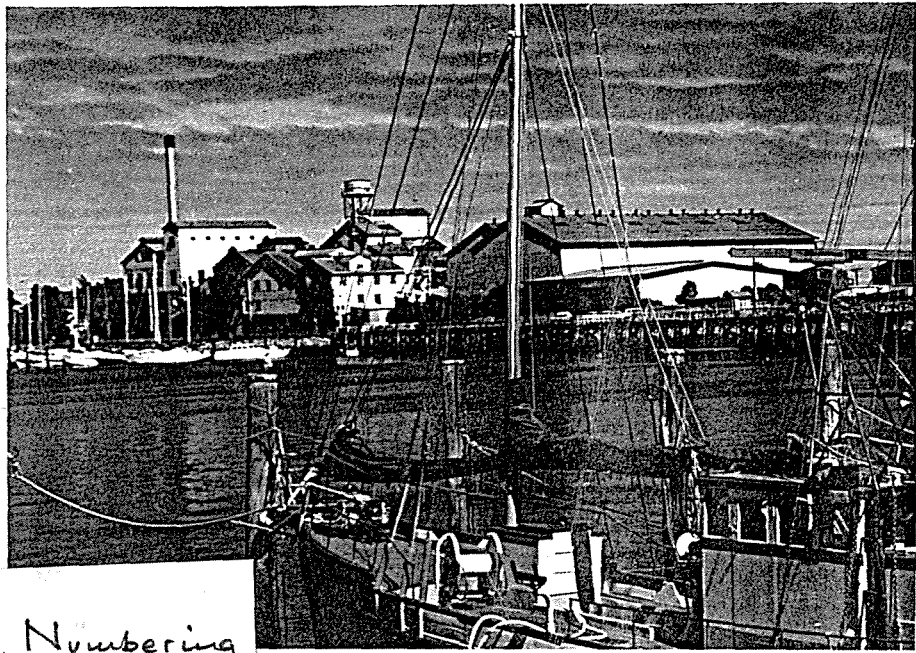
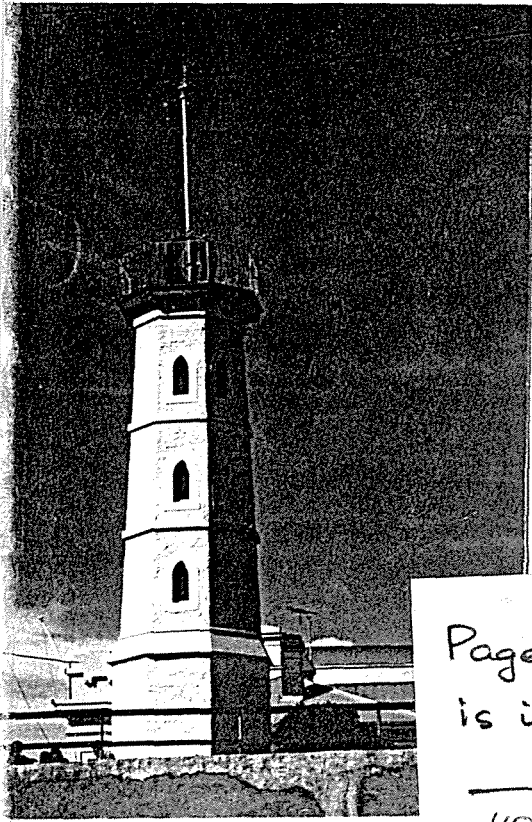
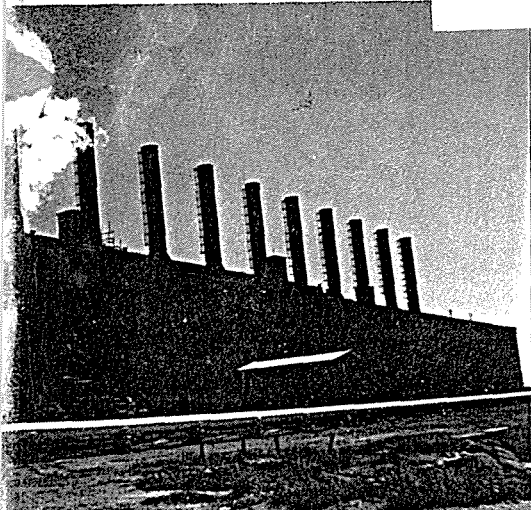


GREATER PORT ADELAIDE HERITAGE SURVEY



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McDougall & Vines
Architectural & Heritage Consultants
113 William Street
Norwood, South Australia 5067
Telephone: (08) 332 5187

GREATER PORT ADELAIDE HERITAGE SURVEY

JUNE 1989

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1. INTRODUCTION

1.1 INTRODUCTION AND OBJECTIVES OF REPORT

This study was commissioned in August 1987 by the City of Port Adelaide and has the following objectives:

- 1) To identify, record and assess buildings, other items, places and areas of social, economic, historic or architectural significance to the Heritage of Port Adelaide.
- 2) To provide a list of buildings and precincts of National and State heritage significance and other precincts of heritage significance which are to be listed in the Port Adelaide Section of the South Australian Development Plan.
Precincts of heritage significance which are not of State significance are to be designated Historic (Conservation) Zones.
- 3) To provide Port Adelaide Council with a list of buildings which have significance in the development of Port Adelaide which are designated items of Local heritage significance.

1.2 STUDY BOUNDARY

The study includes the whole of the City of Port Adelaide excluding that area covered by the Port Adelaide Conservation Study (1977).

1.3 STAGES OF REPORT

The Greater Port Adelaide Heritage Survey has been undertaken in two stages.

1.3.1 Stage One

- . A full survey of the study area and a Schedule of Buildings.
- . Delineation of significant precincts within the study area.

Stage One was completed at the end of 1987 and a draft form circulated for comment and refinement.

1.3.2 Stage Two

- . Compilation of brief background history of the Greater Port Adelaide Area.
- . Documentation of individual buildings and precincts scheduled in Stage One.
- . Refinement of precinct boundaries and recommendations.
- . Refinement of the Schedule of Buildings and items.
- . Completion of maps and graphics relating to precincts within the study area.

2. SUMMARY OF RECOMMENDATIONS

2.1 GENERAL RECOMMENDATIONS

The following recommendations were made as a result of the findings of Part One of the Study:-

2.1.1 Heritage Awareness Within the Greater Port Adelaide Area

The Council should continue to actively promote awareness of heritage and conservation issues through appropriate brochures, publicity and tourist information. Any conservation work within the Greater Port Adelaide area should be referred to the Heritage Advisor who has been appointed by the Port Adelaide Council.

2.1.2 Buildings and Precincts of State Significance

It is recommended that the Port Adelaide Council submit all buildings and precincts assessed as being of State significance within the Greater Port Adelaide area to the State Heritage Branch of the Department of Environment and Planning for consideration for listing on the State Heritage Register.

2.1.3 Historic Conservation Zones

It is recommended that those precincts identified within the Greater Port Adelaide area as being worthy of the designation Historic Conservation Zone should be considered by the Port Adelaide Council. The current Regulations under the Planning Act will allow the Council to have demolition control over buildings within areas designated Historic Conservation Zones. This will ensure the maintenance of the historic character of these significant areas within Port Adelaide.

2.1.4 Residential Conservation Guidelines

It is recommended that the Port Adelaide Council commission detailed conservation guidelines for residential buildings which could be distributed to property owners within those precincts identified as having a significant residential heritage component. The guidelines should classify houses by period and describe the stylistic features of the main historic house types within the Greater Port Adelaide area, and should provide information on such matters as appropriate maintenance, restoration, extensions to residential buildings which are required to maintain the integrity of the buildings within identified precincts.

2.1.5 Landscaping

The study area has two significant plantations within its boundary, the Norfolk Island Pine Plantations on Lady Gowrie Drive (Precinct 4.8) and the Palm Planation along Port Road (Precinct 4.11).

It is recommended that these plantation areas be protected and where appropriate extended. Elsewhere, the study area is in many areas treeless or planted with species which do not "green" the environment. Within Alberton, there are many established deciduous trees which contribute to the character of this suburb. Formal tree planting with suitable, advanced deciduous trees (such as the plane trees in Newcastle Street, Rosewater), is recommended for residential precincts identified in the study apart from those on or near the sea, where alternative hardy species are recommended.

2.2 PRECINCT RECOMMENDATIONS

2.2.1 Recommendations implemented after Stage One

The following recommendations were made as a result of the findings of Stage One of the Greater Port Adelaide Heritage Survey:

Semaphore Road

Priority should be given to the Semaphore Road Precinct as an area with potential for revitalization. Careful management is required to ensure that any new development in this precinct is sympathetic to this important historic townscape. A townscape design study is recommended for the area of Semaphore Road from the sea to the railway line. Such a study would outline recommended Council works to revitalize the area and provide property owners with guidelines for appropriate individual building improvements and restoration.

Jetty Road

There is potential for revitalization of the Largs Pier Commercial Precinct. It is recommended that urban design guidelines be prepared for this precinct outlining the following:-

- . potential for restoration of existing buildings
- . visual improvements to the noncontributory buildings
- . streetscape improvement works
- . foreshore improvement works
- . new development to specific sites particularly in Jetty Road.

Both these recommendations have been acted on by the Port Adelaide Council during 1988.

A detailed report on Semaphore road titled "Heritage Assessment : Semaphore Road Development Project" was undertaken by McDougall & Vines as part of an overall development project for the Semaphore Road commercial area. Other consultants including commercial, architectural and planning consultants were involved and the final report was implemented as a Development Project.

The Heritage Advisor for Port Adelaide has also worked on the Largs Pier Commercial Precinct preparing guidelines for the development of this area based on these recommendations from Stage One of the Greater Port Adelaide Heritage Survey.

2.2.2 Recommendations for delineated Precincts

The study identifies 16 precincts and these are documented in Section 4 of this report. It is important that all these areas are carefully managed and directed to ensure that any change will be appropriate and sympathetic to the significant historic elements identified within their boundaries. The study identifies 16 precincts as follows:

- 4.1 Alberton Railway Reserve
- 4.2 Alberton Railway Station Precinct
- 4.3 Alberton Residential Precinct
- 4.4 Birkenhead Shipway and Docks Complex
- 4.5 Esplanade Residential Foreshore Precinct
- 4.6 Exeter Residential Precinct
- 4.7 Largs Pier Commercial Precinct
- 4.8 Lady Gowrie Drive Pine Plantation
- 4.9 Port Adelaide "Tin Town"

- 4.10 Portland Historic Precinct
- 4.11 Port Road Palm Plantation
- 4.12 Rosewater "Tin Town"
- 4.13 Semaphore and Largs Bay Residential Precinct
- 4.14 Semaphore Pier Historic Precinct
- 4.15 Semaphore Road Commercial Precinct
- 4.16 Woolstores Precinct

2.2.3 Assessment of Precincts

These Precincts have been assessed either as of State significance or of significance to the development of Port Adelaide. Those of State significance should be referred to the Heritage Branch of the Department of Environment and Planning for consideration for addition to the State Heritage Register. These are:

- 4.2 Alberton Railway Station Precinct
- 4.4 Birkenhead Shipway and Docks Complex
- 4.14 Semaphore Pier Historic Precinct
- 4.16 Woolstores Precinct

Those considered to be of significance to the development of Port Adelaide should be designated Historic Conservation Zones. The recommendations included in the Precinct assessments in Section 4 should be implemented. These Precincts are:

- 4.3 Alberton Residential Precinct
- 4.5 Esplanade Residential Foreshore Precinct
- 4.6 Exeter Residential Precinct
- 4.7 Largs Pier Commercial Precinct
- 4.9 Port Adelaide "Tin Town"
- 4.12 Rosewater "Tin Town"
- 4.13 Semaphore and Largs Bay Residential Precinct
- 4.15 Semaphore Road Commercial Precinct

2.3 INDIVIDUAL BUILDINGS - SUMMARY OF RECOMMENDATIONS

The building list, see Section 5, is organised according to suburb and street names except for those buildings identified in the Semaphore Road Commercial Precinct which runs into Exeter. These buildings are included under Semaphore. This list includes all buildings photographed separately and recorded on Building Data Sheets for reference. These Building Data Sheets form Section 6 of this Report.

RECOMMENDATIONS KEY

<u>Significance</u>	SS	Potentially statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

NOTE: Local items are defined as those buildings which are of great significance to the development of Port Adelaide but do not contribute substantially or uniquely to the State's Heritage.

3. BACKGROUND HISTORY OF GREATER PORT ADELAIDE DISTRICT

3.1 INTRODUCTION

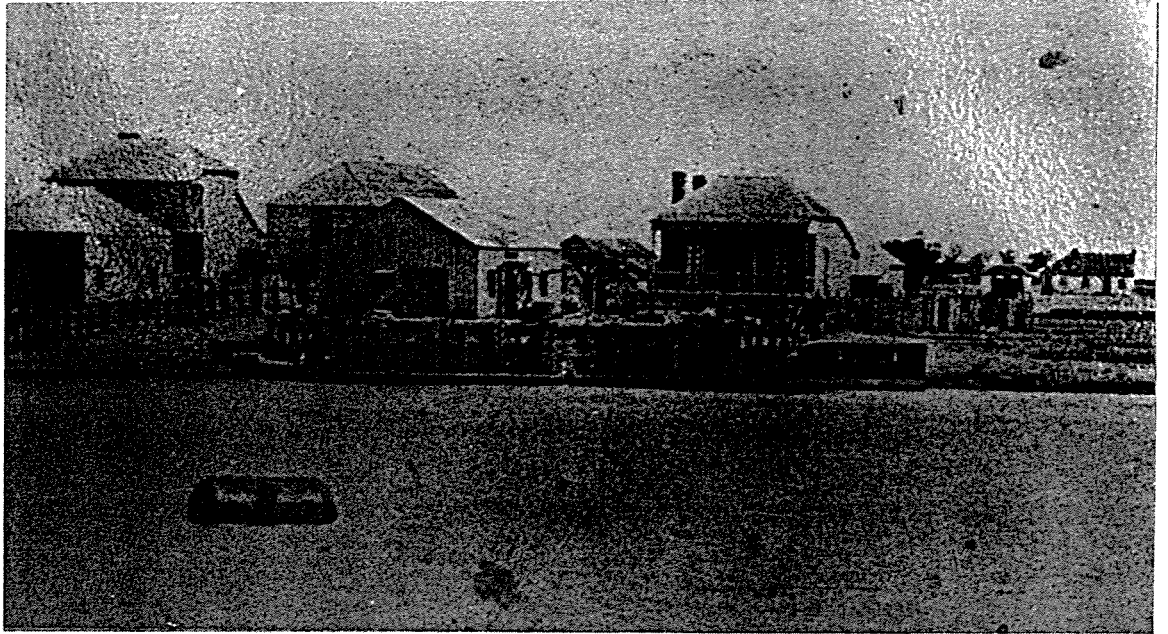
Port Adelaide as a place has a special relationship with the capital city of South Australia as its Port and serves a unique function within the State, but Port Adelaide also developed as a distinct town with a character and history of its own. The heritage significance of the Port Adelaide centre area has been recognised for some time and this is evident in the fact that it was the first State Heritage area declared in 1982 under the Heritage Act of 1978. However the peripheral areas of the centre and the suburban areas of Greater Port Adelaide have been spasmodically considered in terms of heritage significance.

Much of the development of the Port depended upon the development of its suburbs as much as on its links with Adelaide city. Important settlements related to the function of the Port grew up around Port Adelaide such as Semaphore, Largs and Outer Harbour. The inner suburbs of the Greater Port Adelaide area developed as residential and industrial areas. Port Adelaide's history then is a history of the city of Port Adelaide and its suburbs as well as a history of the Port of Adelaide. Particular topics and subjects of this history have been considered by specialist historians at other times and these are listed in the Bibliography. Further research into these particular areas was not possible or practical within the terms of the Brief for this survey. This outline history is intended merely to set the broadest scene and provide background for the assessment of heritage significance of various buildings and areas in Greater Port Adelaide.

3.2 FIRST SETTLEMENT (1836-1851)

The initial location of Adelaide's Port, after a much documented conflict between Governor Hindmarsh and Colonel Light, was at the place which became known as Port Misery. This was at the end of the Old Port Road where it met the Port River as it was initially surveyed by Light. However this site proved unsuitable and in 1840 after two years of preparation by the South Australian Company the location of the Port was moved some distance downstream to the current site of Port Adelaide. The original location of Port Misery lies in an area which has been reclaimed as West Lakes today. The junction of Webb Street and Old Port Road is close to this point although the swampy edge of Port River was probably some short distance further west.

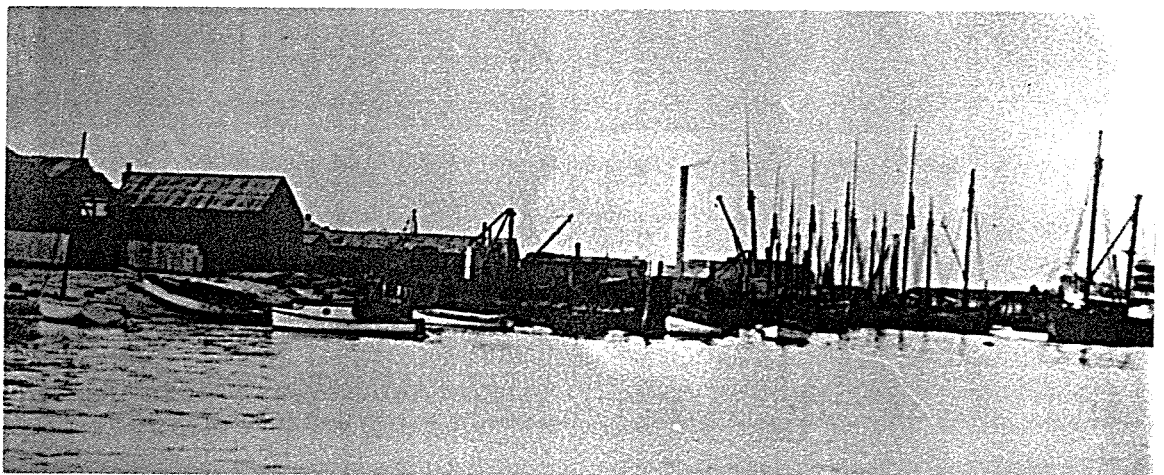
The newly located Port developed quickly under the virtual monopoly of the South Australian Company which had secured nearly all of the best land in the vicinity of the Port and also Section 423 which was then subdivided as Albert Town. The South Australian Company also undertook the construction of the extension of Port Road to the new Port and was paid in land by the Government. Settlement in the area developed along the road between the Port and Adelaide, Port Road. In 1848 Queenstown was subdivided and in 1850 the allotments of the Portland Estate were offered for sale. Small settlements also grew up across the river from the Port, at Birkenhead, Glanville and Ethelton and by 1850 settlement had begun on the coast at Semaphore. George Coppin opened his Semaphore Hotel in 1851. Various sections were advertised for sale in these areas during the late 1840s and early 1850s. The main areas of land for settlement lay between Port Adelaide and Semaphore to the west and along the main roads, Port Road to the south and Grand Junction Road to the east. Early subdivision maps have been included in the precinct histories in Section 4 of this survey.



PH4 Birkenhead 1867-74



PH5 Cruickshanks corner n.d.



PH6 Cruickshanks corner - early 1930s

PORT RIVER BUILDINGS

After the discovery and mining of copper at Kapunda and The Burra, a copper smelting works was built at Port Adelaide by the English and Australian Copper Company, and one also developed in Yatala (Rosewater) by the Adelaide Smelting Company. The expansion of the new agricultural industries of wool and wheat also increased the Port activity at Port Adelaide during this early period. Henry Fletcher established his slipway at Birkenhead as a result of increased shipping and need for service and repairs. This attracted other related businesses to the area and a Government workshop was established at Glanville. Commercial development was centred in Port Adelaide, particularly along Commercial Road which was the extension of Port Road. Local shops supplying goods and services were established wherever residential clusters had formed.

Very little of the building fabric pre-1850 remains in the Greater Port Adelaide area. Much has been incorporated into later buildings, but some small cottages exist, in Queenstown and Exeter for example, which are possibly from this period.

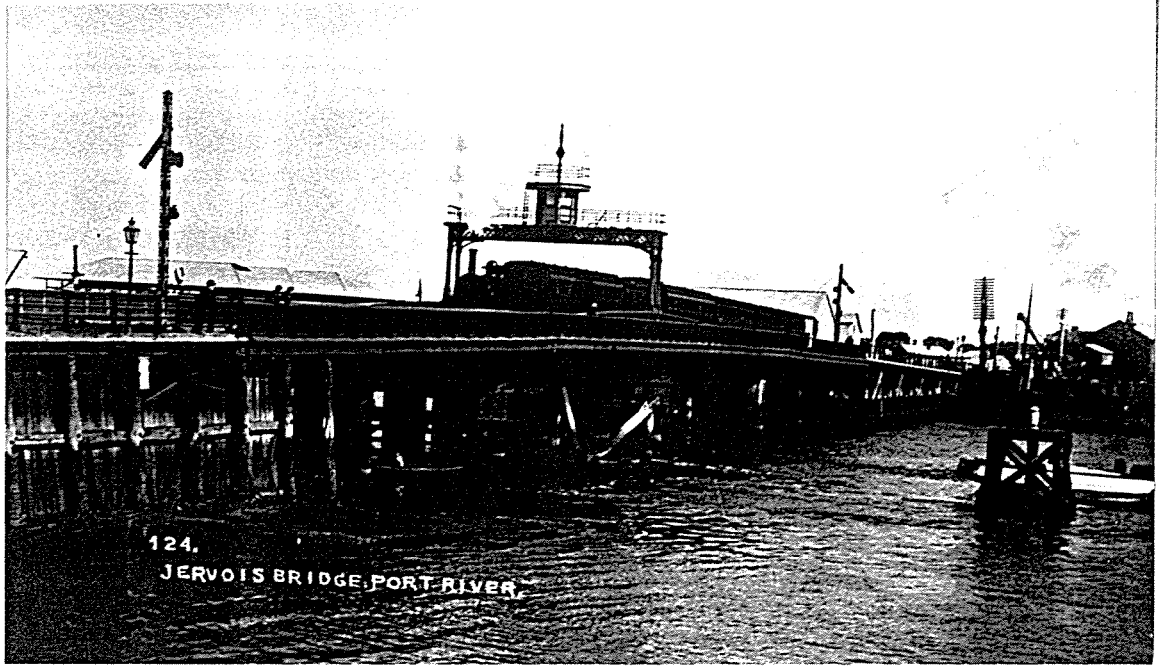
3.3 CONSOLIDATION (1852-1883)

This period is one of immense development and growth for Port Adelaide as indeed for the State. In Port Adelaide the organisation of the Port was formalised under a Government Act of 1851 which established Trinity House of Port Adelaide. This organisation had the job of "overseeing pilotage and wharves, superintending lights, marks and deepening, employing and licensing tugs, supplying ballast and sundry other duties". In 1854 the Port Adelaide Harbour Trust was instituted to finance deepening operations within the Port of Adelaide. This was a constant ongoing requirement as the Port River silted quickly. The mud which was dredged out of the river was used to build up the level of the swampy land in Port Adelaide itself.

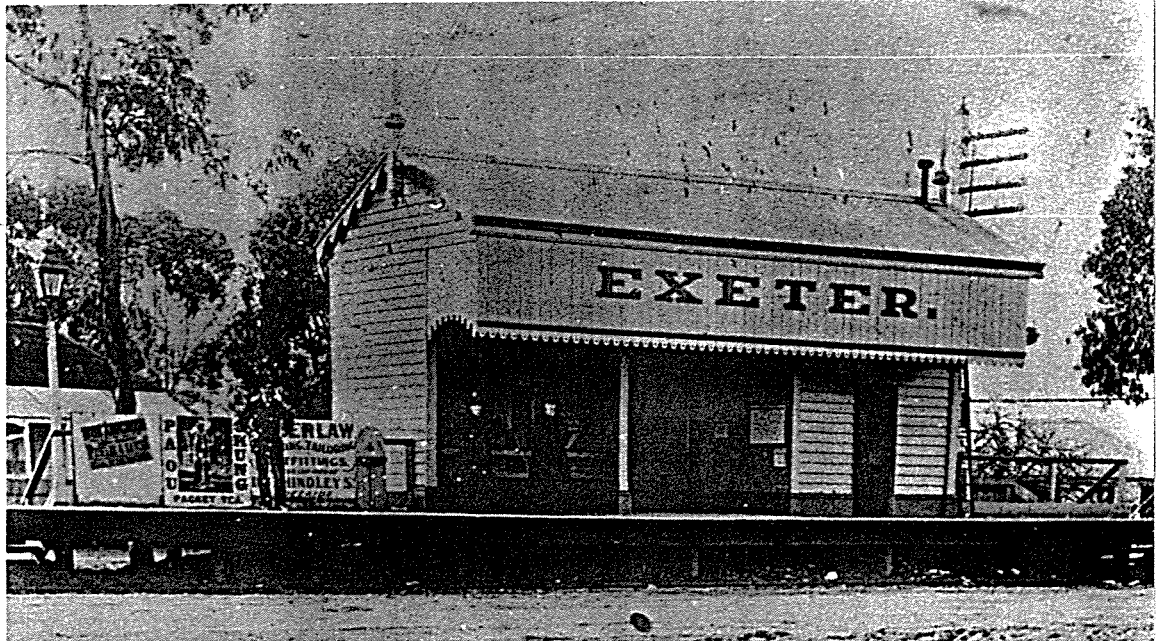
In 1855 Port Adelaide was declared a corporate town under the newly established District Council Act of 1852, and over the next 20 years other District Councils were established within the Greater Port Adelaide area. In 1859 Portland Estate District Council was set up and in 1864 the Alberton and Queenstown District Council was established and also the Glanville District Council. In 1872 a Council which incorporated the settlements on Le Fevre's Peninsula was established as Le Fevre Peninsula District Council, and in 1887 Rosewater District Council was created. Later in 1883 the Semaphore Municipal Corporation was established which incorporated parts of Le Fevre's Peninsula District Council area and also part of the Glanville District Council area (all of these District Councils were amalgamated within the Port Adelaide Corporation by 1900). It is significant that these suburban areas were self determining for quite some years of their existence and the former Rosewater District Council Hall on Grand Junction Road is a remnant of this period of local government.

The 1850s was also a period of increased transportation links between the city and the Port and in 1856 the railway from Adelaide to Port Adelaide was opened. This had been intended to be built by private enterprise but became the first Government owned railway service in the British colonies at the time. Links between the suburban areas on Le Fevre Peninsula and the Port centre itself were made easier in 1859 when the Port Bridge, a timber structure, was built across the Port River in the same location as the present Jervois Bridge. Once the bridge had been constructed and the Semaphore Jetty completed in 1860 the coastal settlements of Semaphore and the Le Fevre Peninsula were linked more directly with the inner port.

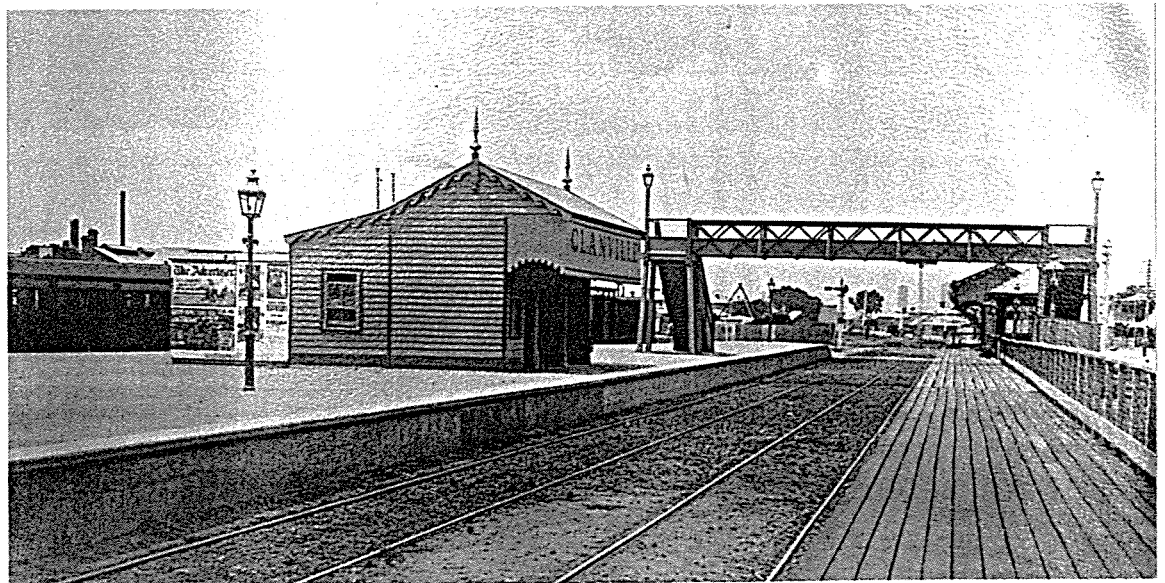
During the 1860s public utilities in the form of water supply and gas supply were available to residents in Port Adelaide. SAGASCO established a gas works at Rosewater in 1866 and water supply was laid on to the most important streets of Port Adelaide proper in 1867, although it did not reach the suburban areas until much later.



PH61 Jervois Bridge



PH70 Exeter Station



PH71 Glanville Station

The population of Port Adelaide district by 1861 was 3000 to 4000 people. Port Adelaide during this time benefitted from the expansion of the mining, grazing and agricultural industries and the export of the products of these industries which was centred on the Port. The export of wool was a particularly important activity for Port Adelaide. In 1860 the Customs House, Court House and Police Station were built at Port Adelaide indicating the importance of the Port in the civic consciousness of the State. Also during the 1870s after the passing of the Education Act in 1875 Government schools were built in Port Adelaide and on Le Fevre Peninsula (Birkenhead).

Also during the 1870s the extension of public transport throughout the Greater Port Adelaide area increased the consolidation of settlement in residential areas. In 1878 the Port Adelaide to Semaphore railway was opened. This new railway crossed over the Jervois Bridge, a much more substantial structure which replaced the Port Bridge; and steam powered and later horse powered tram services ran along Port Road and into suburban areas later. This period saw the construction of many of the notable concentrations of villa residences which have been identified in the survey as significant residential precincts.

The Semaphore District became more important in terms of communications with the construction of the Time Ball Tower in 1874 and the concomitant Customs and Shipping facilities which developed at the end of the land end of the jetty. Another landmark in communications in the 1880s was the establishment of the telephone connection between Adelaide and Port Adelaide in 1883 when the Telephone Exchange began operations. This followed the first telephone messages which were sent between Adelaide and Semaphore in 1878.

Although the Largs area was subdivided in 1873 development in the area took place after 1881 with the construction of the hotel, jetty and railway from the Glanville station on the Semaphore line. The access road along the seafront which became the Esplanade was opened in 1884 although it remained a sandy track for many years.

3.4 DEPRESSION AND DEVELOPMENT (1884-1913)

After the disastrous drought of 1884, South Australia suffered a drawn out depression period which was intensified by the world wide depression of the 1890s. However by the turn of the century prosperity improved and the Port of Adelaide continued to be the centre for exports of wool particularly, and wheat, and also the major port for imported goods to the State. In the early 1880s defence of the colony was one of the major concerns of the Government and after the construction of Fort Glanville in 1880, Fort Largs became operational in 1884 and South Australia's Navy boat, the HMCS Protector, arrived in Port Adelaide from England in 1884. The major threat at this time was considered to be from the Russians although neither of the Forts were ever used in defence of the colony. A powder magazine was built north of the S.A. Basin and a Torpedo station was established at the entrance to the North Arm but although manned, was also not ever used. During the extension of the industrial area in the 1950s the remains of this station and the magazine were removed.

High tides and storms continued to be a problem particularly in the southern sections of Port Adelaide and Portland and in 1889 the Tam O' Shanter Creek was straightened and the Portland Canal completed which alleviated the problem to a degree.

The depressed economic conditions meant a falling off in the rate of new subdivision and house construction, although there were some notable concentrations of corrugated iron houses built as speculative ventures, such as those in Rosewater, Ethelton and Port Adelaide. Other iron houses from this period can be found in many parts of the district. Some consolidation of previously subdivided areas such as Largs Bay and parts of Semaphore and Alberton resulted in more dense settlement in already established suburbs.

During the 1880s and 1890s recreation on the beach front at Semaphore became a pleasant social occupation and in 1889 the swimming baths on the Semaphore Jetty were opened. The increase in population in the district resulted in the establishment of two further public schools at Alberton and Glanville (Ethelton).

An important extension of industrial activity in Port Adelaide occurred in 1891 when the Colonial Sugar Refining Company opened a refinery at Glanville just south of the Government dockyards. The Government also became involved in export of agricultural products in 1895 when the Produce Export Depot was established at Ocean Steamers Wharf. There was a cold store and export office also established in London to receive the exported products: unfortunately this was a short lived operation. The beginnings of the petrochemical storage industry were begun in 1901 when Shell Oil built its first petrol storage tanks at Birkenhead. The more traditional industries of timber milling and flour milling continued during this period although one of the earliest constructed mills, John Hart's mill in Mundy Street, ceased to function in 1903 and was then used only for storage of wheat.

The construction of Outer Harbour, beginning in 1902 with the building of the extension of the railway from Largs up to Light's Passage, and then the reclamation of the land area at the Outer Harbour, was one of the most significant Government works in the district at this time. The possibility and need for an Outer Harbour had been mooted for many years and finally was opened in 1908.

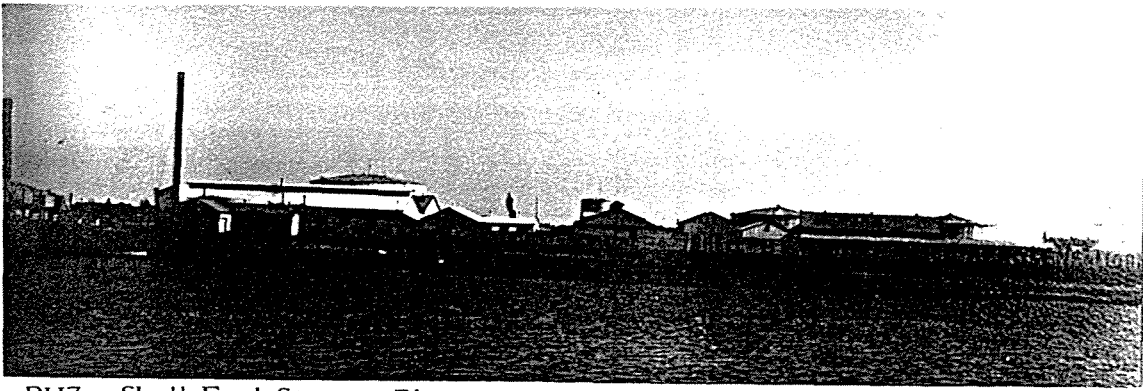
Some of the largest non-industrial buildings of this time were the picture theatres which Ozone Amusements Ltd. built, particularly the Port Ozone Theatre which was opened in 1913. This new form of entertainment was particularly successful in the pre-war and post-World War I years, resulting in many theatres in the district, few of which still function today.

Also in 1913 the South Australian Harbours Board was constituted. This Board was vested with control of Government and privately owned wharves and frontages and all Port engineering. This created a unified Port Authority for the State and provided for the compulsory acquisition of privately owned wharves. These had previously been owned by 17 different enterprises and many of these old timber wharves were in need of reconstruction. None of these early wharves remain. Some relics of timber pilings can be seen in the Old Port Reach upstream from the railway bridge, but Port facilities slowly shifted downstream making this section of the river redundant.

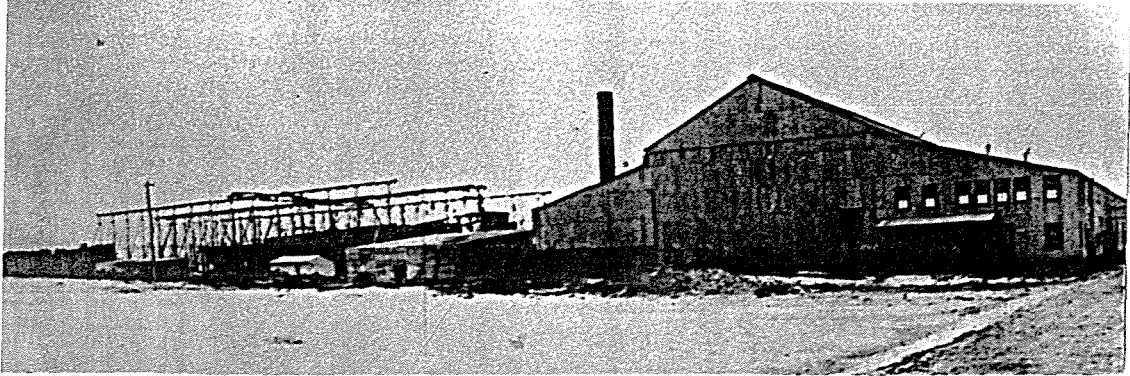
3.5 EARLY INDUSTRIAL DEVELOPMENT (1914-1927)

This period was one of increased suburban development and the linking of Rosewater, Semaphore and Largs Bay to Port Adelaide by electric tram services in 1917 was an important element of this consolidation. Electricity had first been provided from the Nile Street Power Station in 1899 but by 1923 the first Osborne Power Station was producing electric power. In 1925 the Osborne Power Station became the sole source of supply when the Grenfell Street Power Station closed. This had implications for the establishment of large assembly plants for motor vehicles in Port Adelaide and both Ford Motor Company and General Motors Australia Pty. Ltd. built assembly plants along the Birkenhead-Largs Bay industrial area (on the Port River side) in 1926. The Ford Motor Company site is now occupied by James Hardy & Co. During the late 1920s large oil storage tanks with accompanying wharves were built by several petrol companies at Birkenhead including Vacuum Oil Company.

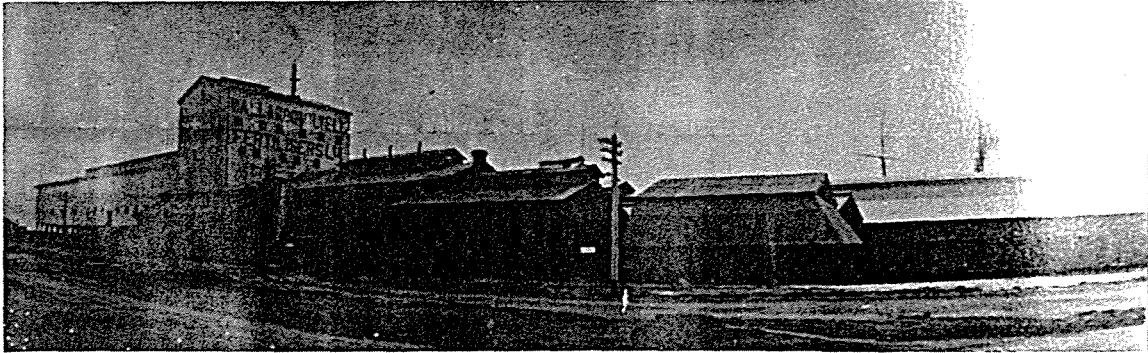
It was during this period particularly post-War, that the Semaphore Carnival developed. The Palais was built in 1922 and the improvement in Todd Reserve with lawns and a bandstand and carousel were all instigated. Visitors to the Semaphore Carnival came from country areas as well as the city and also from Broken Hill Mines. This era is considered in more detail in the history of the Semaphore Pier Precinct (Section 4).



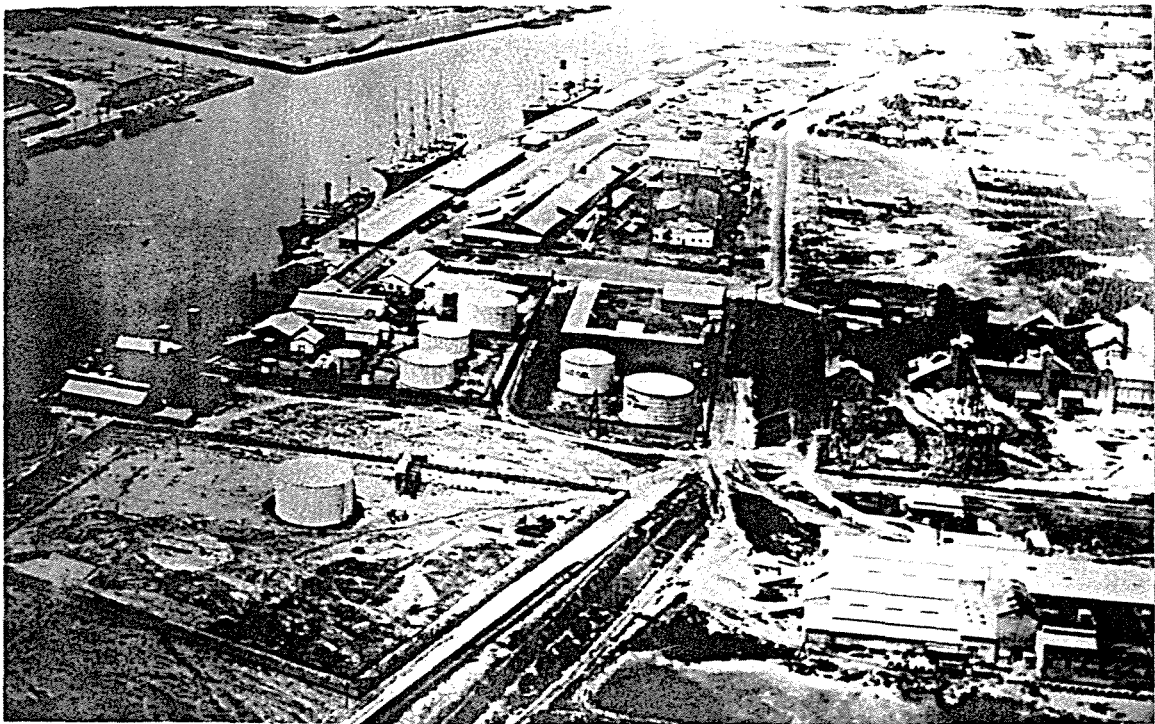
PH7 Shell Fuel Storage Plant



PH49 Poole and Steele Shipbuilding



PH8 Wallaroo - Mt. Lyell Fertilizers



PH9 1928 Aerial view

In 1924 tenders opened for the building of the Government's Thousand Home Scheme under the Advances for Homes Act and a number of these houses were constructed in Rosewater, although the bulk of them were built in Colonel Light Gardens (Mitcham). The aim of these houses was to provide a high standard of accommodation for returned soldiers and working men with large families at a time when decent housing was in short supply. However this scheme was terminated in 1926 leaving many people, in the Port Adelaide district particularly, living in sub-standard housing.

3.6 DEPRESSION AND WAR (1928-1945)

During this period the Port Adelaide district, along with the rest of South Australia, suffered from two world-wide events, the Depression of the late 1920s and early 1930s and the Second World War. Local recession had preceded the General Depression by several years and in 1929 unemployment in South Australia was at the highest level of all Australia. There was a national Waterside Workers strike in 1928 which erupted in Port Adelaide as well. The non-Union labour who were the cause of the strike, were protected by South Australian Police and a large volunteer Citizen Defence Force. Another event caused by the Depression was the Beef Riot of 1931 when 1,000 men marched from Port Adelaide to the Treasury in Adelaide to protest the removal of beef from rations distributed by the Government to the unemployed. In 1933 census estimates were that 33.2% of male wage and salary earners in Adelaide were out of work. However during the late 1930s there was move by the Government to encourage both local and overseas industrial investment in South Australia, and Port Adelaide benefitted from this. The ICI Alkali factory at Osborne was operational in 1940, and General Motors who had absorbed Holdens to form General Motors Holden Ltd. expanded their operations. The South Australian Housing Trust, which was established to help replace slums which had evolved in parts of Adelaide (and Port Adelaide) with decent low cost housing, began the construction of semi-detached dwellings in Rosewater in 1937 and 1938. There were still large areas of swampy land around the upstream areas of the Port River and during the 1930s these proved a problem as people dumped rubbish in the wasteland causing a rat infestation. Only in the last 10 years have these areas been reclaimed as sporting grounds and roads.

By 1940 the need for access to the developing industrial areas of Birkenhead and Osborne was obvious and the Birkenhead Bridge was opened in 1940. The Harbours Board had continued to improve the wharfage facilities of the Port; and the opening of the Osborne Bulk Coal Handling Plant, reconstruction of Ocean Steamers Wharf and conversion of the South Australian Company Basin into Number 1 Dock, meant that the facilities of the Port were greatly improved. In the years 1930 to 1936 an extra 4,700 feet of modern quay frontage was constructed. With the build-up to the Second World War shipbuilding and repairs were important in Port Adelaide at this time.

3.7 MODERN TIMES (1946-1980)

After the Second World War the Harbours Board drew up its Greater Port Adelaide Plan which set out a formula for integrating the reconstruction of the 1930s into the modernisation of the Port area over a 50 year period from 1950 onwards. There were also other proposals which influenced areas not specifically part of the Port proper. These included the reclamation and development of the Gillman Industrial Estate which had started to be developed as New Kingston, the extension of reclamation and development at the northern end of Le Fevre Peninsula which has now become North Haven, and the reclamation of land between the Jervois Bridge and Henley & Grange Council which when reclaimed became West Lakes in the early 1970s.

The Housing Trust also constructed large areas of residential accommodation in the Osborne-Taperoo area as the housing shortage after the Second World War was acute.

Away from the Port, Greater Port Adelaide area went through somewhat of a decline during the 1950s and early 1960s, but during the 1970s with further housing development and the opening of the Outer Harbour Passenger Terminal the future of the area looked more positive. In 1975 the Port Adelaide Centre joint committee was established to oversee the redevelopment of central Port Adelaide and one of the outcomes of this was the Port Adelaide Conservation Study undertaken by Elizabeth Vines for the State Planning Authority in 1977. The aim of this study was to highlight the historical significance of the buildings within the Port Adelaide centre and in 1978 the South Australian Heritage Act was passed enabling the protection of such buildings, as the pressure for development was increasing within the area (Port Adelaide State Heritage Area was declared in 1982 and was the first in the State).

3.8 CONCLUSION

Many important events which have occurred in the history of Port Adelaide and the surrounding suburbs do not have physical reminders but those which do have been scheduled and investigated.

Further detailed history on buildings and sites will be found in Section 4 and Section 6 of this report.

The information in this brief outline has been based on Brian Samuels, A Port Adelaide District Historical Chronology (1986) and M. Hammond, History of Port Adelaide - Chronology 1831-1978 (1978). Other important general sources are Susan Marsden, Historical Guidelines (State Preservation Plan, 1980) and Geoffrey Manning The Romance of South Australian Place Names (1988).

4. SIGNIFICANT PRECINCTS

Introduction and Survey Method

The following precincts are described in alphabetical order, not in order of priority. Specific recommendations and actions are framed for each precinct.

During the overall survey of the Greater Port Adelaide area it became obvious that specific groups of buildings or areas were significant in themselves as they formed coherent clusters of buildings with consistent heritage significance. Often within these precincts some individual buildings stood out as more notable than others but the overall consistency gave the group heritage significance. The precincts have been assessed as a whole and documented in this section. Individual buildings within the precinct which have had separate building data sheets compiled are also noted and the classification of the precinct and recommendations for its management are also given.

4.1 ALBERTON RAILWAY RESERVE

4.1.1 Boundary

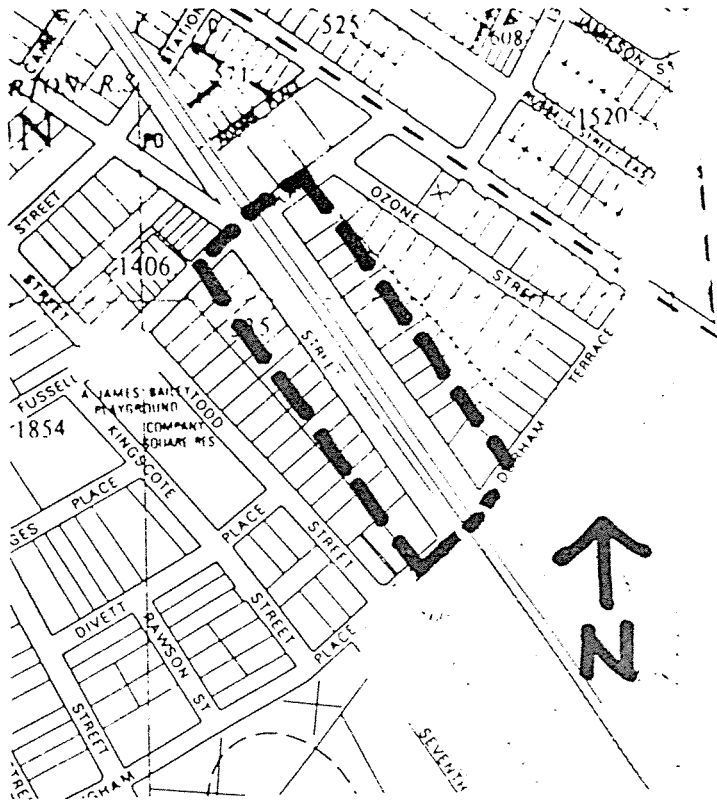
Railway Reserve along Prince Street and Butler Terrace from Fussell Place to Brougham Place.

4.1.2 Precinct Description and History

A well planted railway reserve with established avenue planting of mature exotic trees. This land was originally set aside for the development of the 1856 Adelaide to Port Adelaide railway and has associated landscaping with a road between this reserve and any abutting residential development. This is in comparison to the Rosewater line, where the railway line cuts through residential allotments without any adjacent, planned open space.

4.1.3 Objectives and Recommendations

- i) Maintain existing advanced avenue of trees.
- ii) Do not encroach on this land with intrusive uses such as carparking which cut into the landscaped areas.
- iii) Maintain formal planting character; do not 'overplant' with infill nature species (such as has happened in Buller Terrace in Woodville).



Buller Terrace

4.1 ALBERTON RAILWAY RESERVE

4.2 ALBERTON RAILWAY STATION PRECINCT

4.2.1 Boundary

Alberton Railway Station (including bridge and station buildings), former Post Office and Shops 47-61 Sussex Street, Houses 47, 49, 51, 51A, 53 Prince Street.

4.2.2 Precinct Description

An important, small railway station precinct containing verandahed shops, a post office, well detailed 1880s residences and an intact collection of station structures (bridge, stone station and timber station).

The coherence and intactness of this group of buildings results in a precinct of statewide importance.

The character of the precinct derives from:

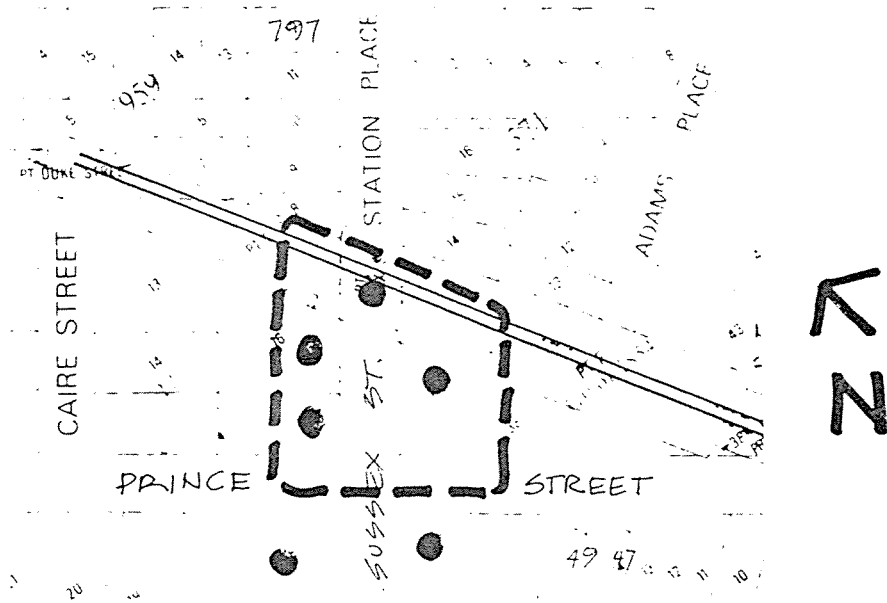
- i) The closed space of Sussex Street with the view terminated by the stone station building.
- ii) The continuous, generous verandah to 47-61 Sussex Street.
- iii) The intact condition of buildings listed above.
- iv) The lack of intrusion of any building which is out of character with the precinct.

4.2.3 Precinct History

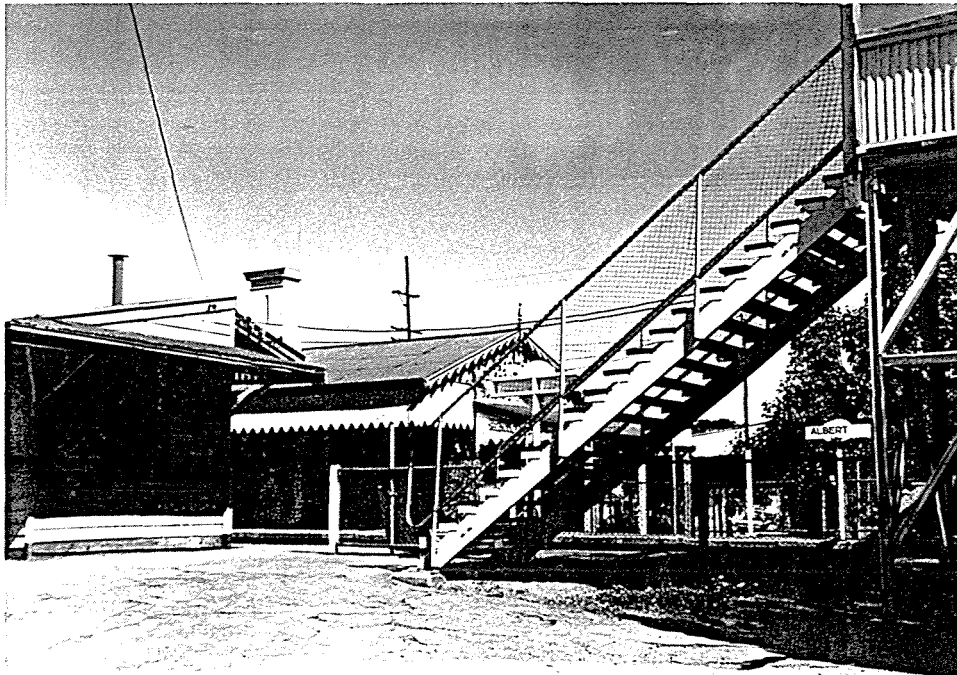
The railway line to Port Adelaide from the city was laid down in 1856. The Port to City railway line was built by the Government after a succession of companies failed to succeed. The line was the first State owned steam train railway in the British Empire and was part of the railway fever sweeping Europe at the time. It was constructed more to convey goods to and from the Port than to serve passengers and this was reflected in the lack of stations initially built along the line. There were only three stations between the city and Port Adelaide at Bowden, Woodville, and Alberton. The original subdivision of Alberton was altered to incorporate a railway reserve allowing the track to run between two parallel streets rather than through subdivided allotments. The alignment of Buller Terrace and Prince Street which became Railway Terrace can be seen on later subdivision maps when compared with the GRO Plan No. 410 of 1854. The original Alberton Railway Station was built in 1856 and extended in 1879. The overway dates from around 1880 and the platform level was raised in about 1911. The shops and other related services congregated around the railway station both on the south side, which is incorporated into this precinct, and the north side of the station called Station Place. These became the core of services for Alberton's suburban population.

4.2.4 Objectives

- i) To conserve and enhance the character of this precinct.
- ii) To maintain and restore the external elements of the buildings scheduled above.
- iii) To restore the station buildings and structures.
- iv) To undertake appropriate streetscape improvements (such as planting of advanced, deciduous trees on the eastern side of Sussex Street).
- v) To ensure that signs attached to buildings are compatible with the character of the precinct.



4.2 ALBERTON RAILWAY PRECINCT - VIEWS



View of
Alberton Station

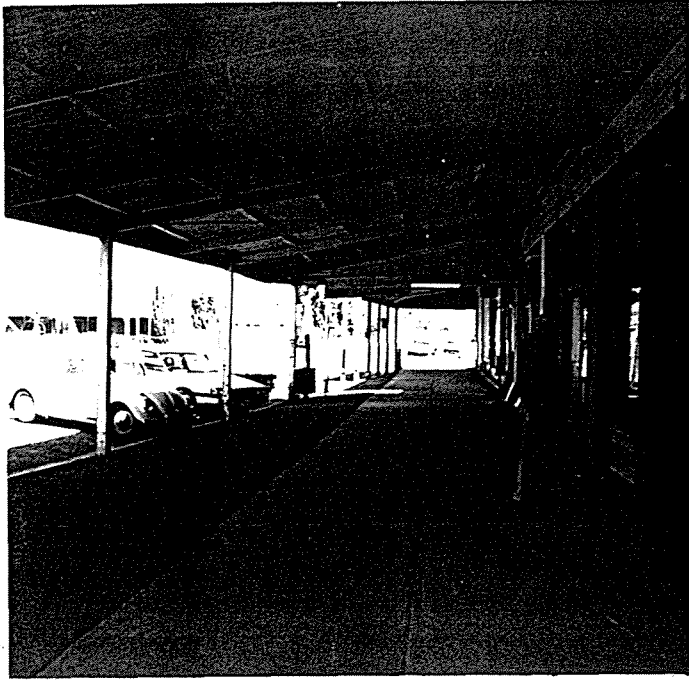


47, 49 Sussex Street



47-51 Prince Street

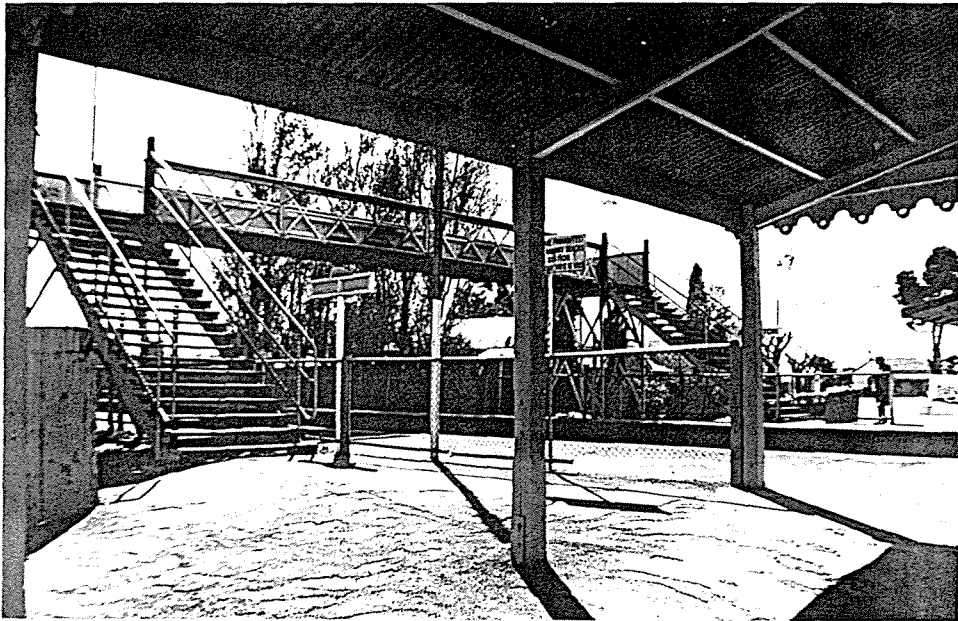
4.2 ALBERTON RAILWAY STATION PRECINCT - VIEWS



Shops, 42-44 Sussex Street



Old Post Office, Sussex Street



Railway Bridge



View of Station

4.2 ALBERTON RAILWAY STATION PRECINCT - VIEWS

4.3 ALBERTON RESIDENTIAL PRECINCT

4.3.1 Boundary

Queen Street, Melbourne Place, Brougham Place, Buller Terrace and Fussell Place.

4.3.2 Precinct Description

A group of mainly residential buildings in an early suburb of Port Adelaide. Within the precinct are two important sub precincts, the station complex and Railway Reserve and these are covered separately (see 4.1, 4.2). There are some intrusions to the overall precinct, but the character is generally that of Victorian and later houses.

Many streets have established trees (primarily white cedars). The recent necessary removal of established trees along Torrens Road is a pity and has greatly changed the once leafy character of some streets in this precinct.

The two reserves linked by Angas Street are notable.

4.3.3 Precinct History

Albert Town was created on Section 423 by the South Australian Company. It was subdivided soon after selection in 1838 and its plan reflected current town planning concepts with glebe land and squares linked by wide streets. The variation in sizes of allotments indicate the intention to accommodate both working and middle class residents in the suburb.

The first plan of Alberton is the GRO Plan 410 of 1854, although later amendments were made to this layout of streets to incorporate the Railway Reserve running through the northeast corner of the suburb. The precinct as delineated includes most of the area of this initial subdivision.

4.3.4 Objectives and Recommendations

- i) Retain all residential building stock where possible which contributes to the character of the precinct.
- ii) Retain existing established street trees and plant streets where trees do not exist with suitable deciduous trees (e.g. plane trees, white cedars).
- iii) Encourage all new development to be compatible with existing character.
- iv) Landscape the two reserves with appropriate formal plantings of deciduous trees.
- v) Draw up conservation guidelines for residential building types within this precinct to ensure appropriate maintenance, restoration and extensions to all houses to maintain the integrity of the historic residential character within this precinct.
- vi) It is recommended that this precinct be designated an Historic Conservation Zone.

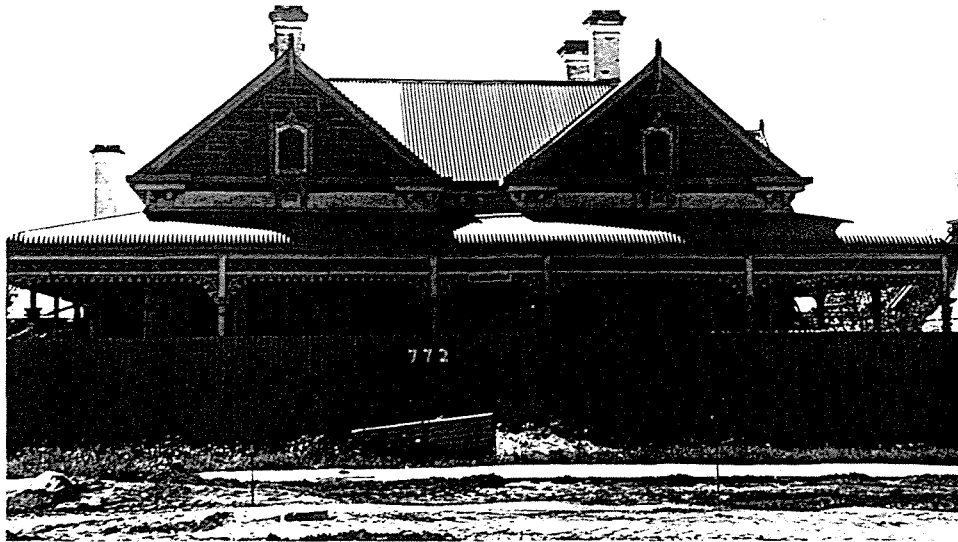
4.3.5 Individual Building Data Sheets

Building Data Sheets have been compiled for the following individual buildings within the precinct.

House, No. 2 Angas Street.

Shops (former Ozone Theatre) 33 Fussell Place.

All other scheduled houses contained on the list in Section 5 are considered to be excellent examples of typical housing within the precinct.

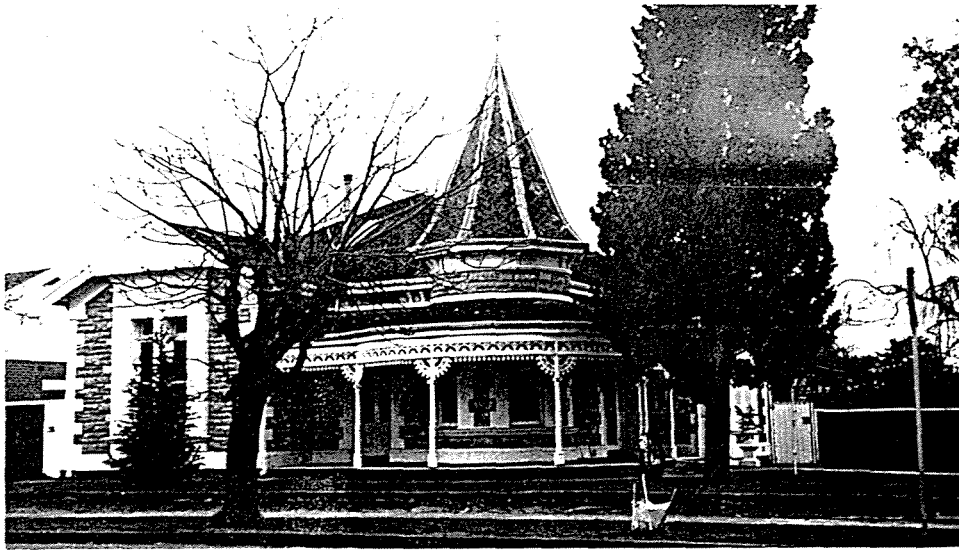


"Fernleaf House"
772 Torrens Road



771 Torrens Road

4.3 ALBERTON RESIDENTIAL PRECINCT - VIEWS



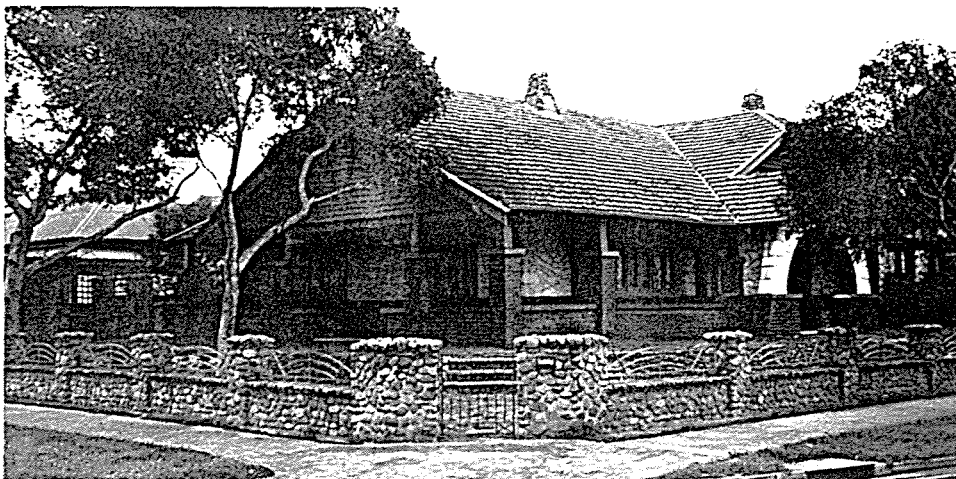
70 Prince Street



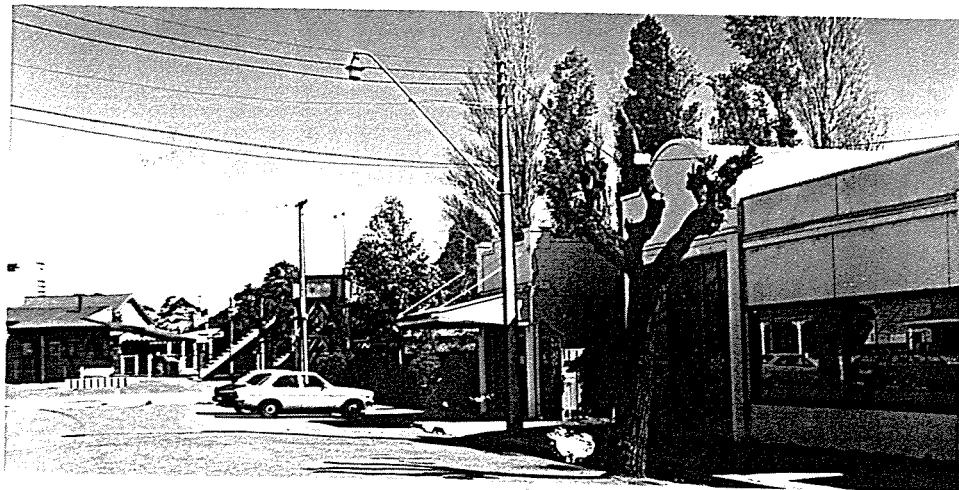
Prince Street housing



View of Company Square



2 Angas Street



Station Place
- note pruned
white cedars



798-802
Torrens Road

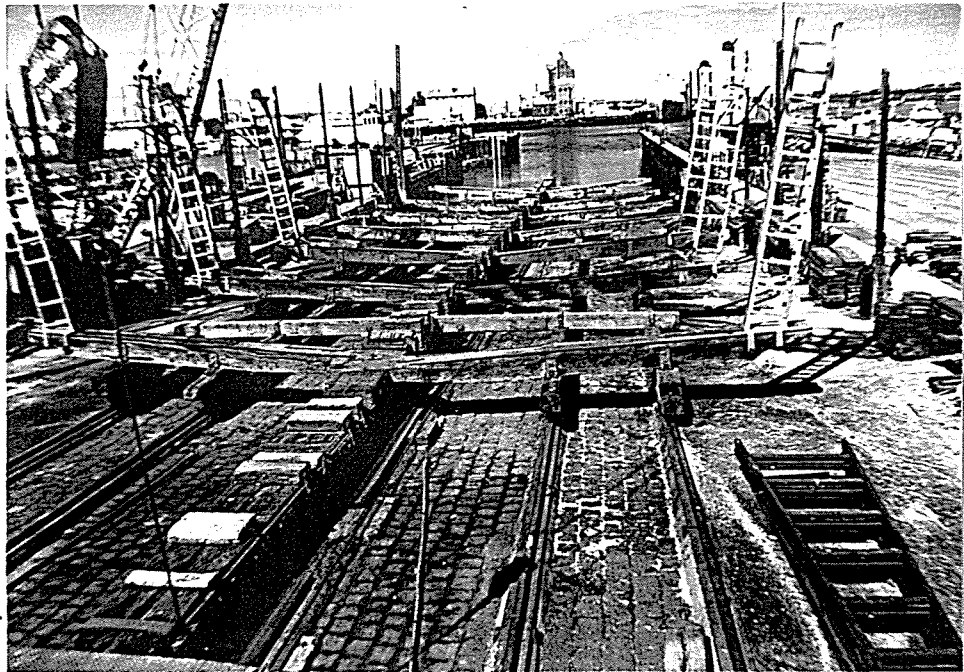


Fussell Place

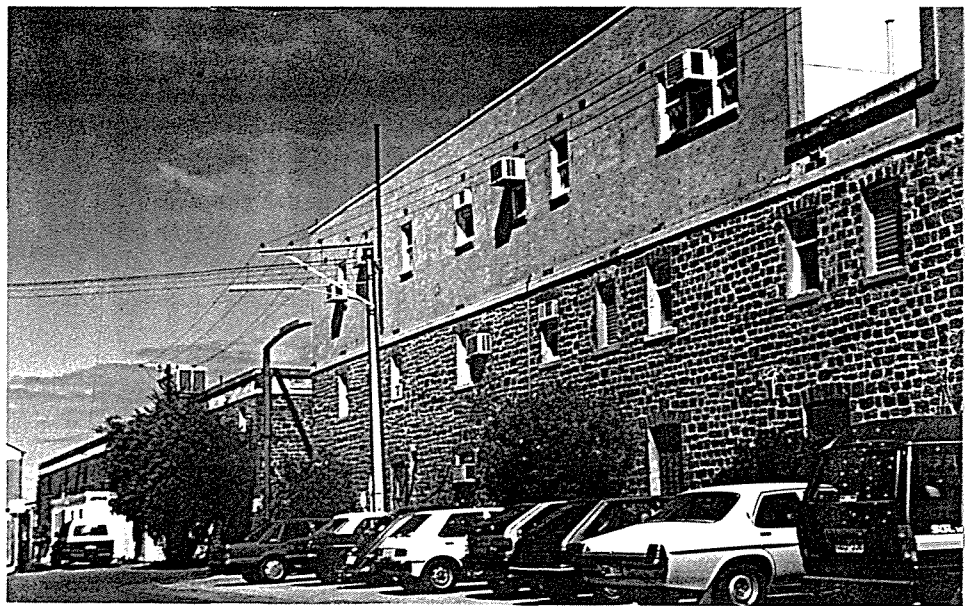


78-84 Queen Street
Early cottages

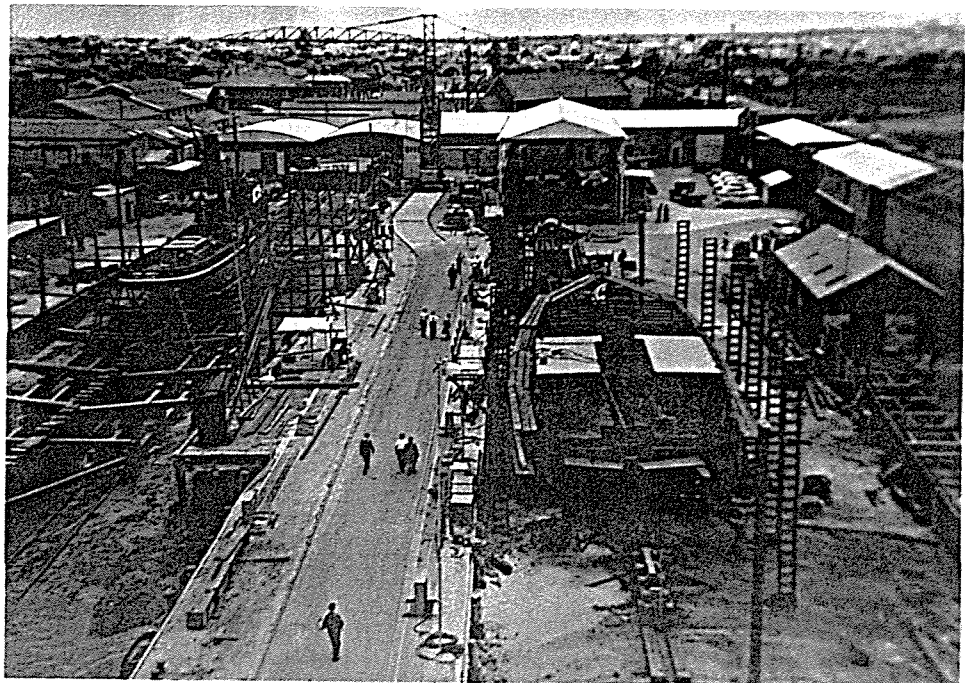
4.3 ALBERTON RESIDENTIAL PRECINCT - VIEWS



1860
Slipway



c.1870
Shipbuildi
& Offices



1960
photograph
of dock

4.4 BIRKENHEAD SLIPWAY AND DOCKS COMPLEX

4.5 ESPLANADE RESIDENTIAL FORESHORE PRECINCT

4.5.1 Boundary

The Esplanade from No. 27 (South of Paxton Street) to No. 177 (South of Alexander Street).

4.5.2 Precinct Description

A continuous stretch of residential buildings of generally high quality and historic integrity set amongst strips of native Norfolk Island Pines. With the open view of the sea opposite, The Esplanade is generally low scale in character, containing one and two storey residences with very limited intrusion of characterless flat development. Many individual houses are of historic and architectural importance and were built as seaside residences of the wealthy and in some cases as boarding accommodation for visitors.

4.5.3 Precinct History

The beach front areas of Semaphore and Largs were always much more difficult to gain access to than the beaches further south, as a wide band of swamp and sandhills ran parallel to the sea, and firm tracks were limited. The construction of the railway on the Jervois Bridge in 1878 made the link with Port Adelaide via Semaphore Road more direct. Foreshore housing was slowly extended north and south from Semaphore Pier as the road along the sea front was stabilised. The road from Largs Pier connected with the road from Semaphore Pier in 1884, and later subdivisions led to the residential infill.

4.5.4 Objectives and Recommendations

- i) Conserve and enhance the character of the precinct.
- ii) Maintain and restore all individual items as scheduled in Section 5 of this report.
- iii) Maintain all existing mature Norfolk Island Pines and extend planting where trees do not exist.
- iv) All new development should reflect the architectural quality and detailing of the earlier historic buildings and be of high standard with suitable landscaping.
- v) Any new development should not be higher than two storeys, in accordance with existing residential character.
- vi) Council should prepare a concise guideline pamphlet outlining the principles of appropriate development for this strip.
- vii) It is recommended that this precinct be designated an Historic Conservation Zone. Port Adelaide Council has designated this a residential foreshore zone and a conservation element should be introduced to this.

4.5.6 Individual Buildings Data Sheets

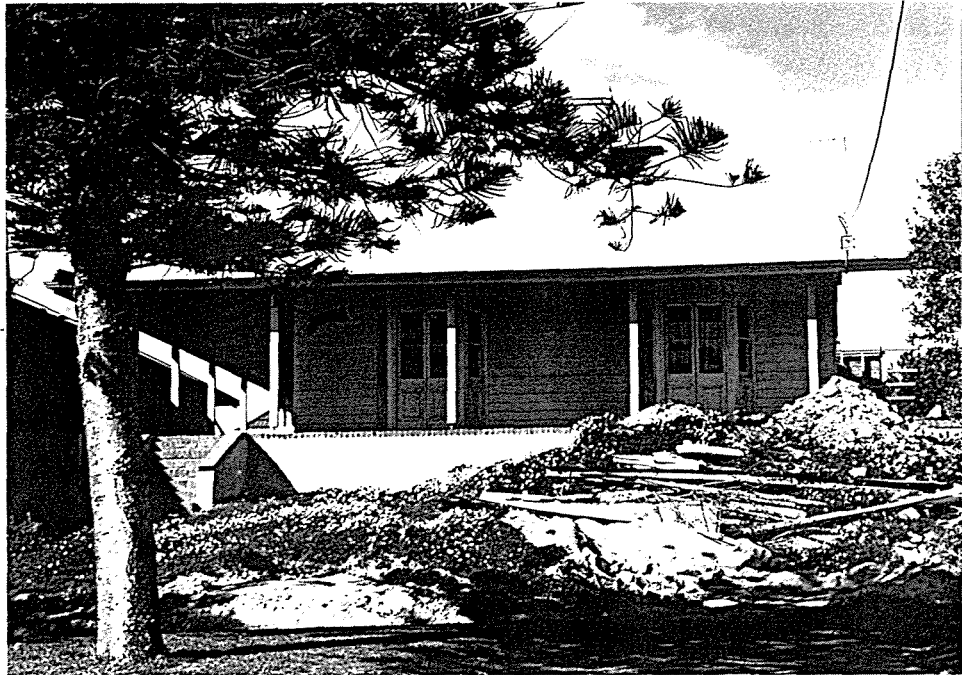
Within this precinct individual Building Data Sheets have been compiled for the following buildings:

- 138, 139 The Esplanade, Largs Bay.
- 161, 163 The Esplanade, Largs Bay
- 181 The Esplanade, Largs Bay.
- 81 The Esplanade, Semaphore.
- 106 The Esplanade, Semaphore.
- 125 The Esplanade, Semaphore.

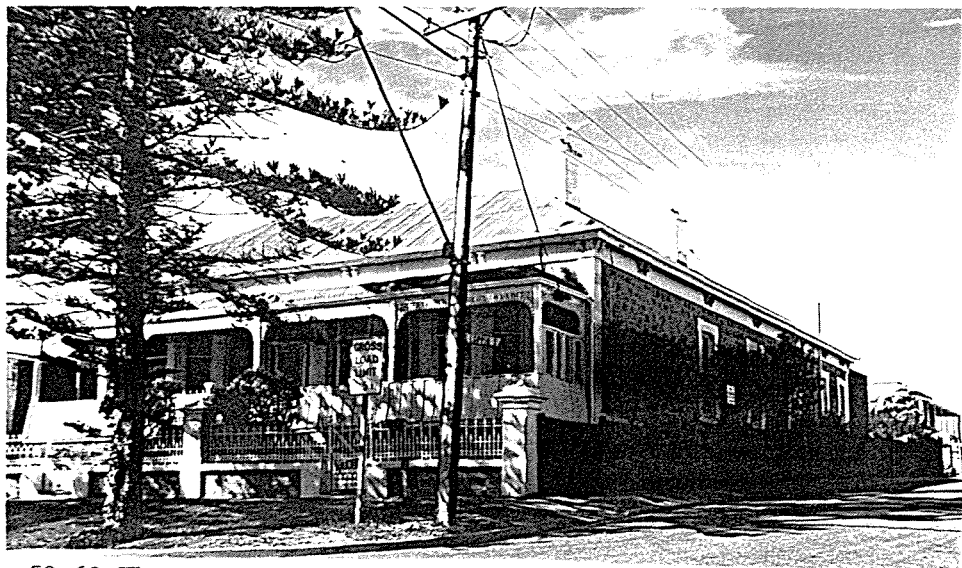
Other residences have been scheduled within this precinct as further examples of housing types.



29 The Esplanade



53 The Esplanade



59-60 The Esplanade

4.5 ESPLANADE RESIDENTIAL PRECINCT

4.6 EXETER RESIDENTIAL PRECINCT

4.6.1 Precinct Boundary

Two small residential pockets, one north, one south of Semaphore Road as follows:
(see map)

- . Montpelier Street (from Semaphore Road to Exmouth Road) and including part of Exmouth Road.
- . Denman Street and part Harris Street as defined on map.

The following buildings contribute to the character of the precinct:-

7, 9, 11, 15, 17, 19, 21, 23, 25, and 4, 24, 26 Montpelier Street.
31, 33, 42 and Lord Exmouth Hotel in Exmouth Road.
18, 20, 22, 23 Denham Street, and
23, 25, 29, 34, 35, 36, 37, 39, 40, 41, 43 Harris Street.

4.6.2 Precinct Description and History

Montpelier Street is an early residential precinct with many surviving brick and stone cottages which date from the 1860s. The Lord Exmouth Hotel contrasts in scale with the surrounding cottages and is a strong corner element in a residential precinct.

Harris Street contains early neighbourhood shops and cottages and the Cooperative Building Society in Denman Street provides an early reminder of the local village flavour of this area catering for the needs of the immediate residents whose main means of transport was walking. The area was subdivided between 1851 and 1857 and the name Exeter was given to Section 1106; other adjoining sections, now part of Exeter, were called Staplehurst, Bath, Fisherville, Greenwich and Waterville.

4.6.3 Objectives and Recommendations

- i) To conserve and enhance the intimate residential and neighbourhood shopping character of this precinct.
- ii) To encourage compatible new development which complements the intimate scale of this residential area.
- iv) It is recommended that this precinct be designated an Historic Conservation Zone.

4.6.4 Individual Buildings Data Sheets

Individual Buildings Data Sheets have been compiled for the following buildings within this precinct:

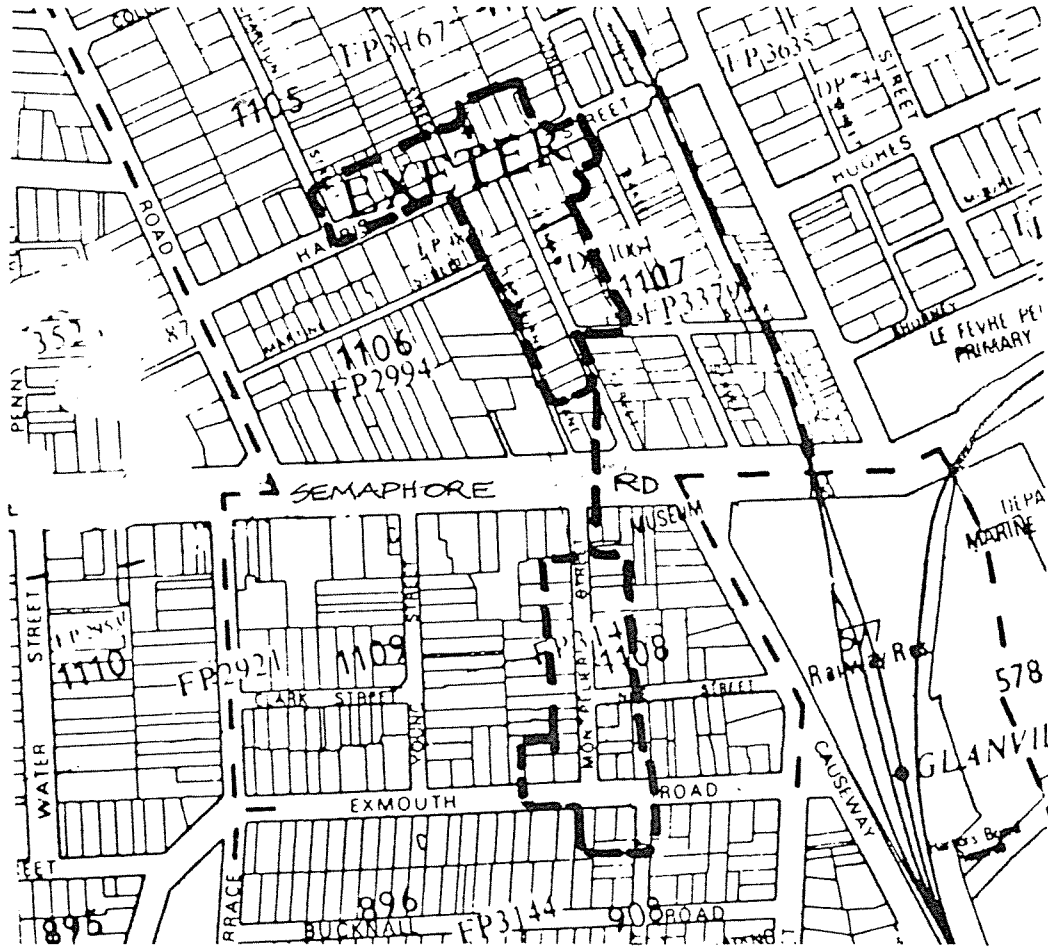
23 Denman Street, Exeter

Lord Exmouth Hotel, corner Montpelier Street and Exmouth Road, Exeter

Other buildings within this precinct as scheduled in Section 5 are considered excellent examples of typical housing and early commercial buildings.



34-36 Harris Street



Montpelier Street, West side

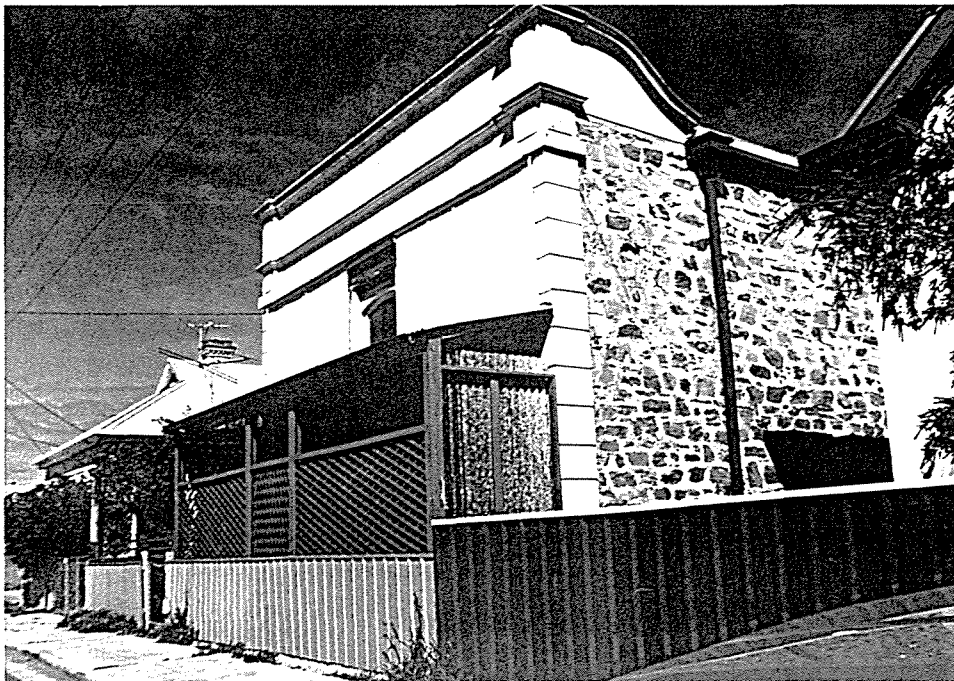
4.6 EXETER RESIDENTIAL PRECINCT



23, 25 Harris Street



18-22 Denham Street



23 Denham Street

4.6 EXETER RESIDENTIAL PRECINCT - VIEWS

4.7 LARGS PIER COMMERCIAL PRECINCT

4.7.1 Boundary

Jetty Road from The Esplanade to Number 34 Jetty Road (south side) and to Number 27 Jetty Road (north side). Precinct includes seafront seashore and pier.

