

CAUSEWAY AND JETTY HISTORIC SITE
VICTOR HARBOR.

HERITAGE SIGNIFICANCE

Historically, the Site is significant because it represents part of the works undertaken in the 1870's and 1880's to establish Port Victor as a sea-port for River Murray trade. Despite the expectations, Port Victor's shipping was diminished by the Morgan-Adelaide railway link (1878). Nevertheless, the facilities were used well into the 20th century and are examples of the period's engineering skills, reflecting the development of Victor Harbor at the time.

Physically, the Site is a unique and interesting example of a maritime port development although the individual features are relatively typical.

Environmentally, the Site, and particularly the Causeway, is a dominant feature on the Victor Harbor foreshore.

The Integrity of the Site has been impaired by the removal of portions of jetty but the extent and nature of the activities on the site is still evident.

NOMINATION SOURCE/THREAT/OWNER

This report has been prepared following a visit to Victor Harbor by members of the Heritage Conservation Branch to identify potential heritage items. A proposed private development involving the reintroduction of horse tram, a scale train and moorings, was proposed for Granite Island in 1983 and is still under consideration. The site is under the care and control of the Marine and Harbours Department.

HERITAGE CONSERVATION BRANCH RECOMMENDATION:

..... *Bans C. Rowing*
f Manager

It is recommended that this item be included on the Register of State Heritage Items, and that it be categorized H3, A2, H2.

SOUTH AUSTRALIAN HERITAGE COMMITTEE RECOMMENDATION:

.....
Chairman

South Australian Heritage Act 1978-82	Register of State Heritage Items ITEM EVALUATION SHEET Historic Site	Ref. No. 6626-11050
	Item CAUSEWAY AND JETTY HISTORIC SITE VICTOR HARBOR.	Status N.Tr. (RL)
Age 1864-1882 APPROX.	Subject TRANSPORTATION - Maritime.	Site Type Marine

		E	VG	AG	FP	NA	
History	Context Associated with improvements to Victor Harbor's shipping facilities during the 1870's and 1880's, in an attempt to provide a safe sea port for Murray River trade. Later utilised by tourists for recreational access to Granite Island.		X				
	Person/Group State Government H.C. Mais, Engineer-in-Chief Mr. John Robb, Contractor		X				
	Event 1875 Causeway completed. (Extension of 1864 jetty) 1879 Cutting created. 1878-1882 Breakwater completed.				X		
	Natural Elements Granite Island's north eastern section, dramatic cutting in the side of Granite Island to enable access by rail.				X		
	Man-Made Elements Timber causeway between Policeman's Point and Granite Island, stone extension, foreshore extensions, stone breakwater at north-eastern end of Granite Island, 'Screw Pile' jetty adjacent to breakwater.				X		
Physical	Representation Unique as a physical development with its causeway, cutting and jetty and notable for its continuous utilization, special importance can be applied with its relationship to the Railway.	X					
	Continuity Maintains the public use and maritime nature of the foreshore area.			X			
	Local Character Contributes to the local character of the Victor Harbor foreshore.		X				
	Landmark The Causeway particularly is a structure between the public foreshore area of Victor Harbor and Granite Island.	X					
Environment	Alterations The working jetty, goods shed and railway lines have been removed but remainder illustrates extent and original nature.			X			
	Condition Well maintained.		X				
	Compatibility Presently used by tourists for recreational purposes and modest use by commercial fishermen.		X				
Integrity							

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Supplementary Information

Adaptation: The form of the individual features should be maintained and the interrelationship of each should be reinforced. Additional features or structures should be minimal and respect the existing character of the area.

Interpretation: Because of accessibility, and importance to the history of Victor Harbor's development, the item's potential for both passive and active interpretation is high. Information detailing the interrelationship of the facilities and their history should be presented in some form.

History and Sources

The causeway, breakwater and cutting at Granite Island were part of an ongoing programme to establish Victor Harbor as the sea port for River Murray trade. Consent for the works was given by Parliament on the 25th June, 1862, following a favourable report by Mr. W. Hanson, the Colonial Architect and Inspector of Railways. A jetty 640' long was built in 1864, concurrently with the building of the rail extension from Port Elliot. Work carried out on the jetty included the provision of a shed capable of holding 8 loaded trucks awaiting shipment at the end of Victoria Pier, as the jetty was named.

