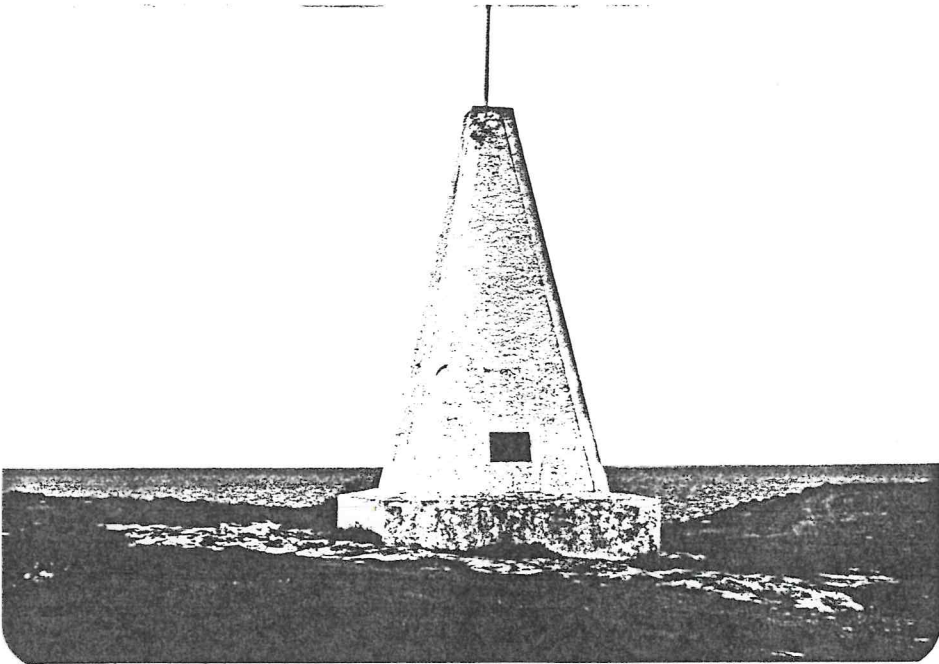


South Australian Heritage Act 1978-80	HERITAGE SURVEY ITEM IDENTIFICATION SHEET	PROJECT HERITAGE SURVEY REGION 4 Item Ref. No. 121
	ITEM NAME: Obelisk Former or other	Office Use ITEM No. DOCKET No.
<p>DESCRIPTION: The stone obelisk is eight metres high and is mounted on a square base. It has been rendered and painted and is a prominent landmark.</p> <p>HISTORICAL SUMMARY: When the Port Elliot site was decided upon by the Government as the sea-port for the new River Murray trade, the obelisk was one of the first structures erected, in 1852, the year the town was surveyed. It was built by William Rogers on Freeman's Nob as a guide to shipping about to enter Horseshoe Bay. Freeman's Nob was previously used by whalers as a vantage point and impressed Captain Lipson as the suitable site for a beacon. The obelisk was designed to be visible for 10 miles and a blue flag was flown on days when the channel between the Nob and Pullen's Point was unsafe for shipping.</p> <p>HERITAGE SIGNIFICANCE: This prominent structure, clearly visible from land and sea, is of great significance as one of a series of public works which were undertaken to establish a sea-port as the outlet for the anticipated massive River Murray trade.</p>		<p>LOCATION Address Freeman's Nob Town Port Elliot Postcode Section Hundred Goolwa County L.G.A. Pt.Elliot & Goolwa S.H.P. Region 4 A.M.G. Ref. 6626-IV</p> <p>SUBJECT 4.7</p> <p>USE</p> <p>PERIOD State Study Area 1836-61</p>
<p>REFERENCES Noack et al., pp. 5, 44-45 Tolley p.34</p> <p>Verbal Archival photographs Tolley, p.41 (1910)</p>		<p>TYPE OF ITEM</p> <p>LAND Natural feature <input type="checkbox"/> Historical site <input type="checkbox"/> Historical Gdn. <input type="checkbox"/> BUILDING <input type="checkbox"/> STRUCTURE <input checked="" type="checkbox"/> PHYSICAL CONDITION <input type="checkbox"/></p>
<p>PHOTOGRAPH Film No. 1209 Negative No. 11</p> 		<p>STATUS Reg. of State Her. Items Reg. <input checked="" type="checkbox"/> Interim L <input type="checkbox"/> Nominated National Estate Reg. <input checked="" type="checkbox"/> Proposed L <input type="checkbox"/> National Trust CL <input checked="" type="checkbox"/> RL <input type="checkbox"/> File <input type="checkbox"/> Other Institution of Eng- <input checked="" type="checkbox"/> ineers Australia (SA) <input type="checkbox"/></p> <p>LAND TITLE</p> <p>RECOMMENDATION (A) State <input checked="" type="checkbox"/> (B) Local <input type="checkbox"/></p> <p>PREPARED BY HERITAGE INVESTIGATIONS AND HISTORICAL CONSULTANTS PTY LTD 1985</p>

(4) Granite Quarry for Breakwater

Freeman Nob

Period: 1840 - 1890

Theme: River trade and harbour development

The quarry is located on the side of Freeman Nob at the rear of the breakwater.

