HERITAGE ASSESSMENT REPORT

NAME: No. 2 Dock and Associated Structures PLACE: 26478

ADDRESS: Ocean Steamers Road, Port Adelaide

HISTORY

Coal-Shed Creek (1836-1892)

No. 2 Dock was formed from what was in the early years of the colony one of two creeks running into the Port River on its eastern side, to the north of the main settlement. Known as 'Coal-Shed', or 'Fisherman's' Creek, the northernmost of these two creeks ran across land owned by the South Australian Company (SA Company) before discharging into the Hindmarsh Reach just south of a Government Reserve. It was on this reserve that, by 1849, the SA Government had constructed a coal shed and a wharf for coaling the Government steam tug, *Adelaide*.

The origin of the later name of Fisherman's Creek is unknown, but the inlet appears to have attracted informal use for bathing and fishing which may have led to its title. Reportedly, there was a 'nice little sandy beach to go into the water from'[1] - although swimming was actively discouraged because of the proximity to the boats at the coal shed[2]. A drowning of two girls in 1866 threw a shadow over the place and attracted the local community's attention to the creek. Jane Jamieson (18) and Jessie Samuel (17) were 'playing wolf' whilst in the water at Fisherman's Creek, pretending they were drowning, and calling for help in jest. Later, they attempted to cross the creek and disappeared under the water. When it became apparent that they were in trouble, onlookers imagined it was a continuation of their previous game and help came too late to save them.

It was also later reported that in the 1850s there was a camp of Chinese immigrants en-route to the Victorian Goldfields nearby Coal-Shed Creek[3]. In 1856 Five Chinese emigrant ships arrived at Port Adelaide and disembarked hundreds of Chinese men who were intent upon making their way to Victoria overland so as to avoid the recently enacted Victorian levy of £10 upon each Chinese immigrant arriving by ship. The appearance of complicity by the South Australian Government caused a degree of friction with their neighbouring colony. The *Melbourne Herald* reported on the arrival of Chinese on foot from South Australia, accusing Adelaide of wishing to 'annex the goldfields' from Victoria[4]. During their temporary residence at Port Adelaide, the main source of food for the Chinese was the nearby waterways and mangrove swamps. Crabs, mussels, dogfish and stingrays were caught in the shallow parts of the Port River, using nets and baskets placed across inlets such as Coal-Shed creek as the

[1] "Port Adelaide's Lost Sea Baths", *Port Adelaide News,* Friday 7 September 1917, page 4.
[2] *South Australian Weekly Chronicle*, Saturday 8 January 1859, page 1.
[3] A. T. Saunders, "Early Port Adelaide", *The Advertiser*, Thursday 25 May 1933, page 12
[4] "The Influx of Chinese", *South Australian Register (Adelaide, SA : 1839 - 1900),* Wednesday 4 June 1856, page 2.

tides receded[5]. The catch was hauled back to camp and boiled in big pots. While probably unrelated to its later name, it is evidence of the abundance and accessibility of marine life at the spot.

Tragedy Dock (1892-1924):

As the colony grew and trade increased, so did the demand for shipping berths and transit storage. By the 1890s, the SA Company had extended their wharfage along the eastern riverbank as the Company's No. 1 Quay, to meet the south bank of Coal-Shed Creek and this formalised the south bank of the inlet. It is uncertain whether this more prescribed use of the land prompted the SA Company to further restrict access to their land, but about this time workers at the Coal-Shed Wharf complained about the inconvenience of having to walk around the Company's property to get to work (and probably more importantly getting their lunch on time), designating the Government Wharf as 'Siberia'[6]. Ultimately Port Adelaide Mayor Charles Tucker negotiated the construction of a wooden suspension bridge for pedestrians to cross Coal-Shed Creek. The bridge was completed in April 1892 and named the Tucker Bridge[7].

Also in 1892, a syndicate leased the Coal-Shed Wharf from the Government and rebuilt it as Ocean Steamers' Wharf. Just to the north of Coal-Shed Creek was the site for the Block 14 Smelting Works from 1895 until it closed in 1902. Shortly afterwards, the Municipal Tramways Trust (MTT) bought the site, cleared most of the buildings and built a powerhouse to supply direct current electricity for the tramway system[8].

In 1910, the SA Company began the conversion of Coal-Shed creek into further ship berths to adjoin its No. 1 Quay. Costing £40,000, the Company contracted James Coulston to construct the new quay. A coffer dam was built at the entrance to the inlet and a channel excavated to 34ft deep and 170ft wide, using the natural depression of the creek to advantage. To the south side 1,000ft of verandah type timber wharf was constructed[9]. Informal use of the locality for fishing and bathing dissipated as the industrial presence increased.

The excavation of the new dock resulted in the removal of Tucker Bridge, again inconveniencing workers at the Ocean Steamers' Wharf and the MTT powerhouse who had a long walk around the new dock to reach work. It was hoped that the Government would erect 'some sort of bridge'[10] across its mouth. Instead, the derelict paddle steamer *Gem* was used as a temporary pontoon bridge across the entrance. The *PS Gem* had been a ferry between Melbourne and Williamstown before being brought to Port Adelaide in 1911 for use in dock construction. With that task completed she was stripped down and placed across the entrance as a pontoon. This floating bridge allowed workers to reach the MTT power station, the Government Produce Depot and Freezer Works, and the Ocean Steamers' Wharf for about

[5] A.H. "Early Chinese Invasion", *Mail (Adelaide, SA: 1912 - 1954)*, Saturday 4 June 1927, page 31.
[6] "Proposed New Bridge", *Port Adelaide News and Lefevre's Peninsula Advertiser (SA : 1883 - 1897)*, Friday 31 July 1891, page 2
[7] John Couper-Smartt & Christine Courtney, *Port Adelaide: Tales from a Commodious Harbour,* Adelaide, 2003, page 68.
[8] Ibid, page 69.
[9] "Improvements at Port Adelaide", *The Advertiser*, Saturday 3 September 1910, page 12
[10] Ibid.

15 years, until she was removed on 19 July 1927 when No. 2. Dock was upgraded. The *Gem* was eventually towed round to Garden Island and abandoned in the Ships' Graveyard[11].

Several explanations have been offered for the dock eventually becoming known as 'Tragedy Dock'. The most frequently cited account is the *City of Singapore* disaster of 1924. The Ellerman Lines steamer *City of Singapore* arrived in Port Adelaide on Thursday April 24th 1924 with a cargo of automobiles, tractors, motor parts, petrol, kerosene and oil and was tied up in No. 2 Dock. Over the next two days, 22,000 cases containing cans of petrol were unloaded and 4,000 were transferred between holds. On Saturday 26th at 7:45pm, smoke was seen coming out of the ventilators, and before the engineers could flood the tank, an explosion set the ship alight. The fire brigade attended and contained the fire within the aft hold. Later, the hold was flooded and the firemen aboard ship congratulated each other on extinguishing the blaze. Beneath them in the coalbunker, however, heat from the fire had released gas and coal dust.

At 10:30pm a tremendous explosion tore open the ships deck and broke her back. The sound was heard throughout the city. As she sank in the shallow dock, debris rained down on the surrounding wharves and river. With much of their equipment damaged, the fire crew resumed the struggle against burning petrol and oil with only water and axes. The blast was heard for miles and attracted local volunteers who assisted in the rescue of crewmen and fire fighters. Three firemen died. Albert Greenman was carried ashore but found to have died from head injuries. George Anderson had been incinerated on the deck, as was Jim Hickey who had fallen into the burning hold. Only his battered helmet and axe head were found[12].
A monument to the dead firemen stands in the Cheltenham Cemetery (Local Heritage Place ID:20804).

However, the name 'Tragedy Dock' appears to have been in common use at least ten years prior to the *City of Singapore* incident. Aside from the drowning of the two girls mentioned earlier, several other accidents occurred at the site that may have added to its ill-fated reputation. During construction of the dock, four workers died in separate accidents, a passenger aboard the McIlwraith McEacharn ship *Katoomba* was decapitated when he stuck his head out as the ship was coming into berth, and another worker was killed by a falling steel pipe during cargo loading[13]. A further widespread account was the murder of a seaman on board the German-Australian steamer, *Australia* in 1913. After a night carousing at local hotels, one of the men – Otto Schiebert – stabbed his shipmate Karl Richter through the heart. The murder was widely reported in South Australian newspapers with the headline, "Tragedy at Port Adelaide"[14].

