also a small workshop with a workbench.<sup>26</sup> It originally housed Burt's eleven-metre boat *Titu*, which was a replica of C.Y. O'Connor's boat, *Cygnét*, which was used to survey Fremantle harbour.<sup>27</sup>

Septimus Burt (1847-1919) was the first Chief Justice of Western Australia. He attended Hale School along with fellow students John and Alexander Forrest and Augustus Roe. He was the Attorney-General in the Forrest government and retired from politics in 1900.<sup>28</sup> Burt's main residence was in Adelaide Terrace, but he also had a riverside holiday home in Peppermint Grove, and a summer beach residence in Cottesloe.<sup>29</sup>

The Roe and Hobbs Boatshed was the second of the *Freshwater Bay Boatsheds* to be built, also in 1905, by Augustus Roe and Talbot Hobbs.

Augustus Roe (b.1852, d.1921) was the Police Magistrate of Western Australia from 1897 onwards.<sup>30</sup> He built a house at No. 56 The Esplanade, Peppermint Grove, which he named Chiritta. He also gave this name to the launch that he housed in the boatshed.<sup>31</sup> Roe was the Commodore of the Freshwater Bay Yacht Club from 1907 to 1908, and in 1906 loaned money to the club to enable it to do extensions on their jetty.<sup>32</sup> One of Roe's early boats was called the *Hermes* (c.1908).<sup>33</sup>

John Joseph Talbot Hobbs (b. 1864, London, d. 1938), started his career as an architectural draftsman with builder, John Hurst, with whom he migrated to

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24 Conversation between Penny O'Connor (Office of Heritage) and Tony O'Connor (Boat Builder) on 28 April 2011.

25 Pascoe, *Western Australia's Capital Suburb: Peppermint Grove*, p. 31.

26 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No. 1.

27 HCWA, Interim Entry, P3453 *Tukurua...*, p. 4.

28 Australian Dictionary of Biography, online edition, *Burt, Septimus (1841-1919)* [online] <http://adbonline.anu.edu.au/biogs/A070499b.htm> [accessed 6 July 2009].

29 HCWA, Interim Entry, P3453 *Tukurua*, [online] <http://www.heritage.wa.gov.au> [accessed 4 October 2009]. p. 4.

30 Pascoe, *Western Australia's Capital Suburb: Peppermint Grove*, p. 69.

31 *ibid.*, p. 53.

32 Tregonning, *The Royal Freshwater Bay Yacht Club*, p. 24.

33 *Boating Western Australia Inc. Newsletter*. Vol. 2, No. 9, Spring 2003. p. 17.



Western Australia in 1887, and whose daughter, Edith Ann, he later married in 1890. Hobbs set up practice as an architect and in 1891 he won the design competition for the Weld Club in Barrack Street, Perth. Thereafter, he prospered and 'became a leader in the small band of Perth architects', serving as treasurer of the newly formed West Australian Institute of Architects (1896) and later as its president (1909-11).<sup>34</sup> From 1905, he was senior partner in the firm of architects Hobbs, Smith & Forbes.<sup>35</sup>

Hobbs' also achieved a distinguished military service. In 1887, after arriving in Perth, he joined the Volunteer Field Artillery. By 1913 he had achieved the status of Colonel, 22nd Infantry Brigade. With the outbreak of World War One, Hobbs was appointed commander of 1st Divisional Artillery, A.I.F. (Australian Imperial Force) serving at both Gallipoli and France. Hobbs was promoted to Major-General in 1917,

Hobbs returned from overseas after the cessation of hostilities in 1919. As a consequence of his distinguished war service, he became 'an important public figure whose help was continually sought by government, ex-service and private bodies'.<sup>36</sup> Hobbs also resumed his architectural work in Western Australia. He became 'deeply involved in the erection of memorials to the Australian divisions', having been appointed to select sites, prepare designs and arrange construction.<sup>37</sup> His projects included the Western Australian State War Memorial (1929). Hobbs, like Roe, was also involved in the Freshwater Bay Yacht Club, becoming the Club's first patron in 1921.

The Roe and Hobbs boatshed was attached to the west side of the existing single Burt Boatshed.<sup>38</sup> The boatshed was built on jarrah piles that were sunk at least 4 feet into the riverbed. It was built with jarrah timber floors and walls. The Oregon gates were constructed across the full width of the boatshed to allow for boat access.<sup>39</sup> A small room was later added to the boatshed on its south side.<sup>40</sup> Sir Robert McMillan<sup>41</sup> is said to have also stored his boat in the shed, even though he did not have a share in its ownership.<sup>42</sup>

Roe and Hobbs, as joint owners, also held a foreshore licence granted by the Public Works Department at the cost of a shilling per month. The condition,

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34 *Australian Dictionary of Biography* *ibid*, p. 315.

