

SUMMARY OF STATE HERITAGE PLACE

REGISTER ENTRY

Entry in the South Australian Heritage Register in accordance with the
Heritage Places Act 1993

NAME: No. 2 Dock

PLACE NO.: 26478

ADDRESS: Ocean Steamers Road, Port Adelaide SA 5015

STATEMENT OF HERITAGE SIGNIFICANCE

No. 2 Dock is a rare surviving 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 luffing cranes, with their rails and sheds No.13 and 14, 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.

RELEVANT 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.

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 in the 1970s. 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.

Together with the wharves themselves and their aprons, the collection of structures that surround No. 2 Dock 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.

The place was also the site of the *City of Singapore* disaster. Although there is no physical evidence of the event, the tragedy resonated strongly with the Port Adelaide and wider South Australian community.

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

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. Of the surviving structures, the best preserved and earliest of these are at No. 2 Dock, namely Sheds No. 16 and 17, constructed in 1927-1928. These sheds, together with their wharves and aprons, demonstrate operations of early 20th century manual wharfage that are no longer in operation and do not exist elsewhere in South Australia.

To the south side of the Dock, the surviving 2 Double Hook Level Luffing Electric Wharf Cranes, designed by the Melbourne firm of Southert, Pipp and Coates Ltd and manufactured by Gibb and Miller of Port Adelaide, commissioned in 1958, and the associated sheds Nos. 13 & 14, and rail lines, demonstrate an 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.





SITE PLAN

No. 2 Dock
Ocean Steamers Road, Port Adelaide

PLACE NO: 26478



LEGEND

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

↑ NORTH

COMMENTARY ON THE LISTING

Description and notes with respect to a place entered in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

Physical 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 electric luffing cranes, and two steel-framed transit sheds: Shed No. 13 and No. 14, commissioned in 1958, that primarily serviced the bulk timber and steel trade. The cranes were designed by the Melbourne firm of Southert, Pipp and Coates Ltd and manufactured by Gibb and Miller of Port Adelaide. To the north is an early concrete wharf and bituminised apron constructed in 1927 on which is located two timber-framed transit sheds dating from 1928: 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 has since replaced the former concrete wharf to the east end of the dock.

History of the Place

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 Port Adelaide 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 shed². It was also later reported that in the 1850s there was a camp of Chinese immigrants en route to the Victorian Goldfields near Coal-Shed Creek. 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

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.

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 tides receded³. 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 fish and shellfish at the spot. A drowning of two girls in 1866 threw a shadow over the place and attracted further local community's attention to the creek.

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'⁴. 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 Bridge⁵.

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 system⁶. 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 constructed⁷. 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'⁸ across its mouth. Instead, the derelict paddle steamer *Gem* was used as a temporary pontoon bridge across the entrance until No 2. Dock was widened in 1927.

³ A.H. "Early Chinese Invasion", *Mail (Adelaide, SA: 1912 - 1954)*, Saturday 4 June 1927, page 31.

⁴ "Proposed New Bridge", *Port Adelaide News and Lefevre's Peninsula Advertiser (SA : 1883 - 1897)*, Friday 31 July 1891, page 2

⁵ John Couper-Smartt & Christine Courtney, *Port Adelaide: Tales from a Commodious Harbour*, Adelaide, 2003, page 68.

⁶ *Ibid*, page 69.

⁷ "Improvements at Port Adelaide", *The Advertiser*, Saturday 3 September 1910, page 12

⁸ *Ibid*.

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. 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.⁹

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 loading¹⁰. 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"¹¹.

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 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

⁹ 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.

¹⁰ Couper-Smartt and Courtney, Op Cit. page 70.

¹¹ "Tragedy at Port Adelaide", *The Journal (Adelaide, SA : 1912 - 1923)* Tue 9 Sep 1913 Page 1

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'¹². 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 1966¹³. 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 years¹⁴. 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.

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 accommodation¹⁵.

¹² "Harbors Act", Government of South Australia, 1913.

¹³ Ronald Parsons, *Southern Passages: A Maritime History of South Australia*, Wakefield Press, 1986, page 253.

¹⁴ Ibid.

¹⁵ "New Wharf Sheds", *News (Adelaide, SA: 1923 - 1954)*, Tuesday 9 August 1927, page 14.

In 1931, the neighbouring Ocean Steamer's Wharf to the north of No. 2 Dock 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.

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 feet¹⁶. Each was "well ventilated, with large doors, effective lighting, sloping floors, and road and rail access front and rear"¹⁷. Aerial photographs from 1938 show the ongoing transformation.

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 journey¹⁸. 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 past¹⁹. 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'²⁰.

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, permitted denser and heavier transport, more efficient sorting and stacking of cargo, less damage to cargo, more hygienic and improved working conditions, and

¹⁶ South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1939*, 1939

¹⁷ Ibid.

¹⁸ Ibid.

¹⁹ Parsons, Op. cit.

²⁰ South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1950*, 1950.

greater berth availability. 'Thus', McIntosh concluded, Light's vision 'has been most amply realised'²¹.

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'²².

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 was to cater primarily for the import of steel, together with timber and other bulk cargoes. The wharves were 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 operations²³.

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 doors²⁴. In 1964, a new block of brick offices was added to Shed 16 at its western end for the Customs and Government Produce Department²⁵ 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 steel²⁶.

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 Marine²⁷. The construction of additional cranes at berths 13 and 14 did not eventuate.

