

HERITAGE ASSESSMENT REPORT

NAME: Shed 26

PLACE: 26499

ADDRESS: Semaphore Road, New Port 5015

DESCRIPTION



Shed 26, view of western and northern elevations

Source: DEW Files 29 November 2018

Shed 26 is a large metal and timber-framed, brick and corrugated-iron-clad rectangular structure with a corrugated-asbestos-sheet-clad sawtooth roof with metal-framed south-facing lights. It is typical of the many sawtooth-roofed industrial buildings constructed with lightweight steel structures and Pratt-style trusses during the middle of the twentieth century in South Australia. The ridgeline of each sawtooth is covered in a rectilinear corrugated asbestos hood and most of the glass in the lights is intact, with the exception of the glass in the northern lights, which have been broken.

Each elevation is punctured with large double door openings to facilitate ventilation and enable the movement of materials and equipment into and out of the shed; smaller human-scale doors; and, metal-framed, multi-paned windows. The multi-paned windows no longer contain glass and access to the building through the windows is prevented by steel reinforcing mesh.

The space is divided internally by a timber-framed, galvanised-corrugated-iron clad partition wall installed across the width of the shed and sited under the second sawtooth (from the north). A mezzanine level has been installed into the north-western corner of the shed (the smaller section of the building) and is supported by a steel-framed structure onto which a hardwood floor and balustrade, most likely jarrah, has been laid. A timber staircase provides access to the mezzanine level. Three small

rooms have also been created beneath the mezzanine level and are framed and panelled with either painted timber or plasterboard.

A concrete slab floor has been laid throughout the shed and features a number of inspection pits and sumps. Most of the inspection pits and sumps have been infilled with earth, however, some of the larger pits still remain and have been covered with timber. Two sets of rail lines traverse much of the length of the western side of the building.

A steel-frame crane gantry runs the length of the shed dividing the space internally into halves. The building still retains some of its internal fittings and fixtures including sinks, electrical insulators, lighting, small compounds formed from cyclone fencing, shelves, and machinery.

HISTORY

Port Adelaide

Shed 26 is located in the historic wharf area of Port Adelaide and although it was not built until the mid-1950s it has an association with the industrial pattern of the development of the port.

In 1837, the first settlement at Port Adelaide was located slightly to the south of the current Port and became known as Port Misery due to the difficult conditions caused by mud, mangroves, mosquitos and tidal inlets and creeks that flooded. In 1838, Governor Gawler had intended to move the Port to the northern end of the Hindmarsh Reach where the water was deeper (near the North Arm), but the government lacked the financial means to do so. Instead, the government entered into an agreement with the South Australian Company that gave the Company building sites in what became known as the New Port and ownership of part of the waterfront on the southern side of the Gawler Reach. In return, the Company built the wharf (known as McLaren wharf) between 1839-1940 and a warehouse providing Adelaide with port facilities. From these early beginnings the Port has continued to grow and was up until the end of the twentieth century South Australia's major port facility.¹

Industrial Development

The industrial development of Port Adelaide began in the nineteenth century and was initially dominated by flour and timber milling. Captain John Hart's flour mill on Mundy street began operation in 1855, and timber milling and timber yards were well established by the mid-1860s.² In 1861, the English and Australian Copper Company built and began operation of its smelting facilities adjacent to the Port Reach and behind Hart's Mill.³ In 1889, the Port Canal was constructed, straightening the Tam O'Shanter Creek and resolving flooding and swampiness in the local area. The creation of the Canal resulted in additional wharfage, the continued development of the timber industry, and the construction of the Victor Electric Plaster Mills.⁴



Map of Port Adelaide showing the locations frequently referred to

Source: Googlemaps with DEW overlay (2019).

In 1895, the Colonial Sugar Refining Company established its premises on the opposite bank of the Port Reach at Glanville and immediately south of the government workshops, later known as the Glanville Dockyards. The government constructed a wharf south of the refinery and the Jervis Bridge, and in 1902 it was leased to the Eastern Extension Australasian and China Telegraph Company Ltd. EA&C Telegraph Company as it was more simply known, built facilities on the site including tanks to store lengths of telegraph cable under water.⁵

The industrial development of the Hindmarsh Reach began in earnest in the late nineteenth century when the Castle Salt Company built a refining plant at Birkenhead. While the plant closed in 1898, it was soon followed by other industries including the Shell Oil Company who built the first oil storage facilities at Birkenhead in 1901.⁶ It was followed in 1914 by the Adelaide Cement Company.⁷

Electricity to Port Adelaide was supplied from the Nile Street power station from 1899 and then from the Osborne power station from 1923. The supply of electricity enabled the construction of motor vehicle assembly plants and both Ford and Holden built facilities in 1926. Holden's was located behind the Jenkins Street boatyards located on the Gawler Reach and Ford's in the Largs Bay Industrial Area on the Hindmarsh Reach.⁸

During the 1920s the Hindmarsh Reach was further developed by oil companies and the number of tanks increased. Imperial Chemical Industries (known as ICI and then later bought by Penrice) established an ammonia soda plant c1940. New maritime industries have more recently established in the Port Reach and include Australian Submarine Corporation who opened their premises in 1989 to build the Collins Class submarines for the Royal Australian Navy.⁹

Ship & Boat Building

The north bank of the Port River along the Gawler Reach (where Shed 26 would later be built) has been a focus of ship and boat building from the mid-nineteenth century. The first facility was constructed by Henry Fletcher and was operational in 1851. During the 1860s Samuel Jenkins established his shipwright business and slipway to the east of Fletcher's slipway. Other smaller boatyards were also established on the northern bank of the Gawler Reach and included at various times during the nineteenth and twentieth centuries Cruickshank's (after whom Cruickshank's corner is named), Beauchamp's, McFarlane's, Playfair's, Sharp's, Chant's, Seale's and Weir's.¹⁰ Boat building also occurred at the Government or Glanville Dockyard (see below)

Some ship building occurred for a short time at Osborne when Poole and Steel opened a shipyard there in c1918 to build three E-class ships for the Australian Government. However, in the early 1920s, with no further ship building contracts, the site was used to manufacture railway rolling stock until it closed in 1937.¹¹

In the late twentieth century the Hindmarsh and Light Reaches became a new focus for ship and boat building. Australian Submarine Corp established its facilities at Osborne in 1989 to manufacture the Collins Class submarines for the Royal Australian

Navy. A number of smaller facilities that cater for small craft were established at Largs North and continue to operate from there.¹²

South Australian Harbors Board and its Predecessors and Successors

Prior to the passage of the *Harbor Act 1913* there were a number of individuals and/or bodies that had responsibility for the operation and upkeep of Port Adelaide. The first was Captain Lipson who was appointed Harbourmaster in 1838. His primary duties were pilotage and other shipping matters. A new Harbors act was assented in 1851 and created the Trinity House of Port Adelaide and the Local Marine Board. Trinity House was responsible for general shipping matters, establishment and care of navigation aids and the deepening and improvement of the Port Adelaide entrance channel and harbor. The Local Marine Board controlled the shipping office and other mercantile functions. A further Act, assented in 1854, constituted the Port Adelaide Harbor Trust and provided it with funding up to £100 000 to take over the deepening of the entrance channel and harbor and ensure the work proceeded as quickly as possible to accommodate increases in shipping.¹³