A description of Victoria Pier at the time of opening is as follows:

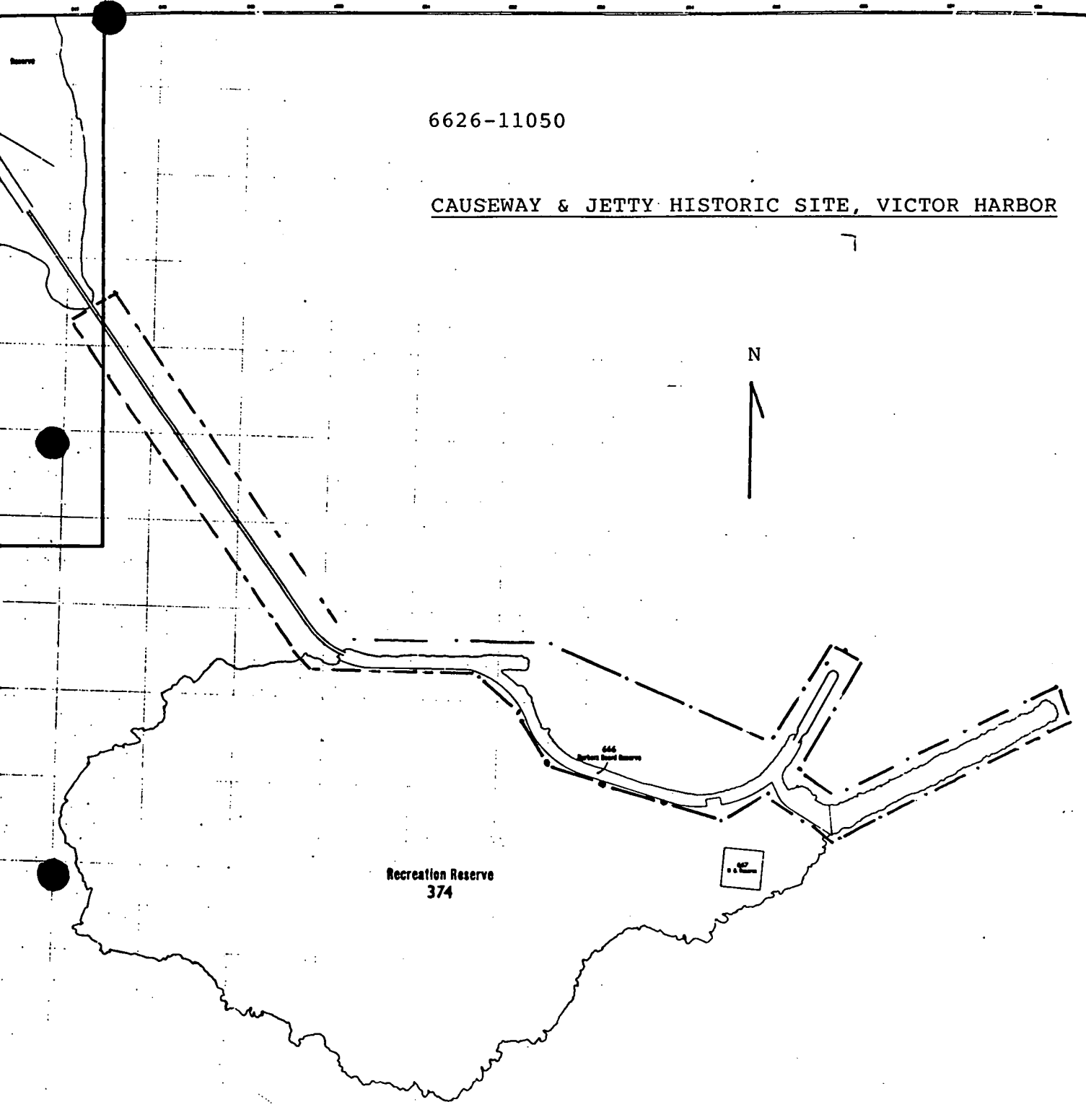
"It is entirely constructed of colonial Gum. The pier consists of 89 bays each 20 ft. long, making a total length of 1,780 ft. Each bay is supported by 3 piles at each end with the exception of the head which for 7 bays has 5 piles and for 3 bays 7 piles in each tier. The outside piles are 12" x 12" and about 20 ft. long and the centre ones 14" x 14" by about the same length. The erection of the pier took nearly 2 years and cost about £8,800. The railway continues up to the end of the jetty where cranes are to be placed for loading and unloading cargo".