35 The above paragraph, including footnotes, was copied from Office of Heritage Register Documentation for *P2089 Lieut. General Sir J.J. Talbot Hobbs Memorial* p. 5.

36 *ibid*. p. 316-317

37 *Australian Dictionary of Biography*, *ibid* p. 316. The above paragraph, including footnotes, was copied from Office of Heritage Register Documentation for *P2089 Lieut. General Sir J.J. Talbot Hobbs Memorial* p. 6.

38 HCWA, *Section 9 Referral...*, p. 2.

39 HCWA, *Section 9 Referral...*, p. 2.

40 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No 1/Boatshed – Hobbs Shed, p. 2.

41 Sir Robert Furse McMillan (1858-1931) arrived in Perth in March 1903 to take up a position as a judge and in 1914 became the Chief Justice of Western Australia. He was knighted in 1916 and appointed KCMG. In 1925, served as Lieutenant-Governor from 1921, he also acted as administrator of the State in 1922, 1924 and 1929. He lived in View St, Peppermint Grove, and was a member of the Weld Club. Source: *Australian Dictionary of Biography*, online edition, *McMillan, Sir Robert Furse (1858 - 1931)* [online] <http://adbonline.anu.edu.au/biogs/A100333b.htm?hilite=McMillan> [accessed 6 July 2009].

42 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No 1/Boatshed – Hobbs Shed, p. 2.

however, was that no advertising was allowed on their boatshed and the licensees were not allowed to assign or underlet the site or any part thereof. The licence could be withdrawn by the Minister for Works at any time. The licensee would then have to remove any structure they may have erected on the site.<sup>43</sup>

Keith Barker, a local resident at the time, remembered the Hobbs' house and boatshed:

The house of General Hobbs and his family was probably the most complete residence of the early days of Peppermint Grove...*The Bungalow* contained everything required for colonial life...I am sure that General Hobbs based his conception of *The Bungalow* on something he well remembered in the old country. This is not all, because of what must be regarded as part of *The Bungalow* establishment, which makes it so complete, is Hobbs's boatshed and the cedar coloured launches, cedar coloured Thames launches, which carried out their role on the river to this very day...The river part of *The Bungalow* however remains just as it always was, with the same boatshed and Thames launch in operation'.<sup>44</sup>

The Forrest Boatshed, the third of the *Freshwater Bay Boatsheds*, was constructed c.1913 by Richard Strelitz and is separated structurally from the other boatsheds. Strelitz and his brother Paul operated a shipping and importing business in Fremantle from 1894.<sup>45</sup> As a result of profits obtained from this business, Richard Strelitz built a mansion called St. Just on View Street in Peppermint Grove in 1910, then later his boatshed.<sup>46</sup>

The Strelitz brothers were interned during World War I as they were considered to be German aliens. After their release, they left Western Australia, selling their Peppermint Grove property and moving to Sydney.<sup>47</sup> Sometime after this, c.1920, William (Doy) Grant Forrest took ownership of both St Just and the Strelitz-built boatshed, which thereafter became known as the Doy Forrest boatshed.<sup>48</sup>

William (Doy) Grant Forrest (1890-1975) was the son of Alexander Forrest (1849-1901) and nephew of Sir John Forrest (1847-1919). Forrest was a car sales businessman, an early Commodore of the Royal Freshwater Bay Yacht Club, served in World War II and was instrumental in establishing the Karrinyup Golf Course and Claremont Speedway. He owned two well-known boats on the Swan River, the *Avonne* and the *Galah*.<sup>49</sup>

In 1917, the family of Edward Keane (who had died in 1904) put their Keane's Point property on the market. This stirred some controversy with the local Road Board and community who objected to this valuable and prominently positioned parcel of land being potentially subdivided into smaller lots; land which would be

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43 HCWA, *Section 9 Referral...*, p. 2.

44 Barker, Batty OH 109, pp. 22-23.

45 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No 3/Boatshed – "Doy" Forrest, p. 2.

46 Tregoning, *The Royal Freshwater Bay Yacht Club*, p. 32; HCWA, database entry, P15501 *House (St Just)* [online] <http://www.heritage.wa.gov.au> [accessed 4 October 2009].

47 Tregoning, *The Royal Freshwater Bay Yacht Club*, p. 58.

48 Muir, A. & D., *Forrest Family: Pioneers of Western Australia 1842-1982*, Singapore National Printers Ltd, Singapore, 1982, p. 99; HCWA, database entry, P15501 *House (St Just)*...., [accessed 4 October 2009].

