

Port Victoria Jetty and Shed**YP:243****ASSESSMENT OF HERITAGE VALUE:**

(a) It demonstrates important aspects of the evolution and pattern of the State's history, reflecting a time when South Australia was one of the world's great grain-producing areas, supplying Europe with wheat and barley.

European occupation of the shores of Port Victoria began in 1839 when the Adelaide Survey Association had a Special Survey made to offer allotments to investors, but nothing much came of it. Agricultural settlement really began in central Yorke Peninsula in the 1870s, and the town of Wauraltee was established on the site of the old survey in 1876. Sheltered by Point Pearce and Wardang Island, the town was an ideal place for a port, and the Harbours and Jetties Board commenced constructing a jetty there in 1877, completing it in 1878 at a cost of £7,000. The port of Port Victoria was proclaimed on 21 November 1878. (Manning 1990; Department of Transport Outport Data 1964) At the time South Australia was rapidly increasing its agricultural production to become one of the major grain-growing areas of the world, producing 50% of Australia's wheat, and exporting 90% of the crop to Europe. (Meinig 1962)

Port Victoria made its debut as an overseas trading port on 12 February 1879, when the 1,214 ton iron-hulled three-masted ship *Cardigan Castle* anchored offshore to load 700 bags of wheat. (*Yorke Peninsula Country Times* 14 February 1979) For the next seventy years, Port Victoria was to be the central Yorke Peninsula's main port for international shipping. Its sheltered anchorage for large vessels gave it a natural advantage over rivals such as Port Rickaby, Balgowan, Port Minlacowie and Point Turton, and these became subsidiary ports, sending their grain by ketch to Port Victoria for export. During the harvest, bagged wheat accumulated in huge stacks under temporary shelters along the waterfront. The big sailing ships sat at anchor, sometimes several miles out to sea, and were loaded from ketches which made return journeys from jetty to ship's side for day after day until the holds were full. The jetty was lengthened by an angled extension to the south in 1883 to increase its capacity. For a few months each year the port bustled with a seasonal population of teamsters, wheat lumpers, grain agents, ketch crews and cosmopolitan sailors, and then went quiet again until the next season.

Wardang Island, which acted as a natural breakwater sheltering the anchorage, was also a hazard to shipping in conditions of poor visibility, and there are nine shipwrecks around the island and in Port Victoria, including the international tall ships *Aagot* (1907), *Songvaar* (1912) and *Notre Dame d'Arvor* (1920). The most ignominious wreck was the *Songvaar*, which sank on the same day as the *Titanic*, but from the embarrassing cause of settling down on her own anchor fluke while she was being loaded in the shallow roadstead. (*Wardang Island Maritime Heritage Trail* 1991)

Eric Newby in *The Last Grain Race* described sailing from Belfast to Port Lincoln and Port Victoria in the four masted barque *Moshulu* in 1938-39. His first impressions of the Yorke Peninsula were gained from a Norwegian sailor:

At last, on January 24th, our orders came to load at Port Victoria, Clarkson having secured a freight at 27/6d a ton for us.

"You haven't seen fock notting," said Tria, "until you've seen Port Veek."

"Why? What's there to see?"

"Fock notting."

(Newby 1956, p. 155)

Newby himself provided a longer but hardly more sympathetic description of Port Victoria in the summer of 1939:

Port Victoria, Port "Veek", as Tria and the rest called it, seen from offshore was an idea more than a place, for the heat of the sun was enormous, destroying the substance of the land itself which swam in mirage

To reach the town we used to row past the white loading-ketches rocking at their moorings, to the wooden jetty and go up past some iron storage sheds into the main street of Port Victoria, wider than Knightsbridge

Port Victoria Jetty and Shed

YP:243

Address: Victoria Terrace
Port Victoria SA 5573

ASSESSMENT OF HERITAGE VALUE**Description**

Timber jetty 345m long, with angled head and associated corrugated iron shed.

Statement of Heritage Value:

Port Victoria Jetty is an important relic of the old South Australian grain industry and the annual fleet of sailing ships which took the produce to European markets.

Relevant Criteria:

- (a) It demonstrates important aspects of the evolution and pattern of the State's history, reflecting a time when South Australia was one of the world's great grain-producing areas, supplying Europe with wheat and barley.
 - (b) It has rare and uncommon qualities that are of cultural significance, as one of the few surviving relics in South Australia of the early decades of the international grain trade.
 - (f) It has cultural or spiritual associations for the community or a group within it, as a focus of folklore and sentiment for groups such as the Cape Horners' Association.
-

RECOMMENDATION:

It is recommended that Port Victoria Jetty and Shed be Provisionally Entered in the State Heritage Register.