South Australian Harbors Board (1914-1966):
By the 1910s, with the rapid growth of ship size and the resulting increase in the volume of cargo that had to be unloaded and loaded, checked, tallied and sorted, at any one time, the port's infrastructure was under increasing pressure, and as the wharfs were largely privately

[11] Op. cit., Couper-Smartt.
[12] These two paragraphs regarding the *City of Singapore* disaster are for the most part extracted from, Michael Page, *Muscle and Pluck Forever! The South Australian Fire Service 1840 – 1982* . S.A. Metropolitan Fire Service, 1983.
[13] Couper-Smartt and Courtney, Op Cit. page 70.
[14] "Tragedy at Port Adelaide", *The Journal (Adelaide, SA : 1912 - 1923)* Tue 9 Sep 1913 Page 1

controlled, the State was unable to make significant changes to improve efficiencies. Following a Royal Commission into the delays caused by overflowing and inefficient port facilities, the Government passed the *Harbors Act 1913*, effectively nationalising South Australian ports. The purpose of the Act was for the 'Acquisition by the Crown of Wharves and Water Frontages and similar Properties, and to make better provision for the 'Management and Control of Harbors'[15]. The Act was thus divided into two parts. Part I empowered the acquisition by the Crown of all privately-owned wharves on payment of compensation, and Part II authorised exclusive control throughout the State by the South Australian Harbors Board (SAHB). The administration of the Act was committed to the Minister of Marine, and the Board consisted of three Commissioners, appointed by the Governor. Over the coming decades this fundamentally changed the complexion of the port from a fragmented collection of individual operations to a unified system.

The first commissioners were Arthur Searcy as Chairman, John Bagot Labatt as Deputy Chairman, and Edward Allan Farquar. One of their first tasks was to find a home for themselves and their staff, and they bought the former National Mutual Life Insurance building (SHP 10896) to the west side of Victoria Square which they occupied until they were wound up in 1966[16]. The newly-established Board then began the compulsory purchase of all privately-owned waterfront land, docks, and wharf facilities in Port Adelaide. Owners first applied for more time, but even after that was granted, several fought the acquisition in the courts, including the South Australian Company whose legal battle with the Government over the matter dragged on for years[17]. The intervention of the war also slowed their work, but by the 1920s, the SAHB they began a comprehensive scheme to deepen the Port River to 27 feet at low water and to widen it to a minimum width of 350 feet. The work resulted in reclaiming several hundreds of acres of mangrove flats along the River's margin, but also led to undermining of the timber framed verandah-type wharves that were the most common form of construction in the port. It became apparent that the Board would also need to undertake a vast amount of wharf renewal.

Seeing the inadequacies of the verandah-type timber wharf – a system of timber decking set over timber piles knocked into the river floor, the Board introduced a new type of timber pile/concrete platform hybrid construction, the first phase of which occurred with the widening of No 2. Dock and the construction of new wharfs to its north side (Berths 16 and 17). Interlocking steel sheet piling was first driven into the riverbank, and afterward, timber piles were driven in front. A second line of steel sheeting was sunk forward of the timber piles. This system was then de-watered and a reinforced L-shaped concrete platform formed and poured over the top, effectively sealing the timber piles completely within the riverbank, protected from marine organisms[18]. The origin of the design is unclear; however, the Board's 1928 annual report acknowledges the research work of two members of its staff: F. Andres, Dip. C.E (Zurich), and R. Ross (Officer in Charge of Osborne Wharf Reconstruction) and their research

[15] "Harbors Act", Government of South Australia, 1913.
[16] Ronald Parsons, *Southern Passages: A Maritime History of South Australia*, Wakefield Press, 1986, page 253.
[17] Ibid.
[18] SA Harbors Board Engineer, H.C. Meyer, in a 1934 address titled, "The Construction of Modern Shipping Accommodation at Port Adelaide" to the Adelaide Division of the Institute of Engineers offers a very detailed account of the wharf construction process used.

into soil properties, carrying capacity of piles, impermeability and fluidity of concrete, and resistance to sea water. In 1926, experiments with concrete construction in a maritime environment were also carried out by Andres at the Semaphore foreshore and this may have contributed to later designs[19].

The wharfs were reported to be some of the first reinforced concrete wharfs built in Australia, although this was something of an overstatement given that engineers, notably John Monash, had earlier designed and built several reinforced concrete wharves across Australia, including one for the Colonial Sugar Refinery at Glanville in 1909[20]. The new quay, to be known as No. 2 Quay North, was completed in 1927. However, it was not brought into use until 1929 due to faults that became evident in the sheet piling as the final dredging was carried out[21].

Two timber-framed cargo sheds were simultaneously constructed parallel to the waterline, one 433 and the other 407 feet long, set 50ft apart. Each was 100ft wide with their front walls 63ft from the water edge. The roofs were clad with corrugated asbestos sheeting, and the walls clad with corrugated iron. The Board had recently built two cargo sheds at Outer Harbor and based the design at No. 2 Dock on these prototypes, with the floors of the sheds sloped at a grade of one in 60 to facilitate rear loading onto trucks. The roofs were a double gable fitted with rows of glass skylights, and doors to the sheds were the roller-shutter type. Provision was made within each for a lock-up 'bird-cage' for broken cargo, and office accommodation[22]. Shipping heads however expressed disappointment with what was in their view backwards technology. One representative of the shipping lines stated that provision should have been made for modern mechanical equipment and the sheds built sufficiently strong to support traverser cranes. Comparing the sheds with modernizations elsewhere, he stated, 'In Sydney traversing cranes which can work in any part are provided…and with their aid large cases of goods such as those containing motor cars can be expeditiously handled and stacked high…Electric cranes of the gantry type should also be installed'[23]. The Board countered by stating that 'runabout' types of crane would be provided, like those in operation at the railyards[24].

In 1931, the neighbouring Ocean Steamer's Wharf was reconstructed using the same method, and similarly, two new cargo sheds, 80ft wide with sloping floors and rear loading platforms, were built alongside. Although in this case, the sheds were built with a steel frame, enabling a 'free-span' from wall to wall without the interruption of internal columns. This upgrading was perhaps to put the earlier complaint to rest.

In 1933, the 'big crane section' of the original McLaren Wharf, including sheds, was demolished, and replaced with a concrete wharf and steel-framed wharf sheds similar in

[19] 'Foreshore Improvements at Seacliff', *Register (Adelaide, SA : 1901 - 1929),* Monday 19 April 1926, page 9.
[20] Alan Holgate, "Sir John Monash and the South Australian Reinforced Concrete Co.", Paper presented at South Australian Engineering Heritage Conference: *Transactions,* 3 May 2012.
[21] South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1928*, 1928
[22] "New Wharf Sheds", *News (Adelaide, SA: 1923 - 1954),* Tuesday 9 August 1927, page 14.
[23] ibid.
[24] Ibid.

construction to those already built further north. These were known as Transit Sheds Nos. 2 and 3 (now demolished).

By 1938, the Board had constructed some 5,700 feet of concrete wharves modelled on the same method, and eight transit sheds had been erected totalling 253,260 square feet[25]. Each was "well ventilated, with large doors, effective lighting, sloping floors, and road and rail access front and rear"[26]. Aerial photographs from 1938 show the ongoing transformation.

In 1942, an office building was erected at berth 19, Ocean Steamers' Wharf, for use by the U.S. Army Transport Branch[27].

In 1946, four cafeteria buildings were built around the port and the cost was borne equally by the Commonwealth and State Governments[28]. Bicycle shelters also became a feature of improvements to the wharfs over the coming years.

By the late 1940s, riding on the surge of post-war activity, the Board planned the Port's future development. In preparation, the Board's Chief Engineer and General Manager Heinrich Charles Meyer, accompanied by G.A.J. Manuel, Mechanical Engineer, visited 24 ports in the United Kingdom and nine of the principal ports in Germany, France, Spain, Holland, Sweden and Denmark. In America, they visited 21 ports and several in the Pacific on their homeward journey[29]. In 1950, the Board published a wide-ranging plan for the next 50 years, forecasting an unceasing demand for wharfage and land adjacent to shipping lanes for industry. The future they imagined was, in the technological sense, very much like the past[30]. Projects included further deepening of the Port River and the use of the dredged material (some twenty million cubic metres) for reclamation of 2,212 acres of land on the eastern side of the Port River upon which an industrial estate was planned (now Gillman) and the establishment of new suburbs to the north and along the Lefevre peninsula. At an estimated cost of £23 million, the Board promised to make the Port the principal gateway to South Australia, 'unrivalled for convenience elsewhere in Australia', and would 'over some decades, sweep away the few squalid and unpleasing areas in the vicinity'[31].