4.7.2 Precinct Description

A commercial precinct (with adjacent contributory residences in Jetty Road) dominated by an imposing three storey corner hotel and terminated by a pier. The precinct includes a row of well detailed 2 storey c.1880 shops, simple single storey Edwardian shops and consistent well details residences as follows:-

Nos. 22, 26, 28, 30, 34 Jetty Road on the south side and
Nos. 21, 23, 25, 27 Jetty Road on the north side.

4.7.3 Precinct History

The Largs Bay and Investment Company subdivided this area in 1873. After a scheme for an outer Harbor at Largs was not approved by the Government, the company constructed the pier, and built the Hotel. Both were opened in December 1882. The company also constructed the two storeyed terrace of shops in Jetty Road, and then went on to construct the railway from Port Adelaide to Largs. This was opened in November 1883. Largs Pier was then able to serve as a passenger and goods disembarking port for steamers and mail boats. This continued until the opening of Outer Harbor in 1908. The Largs Pier Hotel is a registered State Heritage Item.

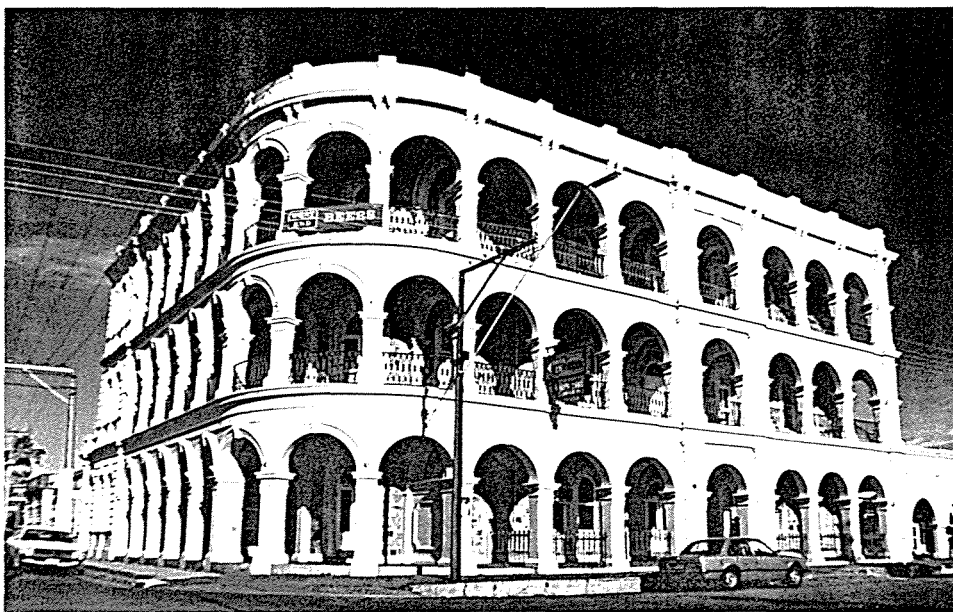
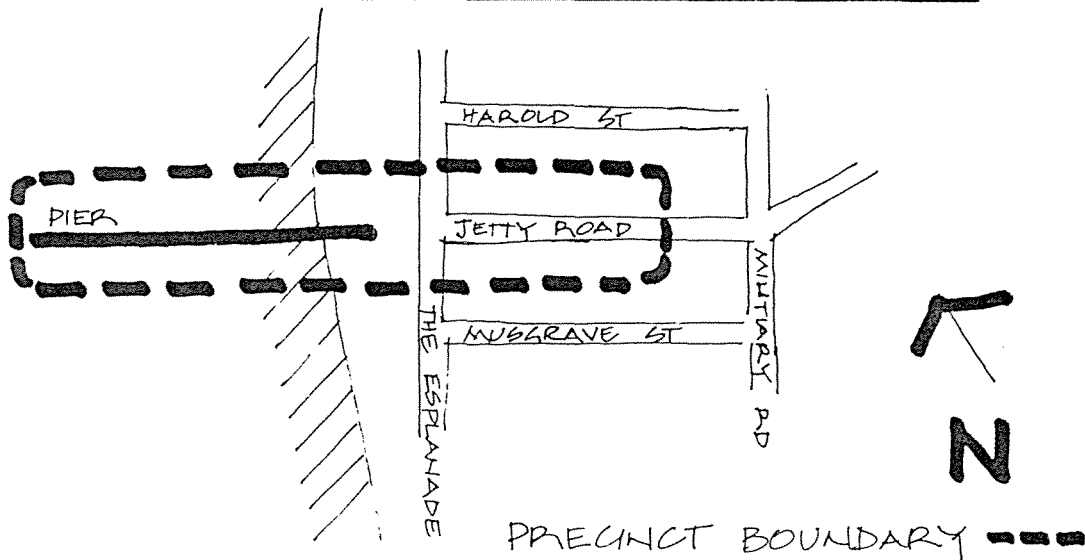
4.7.4 Objectives and Recommendations

- i) Retain and enhance the existing historic character of precinct.
- ii) Encourage all new development to reinforce existing precinct character.
- iii) Encourage appropriate development to Jetty Road/Esplanade corner on north side which will complement height and massing of Largs Pier Hotel on south side.
- iv) Undertake a foreshore study to encourage appropriate revitalisation of the beach front.
- v) Undertake streetscape improvement works appropriate to the character of the precinct, including lighting, seating, and the planting of an avenue of deciduous trees where space provides.
- vi) It is recommended that this precinct be designated an Historic Conservation Zone.
- vii) The Largs Bay shops Nos. 11-15 Jetty Road be recommended for addition to the State Heritage Register.

4.7.5 Individual Buildings Data Sheets

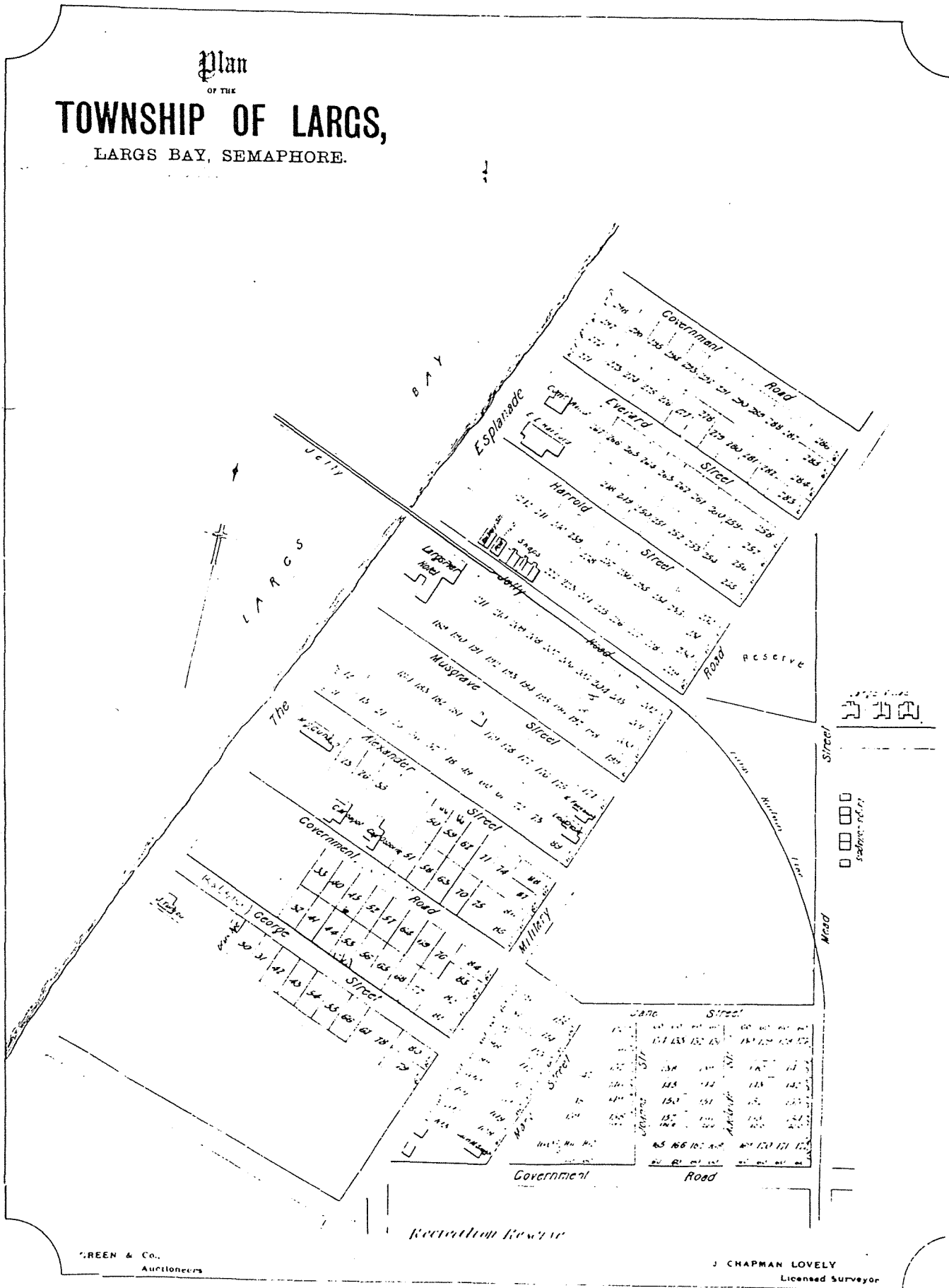
Within this precinct individual Building Data sheets have been compiled for the following buildings:

Largs Pier Hotel and Jetty, 198 Esplanade
Former Post Office, 9 Jetty Road
Shops, 11-15 Jetty Road



4.7 LARGS PIER COMMERCIAL PRECINCT - VIEWS

Plan
OF THE
TOWNSHIP OF LARGS,
LARGS BAY, SEMAPHORE.



GREEN & Co.
Auctioneers

J. CHAPMAN LOVELY
Licensed Surveyor

Plan of Largs Bay (c.1892) showing Hotel, Shops, Railway Station, Post Office and early housing. (Largs Bay Centenary Booklet)



14-20 Jetty Road



Post Office
9 Jetty Road



Shops
11-15 Jetty Road



Houses -
Jetty Road
South side

4.7 LARGS PIER COMMERCIAL PRECINCT - VIEWS

4.8 LADY GOWRIE DRIVE PINE PLANTATION

4.8.1 Boundary

Lady Gowrie Drive planting of Norfolk Island Pines from Harold Street to Outer Harbor.

4.8.2 Precinct Description and History

A consistent avenue of Norfolk Island Pine trees surviving unbroken for a long stretch along the foreshore. This Drive termed a Marine Drive was constructed during 1936 and opened by Lord & Lady Gowrie, the Vice Regal representatives of the time, on the 16th September 1936.

4.8.3 Objectives and Recommendations

- i) Conserve and maintain existing avenue.
- ii) Plant new Norfolk Island Pine trees where gaps exist in avenue.
- iii) Do not underplant or interplant trees with shrubs which will visually compete with the sculptural form of these trees. The avenue should be maintained in its simplicity.



4.9 PORT ADELAIDE "TIN TOWN" PRECINCT

4.9.1 Boundary

This precinct contains houses on Bower Crescent, Aberdeen Street and Crozier Street as defined on map.

4.9.2 Precinct Description and History

A collection of primarily corrugated iron houses which served as worker housing for the nearby woolstores area. These surviving houses are a remnant of a more consistent low scale residential area which visually contrasted with the imposing stone and brick warehouses of the woolstores. The original plan for this area shows that it was divided into allotments and was intended to be a residential area. However with the growth of the wool export industry more of this part of Section 704 was taken up by the large woolbroking firms (see Section 4.16 Woolstores).

This land was originally granted to John Hart and others in 1855 and by 1878 Thomas Allsop Brock and David Reed, both of Port Adelaide, had bought the land and in 1879 it was transferred to the Port Adelaide Land Company who subdivided it according to the Deposited Plan No. 933 dated the 31st May 1880. The Port Adelaide Land Company sold the allotments over the next 20 years but they remained vacant until in 1898 a large number of the allotments were purchased by T.J. Walter and C.R. Morris who were timber merchants of Port Adelaide. (C.R. Morris was a Mayor of Port Adelaide and a member of the Institute Committee; he also supported the Institute Scholarship Fund and his wife donated an Institute Life Scholarship in her husband's name after his death. This was for children attending the public schools in Port Adelaide.)

Assessment books indicate that the land remained vacant until 1900 when galvanised houses of 3 rooms were built in Aberdeen Street and Brock Street allotments, although many still remained vacant until well into the 1910s. It would appear that the building of these houses was a speculative venture on the part of Walter and Morris and it was not until the 1940s and 1950s that the allotments were sold off on separate titles. The extension of the activities of the woolbroking firms of Dalgety, Southern Farmers, Elder Smith, and Bennett & Fisher, surrounded these small houses with large warehouses. Originally some were of corrugated iron but the later ones of the 1930s and 1940s were in brick.

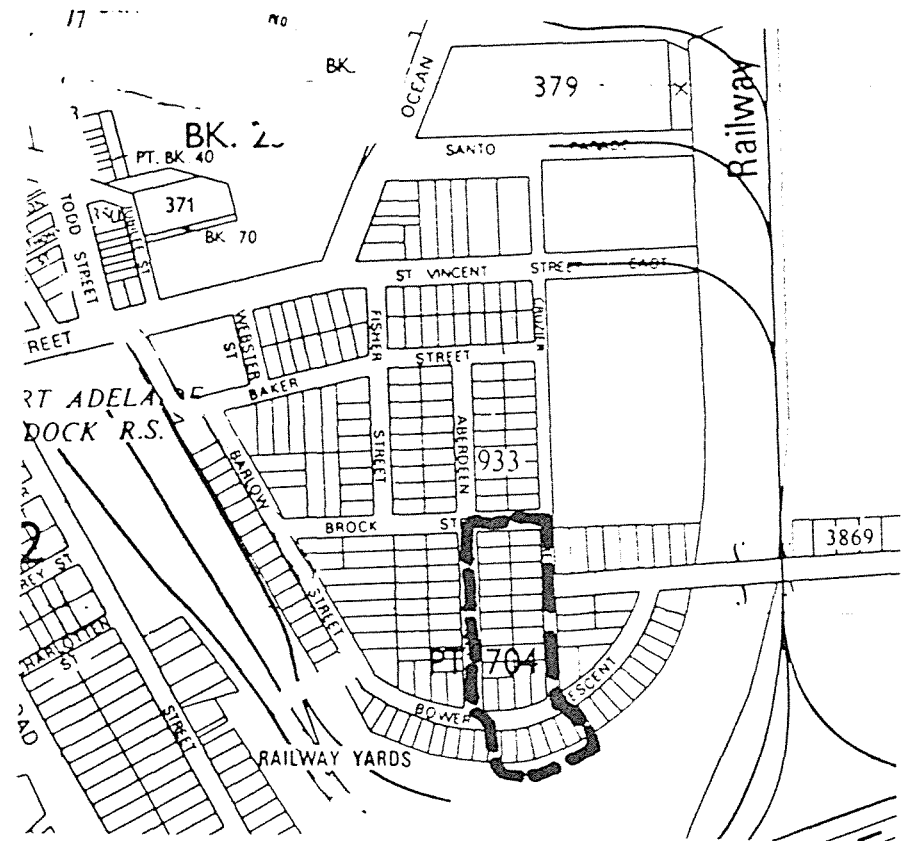
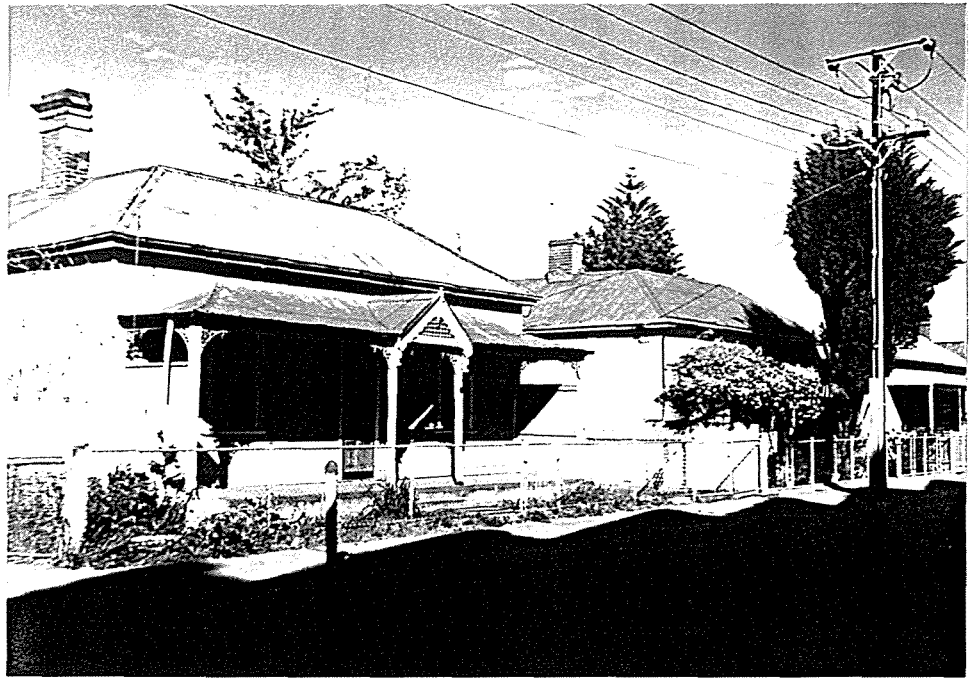
4.9.3 Objectives and Recommendations

- i) Encourage retention of this remnant of worker housing adjacent to the woolstore area.
- ii) If this area is subject to development pressure for commercial purposes any new development should visually reflect the adjacent stone and brick warehouses of the Woolstores Precinct.
- iii) The original pattern of roads should be retained as this reflects the extension of the railway to the North Arm sections.
- iv) It is recommended that this precinct be designated an Historic Conservation Zone.

4.9.4 Individual Building Data Sheets

Building Data Sheets are being compiled for the following buildings within the precinct:

- 4, 6, 8, 10, 12 Aberdeen Street
- 22, 24 Bower Crescent
- 14, 16, 18 Brock Street



4.9 PORT ADELAIDE TIN TOWN

4.10 PORTLAND HISTORIC PRECINCT

4.10.1 Boundary

Streets as defined on map, including Montpelier Square and surrounding streets.

4.10.2 Precinct Description and History

An important early precinct for its physical layout with central village square. Very little early building stock survives from the period of its initial subdivision and the precinct contains mainly industrial buildings now. The Grand Junction Road extension cut through the central part of this subdivision in 1986.

Portland is a subdivision of Sections 1129 and 1130 in the Hundred of Port Adelaide. These sections were originally bought by Philip Levi and subdivided by him in 1850. In the north a subdivision was adjacent to Tam O Shanter Creek and this caused problems for the owners of the allotments in that northern section as this creek was prone to flooding at high tides. This problem was removed with the dredging of the Portland Canal in 1889. Portland had its own district council in 1859 but was annexed by Port Adelaide in 1884. In the original subdivision Montpelier Square had an elliptical shaped reserve in the centre. This has been changed over time to the current hexagonal shape but the street patterns around remain, basically as they were first surveyed. (See D.P. No. 3 of 1858.)

However many of the streets to the north and to the east which are closer to Port Road have been closed to enable larger allotments to be used for industrial purposes. The reclamation of swamp land along the river, the re-routing of the railway in 1917, and the filling in of the Portland Canal, creating a large shopping centre, have altered the relationship of the Portland Estate to the Port Adelaide Centre. Many timber and associated building industry firms are now located here and their warehouses and factories cover many originally residential allotments.

4.10.3 Objectives and Recommendations

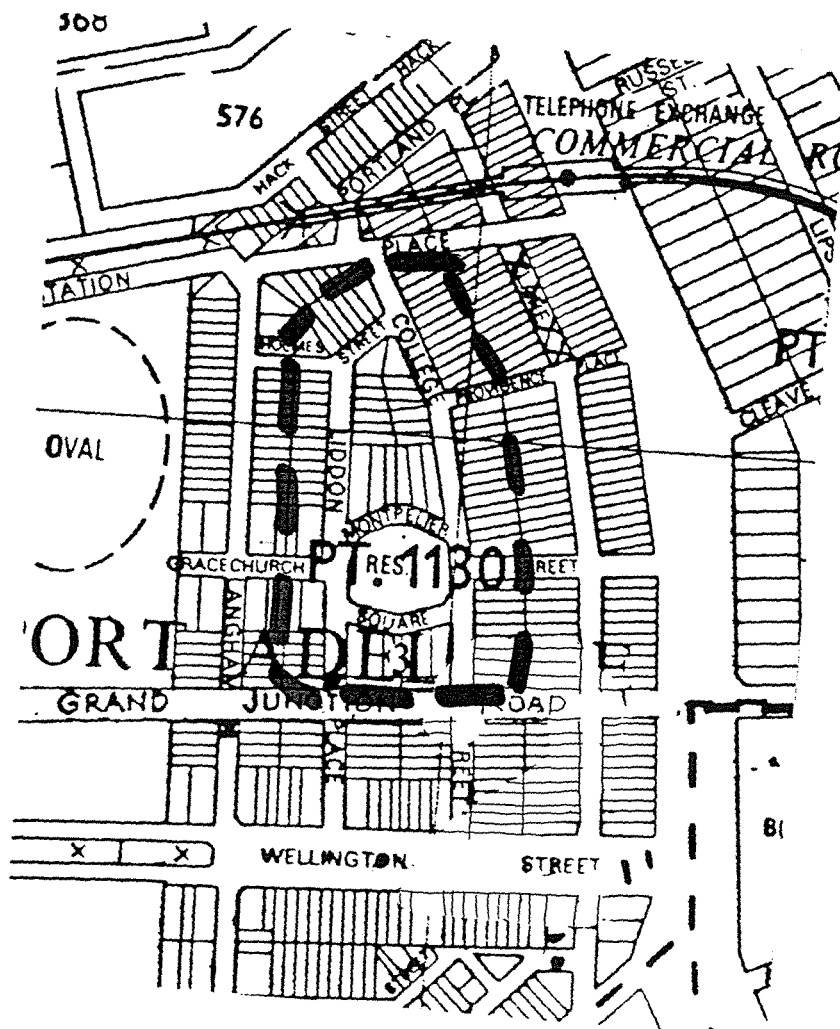
- i) Retain early street layout pattern which remains, particularly Montpelier Square, as an example of 1850s town planning.
- ii) Encourage retention of remaining housing where possible, particularly in the southern section along Leslie Street which contains early timber housing.
- iii) Replace demolished buildings on south side of Montpelier Square. Any new buildings should face the square and close off the view to Grand Junction Road, thus returning the square to an enclosed space, and reducing the intrusion of the traffic on the main road.

4.10.4 Building Data Sheets

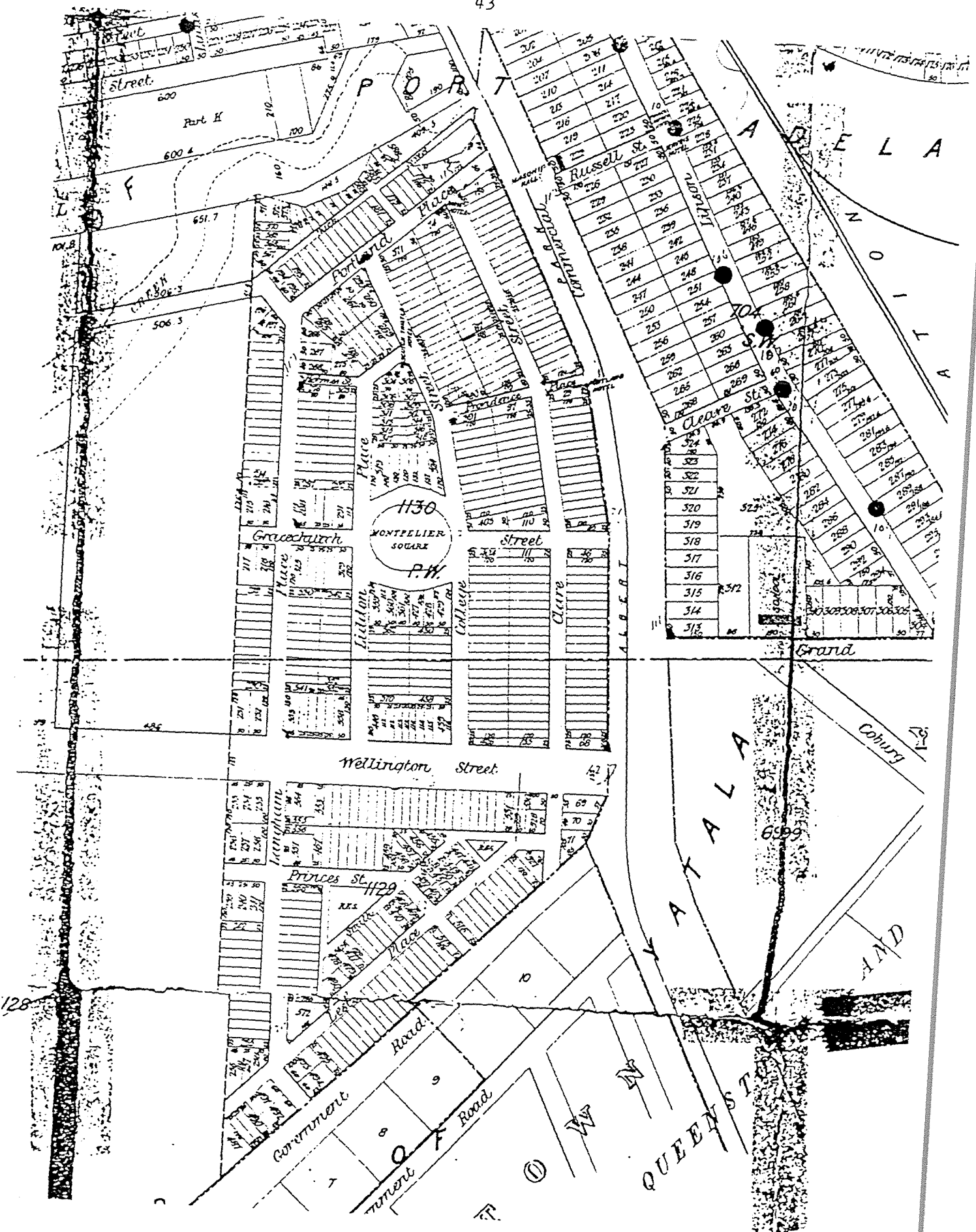
Individual Building Data Sheets have been compiled for the following buildings within this precinct:

De Souza Bakery, 60 College Street, Portland

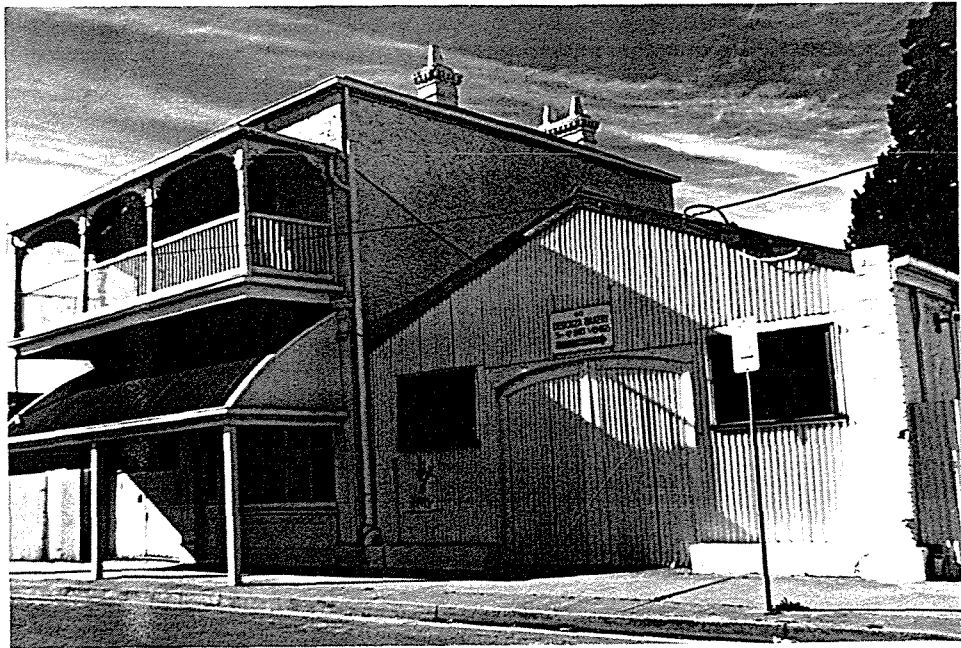
Other buildings scheduled in Section 5 which fall within this precinct are important contributory elements.



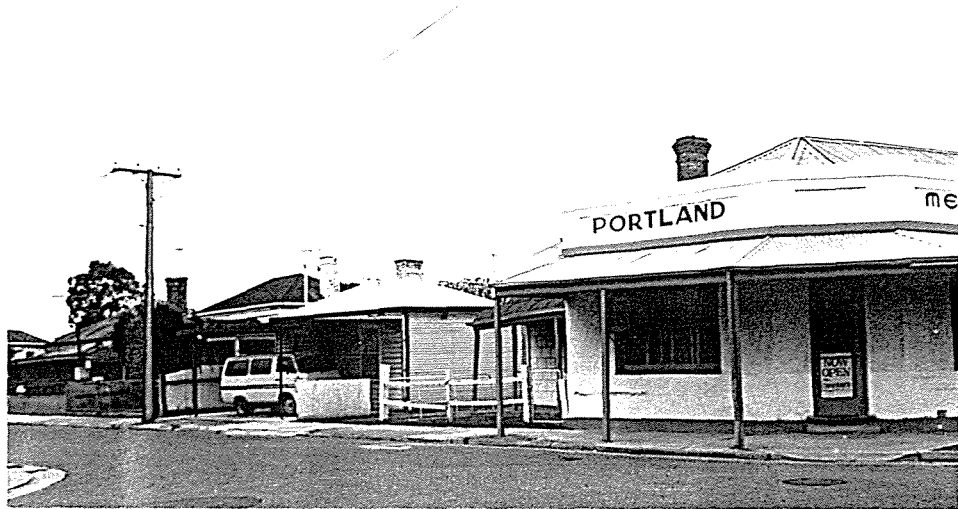
4.10 PORTLAND HISTORIC PRECINCT



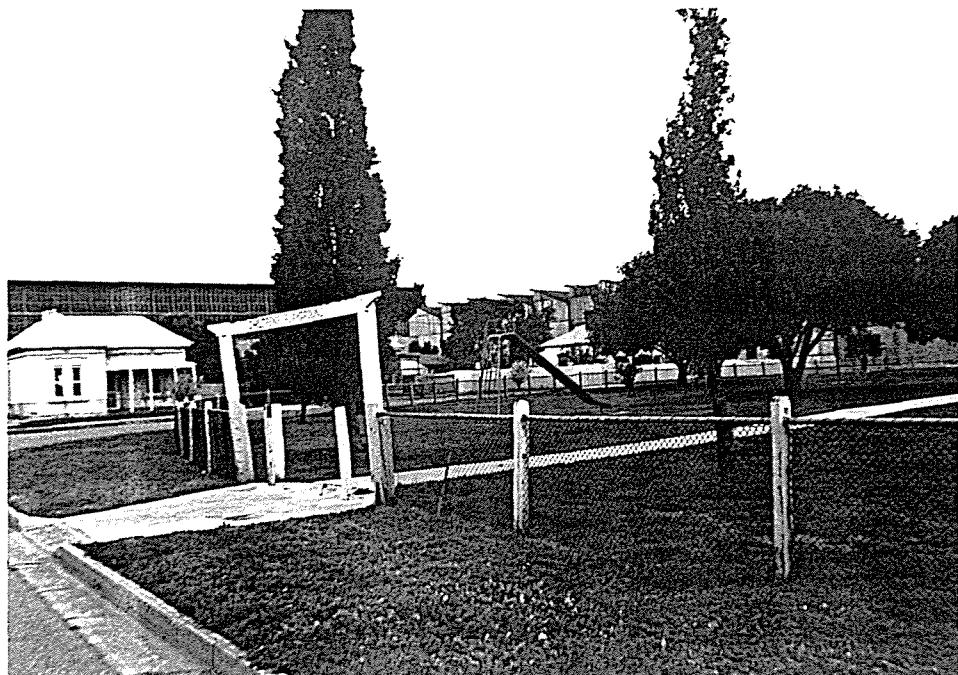
Original town plan of the Portland Estate prior to the Commercial Road Railway
 and Grand Junction Road extension.
 (Map from P.A.C. Archives)



De Souza Bakery, College Street



Shops and houses, Holmes Street



Montpelier Square

4.11 PORT ROAD PALM PLANTATION

4.11.1 Boundary

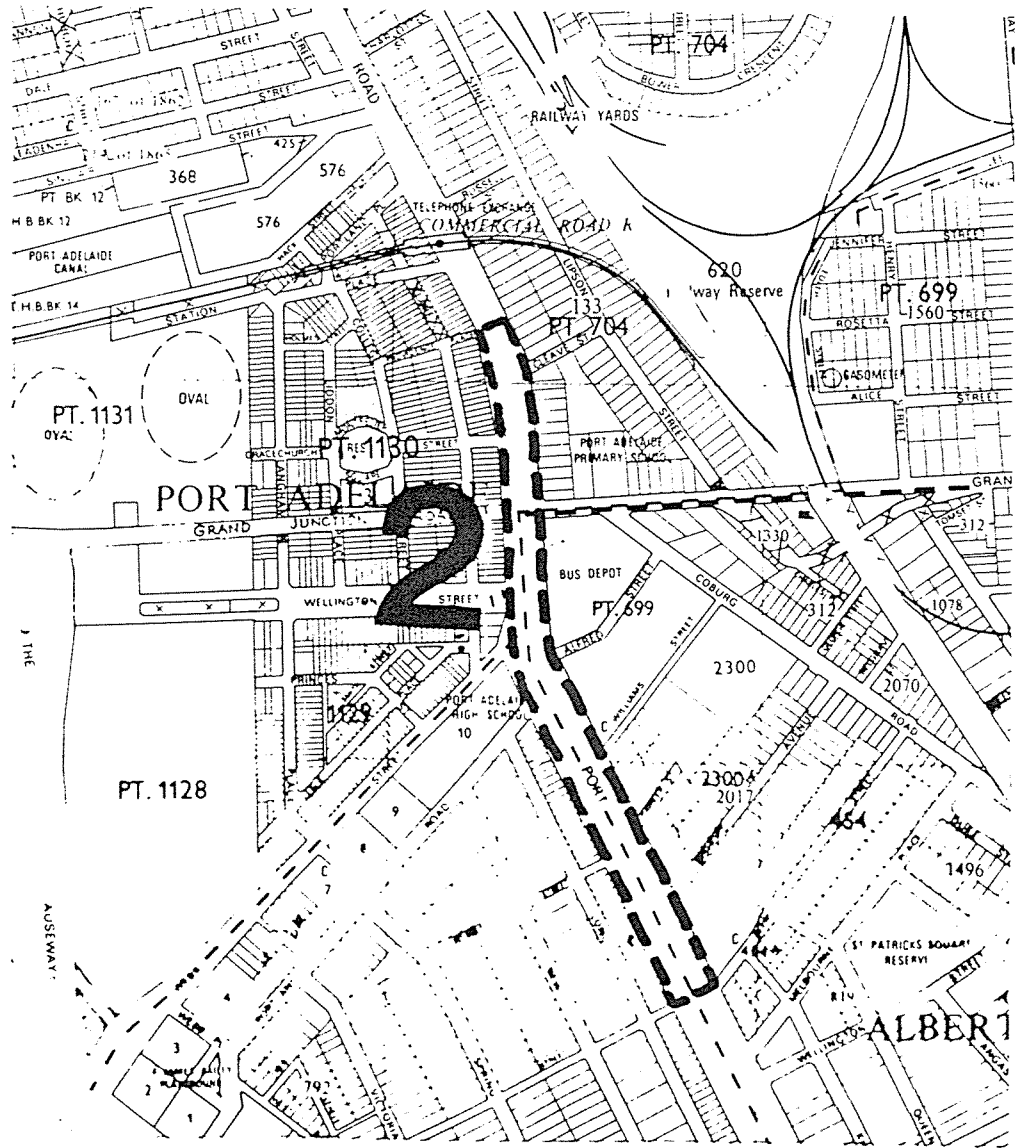
Port Road from Providence Street, Portland to Glebe Street, Alberton.

4.11.2 Precinct Description and History

An imposing entrance to the centre of Port Adelaide with an established single and in some sections double row of Canary Island Date Palms. The palms were planted as part of a Depression work program in the 1930s. During World War II air raid pipe shelters were dug in the plantations along Port Road amongst other places.

4.11.3 Objectives and Recommendations

- i) Retain the existing plantation in its entirety.
- ii) Avoid cutting into the median strip for increased parking as has occurred on Port Road in Woodville.
- iii) Do not interplant palm trees with other shrubs and trees which will visually compete with the sharp outlines of the palms.



4.11 PORT ROAD PALM PLANTATION

4.12 ROSEWATER "TIN TOWN"

4.12.1 Boundary

Part Canning, Dundas and Davidson Streets as defined on Map. The following houses contribute to the precinct:-

- . 8-14 Canning Street
- . 14, 16 Davidson Street
- . 5-13 Dundas Street

4.12.2 Precinct Description and History

A consistent, well detailed collection of corrugated iron houses (with few exceptions) which survive in intact condition. These houses form the best collection of this housing type in the municipality. Corrugated iron walls to the houses are in a variety of forms:-

- . horizontal corrugated
- . ripple iron
- . imitation ashlar stone work
- . brick

This section of Rosewater is located on Section 422 of the Hundred of Yatala and Osmond Gilles who was the first owner of the land subdivided this in 1848 with Queen Street as the major street. However this was later changed to Davidson Street. Some of the allotments were re-subdivided in 1854 and these are shown on LTO Plan 452 of 1854. However these houses which make up this precinct at the junctions of Canning, Dundas and Davidson Streets were not built until the 1890s. There was earlier housing within the suburb as the South Australian Gas Company established a gasworks in Rosewater proper in 1866. This earlier housing has been identified and scheduled in Section 5.

4.12.3 Objectives and Recommendations

- i) Conserve and enhance the residential character of this precinct.
- ii) Encourage the restoration of the houses scheduled above and the reinstatement of original elements, in particular front fences.
- iii) Investigate possible tree planting of Davidson and Canning Streets with appropriate advanced species (e.g. Plane trees).
- iv) It is recommended that this precinct be designated an Historic Conservation Zone.

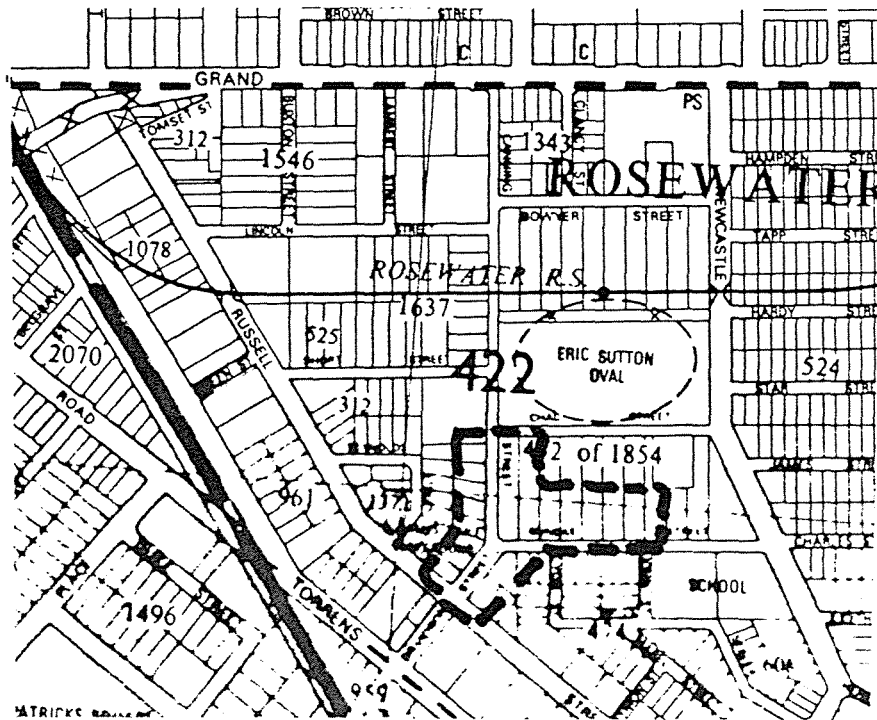
4.12.4 Building Data Sheets

Individual Building Data Sheets have been compiled for the following buildings within this precinct.

- 8-14 Canning Street
- 14, 16 Davidson Street
- 5-13 Dundas Street



Corner Canning & Davidson Str



8, 10, 12 Cannir Street

1880
D.P.

TOWNSHIP OF YATALA,

Subdivision of lots 28, 29, 30, 57, 60, 61, 62, 63 and
of allotments 16 to 26 subdivision of lots
38 and part 59 part Sect^r 422 1st Yatala

I agree to this survey

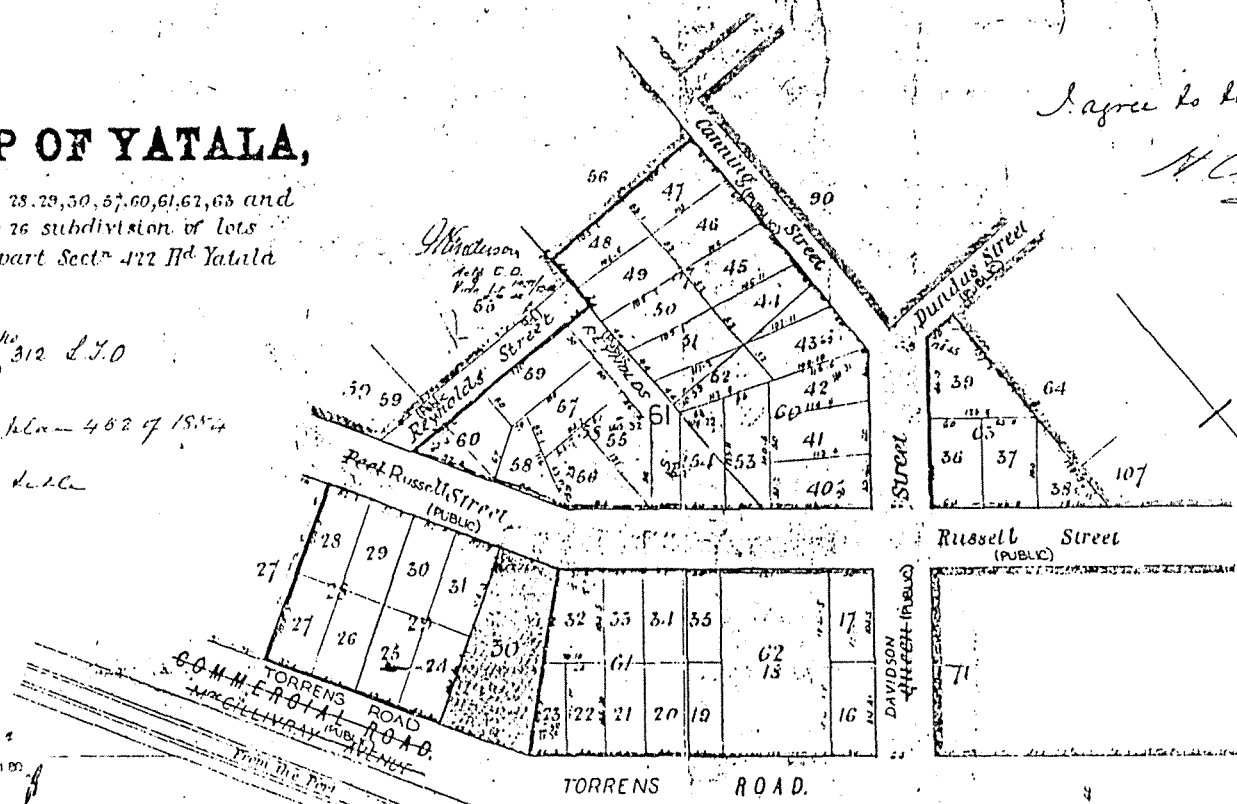
H.C. Mearns
owner

For lots 16 to 26 vide plan^{no} 312 L.T.O

Township of Yatala plan - 462 of 1854

Vide Enfranchisement of Public

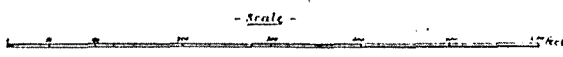
- 238 - 82
- 128 - 1
- 124 - 22
- 1841 - 1949
- 162 - 87
- 208 - 42



CARRINGTON STREET, DURKINGS STREET, DAVIDSON STREET &
TORRENS ROAD APURTALS DECLARED PUBLIC VIDE
S.R.O. MEMORIAL NO 25 BK 535 PRO P.D.O. 13-11-82

RUSSELL STREET APURTALS DECLARED PUBLIC VIDE
S.R.O. MEMORIAL NO 25 BK 535 PRO P.D.O. 11-11-80

Torrens Rd vide LTO Dkt 4094/82
A.K. G. Hill
Asst Chief Draftsman



Authority for M^r Gillinay Avenue, Torrens Road and Davidson Street
vide L^r 311 of 1933

W. Gardner
Dep. City Eng

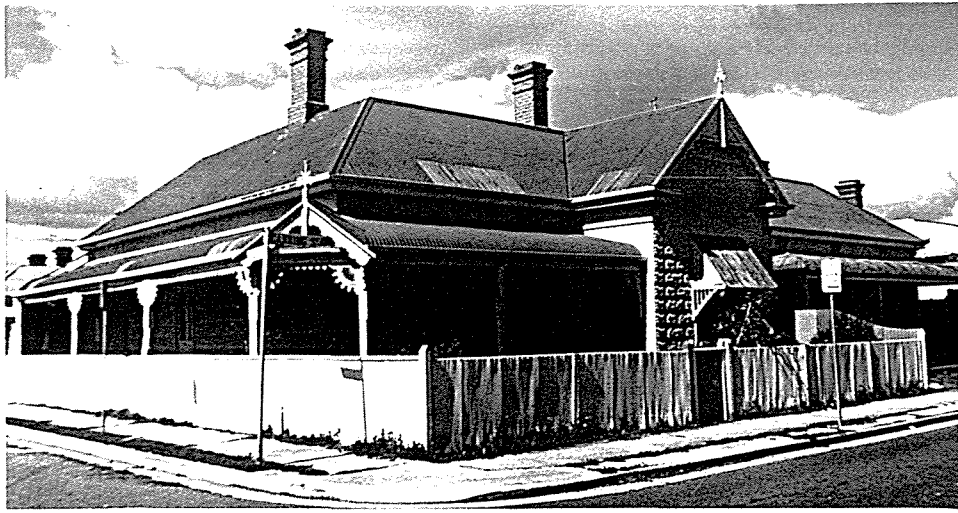
Authority for Russell Street vide L^r 450/1920
W. Gardner Chief Draftsman
17.12.20

A Public Road (Reynolds St) vide N 2767823
pro P.D.O. 23.9.1960
ADDITIONAL ALLOTMENT NUMBERS
VIDE DKT 4187/1975
pro P.D.O.
DATE 23.9.1960

I, Arthur George de la Sen Receiver of Adelaide Licensed Surveyors
having personally examined the above survey hereby
voluntarily and sincerely declare that the Boundaries
and measurements thereon above plan are correct
and I make this declaration believing the same

Declared before me at Adelaide
this 4th day of August 1880
[Signature]

L.T.O. Deposited Plan No. 961 of 1880 - indicating the
subdivision of original 1854 allotments.

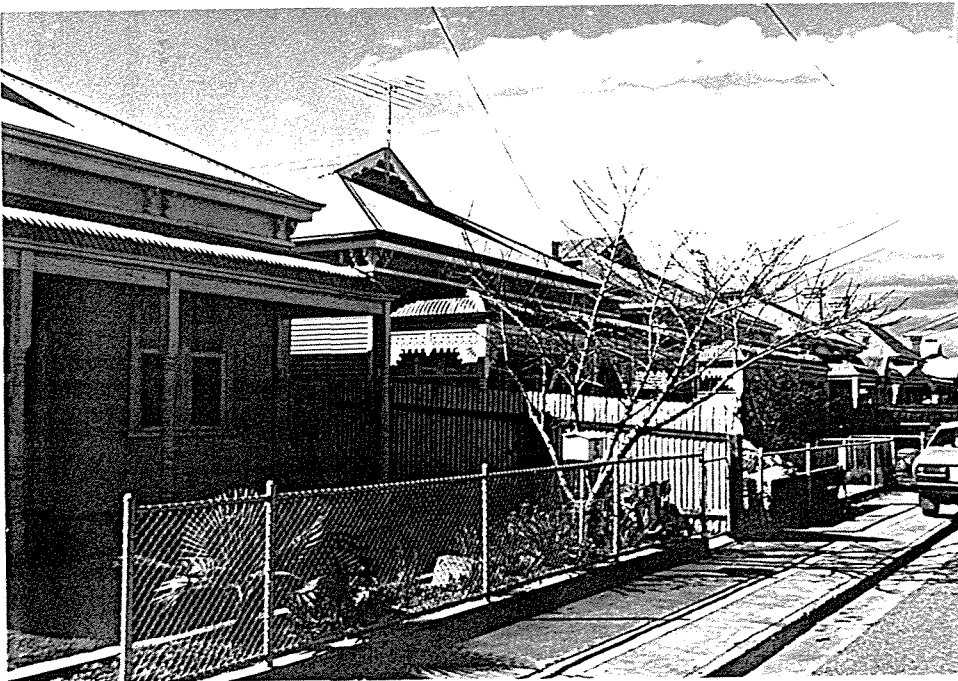


50

14 Canning Street
Rosewater



12 Davidson Street



5-13 Dundas Street

4.12 ROSEWATER "TIN TOWN" PRECINCT - VIEWS

4.13 SEMAPHORE AND LARGS BAY RESIDENTIAL PRECINCT

4.31.1 Boundary

This large precinct spans the area from north of Musgrave Street in Largs Bay to south of South Terrace in Semaphore from a line parallel to the Esplanade on the west and a line following Military Road, Woolnough Road and Robin Road to Hart Street on the east. [See Map]

4.13.2 Precinct Description and History

A large residential area containing many substantial seaside villas. The consistency throughout the precinct varies and the most uniform areas are indicated on the precinct map. There are few commercial intrusions and no industrial buildings which detract from the character of the precinct.

This precinct began to be more densely settled after the opening of the railway line (from Port Adelaide) in 1878 across the Jervois Bridge. The area became more than a holiday destination and many residents worked in Port Adelaide. The Largs Bay Railway consolidated the accessibility of the precinct and small clusters of houses and cottages were linked by substantial residential infill, particularly after 1900, once the effects of the 1890 depression had waned.

Military Road forms an important subprecinct running through the area. In Port Adelaide this historic thoroughfare runs from Fort Glanville to Fort Largs and contains some excellent public and private buildings along its length.

4.13.3 Objectives and Recommendations

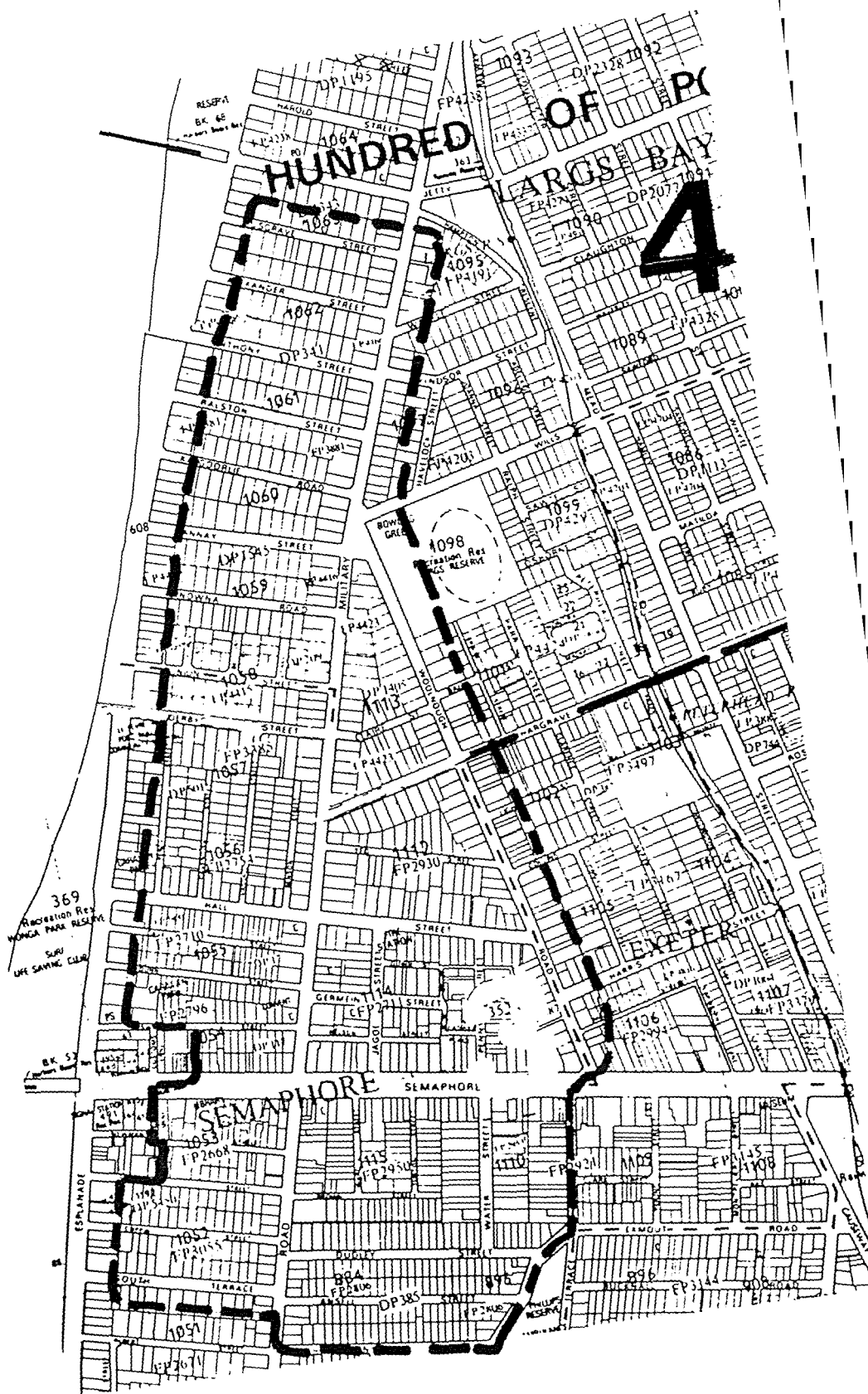
- i) Retain the historical residential character of this precinct and encourage restoration of all contributory elements.
- ii) All new development should reflect the character of this precinct, with building form and materials echoing those of early villas.
- iii) Council to prepare Residential Conservation Guidelines to assist residents with appropriate house extensions and new development.
- iv) Establish a tree planting programme throughout the precinct utilising advanced deciduous species. Those planted close to the sea should be appropriate to this location.
- v) A specific tree planting programme for Military Road should be undertaken to highlight the status of this historic thoroughfare.
- vi) Any new development which disrupts or dominates an existing view to the sea should not be permitted.
- vii) It is recommended that this precinct be designated an Historic Conservation Zone.

4.13.4 Building Data Sheets

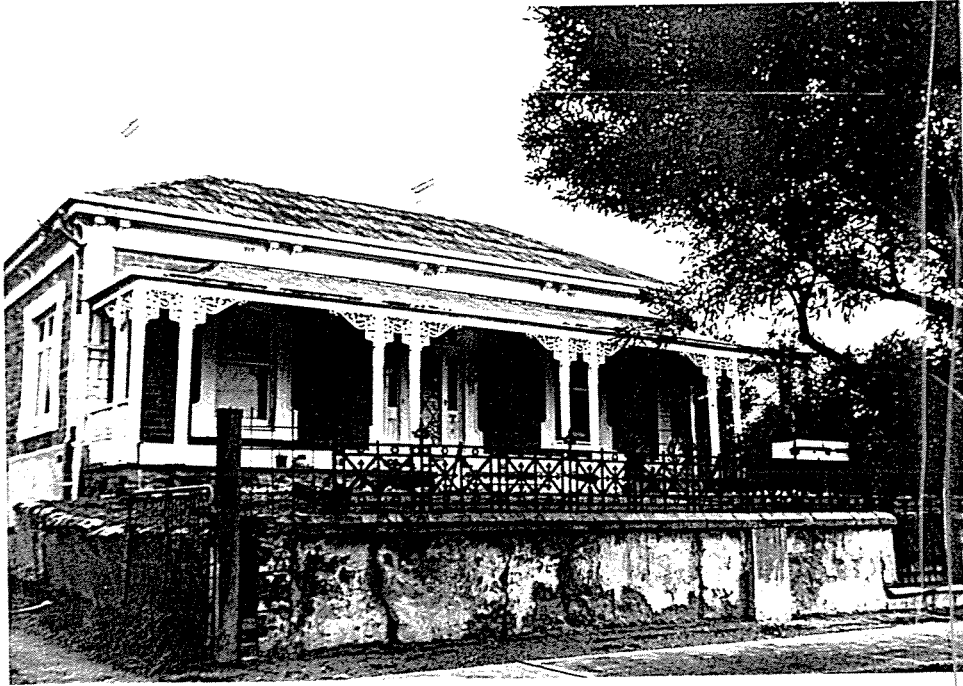
Individual Building Data Sheets have been compiled for the following buildings within this precinct:-

St. Albans Anglican Church, 35 Musgrave Street, Largs Bay
 49 Military Road, Largs Bay
 14 Ralston Street, Largs Bay
 Fire Station, 76 Hall Street, Largs Bay
 Bute Terrace, 176-186 Military Road, Semaphore
 Catholic Church, 257 Military Road, Semaphore

Other residences scheduled in Section 5 within this precinct are considered excellent examples of typical residential buildings.



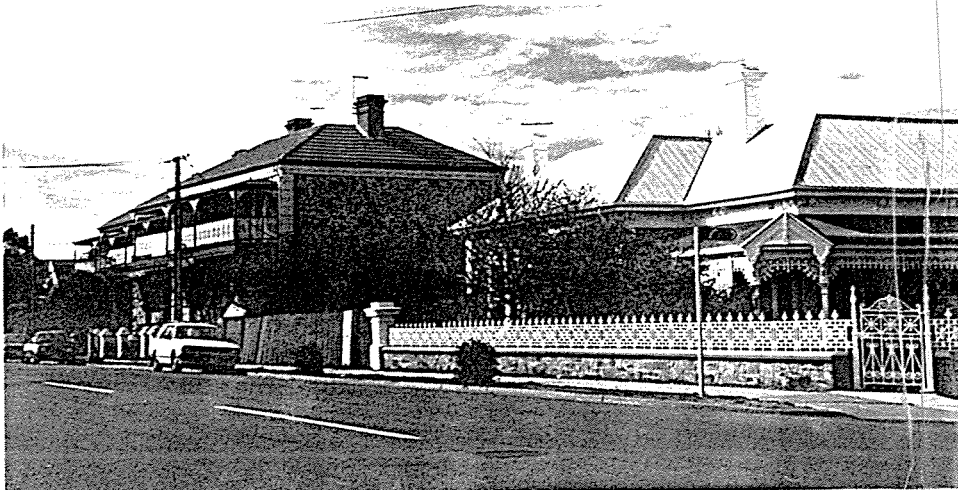
4.13 SEMAPHORE & LARGS BAY RESIDENTIAL PRECINCT



141 South Terrace



40-44 Hall Street



176, 178 Military Road

4.14 SEMAPHORE PIER HISTORIC PRECINCT

4.14.1 Boundary

- . Semaphore Road (from Institute Lane to the Esplanade) and from 25 Semaphore Road (Federal Hotel and Federal Buildings) to Esplanade.
- . Esplanade (from Blackler Street to Swan Street).
- . 7-21 Blackler Street, 2-14 Newman Street.

4.14.2 Precinct Description

This precinct is considered by the consultants as the most historically, architecturally and environmentally significant of all precincts identified within the study area.

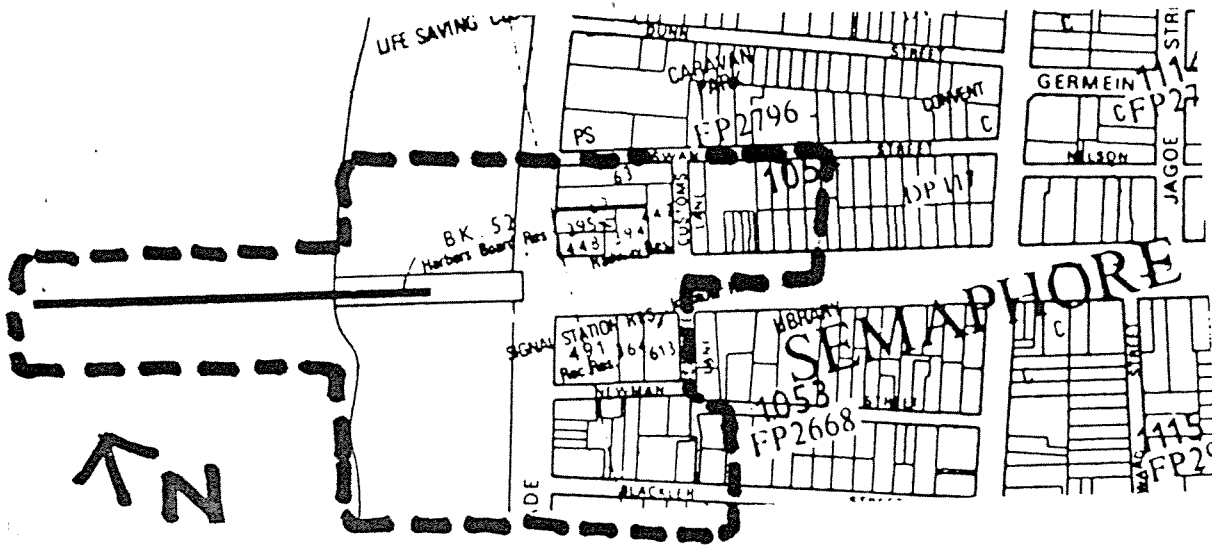
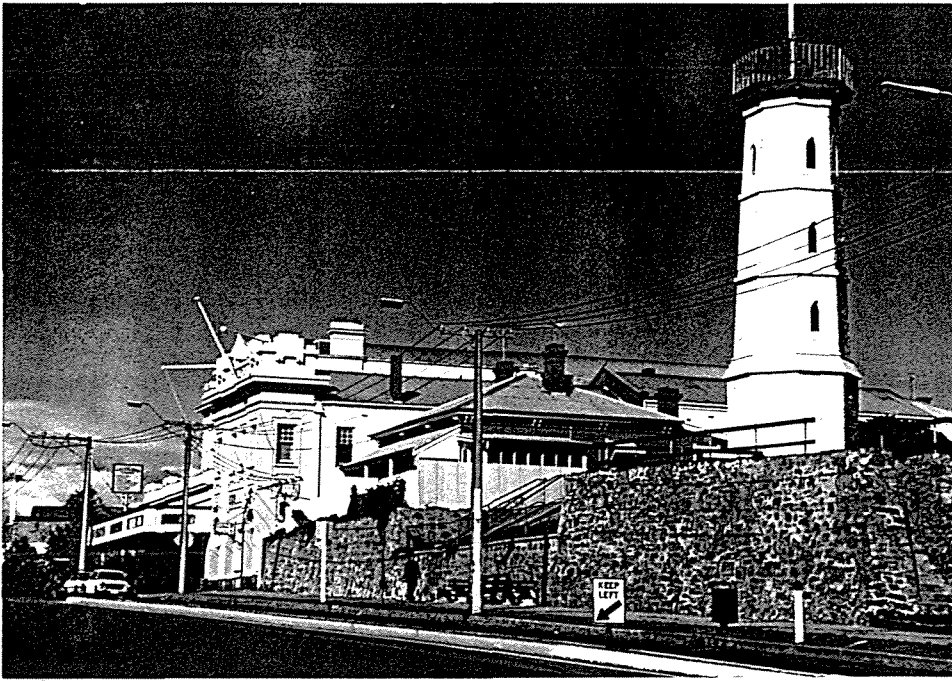
The character of this precinct derives from:-

- a) The collection of imposing historic commercial and institutional buildings of exceptional quality and detailing.
- b) The elevation of Semaphore Road at Customs Lane and Institute Lane which provides views over the pier and the sea.
- c) The vista out to sea past the memorial and the pier which originally were on axis with the middle of Semaphore Road. (The change in street layout of Semaphore Road has disrupted this symmetry.)
- d) The surviving seaside structures: The Pier, Rotunda, War Memorial Monument, former Customs House and Time Ball which provide a reminder of the earlier importance of the foreshore area.
- e) The collection of early residences in Newman and Blackler Streets which represent the first residential settlement at Semaphore.

4.14.3 Precinct History

Geographically Semaphore is the closest point on the open sea to Port Adelaide. It was an ideal location to service Outer Harbor but there was no easy land access between the two settlements as they were separated by the original sand dunes, tidal swamps and the Port River. Consequently little settlement had taken place along this section of the coast before the Government surveyed the area in 1849. Land sections were taken up by public auction in 1850. George Coppin built his substantial timber Semaphore Hotel on the coast at the corner of the beach front road and the first major cutting through the sand dunes, first called Semaphore Road but now Blackler Street. Coppin erected a flagstaff intending to signal his White Horse Hotel at Port Adelaide when ships were imminent. Richard Jagoe, a marine reporter, who later built a large stone house on the Esplanade at the corner of Newman Street, constructed a small stone house (now No. 6 Newman Street), and William Marshall also built a house (now No. 5 Blackler Street). These structures are evident on LTO Plan 115 of 1864.

In 1856 telegraph and postal facilities were established by the Government as a service for shipping and this also shows on the early plan. The Government Station was at the west end of the Government Road, a cutting through the sand dunes between Sections 1053 and 1054. This cutting is now Semaphore Road although it was called Jetty Road when the Semaphore Jetty was opened in 1860. A wooden bridge across the Port River at Port Adelaide (later replaced by the Jervois Bridge) was built in 1859 and the road between Port Adelaide and Semaphore was stabilised over the next few years and access from the Semaphore Jetty to Port Adelaide was ensured. This allowed subdivision of the coastal sections and Semaphore developed as a township.

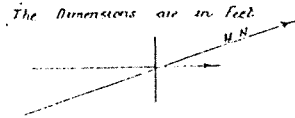


4.14 SEMAPHORE ROAD HISTORIC PRECINCT

115

PLAN OF THE
SEMAPHORE TOWNSHIP
 Being Sections 1052 and 1053
LEFEVRE'S PENINSULA.

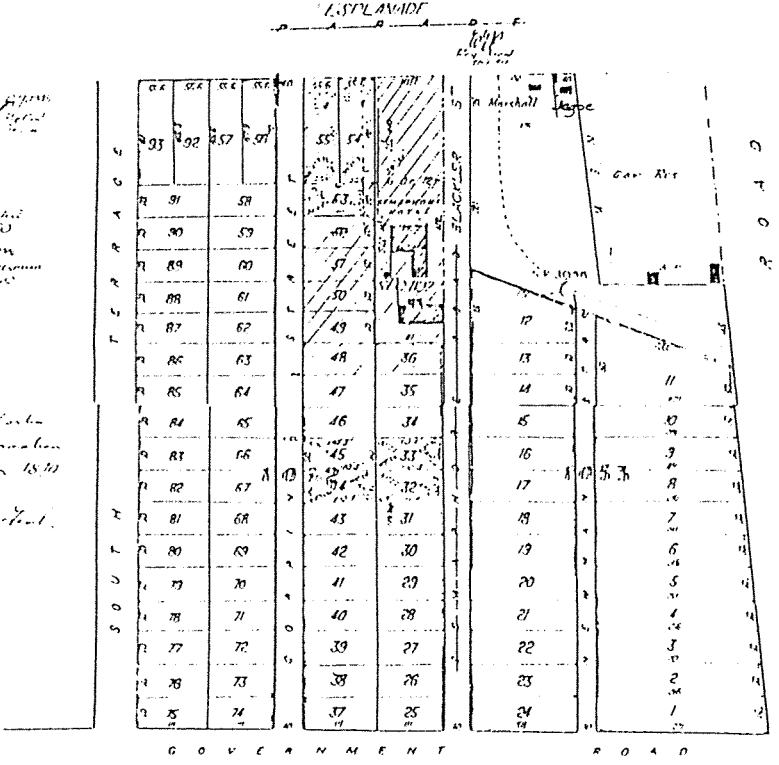
I certify this to be a True Copy
 of Plan 115 Lands Titles
 Registration Office
J. J. [Signature]
 Registrar General



The sections 1052, 1053 and one marked Semaphores
 shown in Schedule enclosed have been surveyed by
 The Surveyor under instructions of 13562 and 14120/1012
P. [Signature] Chief Surveyor

Section 1052, 1053 and 1054
 1052, 1053 and 1054
M. [Signature]
 Chief Surveyor
 1. 5. 52

Section Road has been found adjoining section
 1052, 1053 and 1054 and the north side comparison
 'Road' is in Gazette of 27th September 1874
 from s. 1052, 1053 and 1054
 [Signature]



I Jno C. Pirgrare, of Adelaide in the province of South
 Australia Licensed Surveyor, do declare that the measurements and boundaries
 given in this plan of the above Township are correct and I make this solemn
 Declaration conscientiously believing the same to be true

Jno C. Pirgrare
 Licensed Surveyor
 7th 15th 1864

Declared before me this
 eighth day of June One
 thousand eight hundred & sixty
 four
 [Signature]

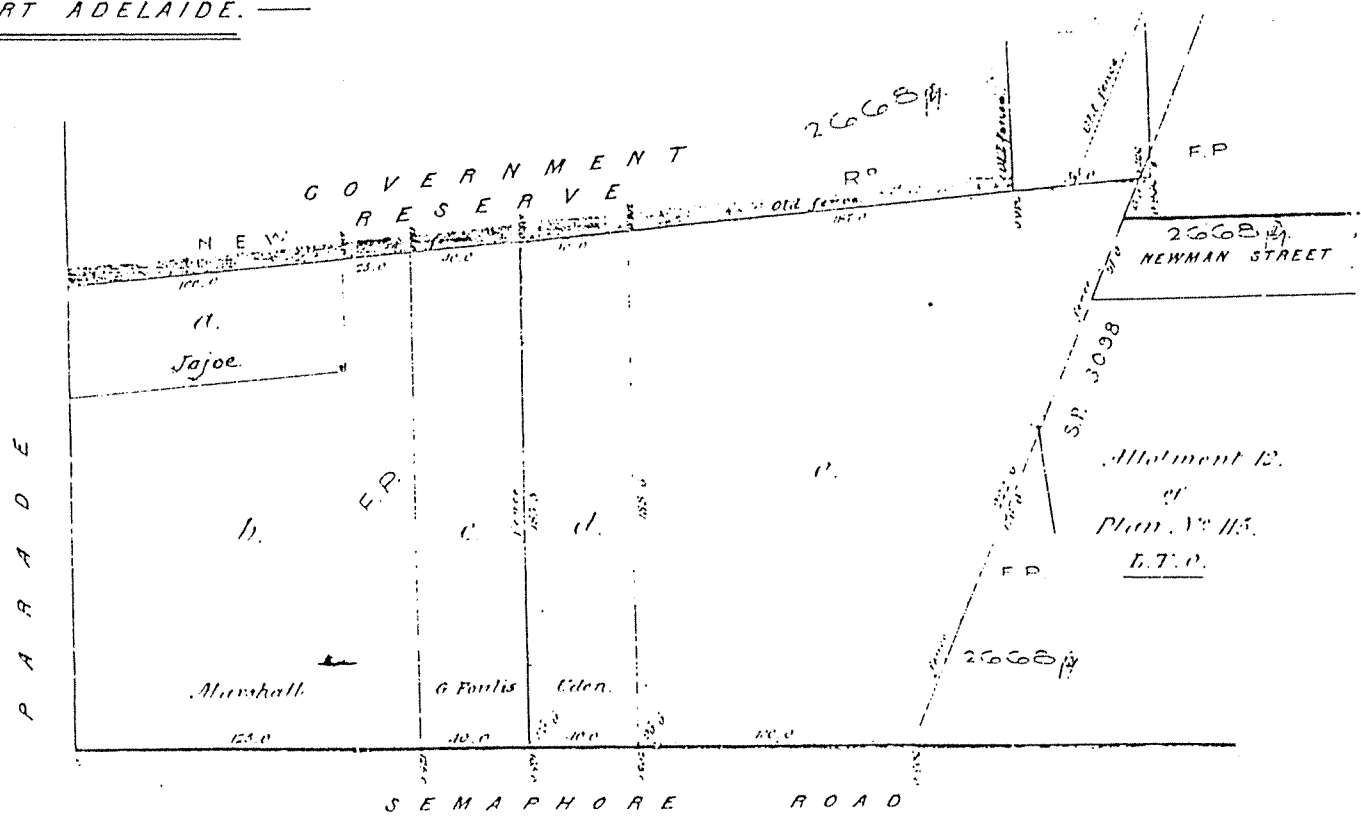
Jno C. Pirgrare
 Licensed under the
 Real Property Act

GREEN
 land
 [Signature]

10 278

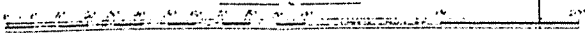
PLAN of portion of SECTION 1053.
— PORT ADELAIDE. —

GRO Deposited Plan No. 278 of 1870



A plan had been opened adjoining portion of the within
land on the 1st of 1870 in compliance of laws under a
system of land sales in tracing of case

Scale of Feet.



F. James Chapman Surveyor of Adelaide. Received Survey, do hereby
witness and certify in witness that the boundaries and measurements
given in this plan are correct and I make this solemn declaration
conscientiously believing the same to be true.
F. James Chapman Surveyor

Approved and declared to be a valid plan
this 1st day of February 1870
W. Robinson Collector

Exchange Land Office
GREEN & WADHAM.
(Land Agents.)
AUCTIONEERS & SURVEYORS.
ADELAIDE.

J.P.

The Government retained parts of Sections 1053 and 1054 for marine installations and during the 1870s much more substantial development took place. A signal station, which was a timber structure, was erected in 1872 and progressively added to over time. The surviving time ball tower was built in 1875 and the appearance of the Government Reserve on Section 1053 at this time is recorded in a photograph taken in 1877 by Captain Sweet (Semaphore PH92). Early Newman Street and Esplanade houses and the stone retaining wall for the cutting through the sand dunes are also visible.

The railway was extended from Port Adelaide in 1878 across the newly constructed Jervois Bridge. This brought holiday makers and day trippers to the seaside as well as encouraging residential and commercial development at Semaphore. The beach front at Semaphore became an important holiday destination. While part of its function as the Outer Harbor was usurped by the new pier at Largs after 1883, Semaphore became one of South Australia's main watering places. Photographs of Semaphore Beach north and south of the Pier illustrate the popularity of the area. Large circular tents, shelters, mountains of seaweed and the Pier itself figure prominently.

The sea baths were added to the Pier on the North Arm in the late 1880s and the Police Station was moved from Exeter to the west end of Semaphore Road in 1892. The development of hotels and guest houses within this precinct was accelerated during this time. The foreshore facilities developed with the erection of a brick band rotunda in 1917 and the Semaphore Palais in 1922. A large sea wall was erected along the newly developed foreshore strip which had been planted and landscaped with stairs, garden beds and seating. Outdoor picture shows were a popular feature of seaside entertainment, and Wondergraph had an open air theatre on the Esplanade next to the Customs Boarding Station. The Ozone Theatre Chain remodelled the Town Hall in 1929 as a picture theatre, and the Soldiers Memorial Hall was built next to the Town Hall also in 1929.

Semaphore's attraction for tourists continued into the 1930s. However, by 1937 all of Semaphore's marine transportation functions had ceased and were located at Outer Harbor. Many of the early buildings were demolished during the 1960s and 1970s including the Mail Station in 1967, the band rotunda during the 1970s, also the Semaphore railway line and its associated buildings such as water tank, station platform, and Exeter Station, were removed in 1980.

4.14.4 Objectives and Recommendations

- i) Conserve, enhance and restore the former recreational seaside character of this precinct.
- ii) Undertake historical research and catalogue the many early photographs of this precinct to provide the necessary background information to formulate appropriate design policies for this precinct.
- iii) As part of the recommended overall study of Semaphore Road (see 4.15), undertake urban design and restoration guidelines for all buildings and sites within this precinct. In addition, assessment of traffic management and street layout will establish the ability to reinstate appropriate street layout and landscaping for Semaphore Road. New street design should be simple, symmetrical and on axis with the pier.
- iv) Establish appropriate landscape designs for the foreshore and Time Ball reserves based on historical records.
- v) Ensure that any new infill development on vacant land be in sympathy with the character of the precinct. Any new development on the vacant land in Newman Street (currently for sale) should be carefully designed to echo adjacent seaside cottages.

The following buildings should be retained and are considered essential to the character of the precinct:-

- . Semaphore Road, north side
Doctors Surgery (stone) (former Railway Station).
Semaphore Hotel, 17 Semaphore Road.
Shops - 21-23A Semaphore Road.
Federal Hotel and Federal Buildings.
- . Semaphore Road, south side
Police Station.
Institute Building.
RSL Building.
- . Esplanade
Houses - 64, 65, 68 The Esplanade.
Time Ball.
Customs Boarding Station.
Evancourt Private Hotel.
- . Newman Street
Houses - 6, 10, 12 Newman Street.
- . Blackler Street
Houses - 5, 11-13, 15, 19, 21 Blackler Street.
Water Tower - 40 Blackler Street.
- . Foreshore
Semaphore Pier.
Rotunda/Carousel.
Soldiers Memorial Clock.
Palais.

vi) It is recommended that this precinct be considered for the State Heritage Register as it is of State significance.

4.14.5 Building Data Sheets

Within this precinct individual Building Data Sheets for the following buildings have been compiled:

64-65 The Esplanade
68 The Esplanade
Time Ball Tower
Customs Boarding Station, 78 The Esplanade
Evancourt Private Hotel, 8 The Esplanade
6 Newman Street
10-12 Newman Street
Institute Building and RSL Building, Semaphore Road
Police Residence, Semaphore Road
Former Railway Station and former Post Office, Semaphore Road
Semaphore Pier and Memorial Clock, Semaphore Road
Semaphore Hotel, 17 Semaphore Road
Semaphore Buildings, 21-23A Semaphore Road
Federal Hotel and Federal Buildings, 25 Semaphore Road
Merry-go-Round Rotunda, Todd Reserve
Former Palais, Todd Reserve

4.15 SEMAPHORE ROAD COMMERCIAL PRECINCT

4.15.1 Boundary

Semaphore Road from 25 Semaphore Road to railway line (north side) and from Institute Lane (north side) to railway line on south side.

4.15.2 Precinct Description and History

Semaphore Road was the main transport link between the coast and Port Adelaide (and Adelaide) via the Jervois Bridge, and with the introduction of the railway in 1878, the commercial and residential possibilities were realised.

This precinct is now an important commercial centre which serves the Le Fevre Peninsula, with capacity to serve a broader area. It contains many significant historic buildings. The historical and visual integrity of the precinct has been diminished by the installation of inappropriate and insensitive traffic management devices and landscaping. However, the survival of many important early commercial and residential buildings makes this a precinct of significance.

Semaphore Road developed as a substantial commercial centre after the establishment of the railway line from Port Adelaide in 1878, and the subsequent increase in residential population requiring goods and services. The needs of both seaside holidayers and everyday residents were met by hotels, shops, churches, cinemas and other associated facilities. These extended past Military Road and linked up with earlier clusters of houses and hotels, such as those around the Exeter Hotel, resulting in an established commercial strip which has continued to develop.

The following buildings are considered essential to the character of the precinct:-

- "Warrinilla", doctors surgery, 43 Semaphore Road.
- Shops, 56, 58 Semaphore Road - important corner elements.
- Shops, 57, 57A Semaphore Road - important corner elements.
- Shops, 65, 67 Semaphore Road.
- Masonic Buildings, 64A-68 Semaphore Road.
- Baptist Church.
- Shops 69, 69A Semaphore Road.
- Shops 71, 73 Semaphore Road.
- House 72 Semaphore Road.
- Shops 75, 77 Semaphore Road.
- Houses 81, 83, 85, 87, 87A Semaphore Road.
- Houses 82-100 Semaphore Road.
- 115-119A Semaphore Road, Exeter.
- 144 Semaphore Road, Exeter.
- Uniting Church, Semaphore Road, Exeter.
- Exeter Hotel.
- 160 Semaphore Road, Exeter.

The following buildings conform to the overall character of the precinct and their retention is to be encouraged:-

- 32-36 Semaphore Road.
- 39, 41 Semaphore Road.
- 56, 58 Semaphore Road.
- 57, 57A Semaphore Road.
- 59-63 Semaphore Road.
- 91-95 Semaphore Road.
- 103-105 Semaphore Road.
- 107-121 Semaphore Road.
- 110-118 Semaphore Road.

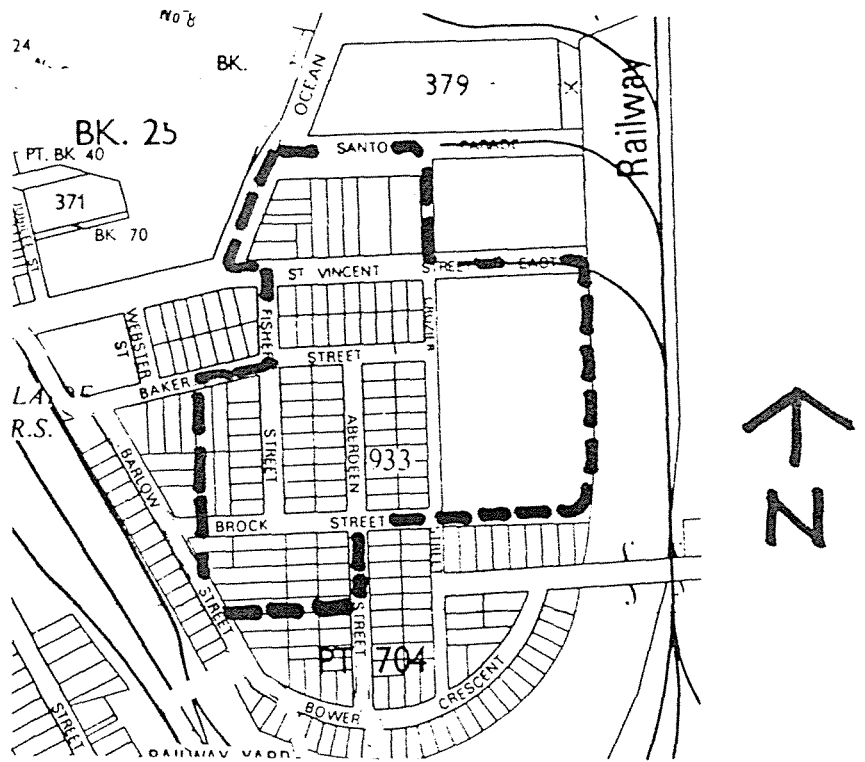
4.15.3 Recommendations

- i) This precinct, together with the Semaphore Pier Precinct, was of sufficient importance to warrant detailed investigation and the preparation of urban design guidelines. These were undertaken as part of the Semaphore Road Development project in December 1987.
- ii) It is recommended that this precinct be designated an Historic Conservation Zone.

4.15.4 Building Data Sheets

Individual Building Data Sheets have been compiled for the following items within this precinct:-

"Warrinilla", doctors surgery, 43 Semaphore Road.
 Shops, 56, 58 Semaphore Road - important corner elements.
 Shops, 57, 57A Semaphore Road - important corner elements.
 Shops, 65, 67 Semaphore Road.
 Masonic Buildings, 64A-68 Semaphore Road.
 Baptist Church.
 Shops 69, 69A Semaphore Road.
 Shops 71, 73 Semaphore Road.
 House 72 Semaphore Road.
 Shops 75, 77 Semaphore Road.
 Houses 81, 83, 85, 87, 87A Semaphore Road.
 Houses 82-100 Semaphore Road.
 115-119A Semaphore Road, Exeter.
 144 Semaphore Road, Exeter.
 Uniting Church, Semaphore Road, Exeter.
 Exeter Hotel.
 160 Semaphore Road, Exeter.



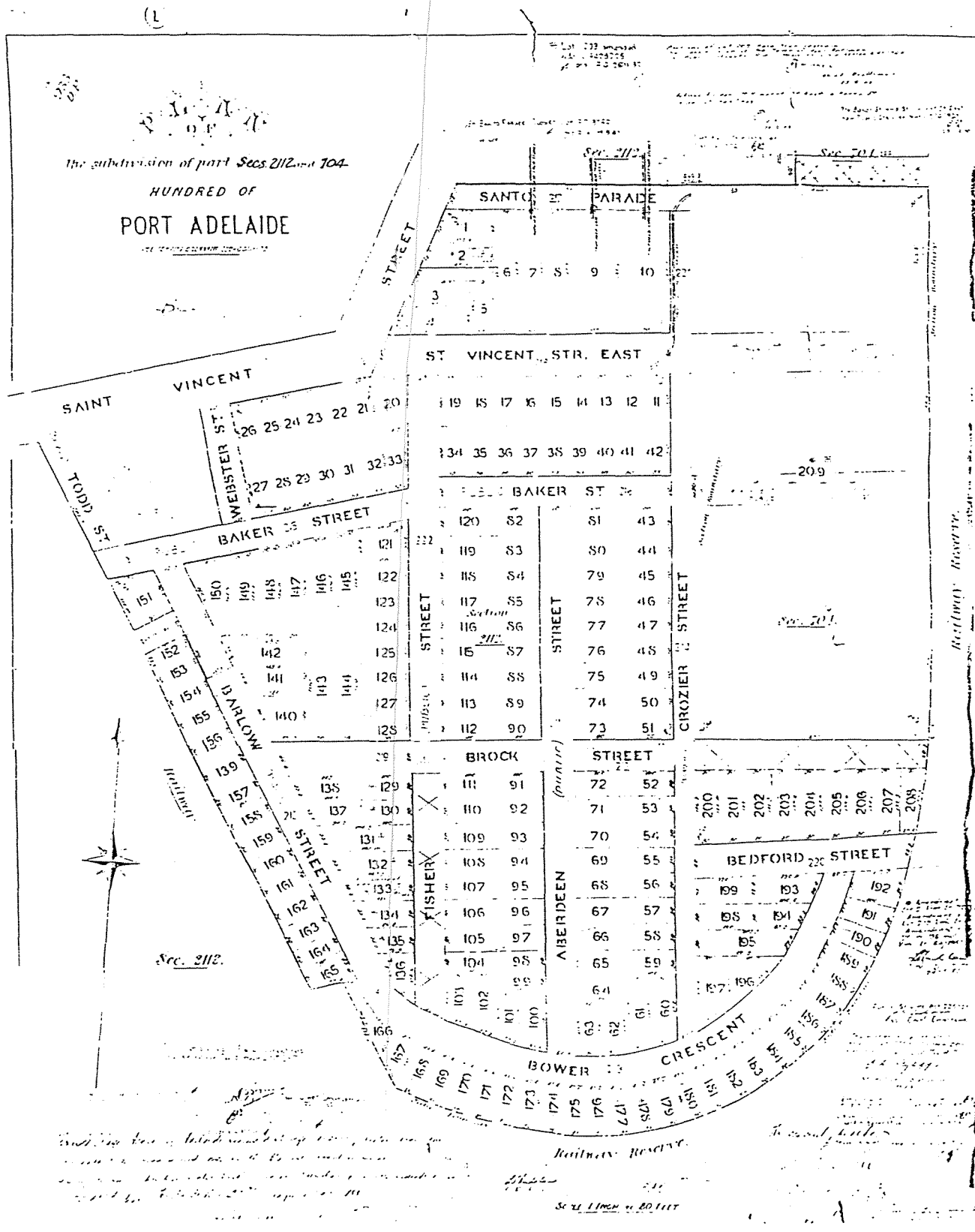
Santo Parade

4.16 WOOLSTORES PRECINCT

4.16.4 Individual Building Data Sheets

Individual Building Data Sheets have been compiled for the following buildings within this precinct:

- Elders Woolstores, Santo Parade
- Farmers Union Warehouse, corner of Aberdeen and Brock Street
- Dalgetys Woolstore, Fisher Street
- Elders and Goldsbrough Mort Woolstores, Baker and Crozier Streets
- Bennett & Fisher Woolstores, Bedford Street, Gillman



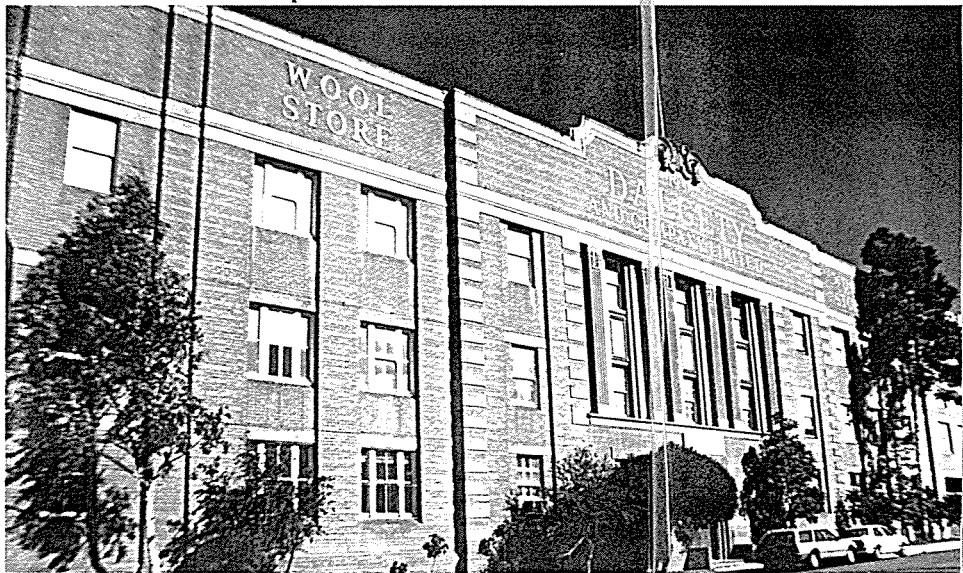
L.T.O. Deposited Plan No. 933 of 1880.



