

# HERITAGE South Australia

NEWSLETTER

JANUARY 2002 • NUMBER 20

ISSUES AND INFORMATION ON HERITAGE CONSERVATION IN SOUTH AUSTRALIA



Heritage South Australia  
Government of South Australia

## Contents

- Manager's Update / 2  
Car culture and ephemera / 3  
Marking the recent past – new heritage publication / 6  
Challenges for conserving twentieth century heritage / 7  
Heritage planning in SA in 2002 / 8  
Fishery Bay Whaling Station / 9  
State Heritage Fund 2002/03 Grants Program / 10  
Financial help for owners of heritage places / 10  
Expansion of South East Heritage Advisory Service / 11  
Insurance Implications for owners of heritage places / 11  
Heritage news / 12  
Old or new that's debatable / 15  
What's new in the State Heritage Register / 16

## Newsletter of Heritage South Australia

Department for Environment and Heritage

ISSN 1443-9719

January 2002 Number 20

### Editor

Francesca Stropin

Products and services advertised are not necessarily endorsed by Heritage South Australia

### Advertising

If anyone would like to advertise in this newsletter, please contact

The Editor,  
Heritage South Australia Newsletter  
GPO Box 1047  
Adelaide South Australia 5001  
Telephone: (08) 8204 9243  
Facsimile: (08) 8204 9455

### Front Cover:

*The Adelaide High School is claimed to be the first mainstream International style building in Adelaide. Although designed in 1941, World War Two halted its construction until 1947-51.*

*The design by Edward Fitzgerald and John R Brogan was part of a national competition to attract the most suitable design. Their work was strongly influenced by the Amsterdam School, particularly architect Willem Dudok who was born in Amsterdam in 1884. Many Australian architects of the inter-war period and the 1940s were directly influenced by the trends in Dutch architecture, which were often illustrated in architectural magazines and books.*

*The Adelaide High School was listed under South Australian heritage legislation in November 1985. The High School is featured in a new publication – see page 6. Photography: Richard Humphrys.*

Welcome to 2002! Much has happened in the last six months in the field of heritage.

After much preparation and researching, *The Planning Bulletin: Heritage* has been published. This publication promotes an integrated and balanced approach to identifying, protecting and managing South Australia's heritage. This is a joint effort by Planning SA and Heritage SA and provides a framework for the recognition of local and State heritage. It reflects an understanding that the effective conservation and management of the State's heritage assets requires a coordinated approach from all tiers of government. This publication is free of charge and is also available on the Heritage SA and Planning SA websites.

Twentieth century heritage was promoted during the latter part of 2001. A national conference organised by Australia ICOMOS (International Council on Monuments and Sites) was held in November 2001 to debate and discuss the legacy of our recent past. There is little on our State Heritage Registers, here in South Australia and interstate, that reflects the heritage of the past fifty years.

Heritage is many things but one thing is certain, our concepts of heritage change over time, as they should, to be inclusive of changes in history. This conference was an attempt to document some of those changes and the effects they have had on our built forms.

Also increasing our understanding of twentieth century heritage is the production of a national publication titled *Twentieth century heritage: marking the recent past*. Coordinated by Heritage SA, this publication gives a glimpse of the changes to our built environment over the twentieth century.

Much needs to be accomplished in the way of twentieth century heritage protection and I am pleased to say that this year Heritage SA will begin a survey of twentieth century history and heritage, which will begin to document, and ultimately protect places from our recent past.

Another informative maritime heritage trail was launched in October 2001 at Port Adelaide. The *Garden Island Ships' Graveyard Maritime Heritage Trail* was developed by Heritage SA with part funding provided by Coastcare. Partners in this project included the Flinders University Archaeology Society and Transport SA.

The ships give us a rundown of maritime history from 1856 to 1945, with a varied group of sailing ships and steamers, motor vessels and ferries, barges, dredges and pontoons.

They range from majestic windjammers and steamships which travelled international waters, to coastal traders and local service craft. They provide an in-situ museum of the diversity of vessel types, materials and ages, demonstrating changes in ship-building technology from the 1850s to the 1920s. The area is frequented by dolphins, and is a feeding ground for many bird species and habitat for a host of marine creatures.

The South East Heritage Advisory Service had their service extended in the latter part of 2001. As discussed in the previous Newsletter the State Government has provided an additional \$1.25m over the next four years to be directed towards the conservation of places on the State Heritage Register. Currently the South East has 9 projects being supported by money from the State Heritage Fund. During this financial year about \$76,000 may be spent on grants to owners of State listed properties in the South East.

Heritage SA will be developing a number of projects and programs throughout 2002 to safeguard our heritage and I look forward to updating you in the July issue of this Newsletter.

### David Conlon

*Manager, Heritage SA*



From November 28 to 1 December 2001 Australia ICOMOS (International Council on Monuments and Sites) held a conference to raise questions about the direction of heritage protection. The conference looked at the heritage of the last 100 years, and in particular the legacy of the last fifty. Local, national and overseas guests from Canada, United Kingdom, New Zealand, and the USA contributed to a stimulating conference.

Debated and discussed over the three days was the issue of what constitutes our legacy from the twentieth century? What are the things we want to keep and how can they be saved? The conference provoked discussion about what sort of places we want to keep for future generations.

From neon signs to art installations, from car culture to modern architecture it was a decidedly broad mix of topics and issues.

One of the sessions included debate about car culture and ephemera. Out of all the changes through the twentieth century arguably the car has had the greatest impact on Australian life. Drive-in theatres – freeways – car parks – carports – car sales yards – petrol stations are now part of our every day life – although some of these are being lost already. The drive-in is almost a thing of the past, and small petrol stations are being demolished or redeveloped to make way for multi-complex service stations. How do we save some of these remnants of the car culture and do we want to? Paul Collins a visiting delegate to the conference from the United Kingdom, has completed a survey of the remains of British Car factories. This is part of his talk given at the conference.

## British Car Factories since 1896 –

### Lessons learned from the first complete survey of the remains of a 20th century industry in the United Kingdom

#### Introduction

The innovation most responsible for making the world we see around us in the year 2001 almost unrecognisable to someone from the year 1901 is the motorcar and the other motor vehicles that were developed from it. Yet, whilst the motorcars themselves have become cherished objects, little or no regard has been paid to the places in which they were made – the car factories. This is a serious oversight, for upon closer examination the technology and buildings of the car industry provide a perfect case study example of 20th century industry, and the problems and rewards that can be derived from studying it.