It was also the opportunity to boast of their past achievements. Because of the Board's reconstruction programme, representing a public investment of £8.5 million, Adelaide's major port, by their assessment, had risen to third in Australia by volume of shipping. Conjuring up the vision of Colonel Light, the Minister of Marine, Malcolm McIntosh, stated that the 'creek' first navigated by Light's 'Rapid' was now 'transformed into a channel of a great commercial capital'. The Board had built three and a half miles of wharf, the majority in concrete, and thirty transit sheds with a combined floor area of 820,000 square feet (76,180 square metres). The construction of modern shore accommodation and facilities reduced maintenance costs,

[25] South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1939*, 1939
[26] Ibid.
[27] South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1942*, 1942.
[28] South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1946*, 1946.
[29] Ibid.
[30] Parsons, Op. cit.
[31] South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1950*, 1950.

permitted denser and heavier transport, more efficient sorting and stacking of cargo, less damage to cargo, more hygienic and improved working conditions, and greater berth availability. 'Thus', McIntosh concluded, Light's vision 'has been most amply realised'[32].

A reassessment of the Board's plans ten years later in 1959, when the plan was updated, was far less ambitious, perhaps foretelling their eventual end just seven years later. The Board reported that although they had completed the more urgent wharf expansion projects and improvement of accommodation, 'a number of the more ambitious schemes for further port developments included in the original plan must, for the present, remain in abeyance'[33].

The reconstruction of the south side of No. 2 Dock was completed just prior to the date of this report, being completed in September 1958 at a cost of about £1 million. The project originally envisaged the replacement of 1,025ft of old timber wharf by a modern deep-draft concrete wharf to handle timber, phosphate rock and other bulk cargoes, but without the provision of any cranes or large wharf sheds. Open working and storage areas were considered more appropriate. The passage of time, however, indicated the need to speed the discharge of steel cargoes and the turn-round of ships by handling their cargoes in large pre-slung bundles. As a result, the original plans were recast to cater primarily for the import of steel, together with timber and other bulk cargoes. The wharves have, therefore, been equipped with four 6-ton double hook travelling electric cranes and two medium-sized transit sheds, with ample space between sheds and ship's side for unloading operations[34].

The cranes were designed by the Melbourne firm of Southert, Pipp and Coates Ltd and manufactured by Gibb and Miller of Port Adelaide. They were equipped with cactus grabs and electric magnets for the handling of scrap steel and pig iron.

In 1962, the Board made alterations to sheds 16 and 17 to convert the doors to the front (water) side from roller shutter to sliding doors[35]. In 1964, a new block of brick offices was added to Shed 16 at its western end for the Customs and Government Produce Department[36] and in 1965 the Government approved the purchase of two additional 10-ton cranes to supplement the four at berths 13 and 14 for the handling of iron and steel[37].

The next year, in 1966, following the election of the first Labor Government in South Australia in thirty-three years, the Board were swept away and their powers transferred to a newly created Department of Marine and Harbors (DMH) under the closer watch of a Minister for Marine[38]. The construction of additional cranes at berths 13 and 14 did not eventuate.

[32] South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1950*, 1950
[33] South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1959*, 1959
[34] This paragraph is extracted from, Mulloway Studio's *Cultural Mapping and Survey: Port Adelaide Waterfront: Stage 3 Report*, 2011. Mulloway Studio cite the SAHB's 1959 report as the primary source.
[35] South Australian Harbors Board, *Annual Report: 1962-1963*, 1963.
[36] South Australian Harbors Board, *Annual Report: 1963-1964*, 1964.
[37] South Australian Harbors Board, *Annual Report: 1964-1965*, 1965.
[38] Couper-Smartt & Courtney Op. Cit., page 81.

Containerisation & Bulk Handling (1950-):

In the 1950s, a new innovative technology was introduced to shipping that changed transportation dramatically during the following decades: the standardized shipping container. Although the shipping container was in use for many decades prior, it was its standardisation to a size that could be loaded at the factory, transported to the wharf by truck or train, loaded onto the ship, and the reverse at the other end, all the time sealed, that transformed international cargo transit. It was this 'intermodal' transport, without the need for unloading and loading, that had a deep impact on the urban pattern of port cities, rendering many old ports around the globe obsolete.

The efficiencies achieved by the standardised container were nothing short of revolutionary, and the rapidity of uptake was remarkable. The high reliability of container ship schedules and the closed chain between sea and land transport changed both producing industries and consumer societies. Many factories closed their large warehouses, ordering components on demand[39]. Within 20 years, by the mid-1970s, 80 percent of general cargo shipping trade was moving in containers on trade routes serving industrialised nations. Port cities, such as Port Adelaide, found it was worth investing in entirely new infrastructure to accommodate the larger container ships, and in 1967, plans were drawn for a container terminal at Outer Harbor, away from the nucleus of the old port[40]

In addition to the advent of container technology, Port Adelaide also faced the second challenge of overcoming the shipping line cartels that had been granted monopoly rights under the Australian Government's *Trade Practices Act*, the result of which was that container shipping in Australia was almost entirely concentrated on the Ports of Sydney and Melbourne. By the early 1970s, South Australia had lost all its scheduled liner services and the Port of Adelaide had no direct links with its overseas trading partners. About 98 percent of South Australia's container traffic was bypassing the Port, coming by train from Melbourne[41].

It was not until the 1970s that the trend began to reverse, with construction of the Outer Harbor container terminal in 1972 at a cost of $8.7 million, followed by installation of Adelaide's first gantry crane of the type required by container vessels in March 1977. Meanwhile the inner harbour and its once active transit accommodation languished. Containers could be laid up onto hard stand at Outer Harbor and ferried directly to or from their destination without the need for interim storage.

In the same period, South Australian ports progressively embraced bulk loading of cargos such as coal, grain, and timber. Until the 1920s coal was loaded manually as any other cargo, but by 1925 a decision was reached to concentrate coal-handling facilities, and in 1928, the SAHB built a new coal handling plant on the western bank of the Port River at Osborne[42]. In 1953, four cranes were installed to service the conveyor system[43]. Likewise, the bulk loading of grain, traditionally loaded in bags, was discussed as early as 1901[44], but the first

[39] Lars Amenda, "China-Towns and Container Terminals." In *Port Cities: Dynamic landscapes and global networks*, edited by Carola Hein, 2011, New York: Routledge, page 43-53.
[40] South Australian Harbors Board, *Annual Report: 1967-1968*, 1968.
[41] Parsons, op. cit.
[42] Couper-Smartt & Courtney, op. cit. page 77.
[43] Parsons, op. cit. page 275.
[44] 'Bulk-Loading of Wheat', *Chronicle (Adelaide, SA: 1895 - 1954)*, Saturday 24 August 1901, page 5.

experiments didn't occur at Port Adelaide until 1932 at No. 2 Dock. Grain was loaded in bags on the decks of the ship, opened on deck and poured into the holds[45]. Later developments saw the introduction of the elevator system, and a further reduction in the demand for manual labour and transit accommodation.

Between 1966 and 2001 the South Australian Harbors Board underwent many changes: the Department of Marine and Harbors, later Ports Corp, until in October 2001 the government again surrendered its ownership of the dock facilities to a private consortium, Flinders Ports.

In 1994 the SA Maritime Museum took possession of Shed 13 to house a collection of large objects that included a teak cabin from a coastal steamer, the hull of an 1870s trading ketch, wharf cranes and sail craft. The south side of the dock is used by the museum to berth their historic vessels, including the *Falie*. Shed 14 has been vacant for some years.

In 2009 McFarlane Slipway leased a portion of Shed 16 following their eviction from their Jenkins Street boatyards to make way for the New Port Quays development. Until recently Shed 17 was tenanted by Marine Rescue, now vacant. Marine services company Svitzer currently use the north side of the dock for berthing their tugs.

Chronology

1840	Adelaide's 'New Port' opened.
1849	Government coal shed and wharf constructed at 'Coal-Shed' creek.
1892	Ocean Steamers' Wharf constructed to replace the Government wharf.
1910-1911	No. 2 Quay constructed by the SA Company.
1913	*Harbors Act* passed and the South Australian Harbors Board created.
1914-1918	First World War
1924	'City of Singapore' disaster.
1927—1929	North side of No. 2 Dock completed by the SAHB, including transit sheds No.13 and No 14.
1930s	Several cargo sheds constructed north and south of No. 2 Dock.
1940	Birkenhead Bridge opens (SHP 14348)
1939-1945	Second World War
1958	No. 2 Dock south opened, including Shed 13, Shed 14, and four loading cranes.
1972	Outer Harbor container terminal opens.
1986	South Australian Jubilee is celebrated. Original Port Adelaide lighthouse (SHP10313) returned to Port Adelaide.
c.1994	Museum exhibits from Shed 1 relocated to Shed 13.