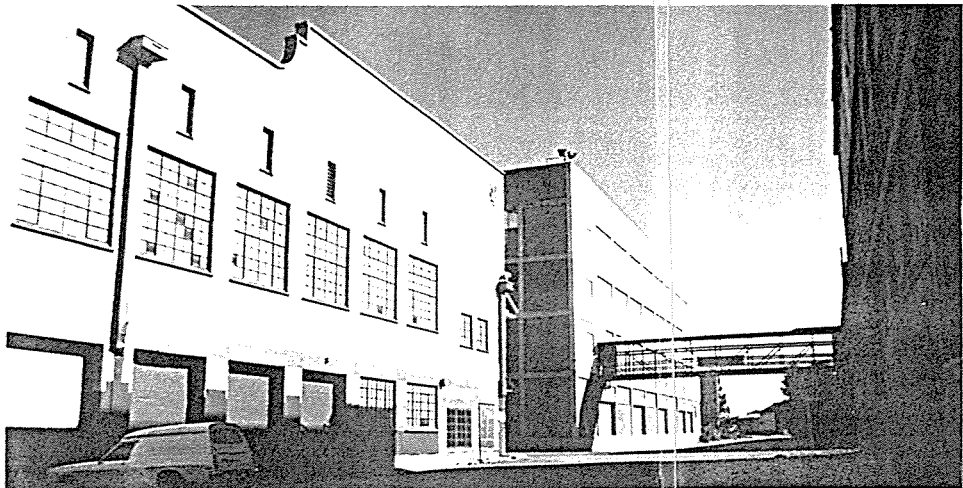
Bennett and Fisher, Gillman



S.A. Farmers Co-op



Dalgety & Co.



Goldsbrough Mort

SECTION 5

INDIVIDUAL BUILDINGS LIST

5.1 List of Items - by suburb

ALBERTON

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
House (The Cobbles)	2 Angas Street	LS	4.3
Shops (former Ozone Theatre)	33 Fussell Place	LS	4.3
Alberton Uniting Church	Port Road cnr. Glebe Street	LS	
Alberton Hotel	124 Port Road	LS	
Alfred James & Sons, Funeral Directors	164 Port Road	LS	
Alberton Baptist Chapel and Hall	230 Port Road	LS	
Housing	1, 3, 5, 7 Prince Street	TH	4.3
Houses, Railway Station Precinct	47, 49, 51, 51A, 53 Prince Street	TH	4.2
Houses	62-68 Prince Street	TH	4.3
House	70 Prince Street, Corner Wellington Street	TH	4.3
Houses	78, 80, 82, 84 Queen Street	TH	
Saint George's Anglican Church Hall	St. George's Square	LS	
Railway Station Precinct	Sussex Street & Prince Street	SS	4.2
Alberton Railway Station	Sussex Street	SS	4.2
Houses, Railway Station Precinct	42, 44 Sussex Street	TH	4.2
Shops	47, 49 to 61 Sussex Street	SS	4.2
Company Square	Todd Street	LS	4.3
Shop	771 Torrens Road	SS	

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

BIRKENHEAD

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Birkenhead Tavern	3 Elder Road	LS	
House	37A Elder Road	TH	LS
Navy Drill Hall and Reserve Depot	Fletcher Road	SS	
Largs Public School	215 Fletcher Road	LS	
Houses	14, 16 Hilton Street	LS	
Houses	11, 13, 15 Martin Street	TH	
Adelaide Ship Construction Coy including Fletcher's Slip	Semaphore Road	SS	4.16
Houses	2, 4, 6, 8, 10 Swigg Street	TH	
General Motors Holden (former)	Victoria Road	SS	
Houses	36 Wells Street	TH	

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

ETHELTON

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
House	149 Carlisle Street, Corner of Bucknall Road	TH	
House	11 Castle Street	TH	
Primary School	cnr Harvey and Pelham Streets	LS	

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>	If the building forms part of a precinct, precinct number is listed - see Section 4 of report.	

EXETER

NAME	ADDRESS	RECOMMENDATION	
		Significance	Part Precinct
Houses	18, 20, 22 Denman Street	TH	4.0
Residence (former Cooperative Society Ltd.)	23 Denman Street	LS	4.0
House	13, 15 Exmouth Road	TH	
House	3 Harris Street	LS	
Houses	23, 25, 29 Harris Street	TH	4.0
Houses	34, 36 Harris Street	TH	4.0
Shops and Residence	35, 37, 39, 41, 43 Harris Street	TH	4.0
Shop	40 Harris Street	TH	4.0
Houses	11, 9, 7 Mead Street	TH	
Lord Exmouth Hotel and surrounding Houses	Montpelier Street and Exmouth Road Corner	LS/ TH	4.0
Houses	5, 7, 11, 13, 15 Parr Street	TH	

Semaphore Road see listings under Semaphore

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

GILLMAN

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Bennett and Fisher Woolstores	Bedford Street	SS	4.16

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

GLANVILLE

NAME	ADDRESS	RECOMMENDATI	
		Significance	Part I
Glanville Hotel	50 Causeway Road	LS	
Cumberland Hotel	76 Causeway Road (Corner of Carlisle Street)	LS	
CSR Refinery	Rennie Road	SS	

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>	If the building forms part of a precinct, precinct number is listed - see Section 4 of report.	

LARGS BAY

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
House	28 Alexander Street	TH	
House	37 Anthony Street	TH	
Schicks Lodge	128 The Esplanade	TH	4.5
Houses	132, 133, 135 Esplanade	TH	4.5
Duplex	138, 139 Esplanade	LS	4.5
House	140 Esplanade	TH	4.5
Houses	143, 144 Esplanade	TH	4.5
House	156 Esplanade	TH	4.5
Houses	161, 163 Esplanade	LS	4.5
House	179 Esplanade	TH	
House	181 Esplanade	LS	4.5
Largs Pier Hotel	198 Esplanade (Corner Jetty Road)	SS	4.7
The Largs Jetty	Largs Bay	SS	4.7
House	209 Esplanade	LS	
House	212 Esplanade	LS	
House	213 Esplanade	TH	
Houses	15, 17, 23, 27 Hannay Street	TH	4.13

/continued

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>	If the building forms part of a precinct, precinct number is listed - see Section 4 of report.	

LARGS BAY (continued)

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Former Post Office	9 Jetty Road	LS	4.7
Shops	11-15 Jetty Road	SS	4.7
Shops	14, 16, 18, 20 Jetty Road	TH	4.7
Houses	23-24 Jetty Road	TH	4.7
Houses	72, 74, 76, 78, 80 Jetty Road	TH	
House	26 Kalgoorlie Street	TH	4.13
House	30 Kanowna Road	TH	4.13
House	443 Military Road (Corner of Musgrave Street)	TH	4.13
House	429 Military Road	LS	4.13
St. Albans Anglican Church	35 Musgrave Street	LS	4.13
House	14 Ralston Street	LS	4.13

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

LARGS NORTH

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Former Orphanage	209 Lady Gowrie Drive	LS/TH	
Residence	212 Lady Gowrie Drive	LS/TH	

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>	If the building forms part of a precinct, precinct number is listed - see Section 4 of report.	

NORTH HAVEN

NAME	ADDRESS	RECOMMENDATION	
		Significance	Part Precinct
Houses	13, 14, 15 Foremost Court	LS	
Pine Plantation	Lady Gowrie Drive	LS	4.

RECOMMENDATIONS KEYSignificance

- NS Potentially of national significance -
to be verified by research
- SS Potentially of statewide significance -
to be verified by research
- LS Local significance - compile available research
- TH Good example of typical housing stock of the suburb

Part Precinct

If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

OSBORNE

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Osborne Power Station	Mersey Road	SS	
Glen Arif	541 Victoria Road	LS	

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

OUTER HARBOUR

NAME	ADDRESS	RECOMMENDATION	
		Significance	Part
Mission to Seamen	Lady Ruthven Drive	SS	
Outer Harbour Railway Station	Oliver Rogers Road	LS	

RECOMMENDATIONS KEY

Significance

- NS Potentially of national significance - to be verified by research
- SS Potentially of statewide significance - to be verified by research
- LS Local significance - compile available research
- TH Good example of typical housing stock of the suburb

Part Precinct

If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

PORT ADELAIDE

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Houses	4, 6, 8, 10, 12 Aberdeen Street	LS	4.9
Farmers Union Warehouse	Aberdeen Street (Corner Brock Street)	SS	4.16
Elders Woolstores	Baker Street	SS	4.16
Dalgety's Woolstores	Baker Street (Corner Fisher Street)	SS	4.16
Houses	22, 24 Bower Crescent	LS	4.9
Houses	14, 16, 18 Brock Street	LS	4.9
Railway Bridge and Viaduct	Commercial Road to Lipson Street	SS	
Shops	222-238 Commercial Road	LS	
Birkenhead Bridge	Gawler Reach	SS	
Port Adelaide Primary School	Grand Junction Road	LS	
Palm Trees	Port Road	LS	4.11
Port Adelaide Goods Shed	St. Vincent Street	SS	
Graeme Hann and Warehouse	306, 308 St. Vincent Street	SS	
Woolstores Warehouses and Colac Hotel	Santo Parade	SS	4.16

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>	If the building forms part of a precinct, precinct number is listed - see Section 4 of report.	

PORTLAND

NAME	ADDRESS	RECOMMENDATION	
		Significance	Part F
Desouza (formerly Oldfields) Bakery	60 College Street	SS	4.
Portland Hotel	286 Commercial Road	LS	
Portland Meat Store and Houses	5, 7, 9, 11, 13 Holmes Street	TH	4.
Houses	54, 56, 58 Langham Place	TH	
Cottages	Leslie Place	TH	
Houses and Reserve	13, 15, 19 Montpelier Square	TH	4.

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>	If the building forms part of a precinct, precinct number is listed - see Section 4 of report.	

QUEENSTOWN

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Alberton Primary School	21 Broad Street	LS	
House	121 Long Street	LS	
Residences	Old Port Road	TH	
Shop (former Police Station)	129,131 Port Road	LS	
Shops (Verandahs)	133-143 Port Road	TH	
Church of Christ	194 Port Road	LS	
Prince of Wales Hotel	216 Port Road	LS	

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>	If the building forms part of a precinct, precinct number is listed - see Section 4 of report.	

ROSEWATER

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part I
Houses	1-11 Ann Street	TH	
House	11A Ann Street	TH	
Houses	8-14 Canning Street	LS	4.
House	41 Clarke Street	TH	
House	14, 16 Davidson Street	LS	4.
Houses	5-13 Dundas Street	LS	4.
Soldiers Memorial Hall	Grand Junction Road	LS	
Chapel	63 Grand Junction Road	LS	
Shop (Arthur Pudney)	5 McNicol Terrace	LS	
House	7 McNicol Terrace	TH	
First Housing Trust Homes	35-37 McNicol Terrace	SS	
House	2 Marjoram Street	TH	
House	766 Torrens Road	LS TH	
Fernleaf House	772 Torrens Road	TH	4.
Shops and house	798, 800, 802 Torrens Road	TH	4.

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

SEMAPHORE - 1

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
House	5 Blackler Street	SS	4.14
Houses	11-13 Blackler Street	SS	4.14
Houses	15, 19, 21 Blackler Street	SS	4.14
Water Tower	40 Blackler Street	SS	
Former Kew Hotel	25 Company Street	LS	
House	22 Derby Street	TH	4.13
House	34 Dudley Street	TH	4.13
House (Wandilla)	35 Dudley Street	TH	4.13
House	29 Esplanade	TH	4.5
Houses	30, 31 Esplanade	TH	4.5
House (Carlton)	34-35 Esplanade	LS	4.5
Houses	38, 39 Esplanade	TH	4.5
Houses	41, 43, 44 Esplanade	TH	4.5
Morpeth Nursing Home	50 Esplanade	TH	4.5
House	53 Esplanade	TH	4.5
Houses	59, 60 Esplanade	LS	4.5
2-storey Houses	64, 65 Esplanade	SS	4.14
House	68 Esplanade (Corner Newman Street)	SS	4.14

continued

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

SEMAPHORE - 2

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Time-Ball Tower	Esplanade and Semaphore Road	SS	4.14
Customs Boarding Station	78 Esplanade	SS	4.14
Evancourt Private Hotel	80 Esplanade	SS	4.14
Guest House	81 Esplanade	LS	4.5
House	101 Esplanade	TH	4.5
House	106 Esplanade	LS	4.5
House	115 Esplanade	TH	4.5
Houses	116, 117 Esplanade	TH	4.5
LeFevre and Port Adelaide Community Hospital	125 Esplanade (Corner Derby Street)	LS	4.5
Houses	16-18, 20 Hall Street	TH	4.13
Houses	39, 41, 43 Hall Street	TH	4.13
Houses	36, 38, 40, 42, 44 Hall Street	TH	4.13
Fire Station	76 Hall Street	LS	4.13
House	25 Hart Street	LS	
Houses	21, 23, 25 Jagoe Street	TH	4.13

continued

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

SEMAPHORE - 3

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Bute Terrace	176-186 Military Road	LS	4.13
House	188 Military Road	TH	4.13
Houses	241, 243, 247 Military Road (inc. Cnr. Dunn & Hall Sts.)	TH	4.13
Church of Christ	242 Military Road	LS	4.13
St. Bede's Anglican Church	243 Military Road	LS	4.13
Catholic Church	Military Road (cnr. Hall St.)	LS	4.13
House	6 Newman Street	SS	4.14
Houses	10, 12 Newman Street	SS	4.14
Institute Building (RSL Club)	Semaphore Road	SS	4.14
Police Residence	Semaphore Road	SS	4.14
Railway Station and former Post Office	Semaphore Road	SS	4.14
Semaphore Pier and Soldiers Memorial Clock	End Semaphore Road	SS	4.14
Semaphore Hotel	17 Semaphore Road	SS	4.14
4 Shops	21, 21A, 23, 23A Semaphore Road	SS	4.14
Federal Hotel and Federal Building	25 Semaphore Road	SS	4.14
Shops	32, 34, 36 Semaphore Road	LS	4.15
Shops	39, 41 Semaphore Road	LS	4.15
Warrinilla (formerly Dr. Bollen's Surgery)	43 Semaphore Road	SS	4.15

continued

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

SEMAPHORE - 4

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part
Shops	47-49 Semaphore Road	LS	4
Shops	56, 58 Semaphore Road	LS	4
Shops (Shop Fronts and Verandahs)	57, 57A Semaphore Road	LS	4
Shops	59, 61, 63 Semaphore Road	LS	4
Furniture Market (formerly Wondergraph Picture Palace)	65, 67 Semaphore Road	LS	4
Masonic Buildings	64A-68 Semaphore Road	LS	4
Baptist Church	66 Semaphore Road	LS	4
Captain Jagoe's Cottage	69, 69A Semaphore Road	LS	4
Shops	71, 73 Semaphore Road (Corner Jagoe Street)	SS	4
House (Cornish Kitchen)	72 Semaphore Road	SS	4
Shops	75, 77 Semaphore Road	LS	4
Houses	81, 83, 85, 87, 89 Semaphore Road	LS	4
Houses	82, 84 Semaphore Road	LS	4
Samuels Buildings and Shop	91, 93, 95 Semaphore Road	LS	4
Houses	92, 94, 96, 98, 100, 102 Semaphore Road	LS	4
Shops	103-105 Semaphore Road	LS	4

continued

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

SEMAPHORE - 3

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Bute Terrace	176-186 Military Road	LS	4.13
House	188 Military Road	TH	4.13
Houses	241, 243, 247 Military Road (inc. Cnr. Dunn & Hall Sts.)	TH	4.13
Church of Christ	242 Military Road	LS	4.13
St. Bede's Anglican Church	243 Military Road	LS	4.13
Catholic Church	Military Road (cnr. Hall St.)	LS	4.13
House	6 Newman Street	SS	4.14
Houses	10, 12 Newman Street	SS	4.14
Institute Building (RSL Club)	Semaphore Road	SS	4.14
Police Residence	Semaphore Road	SS	4.14
Railway Station and former Post Office	Semaphore Road	SS	4.14
Semaphore Pier and Soldiers Memorial Clock	End Semaphore Road	SS	4.14
Semaphore Hotel	17 Semaphore Road	SS	4.14
4 Shops	21, 21A, 23, 23A Semaphore Road	SS	4.14
Federal Hotel and Federal Building	25 Semaphore Road	SS	4.14
Shops	32, 34, 36 Semaphore Road	LS	4.15
Shops	39, 41 Semaphore Road	LS	4.15
Warrinilla (formerly Dr. Bollen's Surgery)	43 Semaphore Road	SS	4.15

continued

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

SEMAPHORE - 4

NAME	ADDRESS	RECOMMENDATION	
		Significance	Part
Shops	47-49 Semaphore Road	LS	4.
Shops	56, 58 Semaphore Road	LS	4.
Shops (Shop Fronts and Verandahs)	57, 57A Semaphore Road	LS	4.
Shops	59, 61, 63 Semaphore Road	LS	4.
Furniture Market (formerly Wondergraph Picture Palace)	65, 67 Semaphore Road	LS	4.
Masonic Buildings	64A-68 Semaphore Road	LS	4.
Baptist Church	66 Semaphore Road	LS	4.
Captain Jagoe's Cottage	69, 69A Semaphore Road	LS	4.
Shops	71, 73 Semaphore Road (Corner Jagoe Street)	SS	4.
House (Cornish Kitchen)	72 Semaphore Road	SS	4.
Shops	75, 77 Semaphore Road	LS	4.
Houses	81, 83, 85, 87, 89 Semaphore Road	LS	4.
Houses	82, 84 Semaphore Road	LS	4.
Samuels Buildings and Shop	91, 93, 95 Semaphore Road	LS	4.
Houses	92, 94, 96, 98, 100, 102 Semaphore Road	LS	4.
Shops	103-105 Semaphore Road	LS	4.

continued

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>	If the building forms part of a precinct, precinct number is listed - see Section 4 of report.	

SEMAPHORE - 5

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
Houses	107-121 Semaphore Road	LS	4.15
Shops and Houses	110-118 Semaphore Road	LS	4.15
Shops and Houses	115-119A Semaphore Road	LS	4.15
Houses	137-155 Semaphore Road	LS	4.15
Uniting Church (former Wesleyan Church)	144 Semaphore Road	LS	4.15
Exeter Hotel	152 Semaphore Road	LS	4.15
House (<i>and shop</i>)	160 Semaphore Road	LS	4.15
House and Shops	173, 175, 181 Semaphore Road	LS	4.15
House	14 South Terrace	TH	4.13
Rotunda	Todd Reserve	SS	4.14
Former Palais Building	Todd Reserve	SS	4.14
Houses and Norfolk Pines	10, 14, 16, 18 Union Street	TH	4.13
Houses	24-30, 32 Water Street	TH	4.13
Houses	113, 115, 117, 121 Woolnough Street	TH	4.13

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

SEMAPHORE SOUTH

NAME	ADDRESS	RECOMMENDAT	
		Significance	Part
Saint Margaret's Hospital	65 Military Road	SS	
Glanville Hall	8 Park Avenue	SS	

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

TAPEROO

NAME	ADDRESS	RECOMMENDATIONS	
		Significance	Part Precinct
S.A. Police Academy (formerly Fort Largs)	Military Road	SS	

RECOMMENDATIONS KEY

<u>Significance</u>	NS	Potentially of national significance - to be verified by research
	SS	Potentially of statewide significance - to be verified by research
	LS	Local significance - compile available research
	TH	Good example of typical housing stock of the suburb
<u>Part Precinct</u>		If the building forms part of a precinct, precinct number is listed - see Section 4 of report.

5.2 BUILDINGS AND PRECINCTS OF POTENTIAL STATEWIDE SIGNIFICANCE

5.2.1 Buildings of Potential Statewide Significance

Alberton

Shop, 771 Torrens Road

Birkenhead

Navy Reserve Depot, Fletcher Road
Fletcher's Slip (part Fletcher's Dock), Semaphoare Road
General Motors Holden, Victoria Road

Glanville

CSR Refinery, Rennie Road

Largs Bay

Shops - 11-15 Jetty Road
Largs Jetty

Osborne

Osborne Power Station, Mersey Road

Outer Harbour

Mission to Seamen, Lady Ruthven Drive

Port Adelaide

Birkenhead Bridge, Gawler Reach
Warehouses - 306, 308 St.Vincent Street
Railway Bridge and Viaduct, Commercial Road

Portland

DeSouza Bakery, 60 College Street

Semaphore

Federal Hotel and Federal Buildings, 25 Semaphore Road
"Warrinilla", 43 Semaphore Road
Shops - 71,73 Semaphore Road
House - 72 Semaphore Road

5.2.2 Precincts of Potential Statewide Significance

4.2 Alberton Railway Station Precinct

4.4 Birkenhead Slipway and Docks Complex

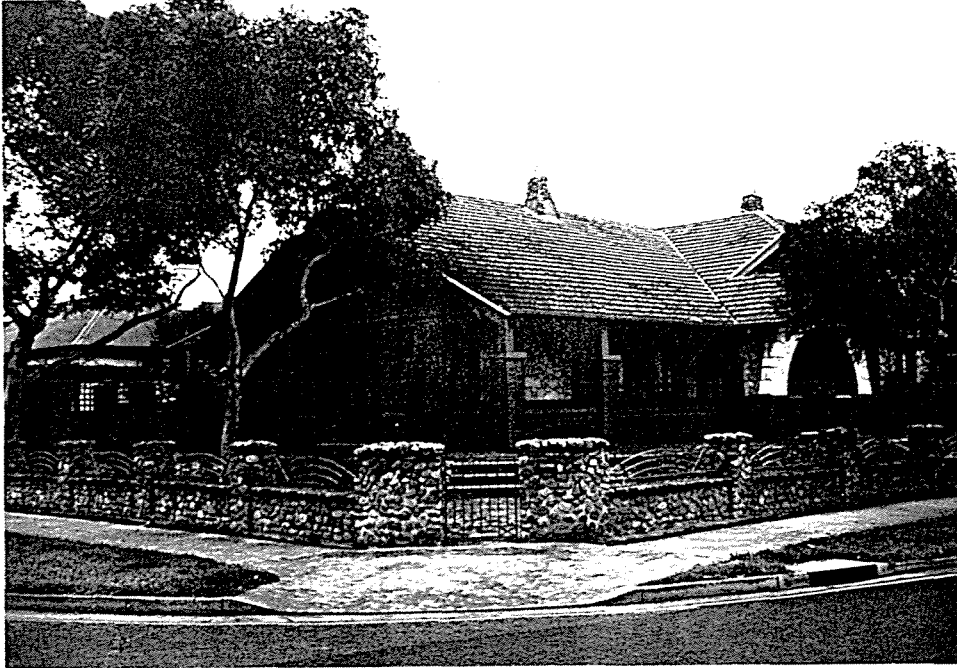
4.14 Semaphore Pier Historic Precinct

4.16 Woolstores Precinct

SECTION 6
BUILDING DATA SHEETS
by Suburb

NAME: The Cobbles

ADDRESS: 2 Angas Street, Alberton



CONSTRUCTION DATE: c.1925

ARCHITECT:

BUILDER:

PRESENT OWNER:

FIRST OWNER:

PRESENT USE/OCCUPIER: Residence

FIRST USE/OCCUPIER: Residence

BUILDING MATERIALS: Random faced
stone and brick walls, terracotta tiled
roof

TITLE LISTINGS:

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This house falls within the Alberton Residential Precinct. Refer to the Precinct recommendations earlier in this study.

BUILDING HISTORY AND ANALYSIS:

This house is an excellent example of a 1920s residence in an earlier settled residential area. It has landmark quality as it is located on the corner of Company Square, one of the major squares in the town plan area of Alberton and it contributes to the residential precinct by its quality of design and distinctive materials.

NAME: Former Ozone Theatre and Shops **ADDRESS:** 33 Fussell Place, Alberton



CONSTRUCTION DATE: 1924 (closed February 1961)

ARCHITECT: Christopher A. Smith

BUILDER: A. Anderson & Co., Norwood.

PRESENT OWNER:

FIRST OWNER: Ozone Amusements Co.

PRESENT USE/OCCUPIER: Shops

FIRST USE/OCCUPIER: Picture Theatre and Shops

BUILDING MATERIALS: Brick and rendered masonry walls, corrugated iron roof

TITLE LISTINGS: CT 4238/802 (Allotments 42, 43, Section 423)

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building falls within the boundaries of the Alberton Residential Precinct. The recommendations for this precinct should be referred to earlier in this report. This building in particular should be retained and where and when possible the auditorium used in a manner more compatible with its original function.

BUILDING HISTORY AND ANALYSIS:

This picture theatre with associated shops is one of several constructed by Hugh M. Waterman's Company, Ozone Amusements Company during the 1920s. The company owned some 30 cinemas during the 1930s and 1940s during the period before the advent of television. Waterman began screening films in the Semaphore Town Hall in 1911 and constructed the Port Adelaide Ozone in 1913 (now demolished). The Alberton Ozone was erected in 1924 to the design of Christopher A. Smith, Architect.

The opening ceremony was reported in detail in the Port Adelaide News, 29th August 1924, when it was noted that it was by far the largest building in Alberton. The article goes on to describe in detail the four shops associated with the building and the interior of the theatre giving a good indication of the style of picture theatres during the 1920s. Christopher A. Smith was also designing picture theatres for the other main theatre chain, National, at this time (Colonel Light Gardens Theatre, 1926) and he also designed the conversion of the Semaphore Town Hall to a theatre for Waterman in 1929. This building is an example of the importance of picture theatres during the 1920s and 1930s in the entertainment and social life of suburban residents. The Alberton Ozone was closed in February 1961 and converted to a Foodland Supermarket. Other theatres in suburban Adelaide have suffered a similar fate. However this building still retains much of its original external detailing apart from the removal of the bow window projection box in the central upper section of the front wall.

SOURCES:

Port Adelaide News, 29th August 1924.

Portonian, June 1988, Vol. 16, No. 2.

Portonian, December 1979, Vol. 7, No. 4.

NAME: Alberton Uniting Church

ADDRESS: Corner of Port Road and Glebe Road, Alberton



CONSTRUCTION DATE: 1857

ARCHITECT:

BUILDER:

PRESENT OWNER: Uniting Church
Australia

FIRST OWNER: Wesleyan Methodist Church

PRESENT USE/OCCUPIER: Church

FIRST USE/OCCUPIER: Church

BUILDING MATERIALS: Stone with
rendered trim, corrugated iron
roof (recent)

TITLE LISTINGS:

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This early church should be conserved and maintained in as original condition as possible.

BUILDING HISTORY AND ANALYSIS:

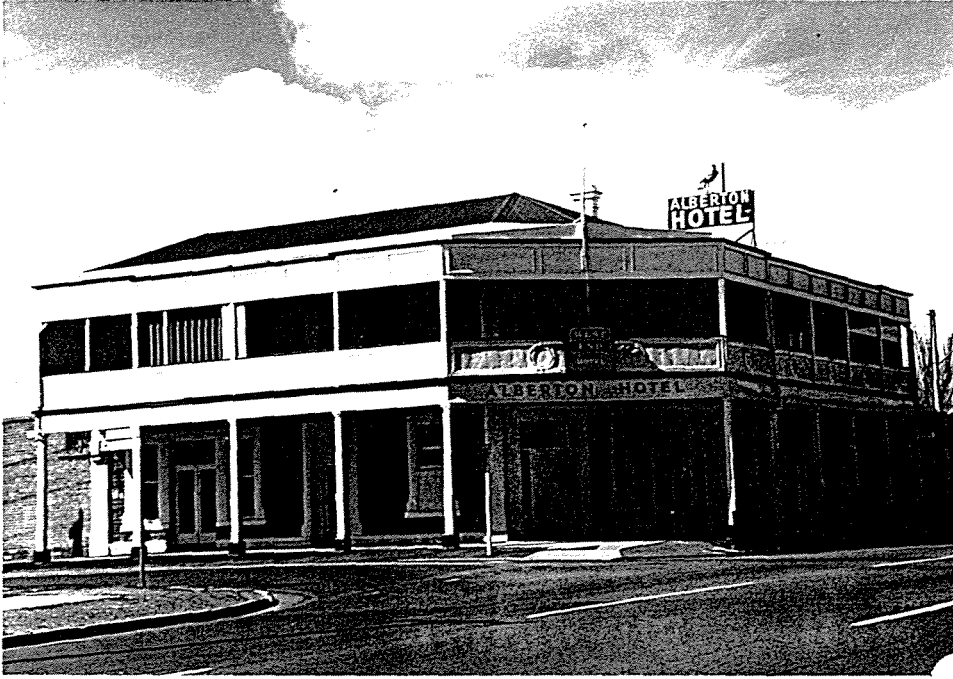
Originally the Alberton Wesleyan Methodist Church, this church is now known as the Uniting Church. The Wesleyan Methodists were first established in South Australia in 1837, then became part of the South Australian Methodist Union in 1900. Presbyterians, Congregationalists and the Methodist Union then formed the Uniting Church in 1977. The church was built in 1857 and opened on April 25th 1858. It is said to be the oldest church building still functioning in the Port Adelaide District. It is indeed a simple structure with little of the stylistic embellishments evident on churches built a decade later.

SOURCES:

Mudflats to Metropolis, pp.44, 45.

NAME: Alberton Hotel

ADDRESS: 124 Port Road, Alberton



CONSTRUCTION DATE: 1880s

ARCHITECT:

BUILDER:

PRESENT OWNER: S.A. Brewing Co.

FIRST OWNER: John Parsons, 1848, first licensee.

PRESENT USE/OCCUPIER: Hotel

FIRST USE/OCCUPIER: Hotel

BUILDING MATERIALS: Stone walls with rendered trim, corrugated iron roof, timber and iron verandahs.

TITLE LISTINGS: CT 1537/166

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

The earliest surviving sections of this building should be conserved and maintained. Any addition should be to the rear or side where they are not visible from Port Road and carried out in a manner sympathetic to the style of the original 1880s hotel.

BUILDING HISTORY AND ANALYSIS:

There has been a hotel on this site since 1848. The first hotel was known as the Coromandel Inn. From 1861 to 1877 it was known as the Coromandel Hotel, and in 1878 its name was changed to the Alberton Hotel. An early photo shows the Alberton Hotel with a smaller earlier building beside it named the Shipwrights Arms. The Shipwrights Arms was an early hotel which traded from 1839 until 1876 in Port Road. Licensees listings indicate that there is an overlap of licensees during the 1862-1864 period when John Parsons was the licensee for both hotels and the hotels apparently functioned side by side until the closure of the Shipwrights Arms. The last publican of the Shipwrights Arms was W.H. Parsons in 1876.

The Alberton Hotel, a two storeyed building, has been extended over the site of the Shipwrights Arms, probably during the 1890s and in the 1920s verandahs to both levels of the hotel were added. Hotels in Port Road played an early part in the development of the area and this building is no exception. Its continued existence on the same site makes it an important local heritage item as many other earlier documented hotels in Port Road no longer exist.

SOURCES:

J.L. Hoad. Hotels and Publicans in S.A. (1984).
PH1.



PH1

Alberton Hotel and
Shipwrights Arms

1889-1897

NAME: Alfred James & Son,
Funeral Directors

ADDRESS: 164 Port Road, Alberton



CONSTRUCTION DATE: c.1870s

ARCHITECT:

BUILDER:

PRESENT OWNER: Alfred James & Son **FIRST OWNER:**

PRESENT USE/OCCUPIER: Funeral Parlour **FIRST USE/OCCUPIER:** Residence and Shops

BUILDING MATERIALS: Stone and
rendered masonry walls, corrugated
iron roof.

TITLE LISTINGS: CT 513/48

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

All original elements should be retained and maintained. Conversion to the current use has been sensitively undertaken and no further changes should be made to the front of the building. Any extensions should be to the rear away from Port Road.

BUILDING HISTORY AND ANALYSIS:

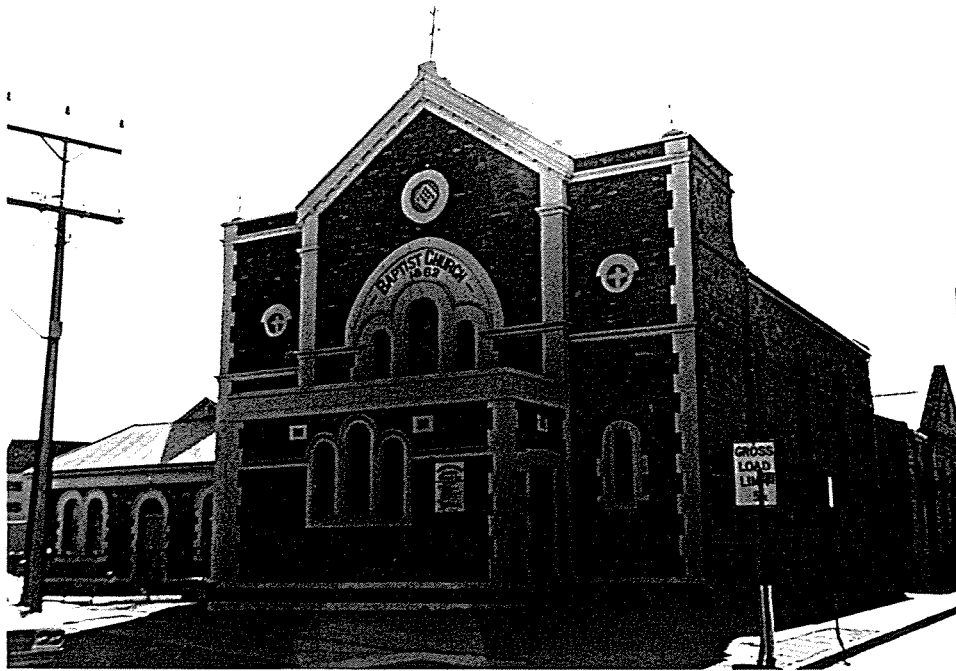
This building represents a typical form of combined commercial residential building along Port Road during the 1870s and 1880s. It was initially built as a shop with an attached residence and fronted the main Port to Adelaide road. It has been carefully converted to its present use as a funeral parlour maintaining the frontage to Port Road. From 1914 to 1976 it was the home of Arthur O.R. Tapp, Mayor of Port Adelaide from 1924 to 1927, and his family.

SOURCES:

L.T.O. Certificates of Title.

NAME: Alberton Baptist Chapel
and Hall

ADDRESS: 234 Port Road, Alberton



CONSTRUCTION DATE: 1862

ARCHITECT:

BUILDER:

PRESENT OWNER: Alberton Baptist
Church Inc.

FIRST OWNER: Alberton Baptist Church

PRESENT USE/OCCUPIER: Church

FIRST USE/OCCUPIER: Church

BUILDING MATERIALS: Stone with
rendered quoining, side and rear walls
stone with brick trim, slate roof.

TITLE LISTINGS: Part of Allotment 699,
Section 423

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

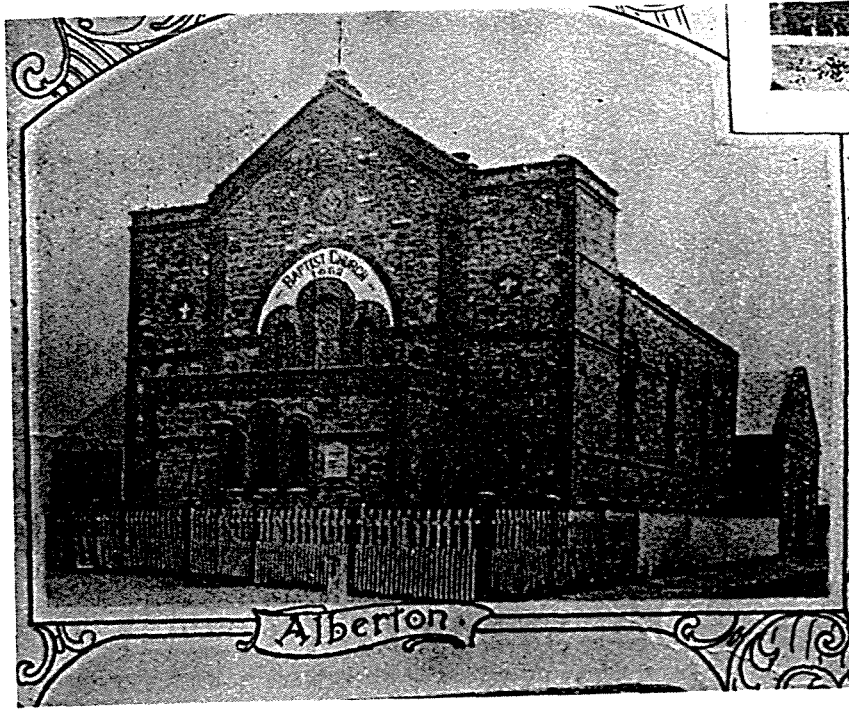
This building should be conserved and maintained. All original building detailing should be retained.

BUILDING HISTORY AND ANALYSIS:

Alberton Baptist Church was first established in 1862-1863 and was the first Baptist congregation in the Port Adelaide district. The hall was added in 1893 and the buildings extended in 1911. The church presents a typically nonconformist facade to Port Road with round headed windows and a classical temple form outlined in rendered masonry on the front of the church. A 1907 photograph (PH2) shows the church surrounded by an elegant picket fence with capped posts. The Alberton Baptist Church indicates the extension and consolidation of settlement in Alberton during the 1860s and the provision of extra community services such as churches for the expanding population.

SOURCES:

Lumbers, Centenary History, p.83.
PH2



PH2

Alberton Baptist Church

1907

NAME: Attached houses

ADDRESS: 78, 80, 82, 84 Queen Street,
Alberton



CONSTRUCTION DATE: c.1860s

ARCHITECT:

BUILDER:

PRESENT OWNER: Various

FIRST OWNER: Various

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Stone walls
with brick quoining, corrugated iron
roof.

TITLE LISTINGS: No. 80 - CT 250/597.

SIGNIFICANCE: Typical early housing/
Local

HERITAGE LISTINGS: Nil.

CONSERVATION RECOMMENDATIONS:

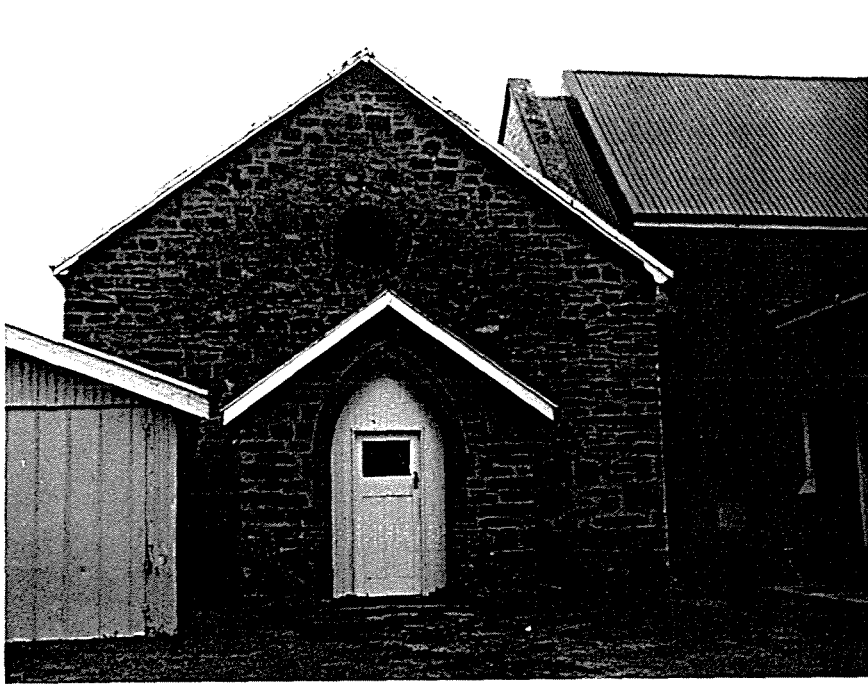
These houses fall within the Alberton Residential Precinct. Recommendations for this Precinct should be referred to earlier in this report. Where possible typical housing of this early period should be maintained and conserved. Any repairs or replacements should be carried out using materials compatible with original finishes.

BUILDING HISTORY AND ANALYSIS:

These houses form a group of early cottages which may have been linked to the smelters in the southern section of Alberton. This has not yet been verified by historical informa

NAME: St. George's Anglican Church
Hall

ADDRESS: St. George's Square, Alberton



CONSTRUCTION DATE: Hall, early 1860s. Church

ARCHITECT:

BUILDER:

PRESENT OWNER: Anglican Diocese
of Adelaide

FIRST OWNER: Church of England

PRESENT USE/OCCUPIER: Church
Hall

FIRST USE/OCCUPIER: Church

BUILDING MATERIALS: Church, brick
with corrugated iron roof.
Hall, random bluestone with
corrugated iron roof.

TITLE LISTINGS: Part of Section 243

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

It is recommended that the form of the church and hall be maintained and conserved.

BUILDING HISTORY AND ANALYSIS:

St. George's Anglican Church is built on St. George's Square, an important town planning element within the early subdivision of Alberton and linked to Company Square by St. George's Place. The subdivision plan GRO 410 of 1854 shows the sketched form of a castellated church on an octagonal reserve on the square. This and other 1860s churches in Alberton indicate the consolidation of settlement within the suburb and are locally significant heritage items.

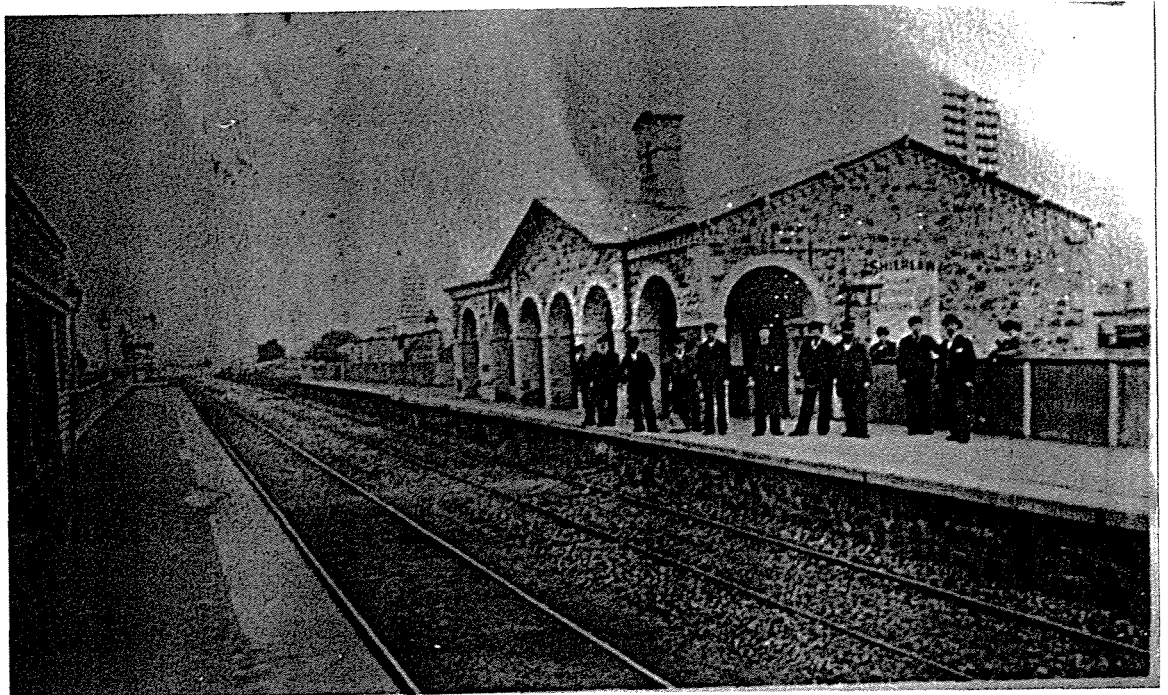
The Alberton Railway Station was extended in 1879 after the connection of the Port Adelaide line across the Port River to Glanville and Semaphore. The Alberton Railway station became the focal point of the development of commercial services for the Albert residential district (apart from the shops which grew up on Port Road to service the through traffic) and shops and other facilities such as a Post Office were constructed in Sussex Street which leads to the station. An overway was built across the railway line in 1880 and the station platform was raised in 1911.

The construction of the railway line through Alberton required the alteration of the original subdivision allotments to create a corridor for the construction of the lines. This avoided the problem of cutting across existing subdivisions and confusing road intersections as had occurred in Bowden and Brompton.

The station in its current state is significantly altered from its original design. When the platform was raised the front arcaded section of the building was removed and a new simple gabled roof constructed. The current appearance of the frontage to Sussex Street is somewhat derelict and would benefit from careful reconstruction and conservation to re-create the arcaded appearance of the original station.

SOURCES:

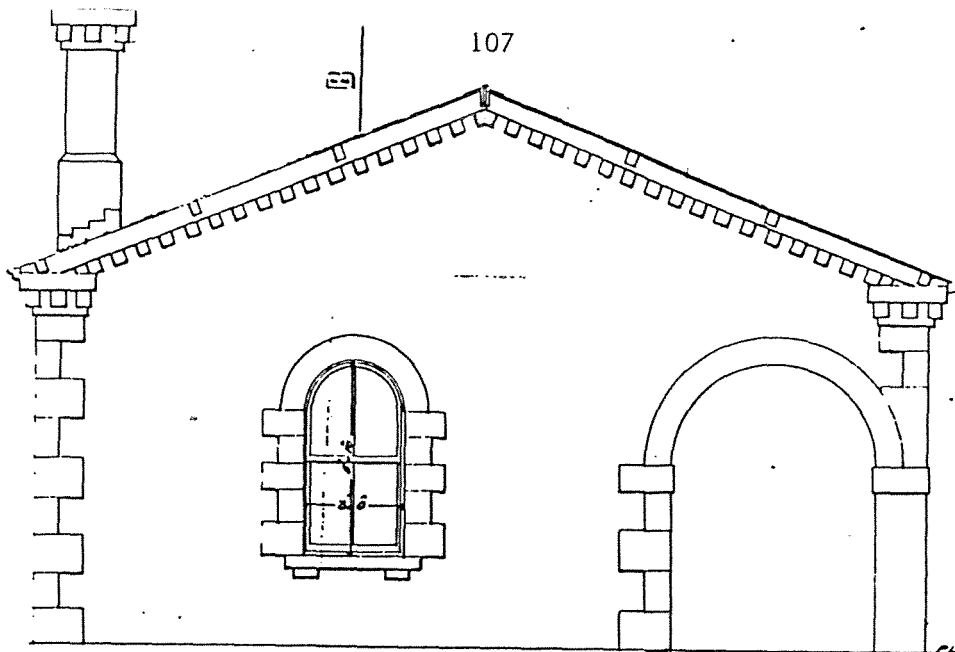
S.A.R. drawings of Alberton Station and alterations. Commonwealth Archives, Collinswood Stempel, The Centenary of the Adelaide-Port Adelaide Railway. In The Australian Railway Historical Society Bulletin, No. 224, June 1956.



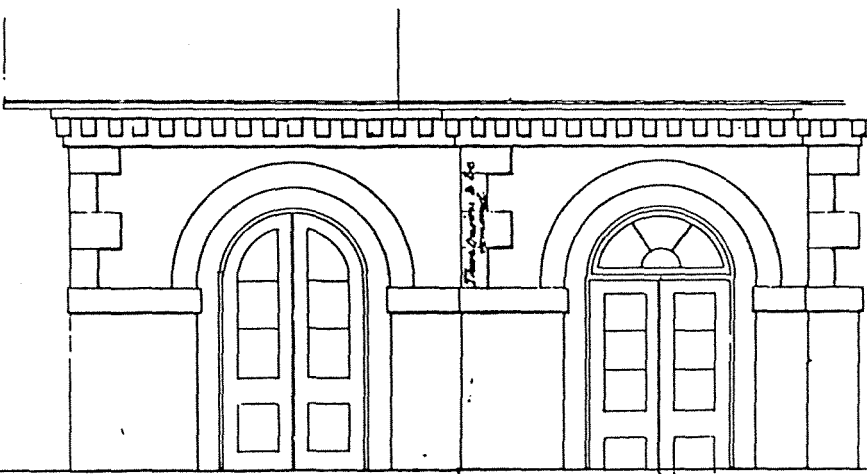
PH3

Alberton Railway Station

c.1895



END ELEVATION



FRONT ELEVATION

Alberton Railway Station Extension 1879

NAME: Shops

ADDRESS: 47-61 Sussex Street, Alberton.

**CONSTRUCTION DATE:** 1890s-1910s**ARCHITECT:****BUILDER:****PRESENT OWNERS:** Various**FIRST OWNERS:** Various**PRESENT USE/OCCUPIER:** Shops**FIRST USE/OCCUPIER:** Shops**BUILDING MATERIALS:** Rendered masonry with corrugated iron verandahs and glass and timber shopfronts.**TITLE LISTINGS:** Various**SIGNIFICANCE:** State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

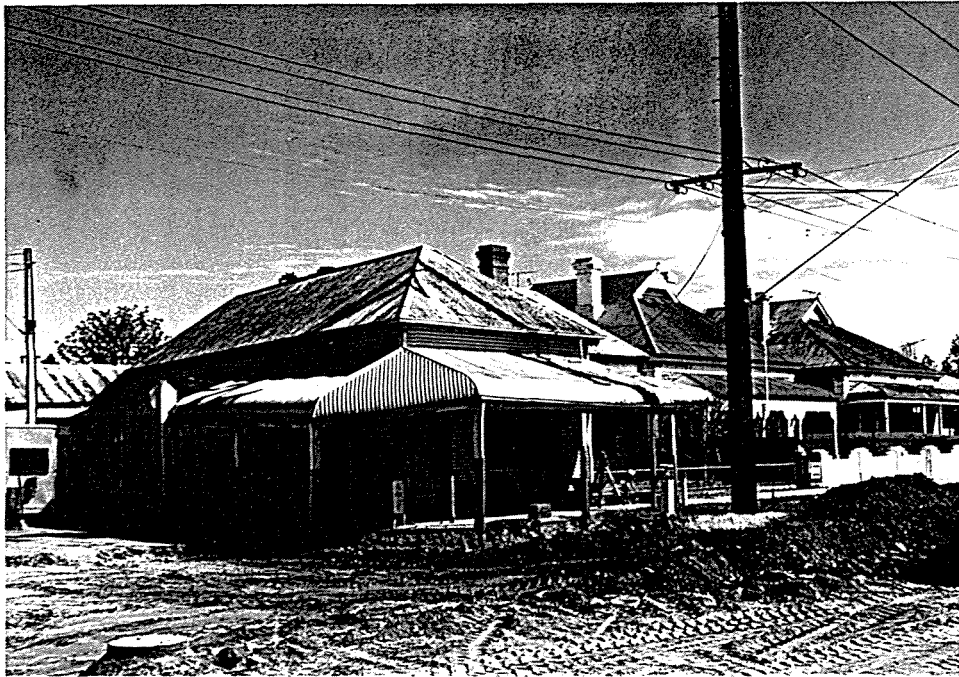
These shops form an important part of the Alberton Railway Station Precinct. Recommendations for this Precinct should be referred to earlier in this report. All original detailing to these shops should be conserved and maintained particularly verandah forms, parapets, and shopfronts.

BUILDING HISTORY AND ANALYSIS:

This substantial row of single storey shops creates the Railway Square atmosphere of Sussex Street and consequently is a significant element in this precinct. The consistency of the two groups of shops, one dating from the 1890s and the other from the 1910s, results from the wide span verandahs across the footpaths leading to the railway station. These shops retain much original detailing including some fine original shopfronts at No. 49 Sussex Street. The extent of the shops indicates the importance of this local service area for the residents of Alberton who used foot or public transport as their main means of travelling during the late 19th century and early this century.

NAME: Shop

ADDRESS: 771 Torrens Road, Alberton



CONSTRUCTION DATE: c.1880s

ARCHITECT:

BUILDER:

PRESENT OWNER: M.M. Thompson

FIRST OWNER:

PRESENT USE/OCCUPIER: Shop

FIRST USE/OCCUPIER: Shop

BUILDING MATERIALS: Corrugated iron

TITLE LISTINGS: CT 4224/105

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This intact rare example of a corrugated iron corner shop should be retained and conservation encouraged, particularly all painted advertisements on the side wall of the shop should be protected. This shop should be considered for addition to the State Heritage Register.

BUILDING HISTORY AND ANALYSIS:

This corrugated iron shop is a remnant of an early period of Alberton's history and like other corner shops still remaining in small suburban areas of Port Adelaide indicates the need for shopping facilities close to residential areas prior to the development of public transport and the motor car. This shop retains its original corrugated iron walls and painted advertisements on the side wall of the shop.

NAME: Birkenhead Tavern

ADDRESS: 1-3 Elder Road, Birkenhead



CONSTRUCTION DATE: c.1878

ARCHITECT:

BUILDER:

PRESENT OWNER: S.A. Brewing Holdings

FIRST OWNER: Owen Williams, first recorded licensee, 1878

PRESENT USE/OCCUPIER: Hotel

FIRST USE/OCCUPIER: Hotel

BUILDING MATERIALS: Walls stone with brick quoining now painted, roof corrugated iron.

TITLE LISTINGS: CT 2640/101

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

The 1880s form of this hotel should be maintained, any original material conserved, and unsympathetic extensions altered when possible.

BUILDING HISTORY AND ANALYSIS:

According to available licensing information the hotel at Birkenhead has been operating since 1878 and the current building would appear to date from that time. On the first subdivision plan of Birkenhead of 1864 a hotel named the Shipwrights Arms (extant from 1853) is located on Allotment 1 of Block B of the subdivision. This is at the end of Victoria Road and now under the approach to the Birkenhead Bridge. No hotel is marked on Allotment 33 of Block C on this plan, so the Birkenhead Tavern building dates from after 1864.

Its close proximity to the early Port River slips meant it has had a long association with ship building and shipwrights held regular meetings and dances in the hotel. The first Sailing Club at Port Adelaide was the result of a meeting on the 15th September 1891 in the Birkenhead Hotel and the hotel also retained its licence after 1909 when many of Port Adelaide district hotels were closed by a local option poll.

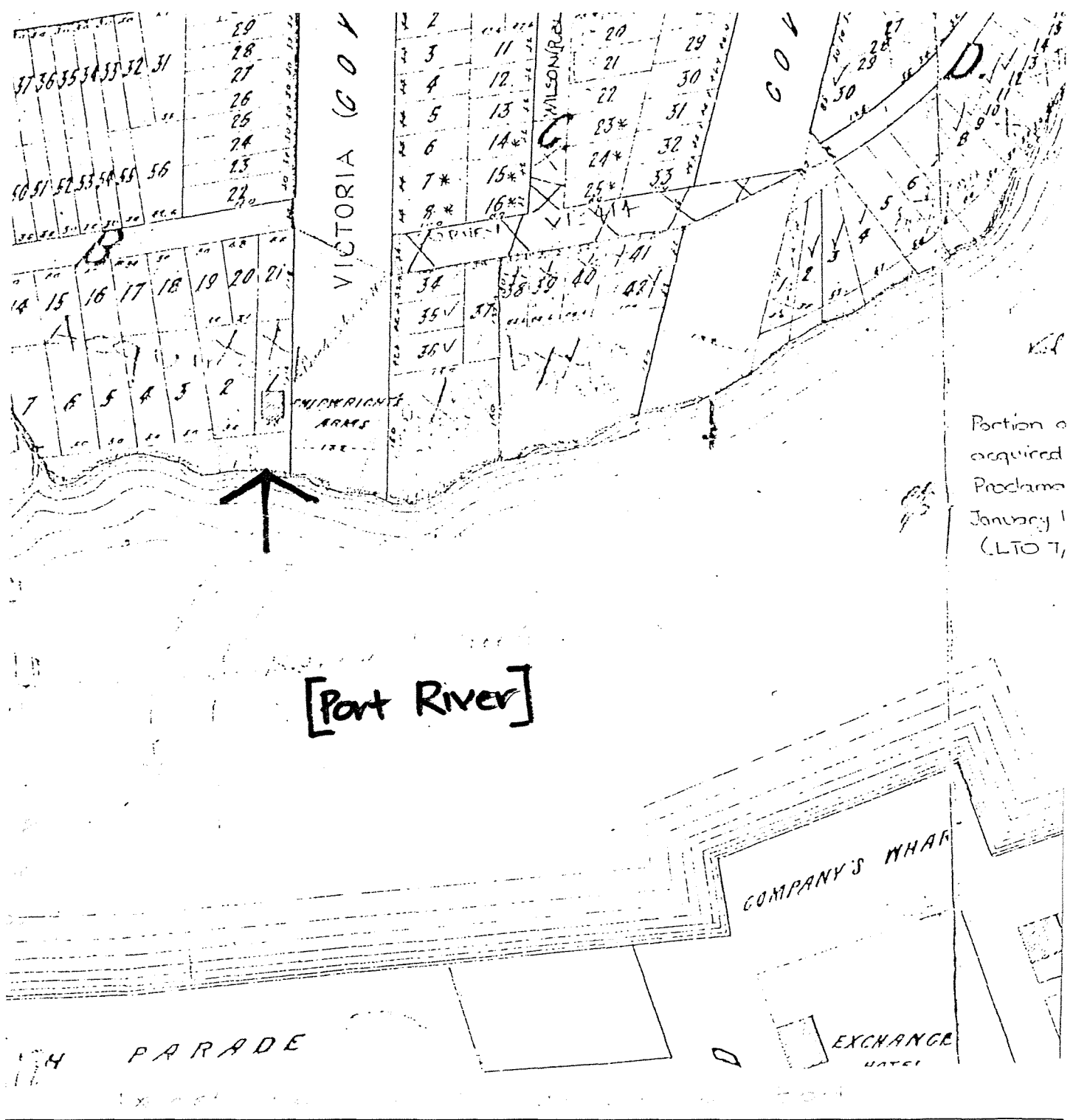
SOURCES:

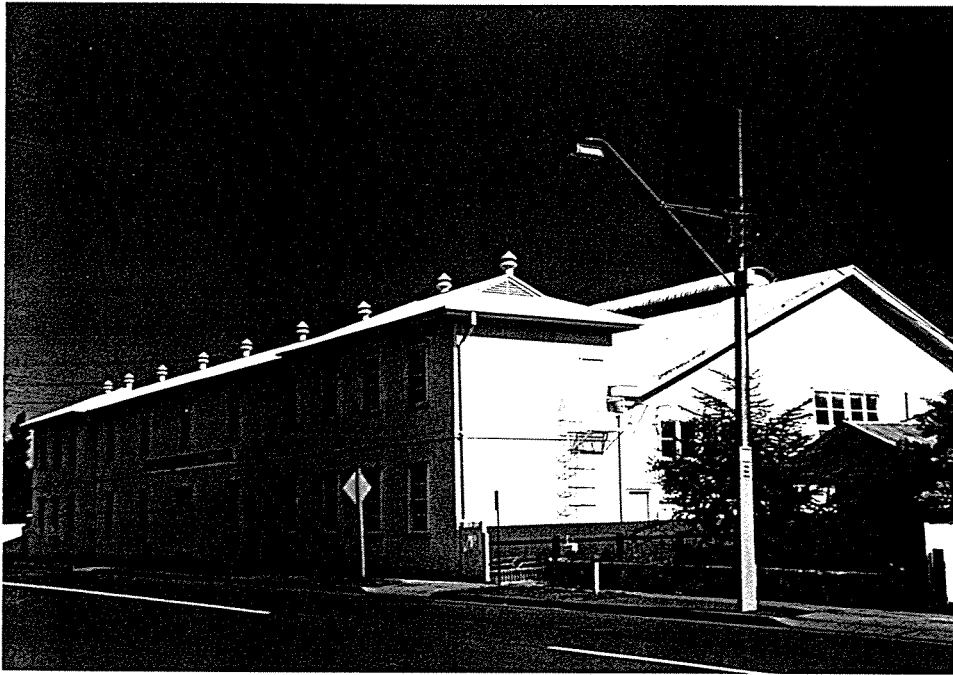
Hoad, Hotels and Publicans in S.A. (1984).

Portonian

Mud Flats to Metropolis, p.28.

GRO Plan 43 of 1864



NAME: Drill Hall**ADDRESS:** Naval Reserve Headquarters
at HMAS Encounter, Birkenhe.**CONSTRUCTION DATE:** c. 1916, probably 1919**ARCHITECT:****BUILDER:****PRESENT OWNER:** Commonwealth of
Australia**FIRST OWNER:** Commonwealth of
Australia**PRESENT USE/OCCUPIER:** Naval
Reserve Headquarters**FIRST USE/OCCUPIER:** Naval Reserve
Headquarters**BUILDING MATERIALS:** Timber framed
corrugated iron structure.**TITLE LISTINGS:** CT 4173/454**SIGNIFICANCE:** State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

It is recommended that this building be considered for listing on the State Heritage Register. The Drill Hall is scrupulously well maintained by the Navy.

BUILDING HISTORY AND ANALYSIS:

It is likely that the Drill Hall at the Naval Base was constructed in c.1919. The Commonwealth of Australia initially acquired a portion of the site (the area on which the hall is sited) in March 1916 from the previous owner, William Fletcher. In 1938 the Commonwealth Government acquired the remainder of the land.

The Drill Hall is one building on the site of South Australia's naval base at Port Adelaide. At its rear is a parade ground and nearby are other buildings associated with the naval base.

**STATEMENT OF CULTURAL SIGNIFICANCE FOR
THE NAVAL DRILL HALL, BIRKENHEAD
NAVAL RESERVE HEADQUARTERS AT HMAS ENCOUNTER, BIRKENHEAD**

The Naval Drill Hall at Birkenhead was built in 1915 and it is significant for its association with the early years of the Naval Reserve during World War I. It is a scarce example of Naval Defence buildings, particularly Drill Halls. There are a large number of Army Drill Halls scattered throughout the State but it would appear that this is one of the very few Naval Drill Halls in existence, dating from World War I.

Relevant Criteria

The Drill Hall is a building important to the evolution of South Australia's cultural heritage, in particular the evolution of Defence Buildings after the transfer of the Defence to the Commonwealth of Australia.

Significant Interest

1. *Architectural* - the Drill Hall represents an important form of building, specifically constructed for the Defence Forces and includes important elements such as the corrugated iron cladding and the polished asphalt floor to the Drill Hall.
2. *Historical* - the Drill Hall demonstrates physical evidence of the relationship of the South Australian and later Commonwealth Navy to the area of Port Adelaide and the Port River.

Representation on Register

There is no other Naval Drill Hall on the Heritage Register of South Australia.

Integrity

The Drill Hall is in excellent condition, it has been well maintained by the Navy and the corrugated iron cladding is in good condition. Internally, most of the original construction elements of the building are intact.

Original Drawings

The original drawings for the Naval Drill Hall at Birkenhead are held at the Australian Archives, Ref D1051/1 Drawer 3-11 (22 sheets of drawings also showing most changes over time).

Summary

Port Adelaide has a long association with the Navy and the defence of the State and its waters. This building is the most appropriate and earliest building which can be registered as a representation of this period of South Australia's defence history, particularly the period of transfer of defence responsibilities from the State to the Commonwealth prior to the World War I.

The history of a navy in South Australia is associated with an English Act of Parliament, passed in 1845 entitled the Colonial Defence Act which made it lawful for any British colony to provide, use and maintain vessels of war, establish seamen for such vessels, raise and maintain a volunteer force to serve in the Royal Navy in an emergency, appoint officers and so on. The volunteers raised in the colony would form part of The Royal Naval Reserve (a body of volunteers established by an English Act of Parliament in 1859 for service in the Royal Navy in times of emergency) in the event of such an emergency. This Act made possible the formation of South Australia's Naval Brigade and the building of the vessel, Her Majesty's Colonial Ship, the Protector.

The first naval base in South Australia established in response to this was located at the North Arm of the Port River and incorporated a torpedo station. Owing to a financial crisis of the 1890s and many retrenchments, the Naval Brigade almost ceased to exist. A second and more substantial Naval Depot with training facilities was established at Largs Bay. During World War I the Naval Reserve Depot transferred to the present site at Birkenhead affording more suitability for the training and with convenient access to the River. The torpedo station fell in ruin and was removed when industrial development of Gillman began in the late 1950s.

The Drill Hall as part of the Naval Base has seen the enlisting and release of South Australian men during both World Wars. Its primary function however has always been associated with the training of the Naval Brigade. The building is principally a large timber and iron shed with a series of 2 storeyed offices facing Fletcher Road for the administration of the Brigade. A prized relic of the drill hall is the Australian Blue Ensign worn by HMAS Torrens, a River Class Destroyer during World War I, some equipment from the Protector and other naval memorabilia. The building features a polished asphalt floor to the main hall.

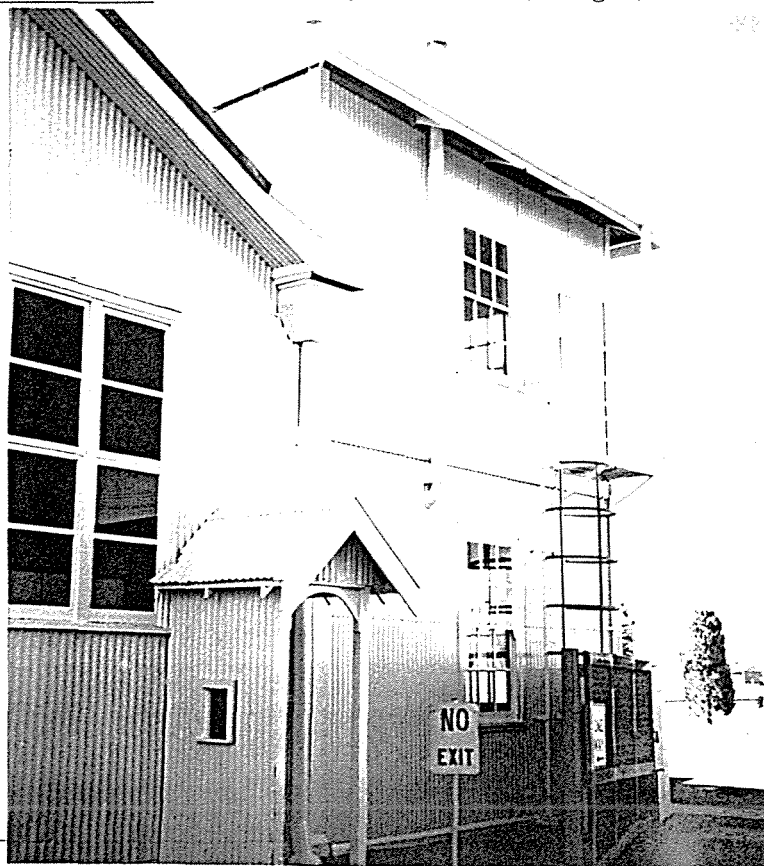
SOURCES:

Lands Title Office, CT Vol. 1047/Folio 139.

"Welcome to Fort Glanville, South Australia". Available from the Mortlock Library of South Australiana.

H.M. Cooper. A Naval History of South Australia. The Hassell Press, Adelaide, 1950.

Ronald Parsons. The Navy in South Australia. Published by R. Parsons, Magill, South Australia, 1974.



NAME: Largs Public School**ADDRESS:** 215 Fletcher Road, Birkenhead**CONSTRUCTION DATE:** 1923**ARCHITECT:** Architect in Chief, S.A. Government**BUILDER:****PRESENT OWNER:** S.A. Education Dept. **FIRST OW****PRESENT USE/OCCUPIER:** School **FIRST USE****BUILDING MATERIALS:** Brick with corrugated iron roof. **TITLE LIS****SIGNIFICANCE:** Local **HERITAGE****CONSERVATION RECOMMENDATIONS:**

The 1920s section of the school should be retained including the open area verandahs. Any extensions to the school should be separate from these original sections.

BUILDING HISTORY AND ANALYSIS:

The first Largs Bay Primary School was established in the Naval Drill Shed on the corner of Military Road and Jetty Road in 1919. In 1923 the new school was built and was opened for the 1924 school year. This was in Fletcher Road. The initial enrolment was 257 primary students and 215 infants. Additions were made in 1927, 14 classrooms and a double assembly room were added for the cost of £10,000.

In 1941 the school was occupied by soldiers for military purposes during the summer vacatic. Trenches and fences were erected around the school and these were difficult to remove after the soldiers had left.

*This photograph is
NOT LARGS SCHOOL
IT IS LEFEURE
PRIMARY SCHOOL.*

*The address shown is
also wrong for
Largs School.
Should be Largs Bay
Le Feure School is Shorncliffe St B*

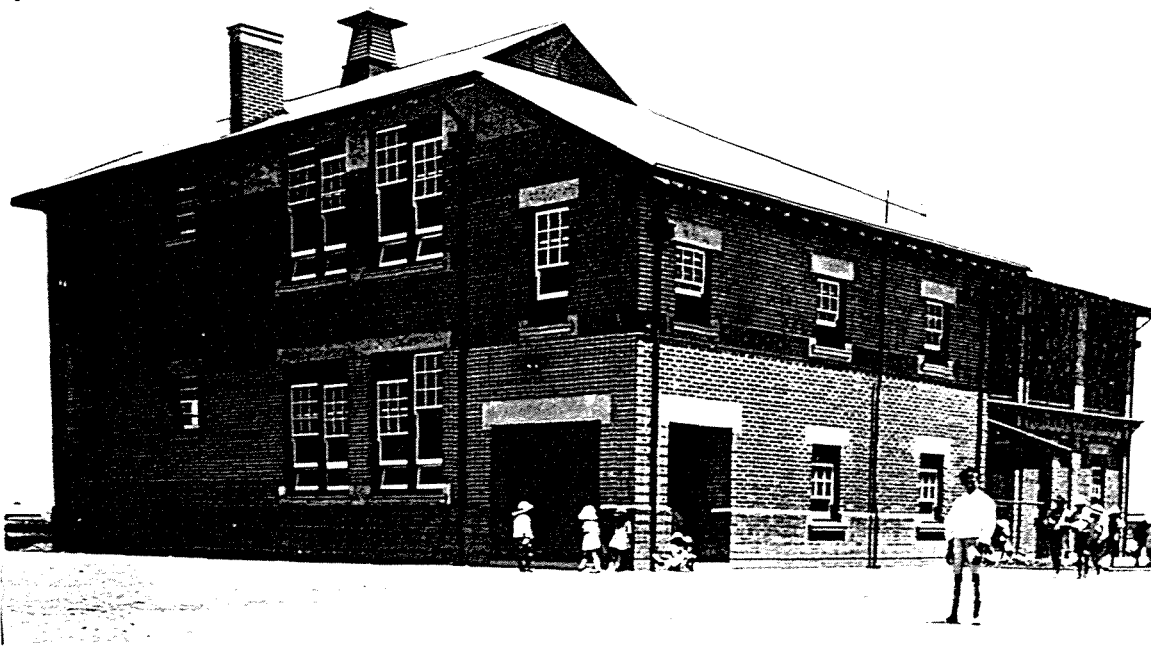
In 1960 the school had an enrolment of 890 primary students and 406 infants and this was the peak period of enrolments, and it was only after 1960 that other schools were built in the northern Le Fevre Peninsula area to relieve the overcrowding resulting from much more intensive residential settlement in the area. During 1980-82 new buildings and extensions were added to the school and a large assembly hall was constructed.

SOURCES:

50th Anniversary of the Largs Bay Primary School Booklet.

Largs Bay School History, 1919-1983.

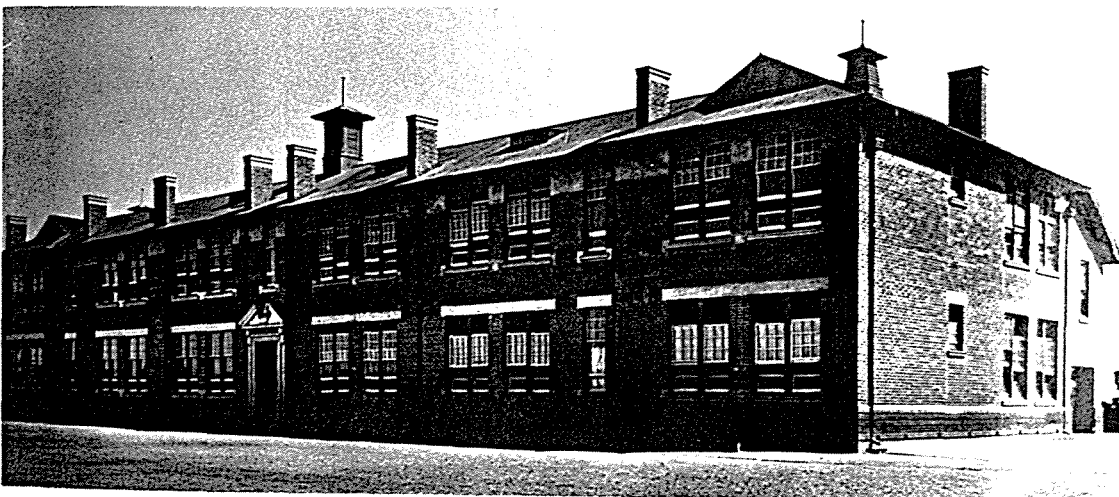
PH46, PH47.



PH46

Largs Public School

1924



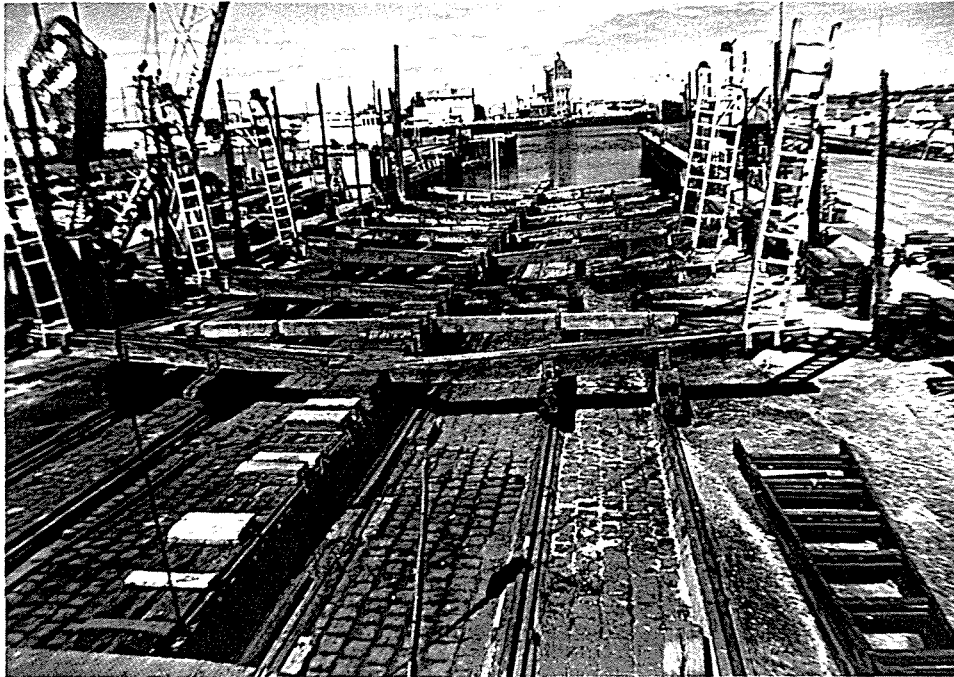
PH47

Largs Public School

1928

NAME: Fletchers Slip
(Adelaide Ship Construction Co.)

ADDRESS: Semaphore Road, Birkenhead



CONSTRUCTION DATE: 1849-51

ARCHITECT:

BUILDER: H.C. Fletcher

PRESENT OWNER: Adelaide Steamship
Company

FIRST OWNER: H.C. Fletcher

PRESENT USE/OCCUPIER: Unused

FIRST USE/OCCUPIER: Slipway

BUILDING MATERIALS: Stone and
iron.

TITLE LISTINGS: CT 4280/666

SIGNIFICANCE: State

HERITAGE LISTINGS: National Trust Record
List

CONSERVATION RECOMMENDATIONS:

It is recommended that this area be assessed for inclusion on the State Heritage Register as it represents the earliest slipway to be constructed in Port Adelaide and the State of South Australia. Comprehensive documentation of the earliest sections of the slipway should be undertaken, and the structure which is to be preserved carefully delineated. Fletchers Slip forms part of the Birkenhead Slipway and Docks precinct and recommendation for this precinct should be referred to earlier in this report.

BUILDING HISTORY AND ANALYSIS:

H.C. Fletcher, a Scotsman from Orkney, arrived in South Australia in June of 1849. By September of 1849 Fletcher had leased from the South Australian Company two acres of Section 916, now part of Birkenhead. These acres fronted the Port Road and Fletcher apparently also bought from the South Australian Company the slip which had been imported into the State before 1840 but had remained unused.

During the remainder of 1849 and 1850 Fletcher had the slip laid and constructed the necessary buildings around it. It was not completed until 1851 and in the South Australian Register of 6th March 1851 there is a note which says "The Panama is safely on the slip and is the first ship to be put on the slip".

By 1853, 21 ships had used Fletchers Slip and it seems it was so successful that by 1857 a steam engine was incorporated into the system to haul the vessels up on the slip. During 1862 a second and larger slip was installed although this took much longer to complete. This new slip was known as the Dunnikier Slip, and the first vessel on this slip was the iron ship "Edinburgh" in March 1867.

An engraving of Fletchers Slip was made late in the 1860s and this was used as Fletchers Billhead (see PH12), which shows both slips in operation. Fletchers Dunnikier Slip continued to function and in 1886 a graving dock was commenced but a strike of 1890 stopped the work and it was not completed. As a consequence South Australia did not have a graving dock or dry dock until much later with the construction of Outer Harbour in 1908.

When the Adelaide Ship Construction Company took over Fletchers Slip they built a superstructure of ironwork over the original stone base of Fletchers Slip. This meant the earliest slipway construction remaining has been protected by this later superstructure, and the Victorian basalt which arrived as ballast in ships coming to Port Adelaide can be seen in the construction of this earlier slipway underneath. The site is surrounded by buildings and walls of this Victorian stone and all buildings constructed of this material, including the Water Police buildings to the east of the slipway and the rear walls, the northern walls, of the Adelaide Ship Construction Company sheds are significant on this site.

The extent of the slipways in Port Adelaide in 1932 can be seen in PH17.

Later Adelaide Steamship buildings dating from the 1950s and 1960s (see PH18) have been removed, enabling the original slipways to be seen.

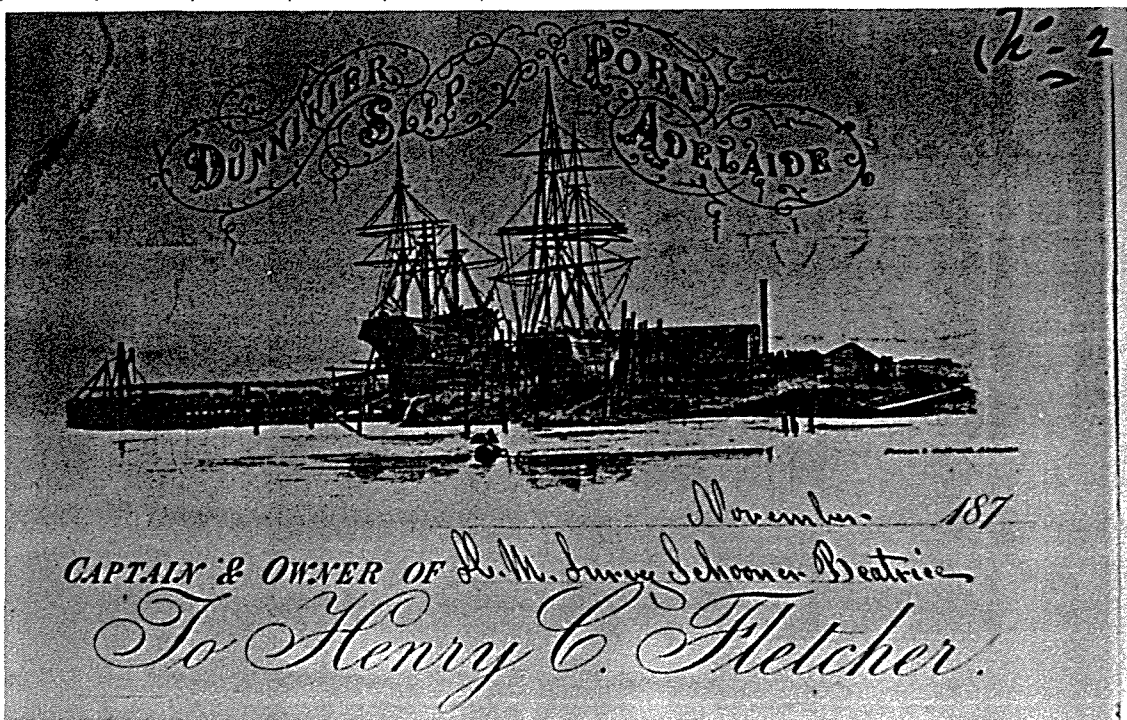
H.C. Fletcher was a member of the Port Adelaide Institute Committee in 1851 and in 1902 he was described as the well known proprietor of the Dunnikier Slip, Birkenhead.

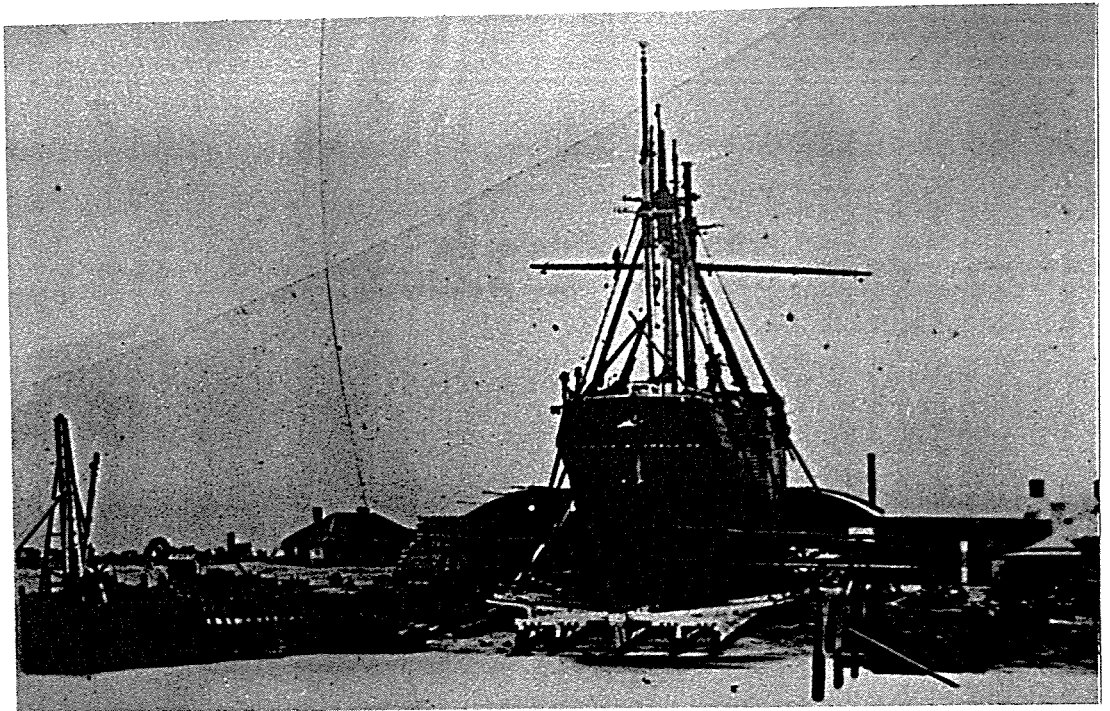
SOURCES:

Portonian, September 1876, Vol. 4, No. 3.

Meleng, Fifty Years of the Port Adelaide Institute.

PH12, PH13, PH14, PH15, PH16, PH17, PH18.





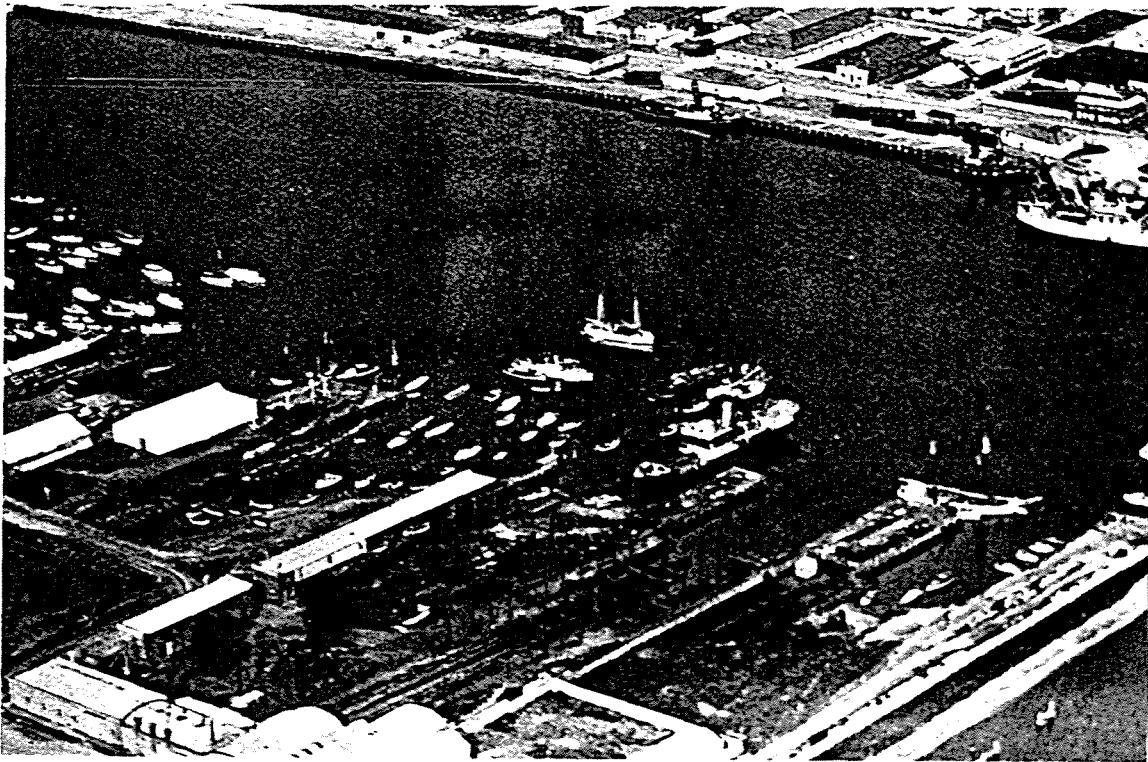
PH13 "Lagina", Adelaide at Fletchers Slip n.d.



