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BEACHPORT HERITAGE SURVEY

FINAL REPORT

DECEMBER 2017



243 Pirie Street Adelaide
South Australia 5000

T +61 8 8232 3626
admin@ggand.com.au

ggand.com.au

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1. INTRODUCTION

The Beachport Heritage Survey was commissioned by the Wattle Range Council in 2016, to identify and recommend protection for Local Heritage Places and Historic Conservation Areas within the township of Beachport and surrounding area.

1.1. BACKGROUND

Since 1983, a programme of heritage surveys was enacted in South Australia, to identify and record places of heritage value. A regional survey of the South East region was undertaken in 1984. The Wattle Range Council engaged consultants to undertake a heritage survey of the township of Penola in 2007, informing a Heritage Development Plan Amendment, which was consolidated in 2009.

In 2016, the Wattle Range Council commissioned this survey for the township of Beachport. It is hoped that in future years, the remainder of the Council area will be the subject of a survey, to provide a comprehensive picture of heritage places and areas within the region.

1.2. OBJECTIVES

The primary objective of this survey is to provide an authoritative description and evaluation of the heritage places within the study area, to assist with future planning and conservation.

Specifically, the Beachport Heritage Survey is required to:

- a) Identify Local Heritage Places within Beachport, for inclusion in the Wattle Range Council Development Plan;
- b) Identify areas within the region which could be declared Historic Conservation Zones / Policy Areas, for inclusion in the Wattle Range Council Development Plan.

A further objective from the survey was identified early in the process, that if a place were identified as being of potential State significance, Council would be advised of the place.

In addition, the opportunity to educate and inform local residents about the process and desired outcomes was viewed as a worthwhile objective of the project.



Figure 1: Beachport Museum (former Wool and Grain Store), 5 Railway Terrace (Image: Peter Bell)

1.3. METHODOLOGY

The study area for the survey is indicated in Figure 1.

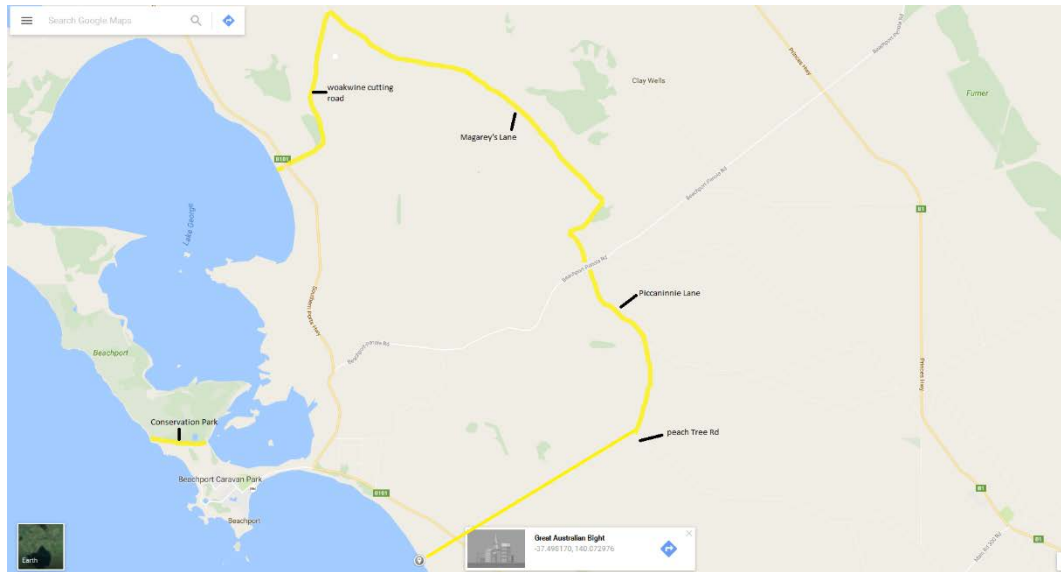


Figure 2: Extent of Study Area

The Survey has been undertaken in accordance with standard heritage practice, and to meet the structure set out in the project brief. It is comprised of the following components.

1.3.1. HISTORICAL RESEARCH

An overview history of the Beachport township and surrounding region was prepared, identifying principal events and themes that have shaped the development of the town.

Numerous sources have been used in the preparation of the overview history, including:

- South East Regional Heritage Survey, Danvers 1984;
- Local history collections – Millicent Local History Centre, Beachport National Trust Museum display and collection, Council records, local residents etc.
- Trove searches.

In addition to the overview history, a historical summary for each recommended Local Heritage Place has been prepared.

1.3.2. FIELDWORK

The fieldwork component of the project was based on two starting points; a desktop review of previous reports and written sources, and local knowledge. Through consultation with the local community, other places were identified for evaluation, as well as a review of places recorded in the 1984 survey.

A thorough 'on the ground' inspection was also undertaken of the town and surrounding district, to identify any other possible places for assessment.

1.3.3. RECOMMENDATIONS

The findings of the fieldwork, community consultation and historical research were compiled into a draft report for Council discussion and review. Recommendations were provided, and included:

Recommendations for Local Heritage Places

- A total of 19 places are recommended for inclusion in the Council Development Plan as Local Heritage Places. Refer to Section 3 of this report for a list of places assessed and recommended for local heritage listing.
- Local Heritage Places have been recommended on the grounds that they meet at least one of the following criteria, ie that the place:
 - *displays historical, economic or social themes that are of importance to the local area;*
 - *represents customs or ways of life that are characteristic of the local area;*
 - *has played an important part in the lives of local residents;*
 - *displays aesthetic merit, design characteristics or construction techniques of significance to the local area;*
 - *is associated with a notable local personality or event;*
 - *is a notable landmark in the area;*
 - *is a tree of special historical or social significance or importance within the local area.*

Recommendations for Historic (Conservation) Zones / Policy areas

- No recommendations are made for Historic Conservation Zones / Policy Areas. Whilst consideration was given to a possible zone for the main street of Beachport, the lack of places of contributory heritage value on the north east side of Railway Terrace determined that there was an insufficiently distinctive character to warrant a zone or policy area.

Review of existing State Heritage Places

- The three existing State Heritage Places within the study area are:
 - Former Beachport Customs House, Railway Terrace (Place ID 13723);
 - Beachport Museum (former Wool and Grain Store), 5 Railway Terrace (Place ID 10366);
 - Beachport Jetty, Rivoli Bay (Place ID 13724)

The consultant team recommend that these places remain on the State Heritage Register.

Recommendations for additional State Heritage Places

- No additional places are identified that warranted further investigation for consideration as a State Heritage Place.

1.4. COMMUNITY INVOLVEMENT

An important part of undertaking the Heritage Survey was engaging with and listening to the local community. As part of the Beachport Heritage Survey, the project team undertook the following tasks:

- A workshop / discussion session involving Council's Heritage Adviser and Heritage Advisory Committee, as part of the Advisory Committee's meeting in October 2016;
- Invitation to a public information and discussion session conducted in Beachport in March 2017, seeking information and suggestions about possible places of heritage value in the district;
- Attendance at the Heritage Advisory Committee Meeting in March 2017.

Local residents were also invited to provide any information to Council staff to pass on to the project team during the course of the project.

1.5. ACKNOWLEDGEMENTS

The consultant team would like to thank the following people for their assistance in the undertaking of the Beachport Heritage Survey:

Peter Whiting, Wattle Range Council

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Michael and Helen McCourt, Woakwine Station

Richard Woods, Habitable Places (Heritage Adviser)

Members of the Wattle Range Heritage Committee

Roger Andre

Gillian Strickland, Sher'ee Ellis, Hamish Angas and Amer Khan, State Heritage Unit

2. OVERVIEW HISTORY

The District

The Beachport district is in the Wattle Range Council area of the South-east region of South Australia, towards the southern end of the South Australian coast, and extending east to the Victorian border. The council area, amalgamated from the councils of Beachport, Millicent and Penola in 1997, has an area of about 4,000km² and a population of around 12,000. The subject of this survey, the town of Beachport, has a population of about 900. It is a historic coastal port in Rivoli Bay, sheltered by Cape Martin and Penguin Island, and still an important commercial fishing centre. The surrounding district is undulating and low-lying, its industry dominated by sheep grazing, with some cattle fattening, and forestry and winemaking in the hinterland. The other significant urban centres in the council area are Millicent and Penola, and smaller centres such as Rendelsham and Southend (formerly Grey Town) are rural localities with little urban infrastructure.

Previous Studies

The historical process of settlement in the Beachport area has already been studied by a number of writers. Heather Carthew's book *Rivoli Bay* (1974) and John Berger's *Beachport* (1978) describe the history of early settlement and development in and around Beachport. In the surrounding region, Kathleen Bermingham's history of Robe, *Gateway to the South East* (1961) Alan Jones' history of the Bordertown district, *Tatiara: the First 140 Years* (1985), Judy Murdoch's history of Naracoorte (1974), and Leith MacGillivray's thesis on pastoral settlement in the South-east (1983) have been particularly useful in putting Beachport's history in broader context. There is a detailed history of the Henty family of Victoria (Bassett 1954), but it is chiefly concerned with personal relationships, and says nothing about their grazing and whaling enterprises in South Australia.

This report has also drawn on the research done in the course of the earlier regional heritage survey of the South-east Region surrounding the Beachport district, undertaken by Danvers Architects in 1983-84. In addition, topics such as the early overlanders, South Australian Railways, lighthouses and jetties and the drainage schemes of the South-east have already been covered by earlier histories or heritage surveys. These and many other publications have been consulted in compiling this historical account, and are listed in the bibliography of this report.

The Land

On the map of South Australia, the South-east coast sweeps in an S-shaped curve east and then south from the mouth of the River Murray in Encounter Bay down to the Victorian border, where the simple S-curve is lost as it swings eastward again. It is a high-energy lee shore which has exacted a heavy toll in shipwrecks. On 350km of coast there are only four openings where ships can shelter, Lacedpede Bay, Guichen Bay, Rivoli Bay and Port MacDonnell.

The Beachport district's seashore is exposed to the Southern Ocean swell, providing difficult conditions for mariners much of the time, and vulnerable to violent winter storms. Hence much of the coast is formed of high sand dunes. The coast from Cape Jaffa down to Cape Northumberland is characterised by a chain of large saline lakes between

the foreshore dunes and the next parallel dune system to the east: lakes Hawdon, Eliza, Saint Clair, George and Bonney. In addition there are two coastal indentations which were probably once similar lakes which have been breached by the sea: Guichen and Rivoli bays. Rivoli Bay and the shelter it provides to coastal shipping is the geographical reason for the existence of the town of Beachport and the settlement of the surrounding district.

There have been six shipwrecks on the coast in the vicinity of Beachport: the *Euro* (1881) to the north, the *Time* (1911) off Penguin Island, the *Wave Queen* (1874) and *Resource* (1851) in the southern end of Rivoli Bay, and the *Geltwood* (1876) and *Varoon* (1856) to the south. This is not such a bad record among the South-eastern ports; there have been eight wrecks in or near Guichen Bay at Robe, and thirteen in the vicinity of Port MacDonnell. (Clark 1990)

The South-east landscape inland from Beachport is very distinctive, unlike any other part of Australia. The land is crossed by a series of sand ridges, from five to twenty metres in height and a few kilometres apart, running roughly parallel to the coast with low-lying flat land between them. These features are called "ranges" in the South-east, and the Woakwine Range is the major feature of the landscape east of Beachport.

This landscape is very young, less than 400,000 years old. The South-east has gradually risen from the seabed over that time, and each sand ridge represents an old coastline: a line where the foreshore dunes consolidated for a time as sea levels rose and fell, only to be superseded in its turn as the landscape rose higher. One account calls them "stranded beaches". (Turner 1989, p. 1) The coastal plain inland from Beachport formed part of the bed of the Southern Ocean only a few thousand years ago. Beginning as loose beach sand, each ridge has been cemented into position by the formation of calcrete, as rainwater dissolves lime from marine shell fragments and redeposits it to form hard sandstone layers, cemented together by limestone. (Schwebel 1983)

The only surface stone in the Beachport district is this redeposited sandstone, laid down in sand dunes by marine limestone (shells and corals) dissolving in water and then settling out of solution. The district's soils are very young, based on marine or wind-blown alluvial deposits, sandy and rich in limestone. In most places, the redeposited hard limey sandstone or kunkar layers provide the district's only building stone.

This landscape of low-lying green flats dotted with river red gums (*Eucalyptus camadulensis*) and crossed by old coastal sand dunes starts in the Tatiara district, and runs south down through Naracoorte and Penola, dominating most of the lower South-east region as far as western Victoria and the south coast. The region's climate is the Mediterranean pattern of cool wet winters and hot dry summers. This meant that before the land was drained, the flats between the ranges were inundated for much of the winter. In the summer months much of the porous landscape has no surface water, but there is a prolific underground freshwater drainage system (Holmes & Waterhouse 1983), and farmers and town-dwellers alike rely on bores tapping the aquifers.