[45] 'Brand to begin loading today: Trial Shipment of Bulk Wheat', *Advertiser (Adelaide, SA: 1931 - 1954)*, Monday 4 July 1932, page 6.

DESCRIPTION

No 2 Dock (formerly known as No 2 Quay, or more commonly 'Tragedy Dock') is comprised of wharfs, wharf aprons, transit sheds, loading cranes and rail lines associated with shipping operations at Port Adelaide from the 1920s until the 1970s. The manmade channel that constitutes the dock itself is an easterly extension of the main shipping inner harbour lane of the Port River. It measures about 330 metres long and 90 metres wide and is orientated approximately east-west.

To the south side of the dock is a reinforced concrete wharf and a wide bituminised cargo apron, two luffing cranes and two steel-framed transit sheds: No. 13 and No. 14, that primarily serviced the bulk timber and steel trade. To the north is a concrete wharf and bituminised apron on which is located two timber-framed transit sheds dating from 1927: No. 17 and No. 18, sited parallel to the wharf edge. 'At grade' rail lines criss-cross the hardstand to the front and rear of the sheds. A rock barrage now forms the east end of the dock.

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

The No. 2 Dock complex is a rare example of wharf operations from the Inter-War and Post-War period. Developed as part of the comprehensive State-funded wharf modernisation scheme of Port Adelaide in 1920s through to the 1950s, No. 2 Dock demonstrates the role of wharves in the State's change from fundamentally a rural producer and exporter to a community with an industrial focus. Hundreds were employed in the construction of new wharves and in the handling of cargo off and on ships, and by the beginning of the 1950s Port Adelaide was the third busiest port in Australia.

Wharf Sheds No. 16 and 17, constructed in 1928, are the earliest and most intact of the period, and together with their wharves and aprons demonstrate the operations of manual wharfage in the period that do not exist elsewhere in South Australia. To the south side of the Dock, the surviving 1958 cranes, with their rails and sheds, demonstrate the alternative bulk loading method for timber and steel, and are important visual figures in the locality's skyline.
The place was also the site of the City of Singapore disaster, an event that resonated strongly with the Adelaide and Port Adelaide communities.

Comparability / Rarity / Representation:

No structures are known to survive from prior to 1927
Surviving structures associated with the SA Harbors Board and wharf modernisation from the Inter-War and Post-War period are as follows:

- Concrete wharfs throughout the inner harbour.
- Cargo Sheds at Berths 16 & 17 (No.2 Dock north), constructed in 1927/1928.
- Cargo Sheds at Berths 18, 19 & 20 (Ocean Steamers' Wharf), constructed in the 1930s & 1940s.
- Wharf Workers Cafeteria at Berth 19, constructed 1945.
- Cargo Shed at Berth 1 (Fisherman's Wharf Market Shed), constructed in 1951/1952.

- Cargo Sheds at Berths 13 & 14 (No.2 Dock), constructed in 1958 primarily for the bulk timber and steel trade.
- Two off 'Double Hook Level Luffing Electric Wharf Cranes' and their associated rail lines at No. 2 Dock, commissioned in 1958. The cranes were designed by the Melbourne firm of Southert, Pipp and Coates Ltd and manufactured by Gibb and Miller of Port Adelaide.
- Harbors Board workshops and associated wharves at the Government Dockyards (Hawkers Creek), Glanville, constructed 1957/1958.

Wharf Sheds:

The SA Harbors Board constructed about twenty-two cargo sheds between 1927 and 1958 to both sides of the Port River associated with shipping berths. The earliest two sheds, No. 16 and No. 17 were the only sheds built with a timber structure. After 1928, all sheds were constructed using steel columns and either a steel truss or steel portal frame roof. From the twenty-two constructed, eight sheds are known to survive, including the earliest sheds located to the north of No. 2 Dock, and the latest of the period to the south of No. 2 Dock.

Hybrid Timber Pile/Concrete Wharfs:

Building on the success of their hybrid timber pile and concrete deck at No. 2 Dock and Ocean Steamers' Wharf, the earliest examples of the type, the SA Harbors Board lined extensive sections of the inner harbour of Port Adelaide using the same wharf construction technology, much of which is still in use today. The form of construction is therefore not currently rare.

Electric Cranes:

The two electric luffing cranes at Port Adelaide are the only known surviving examples of their type in South Australia.

Assessment against Criteria (Under Section 16 of the *Heritage Places Act 1993):*

(a) it demonstrates important aspects of the evolution or pattern of the State's history.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places,* that note:

> *The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.*
> *Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.*

No. 2 Dock, the north side of which opened in 1929, is associated with the modernisation of the Port Adelaide waterfront in the first half of the twentieth century. This phase of the historic Port's development began with the passing of the *Harbors Act* in 1913, effectively nationalising the State's waterfront, and ended when standardised containers

and bulk loading became the preferred method of shipping cargo, marked by the opening of Adelaide's container terminal at Outer Harbor in 1972. The upgrade of the Port's infrastructure in the 1920s through to the 1950s contributed to the State's change from fundamentally a rural producer and exporter to a community with an industrial focus. Hundreds were employed in the construction of new wharves and in the handling of cargo off and on ships, and by the beginning of the 1950s, Port Adelaide was the third busiest port in Australia.

There are a number of isolated structures from the period elsewhere across the Port Adelaide waterfront and at other South Australian ports, including concrete wharfs, loading facilities, cargo sheds and a Government workshop. However, the most evocative, and most intact, are the collection of structures that surround No. 2 Dock. Together with the wharves themselves and their aprons, these buildings demonstrate how ships arrived at port and were allocated wharf accommodation, how cargo was cleared through customs, how labour was allocated to unload the cargo, how that cargo was unloaded and stored in transit, and how the reverse loading worked. The complex also contains structures across several development stages, including some of the earliest Harbors Board transit sheds, Sheds 16 and 17, constructed in 1927-1928.

Comparable industrial complexes from the early to mid-20th century represented in the South Australian Heritage Register include the Islington Railway Workshops (SHPs 10709, 14688, 14686), the remnants of the former war-time munitions factory at Salisbury (SHP 16201, 26027, 26028), and former electric power infrastructure represented by Municipal Tramways Trust (MTT) No.1 Converter Station (SHP 10986), Adelaide Electric Supply Company Power Station (SHP 10984) and Converter Station (SHP 10985). In the Port Adelaide area, only the Birkenhead Bridge (SHP 14348) of 1940 is entered.

Given the significance of trade and industry to the mid-20th century development of the State, it is important to recognise some of the key structures from this era. Wharf structures such as those represented at No. 2 Dock were critical in South Australia's transformation to an industrialised community and South Australia's maritime transport history from this period of industrialisation is under-represented in the Register.

The place was also the site of the *City of Singapore* disaster that due to its scale was embedded into the local community's social memory, and contributed to the local vernacular designation of the place as 'Tragedy Dock'. It also alerted the community to the relatively new danger of transporting and storing petroleum fuel. Although there is no physical evidence of the event, the tragedy resonated strongly with the Port Adelaide and wider South Australian community and led to a re-consideration of planning for emergency responses at Port Adelaide.

It is recommended that No. 2 Dock and associated structures **does** fulfil Criterion (a).

(b) it has rare, uncommon or endangered qualities that are of cultural significance.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places,* that note:

The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.

Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in the future.

No. 2 Dock was a significant element in a large State-funded wharf modernisation scheme that stretched along the entire inner Port Adelaide waterfront in the Inter-War and Post-War period.

Many of the wharfs and cargo sheds established in this period have since been demolished. The best preserved and earliest of the surviving wharfs and sheds are at Dock No. 2; namely Sheds No. 16 and 17 are the earliest and most intact of the period (constructed 1927-1928), and together with their wharves and aprons are able to demonstrate the operations of manual wharfage in the period that are no longer in operation, and do not exist elsewhere in South Australia. To the south side of the Dock, the surviving cranes and sheds, constructed in 1958, demonstrate the alternative bulk loading method for timber and steel, and are important visual figures in the locality's skyline. Bulk loading cranes of this type and period do not exist elsewhere in the State.

No. 2 Dock has uncommon qualities representing the early to mid-20th century industrial and maritime transport history of the State that are of cultural significance.

It is recommended that No. 2 Dock and associated structures **does** fulfil Criterion (b).

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places, that note:*

The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.

Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.

No. 2 Dock is well documented in historical records, and it is unlikely the surviving fabric will provide further information that will contribute to our knowledge of the commercial and social history of South Australia that is not already available in those records. The extent of excavation and disturbance undertaken in the construction of the dock is highly likely to have completely erased any archaeological record of previous uses.