PH15 Fletchers Slip



PH16 Resurfacing Rann Street c.1930

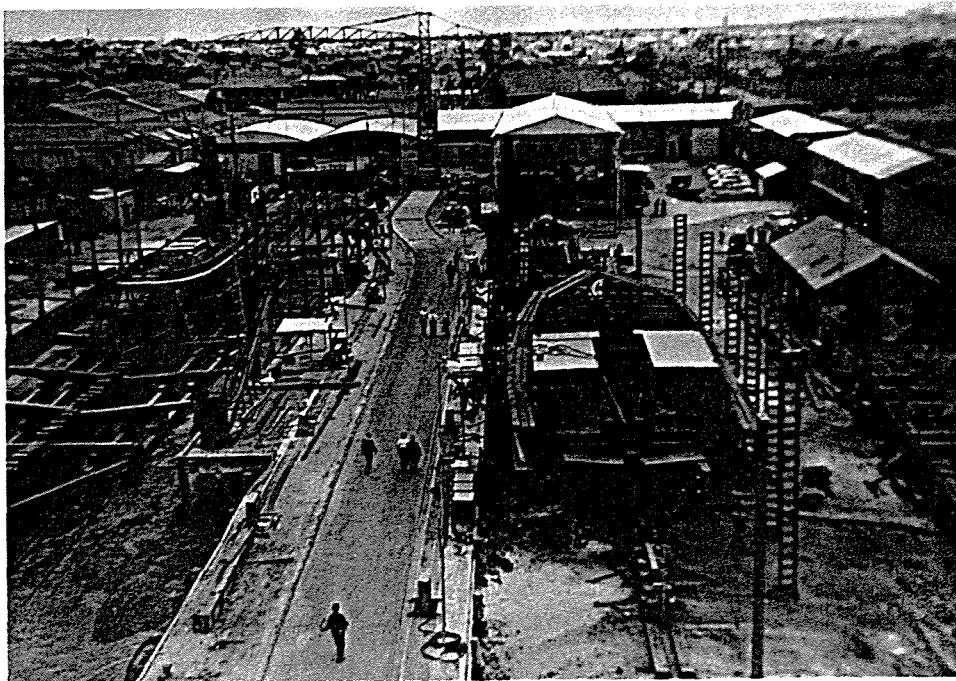


PH17

Aerial view of Fletchers Slip

1932

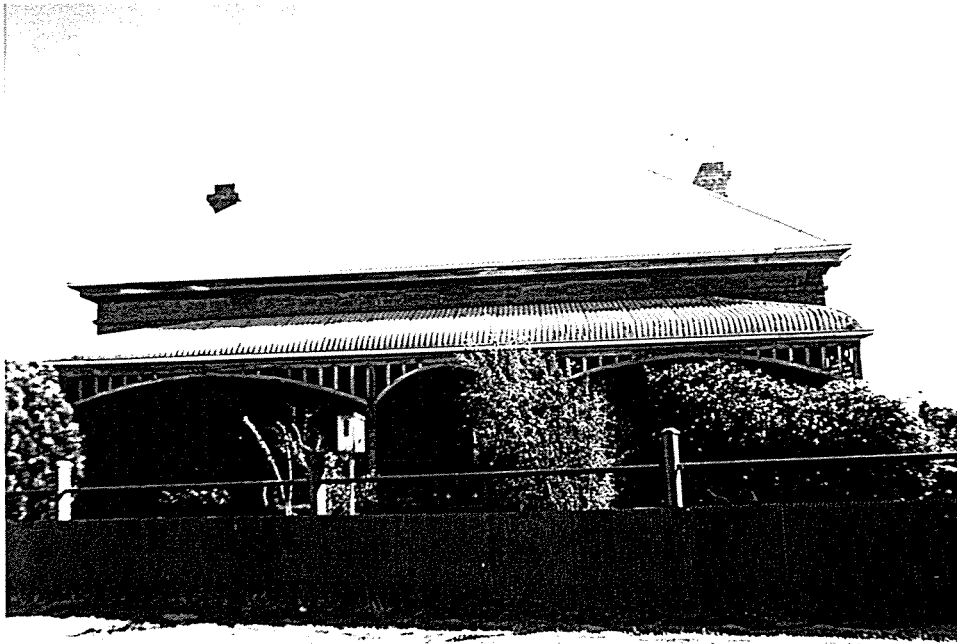
Darian Smith



PH18

Fletchers Slip and Adsteam Works

c.1960

NAME: House**ADDRESS:** 37A Elder Road, Birkenhead**CONSTRUCTION DATE:** c.1905**ARCHITECT:****BUILDER:****PRESENT OWNER:** Adelaide Brighton
Cement Ltd.**FIRST OWNER:****PRESENT USE/OCCUPIER:** Residence**FIRST USE/OCCUPIER:** Residence**BUILDING MATERIALS:** Stone walls
with brick quoining, corrugated
iron roof and timber verandah
structure.**TITLE LISTINGS:** CT 4270/764**SIGNIFICANCE:** Typical housing/Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

This house retains much original material and detailing. A photographic survey should be undertaken to record those elements which are unaltered to be used as a source for conservation decisions for houses of the same type in other areas of Port Adelaide.

BUILDING HISTORY AND ANALYSIS:

This house is in an unaltered condition facing the Port River and Port facilities. It is a remnant of typical housing early this century and is now surrounded by industrial land. This section (part 2012) of Birkenhead was subdivided and offered for sale in January 1862, and GRO plan 43 of 1864 indicates the allotments and roads.

NAME: former General Motors
Holden Factory

ADDRESS: Victoria Road, Birkenhead.
(Previously the building faced streets
known as Birkenhead and Rann Streets)



CONSTRUCTION DATE: 1926

ARCHITECT: David Williams and Son, Architect

BUILDER: H. Emmett and Sons

PRESENT OWNER: Dept. of Marine
& Harbours

FIRST OWNER: General Motors Australia Ltd.

PRESENT USE/OCCUPIER: Port Youth
Theatre Workshop

FIRST USE/OCCUPIER: General Motors
Australia Ltd. Assembly Plant

BUILDING MATERIALS: Brick and
concrete two storey offices to street
frontage with saw tooth roofed
factory at rear.

TITLE LISTINGS:

SIGNIFICANCE: State

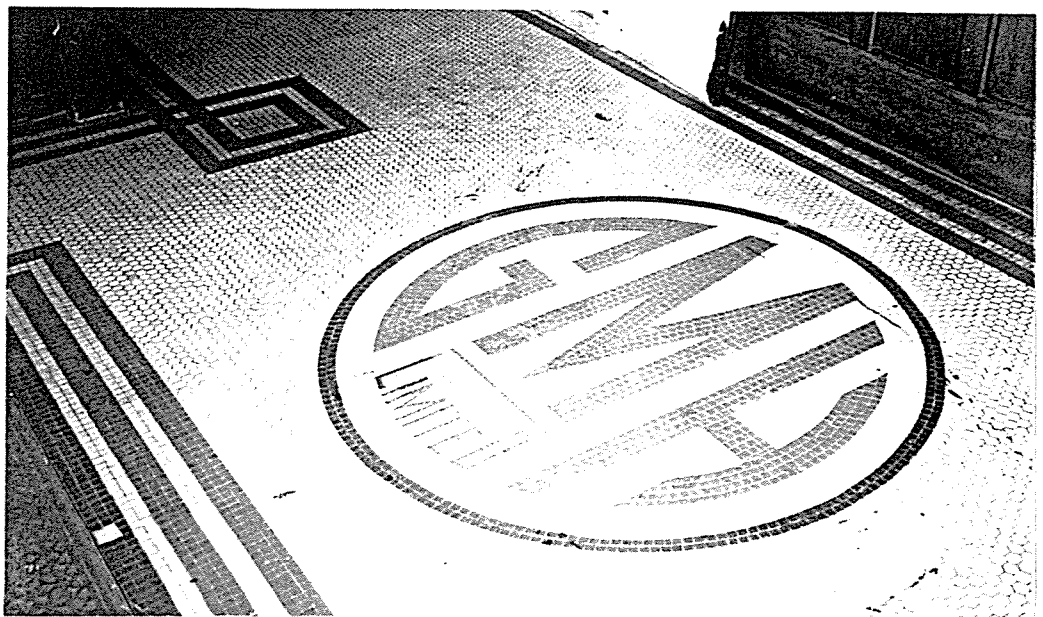
HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

It is recommended that this building be considered for listing on the State Heritage Register. The office building should be conserved and maintained. A full assessment of the remainder of the building fabric should be undertaken.

BUILDING HISTORY AND ANALYSIS:

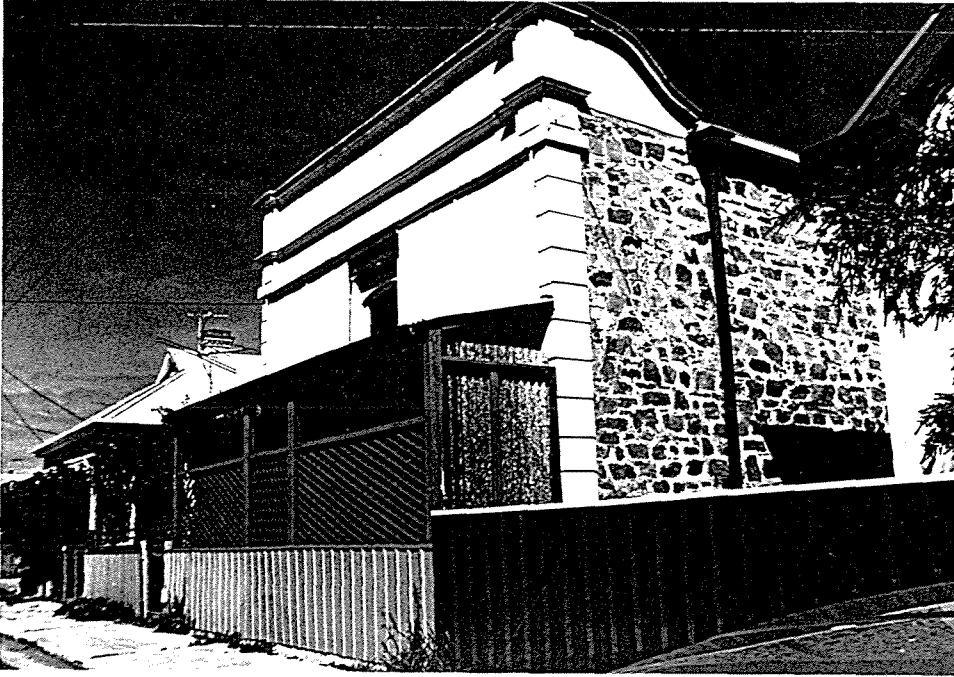
The land on which the factory is sited was purchased by General Motors Australia Ltd. in 1926. The company planned to erect a building that was to cover an area of 61,000 superficial feet, designed by the architects David Williams and Son whose offices were at 17 Waymouth Street, Adelaide. Tenders for the building were called in May, 1926. The building was designed to accommodate the South Australian offices of the American parent company, and the factory at the rear was to function as a storage area for completed cars as well as the assembly plant for the Australian made bodies and imported American engines.



Current interior photographs of GMH building

NAME: Residence

ADDRESS: 23 Denman Street, Exeter



CONSTRUCTION DATE: pre-1882

ARCHITECT:

BUILDER:

PRESENT OWNER: Serge Humen

FIRST OWNER: James Brunell (1882)

PRESENT USE/OCCUPIER: Residence

FIRST USE/OCCUPIER: Cooperative Society
OfficeBUILDING MATERIALS: Stone with
rendered quoining and parapet

TITLE LISTINGS: CT 2205/34

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This former Cooperative Society Office forms part of the Exeter residential precinct. Recommendations for this Precinct are referred to earlier in this report. If this building is returned to commercial use a more appropriate verandah should be reinstated.

BUILDING HISTORY AND ANALYSIS:

This small building is constructed on allotments 9 and 8 of Section 1107. The original subdivision of this section was called Staplehurst which was first subdivided in 1853. The Port Adelaide and Le Fevre Peninsula Cooperative Society Ltd. bought the building in 1884 and from then on it is listed in the Directories as the Cooperative Society Office. During the 1880s William Joseph Wilde was Manager and resident at 23 Denham Street. Ownership of the building passed to William Berry in the 1890s and William Joseph Wilde continued as tenant and ran a grocers shop in the building as the Cooperative Society ceased to use this property as an office.

The building societies and early cooperative societies in districts such as Exeter were one of the services offered to immediate local residents as a way of saving and providing money for purchase of their own houses. The Port Adelaide and Le Fevre Peninsula Cooperative Society was one of many which functioned in the Greater Port Adelaide district.

SOURCES:

Directory entries for Staplehurst and Exeter.
LTO Certificates of Title.

NAME: Lord Exmouth Hotel

ADDRESS: 39 Exmouth Road, Exeter



CONSTRUCTION DATE: pre-1859

ARCHITECT:

BUILDER:

PRESENT OWNER: Gropol Pty. Ltd.

FIRST OWNER: W. Knapman (first licensee 1859)

PRESENT USE/OCCUPIER: Hotel.
Current lessee G.J. & B.A. Cox

FIRST USE/OCCUPIER: Hotel

BUILDING MATERIALS: Painted stone,
corrugated iron roof, timber and
iron verandah.

TITLE LISTINGS:

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

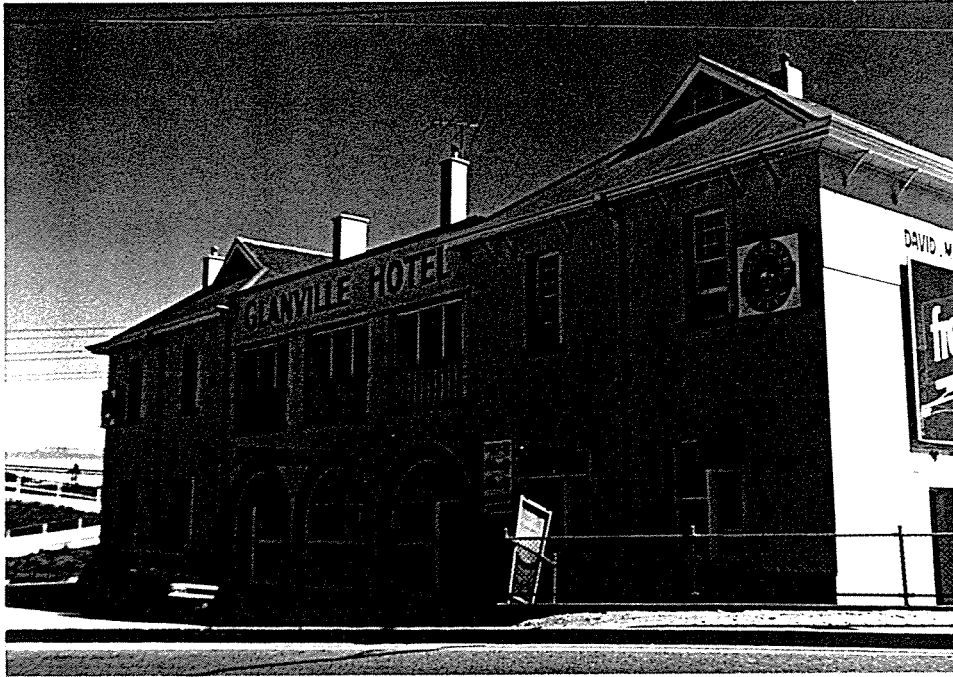
This early hotel forms part of the Exeter Residential Precinct. Recommendations for this Precinct should be referred to earlier in this report. The form of this substantial corner hotel should be retained and all original detailing including cast iron panels to upper verandah should be retained.

BUILDING HISTORY AND ANALYSIS:

This hotel building stands on the corner of Montpelier Street and Exmouth Road which is Allotment 1 of Section 1108 first subdivided as Waterville in 1857 by Henry Giles. The hotel has continued trading since 1859 when it was first licensed and was one of the hotels which remained functioning after the local opinion poll of 1909 closed many of the Port Adelaide district hotels. It forms an important element both socially and architecturally within the defined Exeter Residential Precinct.

SOURCES:

J.L. Hoad, South Australian Hotels and Publicans.
Early subdivision maps of the Exeter district.

NAME: Glanville Hotel**ADDRESS:** 50 Causeway Road, Glanville**CONSTRUCTION DATE:** 1908**ARCHITECT:****BUILDER:****PRESENT OWNER:** D. & M. Harris**FIRST OWNER:** P.R. Brimage, Licensee 190**PRESENT USE/OCCUPIER:** Hotel**FIRST USE/OCCUPIER:** Hotel**BUILDING MATERIALS:** Rendered masonry walls, corrugated iron roof.**TITLE LISTINGS:** CT 4328/677**SIGNIFICANCE:** Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

This building retains elements of post Federation architecture and should be maintained in its present form. All early detailing should be retained.

BUILDING HISTORY AND ANALYSIS:

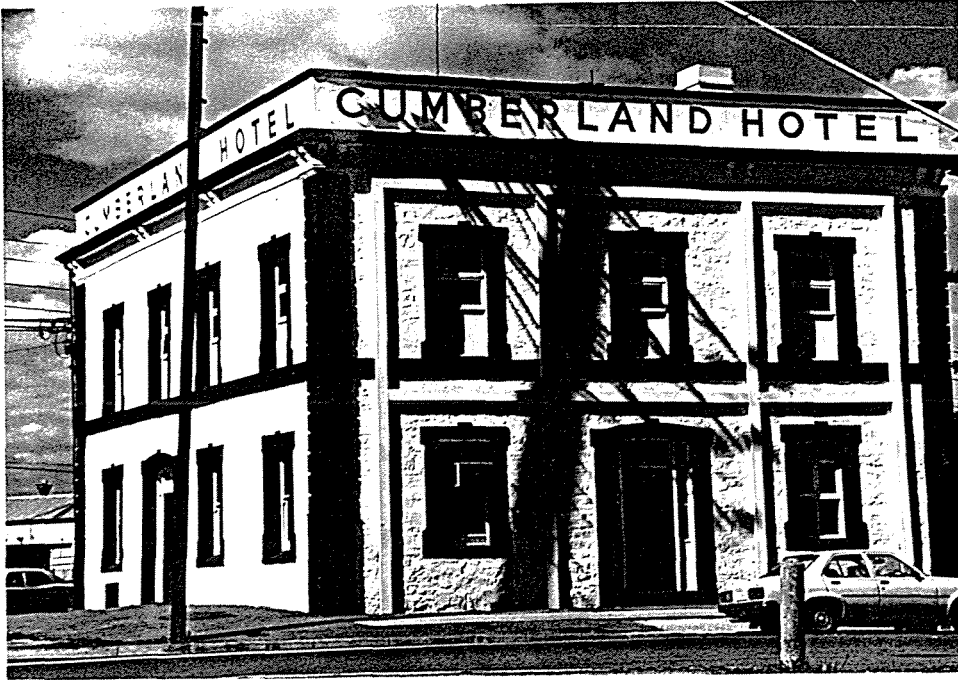
The Glanville Hotel has existed from 1865 but was originally located closer to the Port River. It was relocated to its present position in about 1908 when this building was constructed. The Glanville was one of the hotels which did not lose its licence in 1909 when many hotels ceased to exist due to a local option poll reducing the number of hotels in the local area.

SOURCES:

Hoad, Hotels and Publicans in S.A. Mud Flats to Metropolis p.28

NAME: Cumberland Hotel

ADDRESS: 76-78 Causeway Road, Glanville



CONSTRUCTION DATE: 1870s ?

ARCHITECT:

BUILDER:

PRESENT OWNER: Noid Investments

FIRST OWNER: J. Gowling, first licensee, 1871

PRESENT USE/OCCUPIER: Hotel

FIRST USE/OCCUPIER: Hotel

BUILDING MATERIALS: Stone walls
with rendered masonry detail.

TITLE LISTINGS: CT 4112/245

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building should be maintained and conserved. Some attempt should be made to landscape the surroundings to soften the effect of the form of the building.

BUILDING HISTORY AND ANALYSIS:

This building was first licensed in 1871 as a hotel. There apparently was an early Cumberland Hotel on Robin Road on the route to the Port Bridge.

SOURCES:

Hoad, Hotels and Publicans in S.A.
Brian Samuels.

NAME: CSR Refinery

ADDRESS: Rennie Road, Glanville



CONSTRUCTION DATE: 1891

ARCHITECT: CSR

BUILDER: Most of the works were constructed by CSR staff, with only minor works being constructed by outside labour.

PRESENT OWNER: CSR Ltd.

FIRST OWNER: Colonial Sugar Refining Co. Ltd.

PRESENT USE/OCCUPIER: Sugar refinery, packaging area and warehouse.

FIRST USE/OCCUPIER: Sugar refinery and packaging area.

BUILDING MATERIALS: Galvanised iron, brick, concrete.

TITLE LISTINGS: Lot 2 Car Park CT 3876/31
Lot 3 Cable Shed CT 4223/360
Lot 11 Refinery - No Title

SIGNIFICANCE: State

HERITAGE LISTINGS: National Trust Recorded List (No. 2702). Listing includes only the central galvanised iron section of the sugar refinery.

CONSERVATION RECOMMENDATIONS:

There are 2 surviving buildings dating from the establishment of the refinery in the 1890s and it is recommended that these buildings be considered for listing on the State Heritage Register.

BUILDING HISTORY AND ANALYSIS:

The Colonial Sugar Refining Company commenced building on the Glanville site in late 1890. Prior to that date the affairs of the company were conducted through their Adelaide agents, Nankivell and Co. When the refinery was completed, it represented an outlay by the company of £100,000 but remained the smallest of the 14 Australian refineries and mills that the Company owned.

In November 1891 CSR advised in the Government Gazette of the near completion of their refinery at Glanville and of the fact that the company had established offices in King William Street in Adelaide where business would be conducted. It appears that the refinery commenced operations in early November 1891 with a staff of 30 people and the ability to process over 15,000 tons of sugar a year. A Mr. E.C. Stables from the company's refinery in Auckland, was brought to South Australia to take charge of the erection of the refinery and matters thereafter. Appointed in 1890, Stables arrived in South Australia to manage the apparently difficult task of building the refinery. It was built on reclaimed land on a site chosen because of the likelihood of a vier channel being constructed, although it was noted that the removal of a swing bridge was necessary. The construction of the refinery proceeded smoothly although the progress was hindered by the delay in obtaining a second shipment of machinery, the efforts of the "troublesome mechanics and labourers" and the "annoyance from the Unions - which are unusually strong in Port Adelaide." CSR managerial staff recommended that the company obtain the lease of a parcel of land on the western side of their landholding to take full advantage of the proposed wharf and the railway siding. Soon after its construction, the refinery was described in the following terms:

The new factory is amply large for the present and prospective trade of that colony, and at our four refineries we could now, if necessary, produce a very large proportion of the sugar required in Australia and New Zealand.

The Glanville Refinery soon after its construction, consisted of a substantial brick office and laboratory buildings apart from the refinery, a 12 ton weighbridge and a spacious galvanised iron shed for storing the raw Java and Queensland sugar before processing. The sugar then passed into the melting house, situated at the one end of the main building, where the sugar was dissolved in water, then to the cistern house where the liquid was strained to remove the impurities, then to the pan house where the liquid was evaporated. The Glanville refinery produced in 7 different grades of sugar as well as golden syrup and treacle. Other materials used in the refining process were produced at the works and separate buildings were constructed to house those processes. They included the manufacture of gas and char, the char being produced from the raw material, bones. In addition steam boilers generated the steam necessary for many stages of the process.

CSR (the Colonial Sugar Refining Company) was a well established company by the 1890s. CSR commenced operations in 1855 when it took over the assets of the Australasian Sugar Company and their refinery in Paramatta Street, Sydney. By 1869 the company had established three mills in Northern New South Wales and in 1878, the Pymont Refinery in Sydney. The company expanded to New Zealand in 1883-4, but still only possessed a relatively small foothold in the sugar refining business. Out of a total of 166 sugar mills in Queensland and 102 in New South Wales in 1885, CSR owned only three in Queensland and four in New South Wales. Clearly the building of the Glanville plant came late in the history and development of the company.

In February 1926 a devastating fire roared through the Glanville factory, damaging a great deal at the plant. The damage was estimated to amount of £600,000., affecting tons of raw and refined sugar and damaging vital machinery. The blaze was spectacular and cascades of molten sugar were reported to be pouring down a huge burning stack. It was reported to be likely to take a week to extinguish. The fire drew an enormous crowd, generated a ferocious heat and smoke and the burning stack were visible from the city. What was damaged and eventually replaced was the actual refinery contained in a large brick building, but firemen managed to save the char house (for purifying the sugar), the boiler house, several detached buildings including a bag store and fitters shop and a large stack of coal. It appears that only two major buildings survive presently from after the fire.

The fire reputedly burnt for 4 days and as a consequence the factory was closed for nine months while a rebuilding process occurred. The Builder in June 1926 reported that it was expected that the work of rebuilding CSR's works at Glanville would shortly begin. Plans had been drawn up revealing a much larger pan house than had existed before the fire and a huge structure for storing sugar. In July of the same year the Builder reported the completion of tenders for the erection of the laboratory and administrative block at Glanville. The building of 2 storeys with a floor space of over 3000 square feet was to be constructed of red brick, concrete bands in the walling and steelwork on reinforced concrete foundation. F.K. Milne and F. Evans were recorded as the architects. In December 1926 the Builder illustrates the new steel roof structure for what appears to be the sugar storage area. The plant was apparently again extended in the early 1930s.

In 1959, the plant was further streamlined when bulk raw sugar shipping was introduced meaning it could be unloaded by mechanical means rather than by hand. In 1970 the wharf next to the refinery collapsed forcing the closure of the factory for several days while repairs were made. A new unloading terminal was established at Osborne in 1977 and the administration moved from the site to offices in Greenhill Road.

Today, the refinery functions in essentially the same role as it had when first constructed. It refines imported raw sugar, packages it, stores it and organises its distribution. The site also houses the storage area for the Anchor Company and their products.

There is a 1950s aerial photograph of the refinery in the Centenary History of Port Adelaide (Lumbers) p.52. The 125th Anniversary Booklet (p.24) compares the view of the refinery in 1915 and currently. CSR also holds a significant collection of early photographs of the Refinery buildings.

SOURCES:

The Adelaide Observer, 31 October 1891, pp.5-6.

South Australian Government Gazette, 2 July 1891, p.37.

Letter from CSR's General Manager to the Auckland Manager, dated 3rd September 1950
Held at CSR at Glanville.

CSR Memoranda by CWR dated 12 May 1891. Held at CSR, Glanville.

CSR 74th Annual Report, 30 October 1891, Chairman's Report.
Held at CSR, Glanville.

The Adelaide Observer, 31 October 1891, pp.5-6.

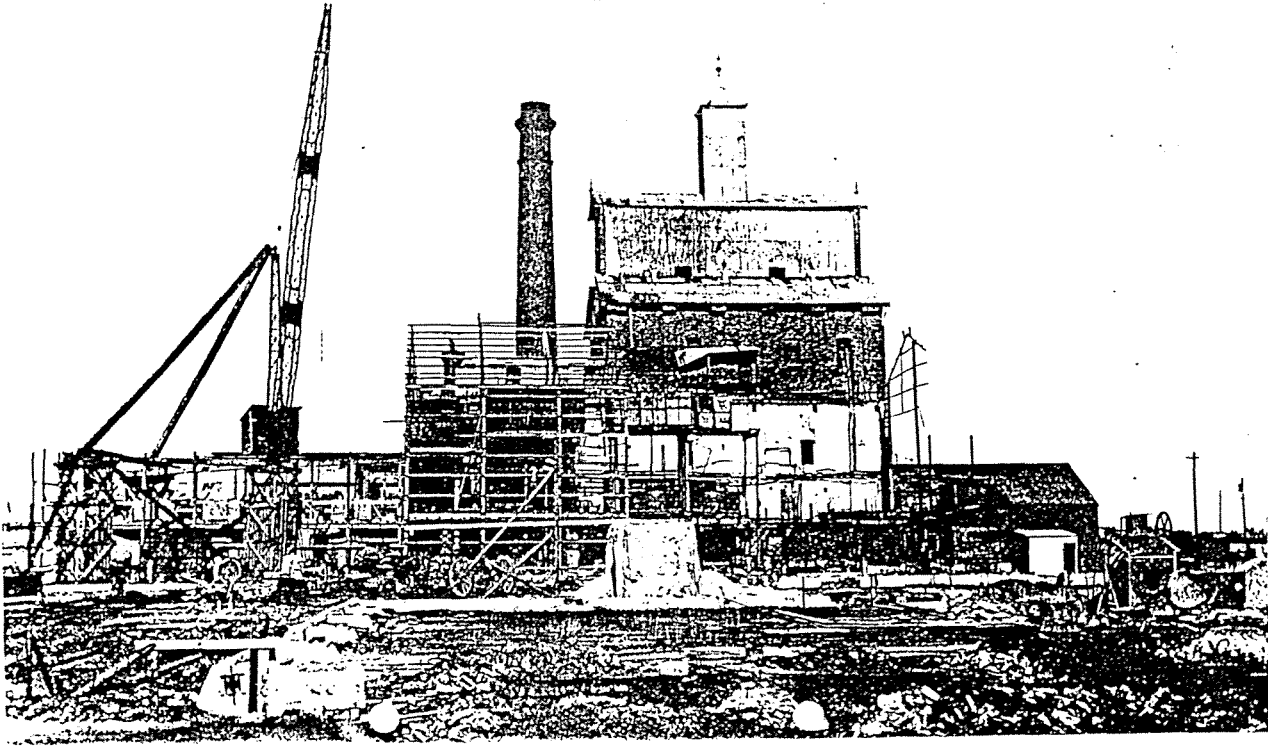
Portonian, March 1987, No. 1. Reprinting an article in the News, 25 February 1926.

The Builder, 9 June 1926, p.5.

The Builder, 14 July 1926, p.7.

The Builder, 1 December 1926, p.42.

"Not all Sweet for CSR", Port Adelaide Since 1856 : 125th Anniversary.



The Refinery after the 1926 fire.
Photographs from CSR Company Records.

NAME: Residences

ADDRESS: 138, 139 The Esplanade, Largs



CONSTRUCTION DATE: c.1900

ARCHITECT:

BUILDER:

PRESENT OWNER:

138: Kathleen M. Sims

139: Lois K. Winger

FIRST OWNER: J.F. Hills (Proprietor 1907)

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Largs Bay College

BUILDING MATERIALS: Brick and
rendered masonry, corrugated iron
roof, timber verandah.TITLE LISTINGS: 138: CT 4136/172
139: CT 4079/896

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

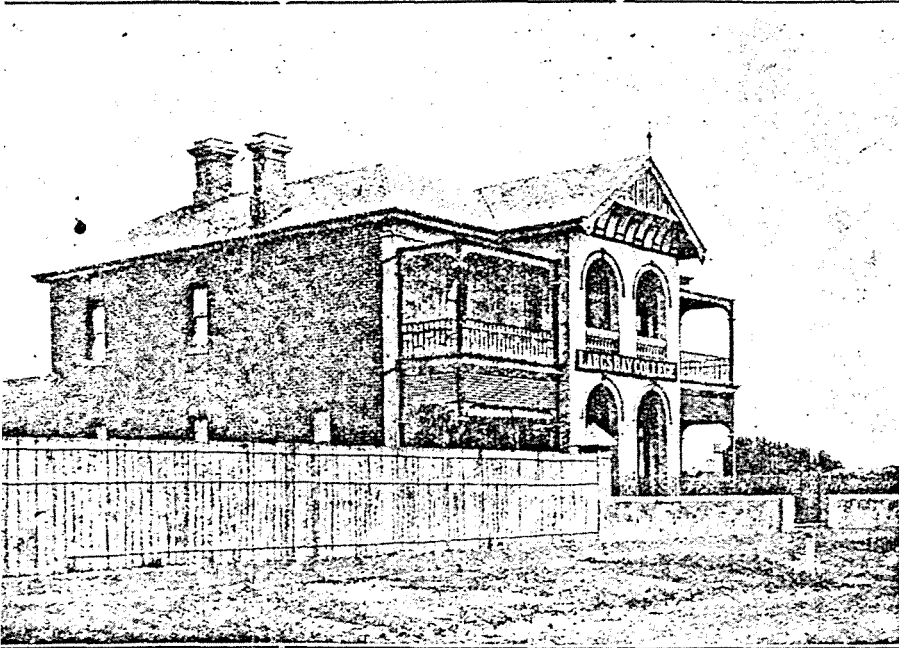
This large duplex forms part of the Esplanade Residential Foreshore Precinct. Recommendations for this Precinct should be referred to earlier in this report. Any restoration to this building should be carried out with reference to PH31 which indicates the condition of the building soon after its construction. All original elements should be retained including the stone and iron fence.

BUILDING HISTORY AND ANALYSIS:


This is one of the most substantial of the buildings in this section of the northern Esplanade. It was constructed as a duplex soon after the turn of the century but it is not clear if it was purpose built as a college or not. It was functioning as Largs Bay College in 1907 and before, as an advertisement in Curtis's "Adelaide, The Queen City of the South" indicates. The photograph in the advertisement shows the lack of intensive development of the subdivision along the Esplanade as late as 1907, as the college has empty blocks both sides, a situation which is considered a significant advantage for the purposes of education as these paddocks were used as playgrounds. Largs Bay College was one of many such colleges which offered preparation for public examinations of the Adelaide University.

SOURCES:

L.S. Curtis. Adelaide, The Queen City of the South (1907).



View of the College, Esplanade South, Largs

COLLEGE
LIFE 
ON THE
Sea Front

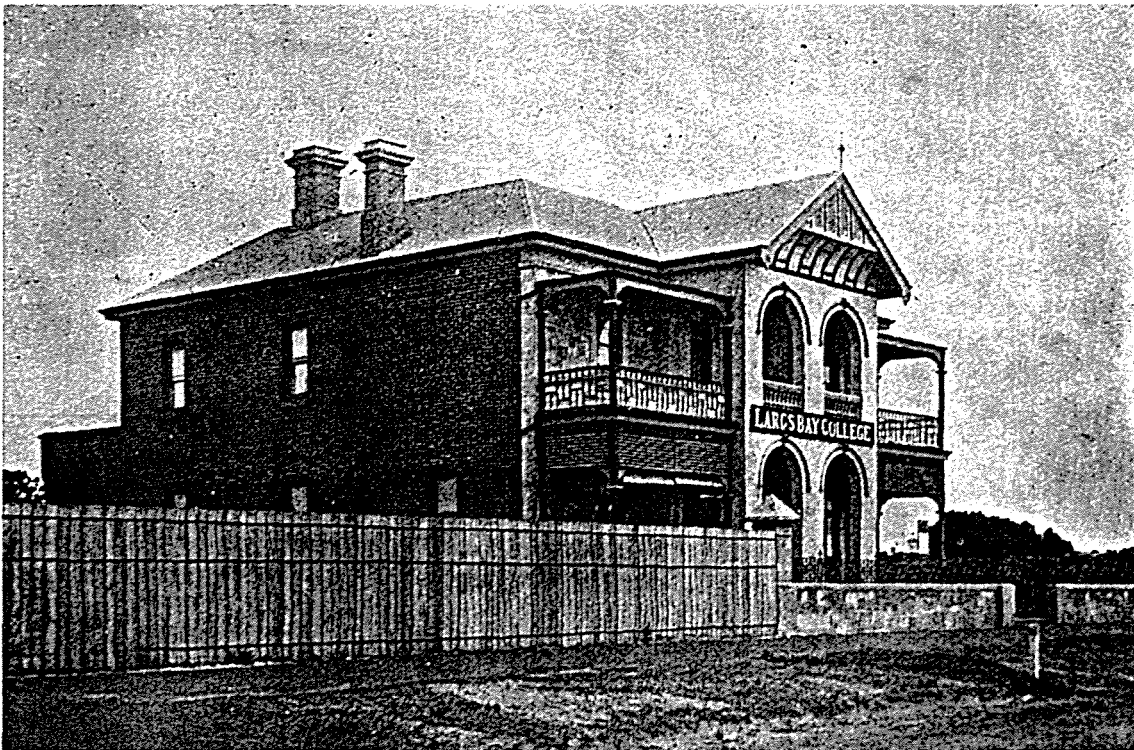
AT
**LARGS BAY
COLLEGE,**
South Australia.

The climate is perfect, the surroundings are ideal, including a fine, sandy, yet unusually firm beach in front, playgrounds or paddock on either side and behind.

ation for Professional or Commercial life, or for Civil Services, by University graduates of high standing and long
ence. Good results at recent public examinations of Adelaide University.

For further details as to qualifications, testimonials from parents, and pupils' successes, apply to the principal—

J. F. HILLS, M.A., Largs Bay College, Esplanade South, Largs, S.A.



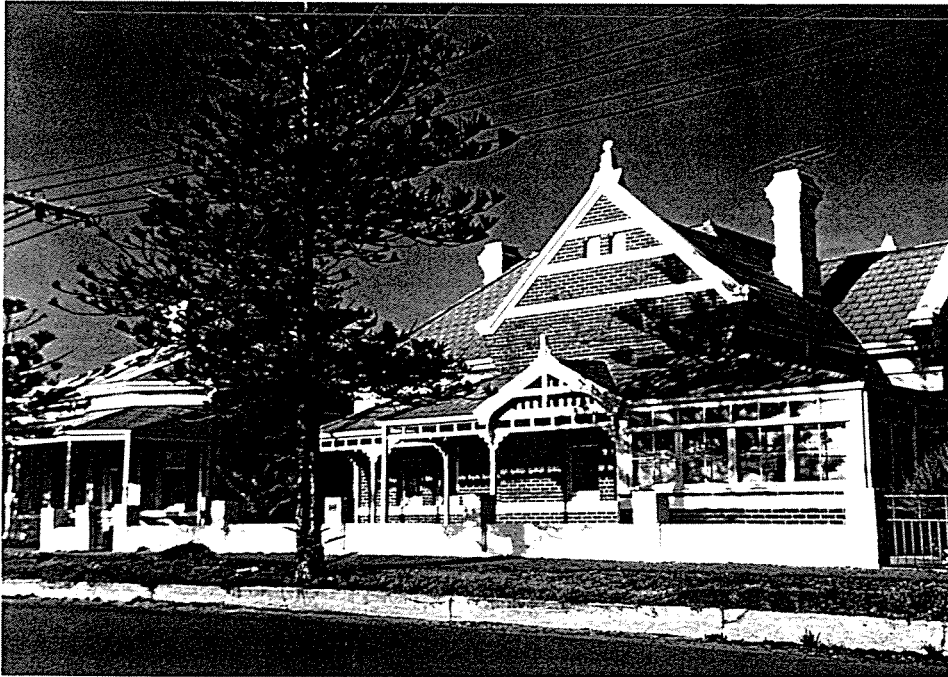
PH31

Largs Bay College
138/139 The Esplanade

1907

NAME: Residences

ADDRESS: 161, 163 The Esplanade, Largs B



163 ↑

161 ↑

CONSTRUCTION DATE: 161: 1890s. 163: 1882.**ARCHITECT:****BUILDER:****PRESENT OWNER:**161: D.A. Campbell &
L.A. Newton**FIRST OWNER:** 163: John Turnbull (1883)**PRESENT USE/OCCUPIER:** Residences**FIRST USE/OCCUPIER:** Residences**BUILDING MATERIALS:** 161: Brick with
rendered masonry trim and banding.
163: Stone with rendered quoining.**TITLE LISTINGS:** 161: CT 3452/105**SIGNIFICANCE:** Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

These residences fall within the Esplanade Residential Foreshore Precinct. Recommendations for this Precinct should be referred to earlier in this report. These houses in good condition should be retained as excellent examples of residential development in this Precinct and all original detailing be retained on the houses themselves.

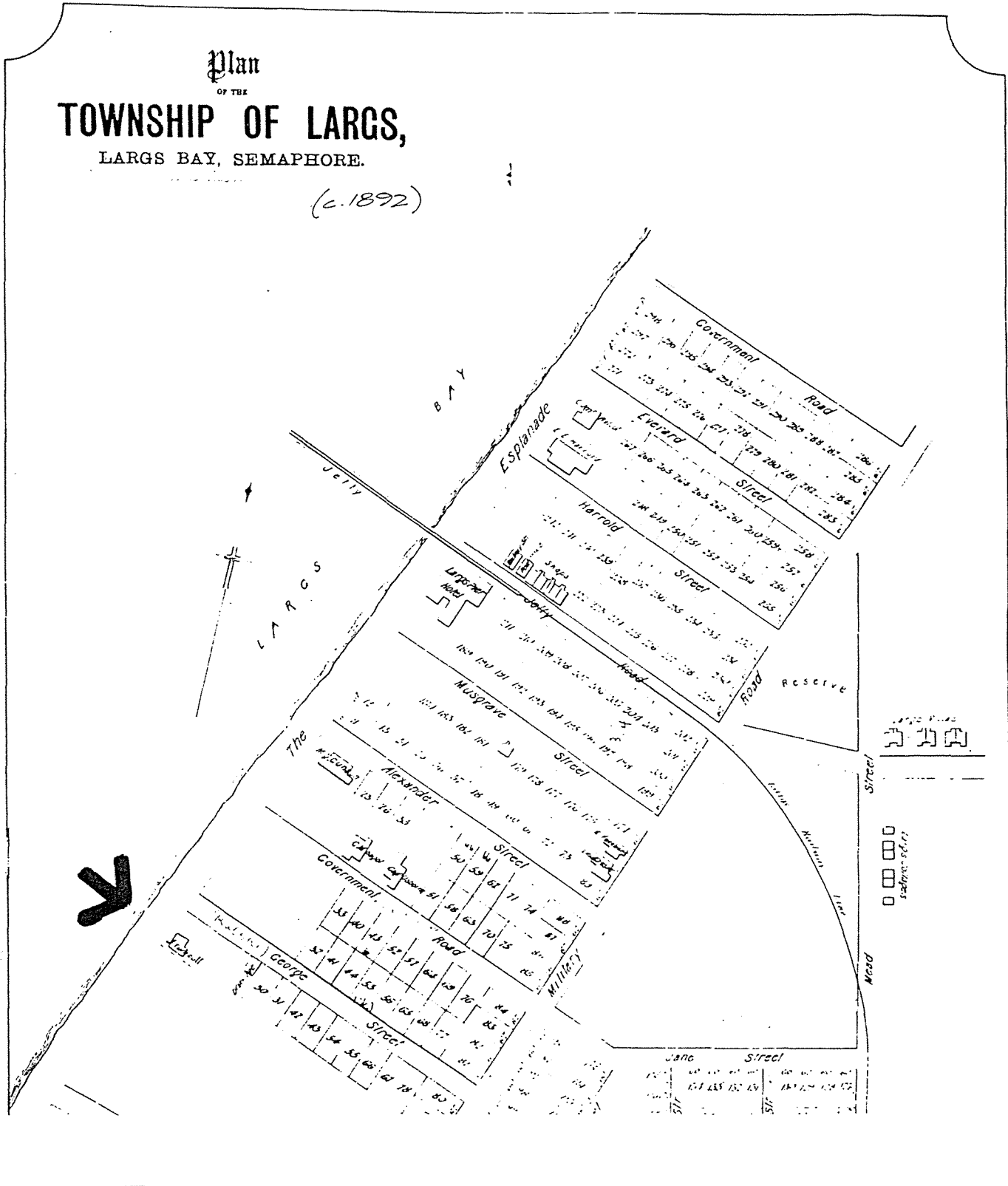
BUILDING HISTORY AND ANALYSIS:

The earliest of these two houses, No. 163 The Esplanade, was constructed during 1881 for John Turnbull and a note in the Port Adelaide News of 22nd November 1881 mentions that Turnbull's home was under erection. The 1883 Directory entry for Largs Bay lists Turnbull's house as (163) The Esplanade and it is shown on the plan of early residences of Largs Bay which has been dated 1892. This means that this house was the second house built in Largs Bay. Even though the area was subdivided in 1873 construction along the foreshore did not begin until the 1880s.

No. 161 was constructed in the early 1890s as it exhibits all stylistic details from that time. It is an unusual design and almost certainly was the work of a skilled architect.

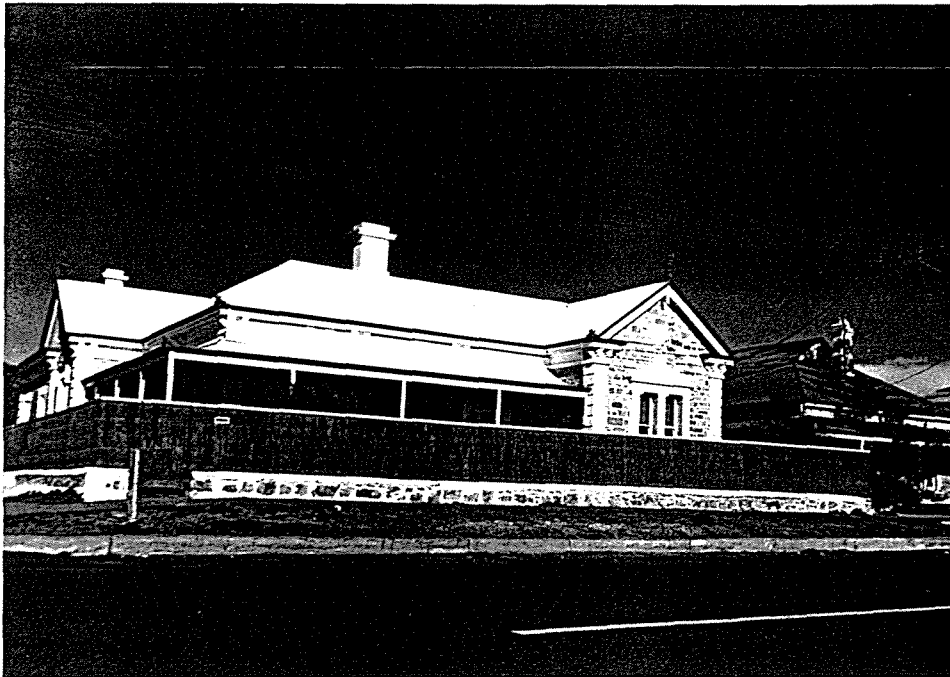
SOURCES:

Portonian, Vol. 10, No. 4, December 1982.
Largs Bay Centenary Booklet.



NAME: Residence

ADDRESS: 181 The Esplanade, Largs Bay

**CONSTRUCTION DATE:** c.1888**ARCHITECT:****BUILDER:****PRESENT OWNER:****FIRST OWNER:** Dr. M.S. Gunson**PRESENT USE/OCCUPIER:** Residence**FIRST USE/OCCUPIER:** Residence**BUILDING MATERIALS:** Stone with brick quoining, corrugated iron roof and verandah.**TITLE LISTINGS:****SIGNIFICANCE:** Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

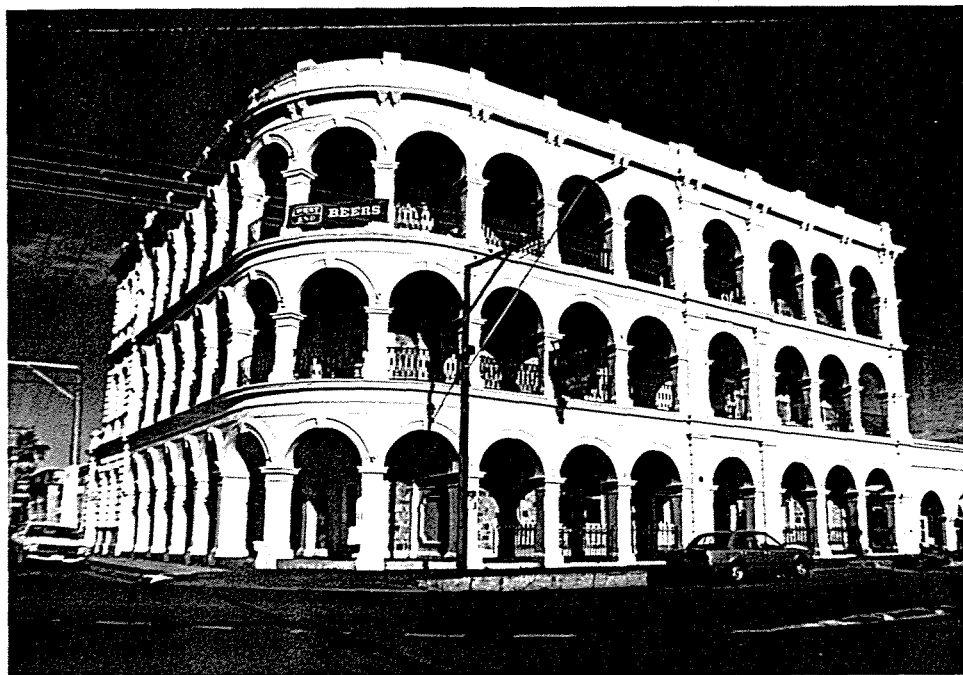
This early residence falls within the Esplanade Residential Foreshore Precinct. Recommendations for this Precinct should be referred to earlier in this report. The house in its present condition should be retained as it represents early residences along this section of the foreshore.

BUILDING HISTORY AND ANALYSIS:

This is a well detailed stone residence which was one of the earliest houses in Largs Bay. It is evident on the corner of the Esplanade and Alexandra Street in the plan of the township of Largs which has been dated 1892. It first appears in the Directories as Dr. Gunson's house in 1889 and is only one of two houses south of the Jetty along the Esplanade at this point in time, indicating the sparse nature of settlement until the turn of the century in Largs Bay.

SOURCES:

Portonian, Vol. 10, No. 4, December 1982.
Largs Bay Centenary Booklet.

NAME: Largs Pier Hotel**ADDRESS:** 198 The Esplanade, Largs Bay**CONSTRUCTION DATE:** 1882**ARCHITECT:** E.H. Bayer and L.A. Withall**BUILDER:** Robin & Hack, Port Adelaide**PRESENT OWNER:****FIRST OWNER:** Largs Bay Land and Investment Co.**PRESENT USE/OCCUPIER:** Hotel**FIRST USE/OCCUPIER:** Hotel**BUILDING MATERIALS:** Stone with rendered masonry arcading and verandahs**TITLE LISTINGS:****SIGNIFICANCE:** State**HERITAGE LISTINGS:** State Heritage Register
National Trust Classified List**CONSERVATION RECOMMENDATIONS:**

The Largs Pier Hotel forms part of the Largs Pier Commercial Precinct referred to earlier in this report. The Hotel should be conserved in its current intact state as noted in the assessment for registration for the State Heritage Register. Features of particular importance in the assessment are the main north and west 1882 facades, the main staircase skylight and associated foyers and hallways, and the dining rooms.

BUILDING HISTORY AND ANALYSIS:

In the early 1880s the Largs Bay Land and Investment Company undertook a major development in this area to create a settled and attractive seaside resort at Largs Bay. The Secretary of the Largs Bay Land and Investment Company was Josiah Boothby who was Government Statistician and Superintendent of the Census from 1860. The Company's scheme included the construction of the Largs Bay Pier and the Hotel, the extension of the Semaphore Railway to the new Largs Bay Pier and a series of 6 two-storey shops located in Jetty Road close to the hotel.

The architects for the hotel were Ernest H. Bayer and Latham A. Withall, Architects, who had also been involved in the design of the Marines at Grange. Working drawings for the Largs Pier Hotel are still in existence and are filed in the South Australian Brewing Company Business Records Group at the Mortlock Library of South Australia.

The pier and the hotel were completed and functioning by December of 1882 and there is a description of the opening in the December issue of the Adelaide Observer. Once the pier and the railway were completed, Largs Bay became a major port of call for mail steamers and also an important seaside resort for many decades. For many families from Adelaide, the country, and Broken Hill, it became an annual institution to spend a few summer weeks at the Largs Pier Hotel.

From 1893 the lessee of the hotel was Mr. E. Alexander, who was also the lessee of the South Australian Hotel in North Terrace. In 1896 he purchased the Largs Pier Hotel from its former owners. There were few residences around the hotel when it was first opened and most of the settlement occurred after 1890. Early photos of the pier and the hotel indicate the imposing landmark quality of the three-storeyed arcaded form of the building. Though not as popular as Semaphore, Largs Bay continued to be an important seaside resort and a small pamphlet published by M.P. Crowe, lessee of the hotel during 1922 and 1923 indicates the luxurious interior of the hotel at that time.

SOURCES:

Portonian, December 1977, Vol. 5, No. 4., December 1982, Vol. 10, No. 4.

State Heritage Branch Assessment, February 1982.

B.R.G. 43, South Australian Brewing Company Records, MLSA.

M.P. Crowe, Largs Pier Hotel (1922-1923).

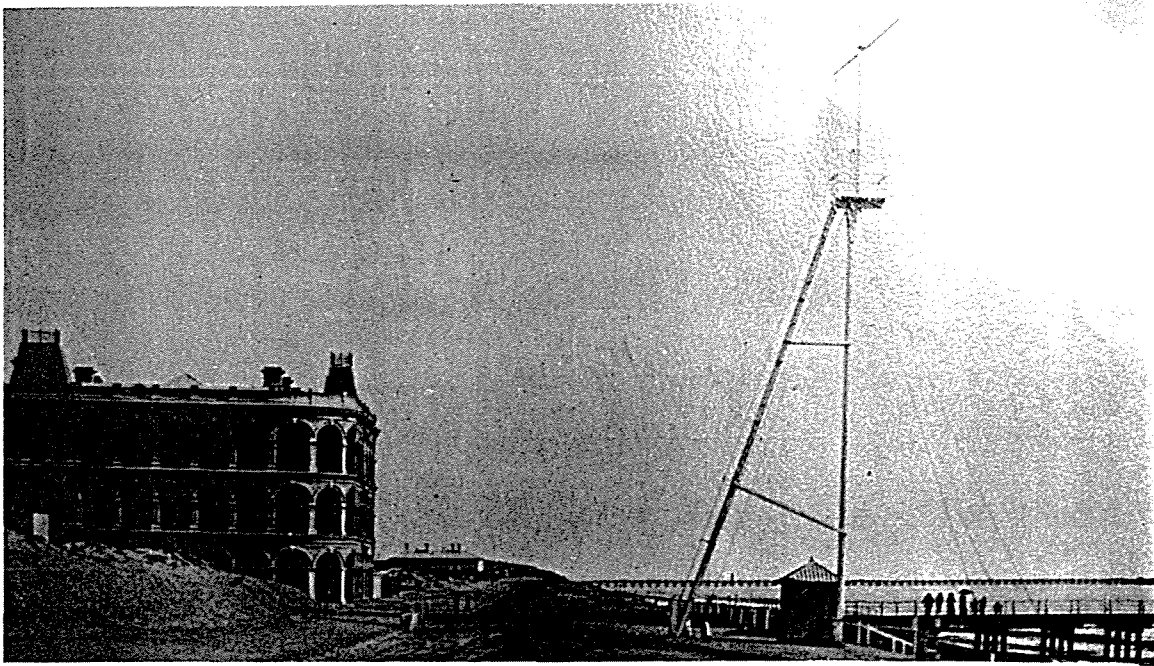
PH32, PH33, PH34, PH35, PH36, PH37, PH38, PH39.



PH33

Pier Hotel

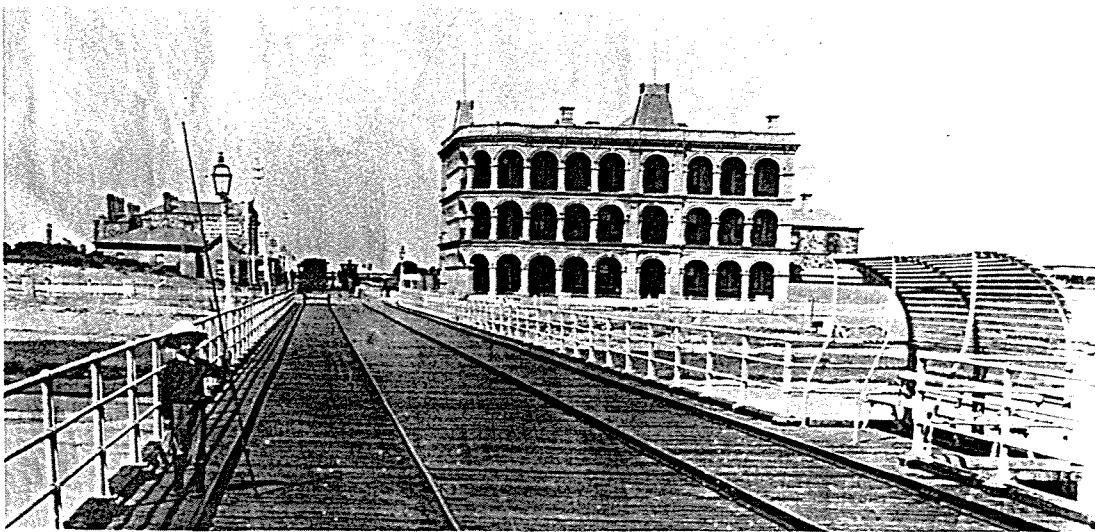
1884-86



PH35

Pier Hotel

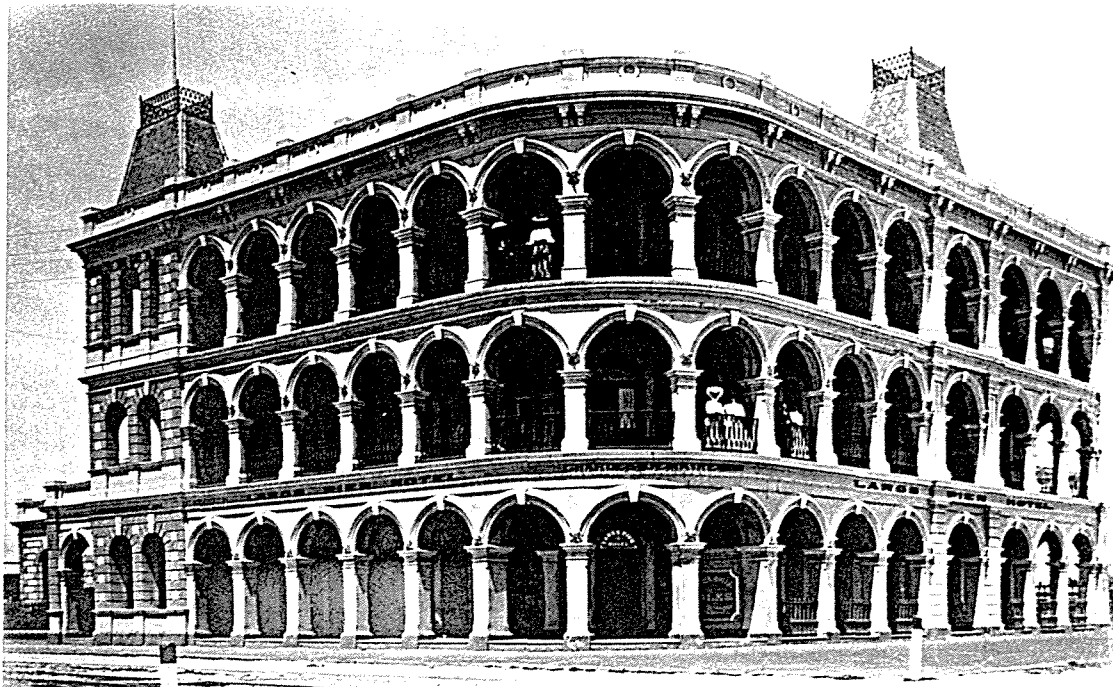
n.d.



PH32

Pier Hotel

1880s



PH34

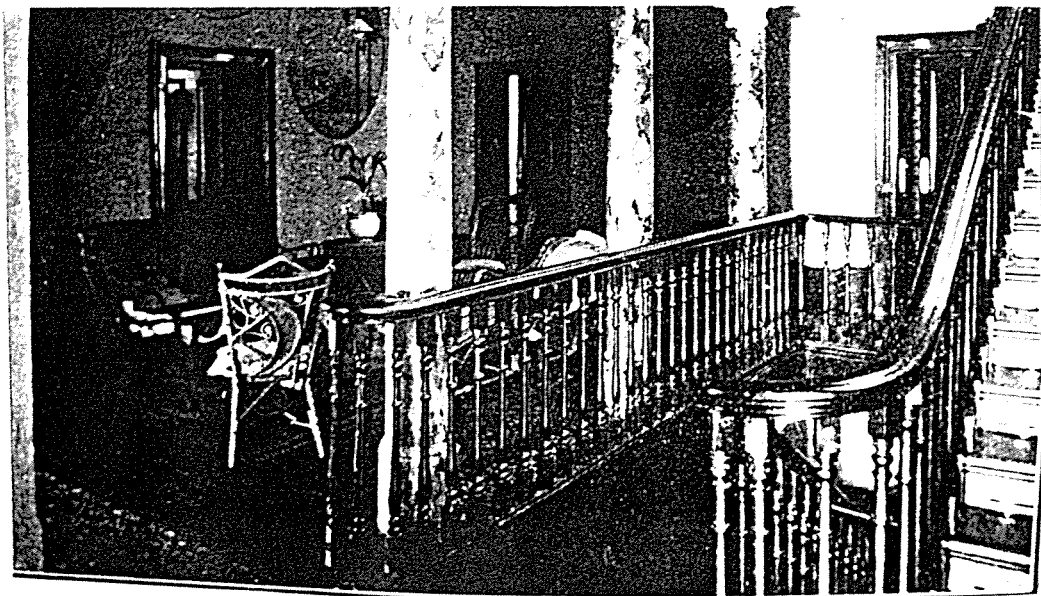
Pier Hotel

1903-07



MAIN ENTRANCE HALL

PH36

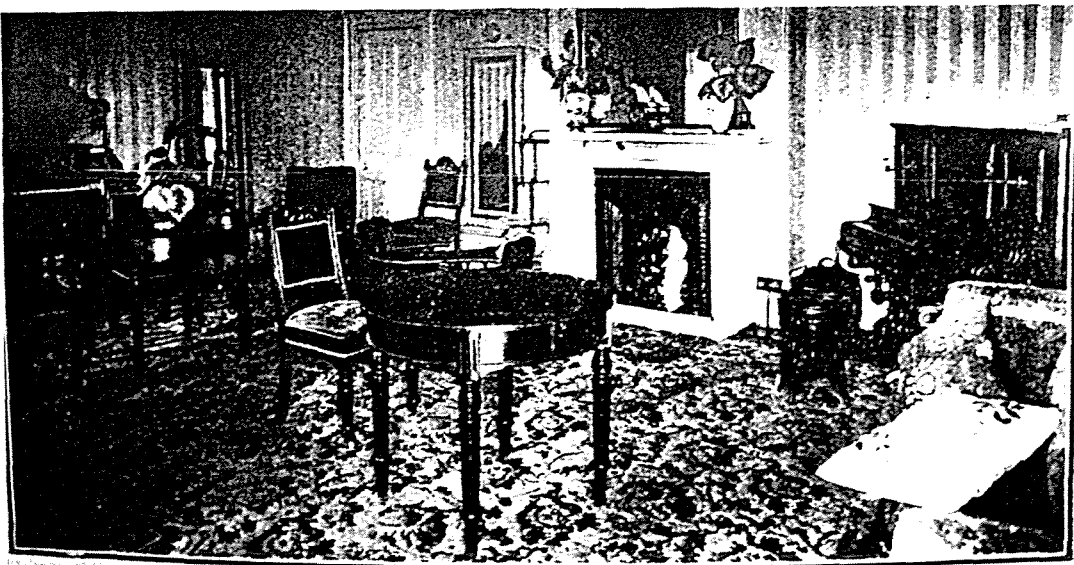


LOUNGE

PH 37

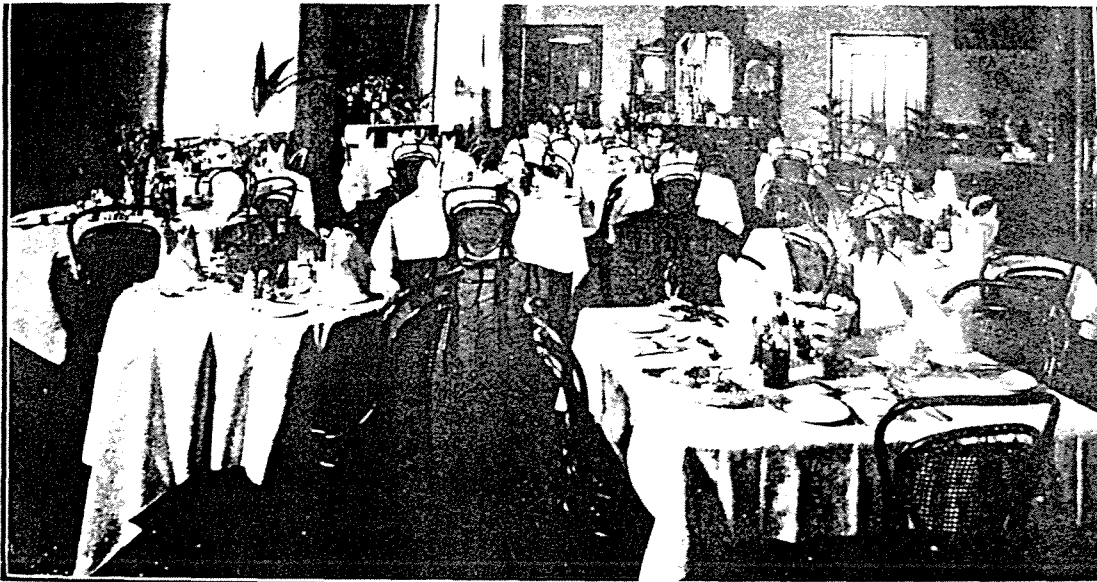
Largs Pier Hotel interiors

1922-23



DRAWINGROOM

PH 38



DININGROOM

PH 39



AFTERNOON TEA GARDEN

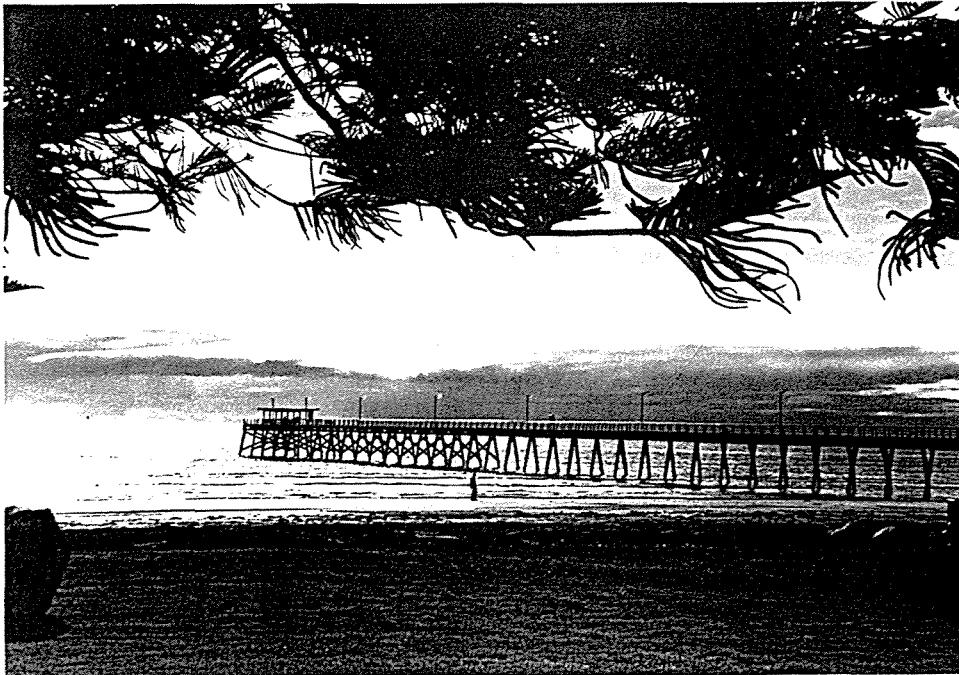
PH 39a

Largs Pier Hotel interiors

1922-23

NAME: Largs Jetty

ADDRESS: Esplanade, Largs Bay

**CONSTRUCTION DATE:** 1882**ARCHITECT:****BUILDER:** Baillie, Davies and Wishardt**PRESENT OWNER:** Dept. of Marines
& Harbours**FIRST OWNER:** Largs Bay Land and
Investment Company**PRESENT USE/OCCUPIER:** Jetty**FIRST USE/OCCUPIER:** Pier with railway**BUILDING MATERIALS:** Timber**TITLE LISTINGS:****SIGNIFICANCE:** State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

This item is recommended for inclusion on the State Heritage Register. What remains of the original jetty should be retained and maintained. The jetty forms part of the Largs Bay Commercial Precinct referred to earlier in this report.

BUILDING HISTORY AND ANALYSIS:

The jetty was constructed by the Largs Bay Land and Investment Company in 1882. The original jetty was 24 feet wide for a length of 1850 feet and at the sea end the jetty widened out to 50 feet for the last 250 feet making a total length of 2100 feet of jetty length. The extra width at the end was to provide for trains to be able to shunt on the extra lines whilst the mail bags were being loaded into the mail vans, as mail steamers called at the end of the jetty after its completion.

The Largs Bay Land and Investment Company built a railway extension from Semaphore at their own expense and the railway with its platform in Jetty Road was opened on the 3rd November 1883.

The train ran from Glanville Station down the centre of Mead Street around into Jetty Road and down to the end of the jetty.

The railway was taken over by the South Australian Government in 1891.

Largs Bay continued as the anchorage for deep sea boats until the Outer Harbour was opened in 1908. Prior to this, visiting boats would moor in the deep water of Largs Bay and launches would bring the passengers and mail ashore to Largs Pier. HMAS Protector, the one ship in the South Australian Navy, built in 1883, was moored off Largs Bay Jetty during better weather, in the worst winter months it was moored in the Port River.

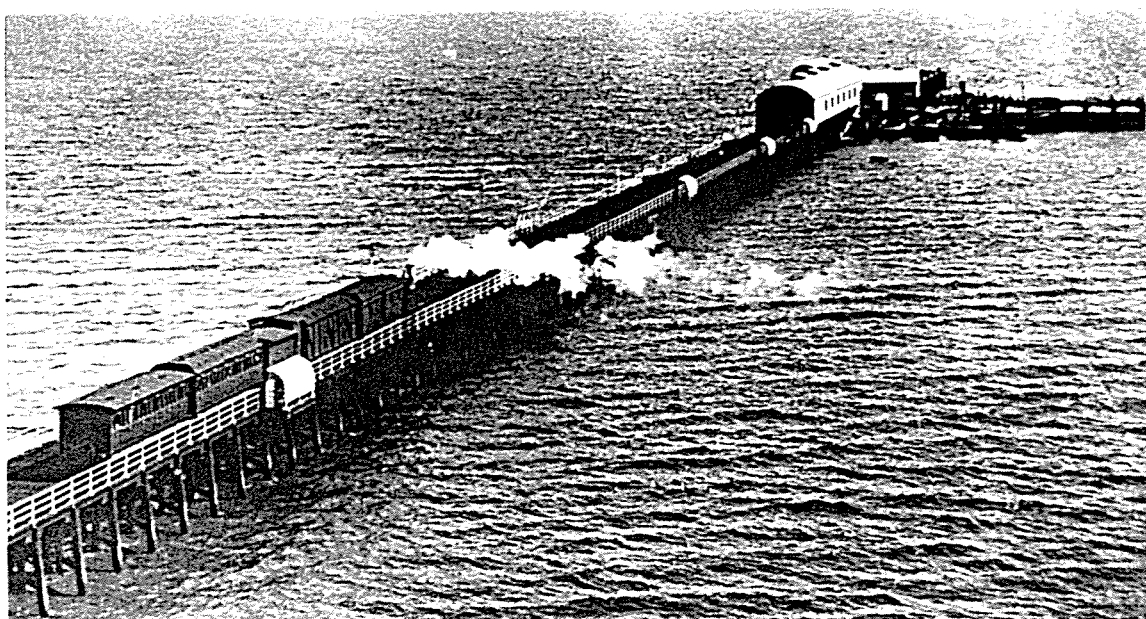
SOURCES:

Portonian, December 1982, Vol. 10, No. 4.

History of Largs Bay, a pamphlet.

Largs Centenary Booklet.

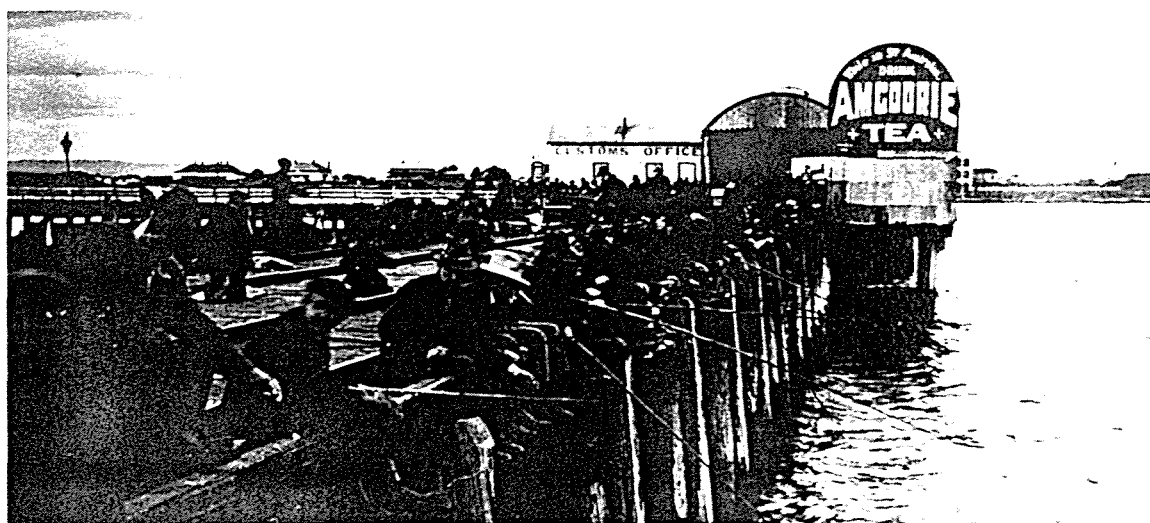
PH40, PH41, PH43.



PH40

Largs Jetty

c.1898



PH41

Fishing from Largs Jetty

n.d.

NAME: Former Post Office**ADDRESS:** 9 Jetty Road, Largs Bay**CONSTRUCTION DATE:** 1884-85**ARCHITECT:** Architect in Chief, S.A. Government**BUILDER:****PRESENT OWNER:** G. & M. Filipi**FIRST OWNER:** S.A. Government**PRESENT USE/OCCUPIER:** Restaurant**FIRST USE/OCCUPIER:** Post Office**BUILDING MATERIALS:** Rendered masonry with corrugated iron roof.**TITLE LISTINGS:** CT 3623/168**SIGNIFICANCE:** Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

The Post Office forms part of the Largs Pier Commercial Precinct and recommendations for this precinct are given earlier in this report.

BUILDING HISTORY AND ANALYSIS:

The Post Office was built as part of the development of this Largs Bay Pier Jetty Road area during the early 1880s. This masonry building replaced an earlier wooden building visible in PH48. The Post Office is also shown on the Largs Bay map dated 1892. A fully operational post office was necessary near the Largs Bay Pier as it was the off-loading point for mail boats during the 1880s and 1890s. This is no longer a functioning post office as new facilities have been provided elsewhere in Jetty Road.

NAME: Shops

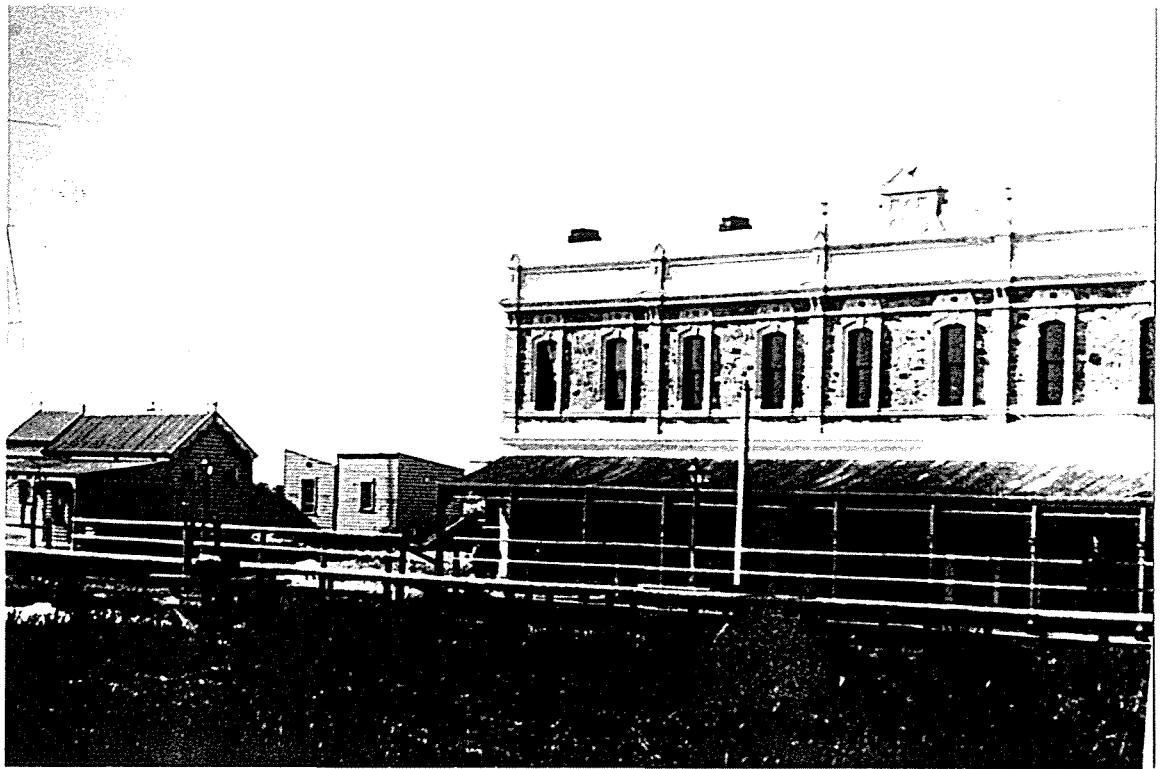
ADDRESS: 11-15 Jetty Road, Largs Bay

**CONSTRUCTION DATE:** 1882-83**ARCHITECT:** Bayer and Withall (probably)**BUILDER:** Robin and Hack (probably)**PRESENT OWNER:** G. & M. Filipi**FIRST OWNER:** Largs Bay Land and Investment Company**PRESENT USE/OCCUPIER:** Shops and Flats**FIRST USE/OCCUPIER:** Shops and Residences**BUILDING MATERIALS:** Stone with masonry rendered trim and parapet, cast iron roof to verandah.**TITLE LISTINGS:** CT 4192/769**SIGNIFICANCE:** State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

These shops are recommended for addition to the State Heritage Register. These shops form part of the Largs Pier Commercial Precinct as referred to earlier in this report. Most of the original material of the shops remains and should be conserved.

BUILDING HISTORY AND ANALYSIS:

These shops were built by the Largs Bay Land and Investment Company as part of their speculative development of Largs Pier and the Largs Pier Hotel. Their close physical proximity to the Post Office and railway station in Jetty Road made them an integral part of the early development of the township of Largs. They are shown on the plan of the township of Largs dated 1892 and are labelled Shops on that plan. Their significance arises from their almost intact condition as they are an excellent representation of a terrace of shops with residences above from the 1880s.

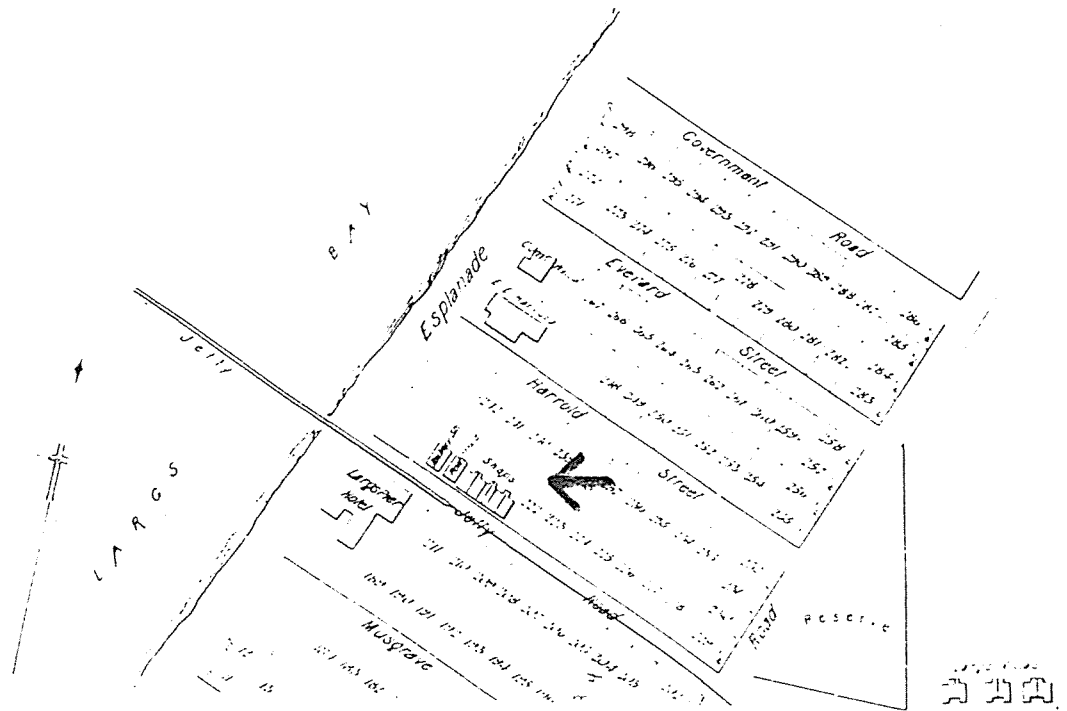


PH48

Jetty Road Shops

(c.1882-3)

Plan
OF THE
TOWNSHIP OF LARGS,
LARGS BAY, SEMAPHORE.
[c.1892]



NAME: Residence

ADDRESS: 429 Military Road, Largs Bay



CONSTRUCTION DATE: 1890

ARCHITECT:

BUILDER:

PRESENT OWNER: P.G. Kerr and
D.R. Thorne

FIRST OWNER: Captain W.R. Creswell

PRESENT USE/OCCUPIER: Residence

FIRST USE/OCCUPIER: Residence

BUILDING MATERIALS: Bluestone walls,
corrugated iron roof.

TITLE LISTINGS: CT 4328/556

SIGNIFICANCE: Local - typical housing

HERITAGE LISTINGS: National Trust
Recorded List**CONSERVATION RECOMMENDATIONS:**

This house is within the Sempahore and Largs Bay Precinct and recommendations for this precinct should be referred to above.

BUILDING HISTORY AND ANALYSIS:

This house first appears as the residence of Captain Creswell in the 1890 Directory for Largs Bay and it was occupied by the Commander of the Protector, the first South Australian naval vessel. It is one of the earlier houses in Largs Bay and appears on the plan of the township of Largs dated 1892 with Creswell's name on the house.

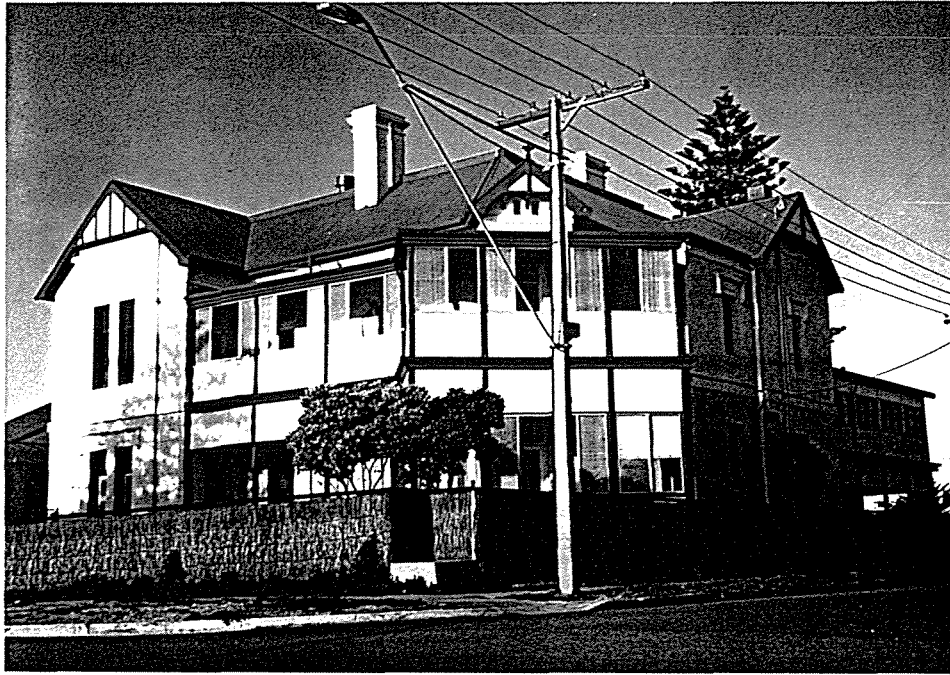
SOURCES:

Portonian, December 1982, Vol. 10, No. 4.

Largs Bay Centenary Booklet.

NAME: Former Orphanage

ADDRESS: 209 Lady Gowrie Drive, Largs Nor

**CONSTRUCTION DATE:** 1891**ARCHITECT:****BUILDER:****PRESENT OWNER:** Roman Catholic
Church**FIRST OWNER:** E.E. Harrald**PRESENT USE/OCCUPIER:** Institutional
residence**FIRST USE/OCCUPIER:** Private residence**BUILDING MATERIALS:** Painted stone
with rendered trim, corrugated iron
roof.**TITLE LISTINGS:****SIGNIFICANCE:** Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

This residence should be conserved and maintained and when possible returned to its original appearance with paint cleaned from stone work and verandah configuration restored to original. (Early photographs should be referred to for this.)

BUILDING HISTORY AND ANALYSIS:

This house was constructed in 1891 for E.E. Harrald and can be seen on the 1892 plan of the Largs Bay area. This makes it one of the earliest and largest houses in the district along the northern section of the foreshore. It was converted for use as an orphanage by the Roman Catholic Church and now stands in the grounds of the recent Southern Cross Homes development.

SOURCES:

Portonian, December 1982, Vol. 10, No. 4.

Largs Bay Centenary Booklet.

NAME: Residence

ADDRESS: 212 Lady Gowrie Drive, Largs ~~North~~

CONSTRUCTION DATE: c.1900 (post-1892)

ARCHITECT:

BUILDER:

PRESENT OWNER: Mr. W. Schroeder

FIRST OWNER:

PRESENT USE/OCCUPIER: Residence

FIRST USE/OCCUPIER: Residence

BUILDING MATERIALS: Brick with rendered masonry trim, corrugated iron roof and verandah roof.

TITLE LISTINGS: Allotment 271, Section 1065

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This residence should be maintained in its current state as it is an excellent example of a turn of the century seaside villa.

BUILDING HISTORY AND ANALYSIS:

This residence is a very fine unpainted brick building with an exceptional stone and cast iron fence. Within the garden original cast iron urns survive. It is known that this house was constructed after 1892 as it does not appear on the 1892 map of the Largs Bay area.

NAME: Three Residences

ADDRESS: 13, 14, 15, Foremost Court, North



CONSTRUCTION DATE: c.1905

ARCHITECT:

BUILDER:

PRESENT OWNER: Various

FIRST OWNER: S.A. Government ?

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Stone with
brick quoining, corrugated iron roof.

TITLE LISTINGS: No. 13, CT 4257/552

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

These houses have been well maintained and should continue to be conserved particularly their frontage to Foremost Court.