Port Victoria Jetty and Shed**YP:243****SITE RECORD:**

FORMER NAME:	n/a
DESCRIPTION OF PLACE:	Jetty and associated shed.
STATEMENT OF HERITAGE VALUE:	Port Victoria jetty is an important relic of the old South Australian grain industry.
DATE OF COMPLETION:	1878
HERITAGE ACT CRITERIA:	<p>Code: a</p> <p>Description: Demonstrates important aspects of the evolution and pattern of the State's history, reflecting a time when South Australia was one of the world's great grain-producing areas, supplying Europe with wheat and barley.</p> <p>Code: b</p> <p>Description: Has rare and uncommon qualities that are of cultural significance, as one of the few surviving relics in South Australia of the early decades of the international grain trade.</p> <p>Code: f</p> <p>Description: Has cultural or spiritual associations for the community or a group within it, as a focus of folklore and sentiment for groups such as the Cape Horners' Association.</p>
REGISTER STATUS:	<p>Code: NOM</p> <p>Description: Nomination received</p> <p>Date: 1984</p>
CURRENT USE:	<p>Description: Jetty</p> <p>Dates: 1877-1997</p>
PREVIOUS USE(S):	<p>Description: n/a</p> <p>Dates: n/a</p>
ARCHITECT:	<p>Name: Unknown</p> <p>Dates: n/a</p> <p>Type: n/a</p>
BUILDER:	<p>Name: Harbours & Jetties Department</p> <p>Dates: 1877-78</p> <p>Type: Original</p>
AHC AUSTRALIAN HISTORIC THEMES:	<p>Theme: 3 Developing local, regional and national economies</p> <p>Sub-Theme: 3.7 Moving goods and people</p>

Port Victoria Jetty and Shed**YP:243**

at its widest, but unsurfaced. On either side was a facade of single-storeyed, iron-roofed buildings It had none of the cosy resort flavour of Port Lincoln. Port "Veek" had a genuine air of *terribilita* that raised it above the level of an ordinary small town

Everywhere there was bagged wheat, brought down from the back blocks and piled in great stacks until it could be run on to the jetty in open freight trucks, transferred to the loading-ketches and taken out to the waiting ships. The stacks loomed over everything and as they grew, piled up around the little church until only the tiny spire and the iron roof were visible. (Newby 1956, pp. 156-57)

The title of Newby's book has given many people the impression that the sailing ship trade ended with the onset of the Second World War. The wartime loss of wooden ships certainly diminished the traffic, but some sailing vessels returned after the war ended. The last barques to load wheat at Port Victoria were the *Pamir* and *Passat* in 1949. (Heinrich 1976, p. 116) In the 1950s more efficient road transport, concrete silos and bulk handling ended the bagged wheat trade in the small shallow ports like Port Victoria. By 1967 even the small amount of general cargo in and out of Port Victoria was being carried by road, and the coastal ketch trade ended.

(b) It has rare and uncommon qualities that are of cultural significance, as one of the few surviving relics in South Australia of the early decades of the international grain trade.

Since the first bulk handling facility was built in 1952, most of the small ketch ports around the coast have sunk into oblivion. The export grain trade has become concentrated at the modern ports of Port Adelaide, Ardrossan, Port Giles, Wallaroo, Port Lincoln and Thevenard, where the old jetties and wharves have been replaced by new ones. Of all the ports where the wheat ships from Europe once called, only a small number still retain some of the infrastructure of their role in the international grain trade, notably Port Augusta, Port Germein and Port Victoria. The Port Victoria Jetty is a rare survivor from a vanished period of economic activity. Department of Transport records and early photographs show that the jetty is still essentially as it was built in 1877-78 and extended in 1883. The small vaulted corrugated iron wharf shed, which now houses the Port Victoria Maritime Museum, was on its site by 1878.

(f) It has cultural or spiritual associations for the community or a group within it, as a focus of folklore and sentiment for groups such as the Cape Horners' Association.

The romantic era of sail has given rise to a modern fascination with the lore of deep-sea sailing ships. Maritime history and archaeology are thriving, and there is an association of Cape Horners, composed of people who served on a square-rigged vessel that rounded Cape Horn, most of whose surviving members crewed grain ships out of South Australian ports in the last years of the trade. Port Victoria is a focal point for these people, and the Cape Horners have erected a memorial near the jetty commemorating the tall ships and their crews.

REFERENCES:

- Department of Transport, Outport Data, 1964
 Heinrich, R. 1976, *Wide Sails and Wheat Stacks*, Port Victoria 1976
 Manning, G. 1990, *Place Names of South Australia*, the author, 1990
 Meinig, D. W. 1962, *On the Margins of the Good Earth*, Chicago, 1962
 Newby, E. 1956, *The Last Grain Race*, London, 1956
 Normandale, H. 1983, *To and about Yorke Peninsula*, the author, 1983
 Parsons, R. 1984, *Ships of Yorke Peninsula*, Elizabeth, 1984
 State Heritage Register file 11104
Wardang Island Maritime Heritage Trail, DEP, 1991

NAME: PORT VICTORIA JETTY AND SHED

Place No.: YP:243

HERITAGE ASSESSMENT REPORT - UPDATE

As at 23 September 1998

DESCRIPTION OF PLACE: Jetty and associated shed.

STATEMENT OF HERITAGE VALUE: Port Victoria Jetty is an important relic of the old South Australian grain industry.

HERITAGE ACT CRITERIA:

Criterion:	a
Description:	demonstrates important aspects of the evolution and pattern of the State's history, reflecting a time when South Australia was one of the world's great grain-producing areas, supplying Europe with wheat.
Criterion:	b
Description:	has rare and uncommon qualities that are of cultural significance, as one of the few surviving relics in South Australia of the early decades of the international grain trade.
Criterion:	f
Description:	has cultural and spiritual associations for the community or a group within it, as a focus of folklore and sentiment for groups such as the Cape Horners' Association.