Victor Harbor developed rapidly over the next 5 years as a town and port. Soon it became obvious that shipping arrangements needed improvement. Following a series of reports and varying estimates of costs, further extension of the jetty and the construction of the Harbor's first shipping pier (called locally the "working wharf") was approved by Act of Parliament No. 28 of 1867. Mr. Wishart secured the contract for the jetty extension, having tendered a price of £9,072/1/6 for the work recommended by the Engineer-in-chief, H.C. Mais. The working jetty, which extended in an easterly direction from the end of the causeway, has since been removed.

Contd.

6626-11050

CAUSEWAY & JETTY HISTORIC SITE, VICTOR HARBOR



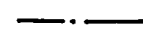
N



Recreation Reserve
374

666
Victor Harbor Reserve

666



Extent of boundary site

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History and Sources

Originally the Victoria Pier extension was intended to run from the original structure, touch the island and extend out into 8 feet of water. Plans were subsequently modified to incorporate the construction of a causeway out of the side of Granite Island. This causeway forms part of the roadway at the end of the wooden causeway from the mainland which runs towards the kiosk on the island. When the causeway was completed in 1875, the goods shed was removed from the old jetty to the island. A Mr. J.S. Harding laid the rail extension across the new section to the Island causeway.

Even with these improvements, goods continued to be lightered out to vessels anchored in the harbor. Following extensive enquiries and debates, it was finally resolved to construct a breakwater 1,000 ft. long and a wharf big enough in deep water to allow large ships to tie up alongside. On the 6th February, 1879, a public banquet celebrated the Parliamentary decision to improve Victor Harbour, and included the Premier and several members of the legislature.

Contracts for the work were let on 13th August, 1878. Under Loan Act No. 77 of 1877, a total sum of £121,460 was allocated. The contract, let to Mr. John Robb, was for 3 main works:

- 1) The construction of the causeway or road leading from the "Working Jetty" to the point where the screw pile jetty commenced.
- 2) From the end of this causeway an embankment or pier ran seawards in a north by east line for 500 feet at which point the water had a depth of 21 ft. and the pier was commenced a further 300 ft. on screw piles which gave a depth of 27 ft. at its extremity at high water. The pier had a width of 40 ft. and could accommodate vessels on both sides, sheltered by the breakwater. The screw pile jetty superseded an original scheme for a timber jetty.
- 3) The breakwater was designed to be 1,000 ft. long and 30 ft. wide at the top. It was to be constructed of granite, blasted from Granite Island and the top and seaward sides were to be formed of blocks weighing not less than 20 tons a piece. There was 39 feet of water at the seaward end and there it would be about 200 feet wide on the seabed. It ran in a north easterly direction from the north east point of Granite Island.

By November, 1878, $\frac{2}{3}$ of the causeway construction was completed, formed by blasting rock on-site. The stone pier, leading from the causeway, led to the screw-pile jetty. Progress with the last was slow, because of the hard limestone sea-bed. Holes 4-6' deep were initially blasted to receive the piles, which were then screwed down into the rock to a depth of 6-9 ft. After screwing down, the piles were then filled with a concrete of Portland cement, broken granite and screenings.

The wooden superstructure of the screw-pile jetty was built between April and October 1880, when 20 bays had been completed and most of the decking laid.

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History and Sources

The breakwater was started early in 1879. Its construction was a spectacular undertaking, involving massive blasting of Granite Island rock. Machinery to move the rock from the blasting site included cranes and horse-drawn trucks. The Railways Department lent a 5 ton steam crane and several small cranes. These were later supplemented by large cranes including a 20 ton steam derrick provided by the Government in April, 1879. This stood upon a platform and railway of its own, and was self propelled, travelling to and from the end of the breakwater to the quarry.

In the closing stages of construction there were a Ransom & Rapier crane, weighing 75 tons, a travelling crane of 22 tons, a derrick of 20 tons, two 12 ton, two 6 ton and one 5 ton crane, all of which were driven by steam. Details of the blasts are recorded as follows:

Date of Blast	Amount displaced	Remarks
April, 1879	40,000 tons	
May, 1879	Nil	Failure
August, 1879	30,000 tons	Sea tunnel
January, 1880	50,000 tons	Parliamentary blast
April, 1880	20,000 tons	
May, 1881	22,000 tons	
September, 1881	30,000 tons	

The largest blast, known as the "Parliamentary Blast", was witnessed by a number of spectators who booked out the town's accommodation. An official party watched from the Government vessel "Governor Musgrave" as the entire eastern end of the island was transformed. One report comments: "The whole point of the island was knocked into chaos completely, lifted up and tumbled about in a most fantastic style".