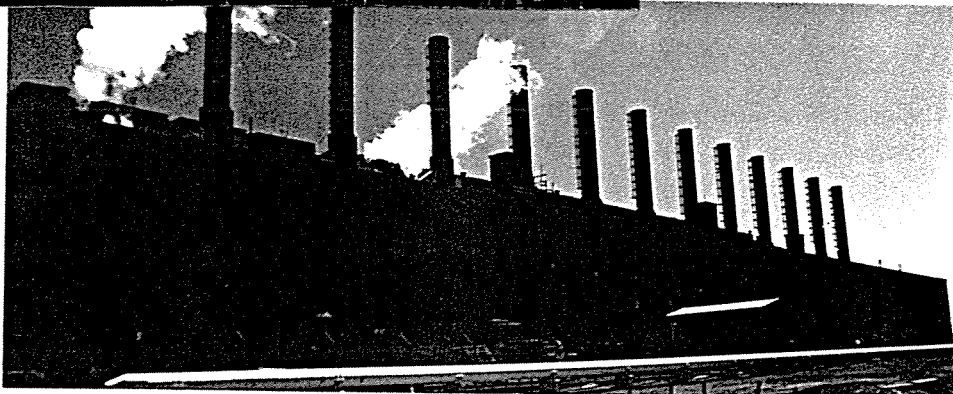
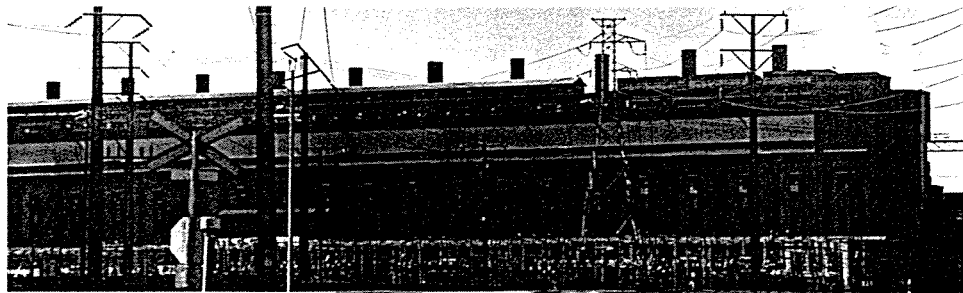
BUILDING HISTORY AND ANALYSIS:

These three bluestone and brick cottages were built for workers constructing the railway extension to Outer Harbour during 1905-1907 and are representative of residential styles of that time.



NAME: Osborne Power Station

ADDRESS: Mersey Road, Osborne



CONSTRUCTION DATE: 1923

ARCHITECT: The power station was designed by staff of the Adelaide Electric Supply Co.

BUILDER: Built by the staff of the Adelaide Electric Supply Co.

PRESENT OWNER: Electricity Trust of South Australia

FIRST OWNER: Adelaide Electric Supply Co.

PRESENT USE/OCCUPIER: E.T.S.A.

FIRST USE/OCCUPIER: The production of electricity for metropolitan Adelaide.

BUILDING MATERIALS: "Brick-in-cement" and reinforced concrete superstructure.

TITLE LISTINGS:

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

It is recommended that this building be considered for listing on the State Heritage Register. The massing, form and external detailing of the Power Station should be retained.

BUILDING HISTORY AND ANALYSIS:

The power house at Osborne was opened in 1923 and constructed by the Adelaide Electric Supply Company. The company's manager at the time wrote that the construction of the power house "indicates the tremendous growth in the demand for electrical current in metropolitan Adelaide."

The generation of electricity for large scale supply was first provided in Adelaide in the 1890's. Port Adelaide was the first municipal area to adopt the use of electricity for street lighting and thus the first to provide for the generation of the new power source.

The Council had recognised the benefits of the large scale supply of electricity for street lighting in the 1870s but it was not until 1898 that the plans were put into effect. In the year a power house was built in Nile Street, Port Adelaide. This was the first power house erected in the colony. The Port's electric street lighting was switched on on 1 January 1899 replacing the gas that had been used since the 1860s, and occurring some months before the city of Adelaide's streets were lit with electricity. The Nile Street Power House closed in 1906 when the production of 4000 volt single phase supply became available as a result of the construction of the Grenfell Street Power House. The Grenfell Street Power House was constructed in 1901 by the then well established Adelaide Electric Supply Company and possessed a capacity of 12,250 kw. That plant was augmented and later replaced by the Osborne Power House, opened in 1923. The Osborne Plant was constructed in response to the rapid increase in the demand for electricity by a population increasingly interested in electric gadgets for their houses. In addition the original Act of Parliament established in relation to the Adelaide Electric Supply Company anticipated that supply would be provided to the metropolitan area only. The Adelaide Electric Supply Company Act passed in 1922, extended the powers of the company to allow supply to anywhere in the State. By 1923, a service to the Riverland district was being contemplated by company executives.

The company decided to erect a plant at Osborne in 1917 because of diminishing space at the Grenfell Street plant. The Osborne site was selected because of its coal handling and water circulating facilities. The approximately 24 acre site, swampland, was leased from the Government for a term of 84 years. The land was reclaimed and an extensive piling programme was begun in September 1917, with the first of 3000 stringy bark poles being driven into the ground to a depth of 35 feet below the reclaimed land level. The last pile was inserted into the ground in 1918, allowing work to commence on the foundations. A timber wharf that could accommodate steamers of 6000 tons was erected for the unloading of coal, initially manually and later intended to be mechanised. Other buildings and facilities erected on the site included a pump house (in the southeastern corner of the site adjacent to the river), engine room, generating plant, electrically operated crane and a water tower (on the extreme southern boundary of the site). Provision had also been made for the construction of offices and works buildings for the staff.

In April 1923, the plant was described as nearing completion and on 14 August 1923 the Advertiser announced the opening of the power house with the following description:

The load on the electric supply works is less this week than formerly as a result of the completion of the Company's powerhouse at Osborne.

The machinery there has been given a test extending over some weeks and as it has responded satisfactorily it was decided to put the station into supply this week. A party of directors visited it on Sunday and switched on the current of the Port Adelaide area. In consequence of the two services being available now, an increased amount of current may be delivered in other parts of the metropolitan area and the benefit is noticeable in private light installations.

All supply was taken from the Osborne Power House by 1925 when the Grenfell Street station was finally closed. The Osborne plant was extended several times and eventually replaced by the Torrens Island and Port Augusta Power Stations.

Two power plants (the machinery used to generate the power) have been erected at the site; the first plant was associated with the construction of the power house in 1923 and the second was installed in 1942. When the power house was being constructed and hence before Station A was finished, plans were prepared for the installation of Station B, designed to be built alongside Station A. When the Electricity Trust of South Australia was formed in 1946, the construction of Station B was well advanced.

The second plant generated a far greater amount of electricity and was installed as a result of the growing electricity needs of the State. Further modifications to the generating machinery were made. In 1960 the Port Augusta station was constructed and later Torrens Island station. The Osborne power house is presently used as a peak load and standby generating station.

SOURCES:

The Builder, 21 April 1923, p.9.

Port Adelaide 125th Anniversary : Port Adelaide Since 1856. Port Adelaide City Council, 1981, p.25.

The Builder, 21 April 1923, p.8; 28 April 1923, p.9; 5 May 1923, p.11.

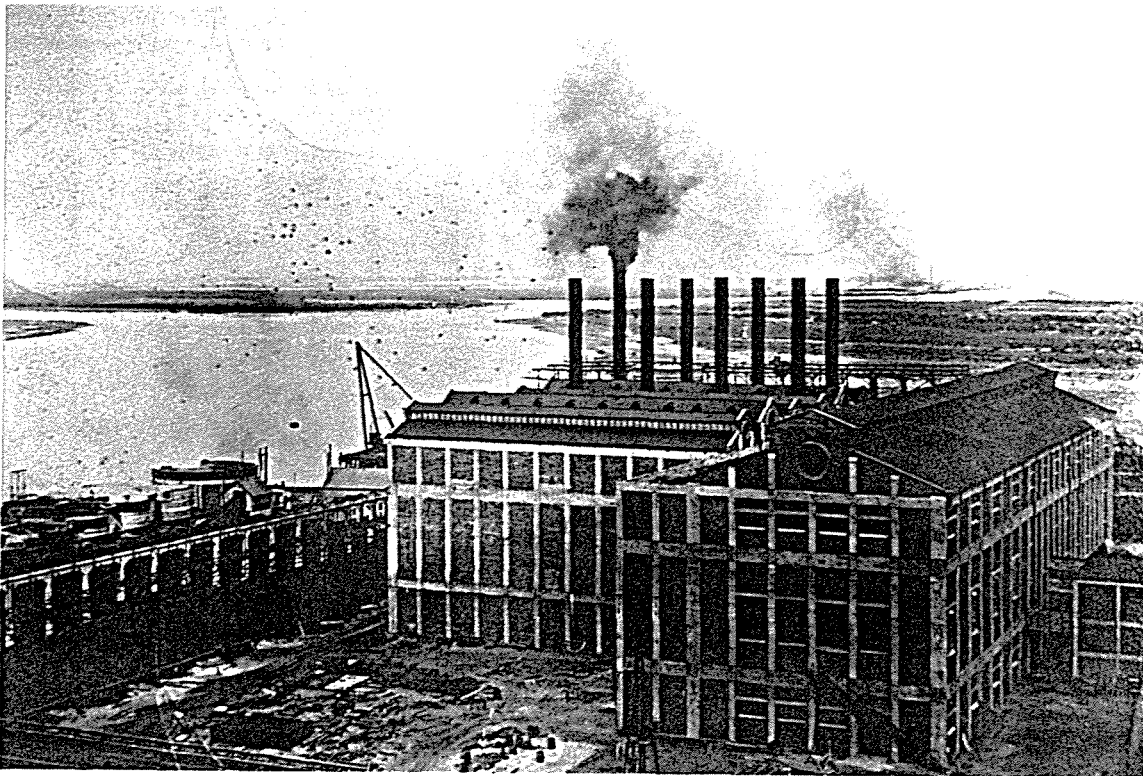
The Advertiser, 14 August 1923, p.12.

The Builder, 30 June 1926, p.7.

The Electricity Trust of South Australia publication of 1979, "Osborne Power Station". Available at The Mortlock Library of South Australia.

Brian Samuels. The Port Adelaide Centre Past and Present. The Port Centre Project Office, Port Adelaide, 1987, p.34.

Eugene Lumbers (Ed.). Centenary History of Port Adelaide : 1856-1956. Port Adelaide Council, Port Adelaide, n.d. p.42.

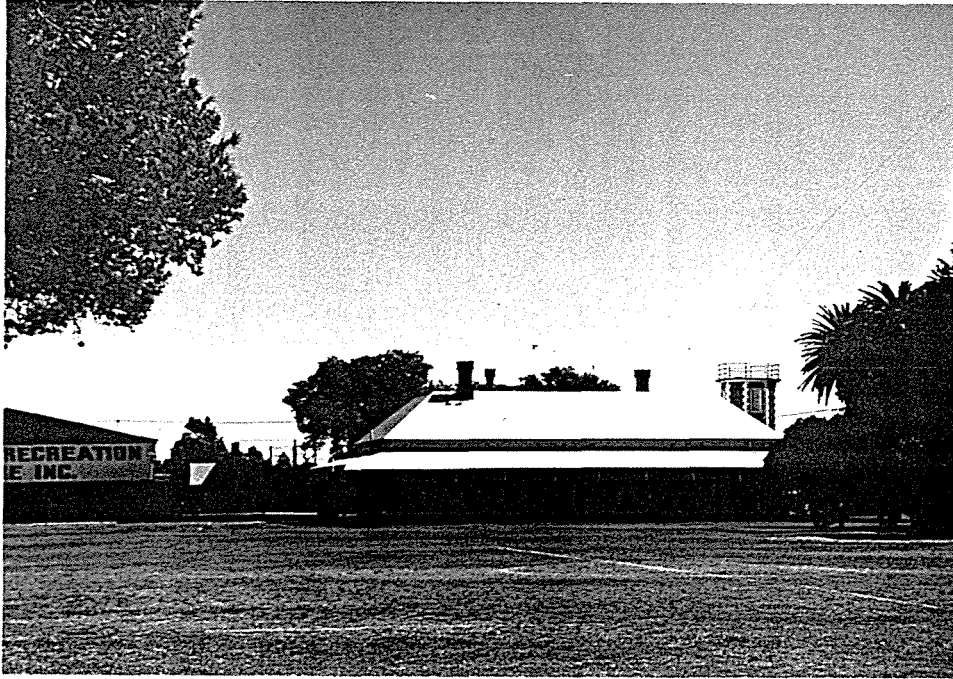


PH50a

Osborne Power Station

1927

NAME: Le Fevre Recreation Centre Inc. **ADDRESS:** 541 Victoria Road, Osborne



CONSTRUCTION DATE: 1880s ?

ARCHITECT:

BUILDER:

PRESENT OWNER: Port Adelaide Council **FIRST OWNER:** Captain R.W. Osborne

PRESENT USE/OCCUPIER: Club **FIRST USE/OCCUPIER:** Residence, formerly known as Glen Ariff

BUILDING MATERIALS: Brick with rendered masonry trim, brick tower, corrugated iron roof. **TITLE LISTINGS:** CT 340/729 (Section 749)

SIGNIFICANCE: Local **HERITAGE LISTINGS:** Nil

CONSERVATION RECOMMENDATIONS:

The separateness of this residential building should be respected and no extensions added close by. All original materials and detailing should be maintained and a garden setting re-created where possible.

BUILDING HISTORY AND ANALYSIS:

This brick residence with freestanding octagonal tower was built for Captain R.W. Osborne. Osborne was an early settler on Le Fevre Peninsula and was a Director of the South Australian Stevedoring Company. He pioneered the district named after him and established his home there (date yet to be determined). Osborne took an active part in the community life of the Le Fevre Peninsula and was involved in the decision to erect the Semaphore Town Hall in 1880.

The suburb of Osborne was laid out by a syndicate in 1908, on section 755, Hundred of Port Adelaide.

Section 749 has remained a park section known as Osborne House Estate. It was owned during the 1950s by the Australian Glass Manufacturers Co. Pty. Ltd. and the estate extended for 8-3/4 acres at that time. The Port Adelaide Council's decision to acquire the property was based on the realisation of the need for a public reserve in the Osborne area which was rapidly developing as an extensive housing suburb.

"If this estate were acquired for public reservation it would be a project compatible with the future demands of the advanced development in that area."

SOURCES:

Port Adelaide Mayor's Report, 1953-54.

J.E. Trotman, Back to Semaphore, p.50

Meleng, Fifty Years of the Port Adelaide Institute.

NAME: Former Mission to Seamen

ADDRESS: Lady Ruthven Drive, Outer Ha

**CONSTRUCTION DATE:** 1928**ARCHITECT:** Guy St.J. Makin**BUILDER:** W. & D. Foster**PRESENT OWNER:** Dept. Marine
& Harbours**FIRST OWNER:** Committee of the
Missions to Seamen**PRESENT USE/OCCUPIER:** Le Fevre
Workers Clubrooms**FIRST USE/OCCUPIER:** Mission to Seamen**BUILDING MATERIALS:** Brick and
half timbered extensions**TITLE LISTINGS:****SIGNIFICANCE:** State**HERITAGE LISTINGS:** National Trust
Recorded List**CONSERVATION RECOMMENDATIONS:**

It is recommended that this building be assessed for addition to the State Heritage Register. It should be conserved and maintained as it is one of the few remaining buildings from the important period of the 1920s in Outer Harbour.

BUILDING HISTORY AND ANALYSIS:

The Outer Harbour was established because there was a need for a deep water anchorage for Port Adelaide. Plans for this deep sea harbour were mooted during the 1880s and 1890s and a Government Inquiry in 1901 reported in favour of an Outer Harbour at the end of Light's Passage. The Government agreed to this and a Bill was passed to limit the expenditure on the Outer Harbour construction work to £500,000 and tenders were called in December 1902 with separate tenders for the railway to be run from Largs to Outer Harbour. The railway was constructed during 1902 and finished in mid-1903 and work on the Outer Harbour started after this. The construction firm, Rowden, Baxter & Co., were released from their contractual responsibilities in May 1907 and the Government completed the work with its own contractors.

The first wharf was 900 feet in length which was later extended to 1500 feet. The first mail steamer "R.M.S. Oruba" docked on the 16th January 1908 and an official harbour opening and lunch was held. The first controller of Outer Harbour was Arthur Searcy who later became Chairman of the Harbours Board. With the increase in shipping towards the end of World War I other facilities were added to Outer Harbour such as the Tourist Office and Police Station and Railway Station (see early photographs).

The Missions to Seamen had been operating in Port Adelaide since the 1890s and with the opening of Outer Harbour the committee approached the South Australian Harbours Board with the aim of extending their facilities and institutions to the Seamen who landed at Outer Harbour. The Harbours Board provided two small rooms in one of their buildings which the Mission used to carry on its work but in a meeting of the Mission committee in December 1918, Mr. F.A. Lakeman made the offer of a church army hut which he had previously presented to the Mitcham Army Camp (now Colonel Light Gardens) for services and use by men in the camp. This building was transferred from Mitcham to Outer Harbour in early 1919 and was used for seafarers visiting the Port.

Lakeman continued to donate money for additions to the building and facilities as well as paying for a caretaker to supply things such as towels, soap, coffee and biscuits for all men visiting the Mission.

During the month of September 1919, 35 large ships visited Outer Harbour and 3500 men were entertained at the Outer Harbour Mission to Seamen which was open day and evening. At the end of 1919 the Harbours Board granted another piece of land at Lakeman's request, which was fenced and further facilities erected. The constant increase in shipping to Outer Harbour put pressure on these available buildings and in 1926 Lakeman appointed an architect to design a new large Mission building. A note in The Builder in April 1926 recorded this.

The present building of the Mission to Seamen at Outer Harbour is to be replaced by a handsome brick and half timber Tudor structure. The new building will contain a large hall leading into a chapel at the far end. A commodious reading room will be situated on one side and a billiard room on the other. Entrance to the hall will be gained through a main lobby, with the officers' room on the left and the women's and stewardesses' room on the right. The rest of the ground floor will be occupied by the Missioner's office, kitchen, and staff bedrooms. The upper storey will consist chiefly of a museum. Mr. Guy St.J. Makin F.S.A.I.A. is the architect.

The contract for the new building was let to W. & D. Foster of Largs and they began construction on the first block. The foundation stone was laid by the Bishop of Adelaide on the 14th April 1928. The chapel was dedicated after the building was opened. The total cost of the building was over £9,000 and was borne by F.A. Lakeman who was one of the most generous benefactors to the Missions for Seamen during this period. As a consequence the building was formally named the Lakeman Institute of the Missions to Seamen, Outer Harbour.

The 1928 photograph of the building (PH56) indicates the distinctive castellated style and the extent of the facilities provided.

The Missions to Seamen building continued to play an important part in the recreation of visiting sailors until the reduction in shipping at Outer Harbour. The Mission ceased to use the building after the end of May 1974 preferring to concentrate their work in Port Adelaide proper. At that point the Department of Marine & Harbours leased the building to the Le Fevre Workers Club who continue to occupy it. The building retains most of its original features including the hall and chapel, and should be conserved as it is one of the few remaining buildings from that important expansion period during the 1920s as most were removed for the construction of the overseas passenger terminal in 1973.

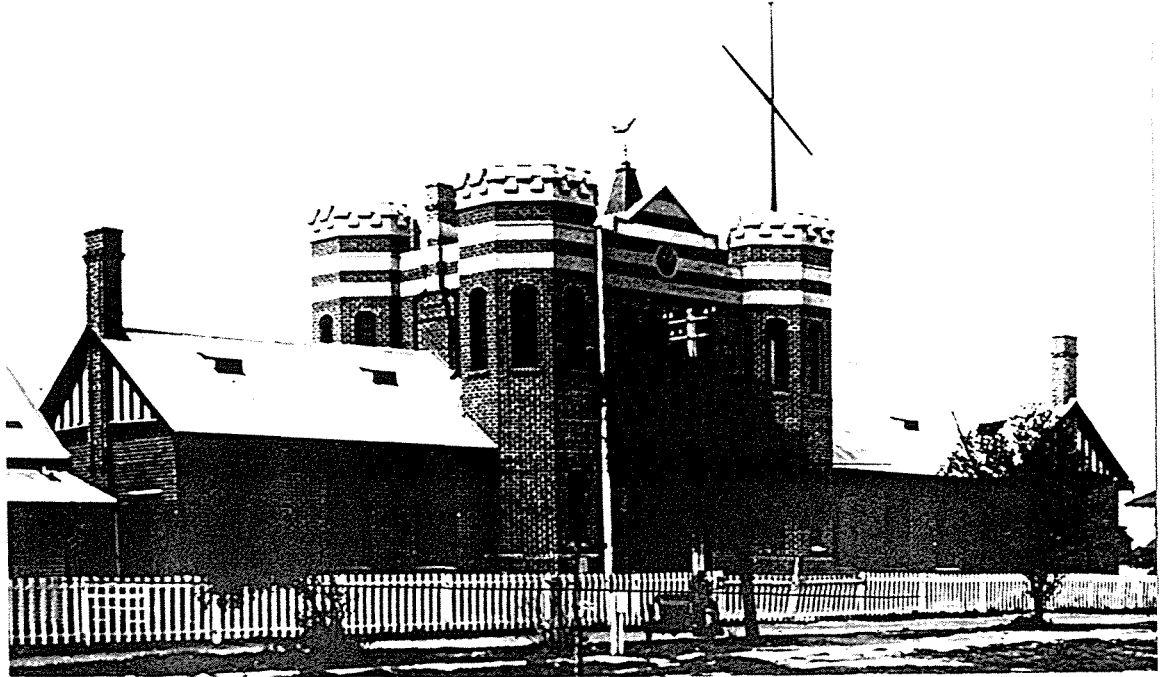
SOURCES:

Arthur Searcy, The Outer Harbour, 1908.

V.S. Smith, History of the Outer Harbour or Light's Passage, 1948.

Portonian, Vol. 2, No. 4, December 1974.

The Builder, 28th April 1926, p.5 and 26th May 1926, p.5.



PH56

Seamens Mission

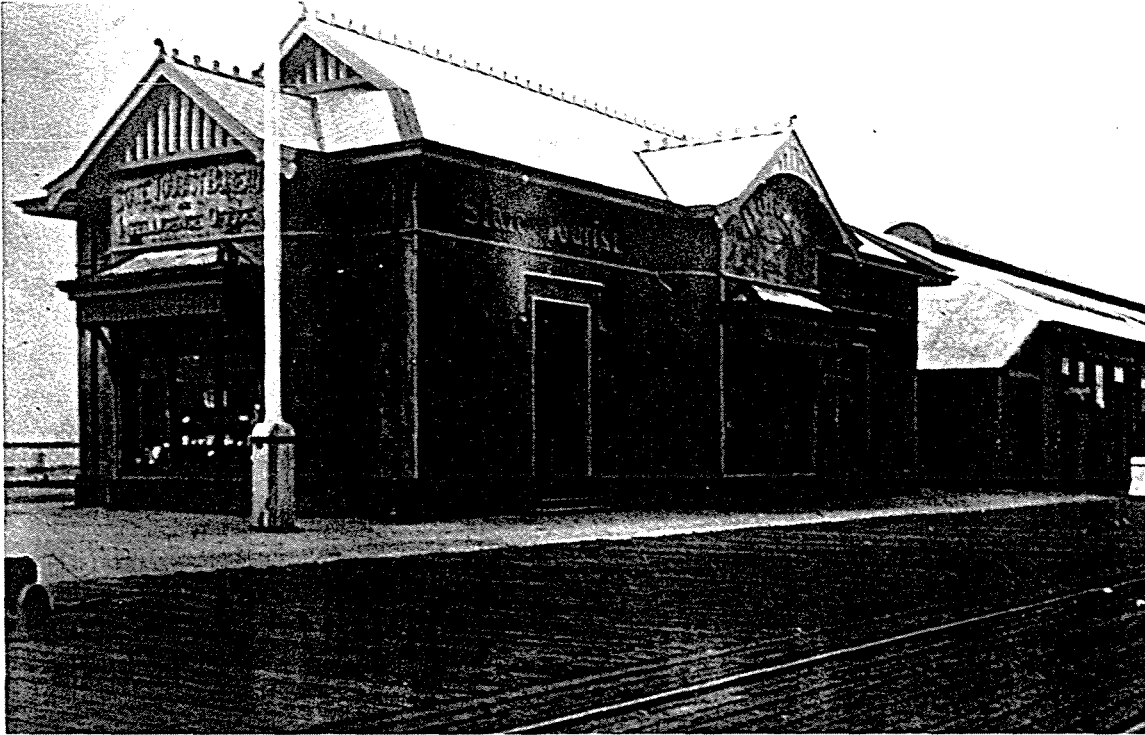
1928



PH53

New Police Station at Outer
Harbour

1925



PH52

Outer Harbour Tourist Office

c.1918



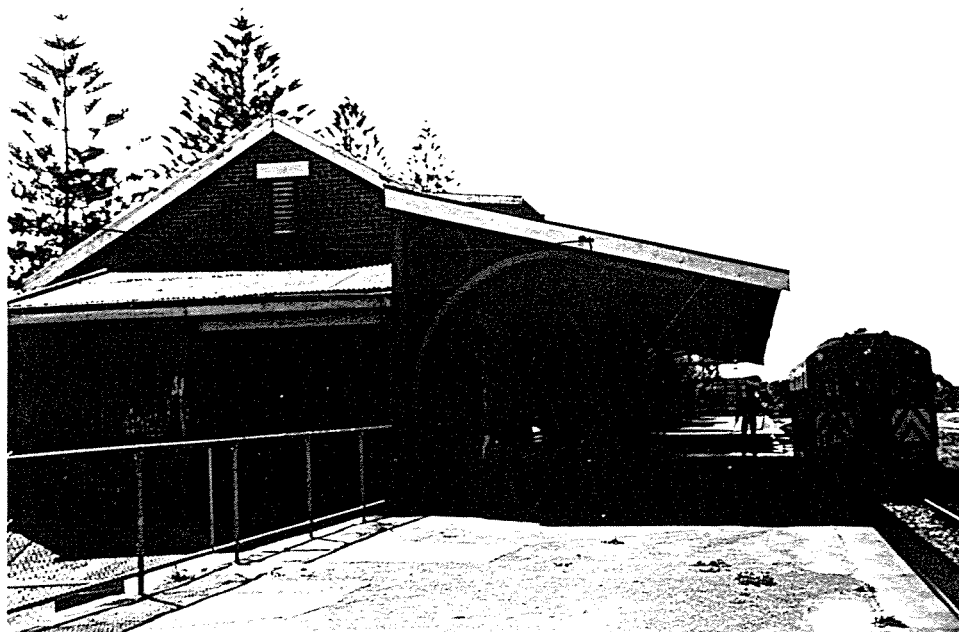
PH54

Tourist Bureau

1930s

NAME: Railway Station

ADDRESS: Oliver Rogers Road, Outer Ha



CONSTRUCTION DATE: 1926

ARCHITECT:

BUILDER:

PRESENT OWNER: Australian National

FIRST OWNER: South Australian Railway

PRESENT USE/OCCUPIER: Railway Station

FIRST USE/OCCUPIER: Railway Station

BUILDING MATERIALS: Brick with iron verandah.

TITLE LISTINGS:

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This station building should be conserved and maintained. All original detailing should be retained and any additional structures be in keeping with the original design. Of particular note are the large curved railway iron brackets which support the verandah.

BUILDING HISTORY AND ANALYSIS:

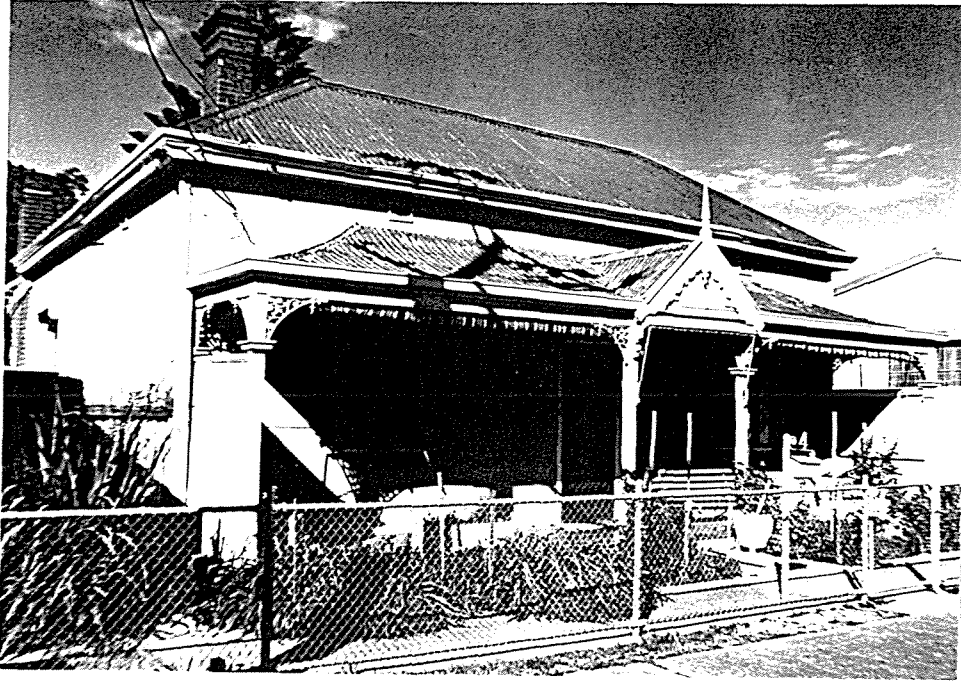
The railway line from Largs Bay was extended to serve the deep sea harbour construct at Outer Harbour and the railway line was completed by 1903. The original railway station was called Light's Passage but this station at Outer Harbour was built in 1926 and was the last passenger station on this line.

SOURCES:

Port Adelaide since 1856 - 125th Anniversary, p.7.

V.S. Smith, History of the Outer Harbour or Light's Passage, 1948.

NAME: Houses

ADDRESS: 4, 6, 8, 10, 12 Aberdeen Street,
Port Adelaide

CONSTRUCTION DATE: 1899-1903

ARCHITECT:

BUILDER:

PRESENT OWNERS: Various

FIRST OWNER: Morris & Walter

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Corrugated iron
walls, roofs and verandahs.TITLE LISTINGS: 4: CT 2181/112;
6: CT 2301/77; 8: CT 2301/78;
10: CT 1844/97; 12: CT 4035/113

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

These houses in Aberdeen Street form part of the Port Adelaide "Tin Town" Precinct. Recommendations for this Precinct should be referred to earlier in this report. These houses are important examples of corrugated iron buildings in Port Adelaide and should be conserved.

BUILDING HISTORY AND ANALYSIS:

These houses were built on Allotments 65-69 of the Subdivision of Sections 2112 and 704 Port Adelaide. The subdivision was undertaken in 1880 by the Port Adelaide Land Company and allotments then sold off to individual purchasers. These allotments were bought by C.R. Morris and T.J. Walter who were partners in a large timber yard in Commercial Road, Port Adelaide. It would appear that among other allotments these were a speculative venture for the timber merchants, as soon after purchasing the land in 1898, they began building houses for rent. The houses were comparatively small being assessed as containing 3 or 4 rooms each, and these residences do not appear to have altered much over time.

The Walter and Morris families continued to own these properties until the 1940s when they began to sell the allotments with residences separately. These small corrugated iron residences form a strong contrast to the huge warehouse industrial nature of the rest of this area which contains large woolstores.

SOURCES:

LTO Certificates of Title.
Port Adelaide Assessment Books.
LTO Deposited Plan No. 933 of 1880.

NAME: Elders and
Goldsbrough Mort Woolstores

ADDRESS: Baker Street and Crozier Street,
Port Adelaide



CONSTRUCTION DATE: 1940s

ARCHITECT:

BUILDER:

PRESENT OWNER: Wes Farmers Wool

FIRST OWNER: Elder Smith & Co. and
Goldsbrough Mort & Co.

PRESENT USE/OCCUPIER: Woolstores

FIRST USE/OCCUPIER: Woolstores

BUILDING MATERIALS: Brick on iron
frame.

TITLE LISTINGS:

SIGNIFICANCE: State

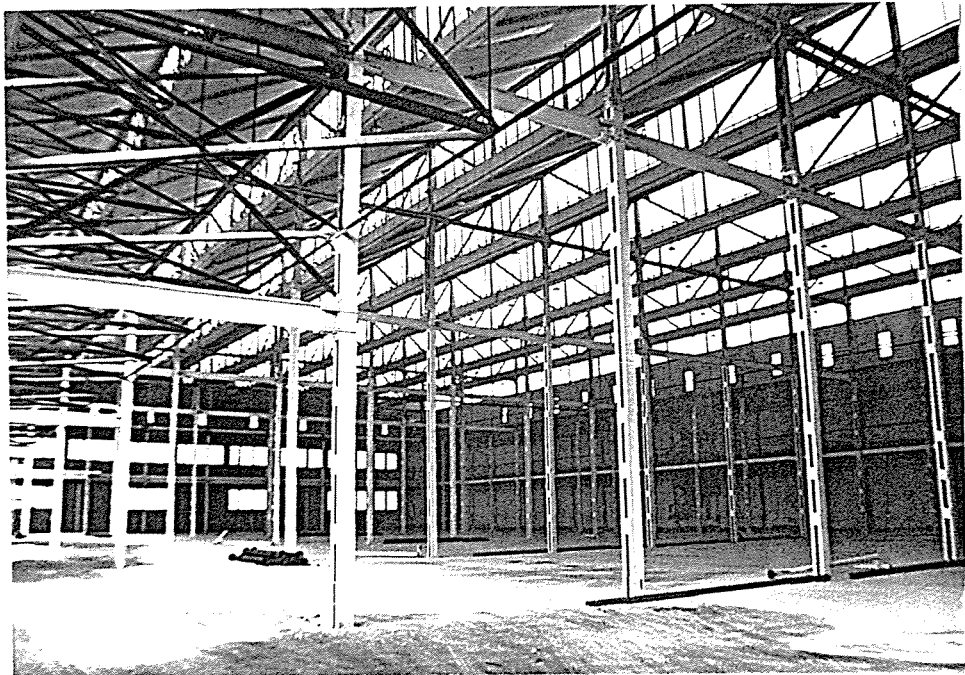
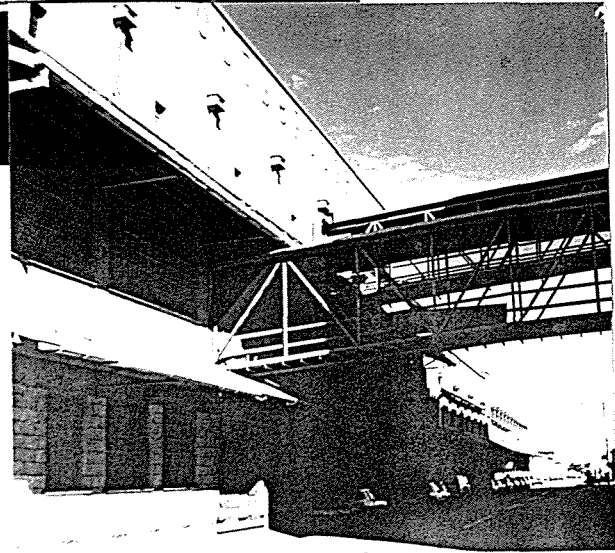
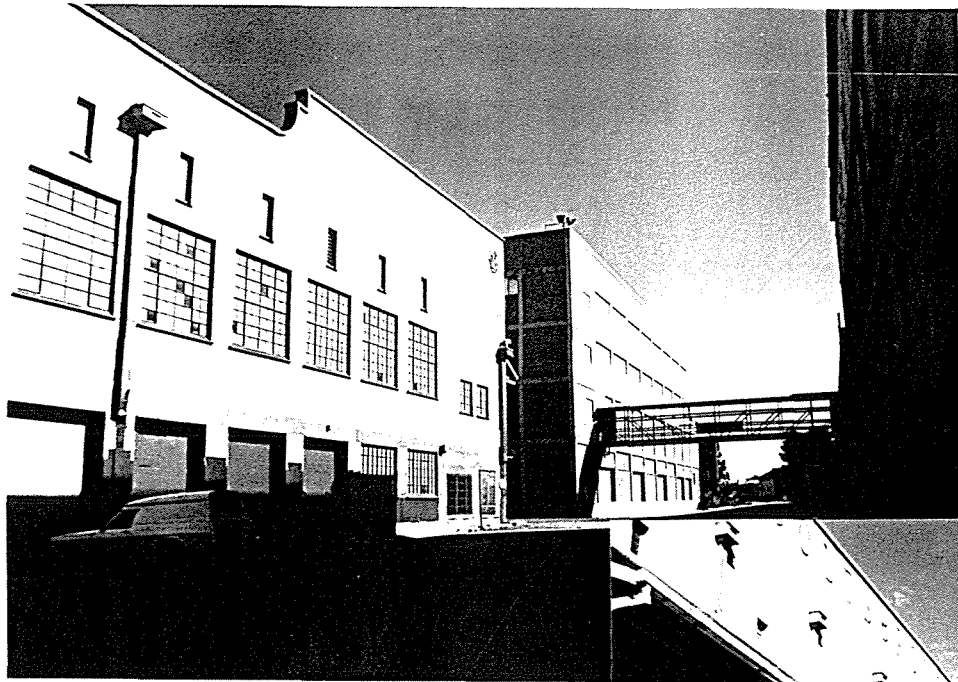
HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

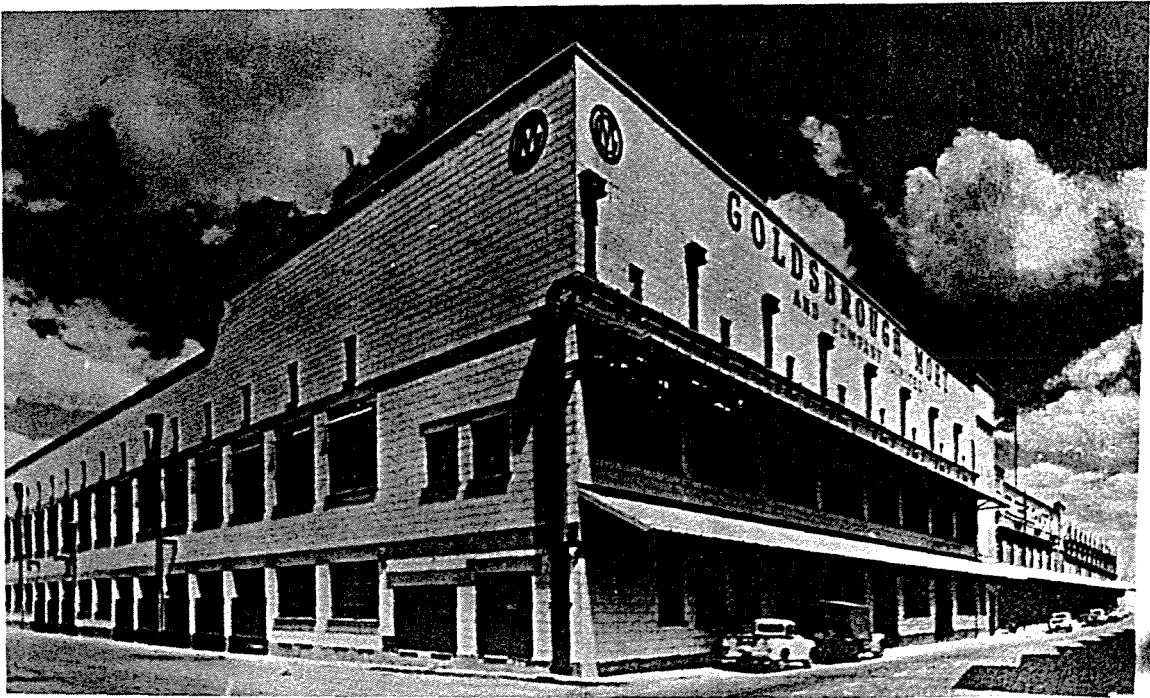
These large Woolstores form part of the Woolstores Precinct. Recommendations for this Precinct should be referred to earlier in this report. The overall building envelope should be retained if these buildings are reused.

BUILDING HISTORY AND ANALYSIS:

These two large Woolstores represent the expansion of South Australia's wool exports in the 1940s. They are indicative of a third generation of wool storage buildings in the area, the first being the 1880s Woolstores on Santo Parade and the second being the extensions to the buildings prior to World War I. The large open plan structure and high north lighting saw tooth roof created a large floor area for storage and display.



Current photographs of Woolstores



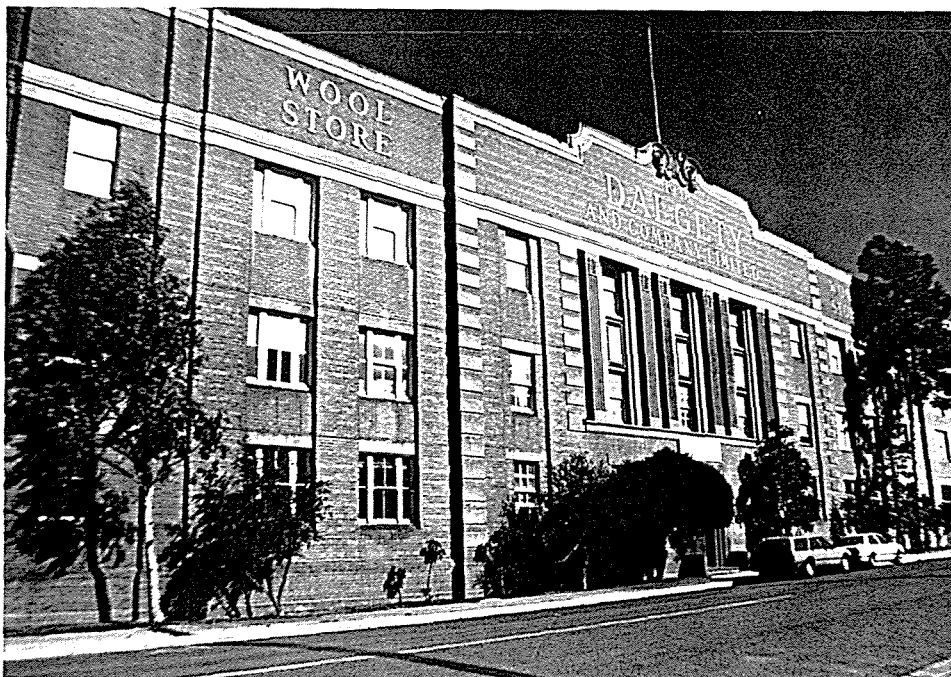
PH25

Goldsbrough Mort
Crozier Street

1950s(?)

NAME: Dalgetys Woolstore

ADDRESS: 1-15 Fisher Street, Port Adelaide



CONSTRUCTION DATE: 1938

ARCHITECT:

BUILDER:

PRESENT OWNER:

FIRST OWNER: Dalgety & Co. Ltd.

PRESENT USE/OCCUPIER: Offices

FIRST USE/OCCUPIER: Woolstores

BUILDING MATERIALS: Brick and
rendered masonry trim.

TITLE LISTINGS: CT 4233/658

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This Woolstore falls within the Port Adelaide Woolstores Precinct. Recommendations for the Precinct should be referred to earlier in this report. The architectural detailing and overall building form and envelope should be retained.

BUILDING HISTORY AND ANALYSIS:

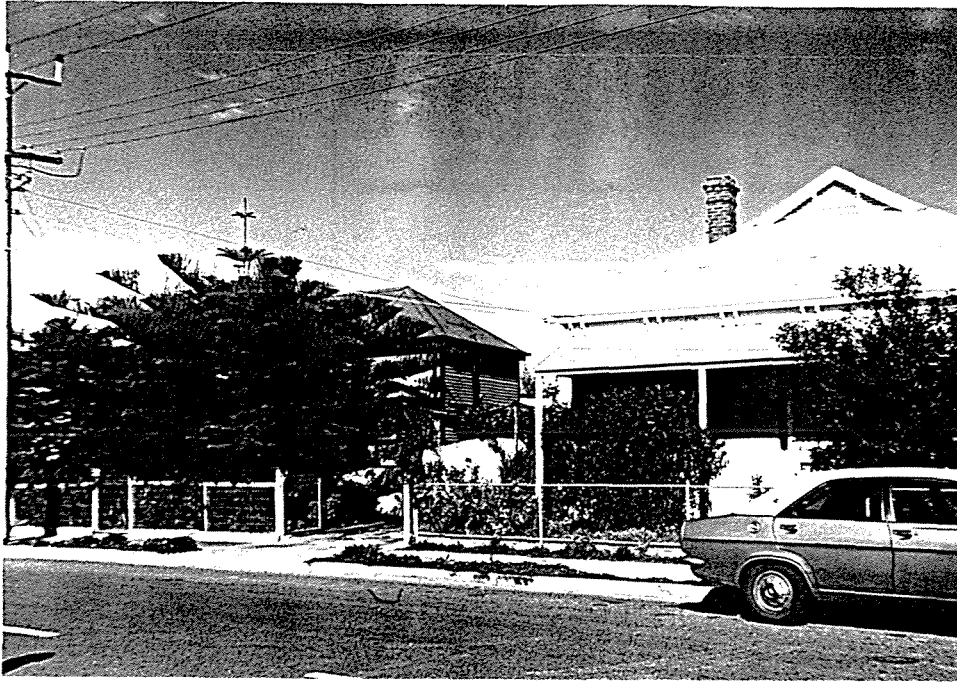
This large woolstore was constructed in 1938 for Dalgety & Co. Ltd. and has a facade which contains more architectural embellishments and detail than any of the contemporary woolstores within the precinct. In this it is echoing the architectural detailing and style of the 1880s woolstores on Santo Parade.

SOURCES:

Port Adelaide Mayor's Report 1938.

NAME: Houses

ADDRESS: 22, 24 Bower Crescent, Port Adelaide

**CONSTRUCTION DATE:** c.1900**ARCHITECT:****BUILDER:**

PRESENT OWNER:
 22: Finniss Quorn Pty. Ltd.
 24: Andre Dugar

FIRST OWNER: T.J. Walter & C.R. Morris**PRESENT USE/OCCUPIER:** Residences**FIRST USE/OCCUPIER:** Residences

BUILDING MATERIALS: Corrugated iron
 walls, roof and verandah.

TITLE LISTINGS: 22: CT 4014/165
 24: CT 675/59

SIGNIFICANCE: Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

These residences form part of the Port Adelaide "Tin Town" Precinct. Recommendations for this Precinct should be referred to earlier in this report. These houses are significant examples of corrugated iron buildings in Port Adelaide and should be conserved.

BUILDING HISTORY AND ANALYSIS:

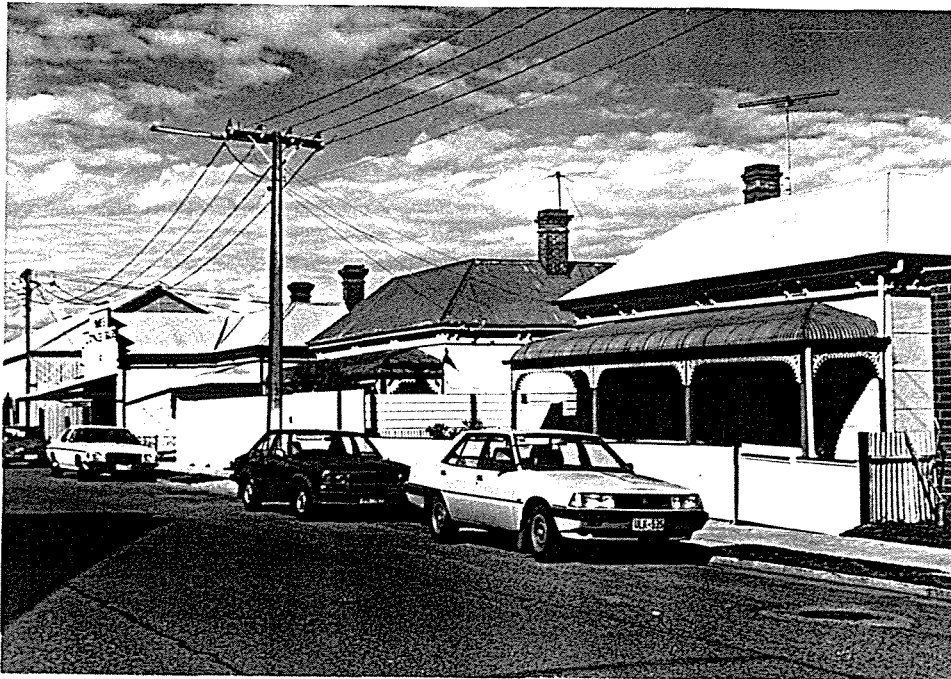
With the subdivision of this area in 1880 by the Port Adelaide Land Company these allotments along Bower Crescent were purchased by T.J. Walter and C.R. Morris who were timber merchants in Port Adelaide (Walter & Morris Ltd.'s timber yard ran between Commercial Road and Lipson Street near the early Masonic Hall). Bower Crescent allotments were not assessed until after 1903 so these houses must date from then but No. 24 appears to be of an even later date. These houses within Port Adelaide's "Tin Town" form a contrast to the large forms of the woolstores and warehouses which have been constructed in the rest of the subdivision. Bower Crescent itself follows the line of the Railway Reserve which ran from the Port Dock Railway Station around the 1880 subdivision and up to the North Arm.

SOURCES:

LTO Certificates of Title.
 Port Adelaide Assessment Books.
 LTO Deposited Plan No. 933 of 1880.

NAME: Houses

ADDRESS: 14, 16, 18 Brock Street, Port Adelaide



CONSTRUCTION DATE: 1910s

ARCHITECT:

BUILDER:

PRESENT OWNER:

14: A. & G. Brown

16: G. Shegog

18: M. & O. Benotti

FIRST OWNER: Edwin Godfrey

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Corrugated iron
walls and walls, verandah and roof.TITLE LISTINGS: 14: CT 8421/42
16: CT 821/144
18: CT 2404/61SIGNIFICANCE: *Local*

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

These houses form part of Port Adelaide "Tin Town" Precinct. Recommendations for this Precinct should be referred to earlier in this report. The original detailing remains on these houses and should be retained and the houses should be conserved in original conditions where possible.

BUILDING HISTORY AND ANALYSIS:

Port Adelaide has a large number of houses built in corrugated galvanised iron particularly dating from the early years of the 20th Century. These houses in the Port Adelaide "Tin Town" area are particularly interesting as they contrast strongly with the large industrial houses of the Woolstores Precinct to the north. The subdivision of this area took place in 1880 when the land was sold off in allotments by the Port Adelaide Land Company.

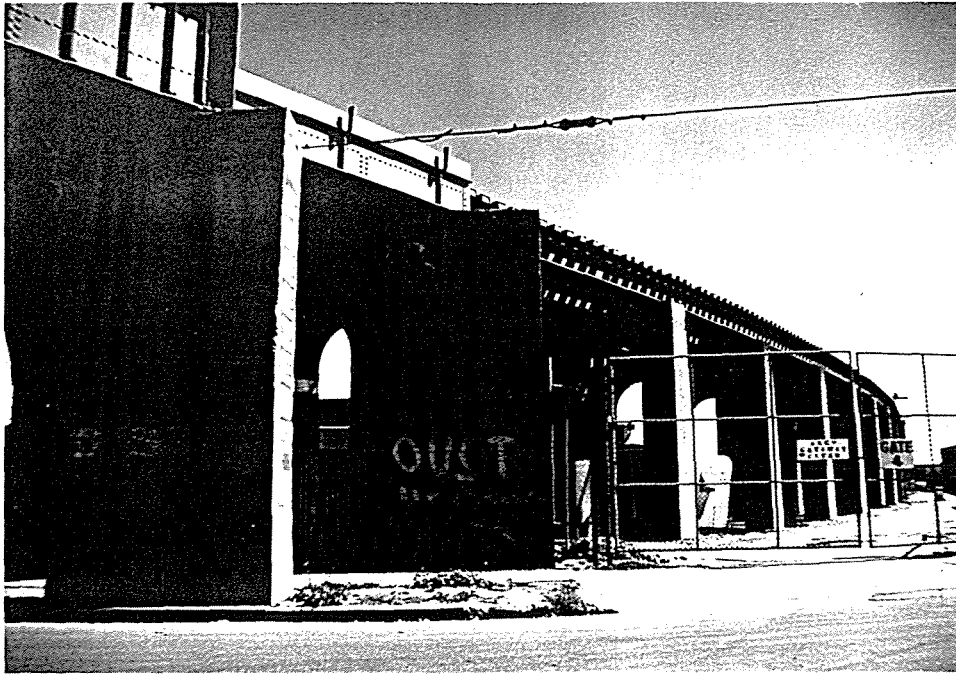
These houses stand on Allotments 72, 71, 52 and 53 of the subdivision of Sections 2112 and 704 of the Hundred of Port Adelaide. In the original subdivision the alignment of the allotments was facing Aberdeen Street to the west and Crozier Street to the east but subsequent re-subdivision of the allotments gave these houses frontage to Brock Street. The original purchaser of the allotments was Edwin Godfrey who sold the land to various other proprietors after 1908 and 1909. Port Adelaide assessment books for this area show the land vacant until after 1905 or later, although the houses themselves display stylistic characteristics such as eaves bracketing and bullnose verandahs and hipped roofs which could indicate an earlier construction date than 1910. This will need to be confirmed. Nevertheless when taken as part of the "Tin Town" Precinct the houses form important elements within the area.

SOURCES:

LTO Certificates of Title.
Port Adelaide Assessment Books.
LTO Deposited Plan No. 933 - 1880.

NAME: Railway Bridge and Viaduct

ADDRESS: Crossing Lipson Street and
Commercial Road, Port Adelaide



CONSTRUCTION DATE: c.1915-1916

ARCHITECT:

BUILDER: S.A. Railways

PRESENT OWNER: Australian National **FIRST OWNER:** S.A. Railways

PRESENT USE/OCCUPIER: Railway Bridge **FIRST USE/OCCUPIER:** Railway Bridge

BUILDING MATERIALS: Reinforced
concrete arches supporting steel
tracks **TITLE LISTINGS:**

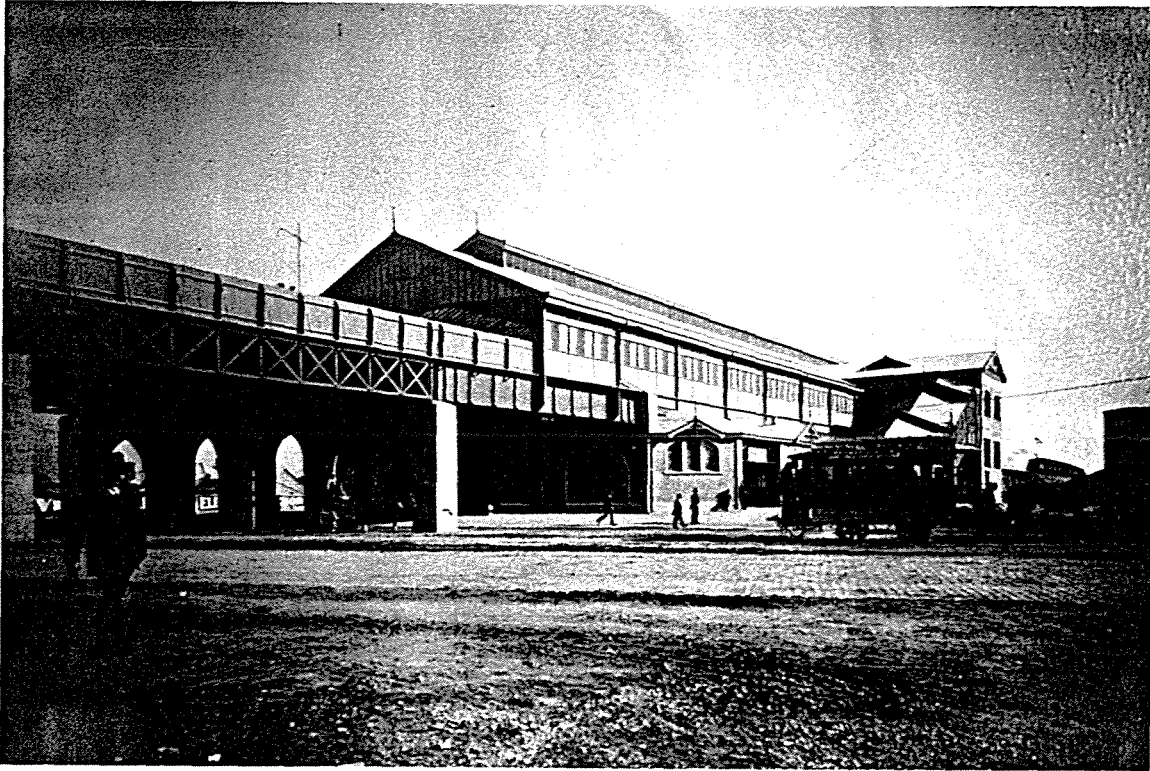
SIGNIFICANCE: State **HERITAGE LISTINGS:** Nil

CONSERVATION RECOMMENDATIONS:

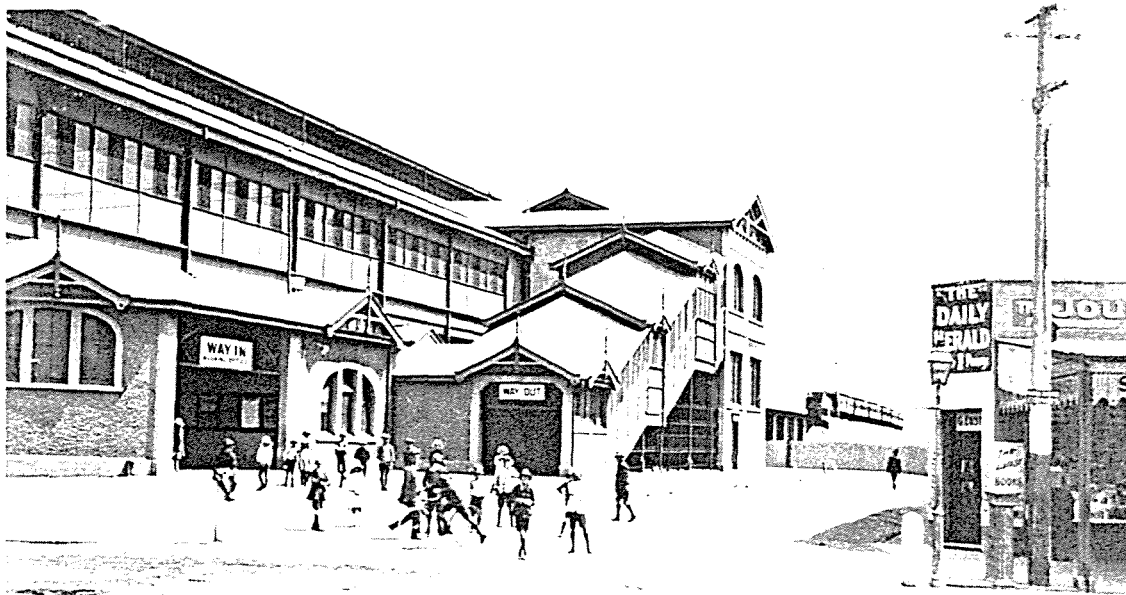
It is recommended that this engineering structure be conserved and maintained. It should be considered for inclusion on the State Heritage Register.

BUILDING HISTORY AND ANALYSIS:

This railway bridge sweeps across Commercial Road on high arches to the Commercial Road Station. This line of the Adelaide-Port Adelaide line was opened in May 1916. Previously the railway track to the Peninsula went through the Port Dock Station and across the Jervois Bridge. This original line was opened in 1878. The Commercial Road Railway Station was a substantial structure with a covered stairway up to the platform level at bridge height and a large covered station area. The architectural features of this building were typically Edwardian with gable ends and finials and flat arched window heads. PH58 and PH59 show this station soon after completion. The line crossed the Port River at Ethelton and continued up Le Fevre Peninsula to Outer Harbour.



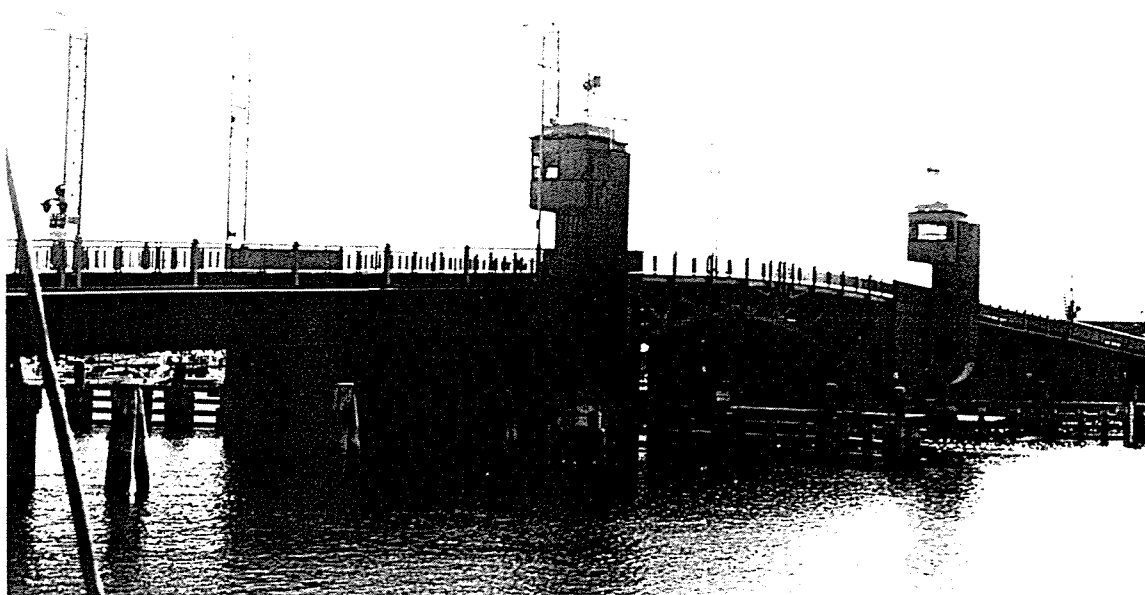
PH58 Commercial Road Railway Station c.1916



PH59 Commercial Road Railway Station 1919

NAME: Birkenhead Bridge

ADDRESS: Extension of Nelson Street,
Port Adelaide



CONSTRUCTION DATE: 1940

ARCHITECT: R.H. Chapman, Chief Engineer for Railways

BUILDER: Perry Engineering Co. Ltd., : Steelwork and Machinery
Adelaide Constructions Ltd., : Abutments, piers and deck, superstructure
Noyes Bros. (Melbourne) Ltd. : Electrical installations

PRESENT OWNER: Highways Dept.

FIRST OWNER: Highways Dept.

PRESENT USE/OCCUPIER: Bridge

FIRST USE/OCCUPIER: Bridge

BUILDING MATERIALS: Steel

TITLE LISTINGS:

SIGNIFICANCE: State

HERITAGE LISTINGS: National Trust
Recorded List

CONSERVATION RECOMMENDATIONS:

This bridge is recommended for addition to the State Heritage Register. It is well maintained and consideration should be given to its conservation if it needs to be replaced by another bridge, otherwise a full record of the bridge structure should be made.

BUILDING HISTORY AND ANALYSIS:

This bridge across the Gawler Reach of the Port River was long considered a necessity and the first projected location for it was as an extension to Commercial Road linking up with Victoria Road on the north side of the river. However the decision was made to extend Nelson Street and Victoria Road as approaches to the new bridge. The contract for the bridge was let in 1937-38 and the contract price was £150,000. When completed the total cost of the bridge was £167,800. and it was officially opened on the 14th Decem 1940.

The Birkenhead Bridge was the first bascule type bridge to be constructed in Australia (the only other opening bridge in South Australia is at Paringa). The bridge which carries four lanes of traffic and a footpath either side has a centre span of 55.5 metres which is of the double bascule type. In this type of bridge there are two adjacent leaves hinged at opposite ends which move in a vertical plane. Counterweights balancing the weight of the bascule sink into pits in the piers on either side of the centre span. The word bascule comes from the French word meaning 'see-saw' indicating that the bridge is balanced and therefore can be opened quickly by a relatively small motor. In the Mayor's Report of 1940-41 there is a note:

"The designer and the builders are to be complimented on having provided a most up to date connecting link between Port Adelaide and Birkenhead."

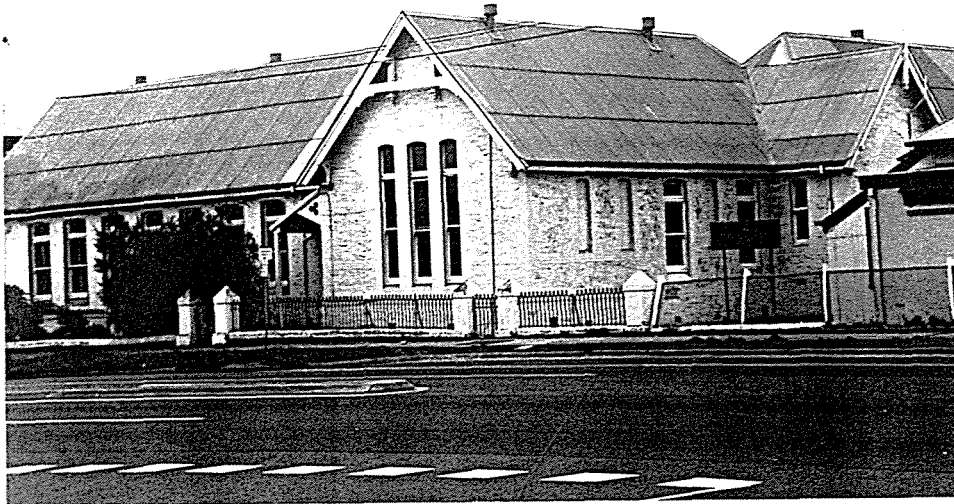
Previously the only bridge across the river which opened was the original Jervois Bridge, an hydraulic swing type bridge which was built in 1878 and replaced in 1970.

SOURCES:

- National Trust File.
- City of Port Adelaide Mayor's Report, 1937-38, 1940-41.
- Highways Department Publication, Historic Bridges.
- Brian Samuels, History of Port Adelaide Centre.
- E.H. Lumbers, Port Adelaide Centenary History, p.52.

NAME: Port Adelaide Primary School

ADDRESS: Grand Junction Road, Port Adela

**CONSTRUCTION DATE:** 1877 (incorporating 1862 building)**ARCHITECT:** Architect-in-Chief, S.A. Government**BUILDER:** Burge & Kestel**PRESENT OWNER:** S.A. Education Dept.**FIRST OWNER:** S.A. Education Dept.**PRESENT USE/OCCUPIER:** School**FIRST USE/OCCUPIER:** School**BUILDING MATERIALS:** Stone (now painted) with brick quoining, corrugated iron roof**TITLE LISTINGS:****SIGNIFICANCE:** Local**HERITAGE LISTINGS:** National Trust
Recorded List**CONSERVATION RECOMMENDATIONS:**

The early sections of the school should be conserved and maintained. When appropriate paint should be removed from the stonework.

BUILDING HISTORY AND ANALYSIS:

In 1862 the Port Adelaide Grammar School opened on a part of Section 704 with a frontage to Grand Junction Road. This school was felt necessary as many boys were too young for St. Peter's College but wanted a grammar school education. The school was independent of St. Paul's Church but was controlled by trustees who were vestrymen of the Church. After the passing of the Education Act in 1875 a "model school" was built at Port Adelaide in 1877. In the Colonial Architect's letters to the Council of Education there is a report dated January 29th 1877 which gives the cost of the erection of the public school at Port Adelaide as £5,900. The drawings for the school incorporated the Church school building of 1 large room and an anteroom into the northwestern section of the school. The builder for the 1877 school building were Burge and Kestel.

A similar school building was also constructed as Le Fevre Peninsula School, Birkenhead, but this was demolished in 1960.

During 1919 the Port Adelaide public school was converted into an isolation hospital for influenza epidemic victims and in 1925 it was given central school status. Central schools were the precursors of the modern technical high schools.

In 1942 the school was classified as a Primary School.

SOURCES:

Public Record Office, GRG 38/25.

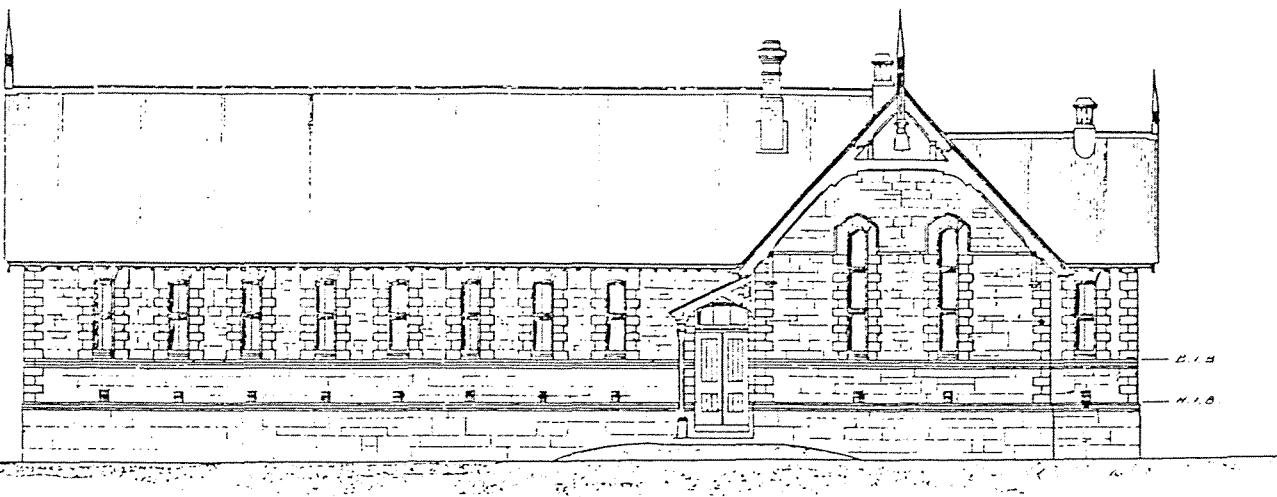
Port Adelaide Primary School Centenary Souvenir, 1860-1970.



PH63

Port Adelaide Public School

n.d.



SOUTH ELEVATION

1877 Original drawing - Port Adelaide Primary School

NAME: Port Adelaide Goods Shed

ADDRESS: St. Vincent Street, Port Adelaide



CONSTRUCTION DATE: 1873-74

ARCHITECT:

BUILDER:

PRESENT OWNER: Port Dock Railway
Museum

FIRST OWNER: S.A. Railways

PRESENT USE/OCCUPIER: Museum
Display Shed

FIRST USE/OCCUPIER: Railway Goods
Delivery Shed

BUILDING MATERIALS: Corrugated
iron roof over timber structure

TITLE LISTINGS:

SIGNIFICANCE: State

HERITAGE LISTINGS: State Heritage Register

CONSERVATION RECOMMENDATIONS:

This building is protected by the conditions of the State Heritage Act. It has been conserved and incorporated into the Port Dock Railway Museum.

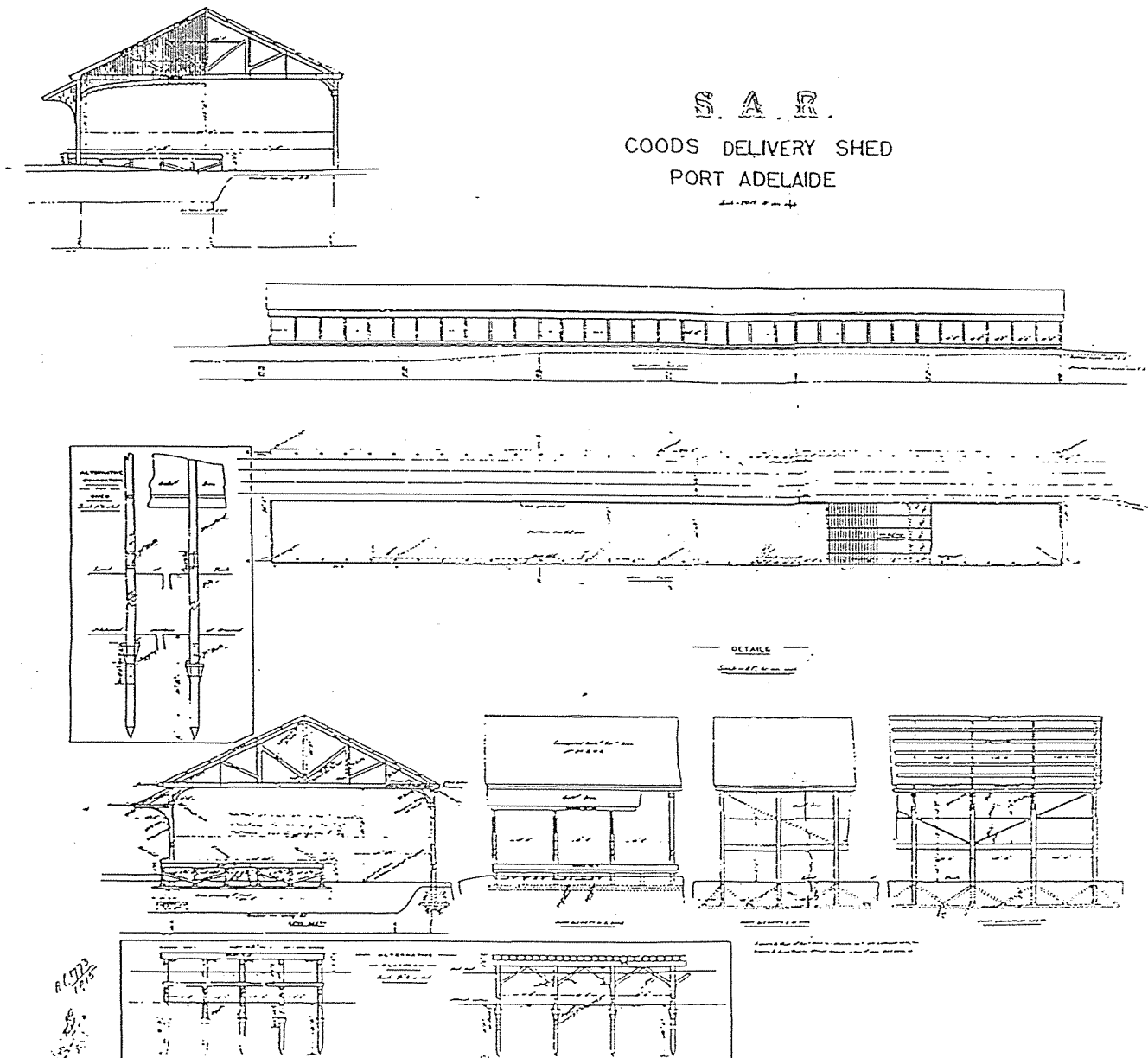
BUILDING HISTORY AND ANALYSIS:

The Port Dock Delivery Goods Shed was part of the railway structures at the Port Dock Station. The Goods Shed is the only intact building which remains of the original complex. It was constructed in 1873-74 during the boom years of railway construction in South Australia and was part of the railway system linking Adelaide with Port Adelaide. The Goods Shed is one of the largest known in the State and reflects the necessary facilities at Port Adelaide to cater for South Australia's growing import and export trade during the 1870s. The railway line was important for transporting both wheat and wool to the Port for export, and also for transporting imports to Adelaide's hinterland. When the Glanville via Commercial Road Station line was opened in 1916 the volume of traffic at Port Dock Station decreased.

In 1922 it was closed to through traffic and the original station was demolished during the 1960s. The station itself was closed down several years ago and the station yard has subsequently been used to store rolling stock. Currently, title to the building is held by the State Government who has sub-let to the Port Dock Station Railway Museum through the History Trust.

SOURCES:

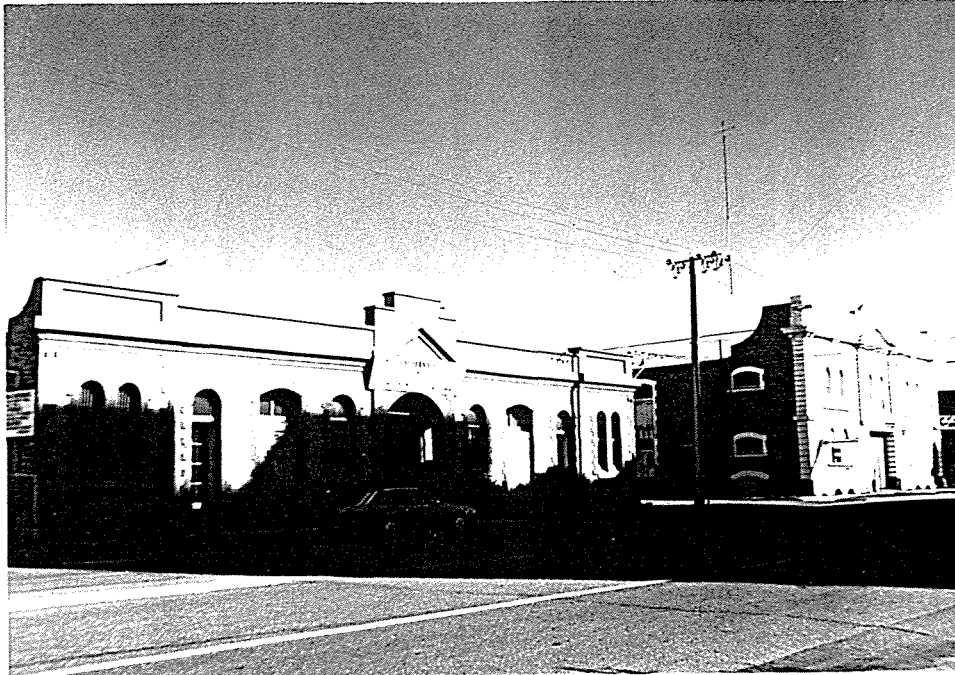
- South Australian Heritage Register Assessment, File No. 10444 (4.9.1987).
- South Australian Railways Drawings of Goods Delivery Shed, Port Adelaide (Commonwealth Archives, Collinswood).
- A. Stempel. "The Centenary of the Adelaide-Port Adelaide Railway", in The Australian Railway Historical Society Bulletin, No. 224, June 1956.



(Traced in 1915 from original Drawing 2468 13.9.1873)
233

NAME: Warehouses

ADDRESS: 306 and 308 St.Vincent Street,
Port Adelaide



CONSTRUCTION DATE: 1884-1888

ARCHITECT:

BUILDER:

PRESENT OWNER: 306: Halland
Investments
308: Neville Smith & Co.

FIRST OWNER: 306: S.A. Brewing Co.
308: G. Wood, Son & Co.

PRESENT USE/OCCUPIER: Storage and
other

FIRST USE/OCCUPIER: Free stores and
bonded stores

BUILDING MATERIALS: Stone with
brick quoining and rendered trim

TITLE LISTINGS: 306: CT 3293/196
308: CT 4252/506

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

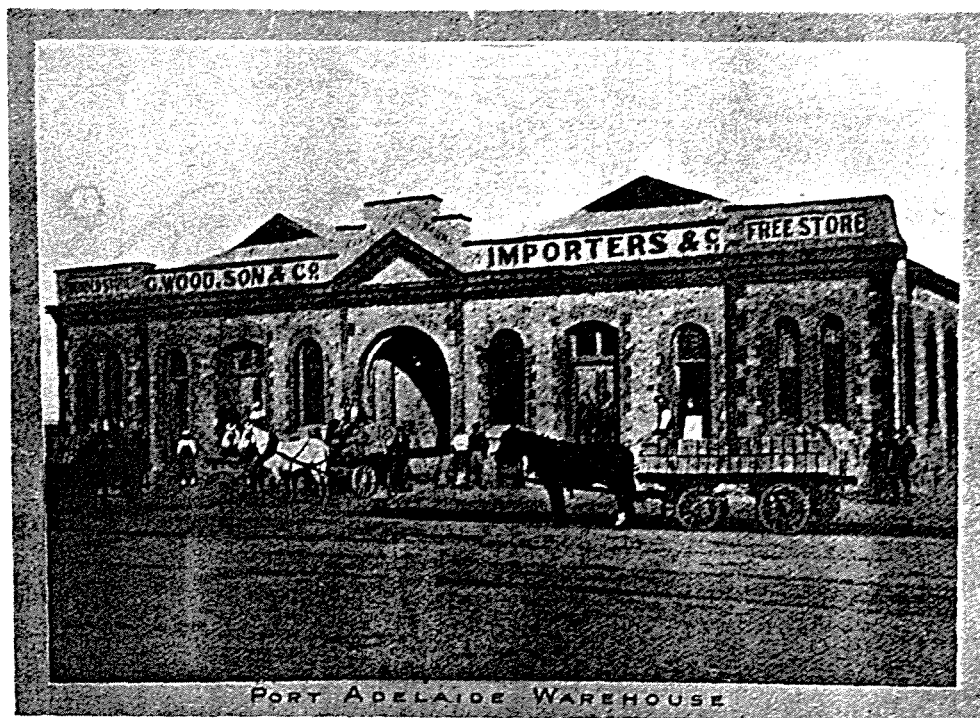
It is recommended that these warehouses be added to the State Heritage Register. They should be conserved and maintained using early photos as an indication of their original state.

BUILDING HISTORY AND ANALYSIS:

These two stone warehouses built on St.Vincent Street in the mid-1880s are indicative of the import and export trade passing through Port Adelaide at that time. Both of them were built by well known companies in South Australia at the time. G. Wood, Son & Co. were importers and agents who served South Australia's hinterland and also Broken Hill, and South Australian Brewing Malting Co. Ltd. based in Adelaide were and still are an important South Australian company. Both these warehouses remain in excellent condition and are an important link between the Port Adelaide centre and the extension of trade related buildings such as Elders Wool warehouses on Santo Parade.

SOURCES:

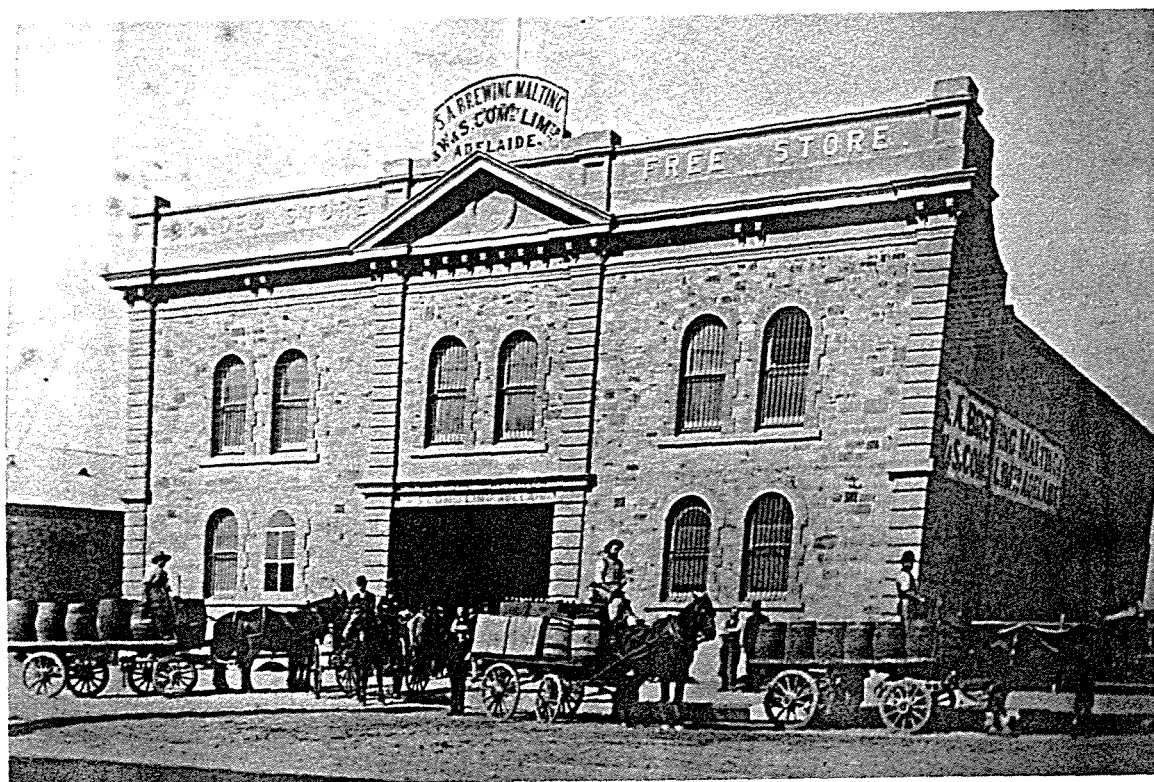
Curtis, Adelaide: Queen City of the South, 1907.
 Brian Samuels.



PH64a

G. Wood & Son Warehouse
 308 St. Vincent Street

1907



PH64

S.A. Brewing Bonded and
 Free Store, 306 St. Vincent Street c.1895

The description in The Observer, October 8th, 1881, of this first wool sale also describes the Woolstores which Elder Smith & Co. had built.

The second Woolstore to be built was that of D. & J. Fowler. This is the southernmost building in this group of three, and is of considerably lower scale than the other two. D. & J. Fowler were a large exporting company which concentrated on primary production and export of wool and grain, and also the production and export of red wine. All of these products were sent to Britain during the 1880s.

The middle Woolstore was the last of this group to be constructed and an account was given in the Port Adelaide News, 6th April 1883 and 12th June 1883. This centre store is by far the most elaborate architecturally of the three stores and it was designed by the architects Wright and Reade of Adelaide. A detailed account of its construction and interior is given in the newspaper article. This Woolstore was purchased by Strachan Cheadle & Co. from Stilling & Co., and then in 1906 sold to Elder Smith & Co. Elder Smith by this time had become the largest woolbroking firm and in 1907 had added further storage area over St. Vincent Street and Baker Street to create a huge show floor space which was reported to be approximately 9 acres in extent by April of 1907. By 1938 the stores had a floor area of some 15 $\frac{1}{4}$ acres which was equivalent storage capacity for 65,000 bales of wool.

At the turn of the century other larger woolbrokers operating in the Woolstores area were Bagot Shakes & Lewis, Dalgety Ltd. and the Luxmoore firms. Elder Smith & Co. are no longer involved in woolbroking and these stores have been sold for other uses, although Port Adelaide remains the centre of South Australia's wool sales.

Much of the detailing on the Woolstores has been painted although originally the stonework was left in natural condition. These Woolstores no longer front the water as the Port Dock has been reclaimed but early photographs indicate the close association between the dock and the Woolstores.

SOURCES:

Observer, October 8, 1881.

Port Adelaide News, 6 April, 12 June 1883.

Elders Weekly Review, April 10, September 26, 1907.

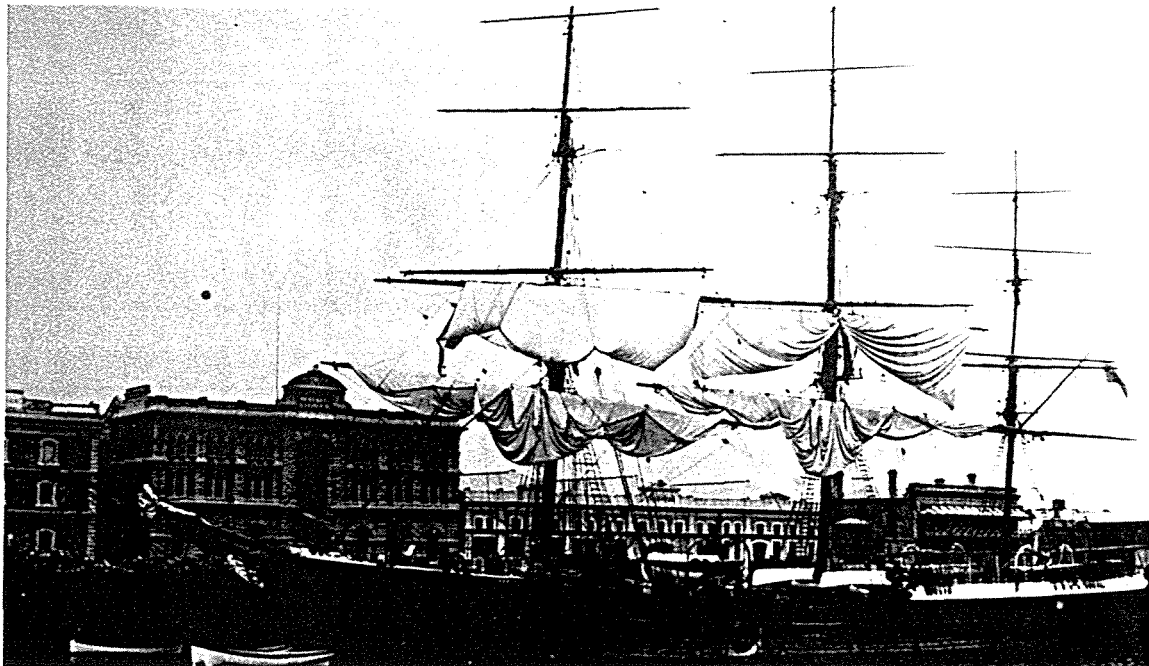
MLSA, PRG 354, Elder Smith & Co.