LAND DESCRIPTION:

Title Type:	CT
Volume:	1289
Folio:	101
Lot No.:	1
Section:	n/a
Hundred:	Wauraltee

OWNER:

Name:	Minister for Transport and Urban Planning
Address:	North Terrace
Town/Suburb:	Adelaide
Post Code:	5000

* Indicates a change has been made, altering the documentation in the Survey's Heritage Assessment Report (Change is underlined)

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Statement of Heritage Value:

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Relevant Criteria:

- (a) It demonstrates important aspects of the evolution and pattern of the State's history, reflecting a time when South Australia was one of the world's great grain-producing areas, supplying Europe with wheat and barley.
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Port Victoria made its debut as an overseas trading port on 12 February 1879, when the 1,214 ton iron-hulled three-masted ship *Cardigan Castle* anchored offshore to load 700 bags of wheat. (*Yorke Peninsula Country Times* 14 February 1979) For the next seventy years, Port Victoria was to be the central Yorke Peninsula's main port for international shipping. Its sheltered anchorage for large vessels gave it a natural advantage over rivals such as Port Rickaby, Balgowan, Port Minlacowie and Point Turton, and these became subsidiary ports, sending their grain by ketch to Port Victoria for export. During the harvest, bagged wheat accumulated in huge stacks under temporary shelters along the waterfront. The big sailing ships sat at anchor, sometimes several miles out to sea, and were loaded from ketches which made return journeys from jetty to ship's side for day after day until the holds were full. The jetty was lengthened by an angled extension to the south in 1883 to increase its capacity. For a few months each year the port bustled with a seasonal population of teamsters, wheat lumpers, grain agents, ketch crews and cosmopolitan sailors, and then went quiet again until the next season.

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Eric Newby in *The Last Grain Race* described sailing from Belfast to Port Lincoln and Port Victoria in the four masted barque *Moshulu* in 1938-39. His first impressions of the Yorke Peninsula were gained from a Norwegian sailor:

At last, on January 24th, our orders came to load at Port Victoria, Clarkson having secured a freight at 27/6d a ton for us.

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To reach the town we used to row past the white loading-ketches rocking at their moorings, to the wooden jetty and go up past some iron storage sheds into the main street of Port Victoria, wider than Knightsbridge

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 State Heritage Register file 11104
 Wardang Island Maritime Heritage Trail, DEP, 1991

Port Victoria Jetty and Shed**YP:243****SITE RECORD:**

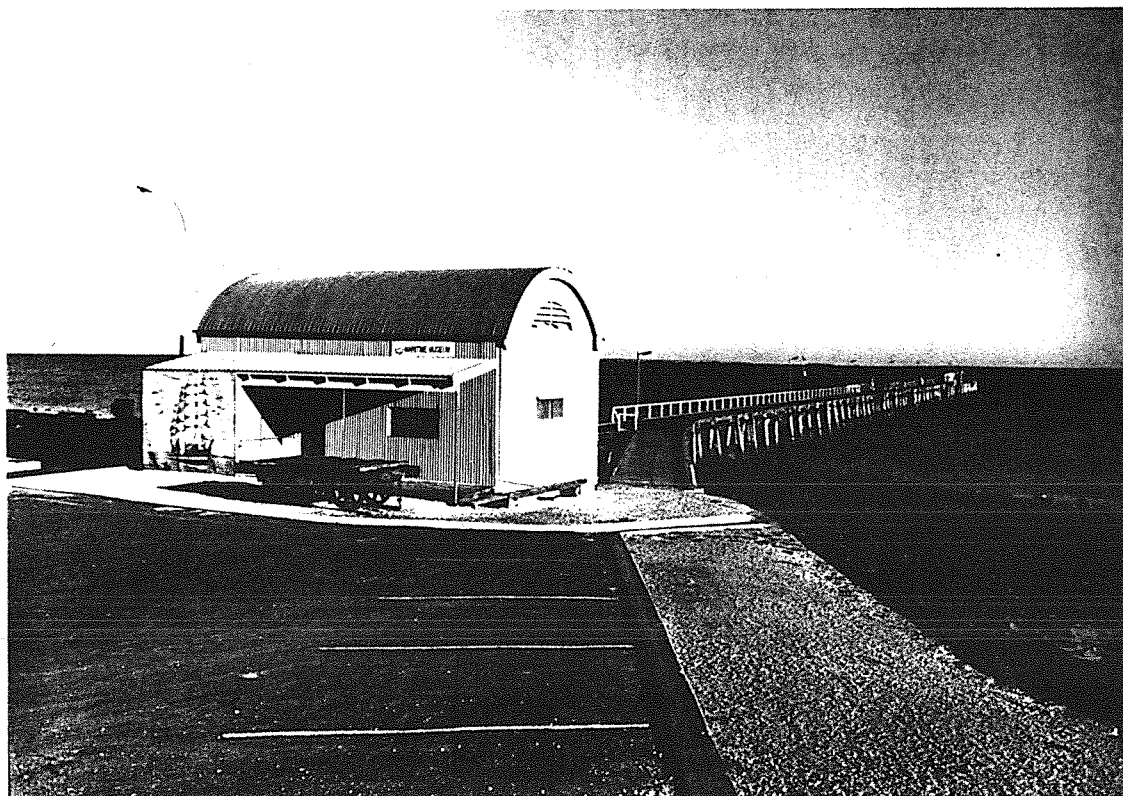
FORMER NAME:	n/a
DESCRIPTION OF PLACE:	Jetty and associated shed.
STATEMENT OF HERITAGE VALUE:	Port Victoria jetty is an important relic of the old South Australian grain industry.
DATE OF COMPLETION:	1878
HERITAGE ACT CRITERIA:	Code: a Description: Demonstrates important aspects of the evolution and pattern of the State's history, reflecting a time when South Australia was one of the world's great grain-producing areas, supplying Europe with wheat and barley.
	Code: b Description: Has rare and uncommon qualities that are of cultural significance, as one of the few surviving relics in South Australia of the early decades of the international grain trade.
	Code: f Description: Has cultural or spiritual associations for the community or a group within it, as a focus of folklore and sentiment for groups such as the Cape Horners' Association.
REGISTER STATUS:	Code: NOM Description: Nomination received Date: 1984
CURRENT USE:	Description: Jetty Dates: 1877-1997
PREVIOUS USE(S):	Description: n/a Dates: n/a
ARCHITECT:	Name: Unknown Dates: n/a Type: n/a
BUILDER:	Name: Harbours & Jetties Department Dates: 1877-78 Type: Original
AHC AUSTRALIAN HISTORIC THEMES:	Theme: 3 Developing local, regional and national economies Sub-Theme: 3.7 Moving goods and people