The work was finally completed in September 1882. In the interim, a dispute between the Government and contractor resulted in a Supreme Court case, in which the Judge pronounced in favour of the Government.

At a State and Regional level, the causeway breakwater and cutting are historically important in the themes of regional settlement and development, transportation patterns, and as an illustration of the period's engineering and technological abilities.

Sources:

- Act No. 28 of 1867.
- H. of A. Debates, 1878.
- SAA Newspaper Cuttings and Research Notes.
- A.A. Strempel: "The First Public Railway in Australia", RGSSA. Vol. National Trust file 2594
2596
- A.A. Strempel & J.C. Tolley: The Story of Victor Harbor, 1965
- Register Report on Victor Harbor Railway Historic Site.
- Lindsay Pitcher, Marine & Harbours, Tel. 470837.

VICTOR HARBOR HERITAGE SURVEY (1997)

State Heritage Place

Causeway, Breakwater and Cutting

VHT-SR-01

Granite Island

ASSESSMENT OF HERITAGE VALUE:

Description:

The causeway is of timber construction and links Granite Island with the shore. The breakwater extending east from the island is made of stone quarried from the eastern side of the island.

Statement of Heritage Value:

The causeway, breakwater and cutting were all associated with endeavours to form a safe anchorage at Victor Harbor and enhance its importance as a deep-sea port. They are of historical significance because of this. With the waning of maritime transport centred on Victor Harbor, these features have become important tourist attractions.

Relevant Criteria (Under Section 16 of the *Heritage Act 1993*):

- (a) the causeway, breakwater and cutting demonstrate important aspects of the evolution or pattern of the State's history;
 - (f) the places have strong cultural or spiritual associations for the community or a group within it.
-

RECOMMENDATION:

The causeway, breakwater and cutting were entered in the State Heritage Register on 28 November 1985. They should remain on the State Heritage Register.

VICTOR HARBOR HERITAGE SURVEY (1997)

State Heritage Place

Causeway, Breakwater and Cutting

VHT-SR-01

ASSESSMENT OF HERITAGE VALUE:

Criteria

- (a) *the causeway, breakwater and cutting demonstrate important aspects of the evolution or pattern of the State's history;*

The construction of the causeway, breakwater and cutting were particularly important in the endeavour to develop a secure port at Victor Harbor to facilitate the export of goods shipped to Goolwa on the River Murray;

- (f) *the places have strong cultural or spiritual associations for the community or a group within it;*

The causeway, breakwater and cutting are fundamental attractions for visitors to Victor Harbor.

HISTORICAL BACKGROUND:

I. Iwanicki and I. Nelsen, State Heritage Branch, 19.7.1984

'The causeway, breakwater and cutting at Granite Island were part of an ongoing programme to establish Victor Harbor as the sea port for River Murray trade. Consent for the works was given by Parliament on the 25th June, 1862, following a favourable report by Mr. W. Hanson, the Colonial Architect and Inspector of Railways. A jetty 640' long was built in 1864, concurrently with the building of the rail extension from Port Elliot. Work carried out on the jetty included the provision of a shed capable of holding 8 loaded trucks awaiting shipment at the end of Victoria Pier, as the jetty was named.

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Victor Harbor developed rapidly over the next 5 years as a town and port. Soon it became obvious that shipping arrangements needed improvement. Following a series of reports and varying estimates of costs, further extension of the jetty and the construction of the Harbor's first shipping pier (called locally the "working wharf") was approved by Act of Parliament No. 28 of 1867. Mr. Wishart secured the contract

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The work was finally completed in September 1882. In the interim, a dispute between the Government and contractor resulted in a Supreme Court case, in which the Judge pronounced in favour of the Government.

REFERENCES:

Cuming, D.A. and Moxham, G. *They Built South Australia: Engineers, Technicians, Manufacturers, Contractors and Their Work*, published by the authors, Adelaide, 1986, pp.44, 81, 88, 161-2, 200.