PH21

Elder Smith & Co.
Woolstore

n.d. (1881)



PH23

Basin & Wool Stores

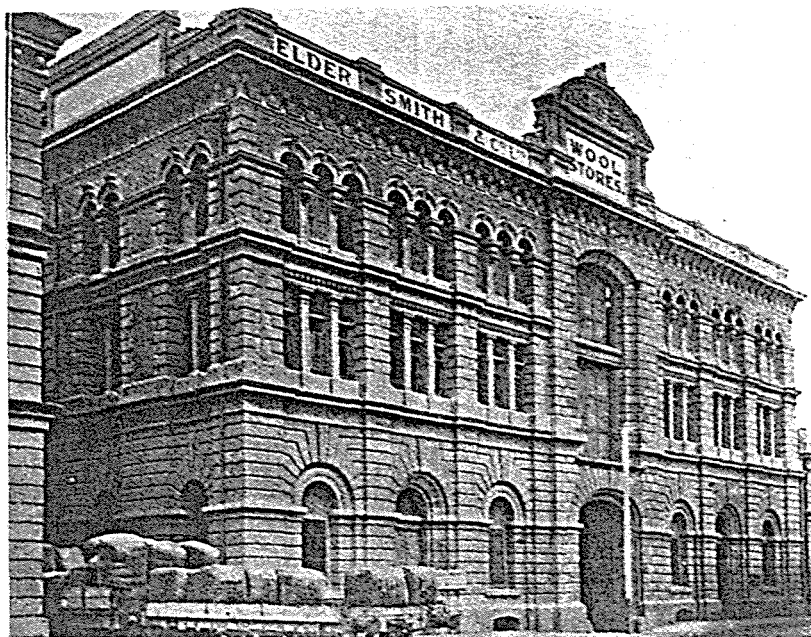
1890s



PH27

Elder Smith & Co.

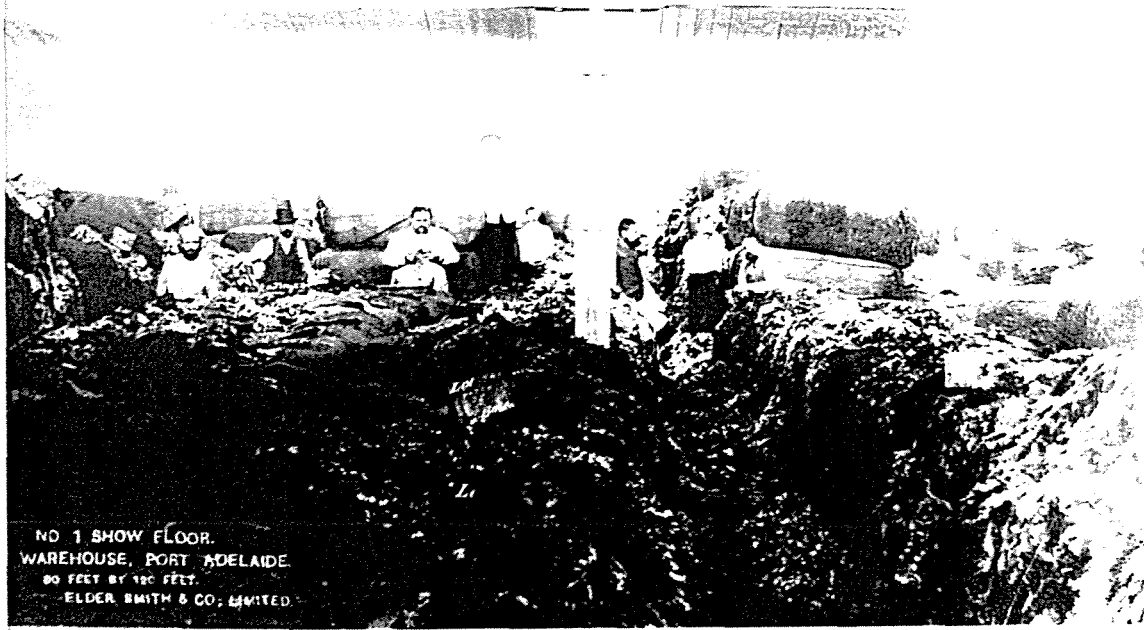
1907



PH28

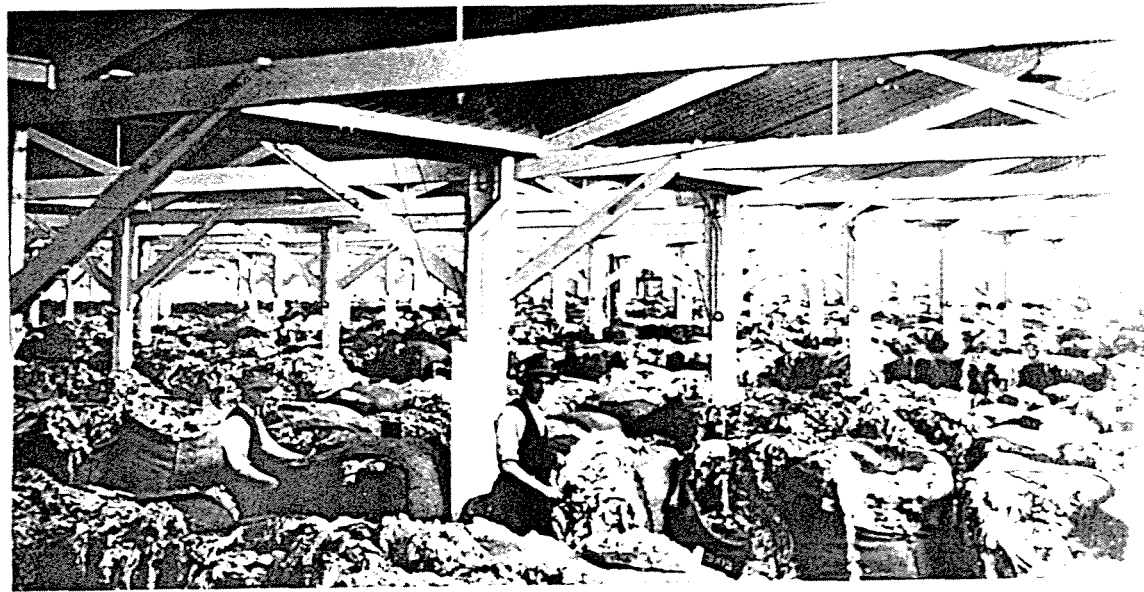
Elder Smith & Co.

Wool Store (originally Stilling & Co) 1907

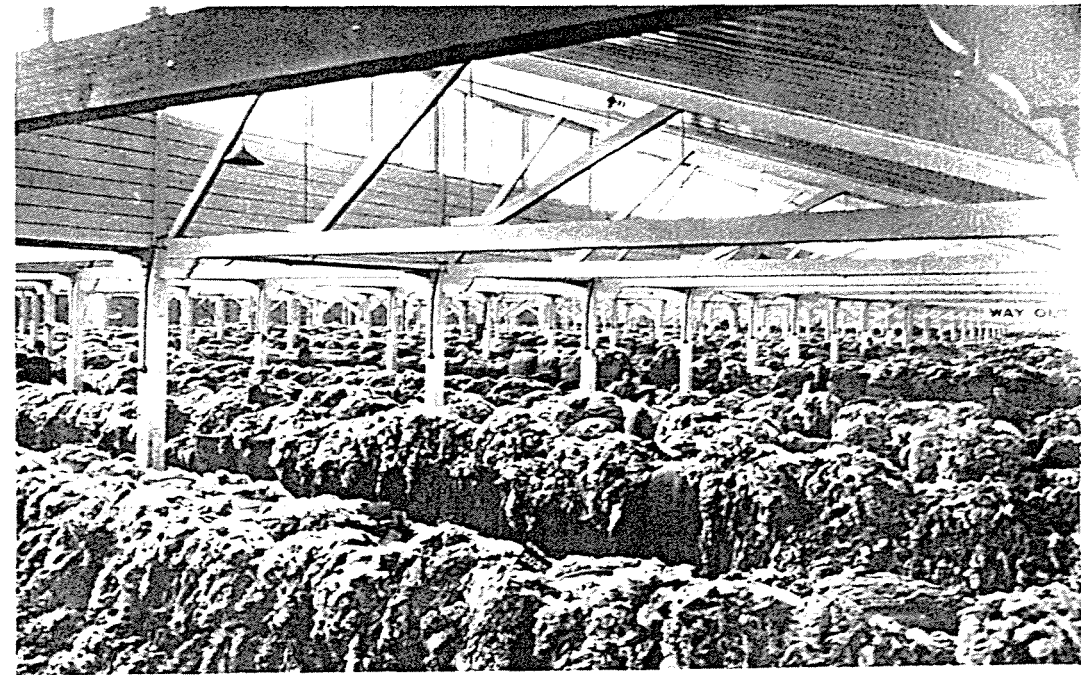


NO 1 SHOW FLOOR.
 WAREHOUSE, PORT ADELAIDE.
 90 FEET BY 120 FEET.
 ELDER, SMITH & CO., LIMITED.

PH22
 c.1890

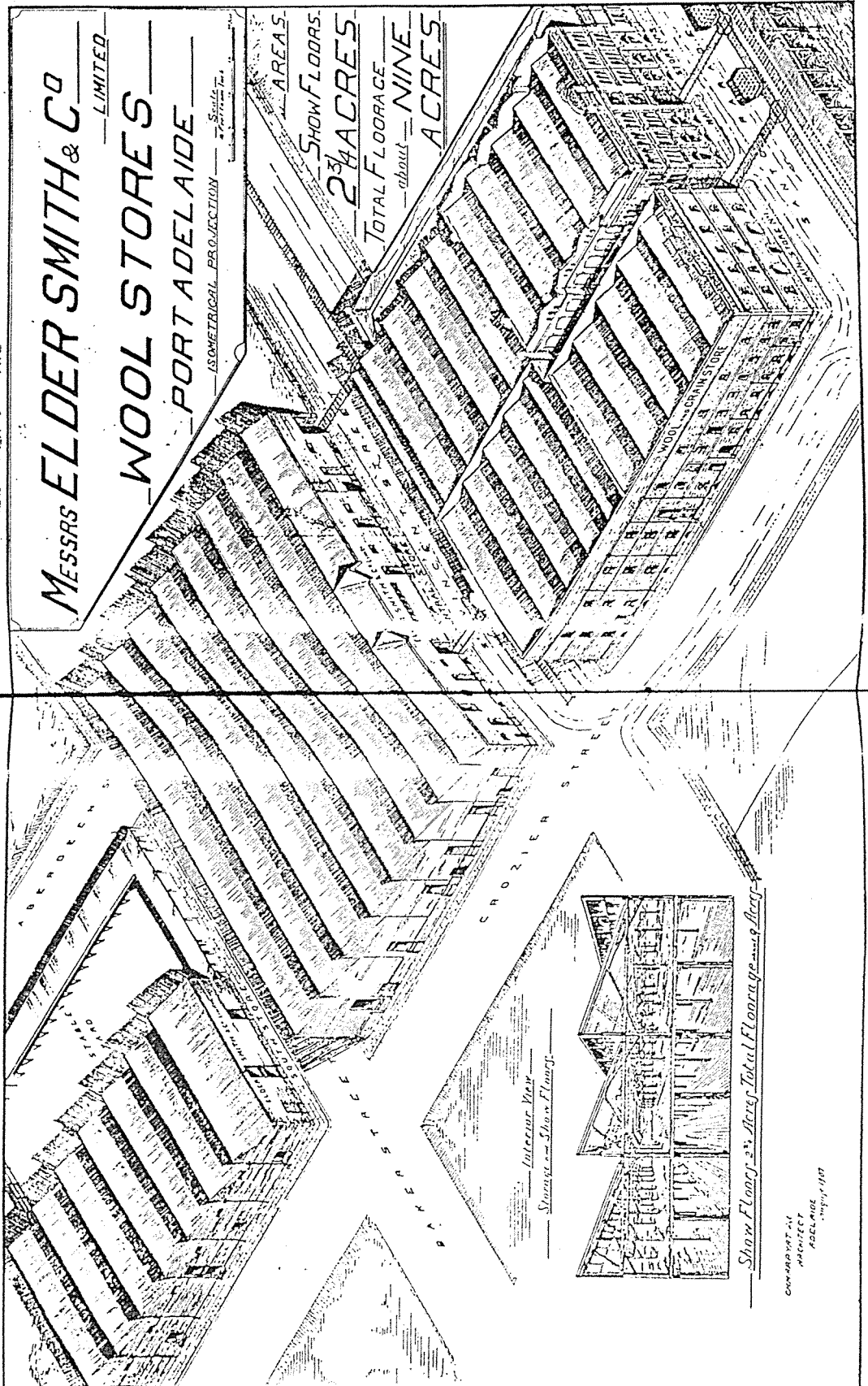


PH26
 c.1905



PH24
 1915

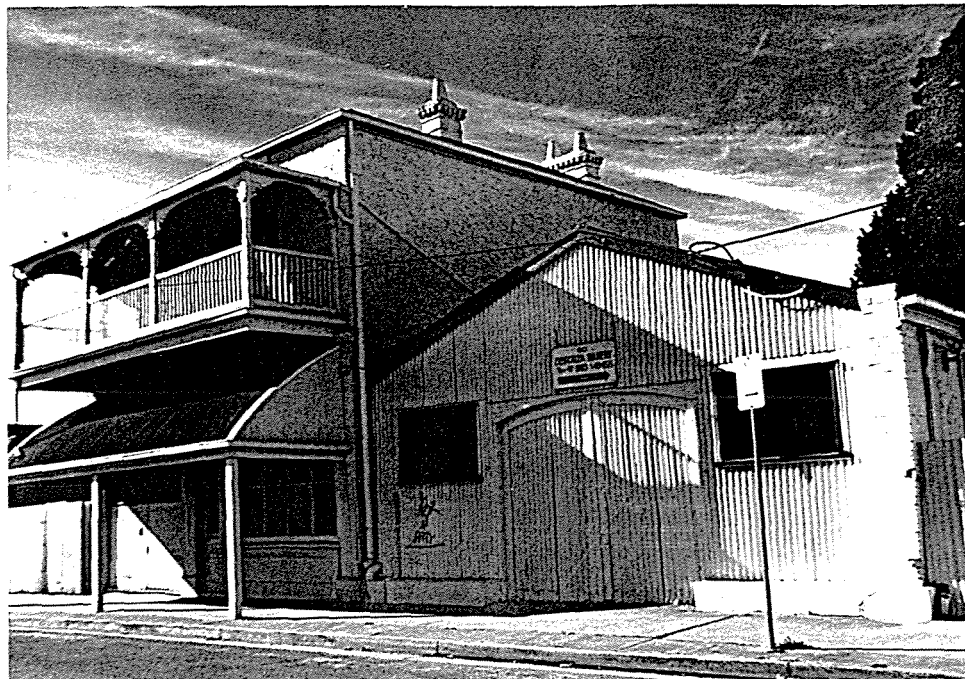
Elders Woolstore Interiors



Extract from Elders Weekly Review, Sept. 25, 1907

NAME: De Souza Bakery

ADDRESS: 60 College Street, Portland



CONSTRUCTION DATE: c.1880

ARCHITECT:

BUILDER:

PRESENT OWNER: A.A. De Souza

FIRST OWNER: Oldfields Bakery

PRESENT USE/OCCUPIER: Bakery

FIRST USE/OCCUPIER: Bakery

BUILDING MATERIALS: Stone with timber and iron verandahs and corrugated iron factory building to side

TITLE LISTINGS: CT 2959/108

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building forms part of the Portland Historic Precinct. Recommendations for this Precinct should be referred to earlier in this report. The building itself is of architectural significance and should be considered for addition to the State Heritage Register as an individual item.

BUILDING HISTORY AND ANALYSIS:

This building has a distinctive form due to its function and many of the features are characteristic of an early bakery building and quite rare. The carriage entrance to the north of the main building allowed bakery carts to enter the rear section of the property.

The simple curved verandah form of the ground floor covering the bakery shop window is also of note.

Oldfields were an early established bakery family in Portland and also established other bakeries in the Port Adelaide district.

NAME: Portland Hotel

ADDRESS: 286 Commercial Road, Portland



CONSTRUCTION DATE: First Hotel 1856

ARCHITECT:

BUILDER:

PRESENT OWNER: Portland Hotel
Pty. Ltd.

FIRST OWNER: First Licensee 1856

PRESENT USE/OCCUPIER: Hotel

FIRST USE/OCCUPIER: Hotel

BUILDING MATERIALS: Rendered masonry with trim, timber and iron verandah, corrugated iron roof

TITLE LISTINGS: CT 1641/29

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

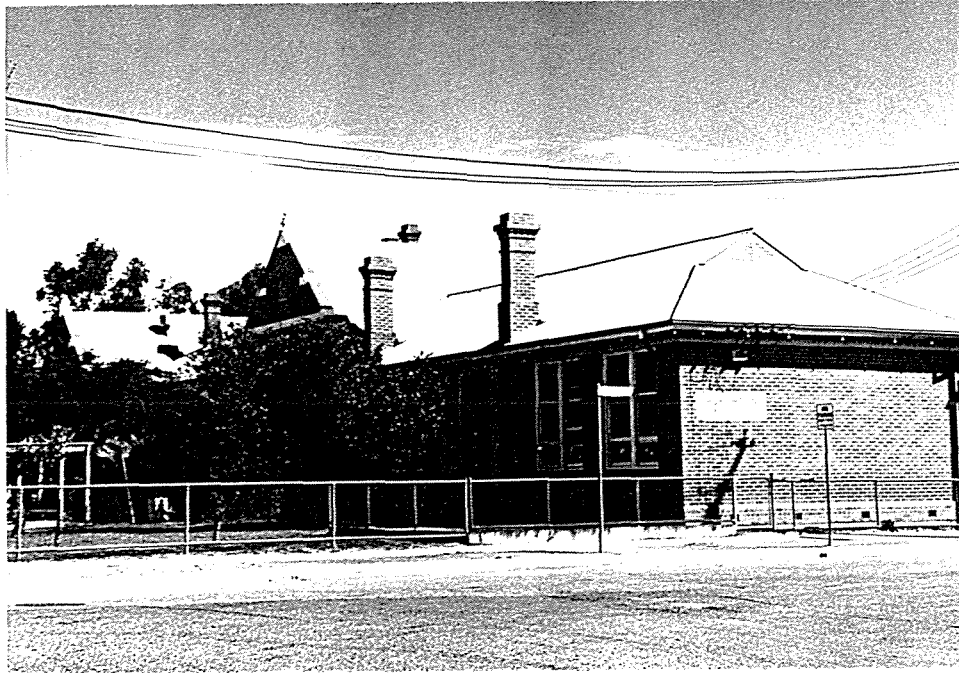
This building should be conserved and maintained as an important landmark building along Port Road.

BUILDING HISTORY AND ANALYSIS:

There has been a hotel on the site which fronted Port Road since 1856. In 1875 titles to the land indicate that it was in the possession of David Bower (M.P.) who held four allotments, 29, 30, 31 and 32, in Sections 1129 and 1130. After Bower's death in 1898 the South Australian Brewing Company leased the hotel from the executors of his estate and sublet to other publicans. The hotel was bought by Henry Heise in 1912 and then sold to the Walkerville Cooperative Brewing Company in 1913. The Walkerville Cooperative Brewing Company continued to lease the hotel to publicans until 1938 when the property was transferred to the S.A. Brewing Company. The S.A. Brewing Company sold the hotel in 1983 and it has been in private ownership since then. The current hotel building is of 1920s design which extends an older building, possibly of 1880s construction. The hotel is an important part of Portland and a significant structure on Port Road.

NAME: Alberton Primary School

ADDRESS: 21 Broad Street, Queenstown



CONSTRUCTION DATE: 1892

ARCHITECT: Architect in Chief, S.A. Government

BUILDER:

PRESENT OWNER: S.A. Education Dept. **FIRST OWNER:** S.A. Education Dept.

PRESENT USE/OCCUPIER: School **FIRST USE/OCCUPIER:** School

BUILDING MATERIALS: Brick with concrete banding. **TITLE LISTINGS:** CT10 on Lot 9

SIGNIFICANCE: Local **HERITAGE LISTINGS:** Nil

CONSERVATION RECOMMENDATIONS:

All original 1890s detailing of this school should be retained and extensions made to the rear or sides and not interfere with the gable ended section of the building.

BUILDING HISTORY AND ANALYSIS:

The first schools built by the Government in the Port Adelaide district were the Port Adelaide Public School and the Le Fevre Peninsula Public School in 1877. This school represents the second generation of primary schools and is a typical example of those built by the Education Department in the 1890s. It is evidence of the growing population of this area around Alberton and Queenstown and the need for more public amenities and facilities. It also represents the particular Government architectural style of the period, built in red brick with gable ended wings highlighted by white painted concrete banding. Chimneys are also an important element in the external detailing. Other buildings, such as schools, post offices, and police stations were built in this style.

NAME: House

ADDRESS: 121 Long Street, Queenstown



CONSTRUCTION DATE: c. 1860 plus other extensions

ARCHITECT:

BUILDER:

PRESENT OWNER: Ewen Investments

FIRST OWNER: (1871) William Gibb

PRESENT USE/OCCUPIER: Residence

FIRST USE/OCCUPIER: Residence

BUILDING MATERIALS:

TITLE LISTINGS:

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This is an early house in this area and it is recommended that it be conserved and maintained.

BUILDING HISTORY AND ANALYSIS:

This residence would appear to be one of the first in this subdivision of Section 443, Queenstown. This area termed Queenstown was subdivided under Plan 594 of 1856. The District Council of Queenstown was established in 1864. This house is on allotments 175 and 176 which in 1871 was purchased by William Gibb who was a carrier of Queenstown. Gibb also owned a number of other allotments within the subdivision and the property passed through many hands over time, including the Port Adelaide Cooperative Bakery Association in 1925. The front section of the house appears to be the earliest and is constructed of brick with render and has a simple verandah which is merely an extension of the roof pitch. A later, possible 1920s, extension is attached to the west side of the building and an unusual higher roofed single room attached at the back possibly for purposes other than residential. The building retains its multipaned windows and narrow doors in the front section of the house.

NAME: Shop and Residence

ADDRESS: 129, 131 Port Road, Queenstown



CONSTRUCTION DATE: c.1880

ARCHITECT:

BUILDER:

PRESENT OWNER: C.S. Van der Brock

FIRST OWNER:

PRESENT USE/OCCUPIER: Sports Injury
Clinic and ResidenceFIRST USE/OCCUPIER: Shop, 129, and
Police Station, 131

BUILDING MATERIALS:

TITLE LISTINGS:

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

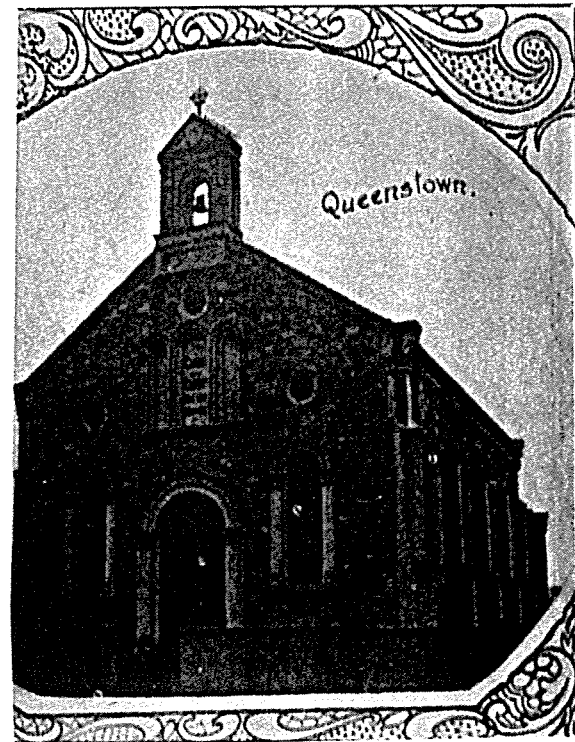
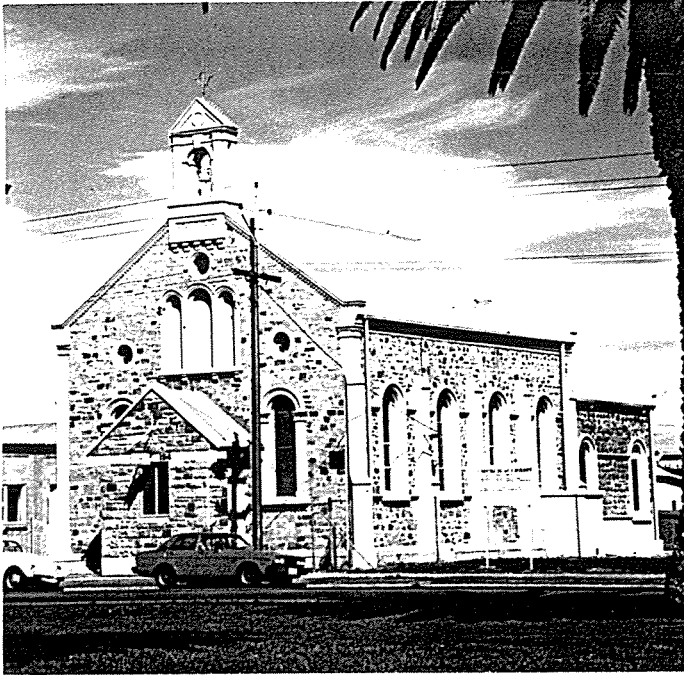
It is recommended that these buildings be conserved and maintained as they represent two significant types of building development along Port Road. The original Police Station at No. 131 Port Road retains the early lock-up cells at the rear of the property.

BUILDING HISTORY AND ANALYSIS:

These buildings are part of the Queenstown subdivision which was drawn up in 1856 on the section 443 which was originally granted to Richard Blundel in 1839. The shop would appear to have been most often a chemists shop and the Police Station on allotment 94 was sold by the Government in 1984.

NAME: Queenstown Church of Christ

ADDRESS: 193-195 Port Road, Queenstown



CONSTRUCTION DATE: 1869

ARCHITECT:

PH65 -1907

BUILDER:

PRESENT OWNER: Church of Christ
Queenstown Inc.

FIRST OWNER: Bible Christians

PRESENT USE/OCCUPIER: Church

FIRST USE/OCCUPIER: Church

BUILDING MATERIALS: Stone with
rendered masonry buttressing and
trim, corrugated iron roof

TITLE LISTINGS: CT 351/255

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This Church should be conserved and maintained in its present state.

BUILDING HISTORY AND ANALYSIS:

The Queenstown Church of Christ represents an aspect of social development of the Queenstown and Alberton area. This chapel was originally built for the Bible Christian denomination and then used by the Church of Christ. The Church Trustees originally purchased allotments 130 and 131 on Port Road, acquiring the adjacent allotments 129 and 132 in 1916 and 1937. A photo in Curtis' book, Adelaide, Queen City of the South, dated 1907, shows the Queenstown Church of Christ in its original state without the front porch addition. The front door was originally a round headed arched door (see PH65) which has been enclosed by the porch. The original fence was a low timber framed corrugated iron construction.

SOURCES:

Mudflats to Metropolis, p.43.
L.T.O. Certificates of Title.
L.T.O. Deposited Plan 463.

NAME: Prince of Wales Hotel

ADDRESS: 215 Port Road, Queenstown

**CONSTRUCTION DATE:** 1855 (rebuilt 1936-37)**ARCHITECT:****BUILDER:****PRESENT OWNER:** S.A. Brewing Co.**FIRST OWNER:** First Licensee 1855**PRESENT USE/OCCUPIER:** Hotel**FIRST USE/OCCUPIER:** Hotel**BUILDING MATERIALS:** Rendered masonry, corrugated iron roof.**TITLE LISTINGS:** CT 142/92**SIGNIFICANCE:** Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

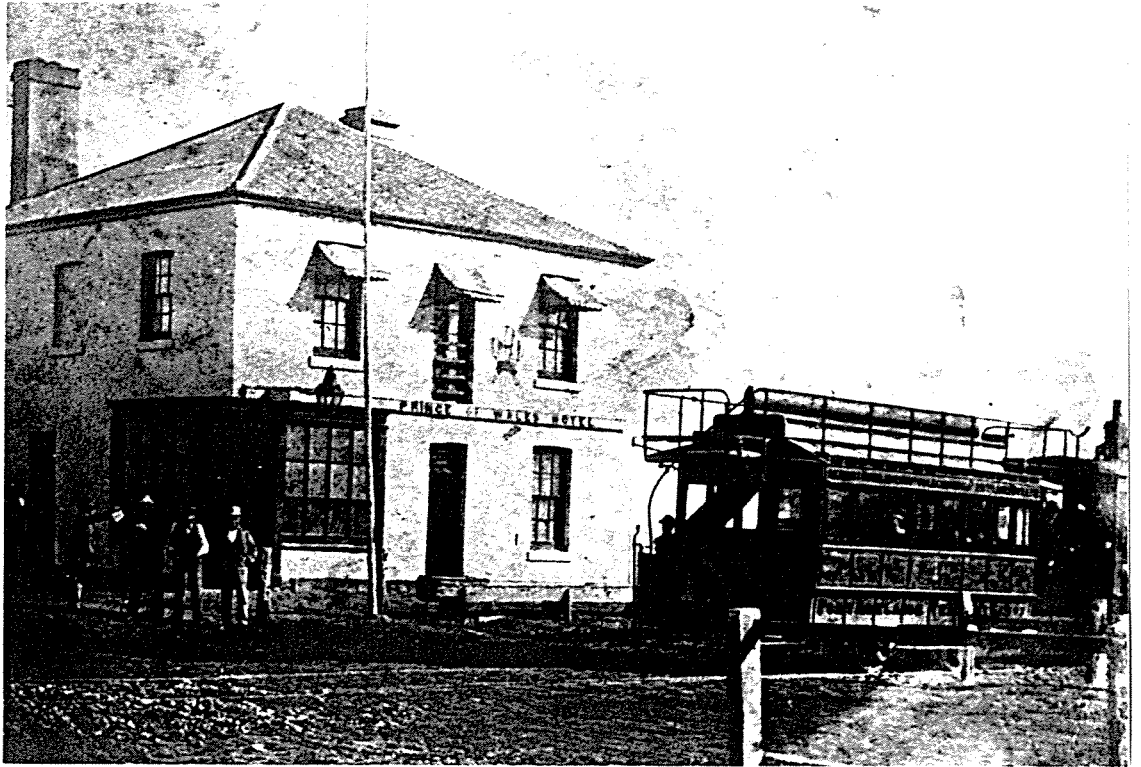
This Hotel should be conserved and maintained. Its 1930s detailing should be respected and conserved in its current form.

BUILDING HISTORY AND ANALYSIS:

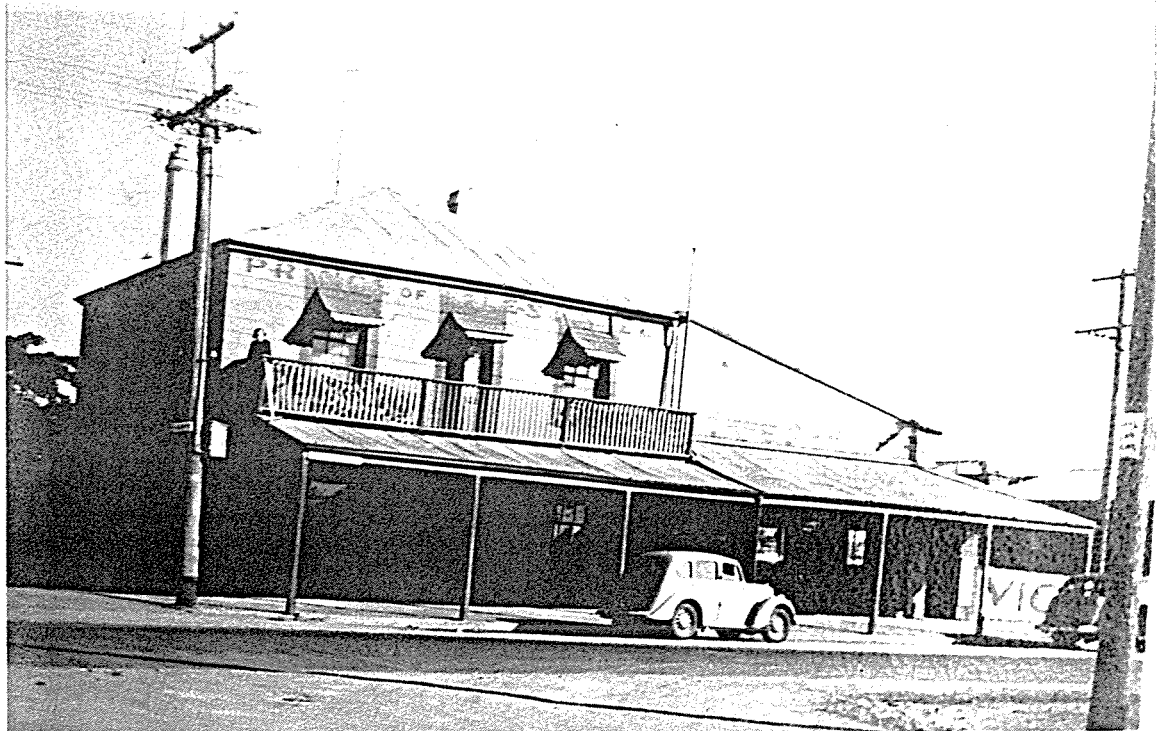
There has been a hotel on this site in Queenstown since 1855 when the first licence was issued to a hotel called The British Volunteer. The name was changed in 1856 to The White Swan and from 1857 the hotel has been known as the Prince of Wales. Early photographs (PH66 and PH67) indicate the appearance of the hotel over time. In the 1880s the hotel was a simple block structure with pyramidal corrugated iron roof standing above the level of Port Road where the steam tram passed in front of it. PH67 shows the appearance of the hotel in 1936 prior to its refacing. The hotel has been extended to the north and a verandah added across the front. The Port Adelaide Lord Mayor's Report of 1936-37 notes that the hotel was in the process of being rebuilt. It is this current form that the hotel retains today. It is an excellent example of a 1930s building retaining all trim and detailing from that period including the metal letters forming the name on the curved front and a fine cantilevered curved verandah and balcony.

SOURCES:

J.L. Hoad, Hotels and Publicans in South Australia.
Port Adelaide Lord Mayor's Report, 1936-37.



PH66 Prince of Wales Hotel, Port Road 1866-1882



PH67 Prince of Wales Hotel, Port Road 1937

NAME: Houses

ADDRESS: 8, 10, 12, 14 Canning Street, Rosewater

**CONSTRUCTION DATE:** c.1910**ARCHITECT:****BUILDER:****PRESENT OWNER:** Various**FIRST OWNER:** Various**PRESENT USE/OCCUPIER:** Residences**FIRST USE/OCCUPIER:** Residences**BUILDING MATERIALS:** Corrugated iron or pressed metal walls, corrugated iron roof and verandah.**TITLE LISTINGS:** Various**SIGNIFICANCE:** Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

These houses form part of Rosewater Tin Town Precinct. Recommendations for this Precinct are given earlier in this report. All original detailing and building materials should be retained.

BUILDING HISTORY AND ANALYSIS:

These houses form a group of consistent form and material. It is interesting to note that while some of them are built of sheet metal formed in some way into either corrugated iron or pressed false stone, some are constructed in stone and brick but the form of the house does not change, only the external wall cladding. Allotments on which these houses are built form the part of Section 422 in the Hundred of Yatala which Osmond Gillies subdivided in 1854 (GRO Plan 452 of 1854). This area was divided into large allotments which were re-subdivided between 1906 and 1910 after which these houses were constructed.

NAME: Houses

ADDRESS: 14, 16 Davidson Street, Rosewat



CONSTRUCTION DATE: c.1910

ARCHITECT:

BUILDER:

PRESENT OWNER: Various

FIRST OWNER: Various

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Corrugated iron
or pressed metal walls, corrugated iron
roof and verandah.

TITLE LISTINGS: Various

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

These houses form part of Rosewater Tin Town Precinct. Recommendations for this Precinct are given earlier in this report. All original detailing and building materials should be retained.

BUILDING HISTORY AND ANALYSIS:

These houses form a group of consistent form and material. It is interesting to note that while some of them are built of sheet metal formed in some way into either corrugated iron or pressed false stone, some are constructed in stone and brick but the form of the house does not change, only the external wall cladding. Allotments on which these houses are built form the part of Section 422 in the Hundred of Yatala which Osm Gillies subdivided in 1854 (GRO Plan 452 of 1854). This area was divided into large allotments which were re-subdivided between 1906 and 1910 after which these houses were constructed.

NAME: Houses

ADDRESS: 5, 7, 9, 11, 13 Dundas Street, Rosewate



CONSTRUCTION DATE: c.1910

ARCHITECT:

BUILDER:

PRESENT OWNER: Various

FIRST OWNER: Various

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Corrugated iron
or pressed metal walls, corrugated iron
roof and verandah.

TITLE LISTINGS: Various

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

These houses form part of Rosewater Tin Town Precinct. Recommendations for this Precinct are given earlier in this report. All original detailing and building materials should be retained.

BUILDING HISTORY AND ANALYSIS:

These houses form a group of consistent form and material. It is interesting to note that while some of them are built of sheet metal formed in some way into either corrugated iron or pressed false stone, some are constructed in stone and brick but the form of the house does not change, only the external wall cladding. Allotments on which these houses are built form the part of Section 422 in the Hundred of Yatala which Osmond Gillies subdivided in 1854 (GRO Plan 452 of 1854). This area was divided into large allotments which were re-subdivided between 1906 and 1910 after which these houses were constructed.

NAME: Soldiers Memorial Hall

ADDRESS: 39 Grand Junction Road, Rosew.



CONSTRUCTION DATE: c.1877

ARCHITECT:

BUILDER:

PRESENT OWNER: Port Adelaide Council

FIRST OWNER: Rosewater District Council

PRESENT USE/OCCUPIER: R.S.L. Hall

FIRST USE/OCCUPIER: Council Chambers

BUILDING MATERIALS: Stone with rendered quoining and trim.

TITLE LISTINGS: CT 609/166

SIGNIFICANCE: Local

HERITAGE LISTINGS: National Trust Recorded List

CONSERVATION RECOMMENDATIONS:

This building should be conserved and restored. Special attention should be paid to eradicating salt damp. Paint should be removed from sandstone facade.

BUILDING HISTORY AND ANALYSIS:

This building was used as Rosewater District Council Chambers before the suburb of Rosewater was annexed to Port Adelaide in 1899. The Returned Soldiers League took over the lease of the building as their clubrooms in January 1937 from the Port Adelaide Council. This is a small building but represents the spread of District Councils throughout what is now the Greater Port Adelaide area during the 19th century. The building is in good condition being constructed from Dry Creek bluestone with a sandstone facade. There is slight evidence of salt damp.

SOURCES:

Port Adelaide Mayor's Report, 1937-1938.
National Trust Files.

NAME: Chapel

ADDRESS: 63 Grand Junction Road, Rosewater

**CONSTRUCTION DATE:** 1872**ARCHITECT:****BUILDER:****PRESENT OWNER:** Bosnian and
Hercegovina Muslim Society of
South Australia**FIRST OWNER:** Primitive Methodist Church**PRESENT USE/OCCUPIER:** Church**FIRST USE/OCCUPIER:** Church**BUILDING MATERIALS:** Stone with
brick quoining and detailing.**TITLE LISTINGS:** CT4184/884**SIGNIFICANCE:** Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

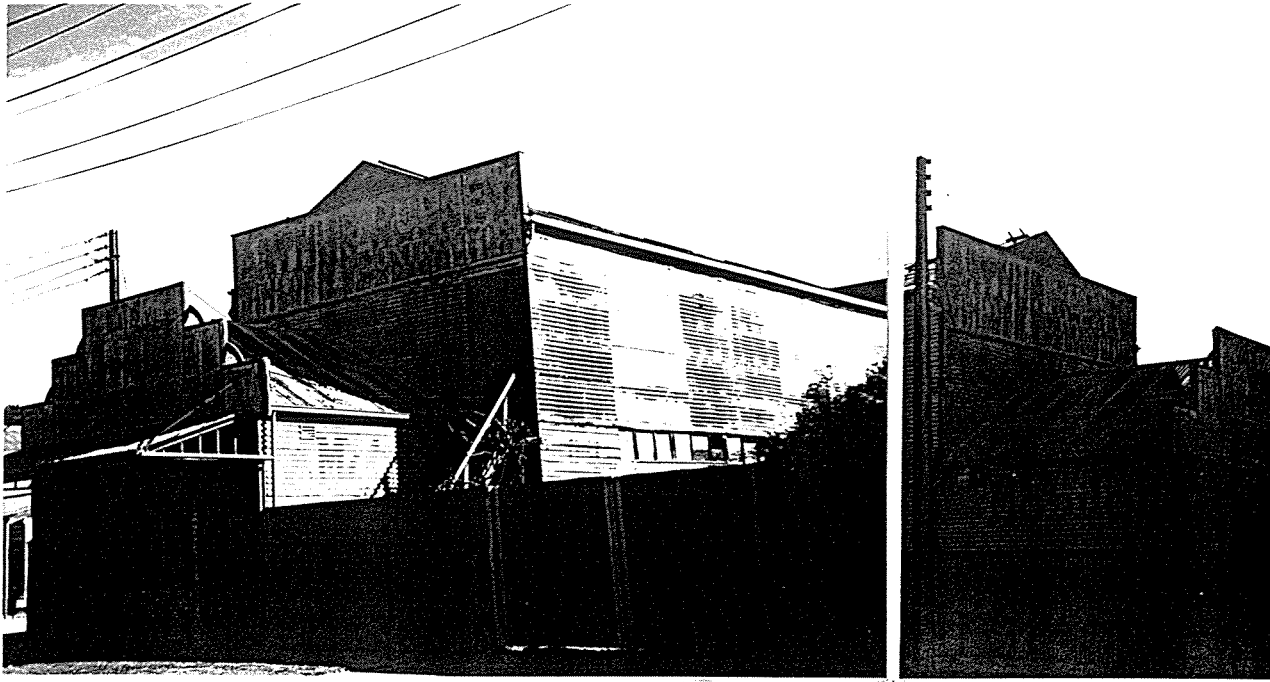
This building should be conserved and restored. Attention should be paid to roof drainage to avoid damp penetration of walls.

BUILDING HISTORY AND ANALYSIS:

This small stone chapel, with a later Hall (c.1910) at the rear approached from McNicol Terrace, has a foundation stone dating it from 1872. It is known that Primitive Methodists were using the Hall during 1878 and it has gone on to be used by religious groups and now is the place of worship for the Muslim Society.

NAME: Shop and Workshop

ADDRESS: 5 McNicol Terrace, Rosewater



CONSTRUCTION DATE: c.1900

ARCHITECT:

BUILDER:

PRESENT OWNER:

FIRST OWNER: Arthur Pudney

PRESENT USE/OCCUPIER: Unoccupied

FIRST USE/OCCUPIER: Carpenter's Shop

BUILDING MATERIALS: Corrugated iron.

TITLE LISTINGS:

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This is one of the larger corrugated iron buildings in Rosewater and should be conserved and maintained if this is practicable.

BUILDING HISTORY AND ANALYSIS:

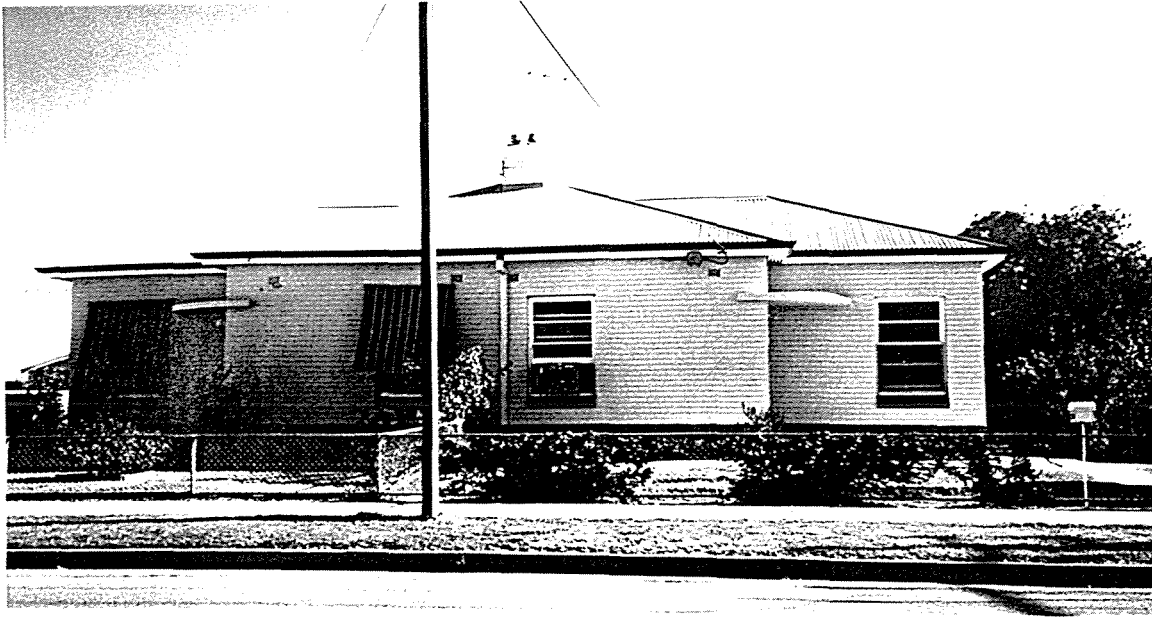
According to the Port Adelaide Historical Society tapes relating to Rosewater, Arthur Pudney was a builder who erected this shop in an area of Rosewater known as Tin Town. Pudney was responsible for much of the work done on the Nile Street Hall and his sons were still running the business in the 1970s. As a consequence this corrugated iron two-storey workshop with a single storey workshop had been in continuous use until then. The side of the shop retains an early Mobiloil sign which should be retained for its historical interest.

SOURCES:

Portonian, June 1977, Vol. 5, No. 2.

NAME: First Housing Trust Homes

ADDRESS: 35-37 McNicol Terrace, Rosewater



CONSTRUCTION DATE: 1937

ARCHITECT: Hubert H. Cowell

BUILDER: E.F. Marshall

PRESENT OWNER: S.A. Housing Trust

FIRST OWNER: S.A. Housing Trust

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Brick walls,
corrugated galvanised iron roof.

TITLE LISTINGS:

SIGNIFICANCE: State

HERITAGE LISTINGS: State Heritage Register

CONSERVATION RECOMMENDATIONS:

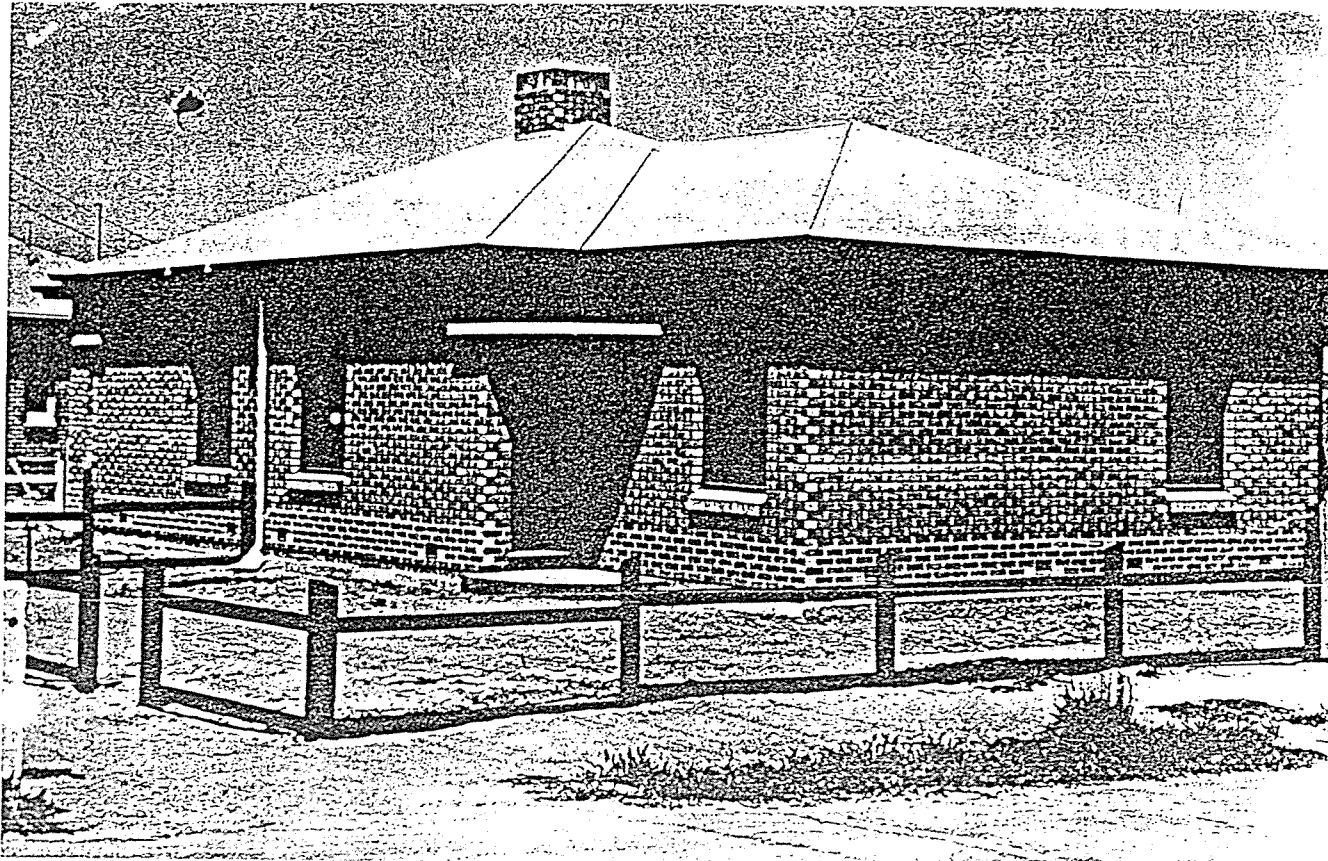
These houses are covered by the requirements of State Heritage registration and will be maintained in their original condition.

BUILDING HISTORY AND ANALYSIS:

The Port Adelaide Mayor's Report of 1937-38 notes that six Housing Trust houses had been constructed in Rosewater. These were the first to be constructed by the S.A. Housing Trust after its creation by the S.A. Government. The S.A. Housing Trust building programme began in 1937 with the aim of alleviating substandard depression living conditions and providing low rental workers accommodation in locations close to industrial centres. The first group of houses to be constructed by the S.A. Housing Trust includes Nos. 35 and 37 McNicol Terrace, Rosewater, and these houses have been registered as they represent this form of State sponsored housing. A more detailed history can be found in the State Heritage Branch assessment of these buildings.

SOURCES:

Mayor's Report, 1937-38.
SHB File No. 6628-13125
PH68



PH68

First Housing Trust Houses,
McNicol Terrace

1937

NAME: Residence

ADDRESS: 766 Torrens Road, Rosewater



CONSTRUCTION DATE: c.1910

ARCHITECT:

BUILDER:

PRESENT OWNER: A. Abakumoff

FIRST OWNER:

PRESENT USE/OCCUPIER: Residence
and Medical Clinic

FIRST USE/OCCUPIER: Residence

BUILDING MATERIALS: Stone, faced
sandstone with recently replaced
metal tile roof, verandah with timber
fretwork.

TITLE LISTINGS:

SIGNIFICANCE: Local/Typical housing

HERITAGE LISTINGS: Nil.

CONSERVATION RECOMMENDATIONS:

As this house represents a type of early 20th century housing in Port Adelaide it should be conserved and maintained. When possible the metal tiled roof should be replaced with the more appropriate corrugated iron.

BUILDING HISTORY AND ANALYSIS:

This building is a good example of post-Federation housing in Adelaide (apart from its renewed roof) and it is particularly notable for its fine timber fretwork trim to the verandah. This should be maintained.

NAME: Residence

ADDRESS: 5 Blackler Street, Semaphore



CONSTRUCTION DATE: c.1860s

ARCHITECT:

BUILDER:

PRESENT OWNER: D.E. Durie

FIRST OWNER: WMarshall (1864)
George Foulis (1866)

PRESENT USE/OCCUPIER: Residence

FIRST USE/OCCUPIER: Residence

BUILDING MATERIALS:

TITLE LISTINGS: CT 4138/94

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This residence forms part of the Semaphore Pier Historic Precinct. The residence is one of the earliest buildings within this Precinct and should be investigated further, conserved and restored. Recommendations for the Precinct should be referred to earlier in this report.

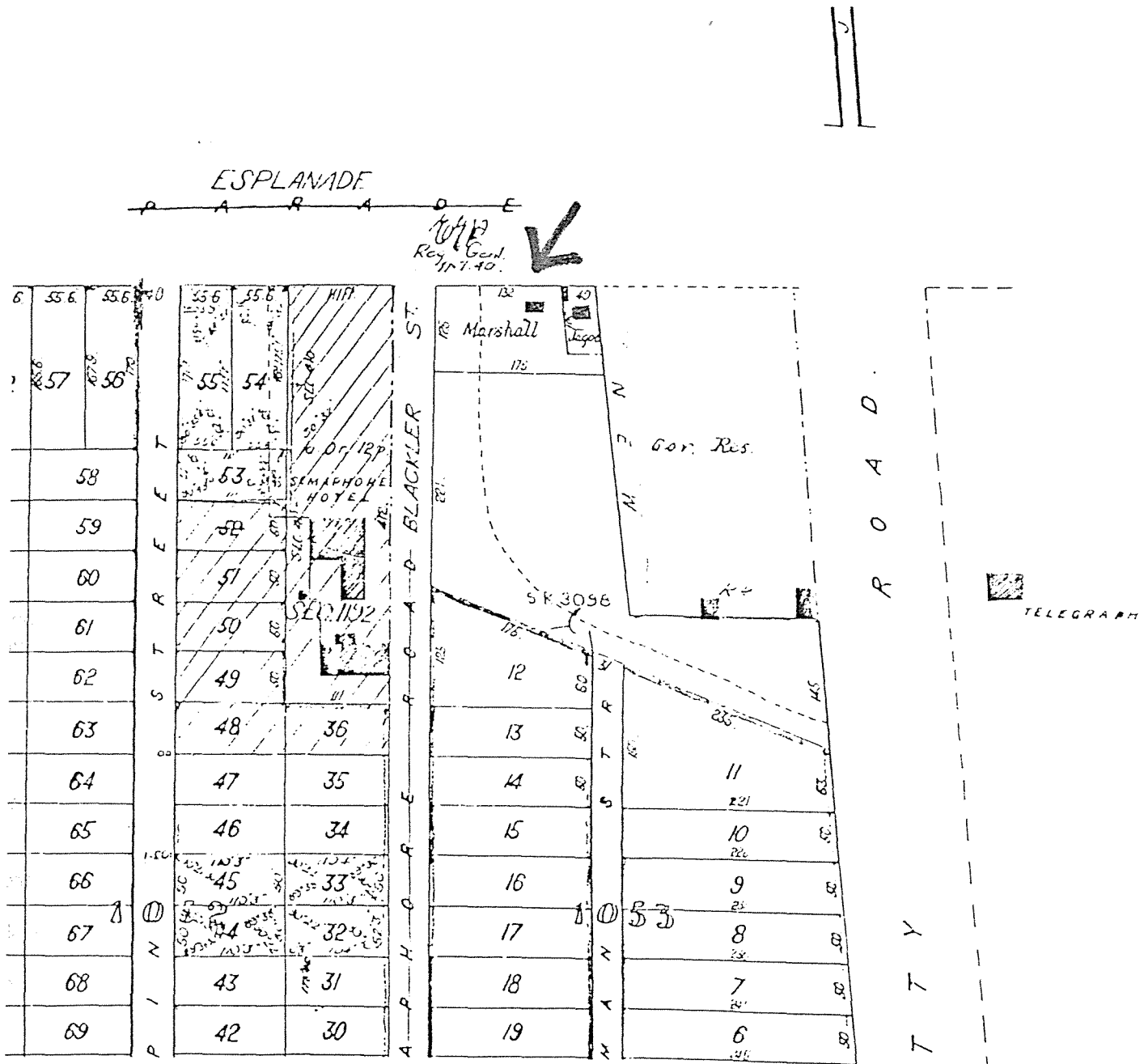
BUILDING HISTORY AND ANALYSIS:

The land on which this house stands is now Lot 159 of Section 1053 which was part of the subdivided sections for Semaphore Township. The original subdivision of this part of Semaphore lying between Blackler Street, The Esplanade and Newman Street, was not clarified until late in the 1860s (even into 1870) because this was the area of Semaphore where the first settlements took place prior to subdivisions of the sections into regular allotments. Consequently this area was divided into five blocks, A, B, C, D and E, as shown in Plan No. 278 of the Section dated 1870. This block was part of Block B originally owned by a Mr. Marshall. Land Title searches indicate that this Block B was purchased by George Foulis variously described as Bootmaker or Mariner of Le Fevre Peninsula and the first Title was issued in 1869. The subdivision into allotments 159, 160, 161, 162 and 163 occurred in 1946 but prior to this houses were built on these sections of Block B. These later houses fronted the Esplanade and left the original house surrounded and "landlocked".

The relationship of this early house to other structures in Semaphore in 1864 is shown on LTO Plan 115 dated 15th February 1864. Blackler Street was known then as Semaphore Road and Coppins Semaphore Hotel sat some 70 metres back from the line of the Esplanade on the south side of Blackler Street. The road now known as Semaphore Road was then called Jetty Road. This house is visible in early Semaphore photographs of 1877 (Semaphore PH92) and c.1915 (Semaphore PH111). The residence is significant because it forms the core of the early residential settlement of this part of Semaphore and has been surrounded by later residential buildings.

SOURCES:

LTO plans 115/1864; 278/1870.
Semaphore PH92, PH111.



Section of LTO Plan 115 of 1864

NAME: Residence

ADDRESS: 11-13 Blackler Street, Semaphore



CONSTRUCTION DATE: c.1880

ARCHITECT:

BUILDER:

PRESENT OWNER:

FIRST OWNER: George Foulis

PRESENT USE/OCCUPIER: Residence

FIRST USE/OCCUPIER: Residence

BUILDING MATERIALS: Stone,
corrugated iron roof.

TITLE LISTINGS: CT 1919/37

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

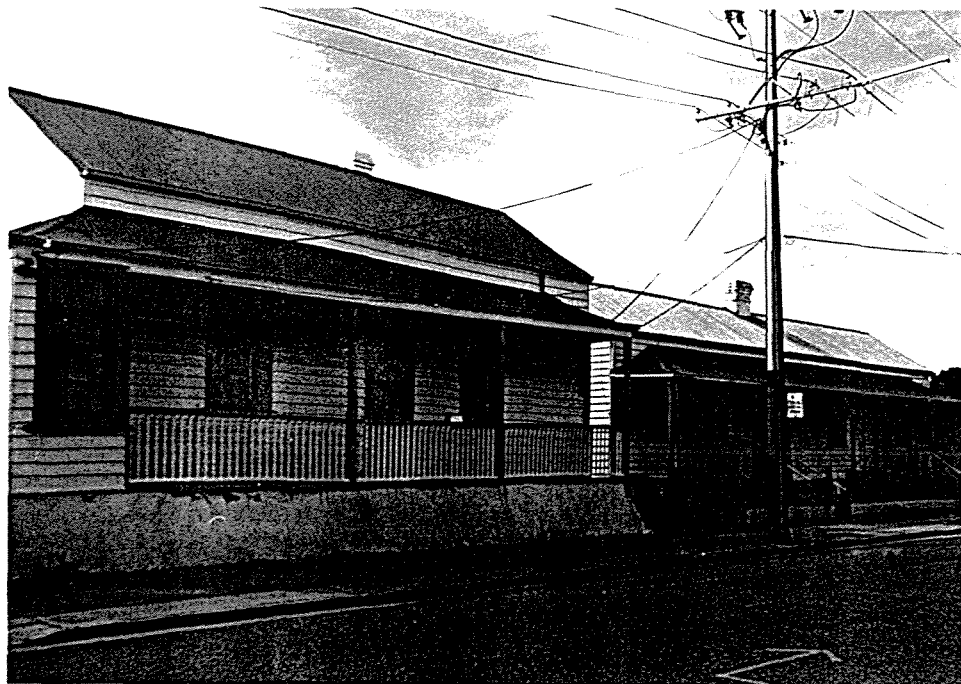
This residence forms part of the Semaphore Pier Historic Precinct. It should be conserved and maintained. Recommendations for the Precinct should be referred to earlier in this Report.

BUILDING HISTORY AND ANALYSIS:

This early well maintained stone and brick house is in a commanding position on the crest of the original sand dune behind the Esplanade. The house is two-storeyed at the rear and faces the sea. The house was occupied by a Miss Brunskill during the 1880s and 1890s and was described as a 7-roomed stone house. The house, with an unimpeded view of the sea, is visible in Semaphore PH11 (c.1915, but probably earlier).

NAME: Residences

ADDRESS: 15, 19, 21 Blackler Street, Semaphore

**CONSTRUCTION DATE:** Late 1870s early 1880s**ARCHITECT:****BUILDER:****PRESENT OWNER:** Various**FIRST OWNER:** Henry Emes**PRESENT USE/OCCUPIER:** Residences**FIRST USE/OCCUPIER:** Residence**BUILDING MATERIALS:** Timber,
corrugated iron roof**TITLE LISTINGS:** No. 15 - CT 1241/148
Nos. 19-21 - CT 4104/847**SIGNIFICANCE:** State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

These small timber cottages form part of Semaphore Pier Historic Precinct. All original materials and detailing should be retained particularly picket and railing timber fences to all cottages, timber stairs and timber windows and doors. Recommendations for the Historic Precinct should be referred to earlier in this Report.

BUILDING HISTORY AND ANALYSIS:

These two wooden cottages are what remain of four wooden houses owned by Henry Emes in Blackler Street each described as having between 7 and 8 rooms. They stand on Allotment 12 almost directly opposite Coppins early Semaphore Hotel which was also a timber structure but built much earlier than these cottages. Timber buildings were first constructed at Semaphore because of the problems of transporting stone and fresh water to this side of the Peninsula. These timber cottages can be seen in Semaphore PH111.

SOURCES:

Semaphore Rate Books
L.T.O. Certificates of Title.



SEMAPHORE PH111 c.1900

NAME: Water Tower

ADDRESS: 40 Blackler Street, Semaphore



CONSTRUCTION DATE: 1880

ARCHITECT:

BUILDER:

PRESENT OWNER: M. & B. Stibr

FIRST OWNER: S.A. Government

PRESENT USE/OCCUPIER: Residential

FIRST USE/OCCUPIER: Water Tower

BUILDING MATERIALS: Brick
surmounted by iron tank.

TITLE LISTINGS: CT 331/217

SIGNIFICANCE: State

HERITAGE LISTINGS: State Heritage Register
National Trust Classified List

CONSERVATION RECOMMENDATIONS:

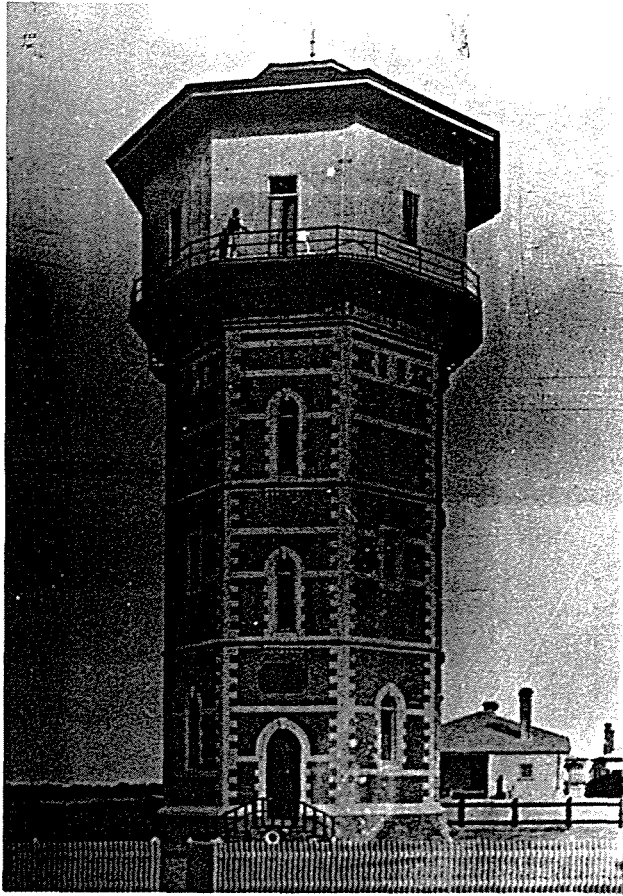
This building is covered by the requirements of State Heritage registration and will be conserved and maintained.

BUILDING HISTORY AND ANALYSIS:

The Water Tower in Blackler Street became operational in 1880. It provided a supplementary water supply to the Semaphore District during the periods when the supply line, which was laid across the newly opened Jervois Bridge of 1878, was interrupted while the bridge was opened to allow ships through into the inner port. It is an octagonal brick tower surmounted by a large tank. The cream brick window trim and quoining suffer damage from salt and wind erosion on the seaward face. The Tower is 32 metres high and the water tank is now used for residential accommodation.

SOURCES:

First Hundred Years of Semaphore.
National Trust files.



SEMAPHORE PH117 1880



SEMAPHORE PH 118 1880s



SEMAPHORE PH119 1935

NAME: Former Kew Hotel

ADDRESS: 25 Company Street, Semaphore



CONSTRUCTION DATE: c.1879

ARCHITECT:

BUILDER:

PRESENT OWNER: V. & M. Macolino

FIRST OWNER: R. Reade (first licensee)

PRESENT USE/OCCUPIER: Residential
Flats

FIRST USE/OCCUPIER: Hotel

BUILDING MATERIALS: Stone with
rendered trim.

TITLE LISTINGS: CT 3411/174

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

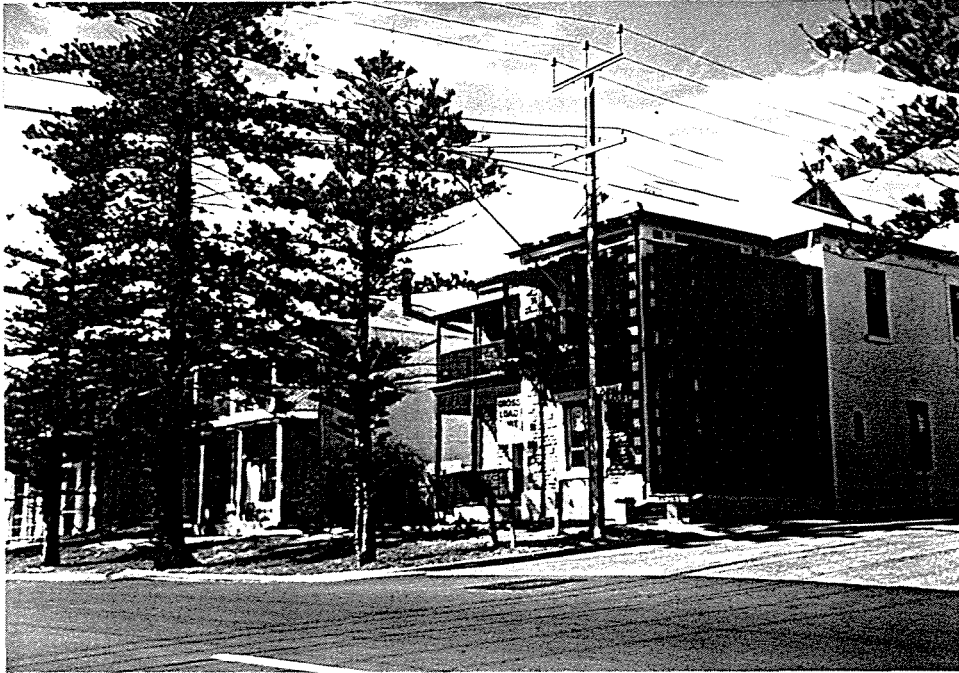
This building should be conserved and maintained. If appropriate, reinstallation of verandahs could be carried out.

BUILDING HISTORY AND ANALYSIS:

This building was originally the Kew Hotel the front of which faced Ansell Street. The Kew Hotel was licensed from 1879 to 1908 and the licence was withdrawn after a local option poll in 1909 reduced the number of hotels in the Port Adelaide District. The building was then used as a residence for a Mr. Moore and then for a short time was Ventnor Girls College. It is currently used as residential flats.

SOURCES:

Hoad. Hotels and Publicans in South Australia.
First Hundred Years of Semaphore.

NAME: Residences**ADDRESS:** 64, 65 The Esplanade, Semaphore**CONSTRUCTION DATE:** c.1900**ARCHITECT:****BUILDER:**

PRESENT OWNER: 64 - C. & J. Ferguson **FIRST OWNER:** Mrs. R. Foulis (?)
 65 - Doris M. Heritage

PRESENT USE/OCCUPIER: Residences **FIRST USE/OCCUPIER:** Residences

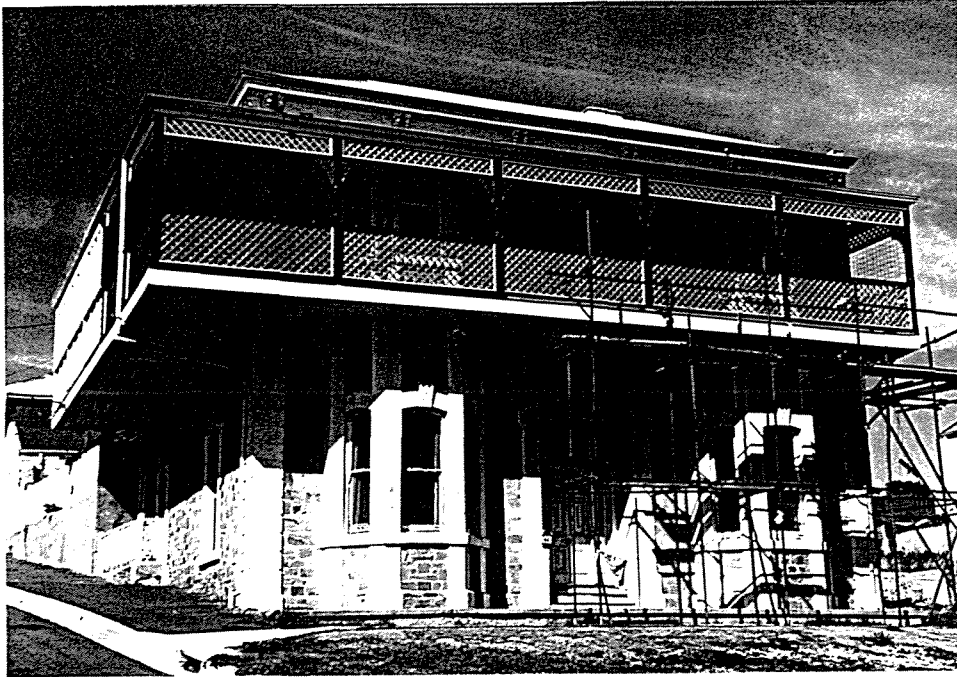
BUILDING MATERIALS: Faced sandstone with timber verandahs and balconies, corrugated iron roof, painted brick side walls. **TITLE LISTINGS:** 64 - CT 4257/428
 65 - CT 4158/374

SIGNIFICANCE: State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

Although these buildings have little historical merit in themselves they are an important part of the residential element of Semaphore Pier Historic Precinct and should be conserved and maintained. Recommendations for the Precinct should be referred to earlier in this report.

BUILDING HISTORY AND ANALYSIS:

These two substantial two-storey residences are now flats and form an important element along the Esplanade section of the Semaphore Pier Historic Precinct. They are built on the land which George Foulis bought from Marshall and the allotment was numbered Allotment B in this part of Section 1053 (see Plan No. 278, 1870). This part of the allotment is vacant in Semaphore PH111 dated c.1915 but obviously taken earlier.

NAME: Residence**ADDRESS:** 68 The Esplanade, Semaphore**CONSTRUCTION DATE:** c.1881**ARCHITECT:****BUILDER:****PRESENT OWNER:** P. Jenkinson
and J. McConchie**FIRST OWNER:** Richard Jagoe**PRESENT USE/OCCUPIER:** Private dwelling **FIRST USE/OCCUPIER:** Private dwelling**BUILDING MATERIALS:** Stone with
cantilevered timber verandah and iron
brackets, corrugated iron roof.**TITLE LISTINGS:** CT 4259/888**SIGNIFICANCE:** State**HERITAGE LISTINGS:** National Trust
Recorded List**CONSERVATION RECOMMENDATIONS:**

This house forms a significant part of the Semaphore Pier Historic Precinct. It is currently being restored. Reference should be made to early photographs to determine original detailing on the house.

BUILDING HISTORY AND ANALYSIS:

This house was built by Richard Jagoe in c.1881. Jagoe was a marine reporter and part-time Customs and Quarantine Officer. He was one of the first residents of Semaphore and made his home there to be close to the incoming shipping.

The early plans of Section 1053 of Semaphore showed Jagoe's land fronting the Esplanade and measuring 100 x 40 feet abutting the Government Reserve. The plan of 1864 shows two buildings on Jagoe's land and these are visible in the early photo of 1877 (Semaphore PH92).

Jagoe's nickname in the early years was the Sandhills Savage because of the location of his original residences. Jagoe was an entrepreneur who built up a fleet of beach boats which served the shipping anchored out in the Bay. He was also the first to operate a steam beach boat which was most successful during the 1870s and 1880s, developing into a company called the South Australian Steam Shipping Co. Ltd. in 1882. Jagoe was also a Foundation Member of the Port Adelaide Institute. This house which he built in about 1881 was later used as Rhiadore Grammar School during the 1930s and is currently a private residence again.

Other photos showing this house during the years are Semaphore PH72, PH93, PH96, PH99, PH101, PH107 and PH111.

NAME: Former Customs Boarding Station **ADDRESS:** 74-78 The Esplanade, Semaphore.



CONSTRUCTION DATE: 1883

ARCHITECT: Government Architect-in-Chief

BUILDER: Burge & Kestel

PRESENT OWNER: Adtrans Group

FIRST OWNER: Marine Board of S.A.

PRESENT USE/OCCUPIER: Restaurant

FIRST USE/OCCUPIER: Customs Boarding Station

BUILDING MATERIALS: Stone with restored verandah and balcony in concrete.

TITLE LISTINGS: CT 4269/785

SIGNIFICANCE: State

HERITAGE LISTINGS: State Heritage Register
National Trust Classified List

CONSERVATION RECOMMENDATIONS:

This building is an integral element in the Semaphore Historic Precinct. It is covered by the requirements of State Heritage Registration and has been restored and will be maintained.

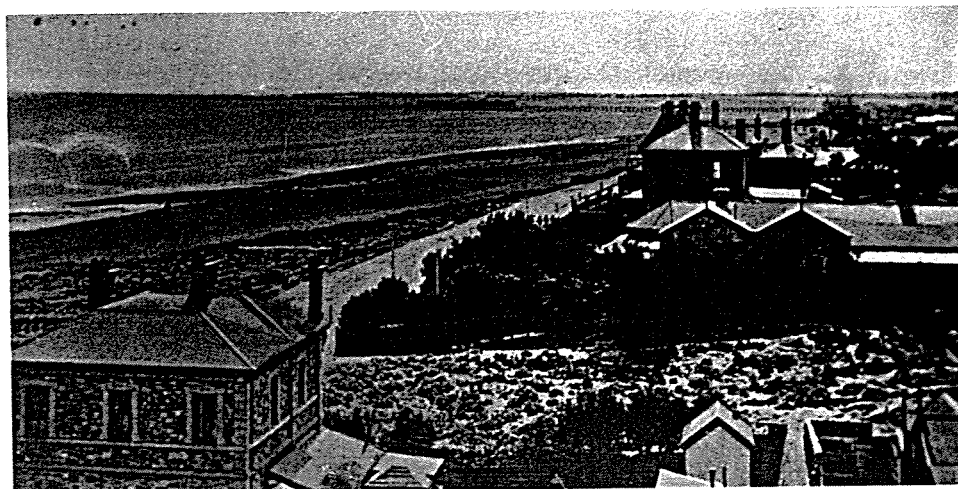
BUILDING HISTORY AND ANALYSIS:

The Customs Boarding Station was completed in 1883 and saved from demolition in 1978. Its function was to house the officers performing customs and quarantine checks of passengers landing from ships at the Pier or continuing in to Port Adelaide. South Australian Parliamentary Paper No. 29 of 1882 gives details of the contract listing "an office 21 feet x 15 feet and 6 living rooms, scullery, water closets, bathroom, galvanised iron tank, out offices, fencing, etc.: water will be laid."

After the construction of Outer Harbour the building fell into disuse and was due for demolition until public opinion forced the Government to buy it and it was restored by the South Australian Housing Trust. It has recently been converted to a seafood restaurant. Early Semaphore photos which show this building are PH40, PH51, PH91, PH93, PH100, PH105 and PH108.

SOURCES:

Portonian, February 1973, Vol. 1, No. 1.
Semaphore Chronology - Brian Samuels.



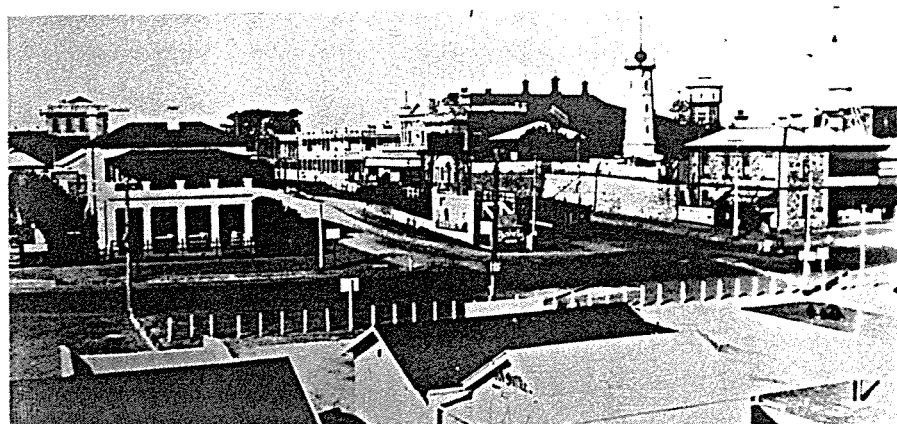
SEMAPHORE PH40

1909



SEMAPHORE PH105

1926

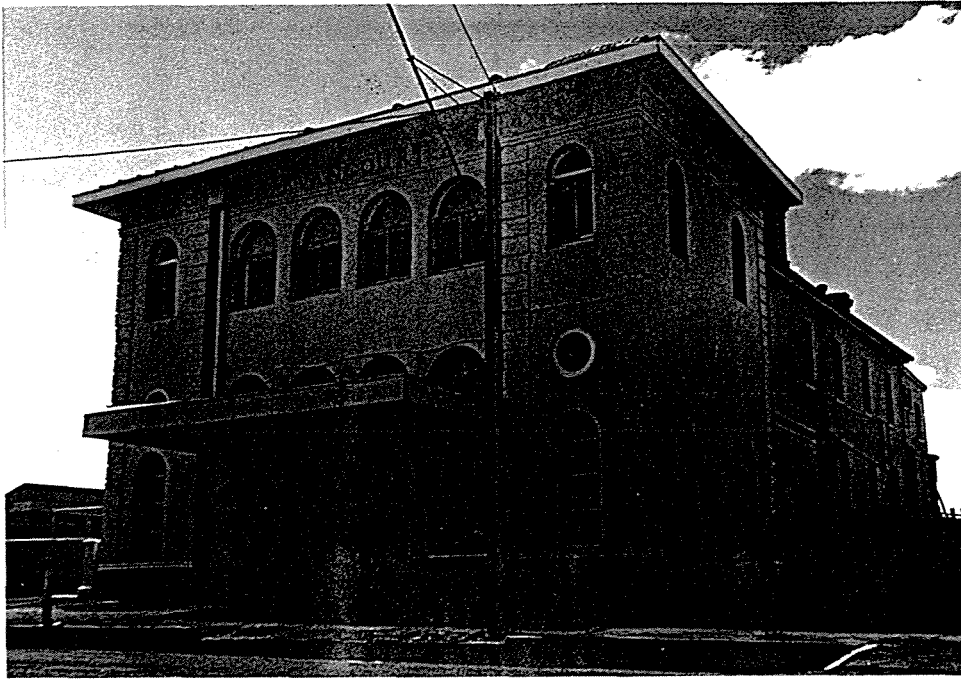


SEMAPHORE PH110

1937

NAME: Evancourt Private Hotel

ADDRESS: 80 The Esplanade, Semaphore

**CONSTRUCTION DATE:** c.1910 with c.1930 front addition**ARCHITECT:****BUILDER:****PRESENT OWNER:** W. Pirwitz,
Charlotte and Dieter Ristow**FIRST OWNER:****PRESENT USE/OCCUPIER:** Private Hotel **FIRST USE/OCCUPIER:** Private Hotel**BUILDING MATERIALS:** Rendered
masonry**TITLE LISTINGS:** CT 4270/411**SIGNIFICANCE:** Local**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

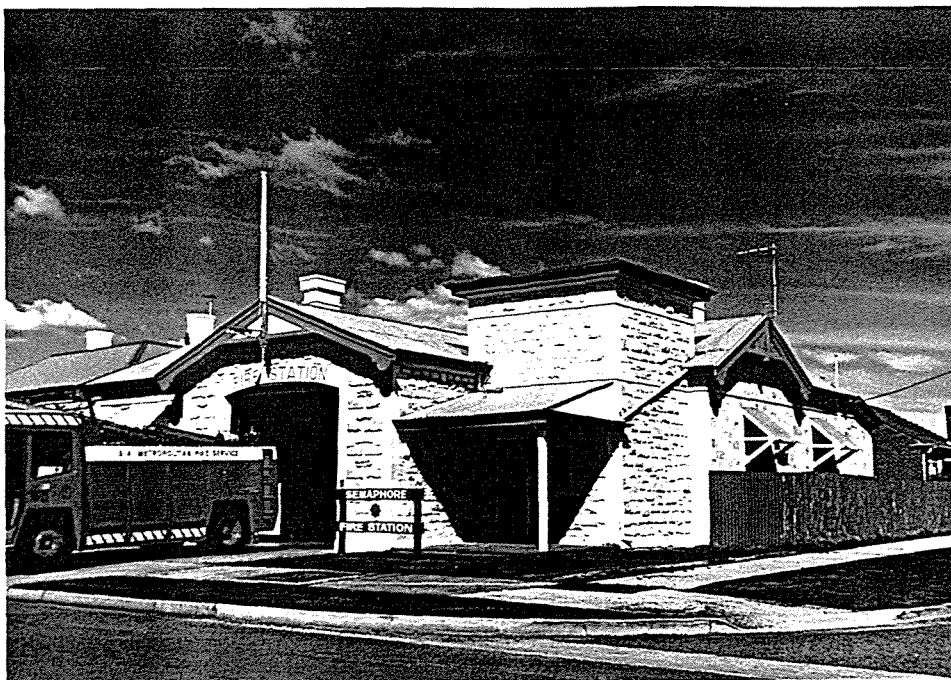
This is an important building within the Semaphore Pier Historic Precinct. It is recommended for retention and restoration. Front facade should be restored as in Semaphore PH49 and PH50 and building repainted in appropriate colours for the period.

BUILDING HISTORY AND ANALYSIS:

A substantial seaside private hotel erected in around 1910. It was first known as the Semaphore Coffee Palace and then the Wondergraph Cafe when the Wondergraph Picture Show was operating next door (Semaphore PH41, PH44). The hotel had a two-level verandah with cast iron upper balustrade and trim. In about 1930 the front section was altered and additions made which created the current appearance of the building. The windows under the awning have been filled in (Semaphore PH49, PH50. See also PH91, PH40).

NAME: Semaphore Fire Station

ADDRESS: 76 Hall Street, Semaphore



CONSTRUCTION DATE: 1881 (?)

ARCHITECT:

BUILDER:

PRESENT OWNER: Fire Brigade Board

FIRST OWNER: Semaphore Fire Brigade

PRESENT USE/OCCUPIER: Fire Station

FIRST USE/OCCUPIER: Fire Station

BUILDING MATERIALS: Stone with
brick quoining now painted.

TITLE LISTINGS: CT 3474/103

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building falls within the Semaphore and Largs Bay Residential Precinct although not a residence. It should be conserved and maintained and where possible restored to its original appearance.

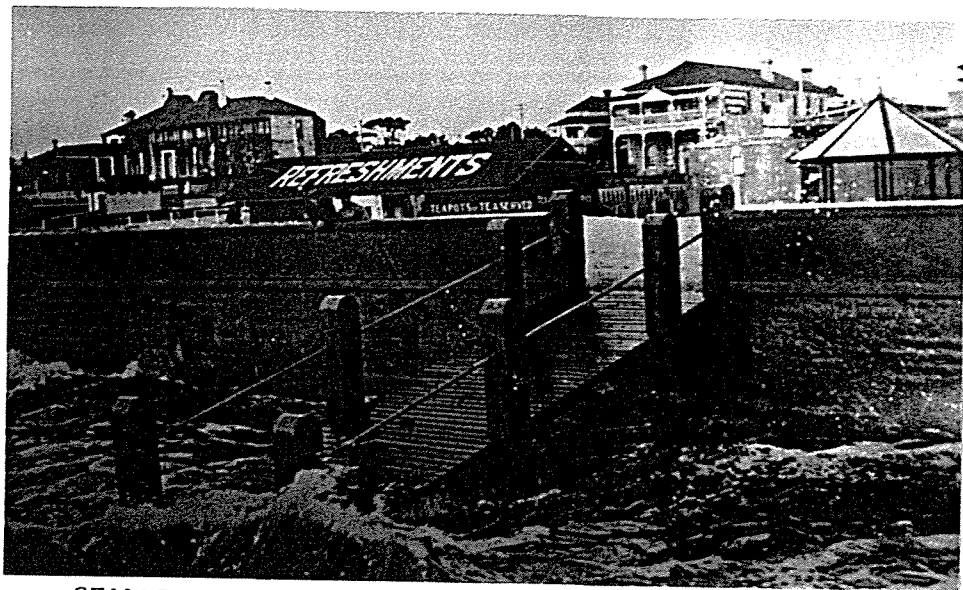
BUILDING HISTORY AND ANALYSIS:

An interesting description of this Fire Station can be found in an article by Captain J. Maitland Thompson titled "A Stroll Down Memory Lane" in the Semaphore Centenary Booklet.

"... On the right hand side [of Hall Street] going towards Exeter we come to Semaphore Fire Brigade erected in 1881. It had one steam fire engine, one manual engine, 6 hose reels, 7 hand reels, 4 hose carts, 2 telescopic ladders and 1000 feet of hose. On the right hand side of the building was a tower. Fire alarms were along many corners and in case of fire one broke the glass and pressed the button, which raised the alarm in the Fire Station. The horses were housed in paddocks behind and on the left side of the station. The duty fireman would go to the top of the tower and spot where the fire was. The horses were brought in, the harnesses suspended from the roof and dropped on to their backs and off they went to fight the fire."

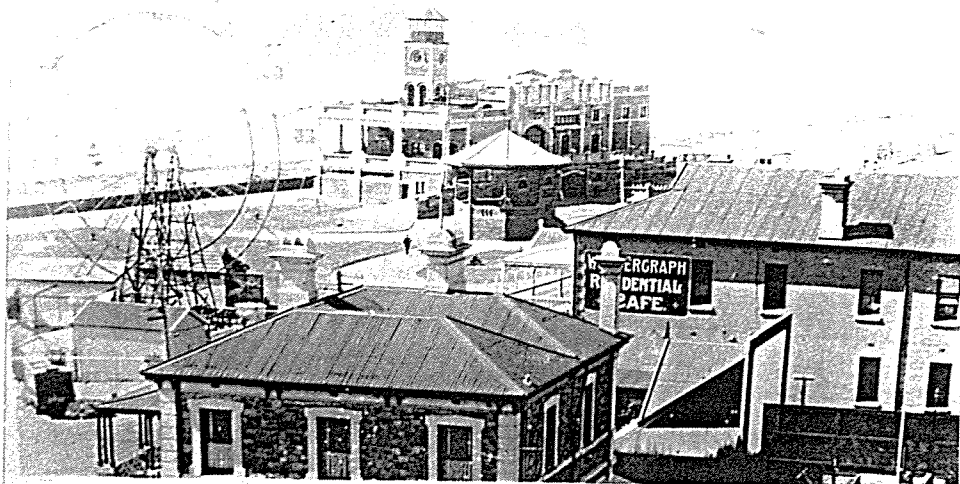
The original appearance of the Fire Station can be seen in an early photo, page 25 of the Semaphore Centenary Booklet. The tower was a simple timber structure with pleasant timber bracketing and fretwork and the building was surrounded by a timber picket fence.