The First People

Before European settlement began in the 1840s, the district was occupied by the Aboriginal people known as the Bunganditj, also known as Boandik or Buandik. Their territory extended throughout the triangle of the lower South-east from about Robe to Penola and Mount Gambier, and east into Victoria as far as the Grampians. The Bunganditj were divided into five migratory groups or hordes speaking different dialects, but there were probably seasonal concentrations at places with permanent water. (Tindale 1974, pp. 210-211)

The Bunganditj bore the brunt of frontier European violence before and after the formal occupation of South Australia in 1936: women were kidnapped by bands of sealers operating from Kangaroo Island and coastal camps; people were attacked by men overlanding sheep and cattle to Adelaide; and when the graziers occupied the land to pasture sheep, some used poison and guns to protect their assets. From the arrival of Europeans in the 1840s, after a short period of hostilities the Aboriginal community established a working relationship with the newcomers. Relatively independent settlements were established near the towns, no doubt helping the survival of community traditions. Domestic service, labouring, bark collecting and fishing, as well as seasonal work on stations and farms, continued to sustain a small Aboriginal population in the district to the present day.

In 1904 the Beachport community marked the death of Lanky Kana, who was popularly regarded as the last of the Bunganditj people. Not much is really known about his life, but he was probably born about 1840, and had worked with Europeans as a police tracker and looked after the police horses, and was highly regarded in the local area. He died following a stroke, and was buried in the Beachport cemetery. His Aboriginal name was given as Ngineboeriman (said to be pronounced Engine bo-i-man). (*Border Watch* 5 December 1908, p. 3) The District Council erected a cross and

a fence around the grave. Later in 1904 Council resolved to erect a wooden fence around the grave at a cost of £3, and a wooden cross. Four years after his death the cross was painted with his name. In the 1960s the cross was replaced with an elaborate stone and bronze monument. The claim that he was the last of the Bunganditj people would not be accepted today, as many people in the South-east claim Boandik descent. (*Beachport's Historic Buildings Drive*, Beachport Visitor Information Centre, n.d. (2016?); Stewart 1977, pp. 69-70; *Border Watch* 1 June 1904, p. 3; 10 December 1904, p. 1; 31 January 1906, p. 1; 5 December 1908, p. 3)

The Europeans Arrive

The South-east of South Australia was one of the last parts of the continent's coastline to be seen by Europeans. Although the process of charting Australia's coasts had commenced with a Dutch voyage to the far north in 1606, it was nearly 200 years later before any Europeans saw the South-east. On 3 December 1800, James Grant commanding the *Lady Nelson* sighted the southern tip of what would become South Australia, naming Cape Banks and Cape Northumberland while travelling east to Sydney. (Grant 1803, pp. 68-69)

Only sixteen months after Grant's brief glimpse, two other European navigators sailed the entire length of the South-east coast, charting it in detail. The first arrived from the south: the French explorer Nicolas Baudin, on a major voyage of scientific investigation in the corvette *Geographe*. On the morning of Wednesday 6 April 1802, *Geographe* passed the later site of Beachport, and Baudin recorded the first European description of what his officers would later name Rivoli Bay. He gave a clear description of Cape Martin and Penguin Island:

During the morning we coasted a very large bay, forming, in its North-East section, a fairly deep indentation. It ends in a jutting cape, at the tip of which there lies a small island, reaching about half a league out to sea. Its southern section is low and narrow, but the northern part is higher and can be seen from a fair way off. The island is completely surrounded by rocks and so is hardly approachable. The same applies to the whole coast, which is shielded by a reef and a line of more or less large rocks that prevent any landing there. (Baudin 1974, p. 377)

Geographe was sailing well out to sea to skirt the offshore reefs, Baudin estimated about a league offshore (three nautical miles or about 5.5km), so they couldn't see much detail. The name Rivoli Bay was a highly political expression of French nationalism, named after a battle in which Napoleon defeated the Austrian army at the northern Italian town of Rivoli in 1797.

The formal European occupation of the South Australian mainland began with the foundation of Adelaide and the proclamation of the Province in December 1836. At the time, everything to the east was the colony of New South Wales, the southern part of which had just been opened for settlement as the Port Phillip District. The South-east was settled from two directions simultaneously, with South Australians moving south-eastward from the River Murray meeting graziers coming up from the Port Phillip District of New South Wales. By 1837, exploration around Lake Alexandrina had shown there was another lake called the Coorong running off to the south-east, but its extent was unknown. In the far South-east, the Henty family had already moved into the Mount Gambier district by 1840 and were followed by other Port Phillip District graziers in the next few years, who took up land as far north as Penola. The area around Mount Gambier was fertile and well-watered, but not boggy in winter like much of the South-east; it was described as looking like "a nobleman's park." This was country which looked very much like Europe, which is what early graziers were looking for. (MacGillivray 1983, pp. 23 & 31)

Many parts of South Australia were reconnoitred by official government exploring expeditions, but most of the South-east was explored by freelance amateurs with their own interests in mind. By the end of 1839 at least five European parties had travelled overland along the shore of Rivoli Bay. In October 1837 three men called Edward Stone, John Foley and Henry Stanley set out from Port Fairy in the Port Philip District to walk the 500km to the whaling station at Encounter Bay, apparently to seek work there. They had a packhorse to carry their provisions, and the journey took them nearly two months. Their epic journey would have been forgotten except that on their arrival at Encounter Bay they were interviewed by Sir John Jeffcott, who published an account of their walk in the *South Australian Gazette*. They told him they had walked along the beach nearly all the way, which probably makes them the first Europeans to set foot on the later site of Beachport. However, they were not gifted at describing the country they had seen, and said nothing useful about Rivoli Bay. Stone told Jeffcott they had seen two bays that would be good sites for whaling stations. Foley on the other hand said that Stone was no sailor, and that all the bays they had seen were shallow and unfit for shipping or whaling. (Hawdon 1984)

In the early years South Australia was chronically short of livestock, providing a strong incentive for bringing animals into South Australia because of the higher price they earned here. In 1838 fresh beef sold for threepence or fourpence a pound in Melbourne, but fetched four times that price in Adelaide. (Packard 1997, p. 131) Entrepreneurs first tried shipping stock from the eastern colonies, but this could only be done successfully in large cargo vessels, and even then the animals arrived in poor condition. Next a few experienced bushmen tried droving stock overland, keeping them on good feed and water, and earned large profits as the prize for their efforts. The names of Charles Bonney and Joseph Hawdon are most prominent in historical accounts of these epic journeys, although they were only two among many others.

Bonney and Hawdon made the first major overlanding trip together, bringing cattle from New South Wales to South Australia in 1838, and opening up a stock route along the River Murray. The next year Bonney left the Port Phillip District with another herd of cattle for South Australia in February 1839. At some time in March he arrived on the coast at Rivoli Bay, then followed the Coorong north to Adelaide, where he arrived in April. (Hawdon 1984; Cockburn 1927, vol.2, pp. 148-149) There were more droving parties not far behind. Joseph Holloway left Port Philip in June 1839 with 5,000 sheep and 200 cattle. (Packard 1997, p. 158) In the same month, enterprising young Stephen Henty from Portland was investigating grazing land around Mount Gambier. He wrote, "I determined to push further on and examine the coastline as far as Cape Jaffa, and therefore extended my search for 28 days, without success." (Talbot 1919-20, p. 111)

The best-documented overland journey of this era was by Hawdon and Alfred Mundy, who left the Port Philip District a few weeks behind Holloway. Hawdon kept a journal which described their route in detail, through the Pyrenees, south of the Grampians to the Wannon River, then past the Henty's station to the Glenelg River. Up to this point they were passing recently-established homesteads, but were on the edge of territory unoccupied by Europeans. Entering South Australia they steered north-west for the coast, and travelled up the line of coastal lakes to the Coorong and Adelaide. They probably passed the coast of Rivoli Bay in July 1839, but Hawdon did not mention it or describe the landscape. (Hawdon 1984, no p) Later overlanding parties were no longer news, and in any case the South Australian stock shortage was being alleviated. By the end of 1839 the heroic era of overland droving was over.

By 1844 the overlanders' track had become well recognised as the road to the South-east, and in April to June of that year Governor George Grey paid an official visit to the district, riding down the Coorong past Lacepede Bay and Rivoli Bay, as far as Mount Gambier. (MacGillivray 1983, pp. 29-30) At Rivoli Bay the party found two whaling vessels from Hobart, and confirmed that the bay was a "good anchorage to small vessels". (Talbot 1919-20, p. 114; Carthew 1974, p. 31; MacGillivray 1983, pp. 32-34) The track was formalised as the inter-colonial road by Police Commissioner Alexander Tolmer when he was sent to mark out an overland mail route to Melbourne in 1847. (Tolmer 1882, vol 2, pp. 60-62) Both the coastline and the hinterland of Rivoli Bay were now very well known to many people, and the occupation of the land for grazing had already begun.

Grey Town

With Europeans beginning to occupy the South-east, Governor Grey decided the region needed a government port and township. On his 1844 expedition he thought Rivoli Bay looked promising, and declared a township named Grey Town after himself at the southern end of the bay. By 1846 the township was surveyed, and soon had a store and a hotel. John Wheland, a former Hindley Street publican, announced he was "about to build a large wool store at Rivoli Bay which will be a great accommodation to the surrounding neighbourhood." (*Register* 19 August 1846, p. 2) He also owned the hotel. But the enterprise did not go well. It was too soon to expect much wool from the graziers of the hinterland, and everything else went wrong. He was insolvent within three years. "He attributed his insolvency to losses at the whale fishery, bad debts, and a fire at Rivoli Bay." (*Register* 14 July 1849, p. 4)

The site of Grey Town was badly chosen as a port. It was sheltered from the prevailing south-westerly weather, but when gales blew from the north-west, waves swept the length of Rivoli Bay and pounded the Grey Town anchorage. The cutter *Resource* with a cargo of wheat was blown ashore and wrecked at Grey Town in 1851. (Clark 1990, p. 29) A more sheltered site on Guichen Bay to the north was chosen by incoming Governor Robe in 1847. As was traditional he named it after himself, and the town of Robe became the main port for the South-east for the next few decades. (Clark 1990, pp. 6-8; Manning 1990, p. 135) By 1869 Grey Town was abandoned. (Ward 1869, p. 86) In later years it would be re-occupied as a small town and fishing port, and was re-named Southend in 1971.

The Whalers

After the South Australian coast was charted, whalers and sealers from Van Diemen's Land, Europe and America began to visit it regularly. Along most of the South-east coast, we know little in detail about the early maritime activities that followed the first explorers, but there were intermittent whaling and sealing activities along the southern coasts and Kangaroo Island from the time of Flinders and Baudin onward. There is no record of pre-settlement activity in Rivoli Bay, but we know of one visit by sealers to Baudin Rocks, 50km north of Rivoli Bay, in 1831. Sealers never stayed long; they usually killed all the available seals and moved on within a few weeks. (Kostoglou & McCarthy 1991, p. 63)

Some of the whalers who Governor Grey met in the bay in early May 1844 were offshore whalers aboard two vessels from Hobart, the *Isabella* and *Prince of Denmark*. (Berger 1978, pp. 16-17) There were also temporary whalers' huts set up on shore near Cape Martin. (Angas 1847 vol 1, p. 158) It is not clear whether these were huts built by the Hobart whalers - unlikely, because they had better shelter in their ships just offshore - or the shore whaling station set up by employees of the Henty brothers from Portland. (Berger 1978, pp. 12-13) It is not known when the shore whalers arrived in Rivoli Bay either; the Hentys settled at Portland in 1834 and could have established the whaling station at any time afterward. But none of the early overlanders mentioned seeing a whaling settlement, and it may have been Stephen Henty's reconnaissance in 1839 that drew Rivoli Bay to their attention.

The settlement was a primitive shore whaling establishment of a kind that was dotted around the South Australian coast and islands in the early years of settlement. It probably had up to thirty men and two or three whaleboats. They would be dropped off by a ship with supplies each year, and left there living in tents for the winter months when the right whales were migrating along the coast. They chose the sheltered north-east corner of the bay in the lee of Cape Martin, exactly where the port of Beachport would be located forty years later. They needed a lookout overlooking the sea, a sheltered sandy beach to launch their boats and flense any whales they caught, firewood and a convenient supply of fresh water. Their equipment consisted of their whaleboats, harpoons and butchering tools, and iron try-pots on a brick base for rendering down the blubber into oil. The heavy equipment would be left on the site over summer, perhaps with a couple of caretakers. (Kostoglou & McCarthy 1991)

It is unknown when the Beachport whaling industry ceased. A report from Rivoli Bay in 1846 said that "several whales have been seen lately in the bay," but made no mention of anyone hunting them, so the whaling station may already have been closed. (*Register* 19 August 1846, p. 2) Most of the South Australian shore whaling establishments were not very successful, because the offshore whaling ships had already killed most of the right whales before settlement in 1836. Very few whaling stations survived after the 1840s. However, at Beachport there was a short resumption of whaling enthusiasm long afterwards. In 1884, the *Border Watch* reported from Beachport:

The local whale fishing establishment is still hard at work cutting up and packing in large pipes the whale captured last Monday. The prize is not as valuable as was at first anticipated, the blubber being only between an inch-and-a-half and three inches thick. The smell from the carcase minus its blubber is becoming rather "high." (*Border Watch* 16 July 1884, p. 3)

The article mentions "the local whale fishing establishment" and describes the whale as being "captured" as though a whaling station still existed. However this was probably a joke, because another newspaper story a week earlier makes it clear that this was simply a random stranding: "A whale sixty feet long was stranded on the beach this morning close to the railway pier ... Steps are now being taken by its captors to convert its carcase into oil." (*Express & Telegraph* 8 July 1884, p. 3) The smell of a whale decomposing beside the jetty would not have improved the quality of life in Beachport in the next few weeks.