Department of Environment and Natural Resources. State Heritage Branch, Adelaide, file no. 6626-11050.

Heritage Investigations and Historical Consultants Pty Ltd. *Heritage Survey Region 4: Fleurieu Peninsula*, Department of Environment and Natural Resources, Adelaide, 1985.

Mortlock Library of South Australiana Newspaper Cuttings and Research Notes.

National Trust of South Australia file nos. 2594, 2596.

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State Heritage Place

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Page, Michael. *Victor Harbor: from pioneer port to seaside resort*, the District Council of Victor Harbor, Victor Harbor, 1987.

Stempel, A.A. and Tolley, J.S. *The story of Victor Harbor*, the Ambrose Press, Victor Harbor, 1965, reprint 1979, pp.10-22.

VICTOR HARBOR HERITAGE SURVEY (1997)

State Heritage Place

Causeway, Breakwater and Cutting

VHT-SR-01

SITE RECORD:

Location: Granite Island

Description: A timber causeway linking Granite Island with the shore: a breakwater built from stone quarried from the eastern side of the island

Land Description: Marine and Harbours Reserve: Section 666, *Government Gazette* 29.4.1965, Hundred of Encounter Bay

Local Government Area: District Council of Victor Harbor

Owner: District Council of Victor Harbor

Current Use: Recreation

Original Use(s): Recreation

Heritage Status: State Heritage Register: 6626-11050

Other Assessments: National Trust Recorded List: 2594, 2596
Heritage Survey of Fleurieu Peninsula: 147

Photograph Nos.: J. Donovan
14/12

Report by: P. Donovan
Historical report: I. Iwanicki, I. Nelson,
19.7.1984

VICTOR HARBOR HERITAGE SURVEY (1997)

State Heritage Place

Causeway, Breakwater and Cutting

VHT-SR-01



SOUTH AUSTRALIAN HERITAGE ACT, 1978

Entry of Items on the Register of State Heritage Items

There has been an increased community awareness of the need to protect those buildings and features of our State which reflect our cultural heritage. The South Australian Government has recognised that awareness by passing the South Australian Heritage Act, 1978, for which the Minister for Environment and Planning is responsible. In accordance with the provisions of the Act, the Register of State Heritage Items is being compiled.

Where the Minister considers that an item (defined as any land, building or structure) that is not on the Register is part of the physical, social or cultural heritage of the State and that the item is of significant aesthetic, architectural, historical or cultural interest, then the Minister may enter that item on the Register.

Pursuant to the provisions of the South Australian Heritage Act, 1978, I, Don Hoggood, Minister for Environment and Planning and Minister for the time being administering the said Act, hereby give notice that I have entered on the Register of State Heritage Items and the items described in The Schedule hereunder.

Items listed in The Schedule were previously placed on an Interim List in accordance with the provisions of section 15 of the South Australian Heritage Act, 1978. Excepting items owned by the Crown and those within the area of the corporation of the city of Adelaide, the remaining items listed in The Schedule are subject to Part V of the Planning Act, 1982. That Act requires that no development, including demolition, conversion, alteration of, or addition to any item, is permitted without the written consent of the relevant Planning Authority. Items within the area of the corporation of the city of Adelaide are subject to the provisions of the City of Adelaide Development Control Act, 1976.

Dated at Adelaide, 18 November 1985.