The passage of the *Marine Board Act 1860* abolished Trinity House, the Local Marine Board and Harbor Trust and replaced all of their various functions by the newly constituted Marine Board. Membership of the Marine Board included a President and four wardens appointed by the Government for three-year terms. Matters that fell under the Board's jurisdiction included: pilotage, ballasting, explosives, navigation aids, moorings, wrecks, maritime accidents and disputes, and deepening of and other harbor improvements including the Government Dockyard. While the Engineer-in-Chief in the 'Government Architect and Engineer' Department had responsibility for jetties and lighthouses.¹⁴

The powers of the Marine Board were widened in 1881 by the *Marine Board and Navigation Act*. In essence, the Marine Board was now responsible for not only Port Adelaide but most aspects of all ports in South Australia. However, the Governor could transfer any of the Board's duties to the Engineer-in-Chiefs Department. At the end of 1888 the Government Dockyard and all associated plant and equipment were placed under the control of the Engineer-in-Chief and deepening works, construction and maintenance became the responsibility of that Department.¹⁵

Development of the wharf and wharf facilities at Outer Harbor began in 1903 and were officially opened in 1908. At low water they provided a draught of 33 feet, which was 13 feet deeper than in the Port and enabled larger ships to berth. The first regular use of the facilities was by the mail steamers that had up until then landed the mail at Holdfast Bay and from 1888 the Largs Bay jetty (SHP 14369). During this time the Marine Board also undertook major improvements to the port facilities at Port Pirie and other works at 50 other outports (subsidiary ports) along the South Australian coastline.¹⁶

The passage of the *Harbor Act 1913* led to the creation of the South Australian Harbors Board (Harbors Board) in 1914. The primary aim of the Harbors Board was the nationalisation of freight and wharf operations in South Australia and to unify a

fragmented system that was failing to keep pace with the State's shipping requirements. A program of upgrades and improvements to Port Adelaide began with the dredging of the Port to increase its depth. Unfortunately, the existing verandah-style wharfs were undermined by the dredging and a whole new system of wharfs based on timber pile/concrete platform hybrid construction were progressively built. Construction of the new wharfs began at No. 2 Dock (SHP 26478) in the 1920s and was followed with the construction of new wharf or cargo facilities known as Shed 16 and Shed 17.¹⁷

In 1949, the Harbor's Board announced a major redevelopment of shipping, freight and wharfage at Port Adelaide and Outer Harbor to ensure that the facilities along the Port River remained 'one of the most up-to-date ports of its kind in the Southern Hemisphere' further noting 'the policy of the Board is to maintain this eminence'.¹⁸ The extent of the proposed works was enormous, as the Port was already struggling to cope with existing shipping let alone that anticipated by the industrialisation of the State. The improvements would ensure that Port Adelaide could cope with both current and future demands.

The focus of the program was on 'deepening, widening and maintenance of the River channel, the betterment of the Inner Harbor, and on the construction of new wharves, docks, and transit sheds directly concerned with the handling of shipping and cargo.'¹⁹ Once initial improvements were completed shipping facilities would be expanded up the North Arm. The provision of the new shipping and freight facilities at the Port supported the industrialisation of South Australia and many companies chose to establish their premises in the western and north-western suburbs of Adelaide. In part, their decision to build their factories at those locations was due to the closeness and ease of access to the shipping facilities at Port Adelaide.

While the western and north-western suburbs of Adelaide became a focus of industrial development in the mid-twentieth century, some sites for industry were also provided at the Port as a part of the Harbors Board's improvement aims. Low lying land was reclaimed on the eastern side of the River to create a new industrial estate at Gillman for business premises, warehouses and factories. While industries requiring water front access were to be accommodated on the land fronting the River along the LeFevre Peninsula (Hindmarsh and Lipson Reaches).

Other projects proposed by the Harbors Board to improve the Port included:

- the construction of new roads and improvements to existing arterial roads,
- facilities for the fishing industry
- boat harbor for small craft
- rehabilitation of the Glanville Dockyard, including the construction of Shed 26
- extension of the Osborne Coal Handling facility
- improvements to rail facilities (mainline, spur line and marshalling yards)
- oil zone and dry dock
- housing
- construction of tidal pool

- creation of a National Playground (open space)

At that time, the cost of the new wharf and freight infrastructure was £23 million, however, a decade later that cost had almost doubled.²⁰

The Port and Outer Harbor were not the sole focus of shipping improvements in South Australia, and major deep-sea port infrastructure was built in other key ports in the State to support the shipping of grain and gypsum to interstate and international locations. These included deep sea grain bulk handling facilities at Wallaroo (1958), Port Lincoln (1959) and Port Pirie (1962) and deep-sea gypsum and grain bulk handling facilities at Thevenard (1961). Improvements to the ports aimed to increase speed and efficiency of handling by removing the need for lightering, improve the loading facilities, and increase the number of berths and their size to enable larger ships to be loaded at the ports. To achieve those aims, other works in addition to the new bulk handling facilities included:

- dredging of channels, harbor fairway and swing basins as necessary to increase the low water draught,
- reconstruction of the wharfs with the new system first implemented at No. 2 Dock at Port Adelaide in the late-1920s,
- installation of navigation aids at some locations,
- construction of special shipping pier and dolphins (a manmade structure not connected to the shore that a ship can moor to) to accommodate tankers.²¹



Bulk Handling facilities at Wallaroo built by the Harbors Board in 1958.

Source: SAHB Annual Report 1965-1966

In 1966, the South Australian Harbors Board became the Department of Marines and Harbors. As Couper-Smatt notes, although the Harbors Board operated the Glanville Dockyard and had the Harbors Board building at Port Adelaide, most of its business was 'conducted ... from its headquarters in Victoria Square'.²² In contrast, the Department of Marines decided to base all of its activities in the Port and, in 1978, built a new multi-storey headquarters building in the brutalist-style on Vincent Street.

The introduction of containerisation from the 1950s revolutionised shipping and had a major impact on many ports around the world, making a number of them obsolete. In essence, rather than load and unload a ship at the wharf, containers were loaded at the factory and closed and sealed before being transported to the port for loading onto a waiting ship. By the mid-1970s, approximately 80 percent of general shipping cargo was containerised.²³

To remain competitive with other Australian ports the Department of Marines decided to install container-handling facilities at Outer Harbor. Plans were drawn up in the late 1960s and construction began in 1972, however, it was 1977 before the first gantry crane was installed. Most of the steel work for the facility was manufactured either on site or at the Islington Railway Workshops.²⁴

The installation of bulk handling facilities and containerisation fundamentally changed the operation of shipping and wharfage at the Port. Products such as grain and coal that had once been loaded into bags that were then loaded onto the waiting ships, were now loaded directly onto the ship. Most other freight also arrived already packed in containers and required no further handling. As a result, many of the cargo or wharf sheds were no longer used for freight and have since been demolished. However, a few have found a new purpose such as the store for the Maritime Museum or the Sunday market at Fisherman's Wharf (in the process of being demolished).²⁵

In 2001, the government leased the Port of Adelaide and six regional ports including Thevenard and Port Pirie to a private consortium called Flinders Ports. They hold a 99-year land lease and operating licence for those ports and have 100 percent equity in the Adelaide Container Terminal.²⁶