Port Victoria Jetty and Shed**YP:243****SITE RECORD (Cont.):**

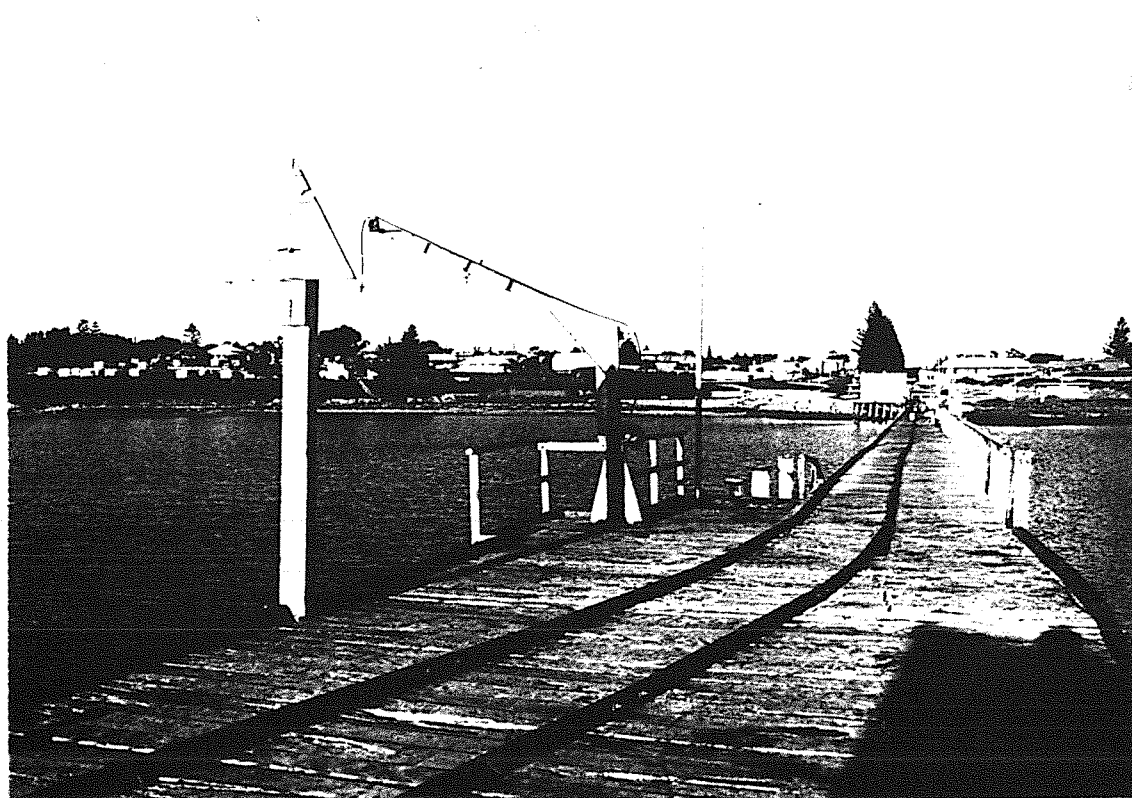
SUBJECT INDEXING:	Group:	Transport (Water)
	Significant:	Yes
	Category:	Jetty
	Significant:	Yes
LOCAL GOVERNMENT AREA:	Description:	District Council of Yorke Peninsula
LOCATION:	Unit No.:	n/a
	Street No.:	n/a
	Street Name:	Victoria Terrace
	Town/Suburb:	Port Victoria
	Post Code:	5573
	Region No.:	10
	Region Name:	Yorke Peninsula
LAND DESCRIPTION:	Title:	CT
	Volume:	1289
	Folio:	101
	Date:	n/a
	Status:	n/a
	Part:	n/a
	Parcel Type:	B
	Parcel No.:	1
	Plan Type:	n/a
	Plan No.:	n/a
	Section:	n/a
	Hundred:	Wauraltee
AMG REFERENCE:	Zone:	53
	Easting:	0727800
	Northing:	6179800
	Map Sheet No.:	6329-2
	Map Scale:	1:50,000
OWNER/LESSEE:	Class:	Owner
	Type:	GO
	Description:	Government
	Owner Name:	Minister for Transport and Urban Planning
	Address:	North Terrace
	Town/Suburb:	Adelaide
	Post Code:	5000
PHOTOGRAPH:	Film No.:	PB 02
	Neg. No.:	46-50