A good description of the blasting operations is given by NICK VINE HALL (1976) page 58.

(5) Pullen Island

Section 339, Hundred of Goolwa

Period: 1840 - 1890; 1891 - present

Theme: River trade and harbour development

The granite island provides the main shelter for Horseshoe Bay from the strong southerly winds and was an important factor in the selection of the Bay as a harbour. It now provides a close, off-shore haven for seabirds and was declared a Conservation Park in 1967.

References: NATIONAL PARKS AND WILDLIFE SERVICE (1978)

(6) Site of 3 Storey Stone Store

Adjacent to the jetty

Period: 1840 - 1890

Theme: River trade and harbour development

The elegant, 3 storey stone goods store stood close to the jetty on a site now occupied by a shelter shed. The foundations were laid in December 1853 and the building was completed at a cost of 947 pounds shortly after the opening of the railway in 1854. Unfortunately the substantial building stood for only 42 years and photographs taken before its demolition in 1896 show a handsome solid structure with a series of 3 large arches at ground level, an upper level storeroom and an extensive loft. Presumably the upper levels also had access from the track above on Freeman Nob.

References: TOLLEY, J.C. (1968)
VINE HALL, N. (1976)
STREMPER, A.A. (1954)
GOOLWA MUSEUM (Photograph collection)

(7) Obelisk

On Freeman Nob

Period: 1840 - 1890

Theme: River trade and harbour development

The obelisk was erected in 1852 as a guide to shipping about to enter Horseshoe Bay. Freeman Nob was previously used by whalers as a vantage point and impressed Captain Lipson as the suitable site for a beacon. The Nob was named after Sylvester Freeman, an officer of the S.A. Company Whale Fishery.

The obelisk was built of stone, 25 feet high and mounted on a base 14 feet square. The builder was Mr. Rogers and the cost 50 pounds. It was designed to be visible from 10 miles and a blue flag was flown on days in which the channel between Freeman Nob and Pullen Island was unsafe for shipping.

References: TOLLEY, J.C. (1968) and Notes
S.A. ARCHIVES (1324/13)
NATIONAL TRUST OF S.A. (Record 672)

(8) Site of Harbour Master's Cottage

The Strand

Period: 1840 - 1890

Theme: River trade and harbour development

In July 1852, W. Bennett Hayes, Colonial Architect, reported that the residence for the Harbour Master was erected at a cost of 200 pounds. The residence may have been occupied for a short time by the first Harbour Master and Sub-Collector of Customs, Mr. Thomas Saunders; however, Mr. Buxton Forbes Laurie took over the position in February 1853 and moved into the house with his family.

The residence was one of the first stone buildings erected in the Port Elliot township, had a thatched roof, a verandah at the front and a high chimney at the rear. The roof was later replaced with corrugated iron.

Mr. P.A. Nation was appointed Harbour Master in December 1853 and took up residence in the house which provided fine views across Horseshoe Bay. The house was demolished in 1969 and a memorial plaque erected on the site in 1976.

References: TOLLEY, J.C. (1968) (and Photograph collection)
VINE HALL, N. (1967)
PIGGOTT, A.O. (1946)
S.A. PARLIAMENTARY PAPER. 41/1852
MORISON, E.E. (1978)
NATIONAL TRUST OF S.A. (Record 1348)

(9) Railway Cutting

Period: 1840 - 1890

Theme: Railways

The cutting which was 370 yards long with a maximum depth of 23 feet was completed as part of the railway works in 1852. The material, which was excavated at the cost of one shilling and threepence per cubic yard, was used as ballast for the line. The construction of the railway line had reached the cutting from Goolwa by December 1853 but delays in completing the excavation meant that goods had to be carried around the cutting to the Port Elliot jetty, by bullock wagon. However, the cutting was completed and the line laid throughout by 22nd March, 1854.

A road bridge was built across the cutting but with the opening of the railway bypass and extension to Victor Harbor in 1863, the cutting was no longer used.



THE ERECTION OF THIS OBELISK WAS
COMPLETED ON THE 25TH OF JANUARY 1852
ON WHAT IS KNOWN AS "FREEMAN'S NOB"
AS A LANDMARK AND GUIDE TO VESSELS
ENTERING THE HARBOUR. IT IS VISIBLE
FOR TEN MILES, AND A BLUE FLAG WAS
FLOUN WHEN THE CHANNEL BETWEEN
LIPSON'S (NOW PULLEN'S) ISLAND AND
THE BREAKWATER WAS UNSAFE.

THIS PLADLE WAS UNVEILED BY
MELPHORD JACOBS ESQ. CHAIRMAN OF
THE PORT ELLIST DISTRICT COUNCIL,
ON THE 28TH JANUARY 1952.