Government Dockyard/ Glanville Dockyard and Shed 26

Shed 26 is located on the Glanville Dockyard, originally known as the Government Dockyard. However while Shed 26 was built in the mid-1950s, the Government Dockyard's history extends back to the first years after colonisation. The first site for the Government Dockyard was established on the south bank of Hawkers Creek to provide dock and basic maintenance facilities for the government's floating property. The site expanded from a single carpenter's shed and dock to eventually include a number of workshops and by the end of the century boat/ ship building facilities where dredges and barges were built. At that time, the Dockyard employed approximately 300 men.²⁷

In 1905, a pipe plant was installed at the site and in the following decade the site became established as a pipe works. A new government dockyard was constructed on the north bank of Hawkers creek between 1914 and 1918 by the newly formed Harbors Board (site where Shed 26 will be built).²⁸ At that time its primary purpose was to service and maintain the plant for harbor dredging. However, the Dockyard's scope of works progressively increased to include:

- maintenance of the coal handling plant at Osborne (erected in 1928),
- upkeep of equipment for the construction and maintenance of the wharves and port accommodation,
- maintenance of the floating plant (for example cranes),
- installation of electricity to wharves, wharf premises and ships when in Port,
- maintenance of harbor craft, and
- construction of small vessels.²⁹

The rehabilitation of the Glanville Dockyard was one of approximately thirty different projects itemised in the Harbors Board's 1949 proposal to ensure that world class shipping facilities were retained at Port Adelaide and included the construction of Shed 26.

By 1959, the improvements to the Glanville Dockyard were largely completed and had cost about £400 000. The new workshops included Bellman and Singapore hangars, Shed 26 (also known as Shed K), a foundry, buildings for amenities such as showers and cafeteria for the employees and an administration building. While Hawkers Creek had initially been identified as a site for a dry dock, it was filled in and the land built upon instead.³⁰

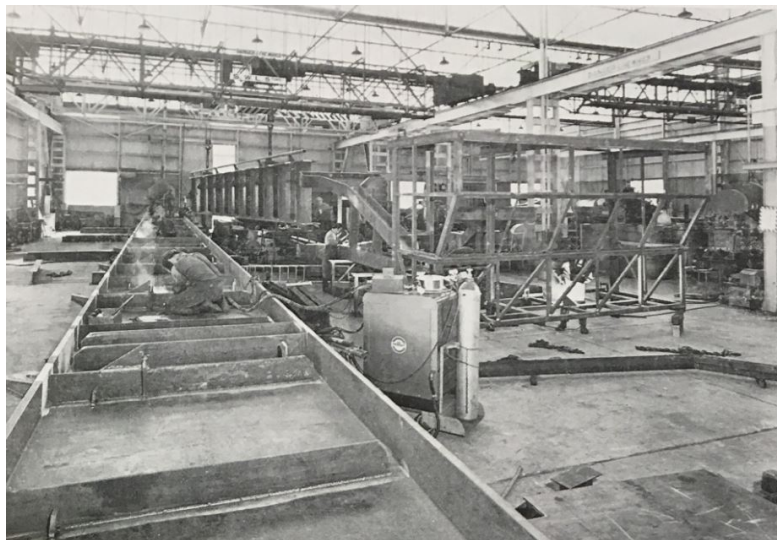


Glanville Dockyard c1960, showing Shed 26.

Source: *The Greater Port Adelaide Plan*.

The new dockyard facilities enabled the Harbors Board to build elements of wharf and other port infrastructure both in Adelaide and regional centres such as the bulk handling facilities at Wallaroo, Port Lincoln and Thevenard. Shed 26, which was built in the mid-1950s was a metal fabrication workshop and had a large crane gantry. It was in Shed 26 that much of the metal-based infrastructure used by the Harbors Board and then the Department of Marines in their various projects was manufactured. The Glanville Dockyard was also the base for maintenance activities at Port Adelaide and Outer Harbor and accommodated floating plant such as cranes, pontoons and dredges that were docked there when not in use.

In 1966, the Harbors Board was replaced by the Department of Marine and Harbors and the management of the Glanville Dockyards passed to the new department. The Glanville Dockyard including Shed 26 was closed in the late 1980s. In the intervening years since its closure, all of the buildings, with the exception of Shed 26 have been demolished or removed to ostensibly enable the rehabilitation of contaminated soil before the construction of a proposed housing development.³¹



Interior of Shed 26 c1969.

Source: SAHB Annual Report 1969, p.24.

Chronology

Year	Event
1838	SA government enter into an agreement with the SA Company to build wharf facilities at New Port. Captain Lipson is appointed the first Harbourmaster.
Late1830s-early1840s	Government Dockyard established in the south bank of the Hawkers Creek.
1851	Henry Fletcher establishes his boatyard and slip and Fletcher's Slip as it is known begins operating. Harbors Act assented and creates Trinity House of Port Adelaide and Local Marine Board. Trinity House and Board share the responsibility for managing the Port.
1854	Port Adelaide Harbor Trust is created and provided with £100 000 to deepen the entrance channel and harbour as quickly as possible.
1855	Hart's Mill begins operating in Port Adelaide. Telegraph links Adelaide and Port Adelaide
1856	Railway from Adelaide to Port Adelaide opens.
1860	<i>Marine Board Act</i> abolishes Trinity House, Marine Board and Harbor Trust and takes over their responsibilities.
1861	English and Australia Copper Company begin smelting copper behind Hart's Mill.
1860s	Samuel Jenkins establishes his shipwright business to the east of Fletcher's Slip.
Mid-1860s	Timber milling is an established industry at Port Adelaide.
1881	Marine Board and Navigation Act assented and broadens the powers of the Marine Board to include responsibility for all South Australian ports not just Port Adelaide.
1888	Government Dockyard placed under the control of the Engineer-in-Chief and the department becomes responsible for deepening work, construction and maintenance.
1890s	Castle Salt Company builds and runs a salt refinery at Birkenhead, the plant is moved and the Port Adelaide facility closes in 1898.
1889	Tam O'Shanter Creek turned into the Port Canal and provides additional wharfage. Timber and plaster mills located on its northern side.
1895	Colonial Sugar Refining Company established it factory on the western bank of the Port Reach.
Late-1890s	SA government builds a wharf south of the Jervois Bridge.
1899	Nile Street power station opens and provides Port Adelaide with electricity.

- 1901 Shell Oil Company build oil storage facilities at Birkenhead.
- 1902 EA&C Telegraph Company leases government wharf south of Jervois Bridge and builds tanks to store telegraph cables.
- 1903 Work begins on creating a wharf and wharf facilities at Outer Harbor.
- 1905 A pipe plant is established at the Government Dockyard.**
- 1908 Outer Harbor wharf opens. It has a low water draught 13 feet deeper than that in the Port and the mail steamers become the first regular user of the facilities.**
- 1913 *Harbor Act* assented.
- 1914 South Australian Harbors Board created and begins a program of upgrades and improvements to Port Adelaide including dredging and a new system of wharfs.**
Harbors Board builds a new Government Dockyard also known as the Glanville Dockyard north of the Hawkers Creek between 1914-1918
Adelaide Cement Company establishes its plant at Birkenhead.
- c1918 Poole and Steel open a shipyard at Osborne to build 3 E-class ships for the Australian government. During the 1920s-1930s the yard constructs railway rolling stock rather than ships.
- 1920s** Oil companies continue to develop Hindmarsh Reach and the number of tanks increase.
No2. Dock constructed by the Harbors Board with its new wharf system and new cargo sheds built.
- 1923 Osborne Power Plant opens.
- 1926 Holden and Ford open car assembly plants respectively behind the Jenkin Street Boatyards and Largs Bay Industrial area.
- 1928 Coal handling facility built at Osborne.
South Australian Gas Company opens gas works at Osborne.
- 1937 Poole and Steel's facility closes.
- c1940 Imperial Chemical Industries (ICI later bought by Penrice) establish an ammonia soda plant on the Hindmarsh Reach.
- 1949 Harbors Board announces plans for a major redevelopment of shipping, freight and wharfage at Port Adelaide and Outer Harbor.**
- Early-mid-1950s Complete rejuvenation of the Glanville Dockyard £400 000.**
- Mid-late 1950s Shed 26 also known as Shed K is built as a part of the upgrade to the Glanville Dockyard.**
- 1950s Introduction of containerisation begins to revolutionise shipping.
- 1958 Harbors Board construct deep-sea grain bulk-handling facilities at Wallaroo.