The Graziers

The overlanding trips from eastern Australia in 1838-39 drew the attention of other stock owners to the Rivoli Bay district, and some followed the same route west in the 1840s. While Governor Grey was his way back to Adelaide in 1844, Robert Leake took up Glencoe Run in the Rivoli Bay hinterland. By 1847, James and George Hope, Samuel Davenport, William Rippen, Archibald Cameron and Archibald Johnson had taken up most of the grazing land surrounding Rivoli Bay. Johnson held Lake George, Mount Muirhead and South Woakwine, Cameron held North Woakwine, which he later sold to Thomas Magarey. (MacGillivray 1983, pp. 34, 40, 41, 57 & 487; Cockburn 1925, vol.1, p. 126; 1927, vol.2, pp. 150-151)

Changes to land legislation attracted other pastoral settlers. Initially, intending graziers had to buy land freehold in South Australia before they could occupy it. Many were frustrated by the slow pace of government surveys, and some drove their sheep beyond the surveys, and occupied the land illegally as "squatters". The *Waste Lands Act* of 1842 created Occupation Licences to give pastoralists annual renewable rights to an area of land which was identified by using sight-lines between landmarks rather than by formal survey. (Love 1986, p. 4) This accelerated pastoral settlement throughout the colony, and provided an incentive for individuals to find land for themselves. Around 1845 "waves of land-seekers from both Port Phillip and South Australia" were moving into the South East, where "the rush for the best land ... was over" by the end of the decade. By the end of 1845 there were 100,000 sheep grazing in the Rivoli Bay district. (MacGillivray 1989, p. 27; *South Australian* 9 December 1845, p. 3)

These first white settlers picked the best land in the South East, preferring the fertile country near Mt Gambier, land east of the coastal swamps, and the grasslands near South Australia's border. George Angas in 1844 described it as "beautiful and verdant country, where fine young grass was springing after the late rains." (Angas 1847 vol 1, p. 162) Many of these "capitalist-pastoralists" were from the Port Philip District. Amongst them, "the Scots predominated, put down roots and carved a fortune from South-east land", helped by having prior grazing experience in Australia, some capital, hardworking families, and first pick of the best land - called 'peacocking'. (McGillivray 1989, p. 28) By 1850 much of the South East was a "sheep walk", graziers held almost 5,000 square miles under licence, had purchased 2,000 acres of the best land, and "were running approximately one half of the colony's sheep". (McGillivray 1989, p. 31)

Homestead buildings were necessarily constructed on the "ranges" that separated the seasonally inundated flats which provided grazing in summer. Most runs were also established some distance inland. It was Surveyor-General George Goyder in the early 1860s who saw the potential of draining the land by cutting east-west channels through the ranges to release seasonal ponded inland water into the sea. (Turner 1989, pp. 112-113) By 1863 the first tentative moves were being made to improve drainage. The first drain in the Rivoli Bay area was cut through the Woakwine Range at Narrow Neck, east of Grey Town. (Berger 1978, p. 23)

It was quickly found that stock grazing on coastal land wasted away with "coast disease", unless moved regularly to inland pastures. The cause, a deficiency of cobalt and copper in the native grasses, was not discovered until the 1920s and not effectively remedied until the 1950s. As Goyder reported when assessing the South-east in 1864, "The whole is very coasty and the sheep require to be moved from the run every four months ... The country can only be worked to advantage by a lessee having a healthy run in the neighbourhood to which the sheep can be removed as the disease appears". (Sutton 2004, p. 20) The early graziers leased large enough areas to do so. Their size also meant that runs were few and the district's population was small and thinly spread.

The optimism of the early grazing rush was not sustained in the decades that followed. Transport and labour costs were very high, and at first Grey Town and Portland were the only ports. Graziers took a long time to deal with the winter inundation; for months of each year, much of their land simply could not be used. Footrot and coast disease meant that sheep did not thrive. Many of the hopeful early landholders went bankrupt and were forced out. Only those who started with a large stock of capital could afford to stay on.

The Port of Beachport

The events of the early 1850s - the introduction of pastoral leases and the expansion of sheep grazing, the building of the inter-colonial telegraph, booming wool prices and the new prosperity of the goldrush era - brought about a new era in the South-east. Two new ports were established in 1856, the private port of Kingston and the government town of Port MacDonnell. The port of Grey Town had shrunk away to almost nothing, since the opening of Robe in 1847 had taken away most of its business. There were now three ports serving the South-east.

It was the great economic boom of the 1870s that gave rise to the town of Beachport. It was an extremely prosperous decade, with consistently good seasons, and the colony's main export products - wool, wheat and copper - all fetching high prices in London. The 1868 Strangways Act had opened up the wheatlands for purchase, and nearly 2,000,000 acres were sold at £1 an acre, boosting the colonial treasury by nearly two million pounds.

The South Australian government spent much of this windfall on railways. The late 1870s saw an extraordinary expansion of the colony's railway network, east across the wheatbelt to Peterborough, north to Marree and then Oodnadatta, west to the Copper Triangle and north-east to Morgan on the River Murray. There was great faith in the economic development that railway lines generated, and every politician wanted a branch line to his electorate. In

the midst of this expansion boom came the plan for completely new railway networks; two lines in the South-east, linking the main agricultural districts to coastal ports.

The first South-east railway was built from Kingston to Naracoorte. It opened in 1876. The next line was intended to provide a sea outlet for the Mount Gambier district, but there was no suitable port in existence. Port MacDonnell and Grey Town were both considered unsafe harbours, and Robe and Kingston were too far away. Rivoli Bay was chosen as the best available site for a port, but with the anchorage at its sheltered northern end. This would involve founding a completely new town, with all its harbour and railway infrastructure.

Establishing the Town of Beachport

The process of founding Beachport had several parts: surveying a town site, proclaiming the town, selling land, building a town, charting the harbour, declaring a port, building a jetty, building a lighthouse, and of course building the railway to Mount Gambier, which is what it was all about. All of these projects were underway simultaneously in 1878. The lighthouse on Penguin Island was under construction, ships were unloading steel rails, and railway sleepers were being sawn at Mount Burr.

The survey of the town was completed by April 1878 (GR0 plans 421800P43 & P44), and the town was officially named in May. People regard the word "Beachport" as a sensible name for a port on a bay with a long beach, but in fact it was named after a politician in London, Sir Michael Hicks-Beach, recently-appointed Secretary of State for the Colonies. (Manning 1990, p. 29) The first allotments were sold at public auction in late May. (Berger 1978, p. 35)

The site of the new town was officially unoccupied when the surveyors arrived. There may have been bricks and other relics of the long-abandoned whaling station scattered in the dunes; it is not clear where the whaling relics in the Beachport museum came from. There was one resident: Rolly Foster, believed to be a runaway sailor, who led a lonely life in a hut on the foreshore. Stones from his fireplace are said to be incorporated into the monument to the whaling station that stands beside Beach Road. (Berger 1978, pp. 42-43)

The lighthouse was the first piece of government infrastructure finished, its lantern lit on 1 October 1878. The Beachport to Mount Gambier railway opened on 19 May 1879 with a brief appearance by the Governor, who was then whisked by train to Mount Gambier for a more lavish opening ceremony. (Berger 1978, p. 45) A Mount Gambier journalist made the train journey a few days later, and left a detailed description of the young town of Beachport. The largest buildings in town, then as now, were the two hotels in Railway Terrace, which had both opened in March:

The principal buildings are the Bay View and Beachport hotels, the former of which is kept by Mr W Cook and the latter by Mrs E MacQueen. They are well designed two story stone structures, furnished with every convenience There is no doubt the Beachport hotels are ahead of the township and if the business so far has not justified the outlay in their construction, I only hope it will in the near future. (*Border Watch* 4 June 1879, p. 4)

Bevilaqua's store was under construction: "Mr F Bevilaqua is having erected of stone a large store next the Beachport Hotel, which will, when completed, make a considerable improvement in the infant town." The structure of the town was already taking shape:

The principal business thoroughfare in Beachport (it cannot be called a street) is Railway Terrace, facing the western side of the Railway Reserve. On it all the leading business premises, hotels, stores, bank-agency office, police station, &c,- are situated; and from its proximity to the railway station and jetty it is certain to maintain its supremacy when the town attains to larger proportions. The population of the township is stated at about 250.

The journalist was less impressed with the rest of the town. "The most of the other buildings in the township are of a temporary character - wood or iron - although there are two or three stone dwelling-houses." The government had spent its money on the lighthouse and the railway, not on the buildings of the town. The police station was of corrugated iron, the post office was clad in weatherboards, and he disapproved of the railway station, which was built in timber, whereas the Mount Gambier station was of stone. There was as yet no customs house or harbourmaster's office. He mentioned "a considerable number of tents about the place", occupied mainly by the workers on the railway and the jetty.

"There are about a dozen men employed by Government finishing the jetty", he reported, and that represented a major problem. Work on the nearly 800m jetty had been underway since 1877, with a tender let to Wells Brothers, a prominent Liverpool firm which had already built several jetties and lighthouses for the South Australian government. In March 1878 the Engineer for Harbours and Jetties had stopped the work, complaining that the job was hopelessly behind time, and the jetty wasn't straight or level. The contract was cancelled, and the job was finished by government employees, who started work about the time the railway opened. Wells Brothers sued for compensation, but lost the case. The Beachport jetty wasn't finished and in service until 1882. In the meantime, the port was proclaimed on 21 November 1878, so ships could obtain insurance to unload goods in Rivoli Bay. Until the government jetty opened, lighters were unloaded at small private jetties built by the shipping agents. (Collins 2005, pp. 206-207; *Register* 20 December 1878, p. 6; 9 July 1879, p. 6)

The Town Matures

From its very quick and modest beginnings, the town of Beachport put its first few years of prosperity to good use in physical development, and the government began to provide public buildings in the town. A harbourmaster's house was built beside the jetty, and a tiny customs house went up near the railway goods shed. A very fine post office was built on Railway Terrace in 1880, and a larger police station and a government school both opened in 1881. In February 1880 E.J. Woods, the colony's Architect-in-Chief, visited Beachport to inspect the newly-finished Customs House and the completed stonework of the Post Office. (*Border Watch* 4 February 1880, p. 3) In 1882 the District Council of Beachport was formed, and the same year an Institute was built, funded largely by public subscription, and extended in 1884. (Berger 1978, pp. 48-51)

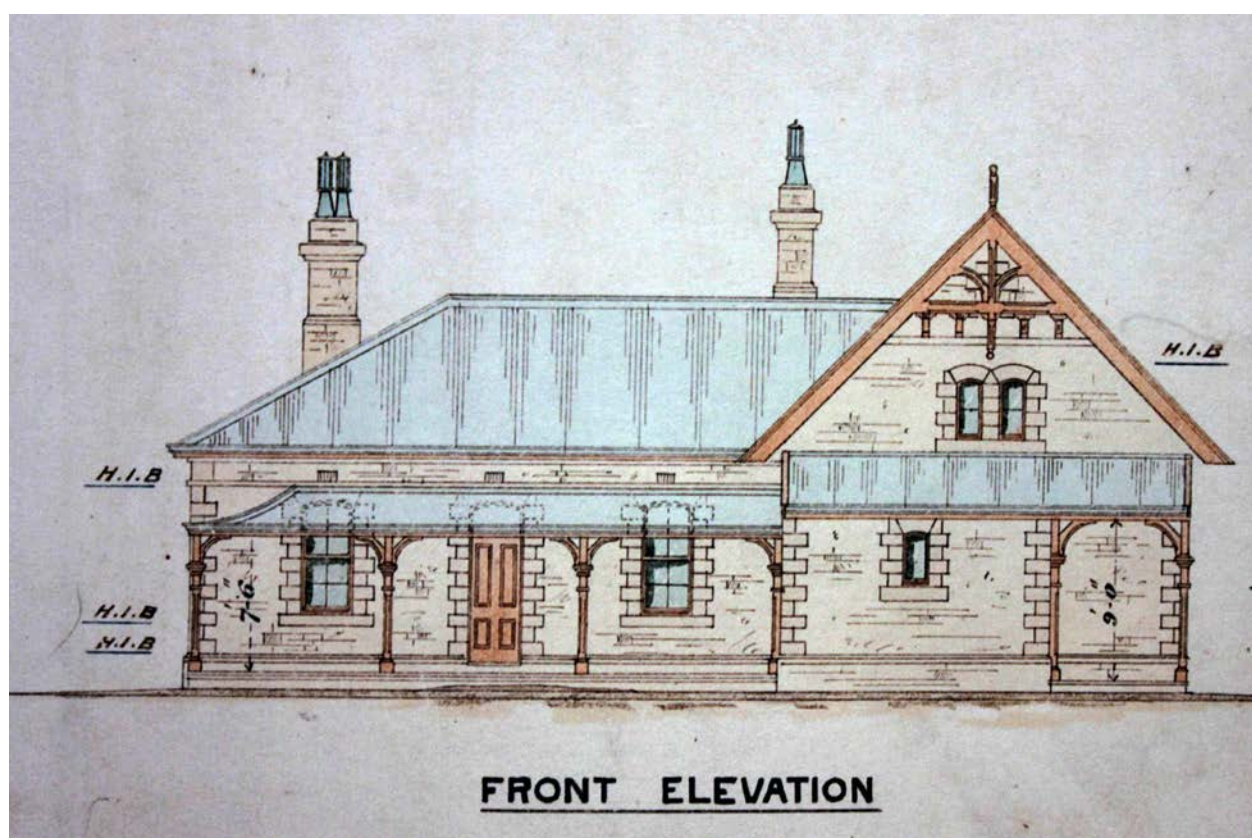


Figure 3: Beachport School (State Records of South Australia)

By 1884 the town had a population of 247, living in 55 houses. Communication with Adelaide was by train, coach, or two weekly steamers. The principal public servants were the harbourmaster, the stationmaster and traffic superintendent, the post and telegraph master, telegraph operator, lighthouse keepers, resident justice, police trooper and schoolmaster. There were the two hotels, the institute, a savings bank branch, Church of England and Wesleyan chapels, and people whose occupations were described as butcher, baker, gardener, clerk, book keeper, mason, carpenter, blacksmiths, storekeepers, boarding house keepers, railway engine fitters, guards, porters and

gangers, fishermen, lightermen, boatmen and seamen, farmers and labourers. (*Sands and McDougall's Directory* 1884, p. 503)

Railway infrastructure dominated the town, a scene which is difficult to imagine now, as most of it is gone, and the space has been filled by other uses. At its peak in the late nineteenth century, the railway reserve sprawled 400m along the north-east side of Railway Terrace all the way from Beach Road to modern Golf Course Road. Five parallel lines of rail track ran through the yard, one of which ran out onto the jetty, and there were branch lines off to French and Bevilacqua's warehouses, the chicory kiln and the sheep yards. Within the reserve were the station building, goods shed, customs house, carriage shed, locomotive shed, workshops, carriage repair shed, gangers' trolley shed, cattle pens, coal bin, water tanks, weighbridge, crane, superintendent's house, workers' housing and turntable. (Plan of railway yard, Beachport National Trust Museum) Only the station building, customs house and one workers' cottage survive today.