49 Muir, *Forrest Family...*, p. 99.

ideal as public space for the local residents and the citizens of Perth.<sup>50</sup> In response, Henry Boan, owner of Perth's major emporium and Arthur Lovekin, former managing director of the *Daily News*, purchased Keane's Point, which included Cappelquin House. Boan and Lovekin paid half the asking price of £10,000, while a public appeal, to which Sir John Forrest contributed, found the rest. Boan and Lovekin then gave the Point to the public, to be used by all in perpetuity as a picnic and recreation area and administered by the State Garden Board.<sup>51</sup> Events such as fetes were held at Keane's Point with ferries bringing visitors from up and down the river. Former resident Keith Barker stated 'The District of Peppermint Grove has been famous for raising money for charities...a first war charity [was] held at Keane's Point'.<sup>52</sup> Cappelquin House became a convalescent centre for ex-World War I servicemen, although was later let by the State Gardens Board to a private operator for use as a rest home and refreshment rooms.<sup>53</sup>

In 1931, foreshore matters were transferred to the Premier's Department and rent was collected by the Harbour Lights Department in Fremantle. While the licenses were to change over time, the annual rent remained steady, and in fact between 1922 and 1966 remained the same.<sup>54</sup>

After some years of disharmony between the State Garden Board and the Government over the management of Keane's Point, in June 1936 the Freshwater Bay Yacht Club took over the lease. Ironically, though, this move took Keane's Point out of the general public recreation domain for which it was originally purchased, as by mid-1937 the Club had sealed off the reserve with a fence and erected signs prohibiting the entry of the general public.<sup>55</sup> This exclusivity would have been somewhat exacerbated with the presence of the adjacent, and private, *Freshwater Bay Boatsheds*. On 31 August 1940, His Excellency the Lieutenant Governor Sir James Mitchell KCMG opened the memorial gates to The Royal Freshwater Bay Yacht Club in memory of Lieutenant General Sir Joseph John Talbot Hobbs KCB. The memorial gates recognise Hobbs as the Club's first patron (1921-1938).<sup>56</sup>

An aerial photograph of Freshwater Bay, dated 1948, shows the *Freshwater Bay Boatsheds* as well as MacFarlane's Boatshed at the bottom of Leake Street. This photograph, in conjunction with other documentary evidence, suggests that these four were the only boatsheds to have been built in Freshwater Bay, with the *Freshwater Bay Boatsheds* the only ones remaining. It also shows that very little has changed in relation to the overall general aesthetics and form of these structures.<sup>57</sup>

With the exception of the Hobbs share of the Roe and Hobbs Boatshed, the licences relating to the *Freshwater Bay Boatsheds* were to change hands over

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- 50 Tregonning, *The Royal Freshwater Bay Yacht Club*, p. 60 & Pascoe, *Western Australia's Capital Suburb: Peppermint Grove*, p. 83.
- 51 Tregonning, *The Royal Freshwater Bay Yacht Club*, p. 60.
- 52 Pascoe, *Western Australia's Capital Suburb: Peppermint Grove*, p. 88.
- 53 Tregonning, *The Royal Freshwater Bay Yacht Club*, p. 61.
- 54 HCWA, *Section 9 Referral...*, p. 2.
- 55 Pascoe, *Western Australia's Capital Suburb: Peppermint Grove*, p. 112.
- 56 Tregonning, *The Royal Freshwater Bay Yacht Club*, p. 34.
- 57 Pascoe, *Western Australia's Capital Suburb: Peppermint Grove*, p. 152.

subsequent years and therefore out of the original family connections. This was usually the direct result of the boats housed in the boatsheds being sold as ‘...when the owner sold the boat...the shed went with the boat’.<sup>58</sup>

The boatshed licence for the Burt Boatshed was to change hands several times, to boat-owners Mr Angel, Mr Kevin Parks and a Mr J Stewart, and later to R. S. and J. L. Norgard – the current owner. The shed and boats are therefore no longer associated with the Burt family.<sup>59</sup>

In 1945, the boat *Nokomis* was bought at auction by Gordon Smith and moored in the Forrest Boatshed. It would be likely that Smith became the licence holder of the Forrest Boatshed at this time and the Forrest association was severed. *Nokomis* was built by Mr Winterbottom - one-time Commodore of the Royal Perth Yacht Club - in 1923. It was assumed by the Royal Australian Navy fleet and used during World War Two for use as a patrol boat in Geraldton before being purchased by Smith.<sup>60</sup> In 1991, *Nokimis* was purchased by C. Grundmann and is still moored in the Forrest Boatshed, with Grundmann being the current licence holder of the boatshed.<sup>61</sup>