- 1959 Harbors Board construct deep-sea grain bulk-handling facilities at Port Lincoln.
- 1961 Harbors Board construct deep-sea gypsum and grain bulk-handling facilities at Thevenard
- 1962 Harbors Board construct deep-sea grain bulk-handling facilities at Port Pirie.
- 1966 Harbors Board becomes the Department of Marines and Harbors.**
- 1967 Torren Island Power Station begins operating.
- 1972 Department of Marines begins to upgrade the container handling facilities at Outer Harbor.**
- Mid-1970s 80 percent of general cargo shipped in containers.
- 1977 First gantry crane at Outer Harbor container facility installed.
- 1978 Department of Marines builds a new headquarters building at Port Adelaide in the brutalist-style.
- c1988 Glanville Dockyard closes.**
- 1989 Australian Submarine Corporation begins building Collins Class submarines at Osborne.
- 2001 South Australian government leases the Port of Adelaide (includes Outer Harbor) and six regional port to Flinders Ports on a 99 year land lease and operating licence. Flinders Ports has 100 percent equity in the Adelaide Container Terminal.

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance:

A statement of heritage significance has not been prepared for Shed 26 as it is recommended that the place does not meet any of the criteria for listing as a State Heritage Place.

Comparability / Rarity / Representation:

Shed 26 is associated with a number of themes including; dockyards; industrial complexes/buildings; sawtooth roofed buildings; post-war industrialisation of South Australia; South Australian Harbors Board and its successor the Department of Marine and Harbors; and very specifically, the industrial development of Port Adelaide. Each of these themes is addressed below.

Industry in the Port

In addition to general wharfage, the Port has supported a variety of industries including wool, timber, flour, ship and boat building, telegraph, copper smelting, sugar refining, pipe manufacture, petrochemical (oil, fertiliser, soda based products, sulphuric acid), lime and cement production and motor vehicle assembly. During the nineteenth century, the focus of industrial development was on the eastern end of the Port in the wool stores precinct, on the northern bank of the Gawler Reach, both banks of the Port Reach, and on the northern bank of the Port Canal. By the late nineteenth century industrial development shifted to the western bank of the Hindmarsh Reach.

During the twentieth century, the Hindmarsh Reach was the focus of ongoing industrial development that expanded north along the Lipson Reach to include new maritime industries such as the construction of submarines. Most of the industry in the Port is now focused upon the Hindmarsh and Lipson Reaches in the Port suburbs of Birkenhead, Largs Bay, Largs North, Taperoo, Osborne, North Haven and Outer Harbor on the River's western bank, and Port Adelaide and Gillman on its eastern bank.

Port Reach

With the exception of the former Hart's Mill (SHP 10928), all of the industrial buildings constructed on the Port Reach including the Pipe Works, Sugar Refinery, EA&C Telegraph Company, copper smelter and Walter & Morris timber facilities have been demolished and replaced by housing (on the southern side of the Jervois Bridge).

Port Canal - Timber Industry & Plaster

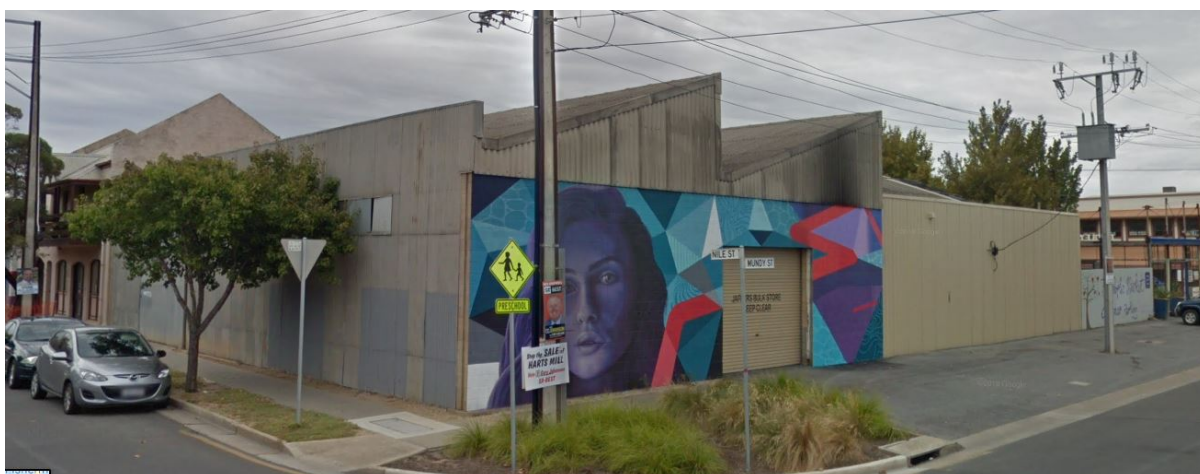
A number of timber mills and yards and the Victor Electric Plaster Mills were built on the northern bank of the Port Canal. The industrial facilities and wharfs that were built to support the timber industry and plaster mill have since been demolished and replaced with housing.³² The canal was filled in in the late twentieth century and is now a park. However, the timber industry is still represented in Port Adelaide by the saw-tooth warehouses in College and Clare Streets located adjacent to the Port

Canal in the area known as Portland and in the Gillman Industrial Estate. (Portland was a mid-nineteenth century residential subdivision undertaken by John Hart and others).

Sawtooth Buildings

Historical imagery of Port Adelaide indicates that while sawtooth-roofed buildings were once a feature of Port Adelaide, they were not as prevalent as cargo sheds, hangars and other gable and hipped-roof structures. The earliest clusters of sawtooth buildings were constructed from the late nineteenth century and were concentrated in the wool stores precinct and on the northern bank of the Port Canal. At some time after 1950 the housing adjacent to North Parade Wharf between Hart's Mill and the Birkenhead Bridge was demolished and a new cluster of sawtooth-roofed buildings were built behind the wharf sheds. These buildings were later demolished to enable the construction of the TAFE facility.

There was also a sawtooth building each on Mundy, Minories, Canon and Lipson Streets. Sawtooth-roofed buildings on Mundy and Lipson streets remain, while the building on Minories Street has been reroofed and no longer features a sawtooth roof.



Sawtooth roofed building on Mundy Street

Source: Googlemaps (2019)

Sawtooth-roofed buildings were constructed on the northern side of the Gawler Reach in the 1920s for the Holden Factory (now demolished) and then from the mid-1950s Shed 26 (subject of this assessment).