No. 2 Dock is not likely to yield information that will contribute to an understanding of the state's history, including its natural history

It is recommended that No. 2 Dock and associated structures does not meet Criterion (c).

(d) it is an outstanding representative of a particular class of places of cultural significance.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

> *The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.*
>
> *Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.*

The creation of viable shipping berths for the safe unloading and loading of passengers and cargo was crucial to the development of South Australia. For the fledgling colony, a viable port was a critical piece of infrastructure and later, as mining and pastoral industries developed, wharfs and jetties across the State, became the focal point of the colony's trade and contact with the outside world, with Port Adelaide as the State's major port. The large State-funded wharf modernisation phase of development in the Inter-War and Post-War period contributed to the State's transformation to an industrial focus.

The importance of Port Adelaide itself is recognised by the establishment of the Port Adelaide state heritage area which includes the commercial and administrative core of early Port Adelaide. At outlying seaports, the Port Augusta wharf (SHP 14641) is entered as a State Heritage Place because of its unusual size and scale outside the port of Adelaide, and the early economic significance of Port Augusta as the gateway to the remote South Australian interior. Jetties at Beachport (SHP 13724), Mount Dutton Bay (SHP 12602), Port Germain (SHP 10176) and Second Valley (SHP 16260) represent the importance and scale of the regional pastoral trade in the period before the railway network was completed.

When considered at an individual structure level, the structures that surround No. 2 Dock are common forms of construction for the period. The concrete wharfs represent a common method of construction in the period that is repeated across the Port Adelaide waterfront. The earliest 1928 wharf sheds were built using customary technology for the period of their construction, and therefore, although the only known examples of their type for use as cargo sheds, are more significant as a rare representative of their class than as an outstanding one. The later 1958 sheds, likewise, were constructed using commonly available shed technology, and aside from their context, are not outstanding

examples of their type for the period. Similarly, the 1958 wharf cranes, again rare examples in South Australia, are not exceptional. .

When considered as a complex of interelated structures, No. 2 Dock, constructed in two major phases (1928 & 1958), including its waterway, wharfs, wharf aprons, cargo sheds and cranes, has a clear association with the period and the process of manual loading and unloading of cargo prior to bulk loading and shipping containers becoming the standard process.

Other surviving wharfs and cargo sheds at Port Adelaide from the period are found at Berths 1, 18, 19 and 20 (including, sheds 1, 18, 19 and 20). Shed 1 (1952) has been compromised by several alterations that have diminished its integrity and legibility. Shed 18 (1930s), Shed 19 (1930s), and Shed 20 (1940s) that represent the reconstruction of the former Ocean Steamers' Wharf, located to the north of No. 2 Dock, on the other hand, are comparable representations of the class. The internal integrity of these sheds is unknown, but from an external inspection they appear unaltered and have similar features to the sheds at No. 2 Dock.

As a representation of a phase of historical importance to the State, No. 2 Dock is an uncommon example in South Australia. However, the sheds and wharfs were constructed to a generic formula derived from the successes of the SA Harbors Board sheds at Outer Harbor (not extant) and therefore all surviving sheds and wharfs have similar features.

No. 2 Dock is not an outstanding representative of a particular class of places of cultural significance.

It is recommended that No. 2 Dock and associated structures **does not** fulfil Criterion (d).

(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.

In considering this criterion, I have regard to the *Guidelines for State Heritage Places*, that note:

> *The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its times. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.*
>
> *Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.*

The industrial technologies present at the No. 2 Dock complex do not represent a high degree of technical or creative accomplishment. Reinforced concrete in wharf construction was already well advanced by the 1920s and although the Board's engineers displayed a degree of innovation in the design of their hybrid timber/concrete

system, the wharfs do not embody a high standard of originality. Pioneers in the field, notably John Monash, had earlier designed and built several reinforced concrete wharves across Australia, including one for the Colonial Sugar Refinery at Glanville in 1909.

The associated large-volume transit sheds of 1927 are of a conventional timber construction type that was out-of-date at the time of construction. The later steel framed Sheds 13 and 14 of 1958 were also conventional for their time.

Similarly, the technology represented in the electric cranes was not beyond the ordinary for the period in which they were constructed. Although fabricated in South Australia, the cranes were designed in Melbourne.

No. 2 Dock and associated structures does not demonstrate a high degree of innovation, creative, or technical accomplishment.

It is recommended that No. 2 Dock and associated structures **does not** fulfil Criterion (e).

(f) it has strong cultural or spiritual association for the community or a group within it.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

> *The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.*
>
> *Places will not be considered if their associations are commonplace by nature, or of recent origin, or recognised by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.*

As an active component in the waterfront industry in the Inter-War and Post-War period, No. 2 Dock was the workplace for hundreds of South Australians who manually loaded and unloaded the ships as they arrived and departed from Port Adelaide. Until cafeterias were established in the 1940s, dockworker's families also played a role in wharf operation, by preparing and transporting meals from their homes to the dock.

As the site of the *City of Singapore* disaster, No. 2 Dock has become a place in the imagination of the local community, associated with tragedy.

More recently, No. 2 Dock has become a focal point for maritime conservation in Port Adelaide. The SA Maritime Museum occupy Shed 13 for the storage of the larger items in their collection, and there is an active volunteer group currently working out of the shed to conserve the *Nelcebee* currently laid up to the south side of the dock.

No. 2 Dock and associated structures has a strong cultural association for the local community rather than the broader South Australian community.

It is recommended that No. 2 Dock and associated structures **does not** fulfil Criterion (f).

(g) it has a special association with the life or work of a person or organisation or an event of historical importance.

In considering this criterion, I have had regard to the *Guidelines for State Heritage Places*, that note:

> *The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.*
>
> *Places will not generally be considered under this criterion if they have only brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.*

From 1913 until 1965, the activities of the South Australian Harbors Board had a significant influence on the development of Port Adelaide, the State's foremost gateway to trade and immigration. Almost the entire inner harbour waterfront was transformed under the Board's direction, and over their 52 years, an enormous public investment was made to modernise the port's infrastructure.

No. 2 Dock is one of the few surviving representative of their design of cargo handling facilities in the much larger scheme implemented across the port. However, the Board was a Government organisation that largely planned and designed from their corporate offices in the city at arm's length from the Port, and therefore it could be argued that their current recognition in the South Australian Heritage Register by the entry of the facade of its headquarters building in Victoria Square (SHP 10896) is a more appropriate opportunity to relate their role in the State's development.

The deadly 1924 *City of Singapore* explosion and subsequent fire was a significant event that resonated through the Port Adelaide and Adelaide communities, and probably more than other unhappy incidents at the Dock, contributed to the place's local vernacular name of 'Tragedy Dock'. However, as it was a shipboard event, and the wharf at which the event occurred was entirely replaced in a different form, the disaster is not represented in the physical fabric evident there today.

No. 2 Dock does not have a special association with the life or work of a person or organisation or an event of historical importance.

It is recommended that No. 2 Dock and associated structures **does not** fulfil Criterion (g).

Extent of Listing / Significant Fabric / Curtilage:

The extent of listing includes:

- No. 2 Dock waterway, constructed in 1892, enlarged in 1927 (High significance).
- Shed 16, completed 1928 (High significance).
- Shed 17, completed 1928 (High significance).
- Shed 13, completed 1958, including electric workshop (Moderate significance).
- Shed 14, completed 1958, (Moderate significance).
- North concrete wharf, constructed 1927 (Moderate significance).
- South concrete wharf, constructed 1957 (Moderate significance).
- 2 electric loading cranes, including their rail lines, constructed 1958 (High significance).
- At grade rail lines (Moderate significance – contributes to the visual understanding).

The extent of listing excludes:

- Rock embankment forming the east end of the dock.