D. J. HOPGOOD, Deputy Premier and Minister for Environment and Planning

THE SCHEDULE

Name	Address
Corporation of the City of Adelaide	
Thebarton Mounted Police Barracks	Port Road, Adelaide 5000. Section 1015, hundred of Adelaide.
Adelaide High School and Observatory Site	West Terrace, Adelaide 5000. LG. volume 1782, folio 40, section 543, hundred of Adelaide.
District Council of Barmera	
Humphrey Pumps	Trussell Terrace, Cobdogla 5346. Section 853, Cobdogla irrigation area.
District Council of Barossa	
Wilksch Cottage	Yettie Road, Williamstown 5351. CT. volume 4249, folios 701 and 702, allotments 20 and 21 of portion of section 34, hundred of Barossa.
Corporation of the city of Burnside	
Boundary Wall—Glenside Hospital	Glen Osmond Road, Eastwood 5063. Mental Hospital Reserve, <i>Government Gazette</i> 24.2.83, section 621, allotments 10, 12, 18, 22; CT's volume 4116, folio 12 and volume 2394, folio 97, part allotment 2; CT. volume 2219, folio 6, part allotment 82; CT. volume 2219, folio 11, part allotment 87; section 265, hundred of Adelaide.
District Council of Burra Burra	
Former Dugouts Sites	George Street, Burra 5417. CT. volume 985, folio 116, Allotments E and K, part section 1, hundred of Kooringa.
District Council of Central Yorke Peninsula	
Point Pearce Mission—Former	Point Pearce 5573. L.G. volume 3970, folio 106, sections 295, 298, hundred of Kilkerran.
District Council of East Torrens	
Dwelling 'Grove Hill'	120 Old Norton Summit Road, Norton Summit 5136. Memorial No. 105, book 539.
Corporation of the Town of Gawler	
Old Bushman Hotel	9 Cowan Street, Gawler 5118. CT. volume 3915 folio 51, portion of allotment 96, section 24, hundred of Mudla Wirra.
'Trevu' House	1 Deland Street, Gawler 5118. CT. volume 4195, folio 147, allotment 4, portion of section 3073, hundred of Barossa.
Railway Hotel	27 Eighteenth Street, Gawler 5118. CT. volume 3663, folio 91, allotment 22, subdivision of section 2, hundred of Mudla Wirra.
Office E. & W. S. Main Depot	Julian Terrace, Gawler 5118. <i>Government Gazette</i> 8.7.76, portion of part section 24, hundred of Mudla Wirra.
Old Spot Hotel	Murray Street, Gawler 5118. CT. volume 4137, folio 703, allotment 82, portion of section 4, hundred of Nuriootpa.
Pile's Building	Murray Street, Gawler 5118. CT. volume 3132, folios 91, 93 and 94, section 24, portion of allotment 93, hundred of Mudla Wirra.
McKinlay Memorial and Pioneer Park	Murray Street, Gawler 5118. Parklands, <i>Government Gazette</i> 9.7.36, and Indenture of Conveyance, No. 43, book 319, 26.12.1864.
Professional Offices	25 Murray Street, Gawler 5118. CT. volume 92, folio 44, part allotment 204, section 24 and part section 4, hundred of Nuriootpa.
Essex House	92-100 Murry Street, Gawler 5118. CT volume 4169, folio 801, allotment 2, section 24, CT volume 4169, folio 800, allotment 1, portion of section 24, hundred of Mudla Wirra.
House	11 Railway Terrace, Gawler 5118. CT volume 1643, folio 79, allotment 137, part section 8, CT volume 4089, folio 252, allotments 135 and 136, part section 8, hundred of Mudla Wirra.
Gasworks—Former	Seventh Street, Gawler 5118. CT volume 269, folio 244, allotment 105, section 3, hundred of Mudla Wirra.
Corporation of the City of Happy Valley	
'Mackereth' Cottage	Mathews Road, Dorset Vale. CT volume 2228, folio 74, part section 1427, hundred of Noarlunga.
Corporation of the Town of Hindmarsh	
Joiners Arms Hotel	9 Manton Street, Hindmarsh 5007. CT volume 871, folio 8, portion of allotment 80 of section 353, hundred of Yatala.
Corporation of the City of Kensington and Norwood	
Town Hall, Norwood	125 The Parade, Norwood 5067. CT volume 3131, folio 15, volume 391, folio 9, part block 2 of section 277, allotments 20 and 21 of section 277, hundred of Adelaide.