#### Outcomes from the survey

Generally, the publication of the car factories book raised many of the commonly expressed prejudices against 20th century heritage:

- blandness;
- lacking in architecture, interest and merit;
- too numerous to survey, and;
- too recent to assess for preservation.

Immersing oneself over seven years in the study of car manufacturing methods, car factory design, and inspecting hundreds of industrial buildings, enables all of these considerations to be refuted – they simply do not hold when tested in the field:

- **Blandness** – No two car factories are alike, they were each built in response to a unique series of events and circumstances.
- **Lacking in architecture, interest and merit** – Many fine architects designed car factories and they were at the forefront in the use of innovative construction methods and materials. Much of the wider use of structural steel and reinforced concrete was driven forward by their employment in car factories, wherever broader bay widths and increased levels of natural light were required. Even stripped of their production technology, most car factory buildings retain ample and interpretable evidence of their former use.
- **Too numerous to survey** – Few

industries were as diverse as car manufacturing in its heyday, yet the surviving building stock from this industry in one country – once a major car producer – can be surveyed by two people in their spare time.

- **Too recent to assess for preservation** – When better to make informed decisions about the built heritage of a century than immediately upon its close? The range of buildings from which to choose will never be greater, and important examples will be lost for want of a little effort being made to understand them.

#### Lessons learned for future work

Car factories can be seen as symptomatic of the problems of 20th century Industrial Archaeology and Heritage in terms of recording and preservation, which can be summarised as:

- Conservation legislation – especially in Britain – does not relate to the problems of protecting industrial sites, which are often not of ‘high’ architectural merit, and may be on the borderline of being seen as historic buildings and ancient monuments at all. These difficulties are compounded with 20th century factories and sites. Even where a policy may favour protection of the ‘freaks’ and ‘superlatives’ (i.e. the earliest; the unique, or even the most typical), there is a remarkable and disturbing lack of knowledge concerning major industrial building types, matched equally by a lack of research or recognition of the commercial architecture of the 20th century.
- As yet, 20th century Industrial Archaeology is not a subject of great popular interest, attention is therefore focussed upon objects – e.g. cars and aeroplanes – rather than the means of producing them.
- Many historically significant 20th century factories are large in scale and still in use, and may be inaccessible to the public. This reduces their appreciation, making them more difficult to study.
- 20th century industrial and commercial buildings are highly vulnerable to

alteration or demolition. They are often large and on commercially valuable 'brown field' sites. Many of the structures associated with heavy industries such as steel making and chemicals are virtually impossible to adapt to new uses. The closures and demolitions prompted by the dramatic shifts in the British economy since the 1970s mean that much of the physical evidence of the evolution of industries such as coal mining; commercial vehicle manufacture; railway engineering and steel making is already lost without an adequate record having been made.

- It was the nature of work in the 20th century that tasks became ever more fragmented, and few individuals had an overview of all of the processes involved

in the production of a complicated item such as a motorcar. This makes gaining an understanding of these production processes a difficult task, but one that is essential if a true understanding and full appreciation is to be gained of the ways in which the form and function of large industrial complexes inter-related.

The built heritage of the British car industry has been shown to be vast and diverse, with far more factories surviving from before World War II that was generally assumed. Much of it is capable of sustained economic use for many years to come. Indeed, the survival of so many factories has depended mainly on their continued use in engineering or related manufactures. In some cases the continued survival of a particular car factory can be assured through its adaptive reuse. After the car factories book was published the former Clement Talbot works in Notting Hill, London, was taken

over as a film studio, with the new owners enthusiastically restoring the elaborate frontage to its former glory.

Here in Adelaide there have also been good examples of the adaptive reuse in the case of two former car plants built by Holden. The first plant built by Holden Body Builders Pty Ltd, a factory on the corner of King William and Gilles streets, which opened in 1919, was superseded as early as 1923, when the company's annual output of motor and other vehicle bodies passed the 17,000 mark. Later known as the Repco Building, on 6th June 2001 it was announced that it was to be converted into a mixed-use facility to be known as the Watermans Development, and consisting of commercial ground floor spaces, 124 Hotel Suites, 59 owner-occupier apartments and other facilities including a swimming pool, fitness centre and tennis court. This is due to open in mid-2003.



In 1923 Holden's purchased 22 acres at Woodville, a suburb of Adelaide, next to the Port Adelaide Railway, and built a major new plant. This passed to General Motors when they took over Holden in 1931, and it was used by General Motors-Holdens Pty Ltd for the manufacture of Holden cars from the 1950s. In the mid-1980s GM-H moved their production to its existing plant at Elizabeth, South Australia, 15km north of Adelaide. The Woodville plant was bought by the South Australian Government and redeveloped as the South Australian Centre for Manufacturing.

### The wider application of the principles demonstrated

The principles demonstrated by the car factories research described in this paper could be applied with equal worth to other 20th century industries where complex technology and inaccessibility have inhibited both academic and popular interest. Examples of other 20th century industries where major buildings and structures are largely unprotected and

systematic study through recording and archival research include:

- aircraft manufacture
- cinemas
- electricity generation
- film production
- newspaper publishing
- printing and publishing
- retailing
- shipbuilding

Ultimately, there can be no better time to assess the heritage of the 20th century than immediately after its close. That time is now. Failure to act will result in the same mishmash of 'freaks' – the obvious, the garish, the ones not in the way – being passed on to future generations from the 20th century as we see today surviving from earlier periods.

Studies of the kind described in this paper, applied more widely, can prevent this happening. It is obvious that everything from any given period of history cannot survive, and the green field vs. brown field argument is a powerful one when redevelopment is proposed.

Our experience of the intensive and comprehensive study of British car factories is that such studies enable informed decisions to be made. This leads on to a clear call for a policy of 'planned loss' to be adopted with regard to 20th century heritage: decisions informed through research and fieldwork, leading to appropriate

forms of protection, recording and documentation. If we have to lose something, then by all means let it go, but let us know what it is we are losing first.