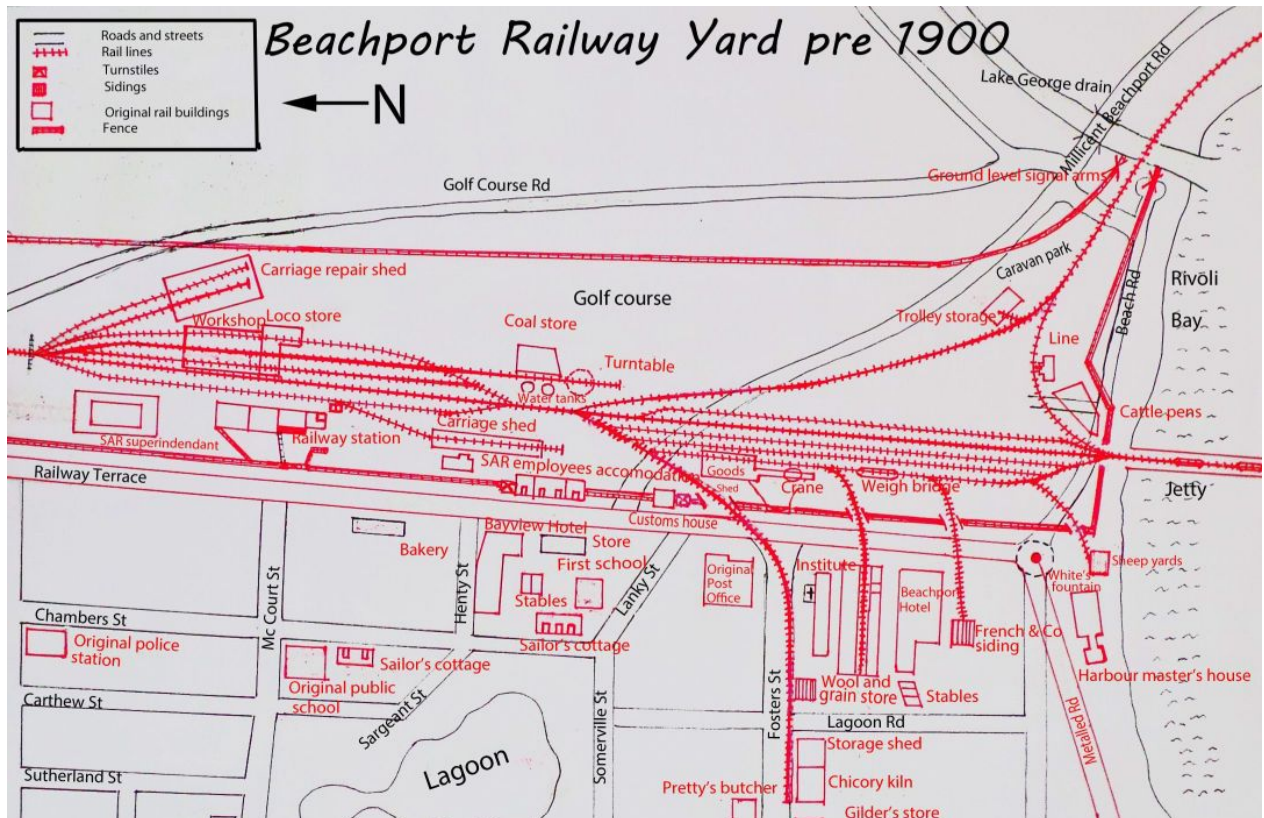


Figure 4: Railway Yard Plan (Beachport National Trust Museum – courtesy of Rhonda Burleigh)

For years Beachport was home to South Australia's only steam lifeboat. In 1888, the clipper *Star of Greece* was wrecked in a storm off Port Willunga and 17 lives were lost. There was public outrage that the wreck had happened on the Adelaide suburban coast only a few hundred metres offshore, but the colony had no lifeboat or other means of rescuing those on board. In direct reaction, in 1894 the Marine Board ordered the lifeboat *City of Adelaide*, a gift from Robert Barr Smith, grazier and mining investor. For some reason the decision was made to base her at Beachport. Perhaps they were recalling the far worse wreck of the *Admella* in very similar circumstances south of Rivoli Bay in 1859. The *City of Adelaide* was a remarkable vessel, steel-built, about 16m long and capable of carrying 80 people. The most remarkable thing was her propulsion. A steam engine drove powerful centrifugal pumps which propelled her by jets of water from outlets in the hull, something like a modern jet ski, but powered by steam. Only three vessels of the type were built, and only the *City of Adelaide* ever came to Australia. She was housed on davits in a shelter built about halfway along the Beachport jetty in 1896. In theory the innovative propulsion system made the vessel independent of wind, currents, waves and tide, but in South-eastern waters the water inlets were constantly being choked by seagrass. In 1909 the steam jet engine was replaced by an internal combustion engine and a screw propeller. The *City of Adelaide* was rarely called out to an emergency - the wreck of the *Time* off Penguin Island in 1911 was probably the most dramatic, and then everyone had safely been taken off by the ship's boats before the lifeboat arrived - and was decommissioned and removed from Beachport in 1930. She spent some time as a fishing boat at Port Adelaide, then as a harbour lighter at Port Lincoln, where she was beached in 1954. The lifeboat hull still

exists on land at Port Lincoln, in terribly corroded condition, the only surviving vessel of its class in the world. (*Border Watch* 22 April 1896, p. 3; Historic Shipwrecks Database)

In 1902 Captain Weir, who had been harbourmaster for years, proposed that the Beachport jetty was in the wrong place. He had done a survey of the harbour, and came to the conclusion that a jetty about three miles (5km) away on the eastern shore of Rivoli Bay could be built into deeper water where steamers could berth much closer to shore than at Beachport, and would be in calm seas protected by the reefs in Rivoli Bay. It would still be close to the Mount Gambier railway, which skirted the shore of the bay past that point. His idea attracted favourable comment from shipping experts, but nobody was going to spend the money to shift the jetty and rebuild the railway infrastructure three miles from the town, when the amount of shipping entering Rivoli Bay was in severe decline. (*Observer* 13 December 1902, p. 34)

Changing times

After the initial few years of prosperity, business in the port of Beachport began to slump. By the late 1880s Beachport's demise as a seaport was well under way. In 1881 eleven major vessels had called at Beachport, nearly one a month; by 1911 there were only five, and months went by between sailings. In 1932 there were three. (Danvers Architects 1984, pp. 24-25) One of the town's two hotels, the Beachport beside the jetty, closed its doors in 1888. (Hoad 1999, p. 50) Local people blamed the faults in the jetty, blamed the railway timetable, but the main problem was caused by larger projects elsewhere.

The government railway-building program had become steadily more greedy. In 1883, only four years after the Beachport-Mount Gambier line opened, the South Australian government was building a railway from Adelaide across the River Murray and the Tatiara plains to the Victorian border. In early 1887 it linked with a Victorian railway and extended all the way to Melbourne. Work was already underway on the Border Railway, which went south from Wolseley to Naracoorte and Mount Gambier, unashamedly tapping the produce of western Victoria as well. The line opened to Mount Gambier in June 1887. From that date, a South-east grazier loading wool bales onto a railway wagon had the choice of (a) sending them to Beachport or Kingston, where they would be loaded onto a small coastal vessel and taken to Port Adelaide for transfer to a larger vessel for export, or (b) sending them directly to the wharf at Port Adelaide by train. The construction of a railway linking the lower South-east directly to Port Adelaide crushed Beachport's prospects as a major port after only eight years.

Incoming and outgoing trade through Beachport fell steadily from 1887 onward. Between 1899 and 1901, the value of exports shipped from Beachport fell from £34,000 to £22,000. (*Observer* 13 December 1902, p. 34) Kingston and even Port MacDonnell were both doing better, although Robe, with no railway and a long way from its suppliers, had declined into insignificance as a port. By the turn of the twentieth century a smaller export trade was supporting Beachport, including local wool, fish, farm produce and wattle bark (for tanning leather) to markets in Adelaide and Melbourne.

The situation became even worse in 1917, when the Mount Gambier railway was connected to Portland in Victoria, a harbour that could take ocean-going vessels and was both safer and closer than any port in the South-east of South Australia. (Quinlan & Newland 2000) The Border Railway had been built in the 1880s hoping to benefit South Australia at Victoria's expense; now it was being used to export South Australian goods through a Victorian port. A journalist summed up Beachport's railway history: "Beachport has been impoverished by the loss of trade through railway competition". (*Mail* 4 July 1925, p. 1)

The sandy soils of the Beachport district were not suitable for agriculture, so there was very little farming close to the town. Twenty kilometres inland is a large area of deep peat soil, which is excellent for growing potatoes and other root crops. Unfortunately it was inundated for months each year, but commencing in the early 1880s it was drained, and farming began. The township of Rendelsham grew up to serve the district. (*Border Watch* 14 January 1893, p. 2)

An entirely different industry bringing some economic benefit to Beachport was tourism. In summer, holiday-makers flocked to the coast from Mount Gambier and Millicent. Special trains were run on weekends and holidays. It became traditional to hold a sailing regatta in the bay on Boxing Day. People enjoyed the scenic rocky coastline of the open sea, swimming in the sheltered waters of the bay and in the Salt Lake, soon to become known as the Pool of Siloam, whose waters were believed to cure rheumatism and other ailments.

The Chicory Industry

A new industry in the late nineteenth century was chicory processing. Today people put chicory leaves in salads, but in the nineteenth century, the root of the chicory plant was used as a substitute for coffee and a bitter food flavouring, and was believed to have medicinal properties. William Foster began growing chicory at Rendelsham about 1882, and the crop was taken up by several farmers. At first the harvest was shipped to Port Adelaide for treatment. J.B. Carr of Beachport saw a business opportunity, and built a kiln in Foster Street in 1892, with a branch line from the railway to the front door. Chicory root was railed to Beachport, where it was cleaned, chopped, dried and roasted in the kiln and then ground to a powder. In 1900 a fire destroyed the engine room, but the processing plant and chicory store were saved. The chicory industry was a distinctive feature of Beachport's past. The Beachport district was one of only two areas in Australia where chicory was produced in significant quantities - the other was Phillip Island in Victoria. There was not much profit in growing chicory, the industry went through difficult times, and the kiln was closed in some years. The years 1911-12 were bad times. However, chicory growing survived on a small scale until the late 1940s. The kiln was demolished in 1952, and SAFCOL bought the processing plant and chicory store, intending to use it as a box-making factory. What remains of the building is now occupied as a private home. (*Millicent Times* 22 October 1892, p. 3; *Border Watch* 30 June 1900, p. 3; *Register* 7 July 1911, p. 3; *Chronicle* 21 August 1947, p. 32; *Border Watch* 27 November 1951, p. 6; *South Eastern Times* 15 January 1952, p. 4)

The Second World War

The Second World War brought military infrastructure to the South-east, a RAAF training base at Mount Gambier and a radar station at Robe. No such facilities were based at Beachport, but the town was to play an unexpected role in the war. Few people know that the first Australian servicemen to die by enemy action on Australian soil in the Second World War were killed at Beachport. On 14 July 1941 two RAN Able Seamen, William Danswan and Thomas Todd, were killed by the explosion of a German naval mine on the beach in Rivoli Bay.