In 1955, the Hobbs family, who still held the licence to their part of the Roe and Hobbs Boatshed, requested permission to construct a small wharf on the western side.<sup>62</sup> The Hobbs interest in the Roe and Hobbs Boatshed is still held (in 2010) by descendants of the Hobbs family, as is the timber boat *Neruid* housed in it. This boat was constructed c.1911 in a style similar to an English Fairey Boat although it is not believed to be the first boat housed in the shed.<sup>63</sup>

In 1965, the Roe family’s interest in the Roe and Hobbs Boatshed was passed on to Mr Copley and Dr Gallash and some time after this it went to Messrs B and D Dry. In 1978, when a Mr B Connors applied for the transfer of the boatshed licence, it was refused by the Swan River Management Authority on the grounds that their current policy was to phase out private jetties and replace them with public jetties.<sup>64</sup> However, in 2010 there is still a licence in place for the original Roe portion of the boatshed, currently held by J. A. Johnston, and a modern boat is currently housed in it.<sup>65</sup>

In addition to the small wharf constructed on the western side of the Roe and Hobbs Boatshed, there have been other works carried out to the *Freshwater Bay Boatsheds*. These works have mainly been to address issues with deteriorating

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58 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No. 2/Boatshed – Burt Shed, p. 2.  
59 Telephone conversation between Kelly Fleming (Office of Heritage) and Craig Grundmann (Bateman Grundmann Architects) 28 January 2010; & Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No. 2/Boatshed – Burt Shed, p. 2.  
60 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No. 3/Boatshed – “Doy” Forrest Shed, p. 2.  
61 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No. 3/Boatshed – “Doy” Forrest Shed, p. 2.  
62 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No. 1/Boatshed – Hobbs Shed, p. 2. There is no information on who the owner was that made this request, although part of the boatshed is still owned by the Hobbs family in 2010.  
63 Telephone conversation between Kelly Fleming (Office of Heritage) and Craig Grundmann (Bateman Grundmann Architects) 28 January 2010.  
64 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No. 1/Boatshed-Hobbs Shed, p. 3.  
65 Telephone conversation between Kelly Fleming (Office of Heritage) and Craig Grundmann (Bateman Grundmann Architects) 28 January 2010.

fabric as well as adaptations to accommodate the boats being housed in them and the changing tidal and water height conditions. During the 1980's, the original pilings of the Burt Boatshed were replaced. The Hume pipes were then filled with concrete and steel. The owner at the time had also obtained permission from the Swan River Management Authority to raise the room inside by four feet so that a boat with a flying bridge could enter it.<sup>66</sup>

Between 1994-1999 the roof of the Forrest Boatshed was raised 800 millimetres to accommodate *Nokomis* at high tide. Timber from the roof was recycled and used in the construction and repair of the timber access jetty and the mezzanine.<sup>67</sup>

In March 2009 an application was lodged to the Swan River Trust for further additions and alterations to the Burt Boatshed. The proposed work included the raising of a portion of the existing roof structure; a new mezzanine floor intended to provide a dry storage area above the boatshed floors which are regularly flooded during high winter tides; and it was also proposed that the original ground floor area be enlarged to provide an area where boating supplies can be placed prior to loading onto the boat.<sup>68</sup> Further to this, an underwater structural assessment was subsequently carried out in 2010 and identified that the supporting timber piles of the boatshed were in poor condition and needed replacing.<sup>69</sup> The outcome of this development application is still pending at the time of this assessment.

In 2011 the *Freshwater Bay Boatsheds* continue to function for their original purpose: as a place to moor private boats. The boatshed structures continue to be privately owned and held under a jetty licence now issued through the Department of Transport. The boatsheds, which have been included in the Shire of Peppermint Grove's Municipal Heritage Inventory, signify the continuation of the recreational and social use of Freshwater Bay and the Swan River by sporting groups and residents of Peppermint Grove.

### 13.2 PHYSICAL EVIDENCE

The *Freshwater Bay Boatsheds* are located on the south side of Freshwater Bay, immediately to the north of the Royal Freshwater Bay Yacht Club, which occupies Keane's Point, a low promontory between Freshwater and Mosman Bays, Peppermint Grove on the west side of the Swan River. The group comprises three sheds of varying sizes and designs. It includes the Septimus Burt Boatshed, No. 41 (1905) (hereafter Burt Boatshed) being the middle shed. The boatshed furthest from the point is the Augustus Roe and Talbot Hobbs Boatshed, No. 42 (1905) (hereafter Roe and Hobbs Boatshed). The boatshed closest to the point is the Doy Forrest Boatshed, No. 40 (1913) (hereafter Forrest Boatshed). The Burt Boatshed and the Roe and Hobbs Boatshed share a timber access jetty.