Overall, this survey showed that a great deal could be achieved by a few individuals given their full commitment and modest resources. It leaves open the question of what could be achieved in a shorter time by more individuals working on funded programmes of systematic research into the heritage of the 20th century.

*Extract from a paper given at the Australia ICOMOS Conference on 20th century heritage 28 November–1 December 2001, by Paul Collins, The Ironbridge Institute, UK.*

*For proceedings from the 20th Century Conference please contact David Jones on email: [djones@arch.adelaide.edu.au](mailto:djones@arch.adelaide.edu.au)*

*Below : General Motors Holden Factory*

*In 1958 GMH commenced work on a new factory at Elizabeth, a newly established workers' satellite city north of Adelaide. In the 40 years since, the factory has remained one of Australia's largest industrial plants. Most of the manufacturing and assembly buildings have been refitted and rebuilt but the administration building remains much as it was first built. Its materials of concrete, steel and glass and its plain symmetry reflect the transition from the Moderne style of the pre-war years to the simpler geometry characteristic of industrial architecture in the 1960s. The factory is not registered under any heritage legislation.*

Photography: Richard Humphrys



## MARKING THE RECENT PAST – new heritage publication

A new publication titled *Twentieth century heritage; marking the recent past* was launched by the Director of the South Australian Art Gallery, Ron Radford at the Australia ICOMOS (International Council on Monuments and Sites) conference in November 2001.

The aim of the book is to challenge the orthodoxy of the way we view heritage. It is designed to invite debate about the purpose and direction of heritage listing. It is a call to arms – to begin to think about some of the things that are missing from our built heritage. And there are many. In most states across Australia post-war places represent little more than 1% of the historic environment considered worth saving.

This publication outlines how our built environment has been significantly altered by social, political and economic forces in the twentieth century. And it proposes that we act to protect examples of post World War Two architecture and engineering before they are demolished in the name of progress.

Australian society changed dramatically during the twentieth century and as a consequence so did the built environment. The influence of the modern movement – the impact of the car on our society – and the influence of European culture have helped to change that environment. Tangible reminders of those influences are still with us – the service station – the humble fibro cottage – the drive-in theatre – the ubiquitous cream brick house – the tall buildings – through to the ever

increasing coffee shop culture. These are just a few structures that have left an impact on our landscape. And many of those changes have happened since World War Two.

The surprising thing about the history of urban life in Australia is that so little changed for so long. Look at photographs of any town or city in 1890, and you see a streetscape that was still there, surprisingly little changed, in 1950. Then the post-war boom came. Commencing in the 1950s, and accelerating through the 1960s and 1970s, the streets of Australia were transformed by the biggest sustained property development boom the country had ever seen.

The 1950s are no longer the recent past; those events happened two generations ago now. Some of the buildings that were built in the post-war property boom have already been demolished. Many more are old and under threat, just as were the Victorian buildings they replaced in the 1950s. The same sentiments that saw the heritage protection of nineteenth century buildings is now seen in the protection of post war places, including those perceived ugly high rise buildings.

This publication attempts to highlight those changes and encourages people to think about what we can save from the twentieth century. It shows that heritage is not simply about aesthetic old buildings but is also about the links between the past and the present – links that gives us our identity. If that is the case then we should be inclusive of all cultures and changes.

Every decision made by heritage agencies is determined by the prevailing culture. As history evolves so too does the way in which decisions about heritage protection are made.

During the 1970s many significant public buildings were protected, most of them relatively distinguished examples of architecture whose significance could be described by reference to intellectual canons of taste. Early heritage registers were dominated by public monumental architecture and wealthy people's house. Much later, workers' cottages and industrial heritage also began to be seen as important in representing working people's lives. In the early 1990s local councils were given provision to make their own heritage lists which included ordinary houses such as bungalows occupied by prominent local identities, or the town war memorial. And in the twenty-first century the heritage profession is looking at including our recent heritage, to include some of those monumental changes.

This publication also has a useful comprehensive reading list which lists Australian references to published and unpublished works on twentieth century heritage.

*Twentieth century heritage: marking the recent past* is edited by Fran Stropin and Susan Marsden and published by the Australian Heritage Information Network.

**Peter Bell**  
Heritage Consultant

The publication is available from the Environment Shop, 77 Grenfell Street, Adelaide or phone 08 82041911 at a cost of \$14.95 (inc.GST)



# CHALLENGES FOR CONSERVING TWENTIETH CENTURY HERITAGE

*The Australia ICOMOS (International Council on Monuments and Sites) 20th Century Heritage Conference held in Adelaide late last year provided much food for thought. The rate and scale of change in the built environment pose particular challenges, and in that context the following observations are especially pertinent.*

*Heritage South Australia will be addressing some of the challenges when it commissions a heritage survey of the period 1946-1959 later this year.*

**Brian Samuels**

Principal Heritage Officer

## Historic Towns in England

'During the course of research for this book the author visited some sixty or seventy localities in England over a period of about two years. In almost every historic town – that is, in almost every town famed for the beauty and interest of its architecture and setting - at some point a resident was sure to remark: 'Ah, but you should have come here ten years ago [or fifteen years, or twenty years], before they built the supermarket [or demolished the Red Lion or constructed the new roundabout].'

It is as though, during the 1960s and 1970s, a vast tidal wave had roared across the country, sweeping aside town centres that had been centuries a-building, depositing immense new structures whose shapes were still alien to the eye...

In town after town after town, therefore, those most affected by the advent of change were unaware of its implications until it had taken place. It was the speed and scale of this change, not the change itself, which disconcerted and alarmed the citizen, earning civic architecture its increasingly opprobrious reputation. The living town changes, as does any other organism. The Elizabethans substituted timber for stone; the Georgians clad timber with brick; the Victorians added curlicues to everything and began the invasion of the countryside. What was totally and horrendously unprecedented was the fact that a handful of men, with the aid of titanic machines, could, within hours, totally erase what had taken centuries to grow and could, within days, erect structures of a kind which had never been seen before in human history.'