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Chronicle (Adelaide, SA: 1895 - 1954)

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SITE RECORD

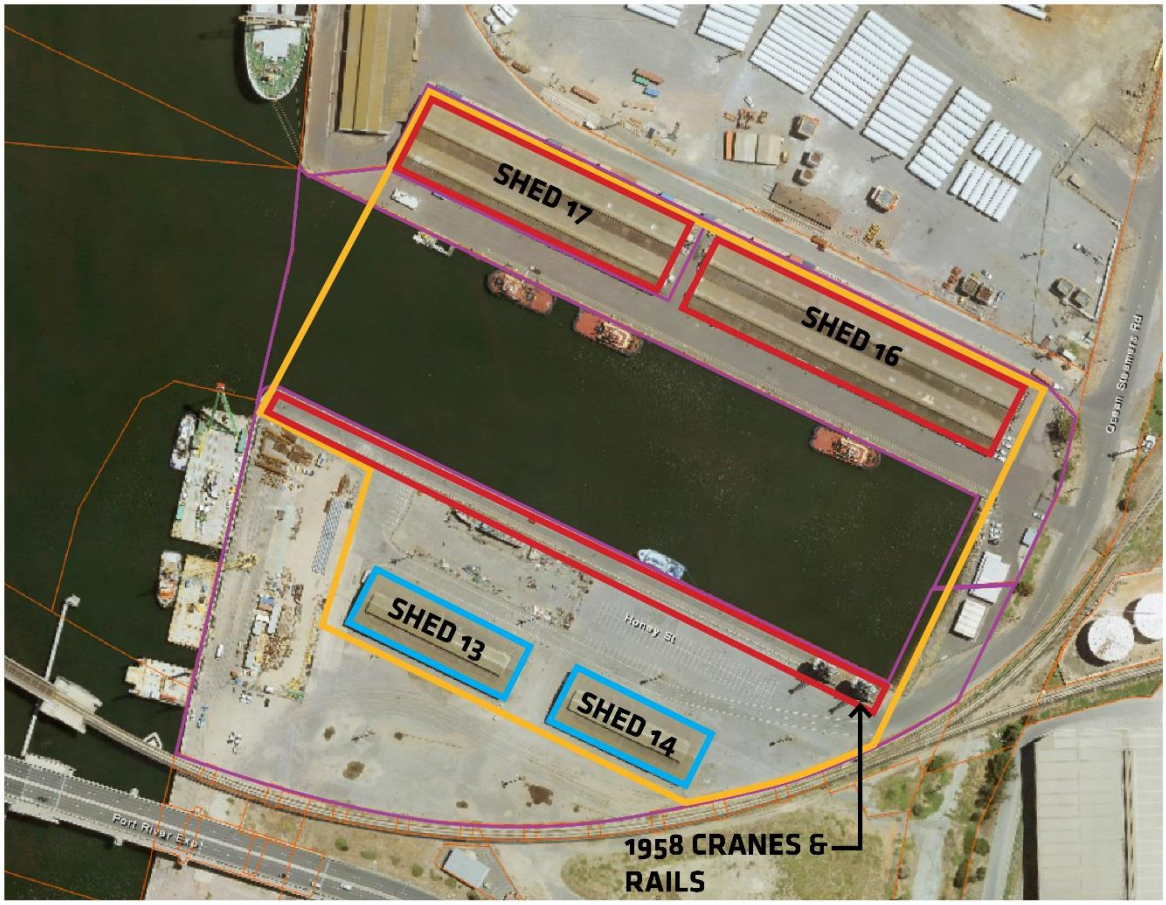
NAME: No. 2 Dock and Associated Structures PLACE: 26478

FORMER NAME:	No. 2 Quay	
	Tragedy Dock	
DESCRIPTION OF PLACE:	Dock, including concrete wharfs, wharf aprons, transit sheds, loading cranes and rail lines associated with shipping operations at Port Adelaide from the 1920s until the 1970s.	
DATE OF COMPLETION:	1928, 1958	
REGISTER STATUS:	Identified	
	25 May 2017	
CURRENT USE:	Various: Storage and workshops	
	Current	
PREVIOUS USE(S):	Shipping & wharfage	
	1892-1970s	
ARCHITECT:	South Australian Harbors Board: Staff Engineers	
	1927-1958	
BUILDER:	-	
	1927-1958	
SUBJECT INDEXING:	**Group:**	Transport (Water)
	Category:	Wharf, Crane
LOCAL GOVERNMENT AREA:	Port Adelaide/Enfield	
LOCATION:	**Street Name:**	Ocean Steamers Road
	Town/Suburb:	Port Adelaide
	Post Code:	5015
LAND DESCRIPTION:	**Title Reference:**	CT 6074/666 D85052 A33 Hundred of Port Adelaide CT 6050/342 D73873 A1 Out of Hundreds (Adelaide) and Hundred of Port Adelaide

		CT 6028/246 D73873 A2 Out of Hundreds (Adelaide) and Hundred of Port Adelaide CT 6074/670 D85052 A40 Hundred of Port Adelaide
MAP REFERENCE	**MGA Zone**	54
	Easting (X)	272305.79827
	Northing (Y)	6142208.17895
OWNER:	[redacted]	

SITE PLAN

NAME: No. 2 Dock and Associated Structures **PLACE:** 26478



LEGEND

- BOUNDARY OF STATE HERITAGE PLACE
- TITLE BOUNDARY
- COMPONENTS OF HIGH SIGNIFICANCE
- COMPONENTS OF MODERATE SIGNIFICANCE

NORTH

PHOTOS

NAME:	**No. 2 Dock and Associated Structures**	**PLACE:**	**26478**

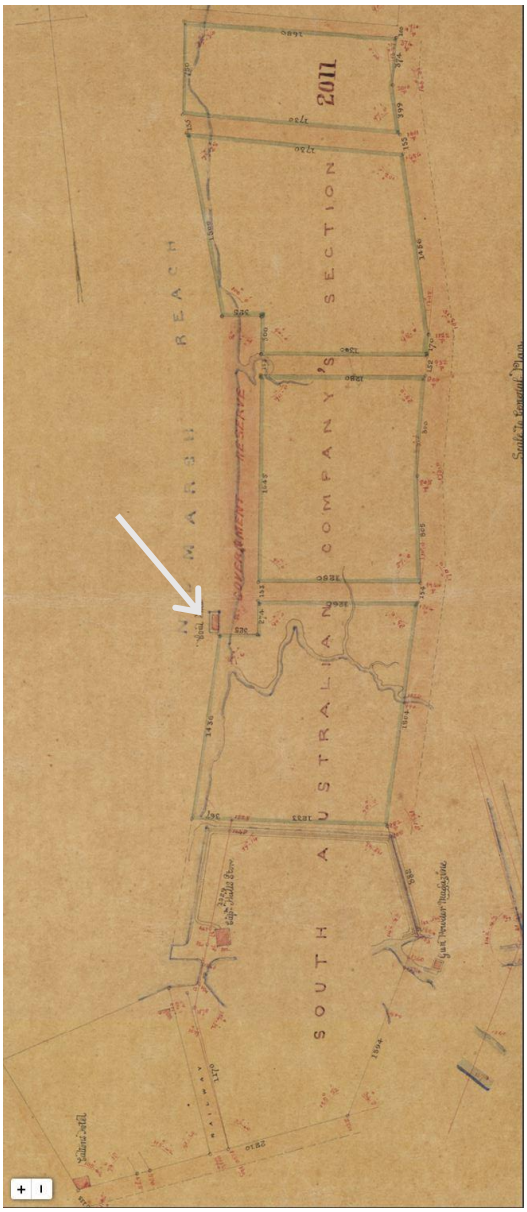


Figure 1: Plan showing the Company's section 2011 on the east side of Hindmarsh Reach, Port Adelaide, with the Coal Shed [marked] on the Government Reserve, Captain Hall's Store, Calton's Hotel and the Gunpowder Magazine indicated. Signed by William Murray, Surveyor, 21 January 1856. Scale 1 inch to 5 chains. SLSA: BRG 42/120/11.