The wool stores precinct remains the oldest and most intact area of sawtooth-roofed buildings in Port Adelaide and a number of the buildings are listed as State, local and contributory places including:

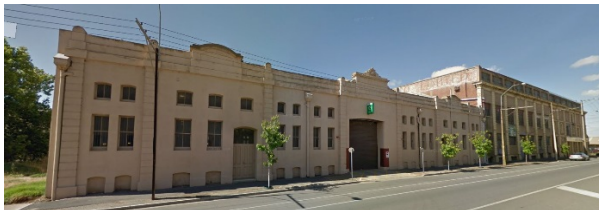
- 'Former Elder Smith & Co 'F' (no 3) Wool Store (former Stilling & co)', St Vincent Street East, Port Adelaide, SHP 10945
- 'Former Elder Smith & Co 'F' (no 4) Wool Store', St Vincent Street East, Port Adelaide, SHP 10946

- 'Former Goldsbrough Mort Wool Stores', St Vincent Street East, Port Adelaide, SHP 14354
- 'Former Elder Smith & Co Woolstore ('E' store)', St Vincent Street East, Port Adelaide, LHP
- 'Goldsborough Mort B Store', Crozier Street, contributory place
- 'Brick Warehouse', Crozier Street, contributory place
- 'Goldsborough Mort C Store', Crozier Street, contributory place
- 'Former Farmers Union Woolstore', Barlow Street, contributory place



Port Adelaide in 1950. Note the sawtooth-roofed buildings in the wool store precinct mid-right (still extant) and on the Port Canal lower-right (now demolished).

Source: Planning for the Immediate and Future Development of Port Adelaide AD1950





Examples of sawtooth buildings in the Woolstore precinct

Source: Googlemaps (2019)

There are also a number of industrial areas in the western suburbs that collectively feature dozens of sawtooth-roofed buildings including at Hendon, Woodville North, Beverley, Dudley Park, Kilkenny, Wingfield and Cavan.

The buildings at Woodville North and Hendon, respectively the former Finsbury Munitions Factory and Hendon Ammunition Factory that were built to support the war effort during World War Two and then used for other purposes after the war (for example Hendon Ammunition Factory became Philips Electrical Industries). The buildings at these two sites have been better maintained, and are therefore better physical examples of the class of place than Shed 26.



Example of the saw-tooth-roofed industrial buildings at Woodville North formerly Finsbury Munitions Factory.

Source: Dew Files 1 December 2018

While some of the structures at Hendon were recently locally heritage listed (September 2018), the buildings at Woodville North that were considered at the same time were found by the Minister for Transport Infrastructure and Local Government not to meet the criteria for listing as a local heritage place. Shed 26 was used as a workshop where welding and metal fabrication took place, both are typical industrial functions and are not of cultural significance at the State level.

Beckers factory and administration building on Pym Street, Dudley Park (LHP) is the only other saw-tooth structure in the vicinity of Port Adelaide that is heritage listed.

Flour Milling

While Shed 26 is not related to flour milling, flour milling was one of the Port's earlier industries and remains well represented both as an operational industry and through the heritage listing of former flour mills. Flour is currently milled in the heart of the Port by Mauri in its facilities located off Commercial Road. There are also two State heritage listed flour mills and one that is recognised as a contributory item, they include:

- Former Hart's (later Adelaide Milling co.) Flour Mill, 9A Mundy Street, 1855, SHP 10928
- Former Adelaide Milling Company Flour Mill, 9A Mundy Street, c1889, SHP 19934
- Former Jacketts Flour Mill, 1-5 Barlow Street, contributory place.

Boat Building

Boat building and maintenance facilities were focused along the northern bank of the Gawler Reach and included Fletchers Slip, Jenkins Street boatyards and Cruickshank's Corner. Some boat building was carried out at the Glanville or Government Dockyard. Very little of the built infrastructure of the Jenkins Street boatyards remains. While the dock, slip and Shed 26 (subject of this assessment) are the only remaining elements of the Glanville Dockyard. Fletcher's Slip Complex is a State Heritage Place (230-246 Semaphore Road, 1851-1987, SHP 11872). Boat building is still a feature of the Port and is now located in the Hindmarsh and Lipson Reaches.

SA Harbors Board and Successors

The creation of the South Australian Harbors Board in the mid-1910s resulted in the construction of numerous buildings and facilities across South Australia. The Harbors Board was responsible for the rebuilding of the Glanville Dockyards on the north side of Hawkers Creek and the redevelopment of the site in the years after World War Two. It was during this third phase of the Government or Glanville Dockyards that Shed 26 (subject of this assessment) was constructed.

The primary aim of the Harbors Board during the years following World War Two was to support the industrialisation of South Australia by providing modern and efficient wharf and freight facilities in South Australian ports. There are a number of places that are State and/or local heritage listed or that still exist but are not heritage listed that are notable examples of those associations. Examples include:

- Office (façade of former SA Harbors Board Building), Victoria Square, Adelaide (SHP 10896)
- No.2 Dock, Ocean Steamers Road, Port Adelaide (SHP 26478)
- Harbors Board Building, McLaren Parade, Port Adelaide (Port Adelaide State Heritage Area)
- Department of Marine and Harbors Building, St Vincent Street, Port Adelaide, (not heritage listed, current proposal is to turn the building into a 1970s themed hotel as a part of the No. 1 Dock redevelopment)
- Wallaroo deep sea port grain bulk handling facility, 1958 (unlisted)
- Port Lincoln deep sea port grain bulk handling facility, 1959 (unlisted)
- Thevenard deep sea port gypsum bulk handling facility, 1961 (unlisted)
- Port Pirie deep sea port grain bulk handling facility, 1962 (unlisted)

Other State Heritage Listed Industrial Buildings in the Port

There are a number of other buildings in the Port that are State, Local or contributory heritage places that like Shed 26 represent the Port's industrial heritage and include:

- Former Waterside Workers' Federation Hall, 11 Nile Street, 1927, SHP 14269
- Former De Souza Bakery, 60-62 College Street, SHP 14350
- Factory (former BALM Paints Duco Plant, 75 Lipson Street, 1939, SHP 14699)
- Former Weman's Sailmakers Shop, 117 Lipson Street, SHP 10758
- Former HL Vosz Ltd Offices and Paint Factory, 83-87 Lipson Street, 1907-1909, SHP 10631



Former BALM Paints Duco Plant, 75 Lipson Street

Source: DEW files (2018)

Hindmarsh Reach, Lipson Reach to Outer Harbour

As previously noted, the Hindmarsh Reach became the focus for ongoing industrial development in the Port at the very end of the nineteenth and beginning of the twentieth centuries and has continued to expand along the Port River (heading towards Outer Harbour) throughout the twentieth and twenty-first centuries. Today, a variety of industries remain active some of which include:

- Adelaide Brighton Cement
- Australian Submarine Corp
- Incitec
- Viterra
- Various petroleum companies
- Intertek, and
- Rapid Haulage, formerly the Ford Factory buildings including sawtooth-roofed structure, built mid-1920s, Victoria Road, Largs Bay.
- The ICI (later Penrice) soda facilities that have been a feature of the Port since the 1940s recently closed.



Part of the former Ford Factory now Rapid Haulage

Source: Googlemaps (2019)



Australian Submarine Corporation facility at Osborne

Source: Googlemaps (2019)



A sample of industry in Port Adelaide, Shed 26 (top left corner), No. 1 and No. 2 Docks (centre left), bulk handling facility (top right), Adelaide Brighton Cement (mid-top), part of the Gillman Industrial estate (middle), Woolstore precinct (mid-left)

Source: Googlemaps (2019)

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.