In November 1940 the German raider *Pinguin* had laid anti-shipping mines along the southern Australian coast, including the approaches to the South Australian gulfs. The mines were powerful weapons, about a metre in diameter, and containing about 300kg of explosive. The following month the freighter *SS Hertford* was badly damaged by one of the German mines off Neptune Island. Mines broke away in the following months and washed ashore at Kingston, Robe, Port McDonnell, Kangaroo Island and Eyre Peninsula. Then in July 1941, another of the mines was encountered by a fisherman, floating offshore from Southend. The navy were contacted, and two officers and three seamen were sent from the Birkenhead RAN depot to defuse the mine. Unaccountably, instead of detonating the mine safely out at sea, they hired local fishing vessels to take the mine in tow and brought it to the town beach, only about 300m east of the Beachport jetty. On inspecting the mine they decided the best course was to detonate it rather than attempt to defuse it, and before doing that they took it in tow again, and moved it about a mile from the town, again dragging it up the beach. These were extremely risky operations, and why they were conducted next to the town is inexplicable.

They laid an explosive charge on the mine, with a long fuse. Soon afterwards, the mine exploded, killing Danswan and Todd who were walking down the dune towards it. The explosion broke windows in the town, and was heard in Millicent. There are several different accounts of how it happened. In one popularly-repeated version based on inaccurate newspaper reports at the time, there was a delay in the explosion of the detonating charge, and it went off while the seamen were going back to inspect it to see what had gone wrong. However a Naval Board of Inquiry found that while the demolition charge had indeed failed to explode, it had then been removed from the mine and was found intact after the explosion. Their conclusion was that the mine had not been secured properly, and an incoming wave shifted it, causing it to detonate. The Board was extremely critical of the actions of the officer commanding the operation, but said in fairness that he had not been trained to deal with mines.

Thomas Todd was taken to Adelaide for burial. William Danswan was buried in Beachport cemetery, but his remains were subsequently exhumed and re-buried in his hometown, Junee. A plaque marks the site of his Beachport burial. (NAA D305 SA40/14; *South Eastern Times* 18 July 1941, p. 2; 25 July 1941, p. 2; *Border Watch* 15 July 1941, p. 1; 19 July 1941, p. 1)

Drainage Schemes

The process of improving drainage in the South-east, which commenced in the 1860s, has never ceased. The work has continued in stages, and still goes on today. (Williams 1974, pp. 178-226) In the vicinity of Beachport, a major breakthrough came in 1916, when Drain M was cut through the Woakwine Range. Widened in later decades, it became

the major drain of the South-east system, with many branches, including the Sutherlands drain in the Beachport coastal area. The Drain M system drains into Lake George, north of the town, from which an artificial outlet was dug to Rivoli Bay. All drainage works in the state were placed under the Irrigation and Drainage Commission in 1926, but it was subsequently replaced by the South-East Drainage Board, which had its headquarters at Beachport until the 1960s, in the old mansion Rivoli House. (Turner 1989)

The most intensive period of drainage works came after the Second World War and extended into the 1970s. Most of the existing drains in the South-east were dug during that period. At first the principal aims were to increase the land area available for agriculture, and to improve road transport. Over time the aims have become environmentally more sophisticated, and now include managing salinity and conserving natural wetlands.

A remarkable private drainage episode took place after the Second World War. The McCourt family had owned Woakwine station since the 1880s. In 1957 Murray McCourt decided to increase the arable area of his land by draining a large area of peat soil which was very fertile, but seasonally inundated by water dammed behind the Woakwine Range. To drain it, he wanted to dig a private drain through the range to Lake George. The South-East Drainage Board helped design the drain, but their approach was very conservative. They believed the range at that point was mostly sand, and to be stable the sides of the drain would need to be angled back to about 30°. McCourt thought that excavating that much material would be far too costly. He was confident that the interior of the range was solid rock, and would remain stable at a much steeper angle. He was right, the interior of the range had consolidated into a limey sandstone. He started excavating steep walls at about 70° which are still standing sixty years later.

The excavation was done by repeatedly hauling a ripper over the rock to break up the surface, then hauling the rubble away with either a bulldozer or a cable-drawn scraper. In places explosives had to be used. Nearly all the work was done by McCourt and one employee, and it was finished in 1960. The finished cutting is about a kilometre in length, but very narrow, only 3m wide at the bottom, with sides nearly 30m high at the deepest point. About 276,000 cubic metres of rock was removed. (McCourt 1985 & 2007)

The Post-War Years

From the end of the Second World War in 1945 there was an economic upturn across South Australia and the nation. Although most evident in the capital cities, the impact was also felt in rural districts, including at Beachport. Some agricultural products increased in price by ten to 20 times between 1939 and the early 1950s. Wool and wheat, boosted by purchases for the Korean War, rose to remarkably high prices, leading to an era of great prosperity for farmers. This wealth was expressed in new farmhouses, and new public and commercial buildings in the town. There were usually improvements in roads, electrical power supply and other tangible services.

However, this nation-wide boom had only a limited effect on the Rivoli Bay community. Beachport was not primarily a farming community, but a transport and fishing community. It was still the interface between rail and shipping, even though the volume of traffic had shrunk enormously since the late nineteenth century. The economic benefits of the post-war boom were felt in the town, but there were technological changes happening in transport which would completely alter Beachport's role.

The principal change in transport technology was the arrival of the age of the truck. Trucks had been around since the 1920s, but at first they were a rare luxury owned by the wealthy. In the years after 1945, thousands of cheap war surplus trucks came on the market. Every farm could afford to buy one, and transport businesses flourished. In the next few decades, the state and councils improved the roads to carry all the new trucks, whereupon the transport companies bought bigger, faster trucks to drive on the improved roads. That cycle is still rolling on seventy years later.

For the previous eighty years, long-distance transport between rural towns in South Australia had depended on a government-owned railway system and privately-owned coastal ketches. Now the fast and reliable trucks were taking away the business of both. Moving goods by truck did away with the double- and triple-handling of loading goods on and off rail freight wagons, and a truck travelled five to ten times faster than a ketch.

Traffic on the Mount Gambier-Beachport railway gradually dwindled to nothing, and the state government dithered over improving the port, or the railway, but in 1956 the Public Works Standing Committee recommended it was: "in the best economic interests of the State to close the Beachport line". (Berger 1978, p. 80) The last train ran in

November 1956, and the reason for the town's creation in 1878 had vanished. The sea trade followed soon afterward; the last commercial ketch voyage in South Australia was in 1967.

This left the fishing industry as Beachport's main commercial activity. Fishing had been a subsidiary industry from Beachport's early days. Commerce in the port had always relied on lighters to load and unload cargo vessels anchored in the bay, and between freighters the lighters became fishing boats. Charles Corigliano was one lighter owner who was also a fisherman, and many members of his family have been prominent in the industry and community affairs. As shipping in the bay became scarce, the alternative fishing industry strengthened. Fish were the main target in the early years, but at the turn of the twentieth century, attention turned to the southern rock lobster as a more lucrative product.

Fishing is always at the mercy of the weather, the season, the supply of fish and the market price. The individual fishermen sold their catch to traders who paid whatever the supply of fish and the day's price dictated. Without refrigeration, the fish had to be sold the day it was caught. By the Second World War, there were moves in the industry to cooperate to improve these conditions, and the South Australian Fishermen's Cooperative Ltd (SAFCOL) was the result. The history of the South Australian fishing industry says, "Beachport was the birthplace of SAFCOL." A meeting in Robe in November 1944 formed the South-East Fishermen's Cooperative Ltd, which within months merged with other regional co-ops to form SAFCOL. Of the 28 members at the first meeting, 11 were from Beachport. (Wallace-Carter 1987, pp. 223-224) Cooperation lowered costs, and brought the ability to control trade and prices. SAFCOL built a shared freezer at Beachport, which individuals couldn't afford to do, so that the product could be withheld until prices improved.

The Recent Past

Beachport's motel, apartments and caravan park illustrate the recent changes in the economic base of the town. In 1990 the former Beachport hotel re-opened after a hundred years, with the new name Bompas. The old Bay View hotel, which had traded continuously since 1879, had taken the name Beachport in 1958. (Hoad 1999, p. 50) There are no more trains or steamers, but the fishing industry thrives, and tourism and associated service industries have grown into major commercial activities. There are continuing signs of regional prosperity, reflecting both the value of the surrounding pastoral land, and more recent efforts at diversifying rural industries. These have included new forms of stock keeping, such as organic farming.

The changes in Beachport's economy led to a rising appreciation of the town's heritage. It was realised that the historic buildings of the town were an asset to the growing tourism industry. By the 1960s there were efforts to conserve and draw attention to heritage places, and Tom McCourt among others was active in writing historical accounts, and building monuments to commemorate places of historical significance. In 1971 the Beachport branch of the National Trust of South Australia was formed, and the following year they leased the former Bevilacqua warehouse in the heart of the town to serve as the local museum. The successful conservation of many of the town's early buildings contributes to its modern appeal to visitors, and makes a major contribution to the town's economy.

3. INVENTORY

3.1. LOCAL HERITAGE PLACES

BE:01	Lanky's Grave
BE:02	Former Harbourmaster's Residence
BE:03	Bompas Hotel
BE:04	Old St Nicholas Church
BE:05	Institute
BE:06	Former Post Office
BE:07	Beachport Hotel
BE:08	Former Railway Cottage
BE:09	New St Nicholas Church
BE:10	Bowling Club (Former Railway Station)
BE:11	Former School
BE:12	Former Police Station
BE:13	Cairn at site of Whaling Station
BE:14	Woakwine Shearing Shed
BE:15	Woakwine Cutting
BE:16	World War Two Mine Memorial
BE:17	Rotunda and War Memorial Plaques
BE:18	Lanky's Well
BE:19	Norfolk Island Pines

3.2. HISTORIC (CONSERVATION) ZONES / POLICY AREAS

No Historic Conservation Zones / Policy Areas were identified in the survey.

3.3. EXISTING STATE HERITAGE PLACES

ID:13723	Former Beachport Customs House, Railway Terrace
ID:10366	Beachport Museum (former Wool and Grain Store), 5 Railway Terrace
ID:13724	Beachport Jetty, Rivoli Bay

The three existing State Heritage Places are recommended to remain as State Heritage Places. No additional State Heritage Places were identified in the Survey.

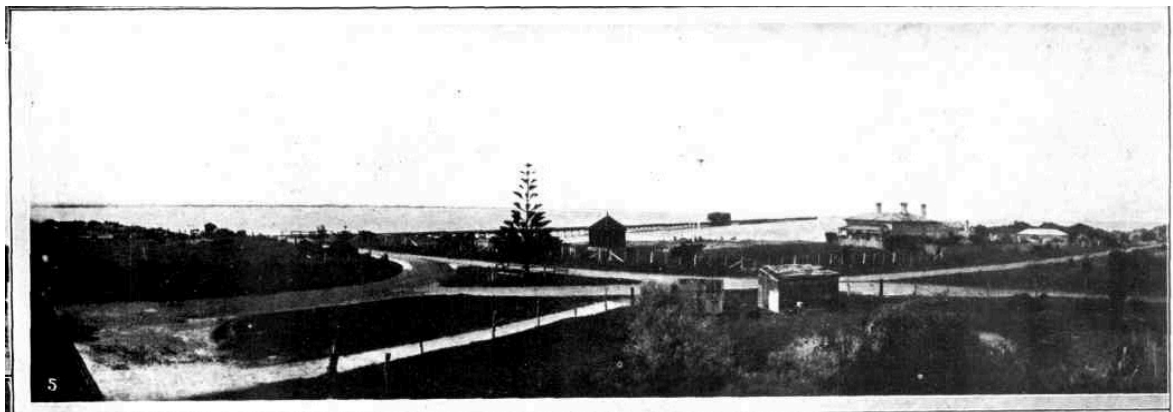


Figure 5: Beachport in 1932, Harbourmaster's House at right. (*Chronicle* 5 May 1932, p. 32)

4. HERITAGE ASSESSMENT REPORTS: LOCAL HERITAGE PLACES

NAME: Lanky's Grave

PLACE NO.: BE:01

CURRENT USE: Grave Monument

FORMER USE: -

DATE(S) OF CONSTRUCTION: 1904, later modifications

LOCATION: Beachport Cemetery, Admella Drive, Beachport SA 5280

LAND DESCRIPTION: CT5880/667, Hundred of Rivoli Bay

OWNER: Wattle Range Council

REGISTER STATUS: None



Lanky's Grave from east

NAME: Lanky's Grave

PLACE NO.: BE:01

DESCRIPTION:

Timber grave fence probably dating from 1904, and a later monument of red and white granite rubble with a cast bronze plaque showing a portrait in relief and the inscription, "In memory of Police Tracker Lanky last of the local native tribe died 1904". There is a longer inscription roughly scratched in the concrete at the monument's base: "Lanky died 1904 last of the Boandik tribe who completely died out after 60 years of association with the white race T McCourt".

EXTENT OF LISTING:

Stone grave monument and fenced enclosure.

STATEMENT OF HERITAGE VALUE:

While the claim that Lanky was the last of the Boandik people is untrue, this is an unusual monument to an Indigenous man who was well-liked and respected within the wider community.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

(e) it is associated with a notable local personality

BRIEF HISTORICAL BACKGROUND:

Lanky Kana or Canna was a Bunganditj man, prominent in his community, who served as a police tracker in Beachport in the late nineteenth century. Not much is really known about his life, but he was probably born about 1840, and had worked with Europeans as a police tracker and looked after the police horses, and was highly regarded in the local area. The Beachport community regarded him as the "last" of the Bunganditj people. In 1904 he died following a stroke, and was buried in the Beachport cemetery. His Aboriginal name was given as Ngineboeriman (pronounced Engine bo-i-man). (*Border Watch* 5 December 1908, p. 3) Later in 1904 the District Council resolved to erect a wooden fence around the grave at a cost of £3, and a wooden cross. Four years after his death the cross was painted with his name. Decades later the cross was replaced with an elaborate stone and bronze monument. The claim that he was the last of the Bunganditj people would not be accepted today, as many people in the South-east claim Boandik descent.