R Chamberlin *The English Country Town* (Webb & Bower, Exeter 1983), pp 195-196

## Urban Sprawl and Heritage in the USA

There are still many people who don't understand why preservationists should be concerned about sprawl. It's really very simple: Preservation is in the business of saving irreplaceable places and the quality of life they support, and sprawl destroys both. While poorly-planned, auto-oriented development spreads across the landscape like an inkblot, too many older communities – where historic buildings and neighborhoods are concentrated – are blighted by deterioration, poverty and disinvestment. Long commutes leave us less time with our families. Livable neighborhoods are destroyed by the demand for ever-wider roads. Historic landmarks get demolished and carted off to the landfill. The sense of community that lies at the very heart of who we are as people and a nation is gradually eroded. Everyplace winds up looking like Noplace.

We must recognize – and help others understand – that being anti-sprawl is not being anti-growth. The question is not whether our communities will grow, but how they will grow. The fight against sprawl is more than a fight against the big-box retailers that sprout at every highway interchange and the national drugstore chains that build insensitively-designed stores on traditional Main Streets. It's a fight against land-use and development policies that are wasteful, enormously expensive, fiscally irresponsible and ultimately destructive.

To replace policies and practices that wreck communities, we must insist on smart-growth policies that recycle existing buildings and land whenever possible; that maintain local community character and identity; that preserve farms, forests, scenic vistas and environmentally sensitive areas; that revitalize historic downtowns and residential neighborhoods; that encourage wise use of vacant or

underused land in existing cities with new development that blends in with its surroundings; that create well-designed new communities in places that can be served efficiently; that promote a sense of community and protect the environment for future generations.

R. Moe 'Looking Ahead: The Next 50 Years of Preservation', *Forum Journal* Vol. 14, No. 1, Fall 1999, p 5. [Published by the US National Trust for Historic Preservation]

## Landscape Preservation in the USA

America the Beautiful is disappearing. Our magnificent scenic heritage – shorelines, plains and mountains, communities and countryside – is under siege from commercial promotion and haphazard development. Prime farmland and forests give way to subdivisions and office parks while our downtowns decay. New highways rip through pristine landscapes, and "improvements" to older highways often destroy canopy trees and historic structures. Gigantic billboards, look-alike fast-food franchises, towering on-premise signs, unscreened junk yards, power lines, and cellular towers destroy the intrinsic character of towns and neighborhoods.

When we degrade our surroundings we also degrade our sense of who we are, where we came from, and the values we hold in common. The overall appearance of a place has a profound influence on behavior toward that place: ugliness breeds contempt; beauty promotes respect. Growth may be inevitable but ugliness is not.

Extract from the Preamble to Scenic America's *Seven Principles for Scenic Conservation* (As found on Scenic America's web site [www.scenic.com](http://www.scenic.com) 16 February 2001)

# HERITAGE PLANNING IN SOUTH AUSTRALIA IN 2002

What action are you or your community taking to conserve places of heritage value within your local area ?

In order to assist communities and local Councils to look after their significant heritage places, Heritage SA has been identifying and recording the State's historic places and areas through its Regional Heritage Survey Program since the early 1980s.

These heritage surveys have identified places and areas of State and local significance and there is now an extensive inventory of documented heritage places throughout South Australia.

The historic places assessed as being of State heritage significance are protected for the benefit of future generations through being entered in the State Heritage Register under the provisions of the *Heritage Act 1993*.

On the other hand places of local heritage value can only be looked after by being included in Council Development Plans with appropriate policies (Objectives and Principles of Development Control). Those policies should guide Councils in assessing development affecting those places. For administrative convenience Councils can also include lists of State heritage places in their Development Plans, with suitable policies to assist in their conservation.

In order to include lists of State and local heritage places in Development Plans, Councils are required to amend their Plans by preparing a 'Heritage' Plan Amendment Report (PAR), under the provisions of the *Development Act 1993*.

Of the 68 Councils in South Australia, 21 Councils have lists of heritage places in their Development Plans. These lists cover all or parts of each council area per the table above-right.

The first Council to include a list of heritage places in its Development Plan was the former District Council of Willunga, now part of the Onkaparinga Council area. The Willunga Council included a list of 34 local heritage places in its Development Plan in January 1996, within two years of the *Development Act 1993* being proclaimed.

Between 1996 and November 2001 over 3300 additional places have been included in local heritage registers throughout South Australia. The majority of those Council registers are within Metropolitan

Council	Area Covered	Numbers of Local Heritage places
Adelaide		1220
Adelaide Hills	East Torrens	30
Stirling		172
Burnside		51
Charles Sturt	Henley & Grange	33
	Hindmarsh Woodville	51
Clare and Gilbert Valleys		42
Gawler		94
Holdfast Bay		212
Lower Eyre Peninsula		55
Marion		35
Mitcham	Mitcham Village	19
Mount Barker	Mount Barker/Nairne	80
Mount Gambier		120
Norwood Payneham & St Peters	Kensington & Norwood	448
Onkaparinga	Happy Valley	70
	McLaren Vale	34
Port Adelaide Enfield		203
Prospect		79
Robe		49
Tea Tree Gully		25
Tumby Bay		42
Unley		191
West Torrens	Thebarton (Interim Operation)	52
<b>TOTAL (excluding places listed under interim operation)</b>		<b>3355</b>

Adelaide with only seven country councils having chosen to protect their local heritage.

A number of other Councils, including Campbelltown, Mitcham and Playford in Metropolitan Adelaide and Barossa, Light and Port Pirie in regional South Australia, are currently preparing 'Heritage' PARs.

For further information on preparing 'Heritage' PARs, Councils can contact Heritage SA on 8204 9299 or by email at: [heritage@saugov.sa.gov.au](mailto:heritage@saugov.sa.gov.au).

Alternatively the *Planning Bulletin: Heritage* is currently available at the Planning SA website at:

[www.planning.sa.gov.au](http://www.planning.sa.gov.au)

under *Planning Policy* and then *Planning Guides*.

or at the Heritage SA website at:

[www.heritage.sa.gov.au](http://www.heritage.sa.gov.au)

under the Built Environment section

**Hamish Angas**

Senior Heritage Officer, Heritage SA

*The Federal Hotel at Port Pirie which has been recommended for inclusion in the Port Pirie PAR.*



## FISHERY BAY WHALING STATION

Heritage SA in association with Flinders University Archaeology Department carried out an excavation of the tryworks at the Fishery Bay Whaling Station near Port Lincoln during September 2001. The prime purpose of the excavation was to survey and record the structure, and to recover as much as possible before the remains were swept into the sea by waves and lost forever. Pilfering of bricks from the site by visitors had also been reported and substantiated. It was intended that all recovered items would be returned to the site and displayed in an interpretive shelter to be erected in the future.