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66 Shire of Peppermint Grove, *Municipal Heritage Inventory*, 1999, Place No. 2/Boatshed – Burt Shed, p. 2.

67 Craig Grundmann, architect for the owner of the Forrest Boatshed, conversation with Jenna Lynch, 8 July 2009.

68 [Applications to the Swan River Trust for proposed additions and alterations to the Norgard Boatshed No. 41  
26 March 2009], 28 August 2009, in HCWA File No P17290.

69 Ledges Diving Contracting Services Pty Ltd 'Pylon Inspection of Boatshed No. 41, prepared for Spaceworks, 'Structural Assessment Shed No. 41', 2010.

The boatsheds are located east of Lilla Street and are accessed by walking through foreshore reserve parkland from the Hobbs Place car park or via the Yacht Club. A pathway runs adjacent to a limestone retaining wall along the foreshore south of the boatsheds and extends further to the east to the Keane's Point Jetty. There are two timber walkways leading from the retaining wall to the sheds. The first, located to the west, accesses the Burt Boatshed and the Roe and Hobbs Boatshed and the second walkway accesses the Forrest Boatshed. The walkways have a timber handrail to one side and consist of four wide planks supported on timber bearers atop round timber posts lodged in the riverbed.

Roe and Hobbs Boatshed is the westernmost shed. It is squat rectangular building, approximately 7.5 metres by 16 metres in plan, constructed of weatherboards on a timber frame with a gabled corrugated galvanised iron roof which has been painted green. It has a central door on its southern elevation directly at the end of the timber walkway. A skillion-roofed weatherboard-clad store room protrudes from the facade immediately west of the door. It has a small louvred window in the centre of the south elevation. A further door is located centrally on the west elevation and two large openings are located on the north elevation to allow boat access. Each opening has two large square-topped picket gates. Part of the boatshed is still owned (in 2010) by descendants of the Hobbs family and houses two boats, one of which, a timber boat (*Neruid*) constructed c.1911 in a style similar to an English Fairey Boat, is also owned by Hobbs' descendants. This boat is not believed to have been the first housed in the shed. The second boat is modern.

The building has no decorative features. The eaves on the west and on the skillion are open and there is no guttering or fascia. A narrow fascia lines the gable end that projects a short distance in front of the south facade. The weatherboards extend to water level and the north-west corner of the building appears to have settled in comparison to the remainder of the building. This shed appears to be in a fair condition.

Burt Boatshed is located immediately to the east of the Roe and Hobbs Boatshed. This shed comprises three adjoining structures including a skillion-roofed entry/store area, a squat rectangular gable-roofed section and a taller gable-roofed section of building with profiled asbestos-cement sheet wall cladding and a corrugated steel sheet roof. Both the skillion and first gable-roofed section of the building have red painted corrugated iron roofs and are clad in weatherboards. The central building has a projecting gable with a broad fascia and a minimally decorative collar-tie and finial. The overall building footprint is approximately 5.7 metres by 24 metres.

The walkway to this shed runs adjacent to the southern facade of the Burt Boatshed to a door located in the western elevation of the skillion. The skillion has two small square window openings in its southern elevation which have been boarded over. A door located at the northern end of the eastern elevation of the central section accesses a narrow timber walkway adjoining a mooring area. A small opening or hatch is located near the water line on the centre of this elevation. The north elevation consists of a large square opening for boat access which has two large steel framed and meshed gates with a small gable infill of asbestos-cement sheet over. The boatshed currently (2010) houses a modern, open centre console motorboat and a small dingy is tied up outside at the east

side of the shed.<sup>70</sup> An underwater structural assessment in 2010 identified that the supporting timber piles of the boatshed are in poor condition.<sup>71</sup>

Forrest Boatshed is the easternmost shed. It is a more substantial rectangular building of approximately 7.5 metres by 18 metres in plan, with weatherboard cladding and a painted corrugated iron clad gable roof. The open eaves have a modest overhang and a timber fascia. The gable ends also project beyond the walls, having a more generous fascia and a decorative collar-tie and turned finial. The weatherboard cladding extends from floor to roof level. Below floor level, vertical timber planks extend to water level.