With regard to this criterion, consideration has been given to *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.

There are two historical themes of significant importance to South Australia that Shed 26 is associated with including: the industrial development of Port Adelaide and postwar industrialisation through the actions of the South Australian Harbors Board and its successor the Department of Marines and Harbors.

Industrial Development of Port Adelaide

Shed 26 is associated with the industrial development of Port Adelaide that began in the nineteenth century and was initially dominated by flour (1851) and timber milling (1860s), and ship and boat building (1850s). Other industries such as copper smelting (1861) and sugar refining (1895) amongst others soon followed. While these early industries were focused along the Port Canal and Gawler Reach, the expansion of industry along the Port River at the Hindmarsh Reach took place in the twentieth century as did the types of industry located at Port Adelaide including but not limited to oil, fertiliser, soda based products, sulphuric acid, lime and cement production and motor vehicle assembly.

While some industries have disappeared from the Port such as car assembly many others still retain a strong presence such as cement production, timber, flour milling, petrochemical based industries and boat building that has also expanded to include submarines. These types of industries are directly associated with the development of industry at Port Adelaide and have made a contribution to this aspect of the pattern of the history of the State.

Shed 26 was built in the mid-1950s as a metal fabrication workshop as a part of the revitalised Glanville Dockyard so as to support the aims of the Harbors Board to improve the shipping and freight infrastructure of South Australia's ports and thereby the postwar industrialisation of South Australia. Shed 26 is associated more strongly with those themes rather than the pattern of continued industrial development of Port Adelaide.

While Shed 26 played a role in supporting shipping and freight infrastructure and through it the postwar industrialisation of South Australia it is the places that are directly associated with improved and more efficient shipping that have made a strong and influential contribution to this aspect of the pattern of South Australia's history including the hybrid timber/concrete wharves, cargo sheds and maritime infrastructure such as the luffing cranes all located at No.2 Dock (SHP 26478) and the deep sea bulk handling facilities at regional ports such as Port Pirie, Port Lincoln, Wallaroo and Thevenard.

Postwar Industrialisation

Port Adelaide was an important centre of industry during the nineteenth century. However as South Australia industrialised during the twentieth century, the importance of Port Adelaide as an industrial centre became secondary to that of its role as the main shipping port in South Australia. Closeness and ease of access to the Port was a key factor in many company decisions to locate their factories and premises in Adelaide's nearby western and north-western suburbs. It was at these factories such as Philip Electrical Industries that took over the facilities at the Hendon Ammunition Plant in 1949 (LHP), Beckers factory and administration building on Pym Street, Dudley Park (LHP) and the Holden Factory at Elizabeth (unlisted) and Woodville (demolished) amongst the many other

postwar industrial buildings located across the State that are more closely associated with the important historical theme of the postwar industrialisation of South Australia.

Government Dockyard/Glanville Dockyard

The Government Dockyard also known as the Glanville Dockyard has a long history of supporting the maintenance and construction of shipping infrastructure in South Australian ports; initially, at Port Adelaide and then later at regional ports. From the mid-1850s it also operated as a boat-building facility, constructing barges and dredging vessels in the nineteenth century and tug boats in the twentieth century. However, the dockyard was relocated in the early twentieth century from the southern to the northern bank of Hawkers Creek and then totally rebuilt in the 1950s. Shed 26 was built in the mid-1950s as a part of its revitalisation and is therefore associated with the work of the Dockyard from the mid-1950s until it closed in the late 1980s.

The *raison d'être* for the revitalised Glanville Dockyard was to maintain and support the improvement of shipping and freight facilities and thereby the industrialisation of South Australia. Shed 26 was constructed specifically as a metal fabrication workshop and it was here that most of the metal work for port infrastructure both at Port Adelaide and regional ports was made, including wharves, cargo sheds and bridges. As discussed in the section above that considered specifically the theme of postwar industrialisation in South Australia it is the places directly associated with postwar industry that demonstrate the important aspects of the evolution or pattern of the State's history.

It is recommended that the nominated place **does not** fulfil criterion (a).

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

With regard to this criterion, consideration has been given to *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.

Shed 26 was built as the metal fabrication workshop in the third phase of development of the Glanville Dockyard after World War Two and is therefore associated with a number of significant cultural themes including: postwar industrialisation, boat building and repair facilities and the industrial development of Port Adelaide.

Shed 26 was constructed by the Harbors Board as a part of the revitalisation of the Glanville Dockyard to support its plans to radically improve the shipping facilities at Port Adelaide, Outer Harbor and at key regional ports. The facilities at the Glanville Dockyard enabled both maintenance of the port facilities located at Port Adelaide and Outer Harbor as well as the fabrication of port infrastructure for the ports located across the State.

The improvements to the port facilities were undertaken specifically to support the postwar industrial development of South Australia by ensuring that the goods manufactured in the State could be efficiently shipped to interstate and international markets. The improvements to port infrastructure also supported growth in primary industry through the installation of state-of-the-art deep sea bulk handling facilities for grain and gypsum at key regional ports, for example Thevenard and Port Pirie.

There are numerous examples of places that are associated with the postwar industrial development of South Australia. Many companies established their premises/factories in Adelaide's western and northern suburbs so as to be close to the freight facilities at Port Adelaide and Outer Harbor. There are also a number of examples of the improvements made to South Australia's ports to support freight and shipping as a result of postwar industrialisation. For example deep sea bulk handling facilities at Thevenard, Port Pirie, Wallaroo and Port Lincoln and the wharfs in the Gawler Reach.

Shed 26 is one of many places in South Australia associated with the significant cultural theme of postwar industrialisation and consequently examples of significant places associated it are not rare, uncommon or currently in danger of being lost.

Shed 26 is broadly associated with boat building as tug boats were made at the Glanville Dockyard after it was revitalised in the 1950s. As a metal fabrication workshop it is likely that some elements of the tug boats were made in Shed 26. Boat building is still well represented in South Australia and specifically at Port Adelaide by Fletcher's Slip (SHP 11872) and the boatbuilding and maintenance facilities located adjacent to the Hindmarsh Reach. It is not rare, uncommon or in danger of being lost.

Another aspect of significance is Shed 26 is its representation of industry. Port Adelaide has been home to a number of different industries over the past 150

years some of which, for example flour milling still continue in the heart of the Port, while others such as car manufacturing have since closed. While industry was initially clustered around the Port and Gawler Reaches in the nineteenth century, the focus of industrial development in Port Adelaide from the end of the nineteenth century, during the twentieth century and into the twenty-first century has been and continues to be along the section of the Port River known as the Hindmarsh Reach and Lipson Reach.

The Hindmarsh and Lipson Reaches extend along the Port River and include the Port Adelaide suburbs of Birkenhead, Largs Bay, Largs North, Taperoo, Osborne, North Haven and Outer Harbor on the River's western bank and Port Adelaide and Gillman on its eastern bank. The industrial facilities located here represent a range of industrial buildings constructed throughout the twentieth century. Some of the twentieth century buildings constructed in the twentieth century that are associated with the industry in Port Adelaide include:

- Adelaide Brighton Cement (unlisted)
- Australian Submarine Corp (unlisted)
- Incitec (unlisted)
- Viterra (unlisted)
- Various petroleum companies (unlisted)
- Intertek (unlisted),
- Rapid Haulage, formerly the Ford Factory buildings including sawtooth-roofed structure, built mid-1920s, Victoria Road, Largs Bay (unlisted)
- The ICI (later Penrice) soda facilities that have been a feature of the Port since the 1940s recently closed (unlisted).
- Former Waterside Workers' Federation Hall, 11 Nile Street, 1927, SHP 14269
- Former De Souza Bakery, 60-62 College Street, SHP 14350
- Factory (former BALM Paints Duco Plant, 75 Lipson Street, 1939, SHP 14699
- Former HL Vosz Ltd Offices and Paint Factory, 83-87 Lipson Street, 1907-1909, SHP 10631

The twentieth century industrial development of Port Adelaide is not rare, uncommon or in danger of being lost.