The team was surprised to find early in the excavation that the majority of the tryworks base consisting of brickwork was substantially intact. The rescue operation was changed to one of in situ stabilisation, with reburial and the construction of a concrete retaining wall to protect the site

from wave damage. It is planned that interpretive signs will be installed at the site in conjunction with the establishment of an entry road and carpark by the local council.

While the historical information is incomplete, it is believed the Fishery Bay Whaling Station was established by the South Australian Company in 1837. In 1839 the station was operated by about 56 whalers who were employed by the United Fishing Company of Adelaide – a partnership between the South Australian Company and Hack & Company – and by June of that year only six whales had been captured. The station was proving profitable by the 1840 whaling season, recording a yield of 113 barrels of oil – equivalent to about 12 whales.

The station operated under the United Company until late 1841, when the South

Australian Company sold off all its interests in the black whale industry, leaving Hack & Company in total control. Only months later Hack & Company, in dire financial straits, were forced to sell off all its interests in the whaling industry, including the Encounter Bay and Fishery Bay whaling stations. Both stations were purchased by Jacob Hagen and John Hart, who operated the Fishery Bay Station for three to four months before abandoning it. The station was never occupied again.

### **Terry Arnott**

Principal Maritime Heritage Officer

*Staff, volunteers and students from Flinders University and Heritage SA backfilling the excavated tryworks floor and constructing the protective seawall.*



## STATE HERITAGE FUND 2002/03 GRANTS PROGRAM

Closing date for applications is 28 February 2002.

In May 2001 the Minister for Environment and Heritage, Hon Iain Evans MP, announced a boost for the State Heritage Fund of \$1.25m over four years. \$500,000 has been made available through the Grants Program in the 2001/02 financial year, and a further \$250,000 is committed for each of the subsequent three years through to 2004/05.

Heritage SA is now inviting applications for the 2002/03 Grants Program. Grants are generally made on a dollar-for-dollar basis up to \$5,000.

The purpose of the Grants Program is to assist in the care of South Australia's heritage places through appropriate conservation strategies. Currently, the State Heritage Register contains over 2,100 registered places, both publicly and privately owned. In addition to these individual listings there are many heritage

places situated within State Heritage Areas across South Australia.

The Grants Program is open to individuals, corporate owners, local Councils, community organisations, volunteer groups and Church bodies. Projects to be considered for funding can include:

- **conservation plans** that define the cultural significance of a place, develop policies for its conservation and management, and prioritise actions to conserve it
- **other reports** – such as measured surveys, dilapidation surveys and future use studies – that advance the care and management of a heritage place
- **conservation works** that repair and protect the fabric of heritage places (lower priority is given to works constituting routine maintenance or arising from neglected maintenance)

- **volunteer projects** that provide labour for the conservation of heritage-listed places

Application kits containing further information and an application form are available from Heritage SA:

- by telephone on 08 8204 9261
- by fax on 8204 9455
- by e-mail on [heritage@saugov.sa.gov.au](mailto:heritage@saugov.sa.gov.au)
- by writing to us at Heritage SA, GPO Box 1047, ADELAIDE SA 5001
- or by downloading from our web page at [www.heritage.sa.gov.au](http://www.heritage.sa.gov.au).

You can also obtain a kit from your local Council office or from the Heritage Adviser for your Council area.

**The closing date for applications is 28 February 2002.**

## FINANCIAL HELP FOR OWNERS OF HERITAGE PLACES

One of the beneficiaries of the recent increase in State Heritage Funding is John Enright from the South East. John owns the historic *The Hermitage* at Robe. *The Hermitage* is a complex of buildings prominently positioned in a terraced garden setting. Building of the complex started in the mid nineteenth century and the character of the original buildings and setting has been maintained. *The Hermitage* was a major outpost of early pastoral settlement where Adam Lindsay Gordon apparently recited poetry in the smoking room (now the kitchen of the main house).

John is obviously proud of *The Hermitage* and is grateful to his parents who saw the potential in the complex which had fallen into a state of disrepair. John is using the area to full advantage and is developing a range of olive oil from his emerging olive grove, and also plans to open a cellar door for the increasingly popular area of Robe.

With assistance from the State Heritage Fund, John was able to repair and stabilise some of the buildings at *The Hermitage*. In common with many places in the South East stonework on the buildings had suffered extensively from rising damp and salt attack. John repointed and replaced stonework on the stables, together with a new roof and guttering which helped



John Enright in front of the stables at The Hermitage

to stabilise the outbuildings. Drainage established around the house has helped significantly with controlling rising damp and consequent salt attack. Stormwater had created problems for John and the stone underground tank was disconnected, and water is now carried away by the new drainage system.

These repairs were necessary for the stabilisation of the buildings, however

these are the first critical stages of conservation and there is more to be achieved in the conservation of *The Hermitage*. John contributed labour and funds for the work, and money from the State government helped ensure the completion of the work. John found the advice of the Heritage Adviser Richard Woods useful and was able to discuss and negotiate on the proper way of protecting his buildings.

The best way of protecting heritage places is to use them, and it is individuals such as John Enright whose efforts, and enthusiasm for their heritage, help to conserve and protect South Australia's history for future generations.



Right : The courtyard of The Hermitage

## EXPANSION OF THE SOUTH EAST HERITAGE ADVISORY SERVICE

On November 16, 2001 John Legoe President of SELGA, David Conlon, Manager of Heritage SA and MP Mitch Williams, launched an expanded Heritage Advisory Service for the South East. This expansion was made possible partly by the boost to the State Heritage Fund by the Minister for Environment and Heritage.

The new Scheme, is administered by SELGA, and increases time spent by the existing Heritage Adviser (Richard Woods) in the South East. Contributions to the Scheme are divided between State and local Government.

The Advisory Service is a cooperative effort between local and State governments.

This is the first time that local councils have worked together to initiate a jointly administered Advisory Service – a move of which the South East is proud.