Containerisation & Bulk Handling (1950 - ongoing)

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

²¹ South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1950*, 1950

²² South Australian Harbors Board, *Report of the Commissioners of the South Australian Harbors Board for the year ended 30th June 1959*, 1959

²³ This paragraph is extracted from, Malloway Studio's *Cultural Mapping and Survey: Port Adelaide Waterfront: Stage 3 Report*, 2011. Malloway Studio cite the SAHB's 1959 report as the primary source.

²⁴ South Australian Harbors Board, *Annual Report: 1962-1963*, 1963.

²⁵ South Australian Harbors Board, *Annual Report: 1963-1964*, 1964.

²⁶ South Australian Harbors Board, *Annual Report: 1964-1965*, 1965.

²⁷ Couper-Smartt & Courtney Op. Cit., page 81.

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 demand²⁸. 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 port²⁹

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 Melbourne³⁰.

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 Osborne³¹. In 1953, four cranes were installed to service the conveyor system³². Likewise, the bulk loading of grain, traditionally loaded in bags, was discussed as early as 1901³³, but the first experiments didn't occur at Port

²⁸ 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.

²⁹ South Australian Harbors Board, *Annual Report: 1967-1968*, 1968.

³⁰ Parsons, op. cit.

³¹ Couper-Smartt & Courtney, op. cit. page 77.

³² Parsons, op. cit. page 275.

³³ *The Adelaide Advertiser*, Saturday 24 August 1901, page 5.

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 holds³⁴. Later developments saw the introduction of elevator systems to bulk load grain directly onto ships, 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 *Falgie*.

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.

References

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- The Register (Adelaide, SA : 1901 - 1929)*
- The Advertiser (Adelaide, SA : 1889 - 1931).*
- News (Adelaide, SA : 1923 - 1954).*

SITE DETAILS

No. 2 Dock
Ocean Steamers Road, Port Adelaide

PLACE NO: 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	
SA HERITAGE REGISTER STATUS:	Description:	Provisionally entered
	Date:	30 August 2017
	Description:	Confirmed
	Date:	21 February 2018
LOCAL HERITAGE STATUS	N/A	
CURRENT USE:	Description:	Various – Storage and workshops
	Dates:	Current
PREVIOUS USE(S):	Description:	Shipping and wharfage
	Dates:	1892-1970s
ARCHITECT/BUILDER:	Name:	South Australia Harbors Board: Staff Engineers
	Dates:	1927, 1958
LOCAL GOVERNMENT AREA:	Description:	City of Port Adelaide Enfield
LOCATION:	Street Name:	Ocean Steamers Road
	Town/Suburb:	Port Adelaide
	Post Code:	5015
LAND DESCRIPTION/TITLE REFERENCES:	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	

PHOTOS

No. 2 Dock

PLACE NO: 26478

Ocean Steamers Road, Port Adelaide



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



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

No. 2 Dock
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Tally office and broken cargo store, Shed 16 (Stephen Schrapel, 2017).



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

PHOTOS

No. 2 Dock
Ocean Steamers Road, Port Adelaide

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

PHOTOS

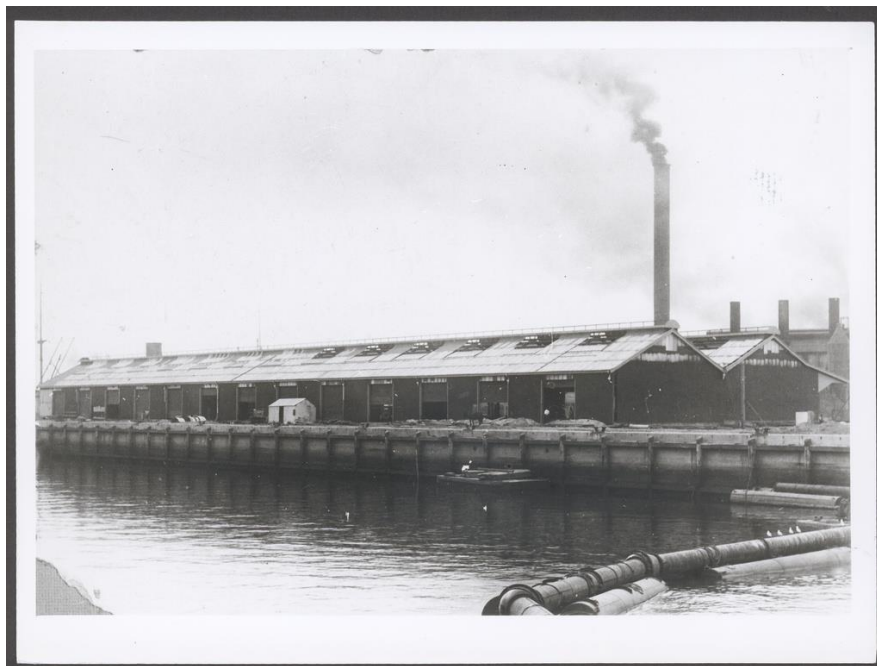
No. 2 Dock
Ocean Steamers Road, Port Adelaide

PLACE NO: 26478



PRG 280/1/45/169

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.



B 27142

Cargo sheds at Berths 16 and 17: under construction, No 2 Quay Port Adelaide, 1927. The tramways PowerStation (demolished c.1950s) can be seen in the background. SLSA: B 27142.

PHOTOS

No. 2 Dock
Ocean Steamers Road, Port Adelaide

PLACE NO: 26478



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.)



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.)