A ledged and braced timber entry door is located on the eastern side of the southern elevation and a small window opening is located to the western side. It has been boarded over. The eastern and western elevations have no openings and the northern elevation has a large opening for boat access. The opening has two large square topped picket gates and a shade cloth screen.

Internally, the building is timber framed and unlined. The roof height has been raised through the addition of steel portal frames fixed to the existing timber framed structure. Additional timber framing has been added to support additional weatherboard cladding. Timber purlins run between the steel beams to support the roof cladding. The boatshed currently (2010) houses a timber cruiser style boat (*Nokomis*) that was constructed in 1923 and has been housed in the shed since approximately 1945. The *Nokomis* was part of the Royal Australian Navy fleet in Geraldton and used as a patrol boat during World War Two.<sup>72</sup>

The area immediately inside the door is used as a work area and an enclosed storeroom is located in the southeast corner. The storeroom is clad in weatherboards and has a door in the eastern side. A brass sign displaying 'Mr Forrest' is fixed to the door. A mezzanine floor with a timber balustrade has been constructed over this whole area for additional storage. Two narrow walkways extend down either side of the building flanking the mooring area. All ground level flooring is constructed from wide planks.

The boatshed is currently supported above the water by round concrete piers which are submerged in the riverbed. Previous, and still extant, construction or perhaps repair methods include a section of railway track bolted through the framing up to about 1500 millimetres above floor level and then extending through the floor and into the riverbed.

There are some areas of damaged weatherboards and rot in some of the timber studs on the western elevation.

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<sup>70</sup> Telephone conversation between Kelly Fleming (Office of Heritage) and Craig Grundmann (Bateman Grundmann Architects) 28 January 2010.

<sup>71</sup> Ledges Diving Contracting Services Pty Ltd 'Pylon Inspection of Boatshed No. 41, prepared for Spaceworks, 'Structural Assessment Shed No. 41', 2010.

<sup>72</sup> Telephone conversation between Kelly Fleming (Office of Heritage) and Craig Grundmann (Bateman Grundmann Architects) 28 January 2010. Also conversation with Jenna Lynch, 8 July 2009.

### 13.3 COMPARATIVE INFORMATION

#### Boatsheds

There are nine other boatsheds on the Office of Heritage database. Two of these are on the Register of Heritage Places, although one has since been demolished.

The first is P02090 *The Western Australian Rowing Club*, which has a significant sporting connection. Constructed in 1905, the place is the only surviving example of two-storey, piled timber boatshed on the Swan River and is representative of the focus on the river for the business, recreational and social life of Perth, Western Australia.<sup>73</sup>

The second is P1487 *Peninsula Hotel (fmr), Boatsheds & Stingray Point* which was interim registered in October 2006, but was destroyed by fire in 2003. The place consisted of a boatshed and jetty to the east, a jetty and pavilion to the southwest, random rubble stone revetment wall along the shoreline, and public open space with a large Moreton Bay Fig tree (*Ficus macrophylla*) at the tip of Stingray Point.<sup>7475</sup> Only the Fig Tree remains in 2011.

The location of the *Freshwater Bay Boatsheds*, Keane's Point, was a popular picnic spot at the turn of the twentieth century and is the site for the Royal Freshwater Bay Yacht Club. The *Freshwater Bay Boatsheds* can be compared to *Peninsula Hotel (fmr), Boatsheds & Stingray Point* in that both places became popular recreational venues and the boatsheds are representative of these locations as recreational and holiday destinations associated with boating.

#### Other boatsheds on the Office of Heritage database include:

- P15939 Scotch College Boatsheds

This is potentially, the most comparable place to the *Freshwater Bay Boatsheds*. Built in 1914, the boatsheds are still in use by Scotch College and continue to be used for their original purpose, to moor watercraft, and like the *Freshwater Bay Boatsheds*, their continuous use has ensured that a high degree of integrity has been maintained. The Scotch College Boatsheds is associated with Sir Joseph John Talbot Hobbs, being the architect, who is also listed as the architect of the Roe and Hobbs Boatshed.<sup>76</sup> The Scotch College Boatsheds is a timber-framed weatherboard and corrugated iron boat shed. The original room for housing boats was 66' by 20', with staging 56' by 10'. There were also large dressing rooms with showers, and a lean-to for pleasure boats alongside the main structure. Major extensions were added in a style similar to the original in 1977.<sup>77</sup> The construction method and materials used on the Scotch College Boatsheds, timber framed weatherboard and corrugated iron roof, are reflective of those used in the construction of the Roe and Hobbs, Burt and Forrest Boatsheds. Although built as an institutional rather than private facility, the place is representative of the type of boatshed built at the turn of the twentieth century and also significantly represents

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<sup>73</sup> HCWA database search..., [accessed 23 August 2009].