The Advisory Service is available free of charge to owners of heritage listed places. Heritage Advisers assist councils, communities and owners of heritage properties with expert heritage advice and through the promotion of heritage conservation in the area.

The benefits of these services are now evident in many towns, with restored heritage buildings, reconstructed verandahs, regulated and appropriate signage, upgraded streetscapes, additional street

planting and in most cases, a changed community perception of the value of heritage.

The Advisory Service is funded by the State Heritage Fund which also provides money for individual projects. Currently the South East has 9 projects being funded by the State Heritage Fund. During this financial year about \$76,000 will be expended from the State Heritage Fund on grants to owners of State listed properties in the South East.

South Australia's Heritage Advisory Service began in 1987 in the town of Burra and now extends to 20 Council areas.

## INSURANCE IMPLICATIONS FOR HERITAGE LISTED BUILDINGS

From time to time Heritage SA receives phone calls from the owners of State and locally listed heritage places, who experience difficulties in obtaining insurance for their properties.

To assist in overcoming this problem, Heritage SA has prepared a brochure "Insurance Implications for Heritage Listed Properties" for the owners of heritage listed properties, the insurance industry and Councils. The brochure aims to clarify the requirements of the *Heritage Act 1993* and the *Development Act 1993* as they relate to heritage places and insurance issues and dispel misconceptions relating to repair and reinstatement of damaged

heritage properties. In summary, the brochure covers the following topics:

- the types of heritage listing in South Australia
- the effect of heritage listing on insurance premiums
- how to establish the replacement value
- the philosophical approach to assessing damage of a heritage building
- voluntary replacement of a heritage building
- the repercussions for intentional damage to heritage buildings
- the Register of Insurance Brokers established by Heritage SA

The Register of Insurance Brokers has been established by Heritage SA with the view to providing further assistance to the owners of heritage listed properties. The Brokers who are listed in the Register have specifically expressed interest in assisting the owners of heritage listed properties in their search for insurance appropriate to their needs.

If you would like to obtain a copy of the Register of Insurance Brokers, contact Heritage SA on 8204 9262. The insurance brochure is also available on the heritage website at [www.heritage.sa.gov.au](http://www.heritage.sa.gov.au)

## Garden Island Maritime Heritage Trail

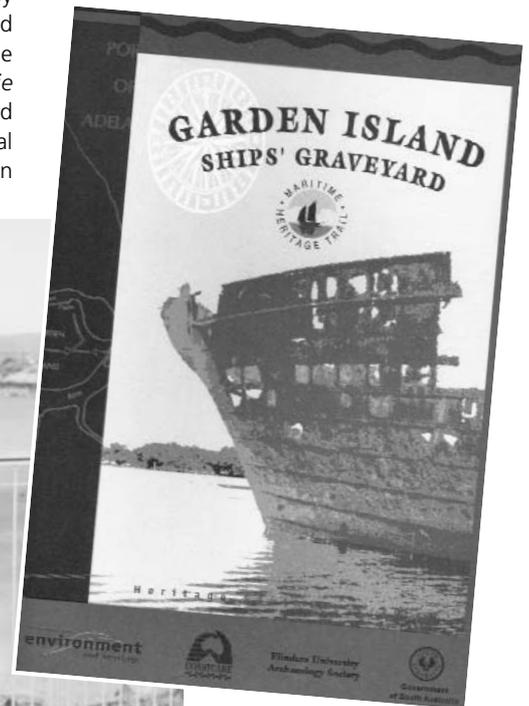
The booklet *Garden Island Ships' Graveyard* and the Maritime Heritage Trail were launched on 9 October 2001 by the Minister for Environment and Heritage, the Hon Iain Evans. Interpretation of the Ships' Graveyard includes a 50-page booklet and six signs, two of which have been placed at the Garden Island Boat Ramp. Three signs have been mounted on piles in the river, near the main accumulation of wrecks and are accessible from boats and kayaks. The sixth sign has been installed at the Adelaide Speedboat

Club, overlooking the main group of abandoned vessels.

The *Garden Island Ships' Graveyard Maritime Heritage Trail* is an educational and recreational asset for South Australia. The area is frequently visited by recreational anglers, boat-operators and kayaking groups; the SA Maritime Museum's historic launch *Archie Badenoch* conducts regular 'Graveyard Tours' for school groups and the general public; and fieldwork on the site is an

integral part of Flinders University archaeology courses.

The booklet is available from the Environment Shop, 77 Grenfell Street, Adelaide 5000 (tel 08 8204 1910) – cost \$9.90 GST inc.



From left:  
Nathan Richards,  
Hon. Iain Evans  
and Robyn Hartell

## The Queen's Theatre wins another award

The Civic Trust of South Australia has awarded the Queen's Theatre, off Currie Street, Adelaide a Commendation under its annual 'bouquets/brickbats' awards scheme. Awards are given to deserving and offending developments with regard to social, visual and environmental impact.

At a ceremony held at Ayers House in North Terrace (another recipient of an Civic Trust award) on Thursday 13 December 2001, Dr Basil Hetzel, President of the Civic Trust of SA, presented Certificates of Commendation to Heritage SA, on behalf of the Minister for Environment and Heritage (the owner of the Queen's Theatre); Jason Pruszinski, of Woodhead International, Mulloway

Studio, Paul Kloeden and Exhibitions Services (the theatre's designers and contractors).

The Certificate of Commendation stated that:

*the restoration and adaptive reuse of the Queen's Theatre has made a sensitive contribution to the built environment and its qualities merit recognition as good civic design.*

Quoting from the citation accompanying the Commendation, the Jury were impressed that:

*there has fortunately been no temptation to reconstruct the old theatre in the name of 'Restoration' and that the result is an imaginative re-use of the building in which a remarkable piece of Adelaide's history*

*has been resurrected for the continuation of use and enjoyment of the public.*

This latest award is further recognition of the Department's successful contribution to the conservation of the oldest theatre on mainland Australia, on top of the City of Adelaide awarding the 2001 Adelaide Prize to the Queen's Theatre earlier this year.

## Historic Jetties of South Australia

Chris Lewczak (archaeologist and President of the Society for Underwater Historical Research) is researching and developing a website for Heritage SA featuring South Australia's historic jetties.