PHOTOS

NAME: **No. 2 Dock and Associated Structures** **PLACE:** **26478**

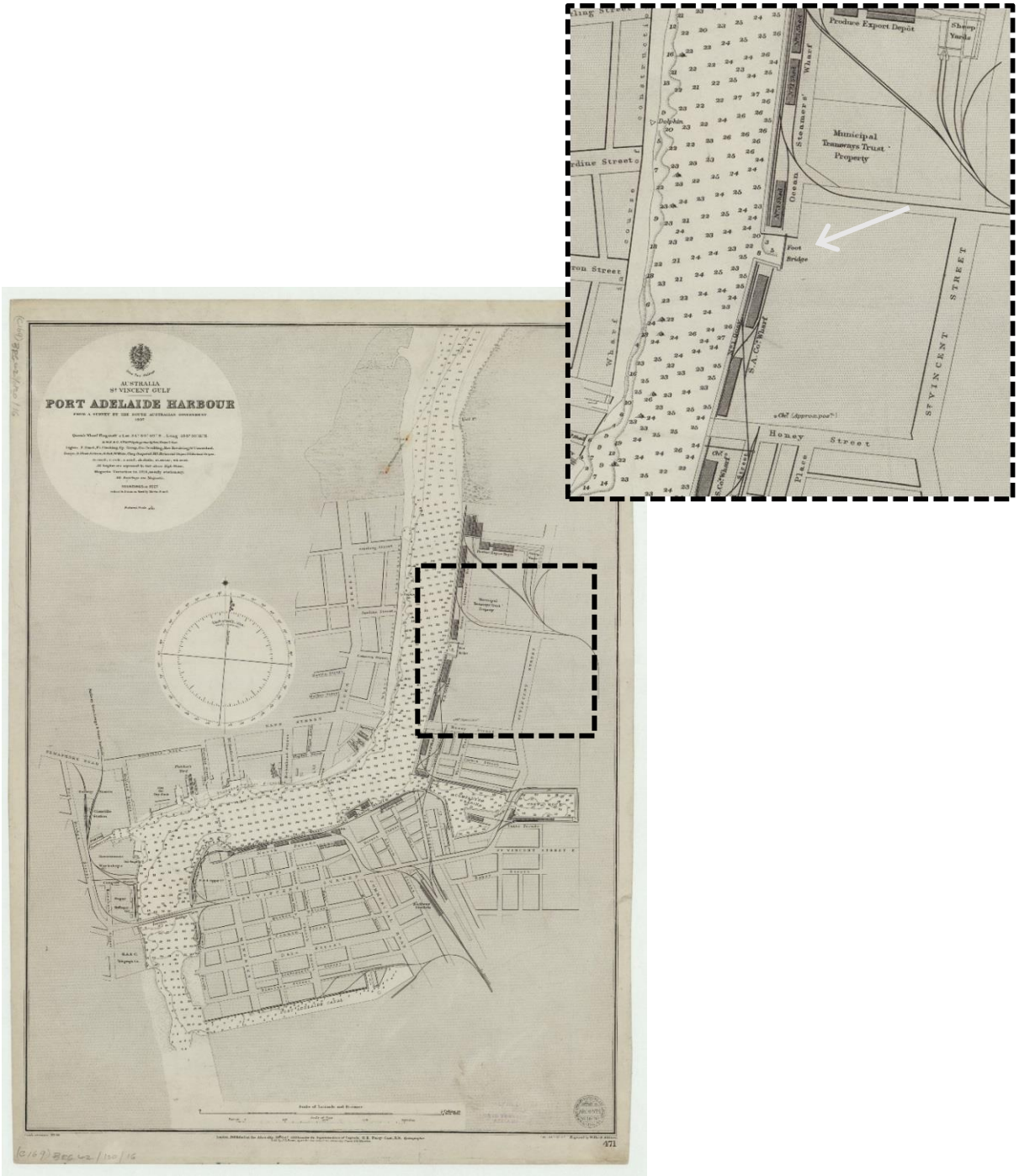


Figure 2: Survey plan of Port Adelaide Harbour showing soundings in the Port River, the positions of wharves and buildings along the river. Engraved by Weller & Addison and published by the Admiralty, 26 October 1909, under the superintendence of Captain H.E. Purey-Cust, R.N., Hydrographer. Scale 1 inch to 400 feet. Inset is a larger scale extract with Coal Shed Creek indicated. SLSA: BRG 42/120/16.

PHOTOS

NAME: **No. 2 Dock and Associated Structures** **PLACE:** **26478**

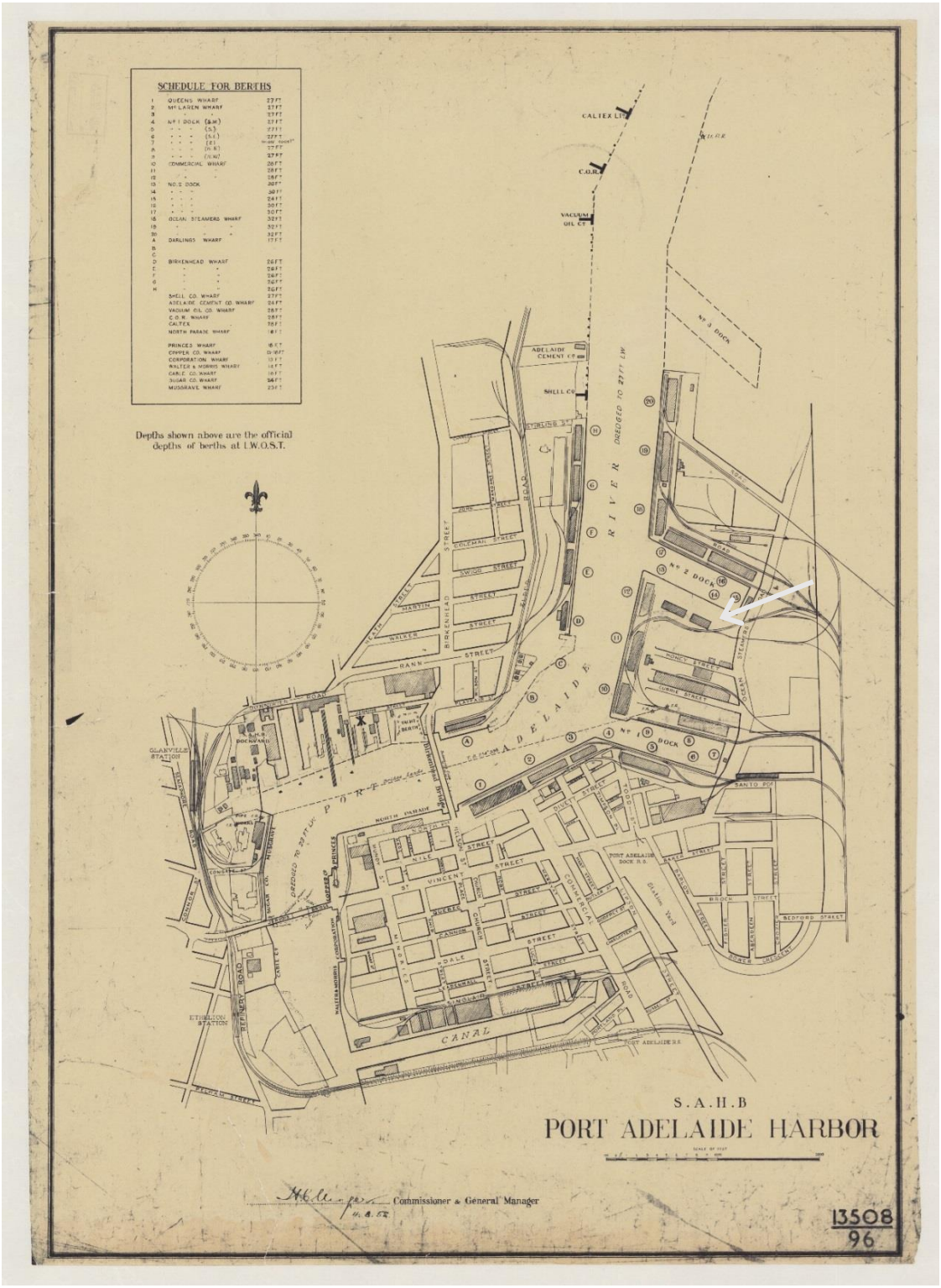


Figure 3: Plan of Port Adelaide Harbour showing the positions and numbers of berths and buildings along the river, published by the South Australian Harbors Board 1952. No. 2 Dock is indicated. SLSA: BRG 42/120/16.

Figure 4: Photograph of SS 'City of Singapore' burning at Port Adelaide's No.2 dock, with the stern of the vessel already tilting and heavy smoke rising from the ship, 1924. SLSA: PRG 280/1/45/169.

Figure 5: Cargo sheds at Berths 16 and 17: under construction, No 2 Quay Port Adelaide, 1927. SLSA: B 27140.