The Semaphore Fire Station was of a similar design to the Unley Fire Station.



SEMAPHORE PH44

1923



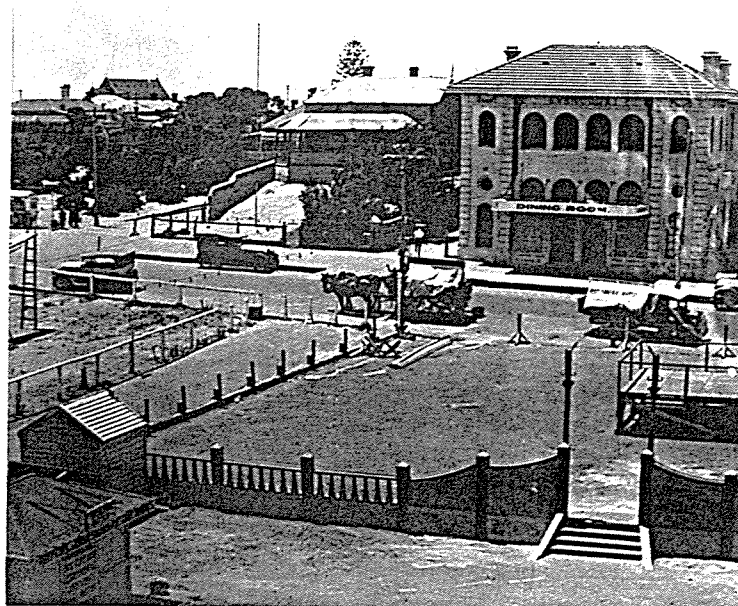
THE FORESHORE, SEMAPHORE, S.A.

VALENTINES, n.d.

SEMAPHORE PH91

Hoff

n.d.

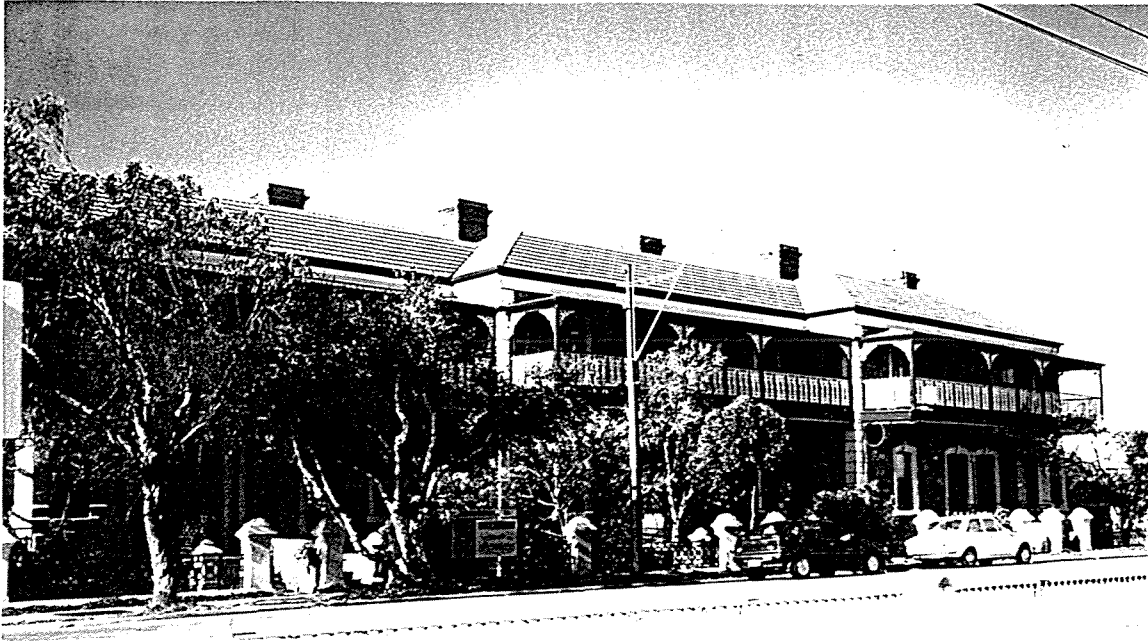


SEMAPHORE PH49

1930

NAME: Bute Terrace

ADDRESS: 176-186 Military Road, Semaphore



CONSTRUCTION DATE: 1879

ARCHITECT:

BUILDER:

PRESENT OWNER: Various

FIRST OWNER: Gray Bros. (Archibald, Duncan, Neil, James and John)

PRESENT USE/OCCUPIER: Strata Title Apartments

FIRST USE/OCCUPIER: Residential

BUILDING MATERIALS: Stone with verandahs with cast iron trim, cast iron fence work.

TITLE LISTINGS:

SIGNIFICANCE: Local

HERITAGE LISTINGS: National Trust Recorded List

CONSERVATION RECOMMENDATIONS:

This Terrace forms a significant part of the Semaphore and Largs Bay Residential Precinct. Recommendations for this Precinct should be referred to earlier in this report. The Terrace should be conserved and maintained. When possible, replacement of the metal tiles on the roof with corrugated iron would be appropriate.

BUILDING HISTORY AND ANALYSIS:

The Gray Family of 5 brothers emigrated from the Isle of Bute on the West Coast of Scotland and arrived in Semaphore in 1877. In the 1880s they had an engineering works in Leadenhall Street, Port Adelaide and built tanks and equipment for the S.A. Railways and also built the Old Port Dock Station at Port Adelaide. They also had engineering business interests in Williamstown in Victoria. They purchased the land in Semaphore in 1878 and commenced building this row of terraced houses, three pairs of attached dwellings of three storeys.

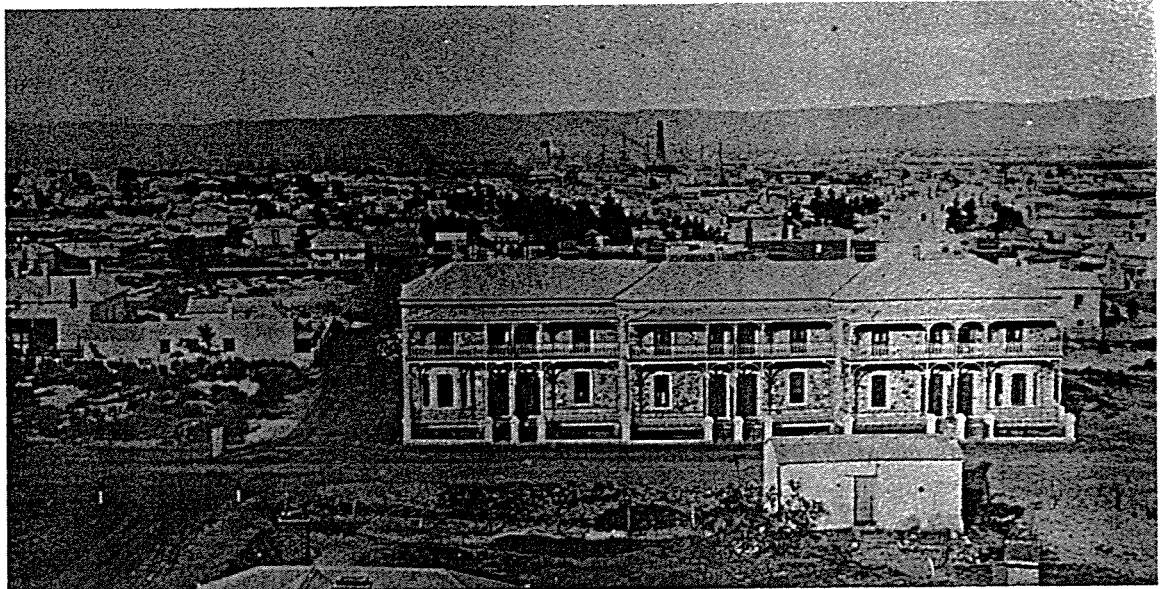
The property continued under single ownership until recently with owners occupying one terrace and letting the rest through the Real Estate Agents Malin Russell & Co. of Port Adelaide. It is interesting to note the difference between PH72 and PH73. Both photos feature Bute Terrace in the foreground but one can see the increase in residential building around the terrace between the early 1880s and 1907. The Terrace has been converted into 12 strata title apartments.

SOURCES:

South Australian Register, December 1st 1879.

PH72, PH73.

Port Adelaide Sketch Book, C. Halls.



PH72

Bute Terrace, Military Road

c.1880



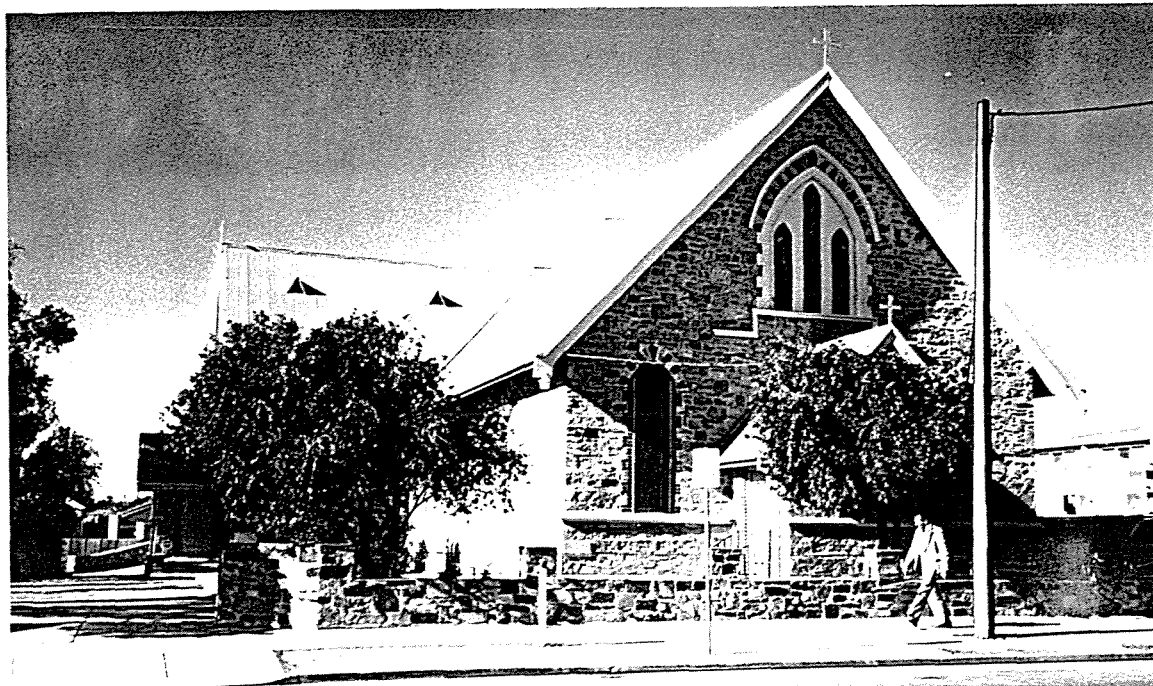
PH73

Military Road with view to
Port Adelaide, Bute Terrace in foreground

1907

NAME: St. Bede's Anglican Church

ADDRESS: 243 Military Road, Semaphore



CONSTRUCTION DATE: 1878

ARCHITECT: J. McGeorge

BUILDER:

PRESENT OWNER: Anglican Diocese
of Adelaide

FIRST OWNER: Church of England

PRESENT USE/OCCUPIER: Church

FIRST USE/OCCUPIER: Church

BUILDING MATERIALS: Stone

TITLE LISTINGS: CT 326/137

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

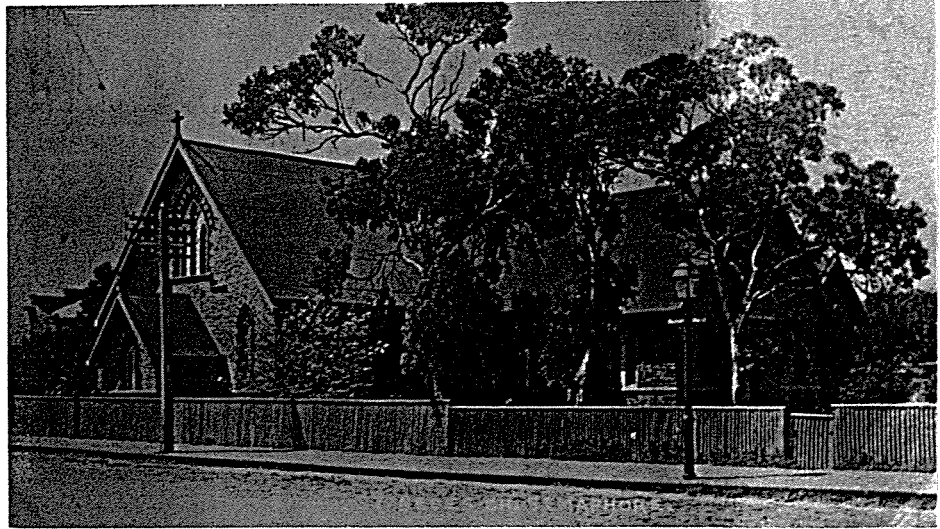
This Church should be conserved and maintained. Although not a residential building the Church falls within the Semaphore and Largs Bay Residential Precinct.

BUILDING HISTORY AND ANALYSIS:

Prior to 1878 residents on Le Fevre Peninsula travelled to St. Paul's Church of England at Port Adelaide for Anglican Church services. A meeting called during 1878 to organise an Anglican Church to be built at Semaphore was successful and the new Church was opened on the 6th April 1879 (the foundation stone was laid by Lady Jervois, wife of the Governor on the 26th October 1878). The Church was first called St. Andrew's but in May 1881 the name was changed to that of St. Bede in memory of the Venerable Bede who was greatly revered for his work in translating the Gospels into Anglo Saxon and so laying the foundations of the English Bible. The first Rector of St. Bede's (St. Andrew's) was Archdeacon George Farr. The need for an Anglican Church in Semaphore by 1878 is indicative of the growth of population within this area and the need for more community facilities such as churches.

SOURCES:

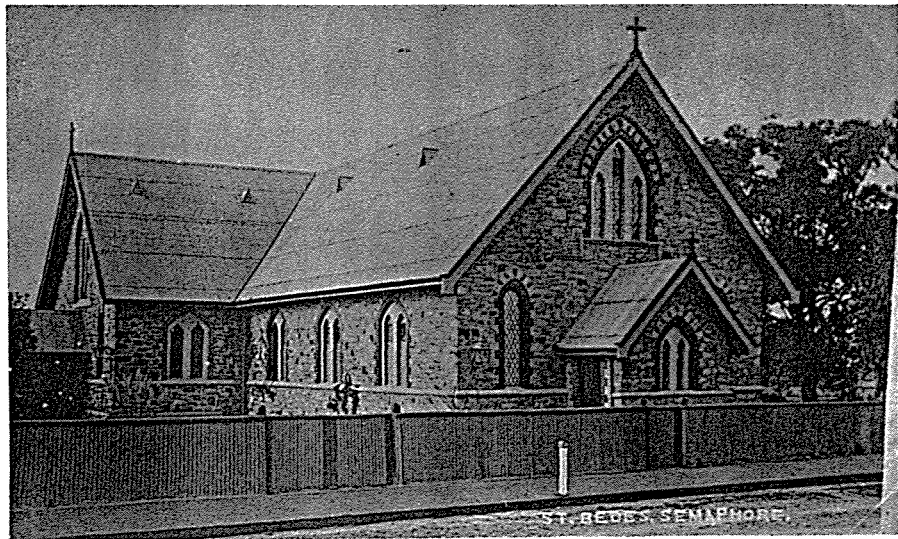
Lumbers, Port Adelaide Centenary History, p.78.
Portonian, September 73, Vol.1, No. 3.



PH75

St. Bede's Anglican Church

n.d.



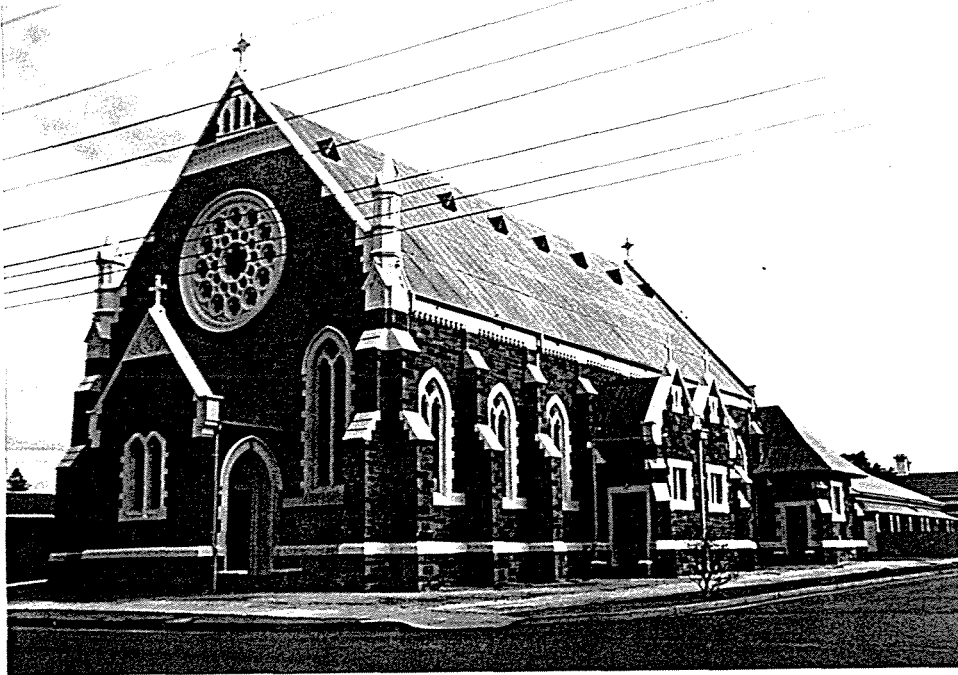
PH76

St. Bede's Anglican Church

n.d.

NAME: Roman Catholic Church of
Sacred Heart

ADDRESS: 257 Military Road, Semaphore



CONSTRUCTION DATE: 1914

ARCHITECT:

BUILDER:

PRESENT OWNER: Catholic Church
Endowment Society

FIRST OWNER: Roman Catholic Church

PRESENT USE/OCCUPIER: Church

FIRST USE/OCCUPIER: Church

BUILDING MATERIALS: Stone with
rendered detail and rose window

TITLE LISTINGS: CT 621/107

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This Church is well maintained and should be conserved. Street planting to Hall Street and Military Road would create a more landscaped setting. Although not a residential building the Church forms part of Semaphore and Largs Bay Residential Precinct. Recommendations for this precinct should be referred to earlier in this report.

BUILDING HISTORY AND ANALYSIS:

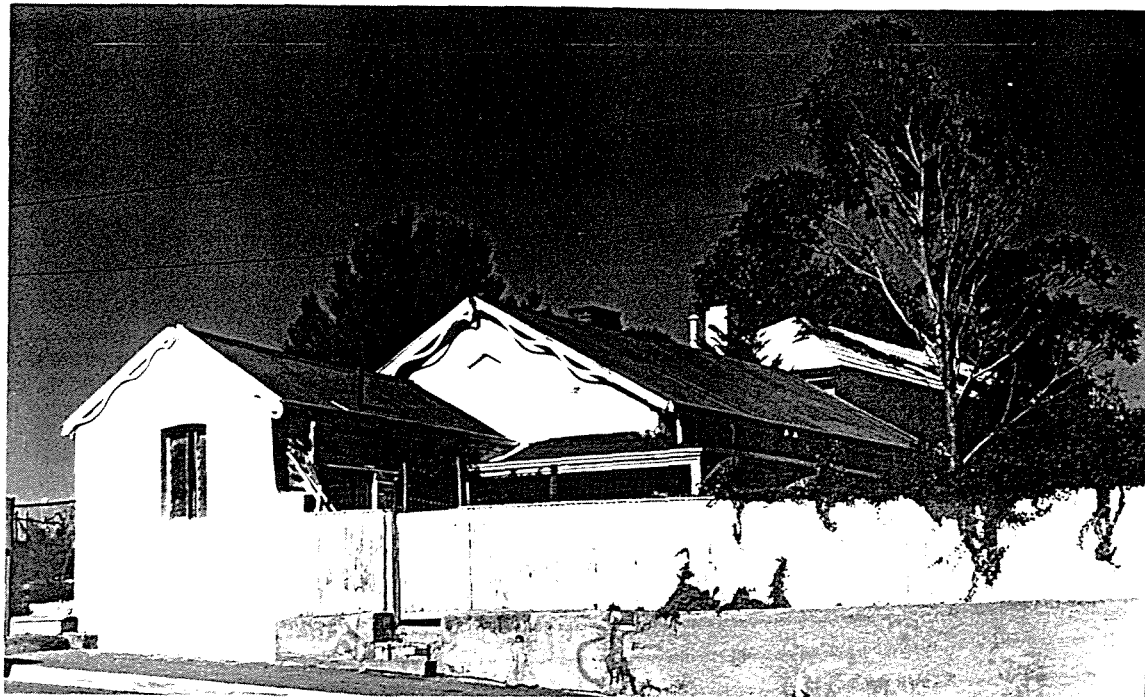
The Roman Catholic Church was established in Semaphore under Monsignor James Hanrahan in 1907. This church was built in 1914 and dedicated in 1915. It is a hall church plan without towers and is built of stone, the work of which is exceptionally high quality. It is a physically significant building along Military Road, and originally was enclosed by a wooden picket fence.

SOURCES:

J.E. Trotman, Back To Semaphore, 1930, pp.41-42.

NAME: Residence

ADDRESS: 6 Newman Street, Semaphore



CONSTRUCTION DATE: pre-1864

ARCHITECT:

BUILDER:

PRESENT OWNER: J. McConchie &
P. Jenkinson

FIRST OWNER: Richard Jagoe

PRESENT USE/OCCUPIER: Residence

FIRST USE/OCCUPIER: Residence

BUILDING MATERIALS: Rendered masonry TITLE LISTINGS: CT 1919/34

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This small house is an important part of the Semaphore Pier Historical Precinct and was one of the earliest buildings along the foreshore. The house should be conserved and maintained. Recommendations for the Precinct should be referred to earlier in this report. Any new building on No. 8 Newman Street must be simple in design to echo the form of this earlier residence.

BUILDING HISTORY AND ANALYSIS:

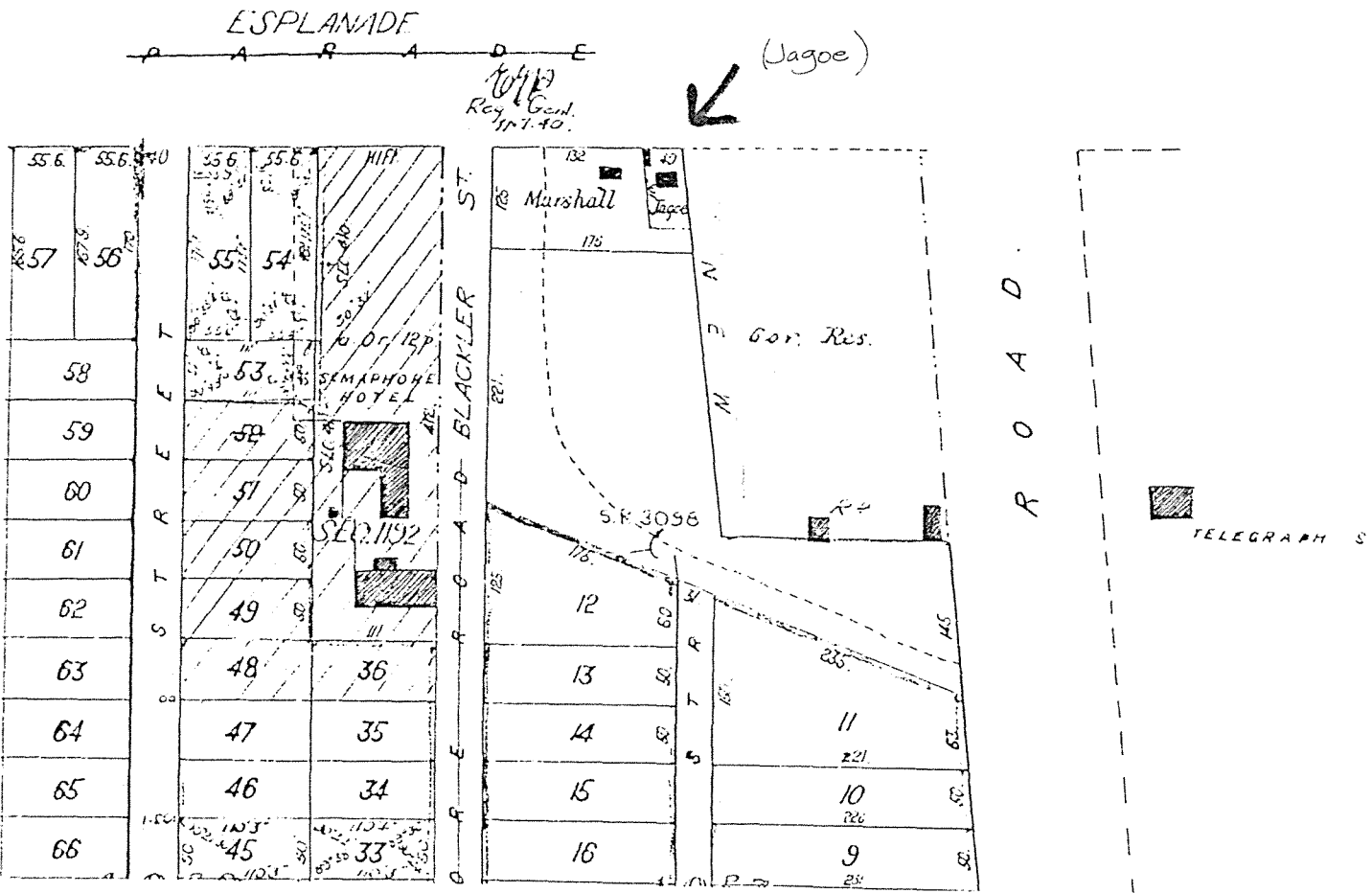
On LTO Plan 115 of 1864 this small residence is shown on Richard Jagoe's block on the corner of Newman Street and The Esplanade. The house itself is built up on the rise of the sand dune. The empty block (No. 8) once contained a substantial single storey residence. This is now demolished (see Semaphore PH92 -1877). No. 6 Newman Street is visible in Semaphore photographs of 1885 (PH93), 1915 (PH101) and c.1900 (PH111).

SOURCES:

LTO Plan 115/1864.

Brian Samuels, Semaphore Chronology.

J. E. T. T.



Extract from Plan 115/1864

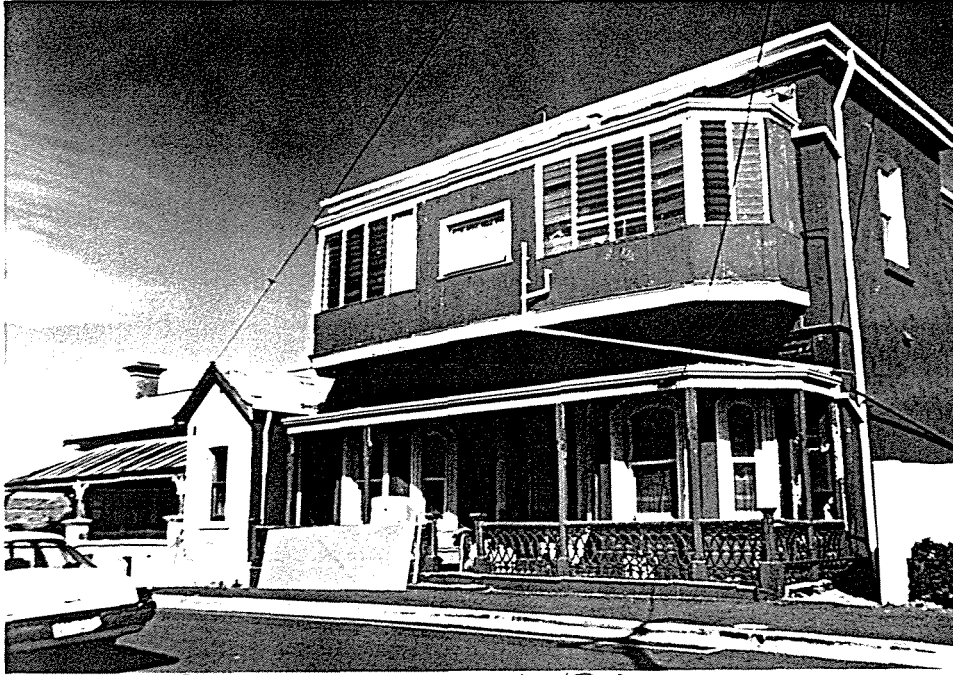


SEMAPHORE PH92

1877

NAME: Residences

ADDRESS: 10, 12 Newman Street, Semaphore



CONSTRUCTION DATE: c.1880

ARCHITECT:

BUILDER:

PRESENT OWNER: No. 10: J. Veber
No. 12: M. JensenFIRST OWNER: No. 10: George Foulis
No. 12: William J. Uden

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Masonry with
rendered trim and corrugated iron roofTITLE LISTINGS: No.10: CT 1575/82
No. 12: CT 4279/548

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

These residences form an important part of the Semaphore Pier Historical Precinct. Recommendations for this Precinct should be referred to earlier in this report. Both houses should be conserved and maintained, with reference to early photographs.

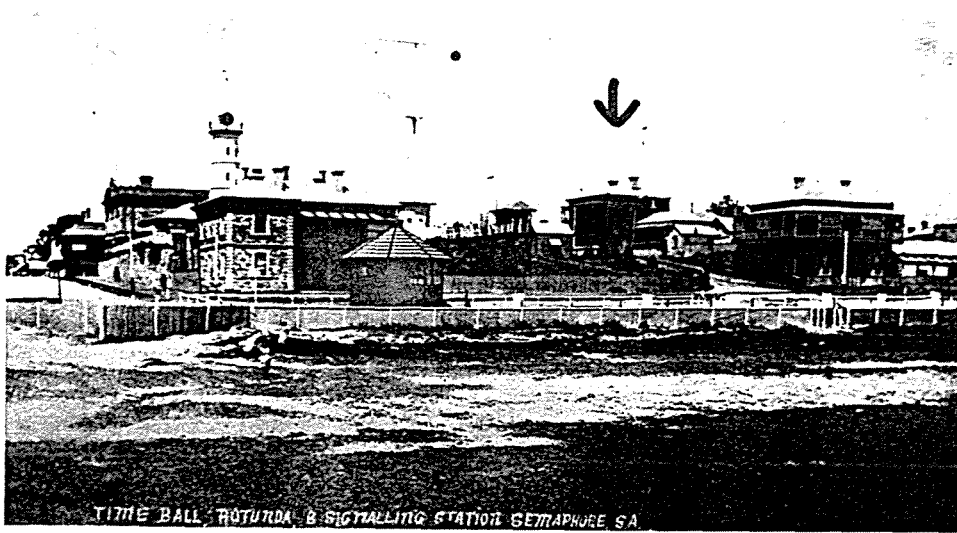
BUILDING HISTORY AND ANALYSIS:

These residences are located on the initial allotments C and D of the first subdivision of this part of Section 1053 and were constructed after the surveying of Newman Street from the southern edge of the Government Reserve. They are visible in many early photographs of Semaphore (PH96, PH97, PH98, PH99, PH107).

William J. Uden was an early signaller and kept watch at the Signal Station in Semaphore. George Foulis bought both block C and block B and erected a number of houses on these during the 1870s and 1880s. Both these houses require some care and maintenance.

SOURCES:

LTO Plans No. 115 and 278
First Hundred Years of Semaphore, p.30.



TIME BALL ROTUNDA & SIGNALING STATION SEMAPHORE SA

SEMAPHORE PH101

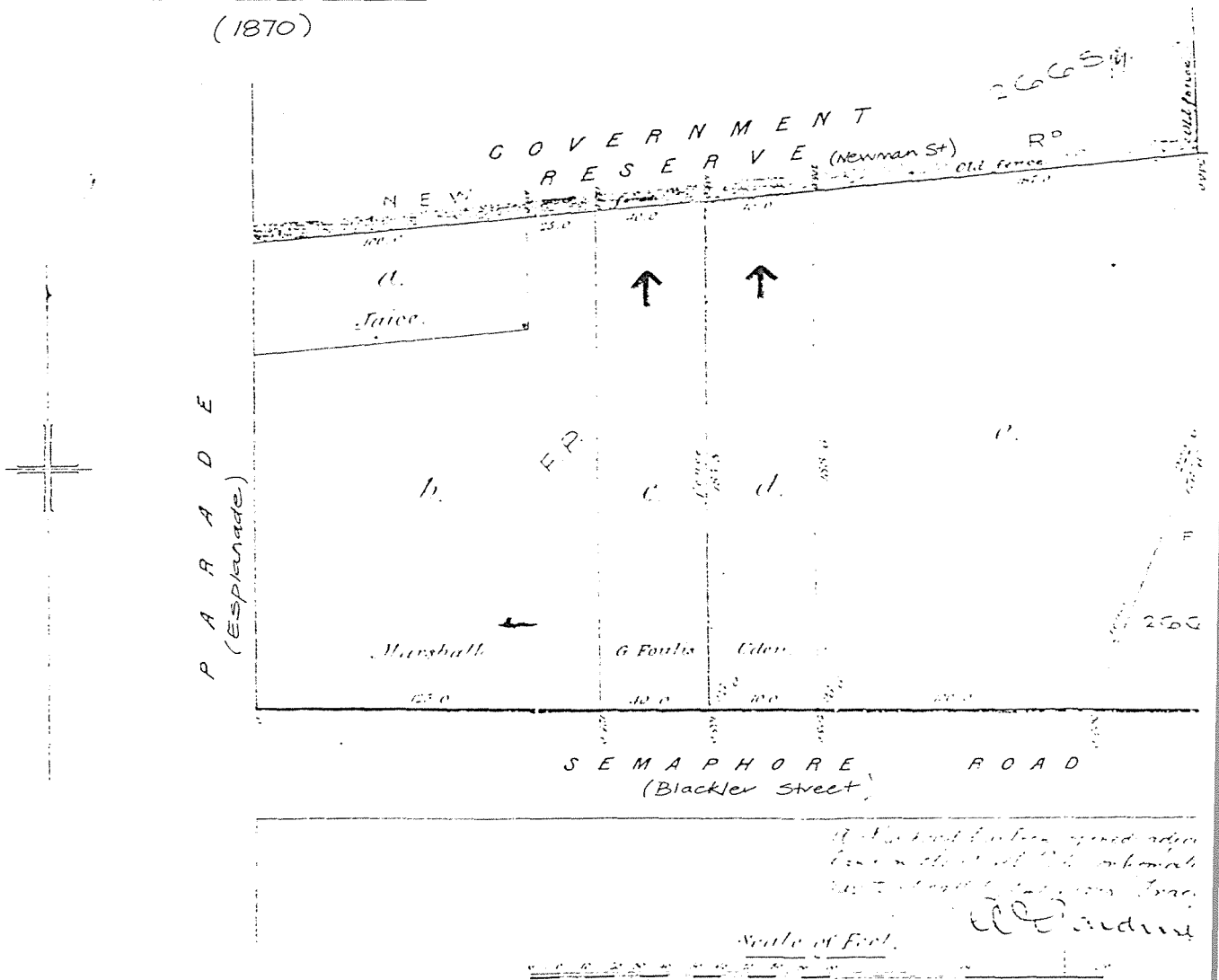
c.1915

10 278

PLAN of portion of SECTION 1053.

— PORT ADELAIDE. —

(1870)



NAME: Semaphore Pier and
Soldiers Memorial Clock

ADDRESS: Seaward end, Semaphore Road
Semaphore



CONSTRUCTION DATE: Pier: 1860; Clock: 1925

ARCHITECT:

BUILDER:

PRESENT OWNER: Pier: Dept. Marine
& Harbours
Clock: Port Adelaide Council

FIRST OWNER: South Australian Governme

PRESENT USE/OCCUPIER:
Pier: Recreational
Clock: War Memorial

FIRST USE/OCCUPIER:
Pier: Transportation
Clock: War Memorial

BUILDING MATERIALS:
Pier: Timber and concrete
War Memorial: Australian Granite

TITLE LISTINGS:

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

These two items are essential elements of the Semaphore Pier Historical Precinct. Reference should be made to specific recommendations for this Precinct earlier in this report. Both these items should be conserved and maintained.

BUILDING HISTORY AND ANALYSIS:

The Pier was built in 1859 and opened in 1860 and was extended in 1873. Its full length was over 2000 feet. During 1888 baths were built on a side extension, about three-quarters of the way along the jetty. At the same time a Rotunda was built on the south side of the beginning of the Pier. The baths were washed away during a storm in 1917. A large two-storey kiosk was built at the beginning of the side extension to the baths during 1917 but this was burnt out in 1947.

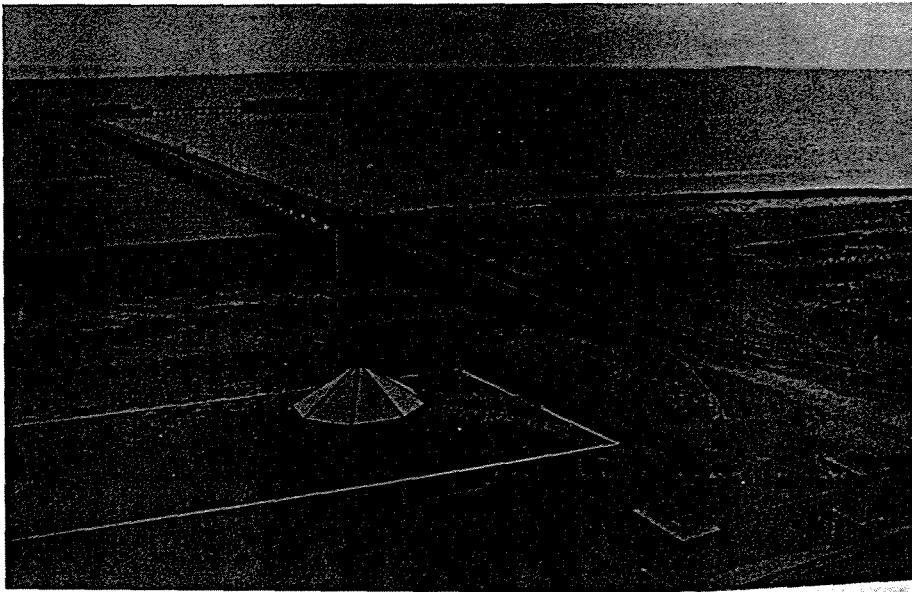
After the First World War a Memorial Arch was erected at the beginning of the Jetty to honour those who died during the war. Some time after the war it was decided to erect a formal Memorial and tenders were called during 1923 for the design and erection of the complete Memorial to be built in Australian granite. The Memorial and Clock were opened in 1925. Early Semaphore photos show both Pier and the Clock.

SOURCES:

Brian Samuels, Semaphore Chronology.

First Hundred Years of Semaphore.

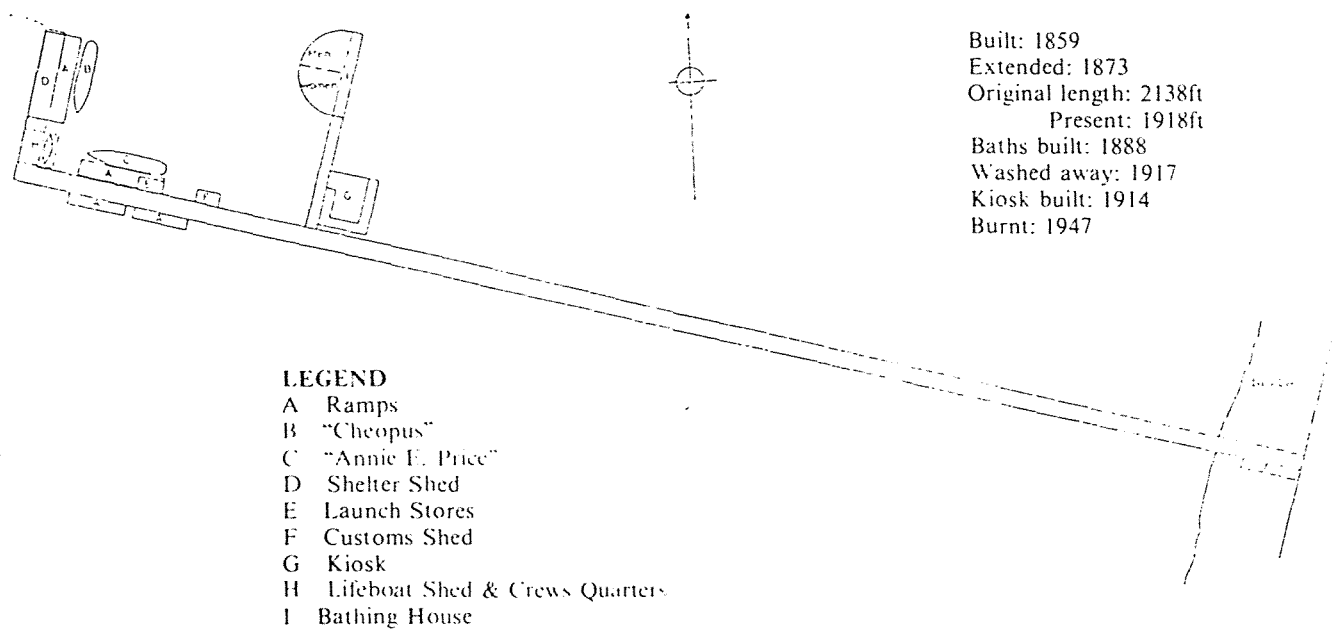
The Builder, June 16, 1923, p.5.



SEMAPHORE PH33

1898

SEMAPHORE JETTY



Built: 1859
 Extended: 1873
 Original length: 2138ft
 Present: 1918ft
 Baths built: 1888
 Washed away: 1917
 Kiosk built: 1914
 Burnt: 1947

LEGEND

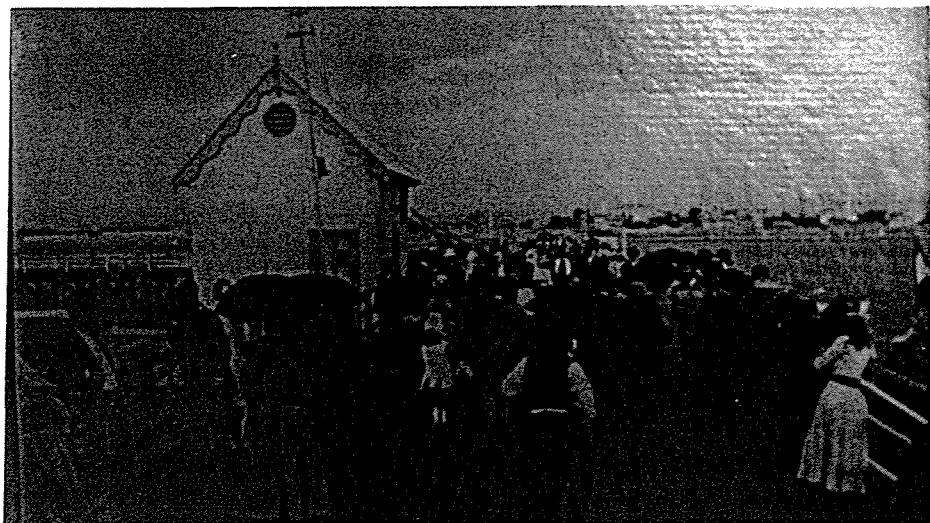
- A Ramps
- B "Cheopus"
- C "Annie E. Price"
- D Shelter Shed
- E Launch Stores
- F Customs Shed
- G Kiosk
- H Lifeboat Shed & Crews Quarters
- I Bathing House

N.W. Cormack 1983



SEMAPHORE PH29

1880s



SEMAPHORE PH28

1889



SEMAPHORE PH34

1915



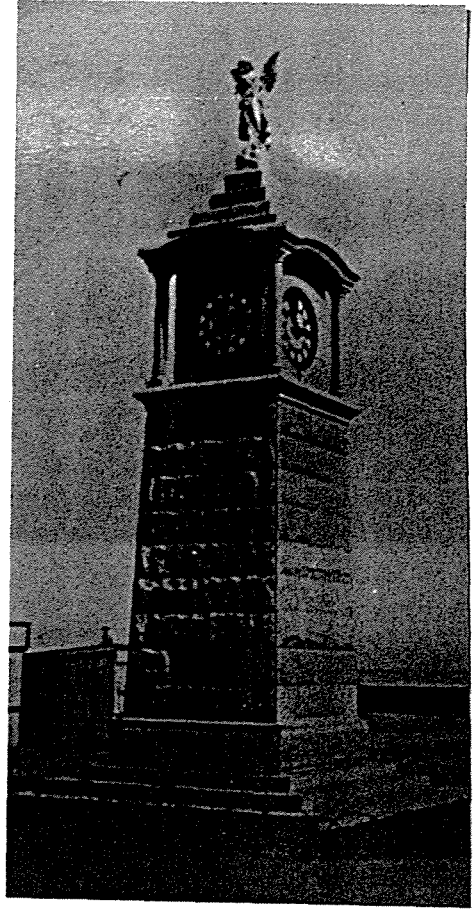
SEMAPHORE PH37

1937



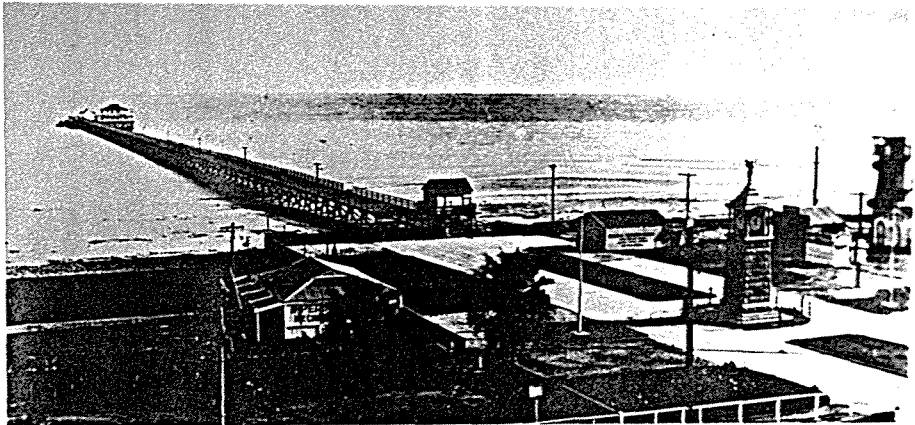
SEMAPHORE PH35

1925



SEMAPHORE PH78

1937



SEMAPHORE PH79

1937

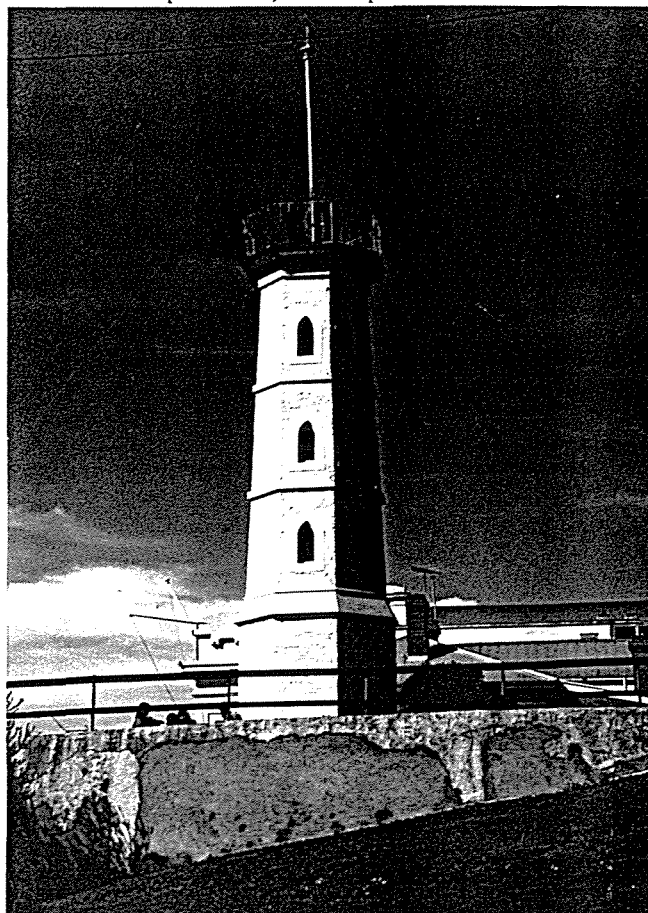


SEMAPHORE PH76

1937

NAME: Time Ball Tower

ADDRESS: Corner of Semaphore Road and
The Esplanade, Semaphore



CONSTRUCTION DATE: 1874-1875

ARCHITECT: S.A. Government Architect

BUILDER:

PRESENT OWNER: Dept. Marines
& Harbours

PRESENT USE/OCCUPIER: Not used.

BUILDING MATERIALS: Stone, lead roof

SIGNIFICANCE: State

FIRST OWNER: S.A. Government

FIRST USE/OCCUPIER: Time Ball Tower

TITLE LISTINGS:

HERITAGE LISTINGS: State Heritage Register
National Trust Classified List
National Estate

CONSERVATION RECOMMENDATIONS:

The Time Ball Tower is listed on the State Heritage Register and is protected by the requirements of the State Heritage Act. The Time Ball Tower is a significant item within the Semaphore Pier Historic Precinct. Recommendations for this Precinct should be referred to earlier in this report. The building is in need of some maintenance, paint is flaking and the iron of the Tower spike is rusting. The reinstatement of the signal would be a long term possibility.

BUILDING HISTORY AND ANALYSIS:

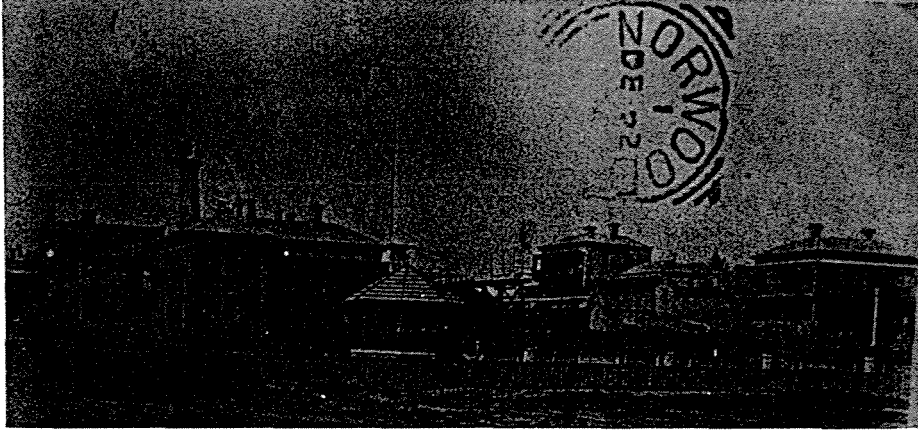
The Time Ball Tower was an important element in the navigational aids which were collected at Semaphore during the 1870s. The Time Ball Tower was completed during 1874 and the machinery was fitted during early 1875. A metal ball of 5 ft. diameter dropped 12 feet down the post surmounting the tower. This occurred every day at 1 p.m. enabling ships at anchor in the Gulf to rate their chronometers.

The Tower was an important landmark but from 1884 onwards the view of the Tower from Port Adelaide was obscured by buildings. The Time Ball service ceased in 1932 when it was replaced by wireless telegraphy.

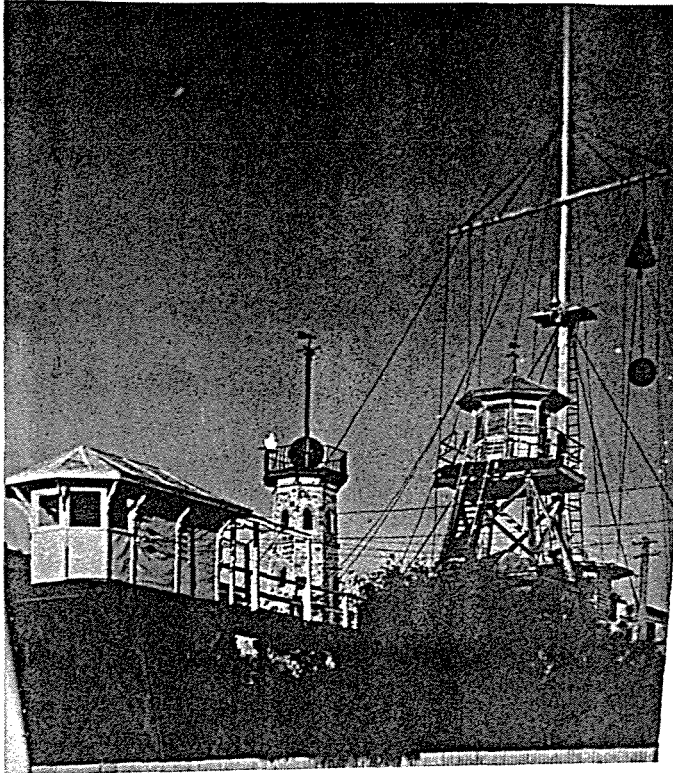
SOURCES:

SAPP, 1874-75 No. 34, p.31.

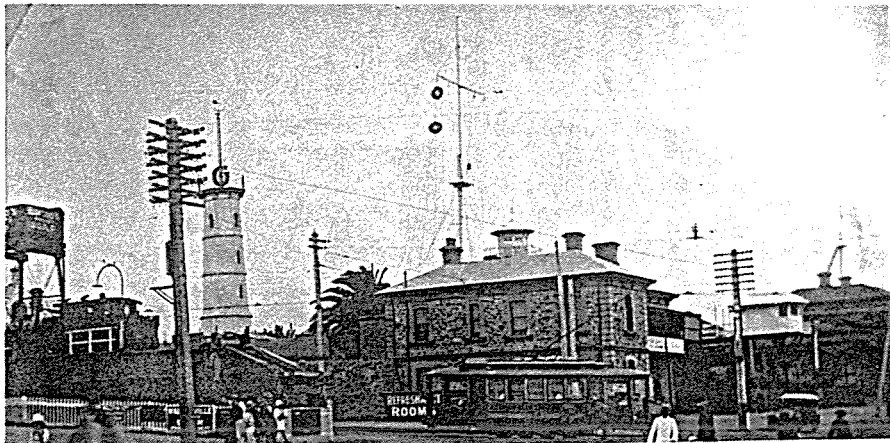
Brian Samuels, Semaphore Chronology



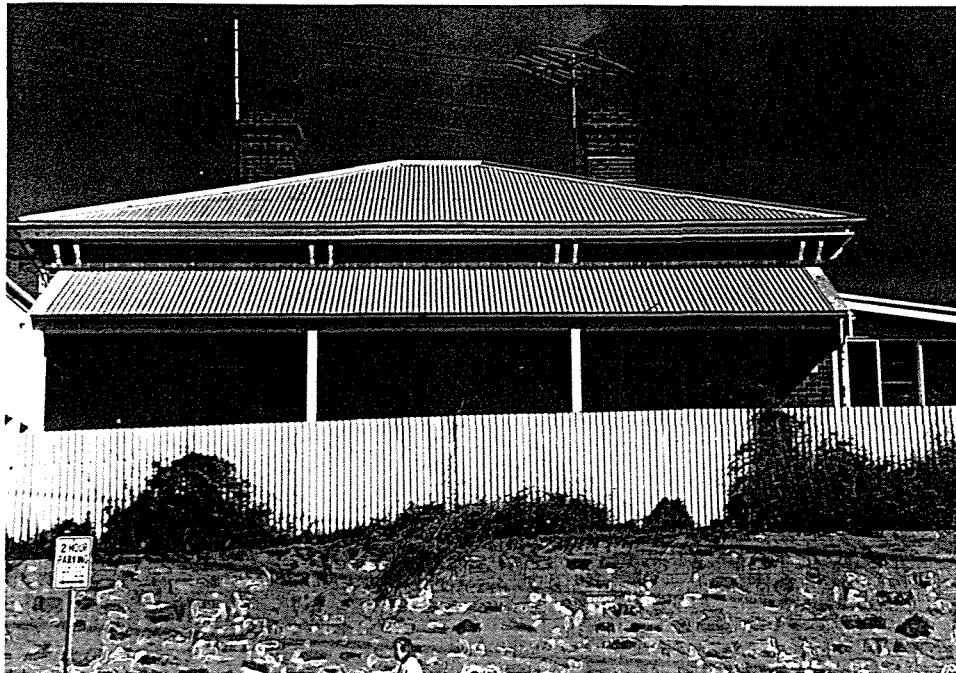
SEMAPHORE PH97
1907



SEMAPHORE PH95 early 1920s



SEMAPHORE PH104 c.1920

NAME: Police Station**ADDRESS:** Government Reserve, Semaphore
Road, Semaphore**CONSTRUCTION DATE:** 1890**ARCHITECT:** S.A. Government Architect**BUILDER:****PRESENT OWNER:** S.A. Government**FIRST OWNER:** S.A. Government**PRESENT USE/OCCUPIER:** Special
Police Squad**FIRST USE/OCCUPIER:** Police Station**BUILDING MATERIALS:** Brick with
corrugated iron roof and verandah**TITLE LISTINGS:** Government Reserve**SIGNIFICANCE:** State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

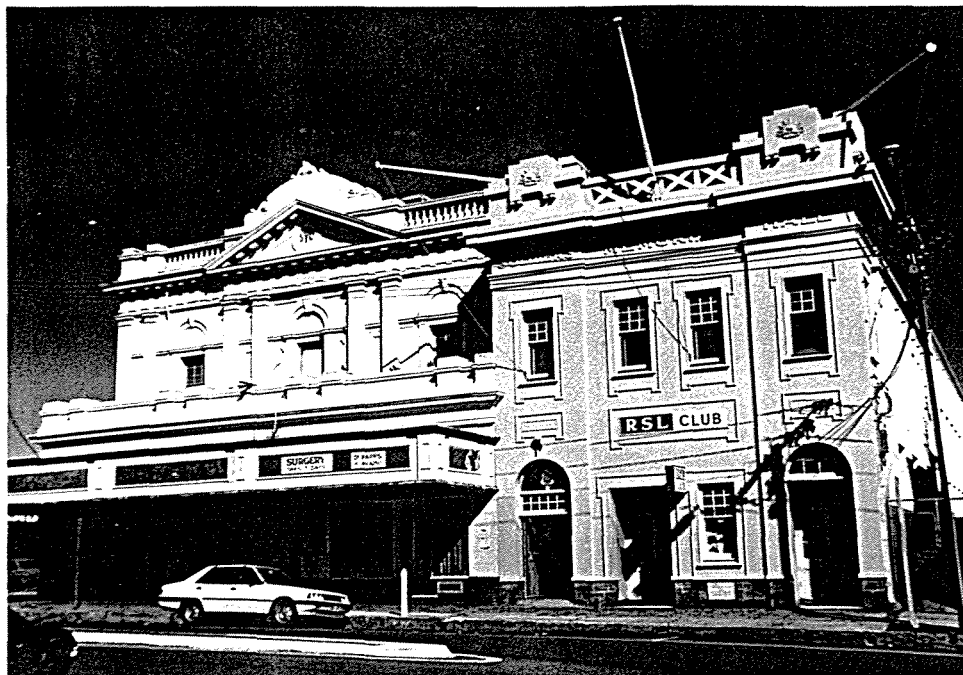
The Police Station forms part of the Semaphore Pier Historic Precinct. Recommendation for this Precinct should be referred to earlier in this report. The building should be restored to its original appearance (Semaphore PH96) which would involve the removal of the western room addition. Remove corrugated iron fence and replace with timber picket fence appropriate to period.

BUILDING HISTORY AND ANALYSIS:

This Police Station was constructed in 1890 and replaced an earlier one at Exeter. This reflects the change in the concentration of population from the eastern end of the Semaphore Road to the Semaphore Pier area. The station is visible in Semaphore PH16, PH96 and PH97, and is a standard design for police stations of the 1890s. Its significance lies in its association with other Government facilities at this seaward end of Semaphore Road.

NAME: Institute Building and Soldiers Memorial Hall

ADDRESS: Semaphore Road, Semaphore



CONSTRUCTION DATE: Institute: 1884; Soldiers Memorial Hall: 1919

ARCHITECT: Institute: Wright & Reade; Soldiers Memorial Hall: Chris A. Smith ?

BUILDER:

PRESENT OWNER: Port Adelaide Council

FIRST OWNER: Semaphore Institute
Returned Soldiers League

PRESENT USE/OCCUPIER:
Institute: unused
Soldiers Memorial Hall: RSL Club Rooms

FIRST USE/OCCUPIER: Institute
Memorial Hall

BUILDING MATERIALS: Rendered masonry for both buildings

TITLE LISTINGS:

SIGNIFICANCE: State

HERITAGE LISTINGS: Institute: State Heritage Register. Soldiers Memorial Hall: Nil

CONSERVATION RECOMMENDATIONS:

The two buildings are an integral part of the Semaphore Pier Historic Precinct. Recommendations for this precinct should be referred to earlier in this report. It is important for these buildings that a full conservation plan be undertaken to ensure that any future redevelopment respects the heritage character of this pair of buildings.

BUILDING HISTORY AND ANALYSIS:

The Semaphore Institute building was opened in 1884 then sold to the Semaphore Corporation to be used as a Town Hall. When the district of Semaphore was amalgamated with Port Adelaide Council in 1900 the former Institute building was used spasmodically for public entertainment such as live theatre, silent films and concerts, particularly those associated with the Semaphore beach carnivals.

In 1911 the newly founded Ozone Amusements Ltd. with the Director, Hugh Waterman, began screening films in the Semaphore Town Hall. In 1929 the Ozone Amusements Com agreed to spend up to £10,000 on converting the Town Hall to a cinema which they would rent from the Port Adelaide Council for 10 years. Christopher A. Smith was the Architect for the conversion and the new theatre seated about 1,100 people. The new theatre was opened on December 9th 1929. With the decline in popularity of suburban theatres the cinema closed in May 1960. The building is currently unused.

The Semaphore RSL Branch was formed in 1923 and the Soldiers Memorial Hall was opened in 1929, possibly also to the design of Christopher A. Smith. This building has been in continuous use as RSL Clubrooms since that date. Semaphore photos PH15, PH16, PH17, PH18 and PH93 show these buildings. The Back to Semaphore booklet of 1930 contains photos and sketches of the newly converted theatre and the RSL Memorial Hall which included the Semaphore Institute and Library.

SOURCES:

State Heritage Branch Register Assessment, 1983.

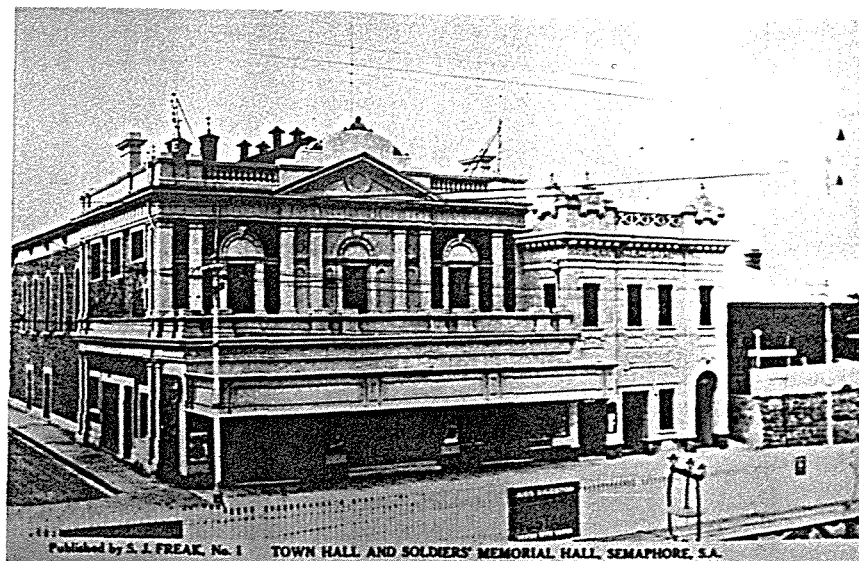
Portonian, Vol. 1, No. 3, September 1973.

J.E. Trotman, Back to Semaphore, 1930, pp.38-39.



SEMAPHORE PH15

n.d. (c1885)

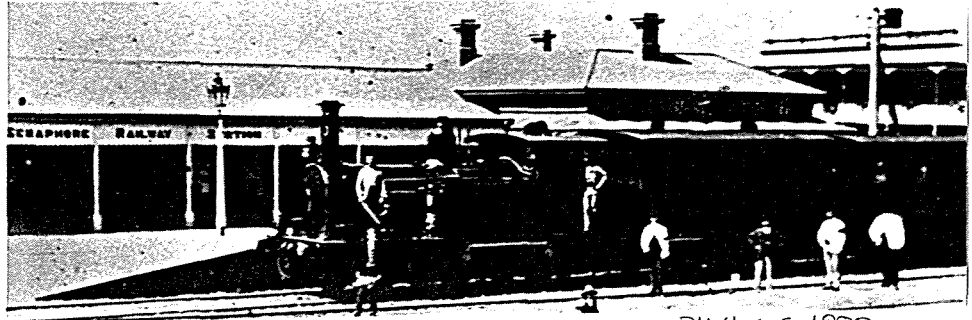


SEMAPHORE PH18

1937

NAME: Former Railway Station

ADDRESS: Semaphore Road, Semaphore



Semaphore PH4 : c.1890

CONSTRUCTION DATE: 1941

ARCHITECT:

BUILDER:

PRESENT OWNER:

FIRST OWNER: S.A. Railways

PRESENT USE/OCCUPIER: Doctors
Surgery

FIRST USE/OCCUPIER: Railway Station

BUILDING MATERIALS: Brick,
cantilevered metal verandah

TITLE LISTINGS:

SIGNIFICANCE: State ?

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

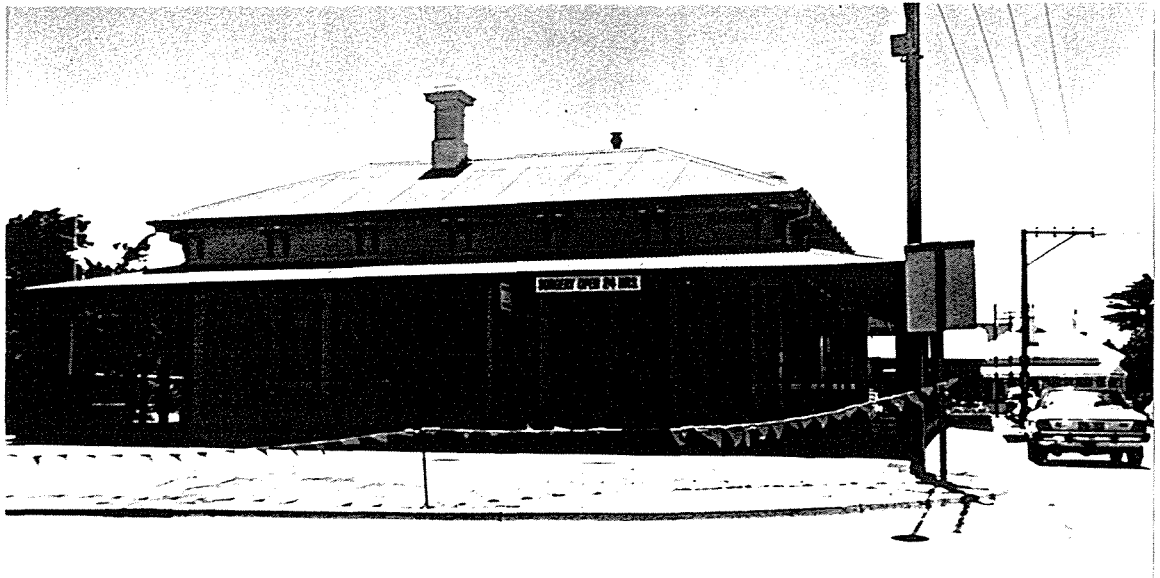
This building falls within the Semaphore Pier Historic Precinct but is not considered essential to the Precinct. The building needs to be associated with some interpretive material on the Semaphore Railway Line or land and sea transportation, otherwise it is possible that it could be removed for appropriate redevelopment.

BUILDING HISTORY AND ANALYSIS:

The railway line from Port Adelaide to Semaphore was opened in 1878 and the first railway station can be seen in Semaphore PH4. This railway station was opened in 1941 and ceased functioning when the railway line was removed in 1980.

SOURCES:

Brian Samuels, Semaphore Chronology.

NAME: Former Post Office**ADDRESS:** Semaphore Road, Semaphore**CONSTRUCTION DATE:** 1881**ARCHITECT:** Government Architect-in-Chief, E.J. Woods**BUILDER:** James Mullins**PRESENT OWNER:** J.P. Nassaris & Co.**FIRST OWNER:** S.A. Government**PRESENT USE/OCCUPIER:** Doctors
Surgery**FIRST USE/OCCUPIER:** Post and Telegraph
Office**BUILDING MATERIALS:** Stone with
rendered trim, corrugated iron roof**TITLE LISTINGS:** CT 2614/191**SIGNIFICANCE:** State**HERITAGE LISTINGS:** State Heritage Register**CONSERVATION RECOMMENDATIONS:**

This building is an essential item within the Semaphore Pier Historic Precinct. Recommendations for this Precinct should be referred to earlier in this Report. The building is listed on the State Heritage Register and is protected by the requirements of the State Heritage Act. The building is in good condition and is well maintained.

BUILDING HISTORY AND ANALYSIS:

This building was constructed in 1881 to replace an earlier small post office further to the west along Semaphore Road. The increased size of the postal service was necessary because of the mail boats which anchored at Semaphore during the 1880s and also because of the increased population of the Semaphore area. An official description in 1881 is as follows:

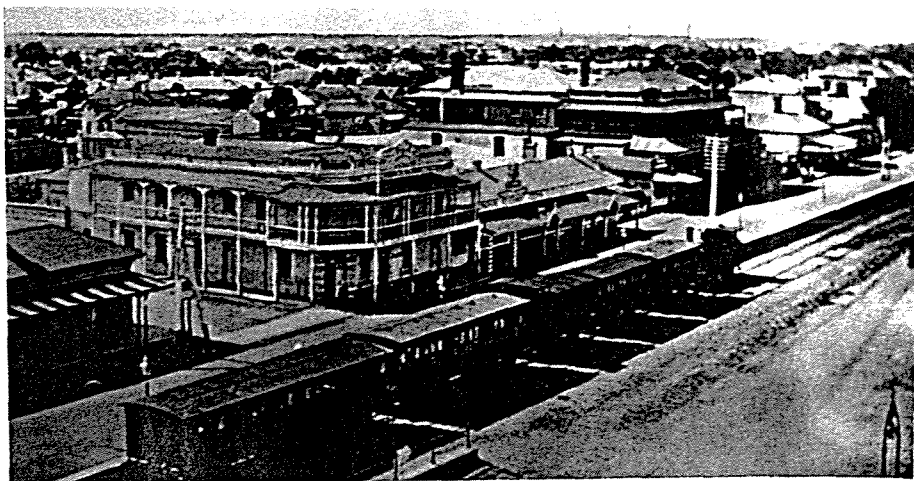
This building has been erected and the living accommodation has been increased to 6 rooms as one of the rooms originally intended as living rooms has been converted into a telephone room.

The building continued to operate as a post office until 1983 when Australia Post moved to newer premises on the opposite side of Semaphore Road.

SOURCES:

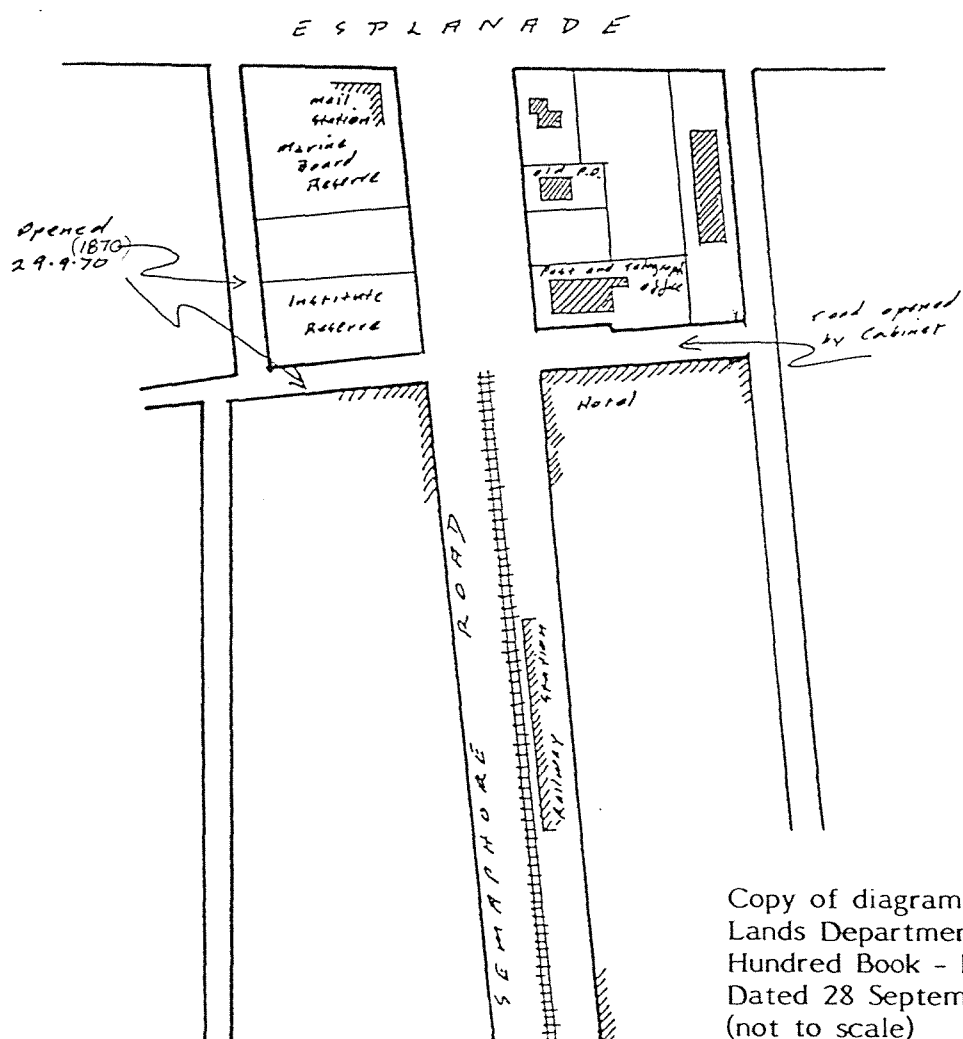
State Heritage Branch Assessment Report
SAPP 1881, No. 25, and 1884, 191.

Lands Department Hundred Book, Port Adelaide, p.49 (28th September 1881 Plan of Area).



SEMAPHORE PH7

c.1900



NAME: Semaphore Hotel**ADDRESS:** 17 Semaphore Road, Semaphore**CONSTRUCTION DATE:** First Hotel: 1850s. This building 1867 and later.**ARCHITECT:****BUILDER:****PRESENT OWNER:** S.A. Brewing Holdings Ltd.**FIRST OWNER:** M. Manson (licensee 1867)**PRESENT USE/OCCUPIER:** Hotel**FIRST USE/OCCUPIER:** Hotel**BUILDING MATERIALS:** Rendered masonry**TITLE LISTINGS:** CT 195/173**SIGNIFICANCE:** State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

This building falls within the Semaphore Pier Historic Precinct. Recommendations for this precinct should be referred to earlier in this report. This building should be conserved and maintained.

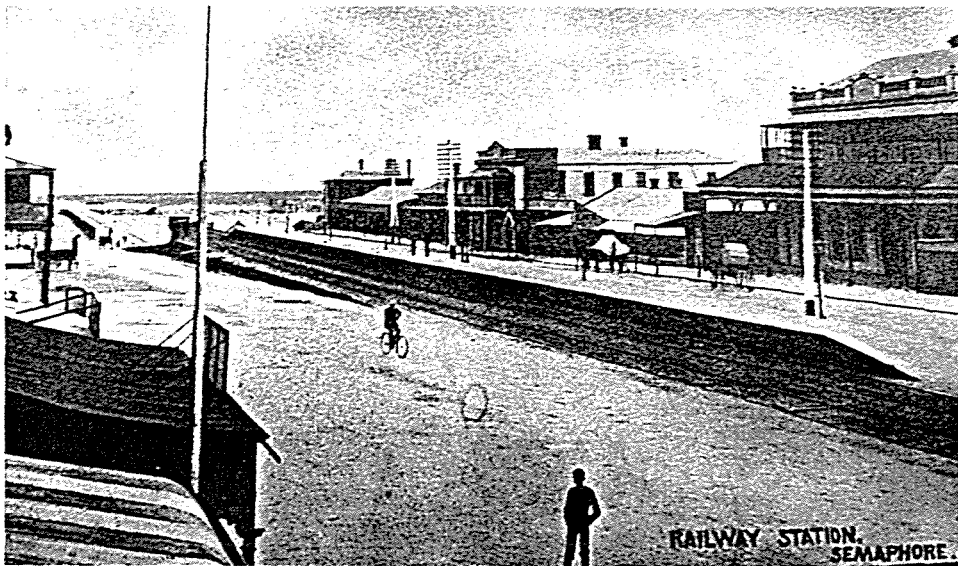
BUILDING HISTORY AND ANALYSIS:

The Semaphore Hotel first opened on this site in 1867. The original Semaphore Hotel was located in the sand dunes on the corner of the Esplanade and Blackler Street. Blackler Street was originally known as Semaphore Road. (See Plan 115 LTO 1864).

The earlier appearance of this current Semaphore Hotel is shown in Semaphore PH2 and PH3. It was a two storeyed stone building with typical splayed corner entrance. Semaphore Assessment Books note that in 1887 the Hotel had 25 rooms and was owned by Edward Amory. Semaphore photos PH7 and PH8 show the hotel in 1915 with an elaborate new parapet facing Semaphore Road. The third storey and rear extensions were added in c.1915 to provide further holiday accommodation for visitors to Semaphore.

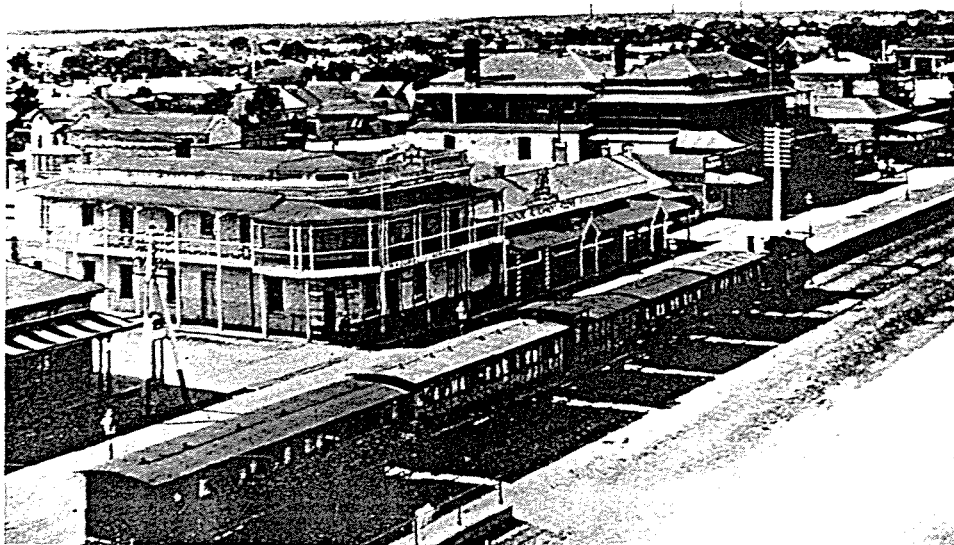
SOURCES:

J.L. Hoad, Hotels and Publicans of S.A.
Semaphore Rate Assessment Books.



SEMAPHORE PH5

c.1905



SEMAPHORE PH8

c.1915



SEMAPHORE PH10

1950

NAME: Semaphore Buildings**ADDRESS:** 21, 21A, 23, 23A Semaphore Rd
Semaphore**CONSTRUCTION DATE:** 1914**ARCHITECT:****BUILDER:****PRESENT OWNER:** Various**FIRST OWNER:****PRESENT USE/OCCUPIER:** Shops**FIRST USE/OCCUPIER:** Shops and Residences**BUILDING MATERIALS:** Brick with
rendered parapet and trim, iron and
timber verandahs**TITLE LISTINGS:** 21: CT 4140/87;
21A: CT 2580/182; 23: CT 4150/748;
23A: CT 4120/885**SIGNIFICANCE:** State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

This row of shops falls within the Semaphore Pier Historic Precinct. Recommendations for the Precinct should be referred to earlier in the report. All shops in the terrace should be restored in a similar manner. The verandah to be restored retaining original leadlight frieze to No. 21, repainted in appropriate and coordinated colour scheme. Shop fronts should be restored to the original configuration as exists in No. 23A.

BUILDING HISTORY AND ANALYSIS:

This is a well detailed row of four storey shops with residences above constructed in 1911. The shops are built of brick with verandahs to both levels. Much original detail remains including the cast iron upper verandah panels, turned timber posts, and the pressed tin soffit to ground level verandahs. Shop fronts have all been altered but the form and materials remain to No. 23A. These include a side splayed entrance. The leadlight glass advertising frieze to the verandah of No. 21 with the words "Crystal Palace Confectionery Company" in it should be retained. Initially this row of shops continued west to about the Semaphore Hotel and had seven bays of shops, consequently three have been demolished. Semaphore PH10 shows the full width of the Semaphore Buildings in its original state with the full verandah. Earlier buildings on the site, smaller houses and shops, are visible in Semaphore PH2.



SEMAPHORE PH10

1950

NAME: Federal Hotel and Federal Buildings **ADDRESS:** 25-29 Semaphore Road, Semaphore



CONSTRUCTION DATE: First Hotel 1866. New frontage 1925

ARCHITECT: 1925 Hotel: E.H. McMichael ? F.K. Milne ?

BUILDER:

PRESENT OWNER: Taronga Holdings Pty. Ltd.

FIRST OWNER: C. Johnson (First Licensee)

PRESENT USE/OCCUPIER: Hotel

FIRST USE/OCCUPIER: Hotel

BUILDING MATERIALS: Bluestone older rear section, rendered masonry front section

TITLE LISTINGS: CT 4156/172

SIGNIFICANCE: State

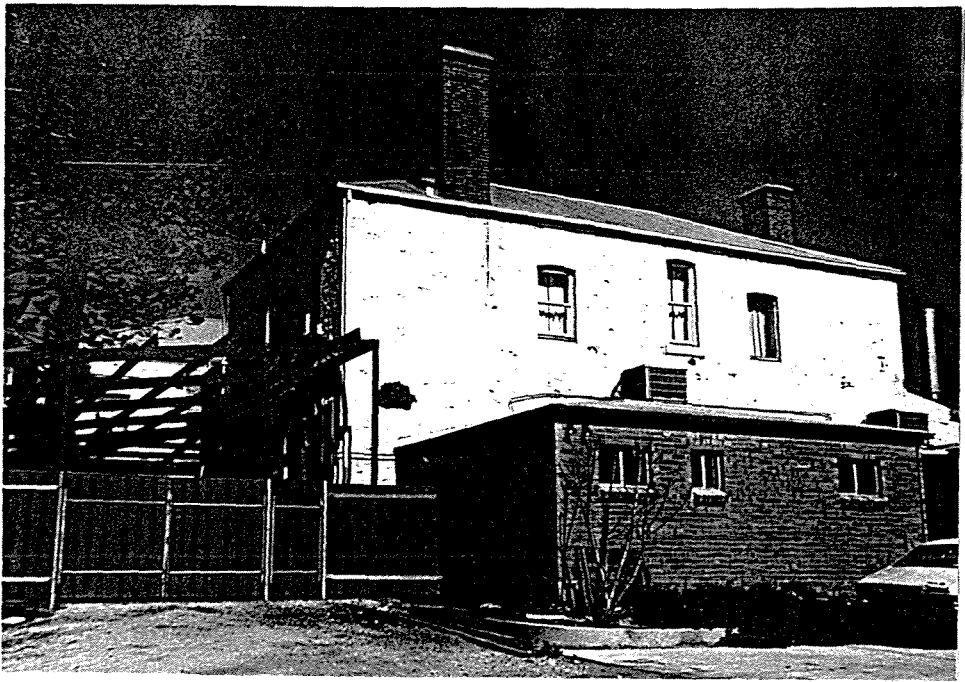
HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building falls within the Semaphore Pier Historic Precinct. Recommendations for this Precinct should be referred to earlier in this report. This hotel is architecturally significant and is recommended for addition to the State Heritage Register as an individual item. All 1920s detailing to the front of the hotel should be retained particularly the dado tiles and wrought iron verandah balustrading. Panels to the underside of the upper verandah should be replaced.

BUILDING HISTORY AND ANALYSIS:

The first hotel on this site was the Jetty Hotel built during 1866 and first licensed at that time. It was the second hotel in Semaphore the first one being George Coppins Semaphore Hotel on the sand dunes. An early photograph (Semaphore PH1) shows the original form of the Jetty Hotel. The name of the hotel was changed to Federal in 190 and during the 1920s an exceptional front addition was undertaken which conceals the 1860s and 1880s hotel behind. The front facade utilises glazed speckled dado tiles with banding, cast iron columns, leadlight and flashed glass, terrazzo thresholds, pressed metal soffits to verandahs and wrought iron balustrade. Many of the internal finishes are of exceptional quality also. The hotel went through various stages of development but it is in its current form that it is most significant.

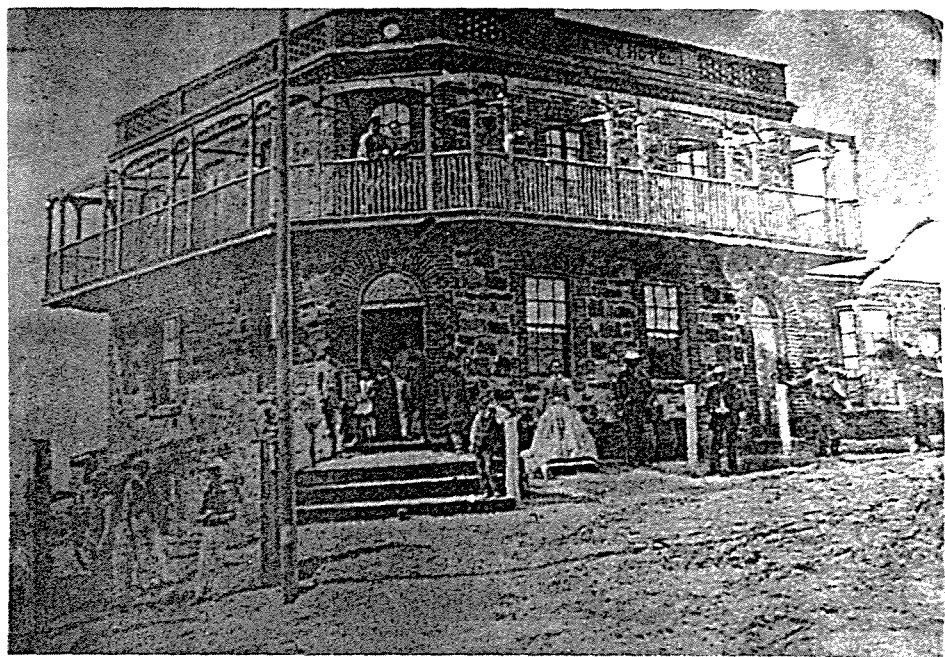


Rear of Federal Hotel 1988



SEMAPHORE PH2

before 1878



SEMAPHORE PH1

1867

NAME: Warrinilla

ADDRESS: 43 Semaphore Road, Semaphore



CONSTRUCTION DATE: 1895

ARCHITECT:

BUILDER:

PRESENT OWNER: Doctor V.L. Hawke

FIRST OWNER: Doctor P. Bollen

PRESENT USE/OCCUPIER: Doctors
Surgery and ResidenceFIRST USE/OCCUPIER: Doctors Surgery
and ResidenceBUILDING MATERIALS: Stone, with cast
iron verandah

TITLE LISTINGS: CT 2327/70

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building forms part of the Semaphore Road Commercial Precinct but is architecturally and socially individually significant and is recommended for addition to the State Heritage Register as an individual item. A full internal and external assessment of the building is required, as maintenance is essential.