REFERENCES:

Beachport's Historic Buildings Drive, Beachport Visitor Information Centre, n.d. (2016?); Stewart 1977, pp. 69-70; *Border Watch* 1 June 1904, p. 3; 10 December 1904, p. 1; 31 January 1906, p. 1; 5 December 1908, p. 3)

NAME: Former Harbourmaster's House

PLACE NO.: BE:02

CURRENT USE: Tourist Accommodation / Gallery

FORMER USE: Harbourmaster's House

DATE(S) OF CONSTRUCTION: Date uncertain, probably 1879-80

LOCATION: Beach Road, Beachport SA 5280

LAND DESCRIPTION: CT5394/255, Hundred of Rivoli Bay

OWNER: M J Beattie, c/- Post Office, Beachport SA 5280

REGISTER STATUS: None



Former Harbourmaster's House from north

NAME: Former Harbourmaster's House

PLACE NO.: BE:02

DESCRIPTION:

Symmetrical masonry villa with hipped corrugated sheet metal roof and hipped verandah with paired posts to east elevation. Paired windows with rendered surrounds and paired brackets to projecting eaves. Later extensions to building.

EXTENT OF LISTING:

Exterior of original building, including hipped roof form, hipped verandah, paired brackets, masonry chimneys and paired sash timber windows, excluding interior and extensions.

STATEMENT OF HERITAGE VALUE:

The former Harbourmaster's House, situated by the jetty, has played a central role in the most important economic activities of the town since its beginnings. It represents an important occupation in the early days of the town's development.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as a building central to the economy of the town
 - (c) it has played an important part in the lives of local residents as the administrative centre of the shipping industry
-

BRIEF HISTORICAL BACKGROUND:

The date of construction of the house is uncertain. In May 1879, a visiting journalist said, "Mr. F. Clark, Harbor (sic) Master and Customs officer, has at present no office whatever." (*Border Watch* 4 June 1879, p. 4) This situation was presumably remedied promptly, as shipping and rail transport were already underway, and the house must have been built about 1879 or 1880. Beachport had a Harbourmaster until the 1950s, probably until the railway closed in 1956. The Youth Hostels Association bought the residence, and it has been used for accommodation ever since, with an extension added to the western side of the house.

REFERENCES:

Border Watch 4 June 1879, p. 4
McCourt & Donaldson, *Beachport*, 1994, p. 28

NAME: Bompas of Beachport

PLACE NO.: BE:03

CURRENT USE: Hotel / Restaurant

FORMER USE: Private home, coffee palace, boarding house, grocery store, service station, hotel

DATE(S) OF CONSTRUCTION: 1879

LOCATION: 3 Railway Terrace, Beachport SA 5280

LAND DESCRIPTION: CT6166/163, Hundred of Rivoli Bay

OWNER: Beachport Properties P/L, PO Box 95, Beachport SA 5280

REGISTER STATUS: None



Bompas from east

NAME: Bompas of Beachport

PLACE NO.: BE:03

DESCRIPTION:

A prominent two storey building in the streetscape of Railway Terrace, close to the jetty. Coursed masonry building with chamfered corner entry, rendered window and door surrounds, concave verandah to upper and lower levels. Verandah posts of timber with cast lace balustrade panels at upper verandah level

EXTENT OF LISTING:

Exterior of the original two-storey masonry building of 1879 including corrugated steel hipped roof form, verandahs including timber posts and cast lace panels, rendered window surrounds, excluding interior, modern glazed extensions and later signage.

STATEMENT OF HERITAGE VALUE:

Bompas is one of the oldest buildings in the town, and one of the first large and substantial ones, has been an important meeting place, and is a prominent and substantial building in the town centre.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as one of the oldest buildings in the town
 - (c) it has played an important part in the lives of local residents as a social and meeting place
-

BRIEF HISTORICAL BACKGROUND:

The hotel opened in 1879, a month before the Mount Gambier railway opened, but was originally called the Beachport Hotel (the present Beachport Hotel opened simultaneously with the name Bay View Hotel). Three months after the hotels opened, they were described as "two story stone structures, furnished with every convenience. Besides possessing all that is required in the way of parlours, bedrooms, etc, they are each furnished with bath and smoking-rooms, two important extras that few hotels in the district possess". Two hotels in Beachport proved to be one too many for the local economy, and this one lost its licence in 1889. It functioned for the next century as variously a coffee palace, a boarding house and a grocery store. Commencing in 1990, the building was renovated and re-opened as Bompas. It has been given extensions to both sides, a new roof and reconstructed upper verandahs in recent decades, and lost its chimneys, but the masonry facades to Railway Terrace and Beach Road are little altered.

REFERENCES:

Border Watch 4 June 1879, p. 4
Danvers, Heritage Survey of the South-East, 1984
Hoad, *Hotels and Publicans*, 1999, pp. 50-51
McCourt & Donaldson, *Beachport*, 1994, pp. 11-12

NAME: Former St Nicholas Church

PLACE NO.: BE:04

CURRENT USE: Museum

FORMER USE: Church

DATE(S) OF CONSTRUCTION: Possibly 1840s, on present site since 1927

LOCATION: 7 Railway Terrace, Beachport SA 5280

LAND DESCRIPTION: CT5208/806, Hundred of Rivoli Bay

OWNER: Wattle Range Council, PO Box 27, Millicent, SA, 5280

REGISTER STATUS: None



Former St Nicholas Church from north-east

NAME: Former St Nicholas Church

PLACE NO.: BE:04

DESCRIPTION:

Small scale timber frame building with weatherboard cladding and simple gable roof form clad in corrugated sheet metal. Attached weatherboard clad tower to rear; multipane fixed window and timber door to front elevation. Simple timber cross affixed to gable end.

EXTENT OF LISTING:

Whole building, including gabled roof form, weatherboard cladding, belltower, multipane windows, and interior.

STATEMENT OF HERITAGE VALUE:

The former St Nicholas Church is a humble building with a long and complex history as shipping agents' offices, and then the first church in the Rivoli Bay district. It is representative of the small scale early buildings erected to serve the community in its earlier days.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as probably the oldest building in the town
 - (c) it has played an important part in the lives of local residents as a place of worship and a meeting place
-

BRIEF HISTORICAL BACKGROUND:

The early history of the church is vague. It was built in Grey Town during early settlement possibly about 1846, as the office of shipping agents E French and later Dalgety's. It was brought from Grey Town to Beachport in 1881 for use as an Anglican church, and dedicated to Nicholas, patron saint of sailors. It has stood on at least two sites in Railway Terrace, and been on its present site since 1927. It was superseded by a much larger masonry church in 1923, when it was described as a "quaint little room". It was sold to the Beachport Institute in 1940, and heavily reconstructed in the 1970s.

REFERENCES:

Border Watch 12 January 1923, p. 3
McCourt & Donaldson, *Beachport*, 1994, p. 17

NAME: Institute / Cinema

PLACE NO.: BE:05

CURRENT USE: Institute / Cinema
FORMER USE: -
DATE(S) OF CONSTRUCTION: 1882, extended 1884

LOCATION: 7 Railway Terrace, Beachport SA 5280
LAND DESCRIPTION: CT5208/806, Hundred of Rivoli Bay

OWNER: Wattle Range Council, PO Box 27, Millicent SA 5280

REGISTER STATUS: None



Institute from north-east

NAME: Institute / Cinema

PLACE NO.: BE:05

DESCRIPTION:

Originally symmetrical masonry building with hipped roof and projecting portico element over front double entry doors; single storey element to south end of building with stepped parapet and 'Cinema' signage. Masonry has been painted. Later masonry fence to footpath frontage.

EXTENT OF LISTING:

Exterior of nineteenth century building, including hipped roof and parapet to cinema section, masonry walls, rendered quoins, verandah, timber doors, excluding interior and front fence.

STATEMENT OF HERITAGE VALUE:

The Institute has played a central role in the educational and social activities of the town since its early years.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as a building where many of the cultural and social activities of the town took place
 - (c) it has played an important part in the lives of local residents as the principal venue for meetings, concerts, lectures, balls, movies, weddings, visiting doctors and nurses rooms, and many other events
-

BRIEF HISTORICAL BACKGROUND:

The Institute, originally only a single room used as reading room and library, opened in the present building in 1882, after four years in temporary premises. The building was extended in 1884 by the addition of a 50 x 36 feet hall to the rear, designed by architect J.J. Barrow of Mount Gambier. In 1939 a projector was installed, and from that time the Institute has doubled as the town cinema.

REFERENCES:

Observer 6 September 1884, p. 15
Border Watch 8 November 1884, p. 3
South Eastern Times 15 December 1939, p. 3
McCourt & Donaldson, *Beachport*, 1994, pp. 15-16

NAME: Former Post Office

PLACE NO.: BE:06

CURRENT USE: Shop and Dwelling

FORMER USE: Post Office 1880-1993

DATE(S) OF CONSTRUCTION: 1880

LOCATION: 11 Railway Terrace, Beachport SA 5280

LAND DESCRIPTION: CT 6056/547, Hundred of Rivoli Bay

OWNER: P G Kearsley, 123-127 Kalinda Road, Ringwood North,
Victoria 3134

REGISTER STATUS: None



Former Post Office from east

NAME: Former Post Office

PLACE NO.: BE:06

DESCRIPTION:

Painted masonry hipped and gabled roof villa with corrugated sheet metal roof, masonry chimneys and decorative timber fretwork and finials to projecting gable ends. Rendered quoins and window and door surrounds. Concave hipped verandah to front elevation. Post boxes inset into northern wall remain.

EXTENT OF LISTING:

Exterior of nineteenth century building including masonry walls, rendered quoins and window surrounds, hipped and gabled roof form with corrugated steel sheet roof, hipped verandah, vertically proportioned timber sash windows, timber gable fretwork and finials and masonry chimneys and post boxes inset into wall, but excluding interior.

STATEMENT OF HERITAGE VALUE:

The Post Office is a handsome building in the main street, and was the focus of communication and business activities in the town for over a century.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as a building which was at the centre of many aspects of community life
 - (c) it has played an important part in the lives of local residents, providing them with their principal means of personal and business communication for over 110 years
-

BRIEF HISTORICAL BACKGROUND:

Construction of the Beachport Post Office commenced in November 1879, and the building was completed by April 1880. The Post Office also housed the telegraph office and savings bank, and from the 1920s the telephone exchange. A photograph in the Danvers report of 1984 shows the Railway Terrace verandah enclosed, but it is now open. The Post Office closed in 1993, and was sold for use as a house and shop. The modern Australia Post office is just around the corner.

REFERENCES:

Danvers, Heritage Survey of the South East, 1984
McCourt & Donaldson, *Beachport*, 1994, pp. 14-15

NAME: Beachport Hotel

PLACE NO.: BE:07

CURRENT USE: Hotel

FORMER USE: -

DATE(S) OF CONSTRUCTION: 1879

LOCATION: 17-21 Railway Terrace, Beachport SA 5280

LAND DESCRIPTION: CT6149/239, 6149/240, Hundred of Rivoli Bay

OWNER: M Ciabattoni, c/- Post Office, Beachport SA 5280

REGISTER STATUS: None



Beachport Hotel from east

NAME: Beachport Hotel

PLACE NO.: BE:07

DESCRIPTION:

Two storey stone masonry building with hipped corrugated sheet metal roof. Facade has arched doorway and two storey verandah with decorative cast iron balustrading and brackets on first floor. Rendered window and door surrounds. Two masonry chimneys to front roof face. Later extensions to both sides and rear. A prominent building in the streetscape of Railway Terrace, in the centre of the old town.

EXTENT OF LISTING:

Exterior of the original two-storey masonry building and verandahs of 1879 including hipped roof form with corrugated steel roof cladding, paired eaves brackets, hipped verandah form with timber posts, balustrade panels, vertically proportioned double hung timber sash windows, rendered mouldings, timber doors, masonry chimneys, but excluding interior and all later extensions.

STATEMENT OF HERITAGE VALUE:

The Beachport Hotel is one of the oldest buildings in the town, and one of the first large and substantial ones, has traded for 137 years as a social and recreational venue, as well as an important meeting place, and is a conspicuous and substantial building in the town centre.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as one of the oldest buildings in the town
 - (c) it has played an important part in the lives of local residents as a social and meeting place
 - (f) it is a notable landmark in the area as one of the prominent buildings of the town centre
-

BRIEF HISTORICAL BACKGROUND:

The hotel opened in 1879, a month before the Mount Gambier railway opened, but was originally called the Bay View Hotel (the present Bompas Hotel opened simultaneously with the name Beachport Hotel, but lost its licence in 1888). Three months after it opened, it was described as a "two story stone structure, furnished with every convenience. Besides possessing all that is required in the way of parlours, bed-rooms, etc, they are each furnished with bath and smoking-rooms, two important extras that few hotels in the district possess". It has remained Beachport's principal hotel for 137 years, changing its name to the Beachport Hotel in 1958. It was extended in 1929, probably to the rear. It has been given extensions to both sides and the rear in recent decades, but the street facade appears little altered since construction.