It is recommended that the nominated place **does not** fulfil criterion (b).

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

With regard to this criterion, consideration has been given to *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.

Shed 26 was constructed on a portion of land on the northwest arm that was little developed over the course of the history of the Glanville Dockyard and adjacent Fletcher's Slip. The site was identified as a dry dock in the late nineteenth and early twentieth centuries but remained undeveloped as such. Prior to the construction of Shed 26 in the 1950s, a few smaller buildings were constructed there by the Harbors Board but then subsequently demolished for the construction of Shed 26. Therefore, the land occupied by Shed 26 is unlikely to yield any evidence that will meaningfully contribute to the understanding of South Australia's cultural or natural history that is not already known or available from other sources.

It is recommended that the nominated place **does not** fulfil criterion (c).

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

With regard to this criterion, consideration has been given to *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.

Shed 26 is representative of two classes of place that can be considered to have cultural significance to South Australia. The first is industrial buildings and the second is dockyards.

Shed 26 is an example of the broad class of places known as industrial buildings, and more specifically as a shed with a saw-toothed roof. Numerous examples of industrial buildings and specifically sawtooth-roofed industrial buildings have been constructed across South Australia. While Shed 26 is the last mid-1950s sawtooth industrial building located in the Inner Port it is not the only industrial building nor specifically the only sawtooth industrial building in Port Adelaide. It is also not the only one of its age and type in South Australia.

A range of industrial buildings were built across South Australia throughout the nineteenth and twentieth centuries. A number of them are located in Port Adelaide and some have a sawtooth roof.

Some examples of industrial buildings located in Port Adelaide are:

- Hart's Mill (SHP 10928) and the adjacent Adelaide Flour Mill (SHP 19934) on Mundy street
- the cluster of State and local heritage listed and contributory places that are saw-tooth buildings built from the late nineteenth century and up until the mid-twentieth century that are located in the Wool Stores precinct at Port Adelaide (see Comparability / Rarity / Representation for example),
- the former Ford Factory (1926), which is also a sawtooth roofed building,
- Maui Flour off Commercial Road
- Factory (former BALM Paints Duco Plant) (SHP 14699)

Dozens of mid-twentieth century sawtooth industrial buildings, which like Shed 26 are associated with postwar industrialisation were built nearby to Shed 26, in the western suburbs of Adelaide. Many of these buildings are of very similar design to Shed 26 and examples of them are located at Woodville North, Hendon and Kilkenny. Of particular note are the buildings at Woodville North and Hendon, respectively the former Finsbury Munitions Factory and Hendon Ammunition Factory that were built to support the war effort during World War Two and then used for other industrial purposes after the war (for example Hendon Ammunition Factory became Philips Electrical Industries).

The sawtooth roofed industrial buildings at Hendon and Woodville North and the former Ford Factory located in the Port have been better maintained and are better physical examples of the class of place than Shed 26. While some of the structures at Hendon were recently locally heritage listed (September 2018), the buildings at Woodville North that were considered at the same time were found by the Minister for Transport Infrastructure and Local Government not to meet the criteria for listing as a local heritage place.

Shed 26 can also be considered as a part of the class of places known as dockyards. Dockyards are typically complexes that incorporate a variety of

buildings, dry docks and slips. The Glanville Dockyard was the government dockyard facility and operated for over 150 years. During that period of time it was relocated from the southern to northern side of Hawkers Creek and also rebuilt on a number of occasions. Shed 26 represents only a small fragment of the operations carried out at the Glanville Dockyard and then only from the mid-1950s to the late 1980s and, therefore, is not an outstanding example of a dockyard.

It is recommended that the nominated place **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.

With regard to this criterion, consideration has been given to *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.

Shed 26 is typical of the rectangular, sawtooth industrial building constructed during the middle of the twentieth century. It has a steel-frame that is clad with brick and corrugated-iron, while the Pratt-style truss sawtooth roof is clad with sheets of corrugated asbestos. The building was constructed using typical construction techniques and materials for the time in which it was built. It does not demonstrate a high degree of creative, aesthetic or technical accomplishment, nor is it an outstanding representative of particular construction techniques or design characteristics.

It is recommended that the nominated place **does not** fulfil criterion (e).

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

With regard to this criterion, consideration has been given to *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.

There are two cultural groups that are considered to have potential close associations with Shed 26: members of the Port Adelaide community, and people who have work at the site.

Some members of the Port Adelaide community have strong associations with Shed 26 and the Glanville dockyards. Port Adelaide is a significant part of South Australia, but the group who feel close to this place are only a portion of that community. In the context of the whole State, this makes the group of local rather than State significance. Another complex aspect of this argument is the disparity of the group. While it is true that there is a vocal group who have recently been arguing that the shed is very significant to them, there have also been a number of local residents and members of the community who have said they do not value the shed, some of whom have even stated they want the shed to be demolished.

The other group who may have an attachment to Shed 26 are the employees who once worked at the Glanville Dockyard for the Harbors Board and then Department of Marines. This is also a disparate, rather than cohesive group. It is arguable whether the employees of the Harbors Board and Department of Marines would be considered to be a cultural group of State significance, however, even if they were, a small group of employees based at one of their sites, in this instance the Glanville Dockyard and more specifically those who worked in Shed 26 is not considered to be a group of State significance. While some of the employees who worked in Shed 26 may have an ongoing attachment to the place, there is no evidence to indicate that a significant group of employees hold Shed 26 in high regard or to suggest they have a strong, special and/or an enduring association with Shed 26.

It is recommended that the nominated place **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.

With regard to this criterion, consideration has been given to *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.

Shed 26 is associated with the work of the South Australian Harbors Board and its successor the Department of Marines and Harbors. These organisations were of vital importance to the economic development of South Australia during the twentieth century. The Harbors Board from 1914 and then the Department of Marines from 1966 were responsible for the construction and maintenance of state-of-the-art port facilities at Port Adelaide/Outer Harbor and regional ports such as Port Pirie, Wallaroo and Thevenard. It was with these facilities that the Harbors Board and Department of Marines ensured that South Australian produce and products were efficiently transported interstate and across the world.

The Harbors Board began to improve the shipping facilities at Port Adelaide in the 1920s with the construction of a new type of wharf and cargo sheds at No. 2 Dock (SHP 26478). Then in 1949, the Harbors Board proposed a complete program of improvements to rapidly improve the freight capabilities of Port Adelaide/Outer Harbor and environs. These changes allowed the Harbors Board to retain 'one of the most up-to-date ports of its kind in the Southern Hemisphere' and to meet the needs of shipping at that time and into the twenty-first century.