Port Victoria Jetty and Shed

YP:243



Port Victoria Jetty and Shed, looking west



Port Victoria Jetty, looking south-east

Port Victoria Jetty and Shed

YP:243



YORKE PENINSULA
HERITAGE SURVEY

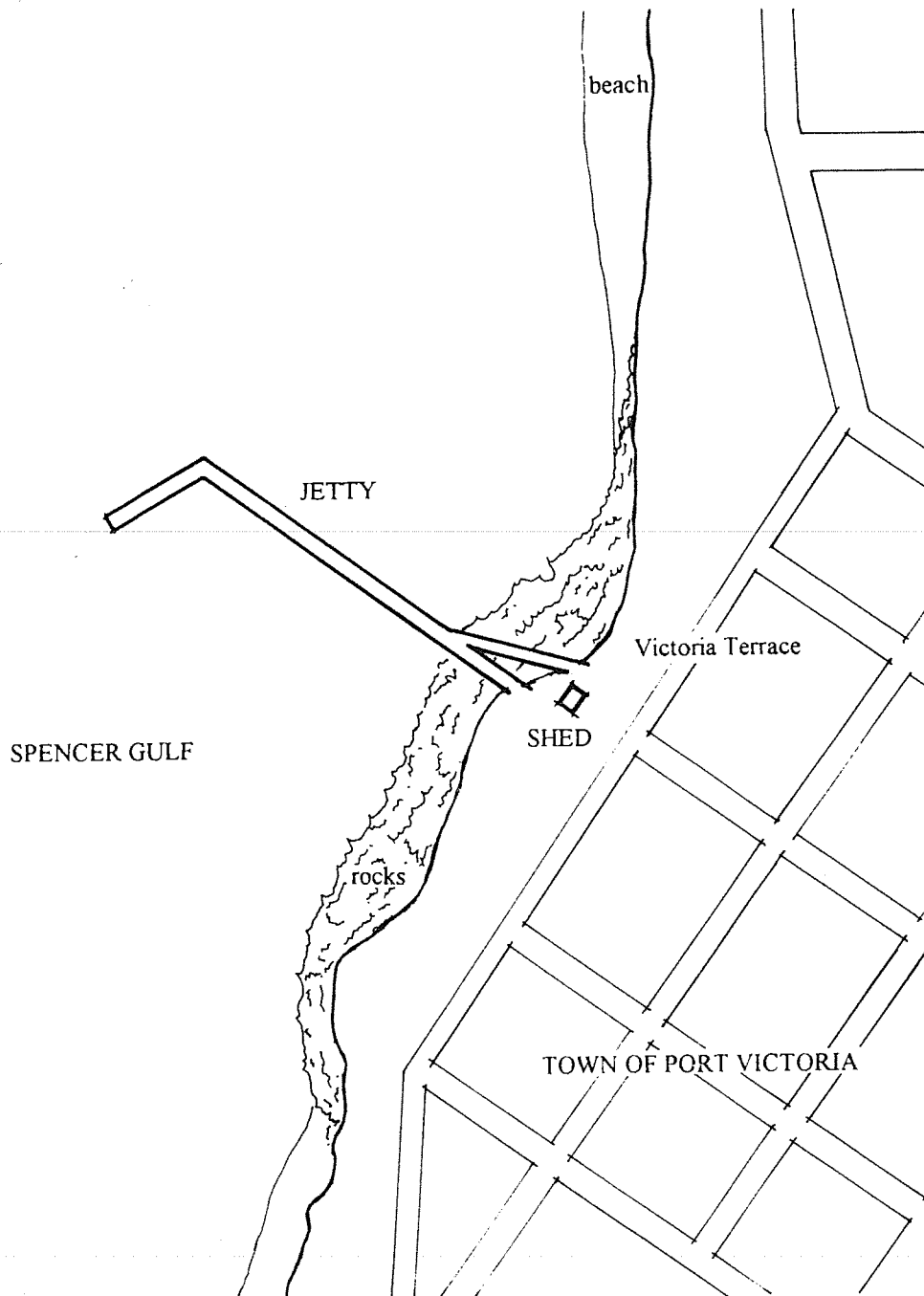
PROPOSED STATE HERITAGE PLACE
Port Victoria Jetty and Shed
LOCATION PLAN