<sup>74</sup> HCWA database search..., [accessed 23 August 2009].

<sup>75</sup> HCWA, Interim Entry, P01487 *Peninsula Hotel (fmr), Boatsheds & Stingray Point* [online] <http://www.heritage.wa.gov.au> [accessed 23 August 2009].

<sup>76</sup> HCWA database search..., [accessed 23 August 2009].

<sup>77</sup> HCWA, database entry, P15939 *Scotch College Boatsheds* [online] <http://www.heritage.wa.gov.au> [accessed 23 August 2009].



the important role the Swan River played, and continues to play, as a recreational site. These are elements that are also evident in the *Freshwater Bay Boatsheds*.

- P3932 House and Boatshed

Located at 8 Victoria Avenue Claremont the boatshed was built in 1910 on the Swan River to build river craft and pearling luggers. It was later used for general boat repairs and maintenance of a fleet of hire craft. The shed is approximately 8 metres by 5 metres. It is an A-frame construction of timber and corrugated iron, and a wood and sand floor. It has since been relocated to the Claremont Museum site (8 Victoria Avenue, Claremont).<sup>78</sup>

- P00515 Boatshed, Vincent Way, Rottneest

This shed is not comparable as it was constructed c.1859 from limestone.

- P03965 University Boat Club, Crawley

No information is readily available, but the place does not appear comparable as it is two-storeys and was built for a sporting club, similar to the West Australian Rowing Club.

- P08782 Male Sheds and Jetty

This place is registered as part of P00291 Chinatown Conservation Area, and comprises a single storey steel framed open shed with an adjoining double storey steel framed structure with corrugated iron clad walls and gable roof. A timber jetty extends east of the buildings into the mangroves of Roebuck Bay. This place is not comparable, as it was constructed for a commercial/industrial use, not recreational/private use.

- P12312 Boatshed

This inland two-storey boatshed was constructed in 1921 on the banks of the Gordon River, Tambellup. During the 1920s, recreation along the Gordon River reached its zenith, the highlight being the annual New Year's Day regatta. This boatshed was built to support this activity. Boats were kept underneath and the second storey had a large room for dancing and a verandah from which spectators could watch the events below.<sup>79</sup>

- P9295 Mosman Bay Junior Sailing Club

One additional boatshed in the Office of Heritage database is the Mosman Bay Junior Sailing Club (or Swan Canoe Club). However, this was constructed in 1951 and the photographs indicate it is situated on land so is not directly comparable to *Freshwater Bay Boatsheds*.

#### Other unlisted private boatsheds – metropolitan area only:

- Crawley Boatshed, Mounts Bay Road, Crawley

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<sup>78</sup> Town of Claremont, *Mews Boatshed* [online] <http://www.claremont.wa.gov.au/museum.html> [accessed 23 August 2009].

<sup>79</sup> Parnell, Judith, *Country Cavalcade: A History of the Shire of Tambellup*, Shire of Tambellup, 1982, p. 135.

While not on the Office of Heritage database, or included in any Local Government Municipal Inventory, the Crawley Boatshed on Mounts Bay Road, Crawley, appears to be constructed with similar materials and in a similar style to that of the *Freshwater Bay Boatsheds*. It is single-storey, timber-clad with timber supporting piles, has a 1.2 metre internal timber walkway and is accessed by a 7 metre jetty. The boatshed is, therefore, likely another example of the type of private boatshed constructed at the turn of the twentieth century. Although the specific date of construction is unknown, it was constructed by at least c.1945 as the Natrass family purchased the property at 6 Mounts Bay Road in 1946 and with it came the licence to the boatshed.

The Natrass family used and maintained the boatshed until 1972, at which time the family gave it over to the Perth Sea Scouts. The boatshed was virtually rebuilt in the late 1970s. Returning to the ownership of the Natrass family in 2002, the boatshed was again refurbished due to it having fallen into disrepair during the 1990s and also in an attempt to restore ‘...some of its original heritage and character’ that was lost in the 1970s.<sup>80</sup> If the Crawley Boatshed was constructed at, or around the time of the *Freshwater Bay Boatsheds*, the above information indicates that very little of the original fabric remains, although the form and scale is likely to be very similar if changed at all.<sup>81</sup>

#### Other non-extant private boatsheds – metropolitan area only:

- Mosmans (fmr Smith’s Boatshed and Tearooms), Mosman Park

Although no longer extant, this former private boatshed does provide some worthwhile comparative analysis of the *Freshwater Bay Boatsheds*, particularly in reinforcing rarity values.