REFERENCES:

Berger, *Beachport*, 1978, pp. 64 & 68
Border Watch 4 June 1879, p. 4
Hoad, *Hotels and Publicans*, 1999, pp. 50-51
South-Eastern Times 22 February 1929, p. 3

NAME: Former Railway Cottages

PLACE NO.: BE:08

CURRENT USE: Tourist accommodation

FORMER USE: Railway Cottages 1879-1956

DATE(S) OF CONSTRUCTION: 1878

LOCATION: 28 Railway Terrace, Beachport SA 5280

LAND DESCRIPTION: CT5666/359, Part Section 388, Hundred of Rivoli Bay

OWNER: G K Rawlins, 2/21 Summerhill Road, East Brighton, Victoria 3187

REGISTER STATUS: None



Former Railway Cottages from south

NAME: Former Railway Cottages

PLACE NO.: BE:08

DESCRIPTION:

Weatherboard clad building containing two semi-detached dwellings, with gable roof over main section of building and skillion verandah, with central (shared) masonry chimney. Later hipped roof additions to either end of building. Double hung multipane sash windows to front elevation either side of central door.

Later picket fence and gate with roofed structure over

EXTENT OF LISTING:

Exterior of nineteenth century building, including timber cladding, gable roof form with corrugated steel cladding, and masonry chimney, excluding hipped roof extensions, interior and fence.

STATEMENT OF HERITAGE VALUE:

The Railway Cottages played an essential role in the town and region's railway system for 77 years, and have played a role in the town's tourist industry for the last 30 years.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as a building which was at the centre of the region's economy
 - (c) it has played an important part in the lives of local residents, contributing to an important means of travel and communication for 77 years, then tourist accommodation for many more
-

BRIEF HISTORICAL BACKGROUND:

In the first two years of the Beachport-Mount Gambier railway, local railway workers and train crews staying overnight apparently lived in tents. In April 1880, the Engineer-in-Chief's department accepted a tender of £1,210 from builder W.T. Chidsey to build a "foreman's residence and four cottages" at Beachport. (*Observer* 1 May 1880, p. 14) They were not built to a standard design, some were single and some attached, some stone and some weatherboard. The railway closed in 1956, and the cottages in the railway reserve were sold for use as private houses. The Danvers survey of 1984 recorded only two cottages surviving, and one has since been demolished, leaving only this building, which has been extended and renovated.

REFERENCES:

Beachport's Historic Buildings Drive, 2016, p. 18
Danvers, Heritage Survey of the South East, 1984
Observer 1 May 1880, p. 14

NAME: St Nicholas Church (New)

PLACE NO.: BE:09

CURRENT USE: Church

FORMER USE: -

DATE(S) OF CONSTRUCTION: 1923

LOCATION: 37 Railway Terrace, Beachport SA 5280

LAND DESCRIPTION: CT5798/235, Hundred of Rivoli Bay

OWNER: Synod Diocese Anglican Church, c/- Anglican Pastoral
District of Millicent and Penola, PO Box 76, Penola 5277

REGISTER STATUS: None



St Nicholas Church from north-east

NAME: St Nicholas Church (New)

PLACE NO.: BE:09

DESCRIPTION:

Rendered limestone building with gabled terracotta tiled roof and square tower with castellated parapet. Gothic arch head windows and main timber door opening. Marble foundation stone reads 'To the glory of God and in honour of St Nicholas, this stone was laid by Captain Richard Solly, January 10th 1923'.

EXTENT OF LISTING:

Exterior of the masonry building of 1923, including masonry walls, castellated parapet tower, gabled roof with terracotta tiles, terracotta cross,, timber doors, pointed arch windows, and timber bargeboards but excluding interior.

STATEMENT OF HERITAGE VALUE:

St Nicholas Church is a substantial and attractive building in a prominent location on Railway Terrace.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as a prominent religious building in the town
 - (c) it has played an important part in the lives of local residents as a place for worship and meetings
-

BRIEF HISTORICAL BACKGROUND:

The church was built of Mount Gambier limestone to replace the old timber St Nicholas church brought from Grey Town in 1881. Construction of the new Anglican church of St Nicholas was underway in 1922. It was designed by A.P. Daniel, architect of Mount Gambier, and the stonemason was J. Green. On 10 January 1923 the Anglican congregation held a ceremonial procession down Railway Terrace from their old church to the new one, and a foundation stone was laid in the outer wall of the apse. The church was completed in time for a dedication service on 26 April 1923.

REFERENCES:

Border Watch 12 January 1923, p. 3
South-Eastern Times 24 April 1923, p. 2

NAME: Bowling Club (former Railway Station)

PLACE NO.: BE:10

CURRENT USE: Beachport Bowls Club

FORMER USE: Railway Station 1879-1956

DATE(S) OF CONSTRUCTION: 1878

LOCATION: 44-50 Railway Terrace, Beachport SA 5280

LAND DESCRIPTION: CT5253/920, Section 388, Hundred of Rivoli Bay

OWNER: Wattle Range Council, PO Box 27, Millicent 5280 (occupied by Beachport Bowling Club)

REGISTER STATUS: None



Former Railway Station from south

NAME: Bowling Club (former Railway Station)

PLACE NO.: BE:10

DESCRIPTION:

Weatherboard clad timber building with steep pitched gable roof clad in later aluminium tiles. Masonry chimney with mouldings to southern end of roof. Timber fretwork and finials to gable ends, porthole vents over vertically proportioned timber sash windows centrally, with horizontal windows to infilled verandah area. Later masonry additions to perimeter of building

EXTENT OF LISTING:

Exterior of nineteenth century building, including gable roof form, weatherboard cladding, timber windows, masonry chimney, timber gable fretwork and finials, but excluding masonry extensions and interior.

STATEMENT OF HERITAGE VALUE:

The Railway Station was at the hub of communication for the town and region for 77 years, and has been a major sports and recreation facility for the 60 years since.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as a building which was at the centre of the region's economy
 - (c) it has played an important part in the lives of local residents, providing them with an important means of travel, trade and communication for 77 years
-

BRIEF HISTORICAL BACKGROUND:

Construction of the Beachport-Mount Gambier railway was underway throughout 1878, and the railway station was completed about November that year. The building was a standard timber design used for country stations, and incorporating a stationmaster's residence. On Boxing Day 1878 a special train ran from Mount Gambier bringing crowds to the Beachport regatta, but the line didn't officially open until 19 May 1879. The railway closed in 1956, and most of the buildings in the railway reserve were demolished. However, the station building was sold for use as a clubhouse for the lawn bowls club.

REFERENCES:

Border Watch 4 June 1879, p. 4
Danvers, Heritage Survey of the South East, 1984
McCourt & Donaldson, *Beachport*, 1994, pp. 7-8
Quinlan & Newland, *Railway Routes*, 2000, p. 58

NAME: Former School

PLACE NO.: BE:11

CURRENT USE: Residence

FORMER USE: School 1881-1975

DATE(S) OF CONSTRUCTION: 1881

LOCATION: 1 McCourt Street (Corner Chambers Street), Beachport

LAND DESCRIPTION: CT5973/840, 5973/841, 5973/842, Hundred of Rivoli Bay

OWNER: RG Legoe, PO Box 159 Lucindale 5272

REGISTER STATUS: None



Former School (left, from north-west) and Residence (right, from east)

NAME: Former School

PLACE NO.: BE:11

DESCRIPTION:

Rendered and painted masonry building in two parts; steeply pitched gable roof section retains timber sash windows, timber fretwork to gable end and skillion roof leanto. Smaller scale painted masonry residential section to the east has hipped corrugated sheet metal roof and concave verandah on timber posts with cast iron brackets. It is largely obscured from the street by trees.

EXTENT OF LISTING:

Exterior of nineteenth century building, including masonry walls, gable and hipped roof forms, hipped verandah, vertically proportioned timber windows, but excluding extensions and interior.

STATEMENT OF HERITAGE VALUE:

The School played an important role in education, sport, cultural life and family activities for the town and region for 94 years.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as a building which was at the centre of the district's educational and cultural life
 - (c) it has played an important part in the lives of local residents, providing them with all the functions of a local school for 94 years
-

BRIEF HISTORICAL BACKGROUND:

A temporary provisional school opened in 1879 with 37 pupils. In October 1880, the Architect-in-Chief's department accepted a tender of £1,040 from builder Joseph Bridges to build a new government school and residence at Beachport. (Register 29 October 1880, p. 6) It opened in 1881 with 64 pupils. The school closed in 1975 when a new primary school was built out of town on Golf Course Road. The building was bought by Council and functioned for years as a museum.

REFERENCES:

Register 29 October 1880, p. 6
Danvers, Heritage Survey of the South East, 1984
McCourt & Donaldson, *Beachport*, 1994, p. 18

NAME: Former Police Station

PLACE NO.: BE:12

CURRENT USE: Residence

FORMER USE: Police Station 1881-1984

DATE(S) OF CONSTRUCTION: 1881

LOCATION: 17 Chambers Street, Beachport

LAND DESCRIPTION: CT5715/604, Hundred of Rivoli Bay

OWNER: R & C Thomas, Beachport 5280



Former Police Station from east

NAME: Former Police Station

PLACE NO.: BE:12

DESCRIPTION:

Rendered and painted masonry building with rendered quoins and window and door surrounds, hipped corrugated sheet metal roof and rendered masonry chimneys. Encircling verandah on timber posts with perimeter picket fence, timber sash double hung windows. Separate former cell block to rear of dwelling.

EXTENT OF LISTING:

Exterior of nineteenth century building, including masonry walls, rendered quoins and window surrounds, hipped roof and verandah form, timber windows and doors, and masonry chimneys, but excluding extensions and interior, and freestanding garage and shopfront buildings.

STATEMENT OF HERITAGE VALUE:

The Police Station has played an important role in government administration of the town and region for over a hundred years.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as a building which was at the centre of the district's government administration
 - (c) it has played an important part in the lives of local residents, providing them with all the functions of a rural police station for 94 years
-

BRIEF HISTORICAL BACKGROUND:

The first police station was a temporary corrugated iron shed on Beach Road, near the jetty. In January 1882, the Architect-in-Chief's department announced that a new Beachport police station and residence had been completed at a cost of £855.15.6d. The building functioned until 1984 when a new police station was built on Railway Terrace. The building is now a private home. Its cell block still stands.

REFERENCES:

Border Watch 4 June 1879, p. 4
Observer 7 January 1882, p. 11
Danvers, Heritage Survey of the South East, 1984
Beachport's Historic Buildings Drive, 2016, p. 17

NAME: Cairn, Whaling Station Site

PLACE NO.: BE:13

CURRENT USE: Memorial cairn

FORMER USE: -

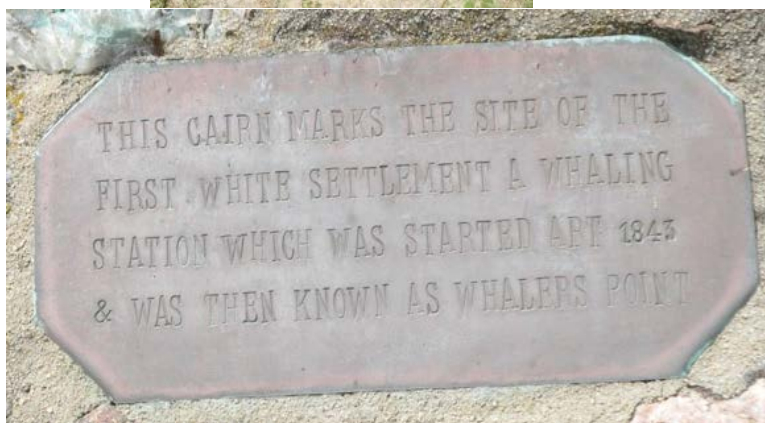
DATE(S) OF CONSTRUCTION: Cairn c1960s, on site occupied in 1844

LOCATION: Beach Road, Beachport SA 5280

LAND DESCRIPTION: Coastal Reserve, Hundred of Rivoli Bay

OWNER: Crown

REGISTER STATUS: None



Memorial Cairn from west

Cairn plaque

NAME: Cairn, Whaling Station Site

PLACE NO.: BE:13

DESCRIPTION:

Stone cairn on concrete plinth, about 130cm high, with inscription on bronze plaque reading 'This cairn marks the site of the first white settlement a whaling station which was started about 1843 & was then known as Whalers Point'. No surface remains of the whaling station are visible, but there may be archaeological evidence in the ground.

EXTENT OF LISTING:

Stone cairn and immediate surroundings. It would be best to avoid excavating in the vicinity, so as not to disturb archaeological evidence. An investigation by qualified archaeologists would be desirable.

STATEMENT OF HERITAGE VALUE:

The commemorative cairn is the only surface evidence of a whaling station which existed on the site in 1844.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, commemorating the vanished whaling industry
 - (e) it is associated with a notable local event, the arrival of the first Europeans to live at Beachport
-

BRIEF HISTORICAL BACKGROUND:

When Governor Grey visited the site of Beachport in early May 1844 he met offshore whalers aboard two vessels from Hobart, the *Isabella* and *Prince of Denmark*. (Berger 1978, pp. 16-17) There were also temporary whalers' huts set up on shore near Cape Martin. (Angas 1847 vol 1, p. 158) It is not clear whether these were huts built by the Hobart whalers, or the shore whaling station set up by employees of the Henty brothers from Portland. (Berger 1978, pp. 12-13) The two groups may been the same people; the Hentys may have employed the Hobart whalers. There were indefinite remains visible on site when permanent settlement began in 1878. The cairn was erected in the 1960s.