## **Ships' Graveyards of South Australia**

Robyn Hartell, with assistance from Wayne Bartsch (Cultural Tourism student – Flinders University), is researching and developing a website featuring over twenty of South Australia's ships' graveyards. The project is planned to be up and running by mid 2002.

## **Ships' Graveyards of Port Adelaide**

Robyn Hartell is also researching and developing a brochure featuring Port Adelaide's five ships' graveyards. The brochure is planned for release during January 2002. The project is a co-operative venture between Heritage SA and the Port Adelaide Enfield Council.

## **What's new at the heritage website at: [www.heritage.sa.gov.au](http://www.heritage.sa.gov.au)**

### ***South Australian Maritime History: A reading list***

This list is designed for readers with a broad general interest in the State's maritime history. [www.environment.sa.gov.au/heritage/leaf1\\_12.html](http://www.environment.sa.gov.au/heritage/leaf1_12.html)

### ***Researching the History of your House***

For those interested in researching the history of their house a new publication is available online. [www.environment.sa.gov.au/heritage/leaf1\\_11.html](http://www.environment.sa.gov.au/heritage/leaf1_11.html)

**Education & Research** web pages are now online and can be accessed off the main menu on our home page. This is a valuable tool for students, researchers and anyone interested in heritage. Bibliographies, how to guides and a guide to further reading on heritage places are also included.



EST 1982

# **Tech-Dry**

GL51382

## **STOP SALT DAMP**

**THE No. 1 DAMP COURSING SYSTEM AUSTRALIA WIDE**  
**LOW ODOUR - NON TOXIC - ENVIRONMENTALLY FRIENDLY**  
**MINIMUM DISRUPTION - MINIMUM MESS - MAXIMUM RESULTS**

OFFICIALLY RECOGNISED BY:  
R.A.I.A.'S ARCHICENTRE, SACON, HERITAGE SA  
MASTER BUILDERS ASSOCIATION, MEMBER OF THE NATIONAL TRUST

**12,000 PROJECTS - 100% SUCCESS RATE**  
**20 YEAR GUARANTEE**

SELECTED FOR:  
GOVERNMENT HOUSE, MARTINDALE HALL, ANZ AND NATIONAL BANKS  
AYERS HOUSE, PILGRIM CHURCH, HEBART HALL, TREASURY BLD.  
WAVERLEY HOUSE, COULTHARD HOUSE AND OTHERS

**TECH-DRY SALT DAMP SHOP : 244-246 Payneham Road, Payneham**  
10-4 WEEKDAYS, SATURDAYS BY APPT. ONLY, DO IT YOUR SELF PRODUCTS AVAILABLE

**WE WILL BEAT ANY COMPARABLE WRITTEN QUOTATION**  
**PHONE FOR A FREE, NO OBLIGATION QUOTE**

**PHONE**  
**8132 1166**  
**FAX 8132 1066**

## Heritage Planning Bulletin now available

The *Planning Bulletin: Heritage* has been developed to promote an integrated and balanced approach to identifying, protecting and managing South Australia's heritage. The Planning Bulletin describes the range of heritage protection processes in South Australia about local and State heritage places including:

- Legislative frameworks; processes of identifying heritage value
- Incorporating heritage into development plans
- Strategies for handling development applications for places of heritage value
- Conservation management associated with heritage places

The Bulletin is free of charge and is available from the Environment Shop 77 Grenfell Street Adelaide. You can also view the Bulletin on the Planning SA website on [www.planning.sa.gov.au](http://www.planning.sa.gov.au) or via the Built Heritage page on the heritage website.



## United Nations Proclaims 2002 Year for Cultural Heritage

UNESCO Director-General Koichiro Matsuura has welcomed the proclamation of the year 2002 as United Nations Year for Cultural Heritage by the United Nations General Assembly, and the decision to designate UNESCO as the lead agency for the Year.



It reflects a concept that UNESCO has been advocating for many decades namely that of a common heritage of humanity in which all have a stake, regardless of geographic location. Through its long-standing heritage protection activities – from Nubia and Venice, to Carthage and Angkor – UNESCO has demonstrated that heritage protection can also play a significant role in the economic and social development of local communities, especially through cultural tourism.

It is hoped that the proclamation will serve

to reinforce the implementation by Member States of the 1972 Convention, as well as The Hague Convention on the Protection of Cultural Property in the Event of Armed Conflict (1954) and its two Protocols; of the 1970 Convention on

the Prohibition and Prevention of the Illicit Import, Export and Transfer of Ownership of Cultural Property; and of the Convention on the Protection of the Underwater Cultural Heritage, adopted by UNESCO's General Conference this year.

Results expected from the Year include:

- Generate support for UNESCO's entire action in the field of heritage protection;
- Intensifying co-operation among UN agencies;
- Integrate heritage protection and safeguarding in national planning strategies and in school manuals;

- Develop technical mutual assistance for the protection and enhancement of heritage among different countries;
- Extend partnerships and mobilise financial resources.

For UNESCO's activities in heritage protection see: [www.unesco.org/whc/](http://www.unesco.org/whc/) and [www.unesco.org/clt](http://www.unesco.org/clt)

## Staffing

Robyn Hartell has been appointed to Heritage SA in the position of Senior Heritage Education Officer with the Maritime Heritage Unit. Robyn held the position of Education Officer with the South Australian Maritime Museum for nine years. She has worked with Heritage SA for the past two years before officially joining us. Recent projects she has completed are the Port Elliot Maritime Heritage Trail and the Garden Island Ships' Graveyard Maritime Heritage Trail.

## Maintenance Publication

The revised publication of a guide to maintenance of older buildings will be published in May 2002. Contact Heritage SA on 8204 9243 for further information.

## Technical Workshop on Lime

Heritage SA will convene a one day workshop in May 2002, on lime and its importance to building conservation.

Presentations by leading experts will cover such areas as the traditional use of lime in construction and finishes; the different types of lime commercially available in

South Australia; production methods, and comparative analyses of chemical and physical properties. A guided tour of the Adelaide Brighton Ltd. Lime making facility at Angaston is also planned.

The conference will benefit not only professionals and tradespersons involved in building conservation, but also those who have an interest in the proper care of older buildings.