PHOTOS

NAME: **No. 2 Dock and Associated Structures** **PLACE:** **26478**

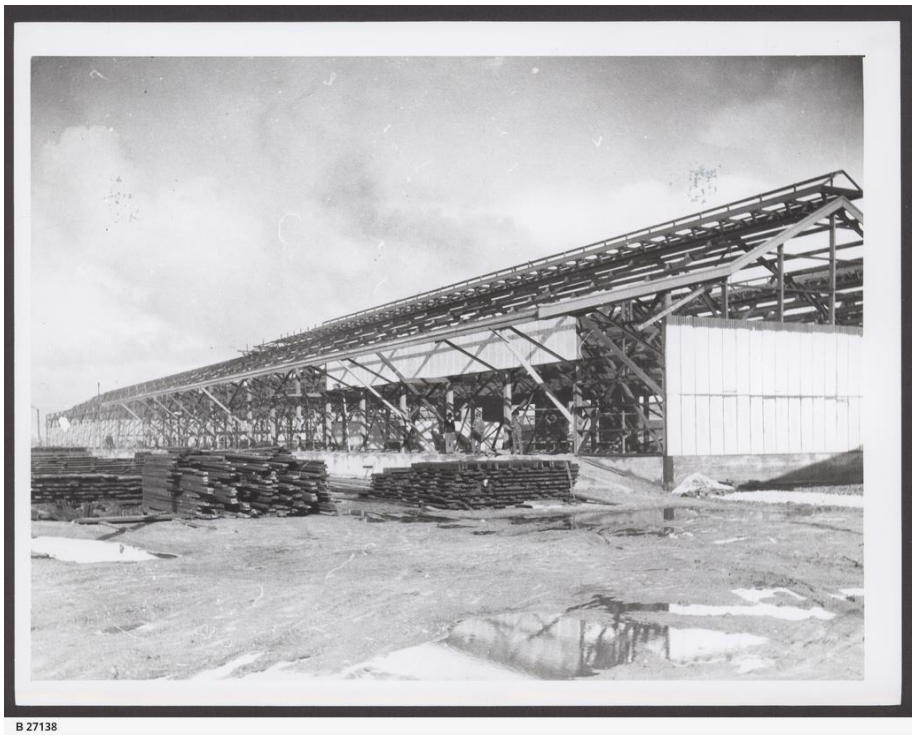


Figure 6: Cargo sheds at Berths 16 and 17: under construction, No 2 Quay Port Adelaide, 1927. SLSA: B 27138

Figure 7: Cargo sheds at Berths 16 and 17: under construction, No 2 Quay Port Adelaide, 1927. The tramways PowerStation can be seen in the background. SLSA: B 27142.

PHOTOS

NAME:	No. 2 Dock and Associated Structures	PLACE:	26478

Figure 8: Cargo sheds at Berths 16 and 17: under construction, No 2 Quay Port Adelaide, 1927. SLSA: B 27137.

Figure 9: Aerial view of No. 2 Dock in 1937 [indicated]. Extracted from SLSA: B 7254.

Figure 10: Reconstruction of Berths 13 & 14, No. 2 Dock, 1956. (South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1956.)*

Figure 11: 6 Ton Level Luffing Cranes, No. 2 Dock, 1958. (South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1958*.)

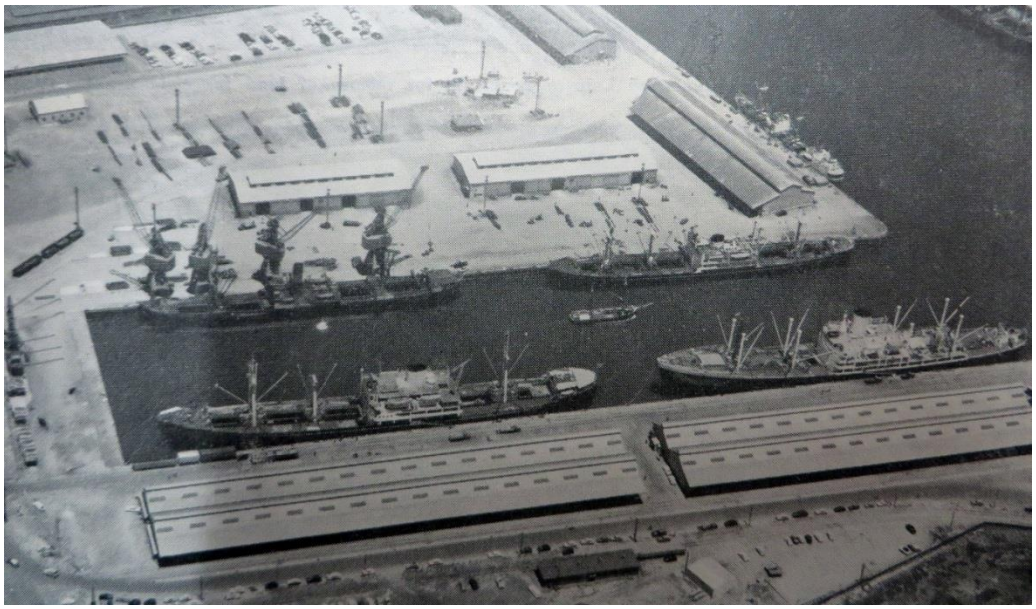


Figure 12: View of recently completed 13 and 14 Berths, No. 2 Dock, showing new 6-ton electric cranes, wide wharf aprons and sheds, 1959. (South Australian Harbors Board*, Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1959*.)

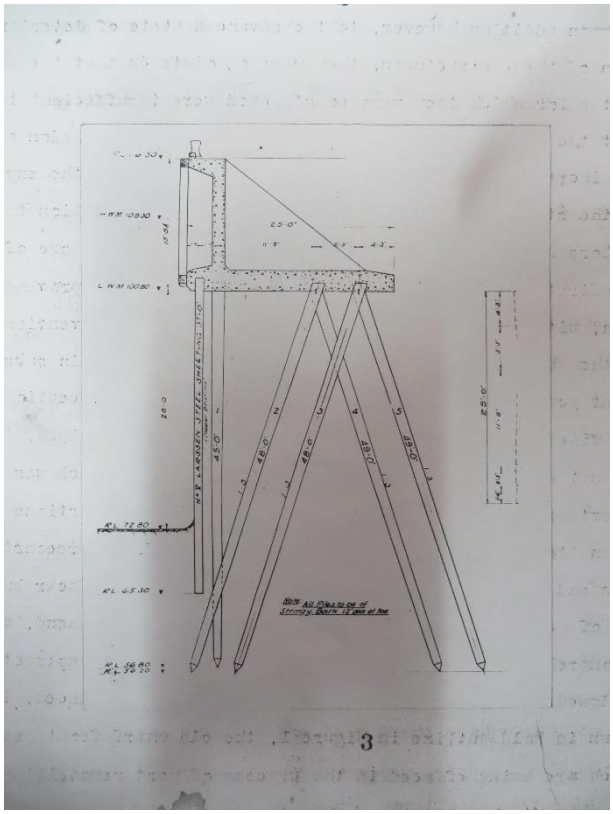


Figure 13: The SA Harbors Board concrete wharf system. A concrete L-shaped cap is set over encapsulated timber piles and steel sheet piling. (Extracted from, H.C. Meyer, "The Construction of Modern Shipping Accommodation at Port Adelaide", 1934).

Figure 14: View of the west end of Shed 16 with the surviving 2 electric cranes and Shed 14 in the background (Stephen Schrapel, 2017).

Figure 15: View of the Sheds 16 & 17 from the north, showing the verandah extension of the roof over a raised loading platform (Stephen Schrapel, 2017).

PHOTOS

NAME: **No. 2 Dock and Associated Structures** **PLACE:** **26478**

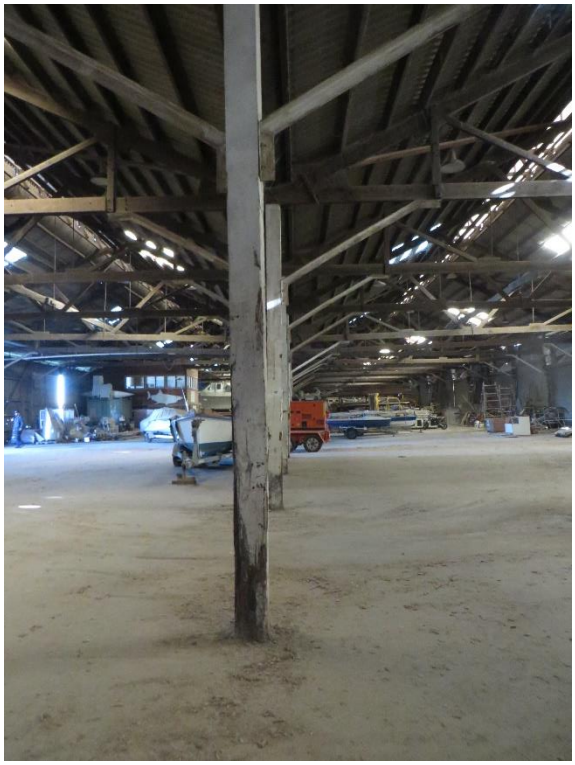


Figure 16: Internal view of Shed 16 (Stephen Schrapel, 2017).

Figure 17: Tally office and broken cargo store, Shed 16 (Stephen Schrapel, 2017).

PHOTOS

NAME:	No. 2 Dock and Associated Structures	PLACE:	26478

Figure 18: View of the Sheds 13 & 14 from the west end of No. 2 Dock. (Stephen Schrapel, 2017).

Figure 19: Internal view of Shed 14 (Stephen Schrapel, 2017).

NAME: **No. 2 Dock and Associated Structures** **PLACE:** **26478**

Figure 20: View of the surviving 2 electric cranes from the south side of No. 2 Dock (Stephen Schrapel, 2017).