Scale: 1 : 50 000



Port Victoria Jetty and Shed

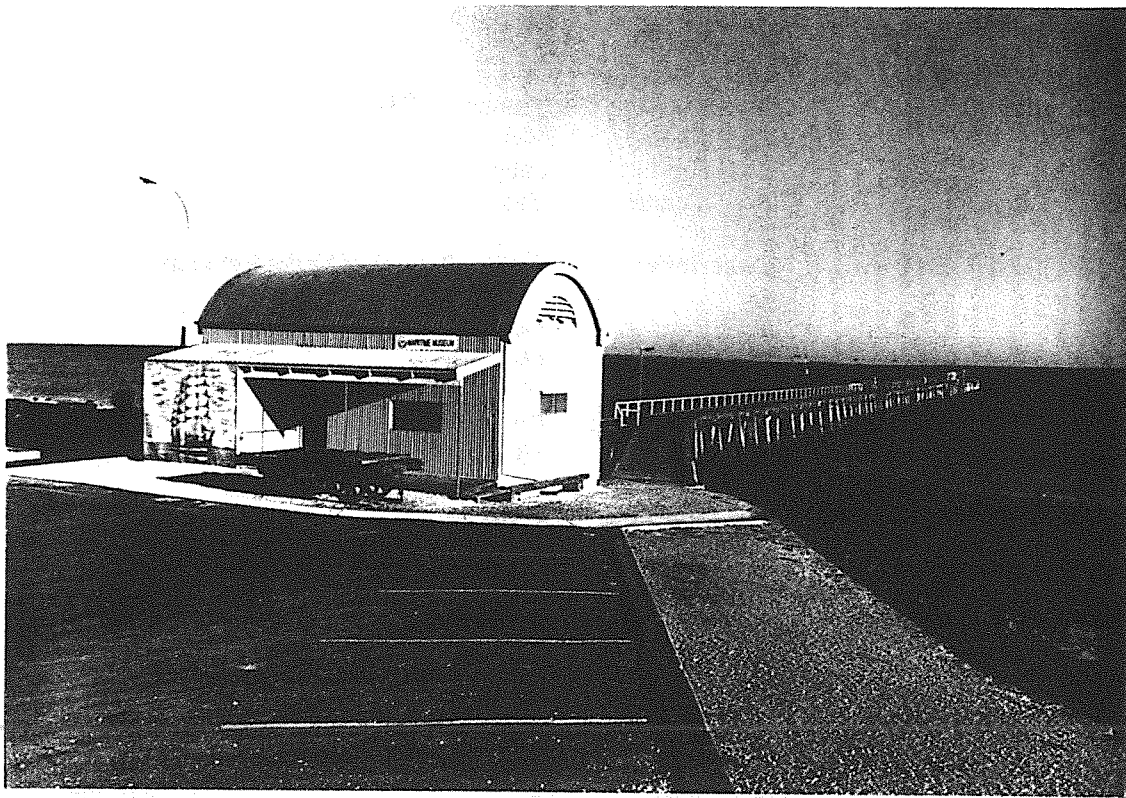
YP:243



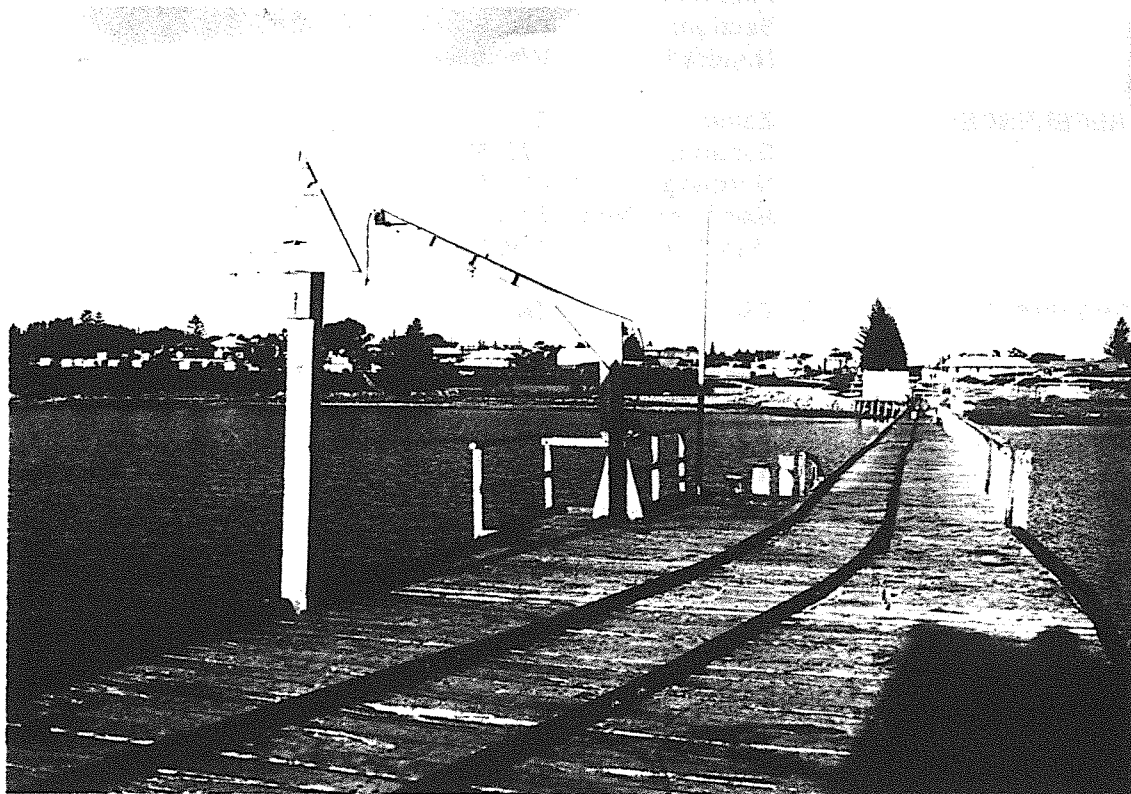
<p>YORKE PENINSULA HERITAGE SURVEY</p>	<p>PROPOSED STATE HERITAGE PLACE Port Victoria Jetty and Shed SITE PLAN</p>	<p>Scale: 1 : 7 000</p> <p>↑</p>
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Port Victoria Jetty and Shed