In the published history of Mosman Park, *Between River and Sea* [Tuettemann, 1991], only one boatshed is mentioned as being constructed within this local government area.<sup>82</sup> Similar to the *Freshwater Bay Boatsheds*, in 1904 George Markham was granted permission by the then Buckland Hill Road Board – now Town of Mosman Park - to build a jetty and boatshed. The boatshed was single storey, timber and corrugated iron construction. The condition imposed by the Road Board on Markham was that was that the public would be allowed to walk the jetty 24 hours a day. At this time, there was no foreshore road access so, as was the case with Peppermint Grove, water transportation was still important for locals as well as the community who used the foreshore for recreation. As Mosman Bay grew in popularity as a place to visit, Markham’s boatshed buildings were expanded.

The site passed through a succession of owners before Kevin and Roy Smith took over and operated as Smith's Boatshed and Tearooms until the 1970s. The buildings then fell into disrepair and eventually burnt down. The then owner, Dallas Dempster, was granted permission in 1986 for a new building, which was

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80 Natrass, Tom, ‘Application for Approval for Development for The Crawley Boatshed #1384’, prepared for Swan River Trust, November 2002.

81 Telephone Conversation with Tom Natrass, Wednesday 3 February 2010.

82 Tuettemann, Elizabeth, *Between River and Sea: A History of Mosman Park Western Australia*, Town of Mosman Park, 1991, pp 179 – 183.

very much in the style of the original boatshed and tearooms. This became the Mosman Bay Tearooms which opened in 1987, later becoming Meads then Mosmans with changes in ownership.<sup>83</sup>

#### Associations with public figures

A search of the Office of Heritage database has revealed 82 properties with historical associations with Sir Joseph John Talbot Hobbs, of which 41 are registered.<sup>84</sup> Jetty and Boatshed No 40, P7005, being the Roe and Hobbs Boatshed, lists Hobbs as the architect, but in comparison with other listings on the database this is the first example of a place that provides an intimate glimpse into the private life of Hobbs, whereas other places are directly or indirectly associated in terms of his architectural influence and/or public profile.

Two properties on the database have historical associations with Augustus Roe. Chirritta, P03882, was Augustus Roe's former residence. Although it is sometimes recorded as being designed by Talbot Hobbs, this single storey dwelling, constructed in c.1896-1899, was actually designed by Olson and Sanders. The Cloisters, P02119, was the first secondary school in Western Australia. Students of the school included John Forrest, Alexander Forrest and Augustus Roe.

One property on the database has historical association with Septimus Burt. Tukurua, P3453, is located on the corner of Marine Terrace and Rosendo Street Cottesloe, and was the summer residence of Septimus Burt. This home is included on the Cottesloe Heritage Trail.<sup>85</sup> P02101, Burt Memorial Hall, is a memorial to Burt's two sons, Theodore and Francis, who died in France during World War I.

#### Conclusion

While there are other individual boatsheds on the Office of Heritage database and that have come to light from other sources and references, *Freshwater Bay Boatsheds* demonstrate significance as being the only known private boatsheds constructed in a group, still being used for their original purpose and currently presenting a moderate to high level of authenticity. Many of the other known and still extant boatsheds were constructed either for institutional and/or commercial purposes, and some are of two-storey construction.

Further to this, the *Freshwater Bay Boatsheds* represent a unique aspect of the private lives of the original licence holders, being Hobbs, Roe, Burt and Forrest, who were all well-known public figures in Western Australia history.

### **13.4 KEY REFERENCES**

No key references

### **13.5 FURTHER RESEARCH**

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83 Mosmans website: [www.mosmans.com.au](http://www.mosmans.com.au)

84 HCWA database search..., [accessed 23 August 2009].

85 Town of Cottesloe, Cottesloe Heritage Trail No 6 [online] <http://www.claremont.wa.gov.au> [accessed 6 October 2009].

Further research could be conducted as to when William (Doy) Grant Forrest came to reside in St Just, View Street, Peppermint Grove. Furthermore, research could be carried out to ascertain whether the Forrest Boatshed was constructed for Forrest, or whether initially the boatshed was owned by the Strelitz brothers, and on their internment Forrest came to reside in St Just and take ownership of the boatshed.

The sites of the original Freshwater Bay Yacht Club jetty (1896; demolished) and MacFarlane's Boatshed (c.1905; demolished) may yield archaeological information contributing to a wider understanding of the history of Peppermint Grove.

Further research could be carried out regarding the 'blue boatshed' on Mounts Bay Road, Crawley.