For further information, or to register your interest, please contact Luigi Vitale at Heritage SA on 8204 9248 or email: [vitale.luigi@saugov.sa.gov.au](mailto:vitale.luigi@saugov.sa.gov.au)

## 2002 is the Year of the Outback

For more information on the Year of the Outback see [www.outback2002-southaustralia.com](http://www.outback2002-southaustralia.com)



## OLD OR NEW? THAT'S DEBATABLE!

Amid the serious papers, meals, meetings and workshops of last year's successful ICOMOS conference that focussed on twentieth century heritage the Thursday evening debate was a refreshing and entertaining performance. Given the topic 'That it is better to live in an old house than in a new one', two teams of local identities set to building their cases and tearing apart the spurious arguments of their opposition.

The event was introduced by the honourable Barry Jones and chaired by the eminent Dr Jane Lomax-Smith. Opening the debate for the affirmative team was ABC stalwart Carol Whitelock. Carol's colleagues, architect Phil Harris and writer Peter Goldsworthy, defended the heritage, charm and structural integrity of Adelaide's older houses. The negative team members – writer/educator Tony

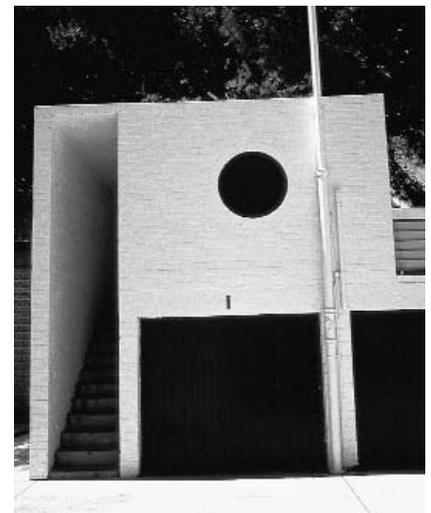
Shillitoe, designer and lecturer Gini Lee, and ABC board member Ian Henschke – extolled the vagaries of old homes in favour of the virtues of new homes.

Whilst the factual content of the debate was somewhat sparse, neither team missed the opportunity to attack the integrity of the people in the opposing team, and the audience was treated to some fascinating, amusing and sometimes vitriolic argument. At times speakers waxed lyrically about the beauty and charm of houses: and other times descended to the depths of fart jokes. From minarets to backyard dunnies, heritage to the future, character to commonality, wood and stone to fibro and cement, restoration to renovation to demolition, myth to facts the speakers implored their audience and deplored their opposition.

Finally, the incomparable Anthony Durkin, in the role of adjudicator, delightfully assessed and lambasted all six speakers after he'd reminisced about his salad days in the University of Adelaide's Union House (itself a candidate for heritage listing), and in doing so capped off a thoroughly enjoyable evening's debate.

Who won?

Adjudication notes thrown aside, Anthony Durkin went to the audience for a result by acclamation, and bolstered by the material comforts and nostalgia of a converted audience the affirmative team was declared the unequivocal winners, proving it is definitely better to live in an old house than in a new one.



## WHAT'S NEW IN THE STATE HERITAGE REGISTER

The entries of the following places in the State Heritage Register were confirmed in the latter half of 2001.

### **Balhannah**

'Merridong' including Dwelling (formerly 'Briardene'), former Balhannah Cheese and Butter Factory and Cottages

### **near Cape Jervis**

Former Cape Jervis Whaling Station

### **Dawson**

Our Lady of Mount Carmel Catholic Church

### **Ernabella**

Former Hospital, Church and Manse of former Ernabella Mission

### **Glenelg**

St Andrew's Uniting (former Congregational) Church and Hall

### **Jamestown**

Trooper Goodes Memorial

### **Kapunda**

Anlaby Shearing Shed, Slaughterhouse, Shearers' Quarters and Manager's House

### **Lobethal**

Lobethal Institute and Cinema

### **Melrose**

Gumville Station (former Mount Remarkable Homestead) Complex

### **Neudorf**

Hop Kiln

### **Norwood**

Norwood Courthouse and Police Station –1938 building only

### **Orroroo**

Pekina Run Ruins

### **Pekina**

Former Pekina Animal Pound

### **Port Augusta**

Former Port Augusta School of the Air

### **Port Pirie**

Second World War Memorial Gates

### **Redhill**

Redhill Geological Site

### **Sevenhill**

Sevenhill Complex, comprising the St Aloysius Catholic Church, St Aloysius College, Sevenhill Cellars and Sevenhill Cemetery

### **Tabor Valley**

Heritage Farm (former Nitschke Farm Complex) comprising timber-framed cottage, timber-slab barn, stone and timber cellar with loft and a slab cellar and loft

### **Willaston**

Willaston Cemetery

### **Sevenhill Complex**

Lauded for its 'heavenly wines and ancient vines' by wine writer Philip White, Sevenhill Cellars established in the 1850s, are the oldest in the Clare Valley. The Cellars, along with St Aloysius Church, St Aloysius College and the Sevenhill Cemetery are now entered in the State Heritage Register. The richness of the heritage of the Jesuit community, the legacy of Austrian immigrants and the development of winemaking in the Clare Valley is now recorded and protected.

This is a place of spiritual and cultural knowledge which can be enjoyed now, and for future generations.

The history of Sevenhill began in 1851 when German immigrants from the Austro-Hungarian Empire laboured to build a Jesuit community. They named

their community Sevenhill linking their Catholic heritage with the seven hills of Rome. Soon after arrival the Jesuits built the Cellars and established vineyards to make altar wine. They also made wine to export and introduced Crouchen wine (known as Clare Riesling) to the area.

Apart from establishing a spiritual centre for all Catholics north of the Barossa, in 1854 the Jesuits established the colony's first Catholic secondary school. The College catered for theological students throughout Australia and functioned until 1886 when it was converted to a Jesuit seminary.

All the buildings still bustle with constant use. The Sevenhill Cellars produce about 25% of the altar wine for churches in Australia, and export to various countries; the former College is now being used as a retreat and a residency for Jesuits.



Above : The winery cellars with the 1850s construction in the centre  
Below : Aerial view of Sevenhill Winery Complex in 1934