410 Port Victoria Jetty and Shed YP:243



Port Victoria Jetty and Shed, looking west



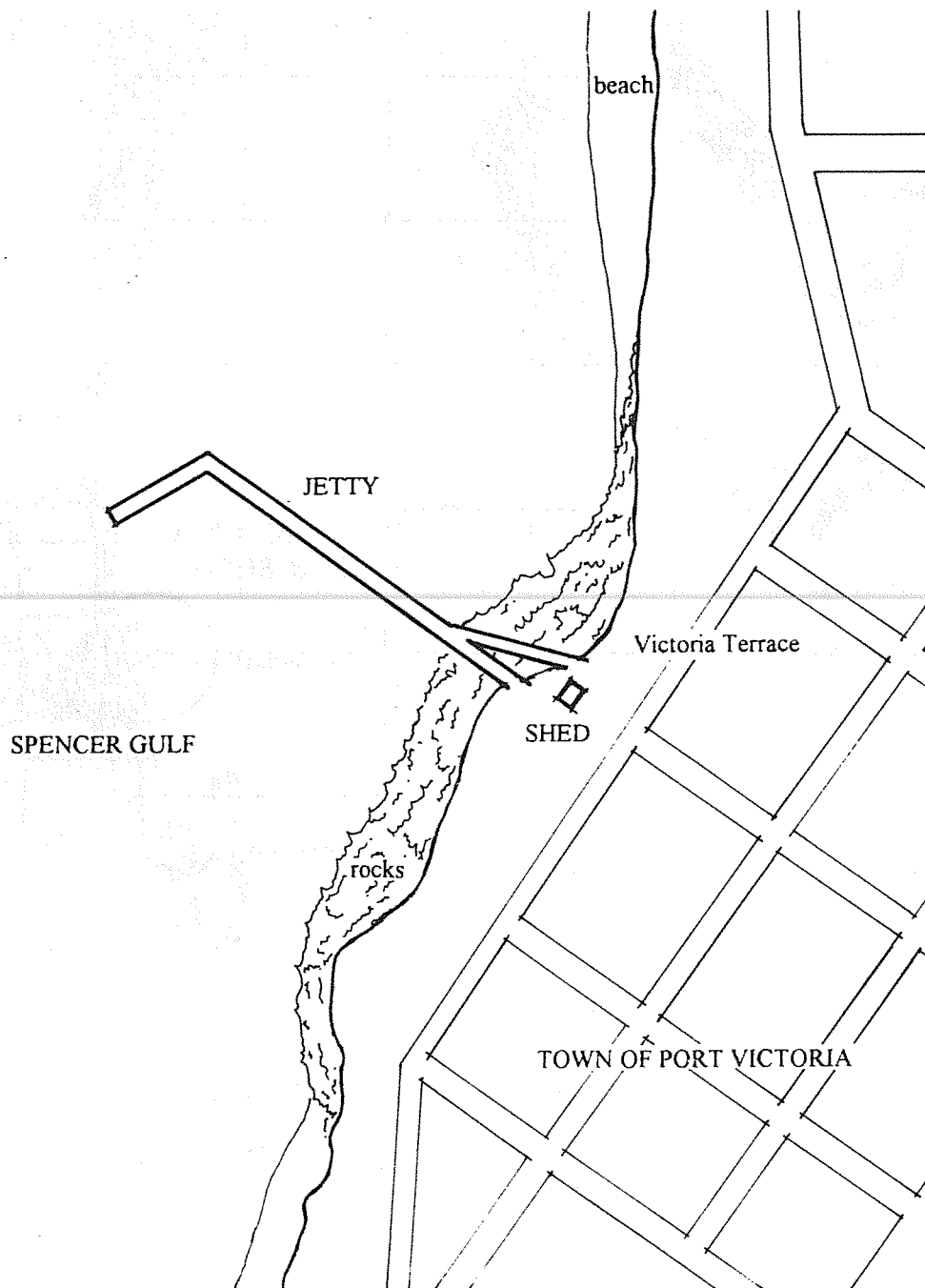
Port Victoria Jetty, looking south-east

Port Victoria Jetty and Shed**YP:243****SITE RECORD (Cont.):**

SUBJECT INDEXING:	Group:	Transport (Water)
	Significant:	Yes
	Category:	Jetty
	Significant:	Yes
LOCAL GOVERNMENT AREA:	Description:	District Council of Yorke Peninsula
LOCATION:	Unit No.:	n/a
	Street No.:	n/a
	Street Name:	Victoria Terrace
	Town/Suburb:	Port Victoria
	Post Code:	5573
	Region No.:	10
	Region Name:	Yorke Peninsula
LAND DESCRIPTION:	Title:	CT
	Volume:	1289
	Folio:	101
	Date:	n/a
	Status:	n/a
	Part:	n/a
	Parcel Type:	B
	Parcel No.:	1
	Plan Type:	n/a
	Plan No.:	n/a
	Section:	n/a
	Hundred:	Wauralte
AMG REFERENCE:	Zone:	53
	Easting:	0727800
	Northing:	6179800
	Map Sheet No.:	6329-2
	Map Scale:	1:50,000
OWNER/LESSEE:	Class:	Owner
	Type:	GO
	Description:	Government
	Owner Name:	Minister for Transport and Urban Planning
	Address:	North Terrace
	Town/Suburb:	Adelaide
	Post Code:	5000
PHOTOGRAPH:	Film No.:	PB 02
	Neg. No.:	46-50