<i>Name</i>	<i>Address</i>
District Council of Lincoln	
Poonindie Brickworks	Poonindie. CT volume 1538, folio 129, portion of section 12, hundred of Louth.
Poonindie Mission—Superintendent's Residence ..	Poonindie. CT volume 4192, folio 699, allotment 12 of portion of section 127, hundred of Louth.
Poonindie Mission—Bakehouse Complex and Well	Poonindie. CT volume 4182, folio 651, allotment 3 of portion of section 127, hundred of Louth.
Poonindie Mission—Schoolhouse	Poonindie. CT volume 4182, folio 648, portion of section 127, hundred of Louth.
District Council of Mannum	
Shearer House and Observatory	Anna Street, Mannum 5238. CT volume 3683, folio 51, allotment 39 and part allotment 38, part section 114, hundred of Finnis.
Corporation of the City of Marion	
Dwelling Hamilton's Winery	Morphett Road, Glengowrie 5044. CT volume 3597, folio 25, portion of section 176, hundred of Noarlunga.
District Council of Meningie	
Point McLeay Mission—Former	Via Tailem Bend 5259. L.G. volume 4057, folio 870, sections 21, 290, 291, 469, 635, 636, 637 and 638, hundred of Baker.
District Council of Munno Para	
Adamson's Flour Mill—Former	Smiths Creek, Smithfield 5114. CT. volume 4161, folio 955, allotment 44, part section 4160; CT. volume 4161, folio 956, allotment 26, section 1679, hundred of Munno Para.
Corporation of the Town of Naracoorte	
Naracoorte Station Group	Stewart Terrace, Naracoorte 5271. CT. volume 4190, folio 171, allotment 71 of part section 1, hundred of Naracoorte.
District Council of Northern Yorke Peninsula	
Kadina Mortuary and Cemetery	Drain Road, Kadina 5554. L.G. volume 106, folio 6, section 2179, hundred of Wallaroo.
Moonta Cemetery	Petallick Road, Moonta 5558. L.G. volume 617, folio 107, section 2250. L.G. volume 149, folio 41, section 2232, hundred of Wallaroo.
District Council of Penola	
Office Shop: Former Butter and Cheese Factory	Riddoch Street, Penola 5277. CT. volume 4121, folio 768, portion of allotment 108 of portion of section 3, hundred of Penola.
Neilsons Cottage	Via Penola-Naracoorte Road, Penola 5277. CT. volume 3457, folio 169, hundred of Penola.
Corporation of the Town of Peterborough	
Railway Roundhouse	Railway Terrace, Peterborough 5422. CT. volume 3859, folio 129, part section 216, hundred of Yongala.
District Council of Robe	
Dwelling—'Attic House'	Victoria Street, Robe 5276. CT. volume 4040, folio 879, portion of allotment 9 of section 218, hundred of Waterhouse.
Corporation of the Town of St Peters	
Plumbers Shop	Payneham Road, College Park 5069. CT. volume 1726, folio 99, portion of allotment 2 of portion of section 257, hundred of Adelaide.
Bon Marche Building	1-13 Payneham Road, College Park 5069. CT. volume 3825, folio 167, portion of allotment 1, portion of section 257, hundred of Adelaide.
District Council of Strathalbyn	
Office	8 Albyn Terrace, Strathalbyn 5255. CT. volume 4166, folio 340, allotment 9 of part section 2600, hundred of Strathalbyn.
Arsenic Labyrinth	Wheal Ellen 5255. CT. volume 4104, folio 450, allotment 1, section 1198, hundred of Strathalbyn.
District Council of Victor Harbor	
Soldiers Memorial Gardens	Esplanade, Victor Harbor 5211, section 766, hundred of Encounter Bay, Recreation Reserve declared under Act of Parliament 1281/1917.
Station Master's Residence—Former	2 Flinders Parade, Victor Harbor 5211. CT. volume 2407, folio 81, part section 16, hundred of Encounter Bay.
Shop and dwelling	8 Railway Terrace, Victor Harbor. CT. volume 4028, folio 526, part allotments 66 and 81 of part section 16. CT. volume 4028, folio 527, allotment 66 of part section 16, hundred of Encounter Bay.
Shop and Dwelling	9 Railway Terrace, Victor Harbor 5211. CT. volume 99, folio 68, allotment 65, hundred of Encounter Bay.
Causeway and Jetty Historic Site	Victor Harbor 5211, Marine and Harbours Reserve, section 666, <i>Government Gazette</i> 29.4.65, hundred of Encounter Bay.
Former Post Office	Yankalilla Road, Victor Harbor 5211. CT. volume 2407, folio 80, section 714, hundred of Encounter Bay.
District Council of Willunga	
Former Temperance Hotel	Aldinga 5173. CT. volume 4237, folio 21, part section 400, hundred of Willunga.
'Delabole'—Mining Village Ruins and Slate Quarry	Delabole Road, Willunga 5172. CT. volume 4163, folio 333; CT. volume 4032, folio 462, part lot 102, portion of section 758 and other land, part sections 753, 757, hundred of Willunga.
District Council of Yorketown	
Lime Kiln and Jetty	Wool Bay 5576. <i>Government Gazette</i> 5.10.22, section 393, hundred of Dalrymple.