Over thirty projects were proposed and many were completed in the following decades, including the dredging of the Port River, the construction of new wharves and cargo sheds (throughout the Port), the development of an industrial area (LeFevre Peninsula) and a warehouse area (Gillman). The construction of new state-of-the-art bulk-handling facilities also occurred in the late 1950s and early 1960s at Port Pirie, Wallaroo, Port Lincoln and Thevenard. The Department of Marines continued to ensure that South Australia was served by state-of-the-art shipping infrastructure through the installation of container-handling facilities at Outer Harbor from the late 1970s.

The rehabilitation of the Glanville Dockyard was one of the thirty projects proposed by the Harbors Board during this period, and the new facility was built in the early 1950s to assist with the construction and maintenance of port infrastructure. Shed 26 was constructed at the Glanville Dockyard in the mid-1950s as a part of the rejuvenation of the Glanville Dockyard.

Shed 26 was a metal fabrication workshop during the thirty years between its construction and the closure of the dockyard in the late 1980s. Therefore Shed 26 was associated with the Harbors Boards/Department of Marines for approximately 30 years.

While Shed 26 supported the work of the Harbors Board and the Department of Marines for a short time, the main function of the two organisations was to provide South Australia with up-to-date port infrastructure to ensure efficient shipping of freight. A wide range of significant infrastructure survives in South Australia to represent this notable achievement. For example No. 2 Dock (SHP 26478) was the first dock to have the new wharf system and contains four cargo sheds and two luffing cranes, wharfs in the Gawler and Hindmarsh Reaches that were replaced with the new wharf system after No.2 Dock, wharf and container terminal at Port Adelaide and Outer Harbor. The deep sea, bulk-handling facilities at regional ports such as Port Pirie, Port Lincoln, Wallaroo and Thevenard (see comparison) still also remain. These examples all directly represent the influential contribution of the Harbors Board and Department of Marines to the history of South Australia. In comparison, Shed 26 does not have the same ability to readily enable the work of the two organisations to be understood.

It is recommended that the nominated place **does not** fulfil criterion (g).

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SITE RECORD

NAME: Shed 26

PLACE: 26499

FORMER NAME: Shed K.

DESCRIPTION OF PLACE: Metal framed, brick and corrugated-iron-clad, industrial building with a corrugated-asbestos clad sawtooth roof.

DATE OF COMPLETION: Mid-1950s.

REGISTER STATUS: Provisional Entry
6 December 2018

CURRENT USE: Unused
Late-1980s to present

PREVIOUS USE(S): Metal fabrication workshop
Mid-1950s to late 1980s.

SUBJECT INDEXING: **Group:** Manufacturing and processing.
Category: Metal fabrication.

LOCAL GOVERNMENT AREA: Port Adelaide Enfield

LOCATION: **Street Name:** Semaphore Road
Town/Suburb: New Port
Post Code: 5015

LAND DESCRIPTION: **Title** CT/6018/785 D73728 A2001
Reference:
Hundred: Port Adelaide

MAP REFERENCE: **MGA Zone** 52
Easting (X) 1369584.5941
Northing (Y) 6103148.6463

SITE PLAN

NAME: Shed 26

PLACE: 26499



Shed 26, Semaphore Road, New Port CT/6018/785 D73728 A2001

Legend



Land parcel boundary CT/6018/785 D73728 A2001



Shed 26



PHOTOS

NAME: Shed 26

PLACE: 26499



Shed 26 showing southern and western elevations

Source: DEW Files 29 November 2018



Shed 26 showing the eastern elevation, note the hoods on the ridgeline of each sawtooth.

Source: DEW Files 29 November 2018



Shed 26 showing cracking on the eastern façade.

Source: DEW Files 16 January 2019



Interior of Shed 26 note the crane gantry, rail lines and infilled sumps.

Source: DEW Files 16 January 2019.



Shed 26 note the broken glass in the northern lights and hood on the ridgeline.

Source: DEW Files 19 January 2019



Shed 26 showing the mezzanine level and spaces below.

Source: DEW Files 19 January 2019



Shed 26 mezzanine level.

Source: DEW Files 19 January 2019



Shed 26 showing an inspection pit.

Source: DEW Files 19 January 2019



Shed 26 example of remnant machinery

Source: DEW Files 19 January 2019

¹ John Couper-Smartt (2003), *Port Adelaide "Tales from a Commodious Harbour"*, (Port Adelaide: Friends of the South Australian Maritime Museum), pp.54-56.

² Anon (1986), *Mudflats to Metropolis: Port Adelaide 1836-1986*, (sn: B&T Publishers), pp. 8-9, 'Fire at the Port', *Register* 24 August 1865, p.3.

³ 'Smelting Works at Port Adelaide', *Observer* 18 May 1861, p.2.

⁴ Anon, *Mudflats*, p, 91.

⁵ 'The Cable Company's Works at Port Adelaide', *Register* 30 April 1902, p.4.

⁶ *Greater Port Adelaide*, p.10.

⁷ Anon, *Mudflats*, p, 91.

⁸ Anon, *Mudflats*, pp, 91-93. Couper-Smartt, pp. 97-100.

⁹ Couper-Smartt, pp. 97-100. <https://www.asc.com.au/about-us/timeline/> accessed 1 March 2019.

¹⁰ Couper-Smartt, pp.68,113.

¹¹ Couper-Smartt, p.113.

¹² Couper-Smartt, p.421. <https://www.asc.com.au/about-us/timeline/> accessed 1 March 2019.

¹³ Department of Marine and Harbors South Australia (1967), 'Annual Report 1966-1967', (Department of Marine and Harbors South Australia), p.7.

¹⁴ Department of Marine and Harbors South Australia (1967), p.7.

¹⁵ Department of Marine and Harbors South Australia (1967), p.7.

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- ¹⁶ Department of Marine and Harbors South Australia (1967), pp.7-8.
- ¹⁷ Department of Marine and Harbors South Australia (1967), p.8. No. 2 Dock Assessment Report.
- ¹⁸ South Australian Harbors Board (c1949), 'Planning for the Immediate and Future Development of Port Adelaide AD 1950' (SAHB).
- ¹⁹ South Australian Harbors Board (c1949), 'Planning for the Immediate and Future Development of Port Adelaide AD 1950' (SAHB).
- ²⁰ South Australian Harbors Board (c1949), 'Planning for the Immediate and Future Development of Port Adelaide AD 1950' (SAHB). South Australian Harbors Board (c1960), 'The Greater Port Adelaide Plan', (SAHB).
- ²¹ Department of Marine and Harbors South Australia (1967), pp.9-10.
- ²² Couper-Smartt, p.82.
- ²³ No. 2 Dock Summary of State Heritage Place, pp.9-10.
- ²⁴ Couper-Smartt, p.82.
- ²⁵ No. 2 Dock Summary of State Heritage Place, pp.9-11.
- ²⁶ <https://www.flindersports.com.au/about/overview/> accessed 15 February 2019.
- ²⁷ Malloway Studios (2010), Port Adelaide Waterfront: Stage 2', (Malloway).
- ²⁸ Malloway Studios (2010), Port Adelaide Waterfront: Stage 2', (Malloway).
- ²⁹ South Australian Harbors Board (c1949), 'Planning for the Immediate and Future Development of Port Adelaide AD 1950' (SAHB).
- ³⁰ South Australian Harbors Board (c1960), 'The Greater Port Adelaide Plan', (SAHB).
- ³¹ Malloway Studios (2010), Port Adelaide Waterfront: Stage 2', (Malloway).
- ³² Couper-Smartt, pp. 98, 100-102.