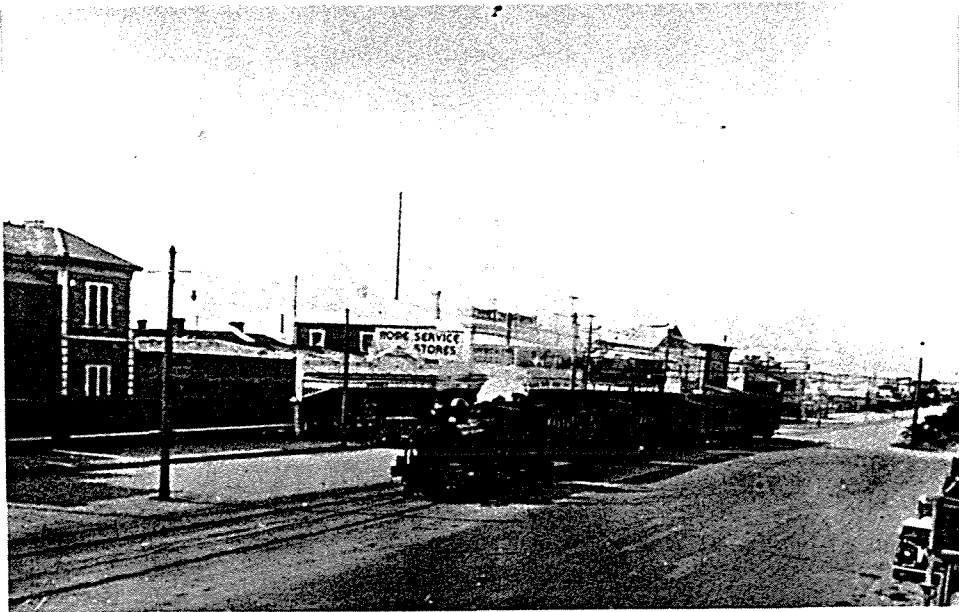
BUILDING HISTORY AND ANALYSIS:

The house was constructed in 1895 by Doctor Perce Bollen, son of Doctor George Bollen a former Mayor of Port Adelaide and President of the Port Adelaide Institute. Dr. Bollen (jnr.) bought the land in 1894. In 1896 it is described as having a stone build on the site in the Semaphore Assessment Books. The next change that is noted is a rear extension to the building in 1910. The building was purpose built as a doctors surgery and residence, and the waiting rooms and consulting rooms contain original joinery. Many other original finishes and details remain on the house including the front cast iron and stone fence.

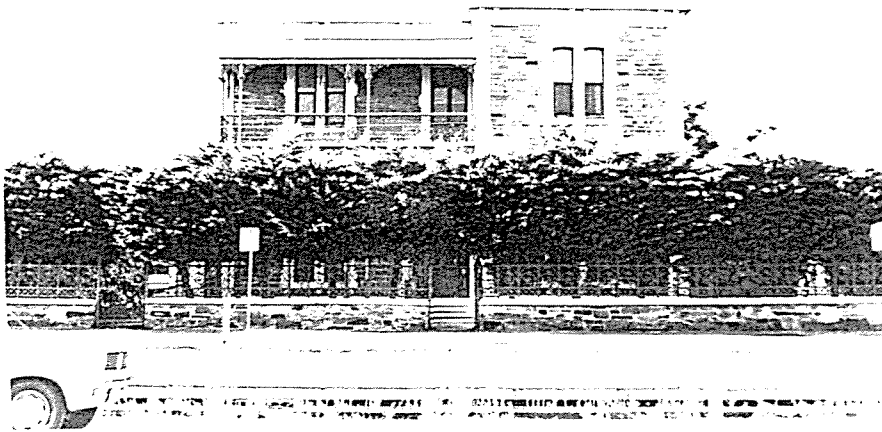
SOURCES:

Semaphore Rate Assessment Books.

F.E. Meleng, Fifty Years of the Port Adelaide Institute, p.74.



SEMAPHORE PH11 B27881 1950



Warrinilla in 1979, prior to removal
of Semaphore Railway Line

NAME: Shops

ADDRESS: 56-58 Semaphore Road, Semaphore



CONSTRUCTION DATE: c.1870s

ARCHITECT:

BUILDER:

PRESENT OWNER: R. Rebbeck

FIRST OWNER:

PRESENT USE/OCCUPIER: Shops

FIRST USE/OCCUPIER: Shops and residence

BUILDING MATERIALS: Rendered
masonry, timber and corrugated
iron verandah

TITLE LISTINGS: CT 4300/310

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This is a significant building in the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. It is recommended that all original elements of the verandah, shop and entrance configurations be retained. This building, particularly the verandah, is at risk from development and possible road widening in Military Road.

BUILDING HISTORY AND ANALYSIS:

These shops form a pleasing corner element at the intersection of Military and Semaphore Roads. They are built on Allotments 1 and 2 of Section 1116 in Semaphore and their simple form indicates an early date of construction. The shops only front Semaphore Road and the access to the upstairs rooms which were originally residences is in Military Road. In the Assessment Books of 1889 the building on Allotment 1 is assessed as 6 rooms built of stone and including a shop, and the building on Allotment 2 is of five rooms built of stone and a shop.

SOURCES:

Semaphore Rate Assessment Books.

NAME: Shops

ADDRESS: 57, 57A Semaphore Road, Semaphore



CONSTRUCTION DATE: c.1890

ARCHITECT:

BUILDER:

PRESENT OWNER: Paul C. Scounos

FIRST OWNER: Jones Bros.

PRESENT USE/OCCUPIER: Real Estate Agency and Antique Shop

FIRST USE/OCCUPIER: Drapery Shop

BUILDING MATERIALS: Brick with rendered facade and trim.

TITLE LISTINGS: CT 4138/939

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This is a significant building within the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. This building is recommended for retention and restoration. It requires repainting in appropriate colour scheme for the period. Reinstatement of the original shop front and verandah configuration would be desirable.

BUILDING HISTORY AND ANALYSIS:

These shops stand on Allotment 1 of Section 114 in Semaphore. According to the Assessment Books this land was vacant in 1887. The date stone at the top of the pediment of the building says Jones Bros. Drapers, 1877. This is the time that this firm was established in Port Adelaide and they built this branch shop in Semaphore around 1890. The verandah of this shop was originally of two levels but apparently part of this was destroyed in a fire, and it has subsequently been rebuilt.

SOURCES:

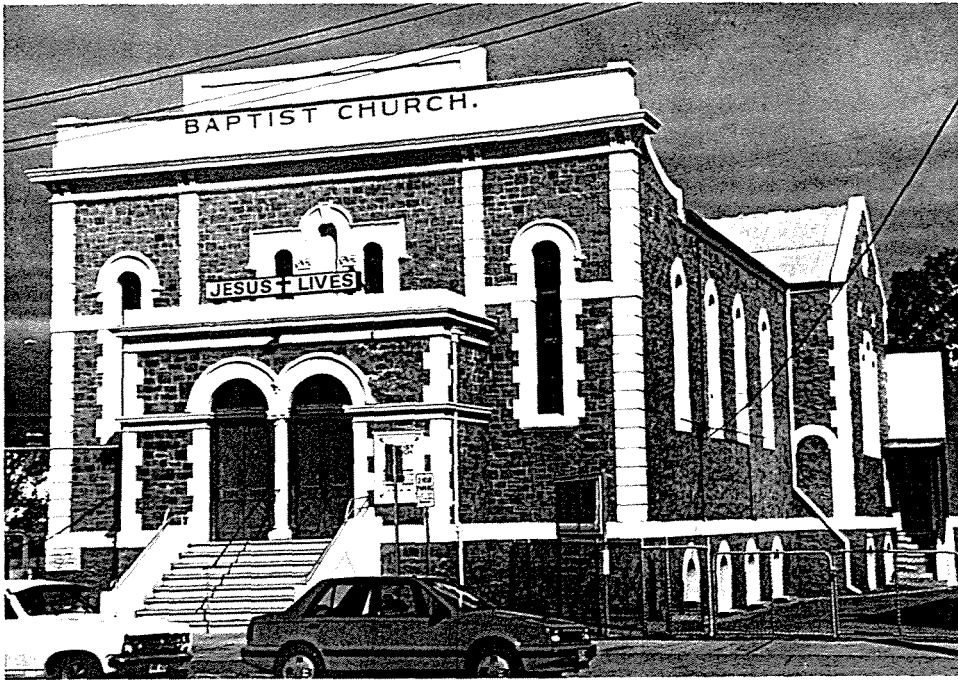
Semaphore Rate Assessment Books.
Brian Samuels.



57-57A Semaphore Road.
1979 Photograph - prior to removal of railway
and rebuilding of verandah.

NAME: Baptist Church

ADDRESS: 62 Semaphore Road, Semaphore



CONSTRUCTION DATE: 1882

ARCHITECT:

BUILDER:

PRESENT OWNER: Baptist Church,
Semaphore

FIRST OWNER: Baptist Church

PRESENT USE/OCCUPIER: Church

FIRST USE/OCCUPIER: Church and School

BUILDING MATERIALS: Kapunda Marble

TITLE LISTINGS: CT 430/370

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

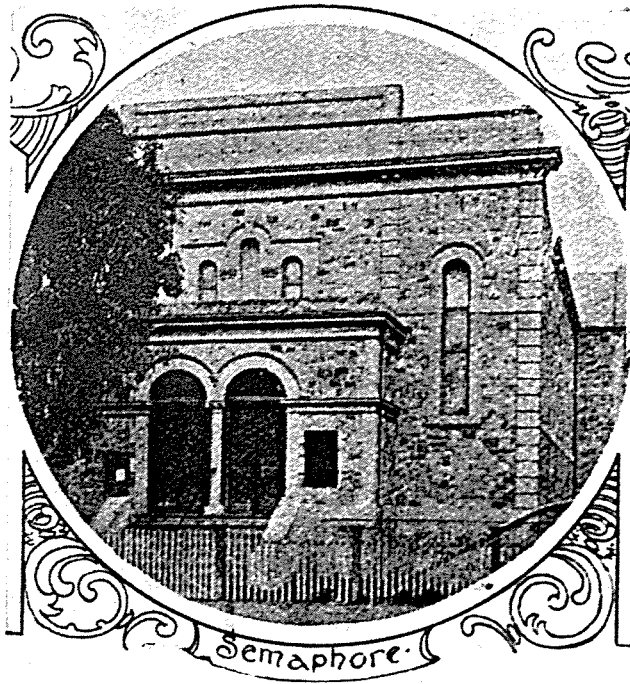
This is a significant building within the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. This building should be retained and conserved. It is recommended that the property be re-fenced utilising the original picket fencing form visible in early photographs (PH74a).

BUILDING HISTORY AND ANALYSIS:

The Baptist Church in Semaphore was constituted in 1878 and the first Church which the congregation used was a wooden church in Turton Street. This larger premises was erected in Semaphore Road and the foundation stone was laid on November 27th 1882. The Church was opened for worship in 1883. During the 1890s various alterations took place and the Hall at the rear was converted into a transept for the church building. There are also four large rooms in the basement. Various internal alterations have taken place as can be seen in Semaphore PH19 and PH20. The position of the organ was changed and the choir stalls located in a central position. Other additions in red brick have been made to the rear of the church.

SOURCES:

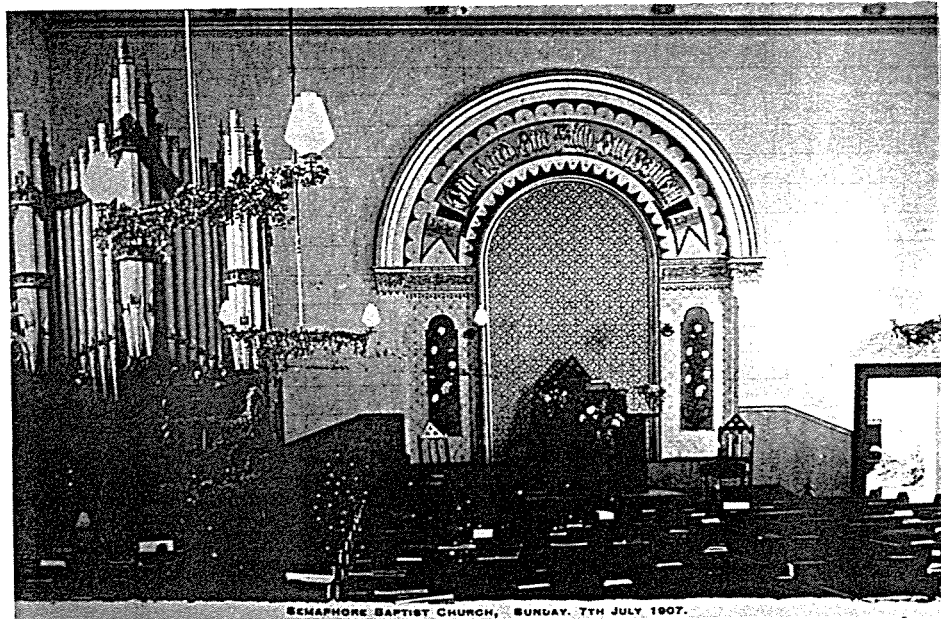
J.E. Trotman, Back to Semaphore, 1930.



PH74a

Semaphore Baptist Church

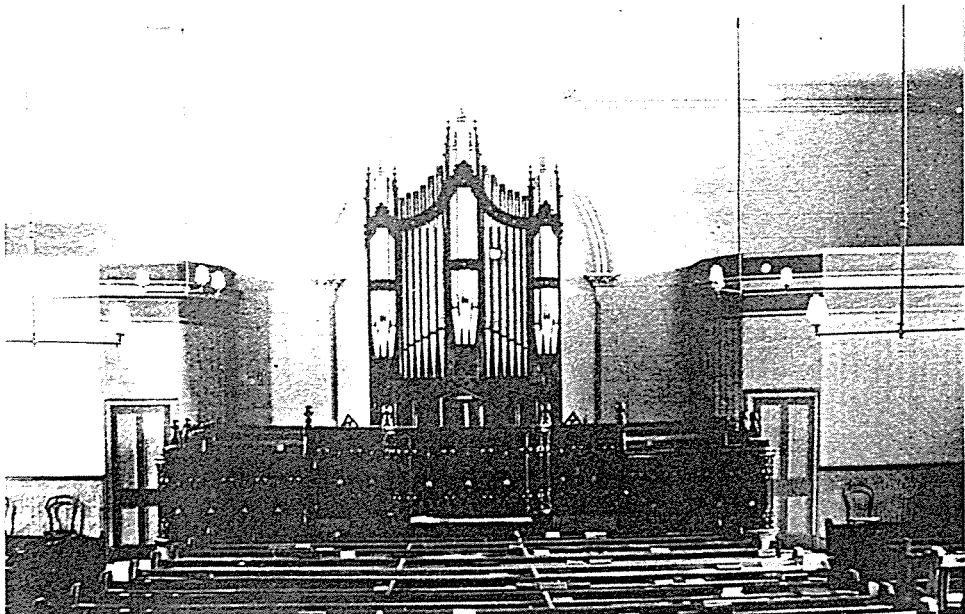
1907



SEMAPHORE BAPTIST CHURCH, SUNDAY, 7TH JULY 1907.

SEMAPHORE PH20

1907



SEMAPHORE PH19

n.d.

NAME: Masonic Buildings

ADDRESS: 64A-68 Semaphore Road, Semaphore



CONSTRUCTION DATE: 1911

ARCHITECT:

BUILDER:

PRESENT OWNER: Ground Floor
shops owned by J. Bald, H. Dedear,
G. Proctor and C. Scott.
Hall owned by Masonic Lodge.

FIRST OWNER: Masonic Lodge

PRESENT USE/OCCUPIER: Shops and
Lodge

FIRST USE/OCCUPIER: Shops and Lodge

BUILDING MATERIALS: Rendered masonry **TITLE LISTINGS:** CT 4305/893

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building forms a significant part of the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. This building should be retained and conserved. All original elements should be retained. Original shop fronts should be reinstated when practicable.

BUILDING HISTORY AND ANALYSIS:

The Semaphore Branch of the Masonic Lodge was formed in 1884 and this building was opened in 1911. The Semaphore Lewis Lodge (also Masonic) was formed in 1913. This building contains a Masonic Hall over four ground level shops which flank an impressive central entrance with the typically masonic Egyptian columns. A segmental arch in the verandah indicates the entrance to the hall upstairs and building behind. The verandah is a simple fasciaed form supported by square cast iron columns, and either end of the longitudinal roof gable behind the parapet is disguised with pediments of distinctive Edwardian baroque detailing. The shop fronts retain their original form except for No. 64 which had been filled in with timber boarding.

SOURCES:

Brian Samuels, Semaphore Chronology.

NAME: Furniture Market
(former Wondergraph Picture Palace)

ADDRESS: 65-57 Semaphore Road, Semaphore



CONSTRUCTION DATE: 1920

ARCHITECT:

BUILDER:

PRESENT OWNER: G. & D. Hoff

FIRST OWNER: Wondergraph

PRESENT USE/OCCUPIER: Secondhand
Furniture Market

FIRST USE/OCCUPIER: Picture Theatre

BUILDING MATERIALS: Brick with
rendered facade

TITLE LISTINGS: CT 1769/93

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building contributes to the Semaphore Road Commercial Precinct. Recommendation for this Precinct should be referred to earlier in this report. Retention of the scale and form and original detail of this building should be encouraged and any redevelopment to the small shops at 67 and 67A should be two storeyed.

BUILDING HISTORY AND ANALYSIS:

The first Wondergraph Theatre was an Open Air Cineman on the Esplanade between the Customs Boarding Station and the Evancourt Private Hotel (which was known at the time as the Wondergraph Residential Cafe - see Semaphore PH91). The venture was begun by Messrs. Jacobs, Warnes and Martin prior to World War I. This theatre, the Wondergraph Picture Palace opened in 1920. It was converted to the Odeon Star in 1952 and some upgrading of the interior occurred at that time. However it closed in 1976 as did many of Adelaide's suburban theatres.

SOURCES:

J. Maitland Thompson, in First Hundred Years of Semaphore, p.25.
Brian Samuels, Semaphore Chronology.

NAME: Shops (Captain Jagoe's Cottage) **ADDRESS:** 69-69A Semaphore Road, Semaphore



CONSTRUCTION DATE: 1880s

ARCHITECT:

BUILDER:

PRESENT OWNER: J. & B. Swinstead

FIRST OWNER: George Freer (No. 69)

PRESENT USE/OCCUPIER: Shops

FIRST USE/OCCUPIER: Butchers Shop and other

BUILDING MATERIALS: Brick and stone
with timber and corrugated iron verandah

TITLE LISTINGS: CT 4314/951

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building is part of the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. It is recommended that this building be retained and restored. It should be repainted in an appropriate colour scheme and when possible original shop front configuration should be reinstated.

BUILDING HISTORY AND ANALYSIS:

This is a pair of two-storeyed stone shops with residences above and access to the residences is gained through a central door rather than through the shops. The verandah has been renewed recently and the shop fronts updated in around 1920. No. 69 was occupied by George Freer, a butcher, in the 1890s and has remained as a butchers shop or meat store until recently. The building has been inappropriately named Captain Jagoe's Cottage.

NAME: Shops**ADDRESS:** 71-73 Semaphore Road, Semapl**CONSTRUCTION DATE:** c.1880**ARCHITECT:****BUILDER:****PRESENT OWNER:** Mrs. Basilia Francos**FIRST OWNER:****PRESENT USE/OCCUPIER:** Shops**FIRST USE/OCCUPIER:** Shops and Residence**BUILDING MATERIALS:** Rendered brick
with timber verandah**TITLE LISTINGS:** CT 3293/73**SIGNIFICANCE:** State**HERITAGE LISTINGS:** Nil**CONSERVATION RECOMMENDATIONS:**

These shops are an essential item within the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. These shops are also recommended for assessment for possible addition to the State Heritage Register. It is recommended that they are conserved and restored according to on site evidence. The original verandah configuration as evident in Jagoe Street should be reinstated. The building should be repainted in an appropriate colour scheme. Early painted signs in the parapet should be recorded and shop fronts reinstated. Parapet finia should be re-made and all intrusive elements such as the airconditioning in the Jagoe Street wall removed. A full internal analysis should be undertaken.

BUILDING HISTORY AND ANALYSIS:

This set of shops and residences is one of the least altered in Semaphore Road. It is constructed on Allotments 4 and 5 Section 114 of Semaphore and by 1899 there were 3 brick shops, 2 of which had three rooms and basement and the other 6 rooms and basement. In 1899-1900 the tenants of the buildings were William Berry, a grocer; Mrs. L. Whittenbury, a fruiterer; and Lloyd, Brook & Catt, drapers. Mr. R. Lloyd was a member of the Port Adelaide Institute in 1902 and was described in Meleng as "a mem of the well known firm of Drapers Lloyd Brooke & Catt of Port Adelaide and Semaphore

SOURCES:

Semaphore Rate Assessment Books.

Directories.

F.E. Meleng, Fifty Years of the Port Adelaide Institute, 1902.

NAME: Acworth Antiques

ADDRESS: 75-77 Semaphore Road, Semaphore



CONSTRUCTION DATE: c.1885

ARCHITECT:

BUILDER:

PRESENT OWNER: Kathleen and
Alan Acworth

FIRST OWNER:

PRESENT USE/OCCUPIER: Antique Shop

FIRST USE/OCCUPIER: Shop

BUILDING MATERIALS: Rendered
masonry with timber verandah,
corrugated iron roof

TITLE LISTINGS: CT 4284/551

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building forms part of the Semaphore Road Commercial Precinct. Recommendation for this Precinct should be referred to earlier in this report. This building is well maintained and has been repainted in an appropriate colour scheme particularly the verandah and parapet.

BUILDING HISTORY AND ANALYSIS:

This shop was previously Woodroffes Emporium from about 1918 to 1987 and was converted to an antique shop after that. The windows and shop fronts of this building were replaced in c.1953 with well detailed, well designed curved glass shop front windows which are particularly notable even though they are not in period with the rest of the building structure. The shop is significant as it represents a continuously used commercial property on Semaphore Road retaining evidence of various periods of development in Semaphore.

NAME: Residences

ADDRESS: 81, 83, 85, 87, 89 Semaphore Road,
Semaphore



CONSTRUCTION DATE: Late 1870s early 1880s

ARCHITECT:

BUILDER:

PRESENT OWNER: Housing Trust
of S.A.

FIRST OWNER: Various

PRESENT USE/OCCUPIER: Residences

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Stone with
rendered masonry trim, originally
corrugated iron roofs

TITLE LISTINGS: Various

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

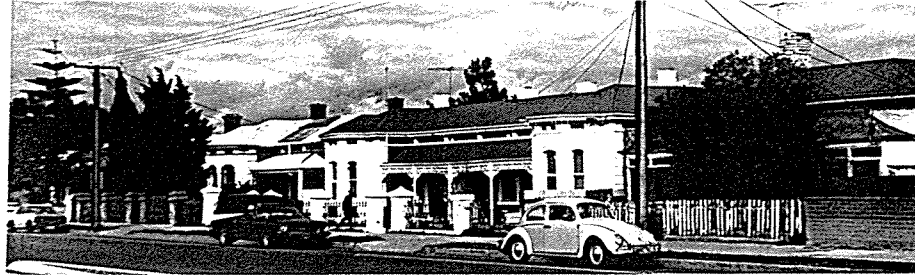
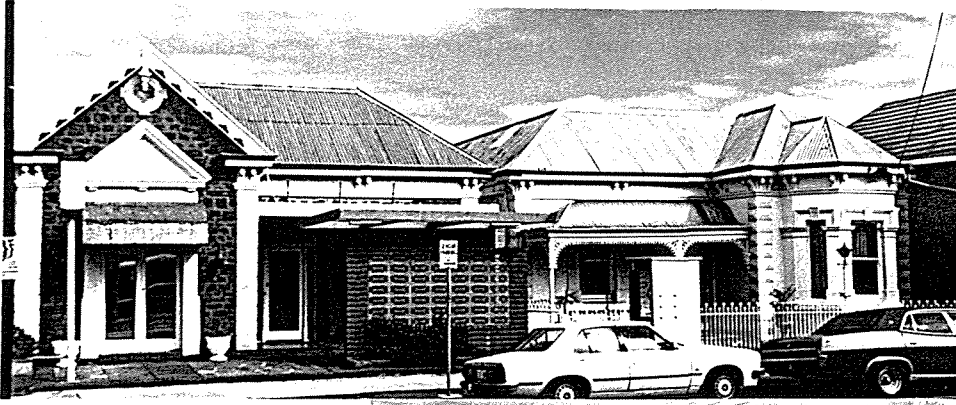
These houses form an important grouping within the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. A maintenance and restoration programme should be established to enhance the heritage character of this group. All original elements should be retained including the iron and masonry fences and a re-roofing should be done in appropriate corrugated iron.

BUILDING HISTORY AND ANALYSIS:

Although not individually significant these houses form an important group of residences along Semaphore Road dating from the period when ease of access to Port Adelaide and the city was gained through the opening of the railway from Port Adelaide in 1878.

NAME: Residences

ADDRESS: 82, 84, 92, 94, 96, 98, 100, 102
Semaphore Road, Semaphore



CONSTRUCTION DATE: 1870s to 1890s

ARCHITECT:

BUILDER:

PRESENT OWNER: Various

FIRST OWNER: Various

PRESENT USE/OCCUPIER: Some
commercial and residential use

FIRST USE/OCCUPIER: Residences

BUILDING MATERIALS: Stone with
rendered masonry trim, corrugated
iron roof

TITLE LISTINGS: Various

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

These houses form an important grouping within the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. A maintenance and restoration programme should be established to enhance the heritage character of this group. All original elements should be retained.

BUILDING HISTORY AND ANALYSIS:

Although not individually significant these houses form an important group of residences along Semaphore Road dating from the period when ease of access to Port Adelaide and the city was gained through the opening of the railway from Port Adelaide in 1878.

NAME: Shops

ADDRESS: 115-119 Semaphore Road, Semaphore



CONSTRUCTION DATE: Late 1870s

ARCHITECT:

BUILDER:

PRESENT OWNER: Various

FIRST OWNER: Various

PRESENT USE/OCCUPIER: Shops

FIRST USE/OCCUPIER: Shops and Residences

BUILDING MATERIALS: Stone with
brick quoining

TITLE LISTINGS: CT 4119/32

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

These buildings fall within the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. These buildings should be conserved and restored. The verandahs and shop fronts should be reinstated as Semaphore PH12 and re-detailed with appropriate colours and signage.

BUILDING HISTORY AND ANALYSIS:

This group of shops served the eastern end of Semaphore Road and in 1886 William Hastie's shop, bakehouse and stable (now 119 - Mod Dog) was the only shop in this part of Semaphore Road (Section 111). In 1892 Edward Oldfield leased William Hastie's Bakehouse and in 1896 David Bower purchased the property from Hastie. The building at No. 11 Semaphore Road was reputed to be the first school in Semaphore. The first mention of a schoolroom in the Assessment Books was in 1889 when on Allotment 30 William Millard kept a 6-room stone house and schoolroom. There was no mention of the schoolroom in the 1888 Assessment however. In 1892 Henry Bonner was the owner of the schoolroom on Allotment 30 and this persisted until 1896. An older photograph taken in about 1885 (Semaphore PH12) indicated the appearance of these shops prior to the removal of verandahs. This occurred in 1969 and the shop fronts were modernised. All efforts should be made to reinstate these verandahs.

SOURCES:

Semaphore Rate Assessment Books.

Brian Samuels.

Portonian, Vol. 2, No. 4, December 1974.

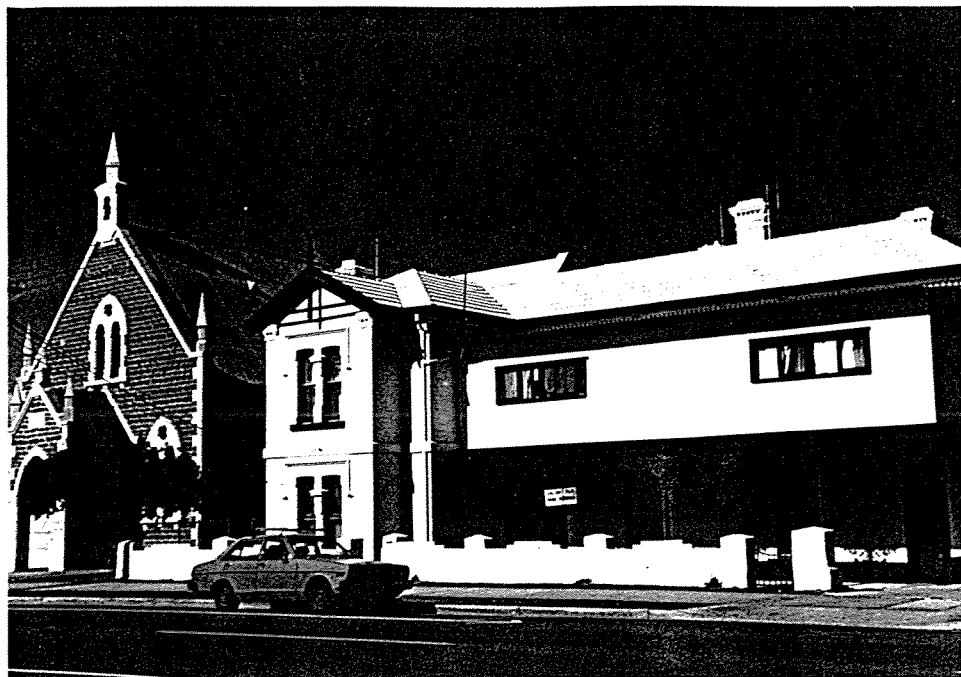


SEMAPHORE PH12

1885

NAME: Residence

ADDRESS: 144 Semaphore Road, Semaphore



CONSTRUCTION DATE: c.1880

ARCHITECT:

BUILDER:

PRESENT OWNER: M. Dionysopoulos

FIRST OWNER: Robert H. Alan (1884)

PRESENT USE/OCCUPIER: Flats

FIRST USE/OCCUPIER: Residence

BUILDING MATERIALS: Stone and
rendered masonry

TITLE LISTINGS: CT 4278/380

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This building forms part of the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. This imposing residence should be retained and conserved. Verandah should be reinstated when possible and appropriate corrugated iron roofing re-used. Paint should be cleaned from stone work.

BUILDING HISTORY AND ANALYSIS:

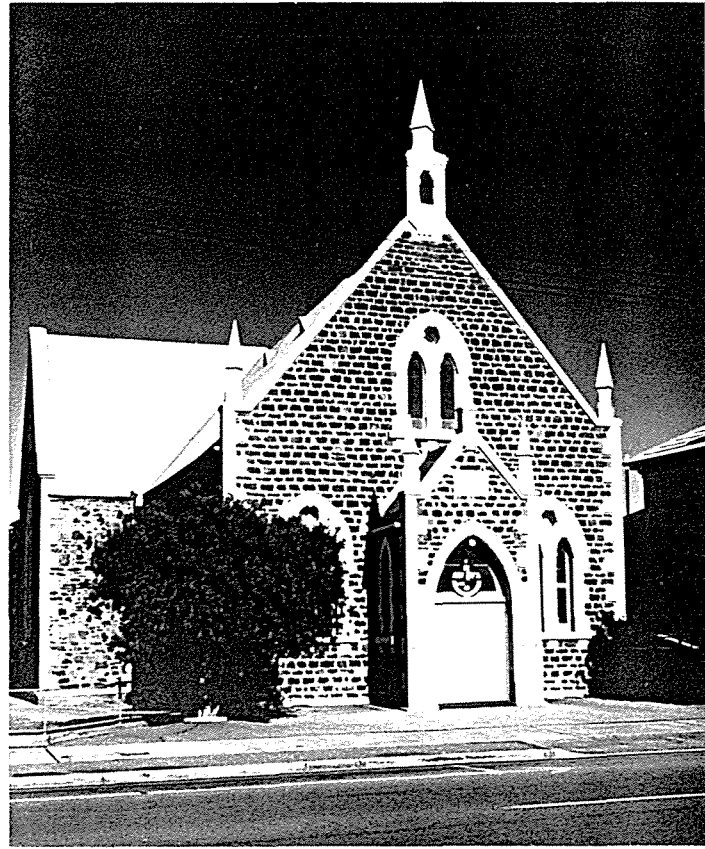
This residence was built as two separate houses, one of 7 or 8 rooms, the other of 8 rooms plus a coach house and possibly a timber 3-roomed extension. Robert H. Alan owned the property from 1884 to 1890. In 1891 it was purchased by Dr. Robert K. Archer (M.R.C.S., Eng.) and described as a 12-roomed stone house. Consequently it would appear that the house was converted from two residences to one around about 1890. A subsequent owner of the house was Dr. Benham who owned the first motor car in Semaphore.

SOURCES:

Semaphore Rate Assessment Books.
First Hundred Years of Semaphore 1883-1983.

NAME: Uniting Church

ADDRESS: 148 Semaphore Road



6628-11889

CONSTRUCTION DATE: 1867

ARCHITECT: W. Deverall

BUILDER:

PRESENT OWNER: Uniting Church

FIRST OWNER: Wesleyan Methodist Church

PRESENT USE/OCCUPIER: Church

FIRST USE/OCCUPIER: Church

BUILDING MATERIALS: Victorian basalt
with rendered masonry trim

TITLE LISTINGS: CT 4278/381

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

This Church falls within the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. The Church building should be conserved and maintained.

BUILDING HISTORY AND ANALYSIS:

A note in the *Advertiser* of the 16th March 1867 stated that "the Reverend M. Newman District Pastor at Port Adelaide has procured an allotment on which to erect a Gothic chapel and vestry of Melbourne bluestone. As soon as sufficient ballast from wheat ship is collected work will begin."

The Church was opened for public worship as a Wesleyan Methodist Church in 1867 and was at that time the only substantial church on the Le Fevre Peninsula. In 1877 when more accommodation was required for an increasing population the present transept was built and a stone schoolroom added at the back of the church. The church contains a significant organ which was installed in 1903. The organ was purchased by the Semaphore Methodist Church from the estate of Sir Frederick Sargood who built Ripponlea mansion in Elsternwick in Melbourne. The organ which Sargood had installed in the ball room of Ripponlea during the 1870s was built by P.C. Conacher & Co. of Huddersfield, England. The organ was refurbished in 1982.

SOURCES:

J.E. Trotman, Back to Semaphore, 1930, p.45.

Mudflats to Metropolis, p.44.

Semaphore Uniting Church, Notes on History of Organ, 1986 (R. John Hunter).
Centenary Leaflet of Church.

NAME: Exeter Hotel

ADDRESS: 152 Semaphore Road, Semaphore



CONSTRUCTION DATE: c.1879 with later verandah

ARCHITECT:

BUILDER:

PRESENT OWNER: Gulf Trading

FIRST OWNER: J. Griffith, first licensee,

PRESENT USE/OCCUPIER: Hotel

FIRST USE/OCCUPIER: Hotel

BUILDING MATERIALS: Stone with rendered masonry trim, timber and cast iron verandah

TITLE LISTINGS: CT 4278/386

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

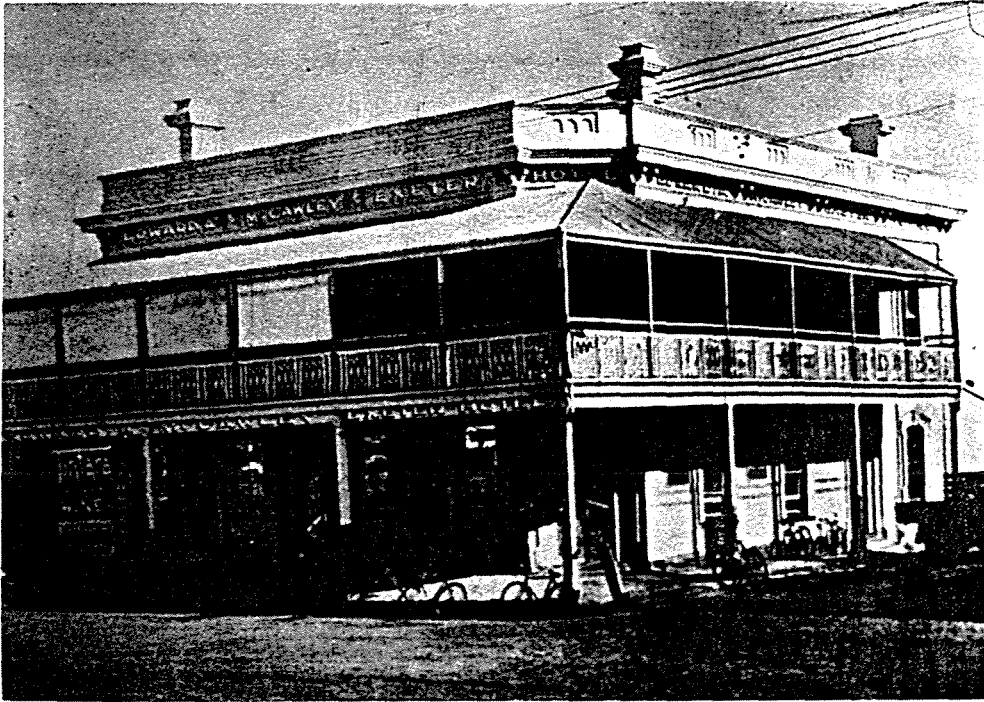
CONSERVATION RECOMMENDATIONS:

This hotel falls within the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. This building should be conserved and restored. It should be repainted in colours appropriate for its construction period, and verandah maintained.

BUILDING HISTORY AND ANALYSIS:

The hotel was originally known as Le Fevre's Hotel from 1854 to 1879. From 1879 it was known as the Exeter Hotel and it is believed that this building dates from that change of title. It is a substantially intact typical two-storeyed corner stone hotel with splayed corner entrance.

PH9 indicates the condition of the hotel in 1950.



PH19

Exeter Hotel, Semaphore Road

c.1950

NAME: Shop and Residence

ADDRESS: 160 Semaphore Road, Semaphore



CONSTRUCTION DATE: 1870s

ARCHITECT:

BUILDER:

PRESENT OWNER: R. John Hunter

FIRST OWNER:

PRESENT USE/OCCUPIER: Residence

FIRST USE/OCCUPIER: Shop and Residence

BUILDING MATERIALS: Weatherboard
front, corrugated iron side walls,
timber lined verandah

TITLE LISTINGS:

SIGNIFICANCE: Local

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

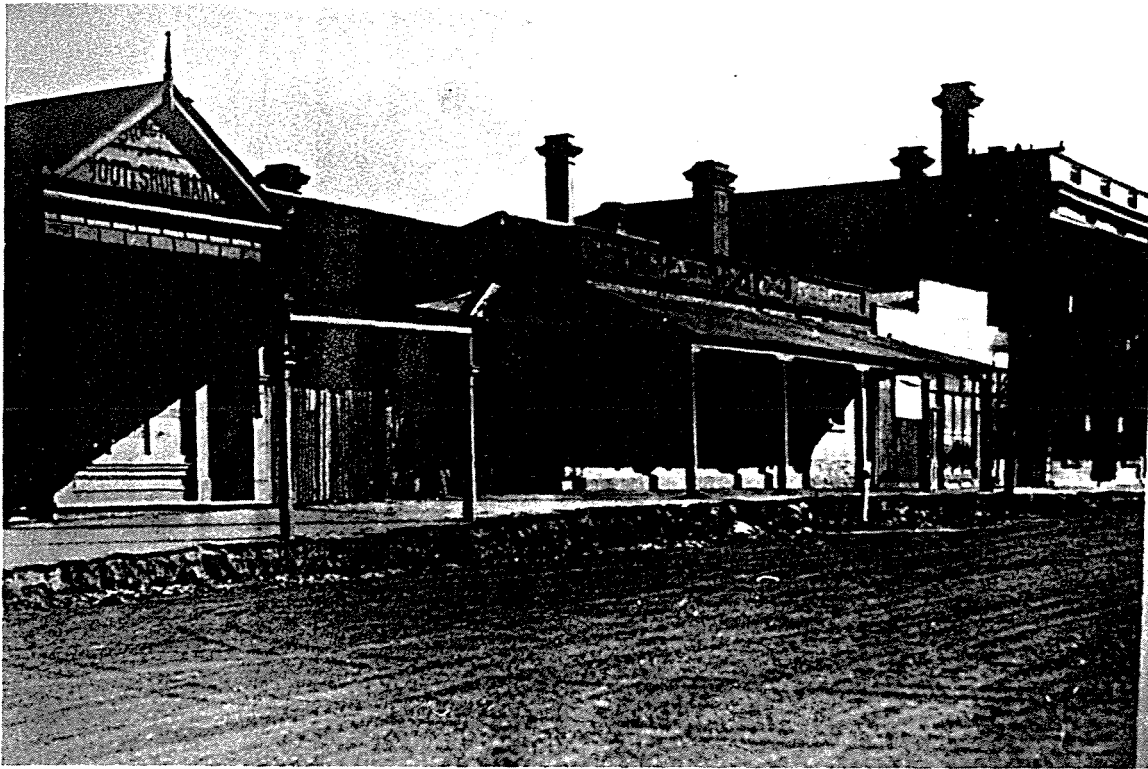
This building falls within the Semaphore Road Commercial Precinct. Recommendations for this Precinct should be referred to earlier in this report. This building should be conserved and restored. It should be retained in original condition particularly the verandah and an internal survey should be undertaken to determine the condition. This building is at risk from development pressures.

BUILDING HISTORY AND ANALYSIS:

This one remaining shop was part of a grouping of small shops during the 1880s original stretching from the extension of Semaphore Road, now known as Victoria Road, and abutting the Exeter Hotel. It was a cluster of local service shops such as bootmakers, carpenters, bakers, and the like. PH74 dated 1929 indicates the condition of some of these small buildings. This one remaining shop and residence is an excellent example of the once common building type and still retains all of its decorative elements.

SOURCES:

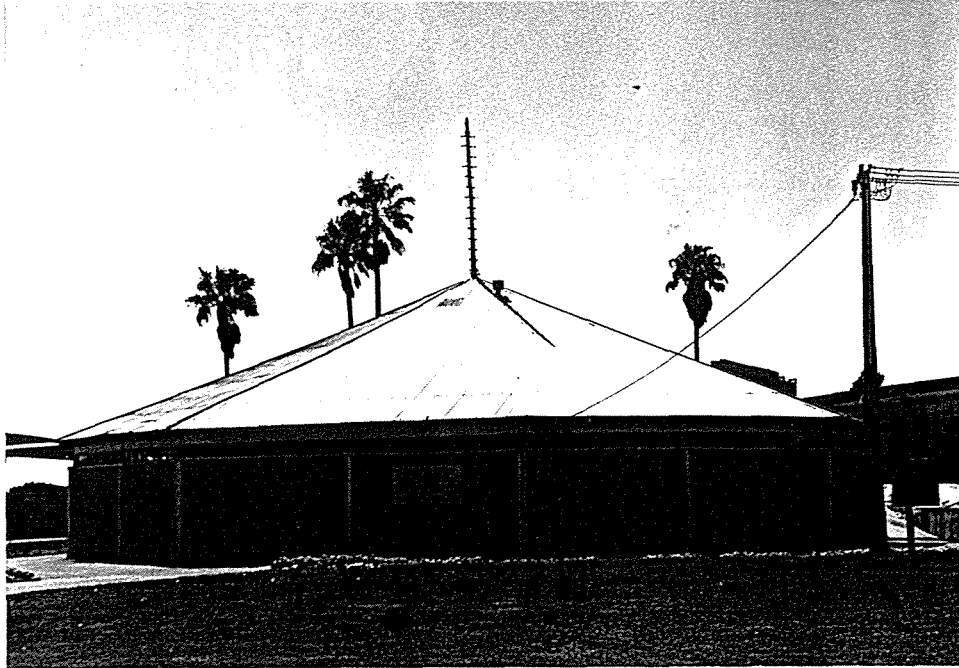
Semaphore Rate Assessment Books.
Brian Samuels.



PH74 Semaphore Road around Exeter
Hotel including 160 Semaphore Rd 1929

NAME: Carousel Rotunda

ADDRESS: Todd Reserve, The Esplanade,
Semaphore



CONSTRUCTION DATE: c.1928

ARCHITECT:

BUILDER: Len Northey

PRESENT OWNER: Brent Leighton

FIRST OWNER: Len Northey

PRESENT USE/OCCUPIER: Merry-go-Round **FIRST USE/OCCUPIER:** Merry-go-Round

BUILDING MATERIALS: Timber and iron **TITLE LISTINGS:**

SIGNIFICANCE: State

HERITAGE LISTINGS: Nil

CONSERVATION RECOMMENDATIONS:

The Merry-go-Round Rotunda lies within the Semaphore Pier Historic Precinct more particularly within the recreational area of that Precinct. Recommendations for this area should be referred to earlier in this report.

BUILDING HISTORY AND ANALYSIS:

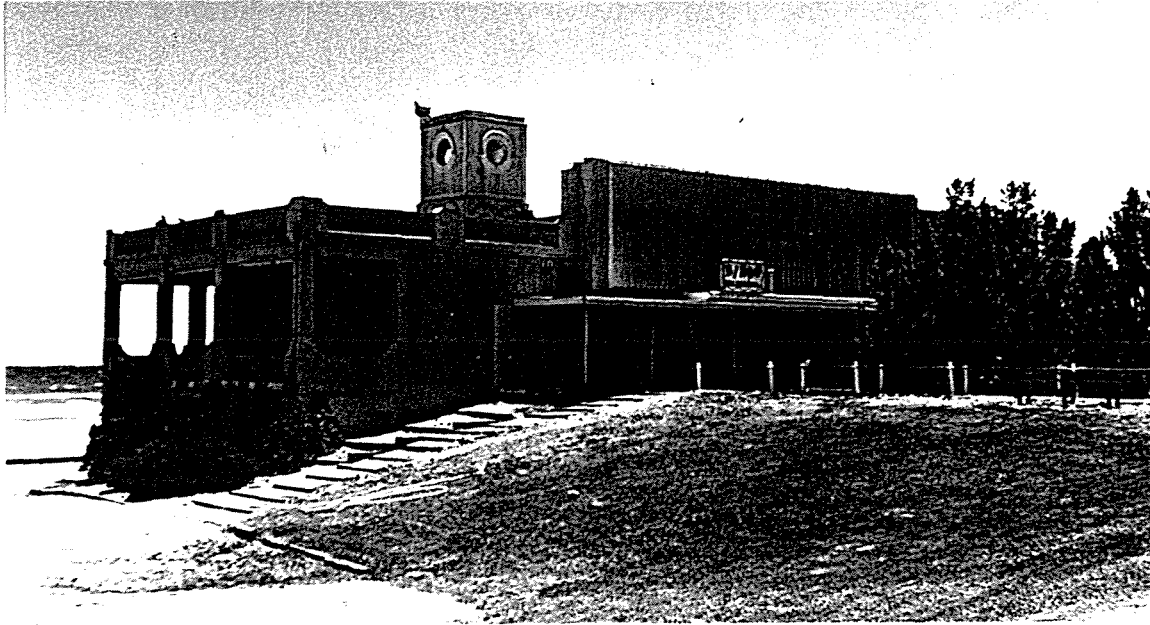
The first carousel or Merry-go-Round operated on the Semaphore foreshore from the early years of this century. It had been made in the United States (by the Armitage Herschell Company) and was brought to Adelaide from Sydney by Mr. Jimmy Barr, an Adelaide carnival operator. This steam driven carousel was sold in 1933 and it was replaced by a Merry-go-Round which was moved from Henley Beach to Semaphore by Mr. Len Northey. The carousels were an important part of the extremely popular Semaphore beach carnival during the summer months.

SOURCES:

Information from owners.

NAME: Former Palais (Semaphore Surf Life Saving Club)

ADDRESS: Todd Reserve, Semaphore



CONSTRUCTION DATE: 1922

ARCHITECT: Port Adelaide Council designers

BUILDER: W.A.S. Dunn

PRESENT OWNER: Port Adelaide Council **FIRST OWNER:** On lease, Fricker Brothers

PRESENT USE/OCCUPIER: Surf Life Saving Club Rooms and Bingo Parlour **FIRST USE/OCCUPIER:** Beach Pavilion and Dance Hall

BUILDING MATERIALS: Reinforced concrete and steel frame originally with brick trim

TITLE LISTINGS:

SIGNIFICANCE: State

HERITAGE LISTINGS: State Heritage Register

CONSERVATION RECOMMENDATIONS:

This building has been included on the Register of State Heritage items and is covered by the requirements of the State Heritage Act. Careful analysis should be undertaken to establish restoration potential prior to any decision being made on the building's future.

BUILDING HISTORY AND ANALYSIS:

The Semaphore Palais is the only relic of any size that remains of the recreational complex which developed along the Semaphore foreshore from the turn of the century until the 1950s. After the destruction of the baths in 1917 there was a need for a large building to be the focus of the carnival crowds. It was considered changing rooms and a dance hall and cafe would serve the purpose. In May 1922 the Port Adelaide Council accepted the tender of Mr. W.A.S. Dunn for the construction of the building and a 21-year lease of the site. By 1940 the lessees were ten years in arrears with their rent and had not maintained the building so the Council decided to cancel the lease and re-negotiate for the lease of the bathing pavilion to Mr. L.R. Northey for 10 years and the top part of the building to Mr. J. Morris for its conversion into a "Modern Palais". It was estimated that the lessees would conjointly spend over £1500 in repairs and renovations and it was noted in the Lord Mayor's Report of 1940-41 that the building would continue to be an asset to the beach without any liability to the Corporation.

The Palais is an isolated and prominent building today but in its original form was linked with other significant buildings on the foreshore to create a recreational complex. These other buildings included a large Band Rotunda to the south of the Palais and a substantial seawall with steps. The building is currently under review for restoration and re-use. The original appearance of the building can be seen in Semaphore photographs PH81-91, in particular PH85 shows the relationship of the Palais and the Rotunda and the landscape and garden arrangements of the foreshore.

SOURCES:

Port Adelaide Lord Mayor's Report, 1940-41.

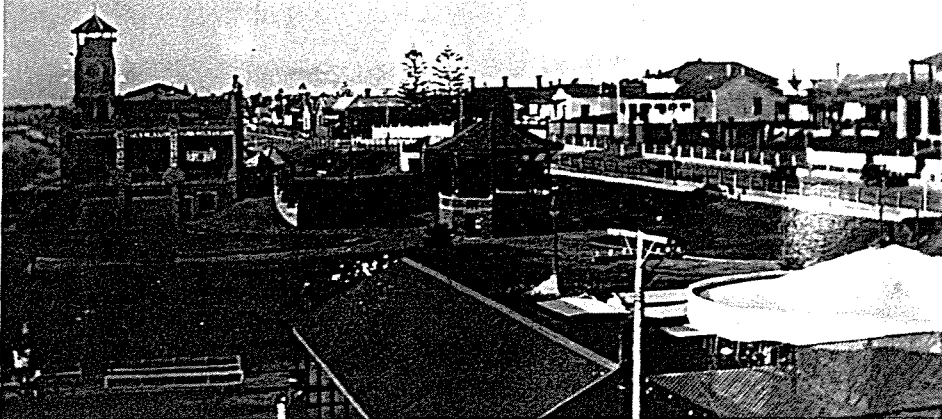
Back to Semaphore, 1930.

State Heritage Branch Register Nomination Report, March 1988.

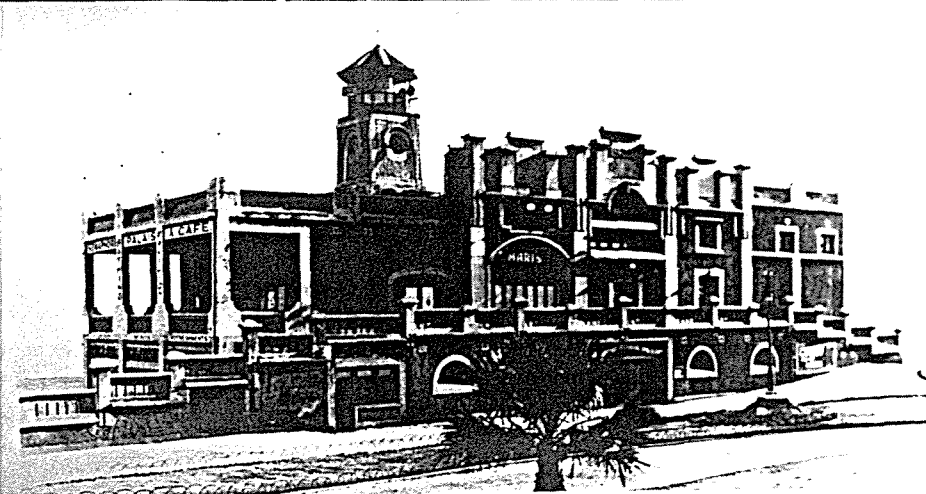
Maris Palais Development Brief, January 1988, Port Adelaide Council



Semaphore PH81
1923



Semaphore PH89
1937



Semaphore PH90
1937

NAME: St. Margaret's Hospital

ADDRESS: 65 Military Road, Semaphore South

**CONSTRUCTION DATE:** 1874 plus 1890 additions and later**ARCHITECT:** 1874: Thomas English**BUILDER:** C.L. Gardner**PRESENT OWNER:** St. Margaret's Hospital Inc.**FIRST OWNER:** St. Margaret's Hospital Trustees**PRESENT USE/OCCUPIER:** Hospital**FIRST USE/OCCUPIER:** Hospital and Convalescent Home**BUILDING MATERIALS:** Stone with rendered trim, new asbestos tiled roof**TITLE LISTINGS:** CT 247/162**SIGNIFICANCE:** State**HERITAGE LISTINGS:** State Heritage Register
National Trust Classified List
National Estate**CONSERVATION RECOMMENDATIONS:**

This building is listed on the Register of State Heritage Items and is protected by the conditions of the State Heritage Act. It is recommended that it is conserved and maintained with all original detailing retained.

BUILDING HISTORY AND ANALYSIS:

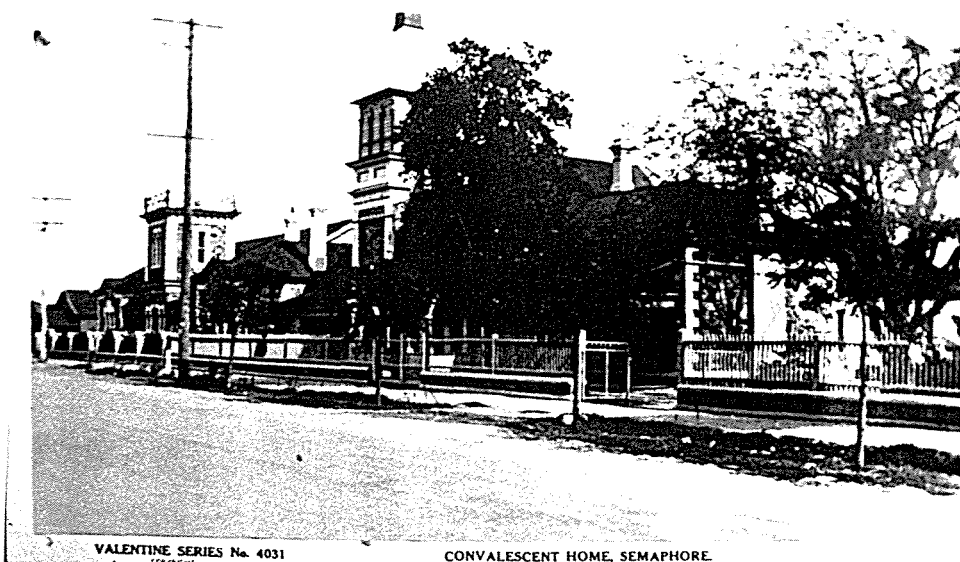
St. Margaret's Hospital was built as a memorial to John Hart of Glanville Hall on land donated by Sir Thomas Elder. It was first constructed in 1874 and an account of its opening ceremony was given in the Register of 15th September 1874. It was instituted as a place for post-operative convalescence for patients from the Adelaide Hospital. It appeared to serve this purpose well and additions were made in 1879-80 and in 1890 John Howard Angas donated two more wards. A detailed assessment of this building has been carried out for registration - see State Heritage Branch Files No. 10652. Other sources include Cyclopaedia of South Australia, Vol. 2, p.72; South Australian Register, 15th September 1874, 22nd July 1875, 29th July 1875; National Trust files.



PH79

St. Margaret's Hospital

c.1910



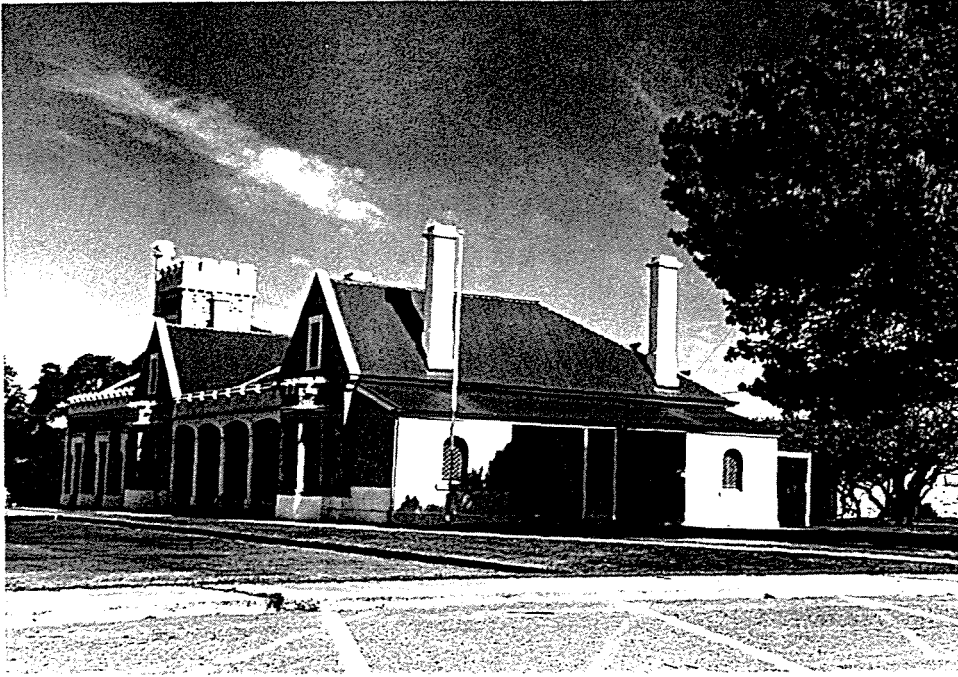
PH80

St. Margaret's Hospital

1937

NAME: Glanville Hall

ADDRESS: 8 Park Avenue, Semaphore South

**CONSTRUCTION DATE:** 1856 plus Tower 1865**ARCHITECT:** G.S. Kingston (?)**BUILDER:****PRESENT OWNER:** Port Adelaide Council**FIRST OWNER:** Captain John Hart**PRESENT USE/OCCUPIER:** Community facilities**FIRST USE/OCCUPIER:** Residence**BUILDING MATERIALS:** Sandstone and bluestone with corrugated iron roof**TITLE LISTINGS:** CT 2596/162**SIGNIFICANCE:** State**HERITAGE LISTINGS:** State Heritage Register
National Trust Classified List
National Estate**CONSERVATION RECOMMENDATIONS:**

As a registered State Heritage Item this building is covered by the requirements of the State Heritage Act. It is currently conserved and retained by the Port Adelaide Council.

BUILDING HISTORY AND ANALYSIS:

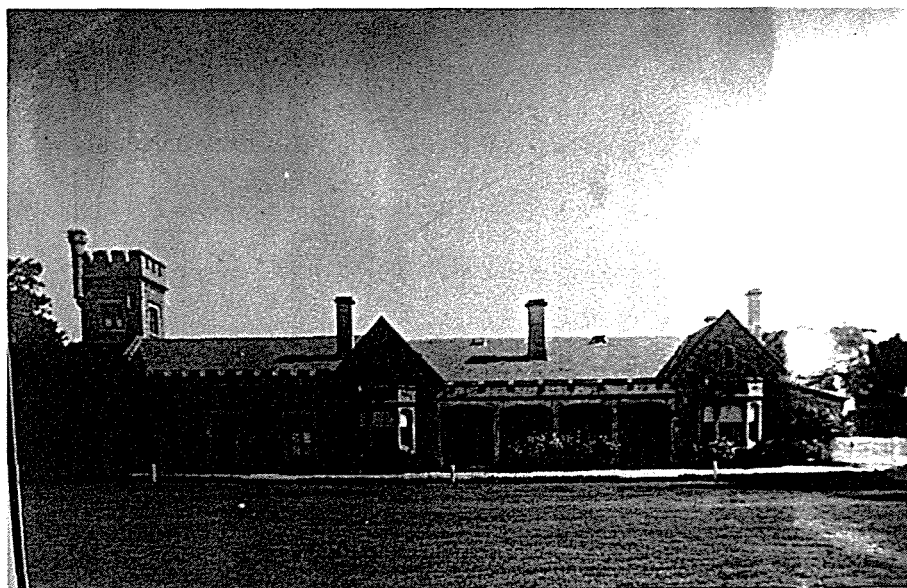
Glanville Hall was the residence of John Hart, originally a sea captain and member of the Legislative Council for Port Adelaide. In 1857 when the House of Assembly was created, Hart continued in Parliament as member for Port Adelaide with some interruptions until his death in 1873. John Hart bought the land for Glanville Hall in August 1855 and it would appear that the house was completed in January the following year. In 1865, the year that Hart first served as Premier, it attained its present form by the addition of the tower and billiard room. In an article in the Port Adelaide Historical Society's Journal, The Portonian, Brian Samuels states:

"Glanville Hall was a home where Governors were entertained, Hunt Clubs met, the business of Government debated, a large establishment of servants was kept up and a family of 7 children reared. It was and is unique in the Port district. No other Portonian before or since has attained the Premiership of the State and built such a gracious home on a large estate. Port Adelaide's other very successful businessmen generally chose to build their grand homes at Woodville or even further away."

Glanville Hall remained in the Hart family until 1912 when the property was sold and some of the estate subdivided. The Lodge House was sold separately from the main residence in 1926 and Glanville Home remained a private residence until 1946 when it was bought by the Church of England and used as a hostel for part Aboriginal boys being re-named St. Francis House. In 1958 after St. Francis House was closed, Port Adelaide Council acquired the property. Various community groups have used the facilities of the house and hall. The Senior Citizens Club was opened in 1968 and a par three golf course was established in the remainder of the grounds.

SOURCES:

Portonian, December 1988, Vol. 16, No. 4; September 1987, Vol. 15, No. 3.
State Heritage Register Files.
National Trust File.



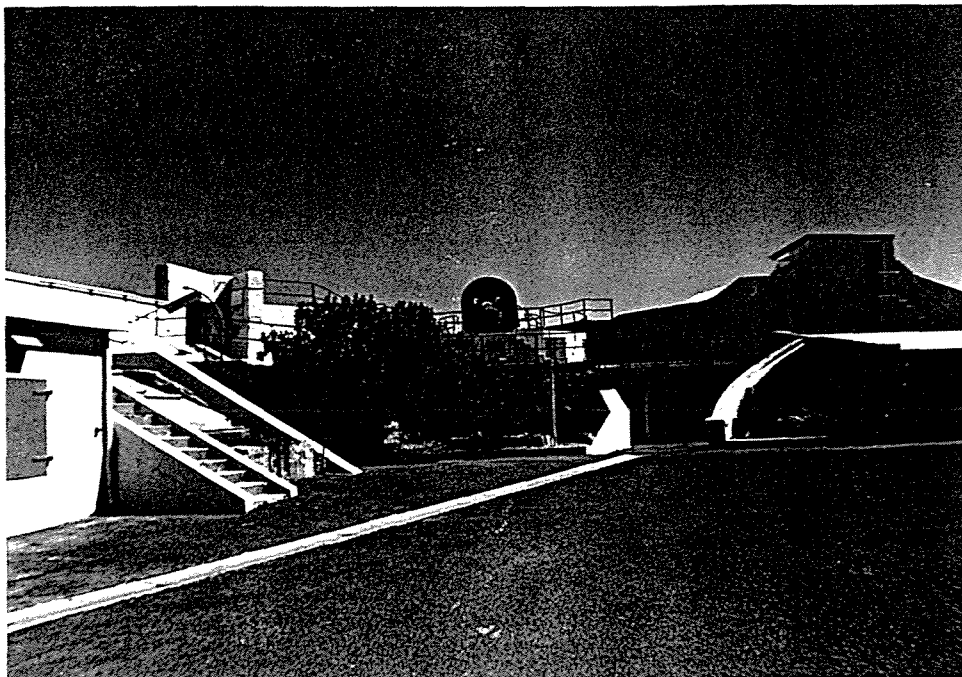
PH78

Glanville Hall

n.d.

NAME: Police Academy

ADDRESS: Strathfield Terrace, Taperoo



CONSTRUCTION DATE: 1882-1884

ARCHITECT: P.H. Scratchley (Colonel), and W.F.D. Jervois (Major General and Governor)

BUILDER: S.A. Permanent Military Force

PRESENT OWNER: Police Dept.

FIRST OWNER: S.A. Army

PRESENT USE/OCCUPIER: Police Academy

FIRST USE/OCCUPIER: Coastal Defence Fort

BUILDING MATERIALS: Earliest section, gun emplacements, earthworks and concrete

TITLE LISTINGS:

SIGNIFICANCE: State

HERITAGE LISTINGS: State Heritage Register
National Trust Classified List

CONSERVATION RECOMMENDATIONS:

The earliest parts of the Fort are being conserved and maintained in association with the conservation of Fort Glanville. As a State Heritage Register Item this early section of Fort Largs is protected by the requirements of the State Heritage Act.

BUILDING HISTORY AND ANALYSIS:

Fort Largs was the second of the three planned forts built along the foreshore and designed to defend the colony. The task of these forts was to protect Port Adelaide and the Semaphore acreage from possible threats by a foreign navy. Fort Glanville was designed by Colonel P.H. Scratchley and Major General Sir William Jervois (Governor) and was commenced in 1878. Fort Largs was built in the same pattern with lunette earthworks backed by concrete and a defensible barracks with loophole walls at the rear and stockades on its flanks.

Work presumably began in 1882 and completion of the major work was in 1884. The guns at Fort Largs were larger than those at Fort Glanville and could only be loaded in the open. Over time Fort Largs assumed greater importance than Fort Glanville with the improvement of the facilities at Port Adelaide and the building of the Outer Harbour.

During World War I Fort Largs functioned as an examination battery and a prisoner-of-war detention camp. In the Second World War it served as headquarters for a heavy battery of the Royal Australian Artillery. The Fort was camouflaged and used as a training post and utilised the old Semaphore water tower as a depression range finder and observation post. An anti-aircraft searchlight battery and anti-aircraft guns were also based at the Fort.

Up to 1961 the Fort was used as an Army base but in November of that year was handed over to the Police Department for use as a Police Academy.

The guns at Fort Glanville and Fort Largs were never fired in anger, yet they were practical working military establishments and remain to mark the beginning and end of the coastal artillery era.

SOURCES:

Port Adelaide 1836-1986.

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State Heritage Branch Files.



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APPENDIX 1

WORKING BRIEF AND BACKGROUND INFORMATION - SUPPLIED TO CONSUL

RE: PORT ADELAIDE HERITAGE STUDY

1. Objectives

- 1.1 To identify, record and assess buildings, other items, places and areas of social, economic, historic or architectural significance to the Heritage of Port Adelaide.
- 1.2 To provide a list of items of National, State and Local heritage significance which are to be listed in the Port Adelaide Section of the South Australian Development Plan.

2. Production

- 2.1 A report identifying and providing some historical background and assessment of significance, or what is of significance, with recommendations of further actions.
- 2.2 A summary list of items for inclusion in the Development Plan.

3. Area

The study will address the whole of the city of Port Adelaide, excluding the existing Port Adelaide Centre Zone Area. Particular consideration is to be given to the following areas:-

- . Semaphore Road between the coast and the Causeway Road.
- . Woolstores Area.
- . Gateway/Portland Area.
- . Inner/Older residential areas.

4. Staging and Funding

The study is to be in two stages as a result of funding arrangements.

Stage 1: is background investigations and the identification and initial recording of items, and production of the list for the development plan. Council funded (\$8,000).

Stage 2: detailed investigations, assessment and production of the report. National Estate Grant funded (\$8,000)

5. Background Information

- 5.1 Current National Estate, State Heritage Register and National Trust Lists.
- 5.2 Proposed Port Adelaide Centre list of buildings and places of historical significance.
- 5.3 Proposed Port Adelaide Centre - Supplementary Development Plan Principles.

- 5.4 Proposed Greater Port Adelaide - Supplementary Development Plan Principles and Proposals.
- 5.5 Department of Environment & Planning (Heritage Branch) Working Paper Heritage Conservation for Local Area.
- 5.6 Press Release.
- 5.7 Council Reports and Resolutions.
- 5.8 Letters to Community Organisations.
- 5.9 List of reference books.

6. Support Service

Council will provide the following support services.

- 6.1 Motor Vehicle and fuel within the City of Port Adelaide.
- 6.2 Colour film and developing.
- 6.3 Base data maps - 2 copies 1:10,000 and 2 copies 1:2,500.
- 6.4 Secretarial services for messages.
- 6.5 Typing services for lists and reports.
- 6.6 Work place at the Council Offices.
- 6.7 Report production and other photocopying.

7. Project Team

- 7.1 Consultants - Liz Vines and Kate McDougall
- 7.2 Secretarial - Tanya Hooper
- 7.3 Council Liaison - Michael O'Connell

8. Community & Council

- 8.1 Liaison with key community groups will be sought at appropriate times during the study. The Port Adelaide Historic Society in particular, will be involved due to their local knowledge, ongoing role and education role in the community.
- 8.2 There will not be a Council Committee. The consultants will liase with the Council through the City Planner.

M.B. O'CONNELL
CITY PLANNER

13th August, 1987

APPENDIX 2

BUILDINGS WITHIN STUDY AREA CURRENTLY ON THE S.A. HERITAGE REGISTRE

- Alberton : Alberton Railway Station
Station Place
- Largs Bay : Largs Pier Hotel
198 The Esplanade
- Rosewater : First Housing Trust Dwellings
35-37 McNicol Terrace
- Semaphore : Water Tower
40 Blackler Street
- Customs House (former)
The Esplanade
- Time Ball Tower
cnr. Semaphore Road/The Esplanade
- Cinema - former Institute
Semaphore Road
- Post Office
15 Semaphore Road
- Semaphore South : St. Margaret's Hospital
65 Military Road
- Glanville Hall
8 Park Avenue
- Taperoo : Fort Largs Police Academy
- Interim Listed**
- Port Adelaide : Port Dock Station
Goods Shed
St. Vincent Street
- Semaphore : Palais
Todd Reserve

APPENDIX 3

EXTRACT FROM SOUTH AUSTRALIAN STATE HISTORIC PRESERVATION PLAN - HISTORICAL GUIDELINES

Port Adelaide

1. Land and sea

- original environment; swamp (shown also by original street levels of old buildings); mangroves; river; dunes
- site of Port Misery
- Outer Harbour
- reclaimed lands; North Haven, site of South Australian Company Basin
- buildings and structures reflecting age of settlement, in Port Adelaide and in its suburbs, especially Birkenhead, Exeter, Semaphore, Alberton, Rosewater, Queenstown.

2. Transport and communications

- Port River, wharves, ships, hulks, slips
- Customs Houses, jetties, time ball tower, Outer Harbour
- bridges; Birkenhead Bridge, Australia's first bascule-type and one of only two opening bridges in S.A.
- railway line; Alberton Station; railway bridge; Semaphore line; Outer Harbour line
- post and telegraph offices
- stables, troughs, wood-blocks, relics of horse-trams, etc.

3. Work, industry, services

- industries, buildings associated with ships, e.g. sailmaking, bond stores, warehouses, Harbours Board and Dept. Marine and Harbour's facilities, cranes, silos, rails, woolstores, import agencies, chandlers, GM sheds
- flour mills, timber yards, sugar refinery, and other major long-lived industries
- Waterside Workers' Hall, sailors' homes, union halls, hotels
- shops, St. Vincent St., Semaphore Road, corner shops
- power stations, petrol storage tanks and facilities, water towers, electricity buildings
- munitions works

4. People, etc.

(see also list for region 2 as a whole)

- range of housing, from upper middle-class residences (e.g. at Semaphore and Largs) to iron shacks. Houses were small while the facilities were often large, reflecting the size of population and the aspirations of the community
- museums, Institute, etc.
- recreation; beach facilities at Semaphore and Largs; parks, e.g. at Queenstown, halls
- religion, education, missions
- individuals, e.g. John Hart (Glanville Hall) and Margaret Hart (St. Margaret's Hospital)

5. Government, etc.

- many of the old government buildings are of a size comparable with Adelaide's, of a similar age and sometimes better preserved
- Government offices Divett St., police station, Fort Largs, Town Hall, etc.

6. Events

- sites and relics of depressions (1890's, 1930's) e.g. old courthouse, individual houses
- sites and relics associated with Waterside Workers Strike (1928), e.g. W.W. Hall, hotels, site of old police barracks
- Semaphore beachfront: Carnivals and band concerts
- sites and relics of major fires e.g. CSR, "City of Singapore"
- War Memorials, other memorials, etc.

APPENDIX 4

LIST OF EARLY PHOTOGRAPHS OF PORT ADELAIDE

The early illustrations of the Port Adelaide area have been organised in three sections, two of which are listed here. The first section is the Early Illustrations of Port Adelaide listed by suburb. The second section is specifically for Semaphore including the Semaphore Pier Historic Precinct and the Semaphore Road Commercial Precinct.

Other early illustrations of Port Adelaide Centre have been organised in a similar manner and are held by the Port Adelaide Council as they do not fall within the study area of this report.

NOTE ON SOURCES:

The sources quoted for photographs listed are as follows:

Mortlock Library of South Australiana - Photos listed with a number prefixed with B, e.g. B31890

Curtis - F.S. Curtis, Adelaide Queen City of the South 1907.

Darian Smith - View of Adelaide from the Air, by Darian Smith (1932).

Crowe - F. Crowe, Largs Pier Hotel 1922

Hoff - Collection of early postcards of Semaphore held by Mr. Graham Hoff.

Other individuals within the Port Adelaide District hold personal collections of early photographs, including:

Port Adelaide historian Brian Samuels.

Miss Audrey Hutton (daughter of an early Semaphore photographer).

Other photographic collections can be viewed at the Maritime Museum and Port Adelaide Historical Society.

Various individual building owners and proprietors also hold early photographs of their own buildings.

EARLY ILLUSTRATIONS OF GREATER PORT ADELAIDE

PH NO.	LOCATION	DATE	SOURCE	FILM
ALBERTON				
PH1	Alberton Hotel and Shipwrights Arms	1889-1897	B31890	F/10
PH2	Alberton Baptist Church	1907	Curtis	F7/4
PH3	Alberton Railway Station	c.1895	B27315	F5/9
BIRKENHEAD				
PH4	Birkenhead side of Port River	1867-1874	B24988	F5/1
PH5	Cruickshanks Corner	n.d.	B29127	F4/8
PH6	Cruickshanks Corner	early 1930s	B29103	F5/1
PH7	Shell Fuel Storage Plant	1917-28	B41653	F5/1
PH8	Wallaroo Mt. Lyell Fertilisers	c.1920s	B36320	F4/1
PH9	Aerial view of B. Wharf area	1928	B27324	F5/1
PH10	Ampol Terminal - beginning of construction work	1948	B26670	F5/1
PH11	Birkenhead Methodist Church Opening	May 1926	B3419	F1/:
PH12	Fletchers Slip, Birkenhead	1870s	B3896	F1/:
PH13	"Lagina", Adelaide at Fletchers Slip	n.d.	B41772	F4/:
PH14	Steam Tug Co. Workshops and Ferry Steps	n.d.	B9116	F2/
PH15	Fletchers Slip	n.d.	B7663	F2/
PH16	Resurfacing Rann Street	c.1930	B28720	F5/
PH17	Aerial view of Fletchers Slip	1932	Darian Smith	F7/
PH18	Fletchers Slip and Adsteam Works	c.1960	Adsteam Records	F7/
EXETER				
PH19	Exeter Hotel, Semaphore Road	c.1950	Port of Adelaide	F7/

PH. NO.	LOCATION	DATE	SOURCE	FILM NO.
GILLMAN				
PH20	Wharf and Wool Stores	c.1885	B12240	F3/10
PH21	Elder Smith & Co. Woolstore	n.d.	B47657	F5/6
PH22	Elder Smith & Co. No. 1 Show Floor	n.d.	B74658	F5/7
PH23	Basin & Wool Stores	1890s	B11871	F3/9
PH24	Elder Smith & Co. Wool Store	June 1915	B22685	F3/17
PH25	Goldsbrough Mort Crozier Street	1950s(?)	B29131	F4/9
PH26	Wool Store interior	n.d.	B42759	F5/5
PH27	Elder Smith & Co. Wool Store	1907	Curtis	F7/8
PH28	Elder Smith & Co. Wool Store	1907	Curtis	F7/9
LARGS BAY				
PH31	Largs Bay College 138/139 The Esplanade	1907	Curtis	F7/6
PH32	Pier Hotel	1880s	B12544	F6/17
PH33	Pier Hotel	1884-86	B3722	F6/13
PH34	Pier Hotel	1903-07	B8807	F6/16
PH35	Pier Hotel	n.d.	B3090	F6/12
PH36	Largs Pier Hotel	1922-23	Crowe	F7/11
PH37	Largs Pier Hotel interior	1922-23	Crowe	F7/12
PH38	Largs Pier Hotel interior	1922-23	Crowe	F7/13
PH39	Largs Pier Hotel interior	1922-23	Crowe	F7/14
PH39a	Largs Pier Hotel interior	1922-23	Crowe	F7/15
PH40	Largs Jetty	c.1898	B5350	F6/15
PH41	Fishing from Largs Jetty	n.d.	B37401	F6/23
PH42	Rotunda and Bandstand at Largs	n.d.	B29107	F6/21
PH43	Aerial view of Largs Esplanade	n.d.	B26667	F6/20

PH NO.	LOCATION	DATE	SOURCE	FILM
PH44	Esplanade at Largs	1926	B29112	F6/2
PH45	Largs Foreshore looking north	c.1937	B23591	F6/1
PH46	Largs Public School	1924	B2029	F6/1
PH47	Largs Public School	1928	B4959	F6/1
PH48	Jetty Road Shops	(c.1882-3)	B26497	F6/1
OSBORNE				
PH49	Poole & Steel Shipbuilding Yard	1921	B48492	F5/2
PH50	Making Murray Bridge at Poole & Steel Yards	c.1924	B48350	F5/2
PH50a	Osborne Power Station	1927	B4574	F6/2
PH50b	Aerial view of Power Station	c.1965	B48549	F5/2
OUTER HARBOUR				
PH51	Construction of Outer Harbour	1907-12	B10964	F6/9
PH52	Outer Harbour Tourist Office	c.1918	B2102	F6/5
PH53	New Police Station at Outer Harbour	1925	B2925	F6/6
PH54	Tourist Bureau	1930s	B26208	F6/10
PH55	Aerial view of Outer Harbour	1928	B4610	F6/7
PH56	Seamens Mission	1928	B4834	F6/8
PORT ADELAIDE (see also Port Adelaide Centre Photos)				
PH57	Aerial view	1945	B23088	F3/21
PH58a	Robin & LeMessuriers Timber Mill	c.1885	B17416	F3/15
PH58	Commercial Road Railway Station	c.1916	B10224	F2/20
PH59	Commercial Road Railway Station	1919	B5520	F1/22
PH59a	S.A. Electric Light Co., Nile Street	1898-99	B12585	F3/11
PH60	Jervois Bridge	1879	B914	F2/15
PH61	Jervois Bridge	c.1916	B10223	F2/19
PH62	Jervois Bridge	1924-27	B4419	F1/15

PH NO.	LOCATION	DATE	SOURCE	FILM NO.
PH63	Port Adelaide Public School		B30835	F4/15
PH64	S.A. Brewing Bonded and Free Store, 306 St.Vincent Street	c.1895	B10053	F2/16
PH64a	G. Wood & Son Warehouse 308 St. Vincent Street	1907	Curtis	F7/10

Note: Further photos of Port Adelaide Wool Stores will be found under the Gillman section

QUEENSTOWN

PH65	Queenstown Church of Christ	1907	Curtis	F7/7
PH66	Prince of Wales Hotel, Port Road	1866-1882	B26818	F5/20
PH67	Prince of Wales Hotel, Port Road	1937	B7601	F5/19

ROSEWATER

PH68	First Housing Trust Houses, McNicol Terrace	1937	B10022	F7/10
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SEMAPHORE

Most Semaphore early illustrations are included in the Semaphore Road Study 1988, and a separate photo list follows. Those listed here are extra.

PH70	Exeter Railway Station, Semaphore Road		B28476	F6/4
PH71	Glanville Station	1905	B12621	F5/21
PH72	Bute Terrace, Military Road	c.1880	B17808	F3/14
PH73	Military Road with view to Port Adelaide, Bute Terrace in foreground	1907	B32031	F4/16
PH74	Semaphore Road around Exeter Hotel including 160 Semaphore Rd	1929	B24097	F3/23
PH74a	Semaphore Baptist Church	1907	Curtis	F7/5
PH75	St. Bede's Anglican Church	n.d.	B24324	F3/34
PH76	St. Bede's Anglican Church	n.d.	B24325	
PH77	Church of Christ, Semaphore	n.d.	B26514	F5/3

PH NO.	LOCATION	DATE	SOURCE	FIL
SEMAPHORE SOUTH				
PH78	Glanville Hall	n.d.	B17600	F4/
PH79	St. Margaret's Hospital	c.1910	Hoff	F1/
PH80	St. Margaret's Hospital	1937	B23631	F4/

EARLY ILLUSTRATIONS OF SEMAPHORE

SEMAPHORE ROAD, NORTH SIDE

PH1	B2376	1867	Jetty Hotel, later Federal Hotel
PH2	B8099	before 1878	hotels, no railway line
PH3	B9675	before 1878	hotels, no railway line
PH4	B28475	n.d.	Semaphore Station
PH5	Hoff	c.1905	Railway Station, hotels
PH6	Hoff	c.1905	Railway Station, hotels
PH7	B25991	c.1900	P.O. Hotels
PH8	Hoff	c.1915	same view as PH7, coloured
PH9	B23618	1937	Railway line, hotels, shops
PH10	B27882	1950	Railway line, hotels, shops
PH11	B27881	1950	Railway line and No. 43, Warinilla and shops
PH12	BS248	1885	115-119A Semaphore Road
PH13	Hoff	c.1950	133 Semaphore Road
PH14	Hoff	n.d.	Exeter Railway Station near 143 Semaphore Road

SEMAPHORE ROAD, SOUTH SIDE

PH15	Hoff	n.d.	Town Hall
PH16	Hoff	c.1915	Shops, Town Hall, Police Station, Time Ball Tower
PH17	B23623	1937	Soldiers Memorial Hall, Town Hall
PH18	B23620	1937	Town Hall, Soldiers Memorial Hall
PH19	Hoff	n.d.	Interior Baptist Church, 62 Semaphore Road
PH20	B296944	1907	Interior Baptist Church, 62 Semaphore Road

SEMAPHORE ROAD (NOT LOCATED)

PH21	B12543	1880	Semaphore Road (Sweet)
PH22	B27884	n.d.	large trees in street
PH23	B16770	n.d.	near Semaphore Station ?
PH24	Hoff	c.1910	Exeter Railway Station ?
PH25	B4289	1911-12	Exeter Railway Station ?

SEMAPHORE PIER

PH26	B10625	bw 1877-86	with luggage wagon
PH27	B10249	1887	includes a signal mast
PH28	B1739	1889	Customs and store shed on pier
PH29	B3112	1880s	with officials ?
PH30	B3109	1889	with south beach rotunda
PH31	B17600	1880s	with pair of rotundas
PH32	B11436	1890	gathering seaweed
PH33	B5343	1898	south beach rotunda and baths
PH34	Hoff	1915	seaside crowds on pier
PH35	B2438	1925	with holiday beach structures northern extension to pier removed (b.
PH36	Hoif	1930	swings and slides
PH37	B23616	1937	view to Esplanade
PH38	B23624	1937	with long shed

ESPLANADE AND BEACH, NORTH OF PIER

PH39	B11437	1890-1910	with large round tents
PH40	B27883	1909	(Hoff) includes rear view of houses between Semaphore Road and Dunn St
PH41	B4284	1915-22	with Ferris Wheel
PH42	B26519	n.d.	holiday crowds
PH43	B9261	c.1922	includes Palais
PH44	B26986(c)	1923	with sea wall
PH45	Hoff	c.1925	faint reproduction
PH46	B23632	c.1925	same view of PH46
PH47	B2437	1925	note unfinished state of monument
PH48	Hoff	1930	walking on pier
PH49	B5541	1930	with Evancourt Hotel
PH50	B5541	1930	Houses between Swan and Dunn Streets (demolished)

CENTRAL FORESHORE AREA

PH51	B2436	1925	
PH52	Hoff	c.1930	
PH53	Hoff	c.1930	
PH54	B5465	1930	<u>Advertiser</u> 30 Jan.
PH55	B23617	1937	
PH56	B23612	1937	
PH57	B23611	1937	
PH58	B23615	1937	

ESPLANADE AND BEACH, SOUTH OF PIER

PH59	B26518	n.d.	early 1900s
PH60	B26516	n.d.	with seaweed pools
PH61	B26517	n.d.	tents and shelters
PH62	Hoff	n.d.	note swimming baths at end of jetty
PH63	B29173	1926	note Norfolk Pines
PH64	Hoff	c.1930	three rotundas
PH65	B23619	1937	note planting

ROTUNDA ON FORESHORE (erected 1919, now demolished)

PH66	B29162	c.1920
PH67	B26520	n.d.
PH68	B29166	1924
PH69	B29167	1926

SOLDIERS MEMORIAL CLOCK ON FORESHORE - erected 1925

PH70	B2372	n.d.	opening ceremony - 1925 ?
PH71	B5541/4	1930	
PH72	B5541/5	1930	
PH73	B12716	c.1930	
PH74	B23614	1937	
PH75	B23613	1937	
PH76	B23610	1937	
PH77	B23626	1937	
PH78	B23620	1937	
PH79	B23629	1937	
PH80	B2789	n.d.	(Hoff : 1955)

PALAIS - erected 1922

PH81	B1183	1923	
PH82	B26986	1923	
PH83	B29164	1923-24	
PH84	B29165	1924	
PH85	B29168	1926	
PH86	B29172	1926	
PH87	B29169	1926	
PH88	B23627	1937	
PH89	B2360	1937	
PH90	B23628	1937	(Hoff)
PH91	Hoff	n.d.	c.1930 ?

ESPLANADE/SEMAPHORE ROAD CORNER - VIEWED FROM WEST

PH92	B2048	1877	Captain Sweet photograph
PH93	B21991	1885	Panorama
PH94	Hoff	c.1915	Marine Signalling Station
PH95	B9356	early 1920s	Marine Signalling Station
PH96	B16393	1904-1907	includes Newman Street
PH97	B24323	1907	note fence
PH98	B27880	c.1915	(Hoff)
PH99	Hoff	c.1910	South Esplanade from pier
PH100	Hoff	c.1910	coloured
PH101	B25241	c.1915	(Hoff)
PH102	B25240	c.1915	(Hoff)
PH103	Hoff	c.1915	coloured
PH104	B9322	c.1920	note tram
PH105	B3890	1926	carnival ?
PH106	B26515	n.d.	south beach view
PH107	B269866	1923	note sea wall
PH108	B5541/3/4	1930	Panorama
PH109	B23625	1937	
PH110	B23622	1937	
PH111	Hoff	c.1915	Nos. 15, 19, 21 Blackler Street and rear views of Newman Street buildings