Port Victoria Jetty and Shed

YP:243



<p>YORKE PENINSULA HERITAGE SURVEY</p>	<p>PROPOSED STATE HERITAGE PLACE Port Victoria Jetty and Shed SITE PLAN</p>	<p>Scale: 1 : 7 000</p> <p>↑</p>
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Port Victoria Jetty and Shed**YP:243**

**YORKE PENINSULA
HERITAGE SURVEY**

**PROPOSED STATE HERITAGE PLACE
Port Victoria Jetty and Shed
LOCATION PLAN**

Scale: 1 : 50 000



HERITAGE ACT 1993

PROVISIONAL ENTRY OF PLACES IN THE STATE HERITAGE REGISTER

Pursuant to the provisions of the Heritage Act 1993, the State Heritage Authority hereby gives notice that the places described in The Schedule have been provisionally entered in the State Heritage Register. Any person has the right to make submissions on whether these entries should be confirmed. The Authority will consider all written submissions received within three (3) months of this public notice. Submissions may be addressed to the Secretary, State Heritage Authority, GPO Box 1047, Adelaide SA 5001.

THE SCHEDULE

The Corporation of the City of Adelaide

- Memorial to Sir Thomas Elder, University of Adelaide, North Terrace, Adelaide 5000
- Memorial to Sir Walter Watson Hughes, University of Adelaide, North Terrace, Adelaide 5000

Adelaide Hills Council

- Glen Ewin Complex, including house and former jam factory buildings (pulping shed, jam factory, sugar store and packing shed), Lower Hermitage Road, Lower Hermitage via Houghton 5131

District Council of Copper Coast

- Bald Hill, Moonta-Kadina Road, Moonta 5558

District Council of Grant

- Cape Banks Lighthouse, North of Carpenters Rocks, Port MacDonnell 5291

District Council of Mount Barker & City of Onkaparinga

- Silvicultural Reserves (*P. radiata* 1900, *P. canariensis* 1903, *E. sideroxylon* 1898 & 1900), Kuitpo Forest via Meadows 5201

District Council of Yorke Peninsula

- Dry Stone Walling, Honiton-Edithburgh Road, Honiton via Yorketown 5576
- Former Grain Shed and associated Enclosed Yard with Stone Wall, Main Road, Pine Point 5571

- Lake Fowler Salt Works Site, Lake Fowler Road, Honiton via Yorketown 5576

- Lime Kiln (also designated place of archaeological significance), Stansbury-Yorketown Road, Stansbury 5582

CONFIRMATION OF ENTRIES IN THE STATE HERITAGE REGISTER

Pursuant to the provisions of the Heritage Act 1993, the State Heritage Authority hereby gives notice that the places described in The Schedule have been confirmed as entries in the State Heritage Register. Places listed in The Schedule were previously placed in the Register as provisional entries in accordance with Section 18 of the Heritage Act 1993. Under the provisions of the Development Act 1993 any development of these places requires the written consent of the relevant Planning Authority.

THE SCHEDULE

Adelaide Hills Council

- Pise Cottage, 46 Gould Road, Stirling 5152
- Salem Baptist Church, Victoria Street, Gumeracha 5233

The Barossa Council

- Pastor Rechner's Cottage, Light Pass Road, Light Pass via Nuriootpa 5355
- Whispering Wall, Barossa Reservoir, Whispering Wall Road, Williamstown 5351
- Zion Lutheran Church (former Union Church), Murray Street, Angaston 5353

Corporation of the City of Mitcham

- Retreat House, 29 Gloucester Avenue, Belair 5052
- House, 3 Meadowvale Road, Springfield 5062

Unincorporated

- Border Cairn (Todd's Obelisk), Lake Littra, near Renmark 5341

District Council of Victor Harbor

- House ('Adare'), 7-27 Adare Avenue, Victor Harbor 5211

City of West Torrens

- West Torrens Council Chambers (1935 Building only), 165-171 Burbridge Road, Hilton 5033

District Council of Yorke Peninsula

- Clan Ranald Graves, Edithburgh Cemetery, Edithburgh-Coobowie Road, Edithburgh 5583
- Inneston Lake and Deep Lake Geological Sites (designated places of geological and palaeontological significance), Innes National Park, Stenhouse Bay 5577
- Manon Lake Geological Site (designated place of geological significance), Innes National Park, Stenhouse Bay 5577
- Stenhouse Bay Jetty and Loading Plant (including ruins of Gypsum and Salt storage bins, the cutting through the cliff and the conveyor footings), Innes National Park, Stenhouse Bay 5577
- Port Julia Jetty and Shed, Jetty Road, Port Julia 5575
- Port Victoria Jetty and Shed, Victoria Terrace, Port Victoria 5575

INTENTION TO REMOVE AN ENTRY FROM THE STATE HERITAGE REGISTER

Pursuant to the provisions of the Heritage Act 1993, the State Heritage Authority hereby gives notice that it intends to alter the Register by removing the place in the Schedule hereunder.

THE SCHEDULE

City of Port Adelaide Enfield

- Former Rectifier Room, Osborne Bulk Handling Plant, Mersey Road, Osborne 5017

Any person has the right to make a submission on whether this entry in the Register should or should not be removed. The Authority will consider all written submissions received within three (3) months of this public notice. Submissions may be addressed to the Secretary, State Heritage Authority, GPO Box 1047, Adelaide SA 5001.

Hon Roderick Matheson QC
Presiding Member
State Heritage Authority



Heritage South Australia
Government of South Australia

DEEHA08276