REFERENCES:

Angas, *Savage Life*, 1847 vol 1, p. 158
Berger, *Beachport*, 1978, pp. 12-13, 16-17
Danvers, Heritage Survey of the South East, 1984

NAME: **Woakwine Woolshed**

PLACE NO.: BE:14

CURRENT USE: Woolshed

FORMER USE: -

DATE(S) OF CONSTRUCTION: c 1870s

LOCATION: 509 Beachport-Penola Road, Beachport SA 5280

LAND DESCRIPTION: CT5945/370, Hundred of Rivoli Bay

OWNER: Michael and Helen McCourt

REGISTER STATUS: None



Woakwine Woolshed from east

NAME: Woakwine Woolshed

PLACE NO.: BE:14

DESCRIPTION:

Single storey building with a T-shaped plan, built of stone rubble masonry with gabled corrugated sheet metal roof. A small shed with five stands, which has been added to over time, and had many alterations. Later iron-roofed extensions to both sides, forming additional sheep pens and a shelter for wool bales. An early horse stable is also nearby, and the building contains relics of the wreck of the steamer *Time* off Penguin Island in 1911.

EXTENT OF LISTING:

Exterior of the nineteenth century masonry woolshed building including stone walls, gabled roof form, and multiple openings but excluding interior and later extensions.

STATEMENT OF HERITAGE VALUE:

The Woakwine Woolshed is one of the oldest pastoral buildings in the Beachport district, and still in use for its original purpose.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as one of the oldest buildings in the district
 - (b) it represents customs or ways of life that are characteristic of the local area
-

BRIEF HISTORICAL BACKGROUND:

It is uncertain when Woakwine woolshed was built. Woakwine was first taken up by John and Matthew Colville in 1846, but had been divided into two parcels by 1847. Archibald Johnson held South Woakwine, and Alexander Cameron held North Woakwine, which he later sold to Thomas Magarey. In the 1880s the land was acquired by the McCourt family, who have farmed it ever since. According to family tradition, the woolshed existed when the McCourts arrived. The building contains a plaque over the stand of shearer Bob Brooks, who shored at Woakwine for 46 years. Woakwine is now primarily an organic beef cattle producer, but still runs some sheep.

REFERENCES:

Cockburn, *Pastoral Pioneers*, 1925, vol.1, p. 126; 1927, vol.2, pp. 150-151
MacGillivray, *Land and People*, 1983, pp. 34, 40, 41, 57 & 487

PLACE NO.: BE:15

FORMER USE: -

DATE(S) OF CONSTRUCTION: 1957-1960

LOCATION: Woakwine Cutting Road, Beachport SA 5280
(Off Southern Ports Highway, 8km north of Beachport)

LAND DESCRIPTION: CT5991/646

OWNER: Michael and Helen McCourt

REGISTER STATUS: None



Woakwine cutting looking west, Lake George in background

NAME: Woakwine Cutting

PLACE NO.: BE:15

DESCRIPTION:

The cutting through the sand dune founded on sandy limestone is about a kilometre in length, but very narrow, only 3m wide at the bottom, with sides nearly 30m high at the deepest point. About 276,000 cubic metres of rock was removed.

EXTENT OF LISTING:

The length of the cutting and its sloping sides through the Woakwine Range.

STATEMENT OF HERITAGE VALUE:

The Woakwine Cutting is a major civil engineering feat, and a remarkable example of an energetic private enterprise.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as an impressive example of privately-made drainage works,
- (d) it displays construction techniques of significance to the local area,
- (e) it is associated with a notable local event.

BRIEF HISTORICAL BACKGROUND:

The McCourt family had owned Woakwine station since the 1880s. In 1957 Murray McCourt decided to increase the arable area of his land by draining a large area of peat soil which was very fertile, but seasonally inundated by water dammed behind the Woakwine Range. To drain it, he wanted to dig a private drain through the range to Lake George. The South-East Drainage Board helped design the drain, but their approach was very conservative. They believed the range at that point was mostly sand, and to be stable the sides of the drain would need to angled back to about 30°. McCourt thought that excavating that much material would be far too costly. He was confident that the interior of the range was solid rock, and would remain stable at a much steeper angle. He was right, the interior of the range had consolidated into a limey sandstone. He started excavating steep walls at about 70° which are still standing sixty years later.

The excavation was done by repeatedly hauling a ripper over the rock to break up the surface, then hauling the rubble away with either a bulldozer or a cable-drawn scraper. In places explosives had to be used. Nearly all the work was done by McCourt and one employee, and it was finished in 1960.

REFERENCES:

McCourt, *Woakwine Cutting*, 1985

McCourt, *Murray McCourt's Woakwine Cutting*, 2007

NAME: World War Two Mine Explosion Memorial

PLACE NO.: BE:16

CURRENT USE: Memorial

FORMER USE: -

DATE(S) OF CONSTRUCTION: 1974

LOCATION: Off Millicent Road, Beachport SA 5280

LAND DESCRIPTION: CT5848/464, Hundred of Rivoli Bay

OWNER: Wattle Range Council (Crown Land)

REGISTER STATUS: None



Mine Explosion Memorial from north

NAME: World War Two Mine Explosion Memorial

PLACE NO.: BE:16

DESCRIPTION:

The memorial is located on the foreshore dune, approximately where the two sailors died. It consists of a curved stone wall with a bronze plaque, roofed by an elliptical concrete slab supported on two plain concrete columns, forming a half-rotunda. A replica of the German mine is on the roof.

EXTENT OF LISTING:

The physical structure of the memorial and its immediate surroundings.

STATEMENT OF HERITAGE VALUE:

The memorial commemorates the deaths of two RAN sailors by the explosion of a naval mine in 1941, the first Australian servicemen to die by enemy action on Australian soil during the Second World War. It was a major event in the local community, and makes a remarkable statement about how that war affected almost all parts of the world.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (e) it is associated with a notable local event
-

BRIEF HISTORICAL BACKGROUND:

In November 1940 the German raider *Penguin* had laid anti-shipping mines along the southern Australian coast, including the approaches to Port Adelaide. In July 1941, one of the mines was encountered by a fisherman floating off Rivoli Bay, the navy were contacted, and the mine was first towed to the town beach, only about 300m east of the Beachport jetty, before being moved about two kilometres further from the town. They laid an explosive charge on the mine, with a long fuse. Soon afterwards, the mine exploded, killing Danswan and Todd who were walking down the dune towards it. It is widely believed - based on inaccurate newspaper reports at the time - that there was a premature explosion of the detonating charge. However a Board of Inquiry found that the charge had not fired, instead the mine had not been secured properly, and an incoming wave shifted it, causing it to detonate. The Board was very critical of the actions of the officer commanding the operation. The memorial was erected by the National Trust in 1974.

REFERENCES:

NAA D305 SA40/14 Mine found near Beachport 1941

South-Eastern Times 18 July 1941, p. 2; 25 July 1941, p. 2; *Border Watch* 15 July 1941, p. 1; 19 July 1941, p. 1

NAME: War Memorial Rotunda and Plaques

PLACE NO.: BE:17

CURRENT USE: War Memorial

FORMER USE: -

DATE(S) OF CONSTRUCTION: 1921

LOCATION: Beach Road, Beachport SA 5280

LAND DESCRIPTION: Coastal Reserve, Hundred of Rivoli Bay

OWNER: Wattle Range Council

REGISTER STATUS: None



War Memorial Rotunda from north

DESCRIPTION:

A hexagonal structure, open on two sides, with weatherboard cladding to the remaining four, one of which contains two windows. Tiled floor and terracotta tiled roof with no guttering. A central post supports a mosaic clad table, and the solid sides of the structure house a series of Memorial Plaques to individual service personnel and a World War One plaque. It is understood the structure has been reclad and reroofed since its original construction date.

EXTENT OF LISTING:

The rotunda building, memorial plaques and immediate context.

STATEMENT OF HERITAGE VALUE:

The War Memorial Rotunda is of heritage value as the Beachport community's principal place of commemoration of the wartime sacrifice of service members from the local area.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (a) it displays historical, economic or social themes that are of importance to the local area, as commemoration of the community's sacrifice in the First World War
 - (c) it has played an important part in the lives of local residents as the place for memorial gatherings
-

BRIEF HISTORICAL BACKGROUND:

In September 1919, while soldiers were still returning from the Western Front, a meeting was held in Beachport to "consider the question of erecting a soldier's memorial to commemorate the heroism of the soldiers who left the district It was decided that a rotunda be erected on the foreshore, and that sufficient funds be collected." (*Border Watch* 19 September 1919, p. 3) Work was underway on building the rotunda early in 1921, and it was opened later that year. The rotunda was an unusual choice for the form of a war memorial. It records the names of fourteen local soldiers who died in the First World War, as well as individual bronze plaques commemorating five of them by name.

An open-air memorial wall and flagpole was erected on the lawn nearby in 2014.

REFERENCES:

Border Watch 19 September 1919, p. 3; 4 February 1921, p. 2

Hammatt, *Honouring our Fallen*, 2016, p. 217

<<http://monumentaaustralia.org.au/themes/conflict/ww1/display/50438-soldiers-war-memorial-/>>

South Eastern Times 24 February 2014

NAME: Lanky's Well

PLACE NO.: BE:18

CURRENT USE: -

FORMER USE: Well

DATE(S) OF CONSTRUCTION: Unknown, late nineteenth century

LOCATION: Off North West Terrace, Beachport SA 5280

LAND DESCRIPTION: CR5656/599, Hundred of Rivoli Bay

OWNER: Wattle Range Council

REGISTER STATUS: None



Structure over Lanky's Well from south-east

NAME: Lanky's Well

PLACE NO.: BE:18

DESCRIPTION:

Deep rectangular well located on the Town Reserve, enclosed within timber and steel mesh structure built to restrict access for safety reasons.

EXTENT OF LISTING:

Well and timber and steel enclosure.

STATEMENT OF HERITAGE VALUE:

Nineteenth century well, notable principally for its association with Lanky Kana.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

(e) it is associated with a notable local personality

BRIEF HISTORICAL BACKGROUND:

The well probably dates from the 1880s. It is associated with police tracker Lanky Kana, who served at Beachport in the late nineteenth century and died in 1904. Not much is known about his life, but he was probably born about 1840, worked with Europeans as a police tracker and looked after the police horses, and was highly regarded in the local area. The Reserve was used to graze the police horses, and local tradition says Lanky watered them from the well. The well has been protected by a timber structure for safety in recent decades.

REFERENCES:

Beachport's Historic Buildings Drive, 2016, p. 21
Border Watch 5 December 1908, p. 3
McCourt & Donaldson, *Beachport*, 1994, p. 31

NAME: Norfolk Island Pine Tree Avenue

PLACE NO.: BE:19

CURRENT USE: Avenue of street trees

FORMER USE: -

DATE(S) OF CONSTRUCTION: 1908-1954

LOCATION: Railway Terrace, Lagoon Road and Beach Road,
Beachport SA 5280

LAND DESCRIPTION: Road Reserve, Hundred of Rivoli Bay

OWNER: Wattle Range Council

REGISTER STATUS: None



Norfolk Island Pines, Railway Terrace, from south-east

NAME: Norfolk Island Pine Tree Avenue

PLACE NO.: BE:19

DESCRIPTION:

Avenue of Norfolk Island Pines along Railway Terrace, Lagoon Road and Beach Road; trees are various heights and trunk circumferences.

EXTENT OF LISTING:

Refer plan below

STATEMENT OF HERITAGE VALUE:

These street plantings of Norfolk Island pines give the town centre of Beachport a distinctive character, which has been deliberately fostered by episodes of planting for over a hundred years.

RELEVANT CRITERIA (Under Section 23(4) of the Development Act 1993):

- (d) it displays aesthetic merits of significance to the local area
 - (f) it is a notable landmark in the area
 - (g) in the case of a tree – it is of special historical importance within the local area
-

BRIEF HISTORICAL BACKGROUND:

The old town centre of Beachport is dominated by the street plantings of avenues of magnificent Norfolk Island pines (*Araucaria heterophylla*) in Railway Terrace, Lagoon Road and nearby streets. Some are obviously older than others. A 1903 photograph of Railway Terrace shows no sign of them. A Trove newspaper search describes the plantings being done at intervals between 1908 and 1954. The tradition may be older, because there are newspaper references to children planting trees on Arbor Day in 1897, 1905 and 1907, but the species of tree is not stated. The first definite newspaper reference comes in August 1908, when the council minutes resolved that, "Several Norfolk Island pines will be planted", and then repeated references to new plantings occur in 1913, 1917, 1925, 1926, 1927, 1930, 1937, 1938, 1939, 1941, 1942, 1943, 1946, 1953 and 1954. Some of the plantings were done by schoolchildren on the annual Arbor Day, and others by council workmen. It appears that there were once other Norfolk Island pine plantings on Beach Road, Lagoon Road, Millicent Road and the railway reserve that have been removed.

REFERENCES:

Millicent Times 11 September 1897, p. 3; *Critic* 14 February 1903, p. 14; *Chronicle* 29 July 1905, p. 13; *South Eastern Times* 2 July 1907, p. 2; *South Eastern Times* 30 June 1908, p. 2 & 4 August 1908, p. 3; 15 September 1925, p. 4; 24 June 1927, p. 3; 16 September 1938, p. 4; *Border Watch* 17 July 1937, p. 5; *South Eastern Times* 22 July 1941, p. 2; 6 October 1977 and many other dates



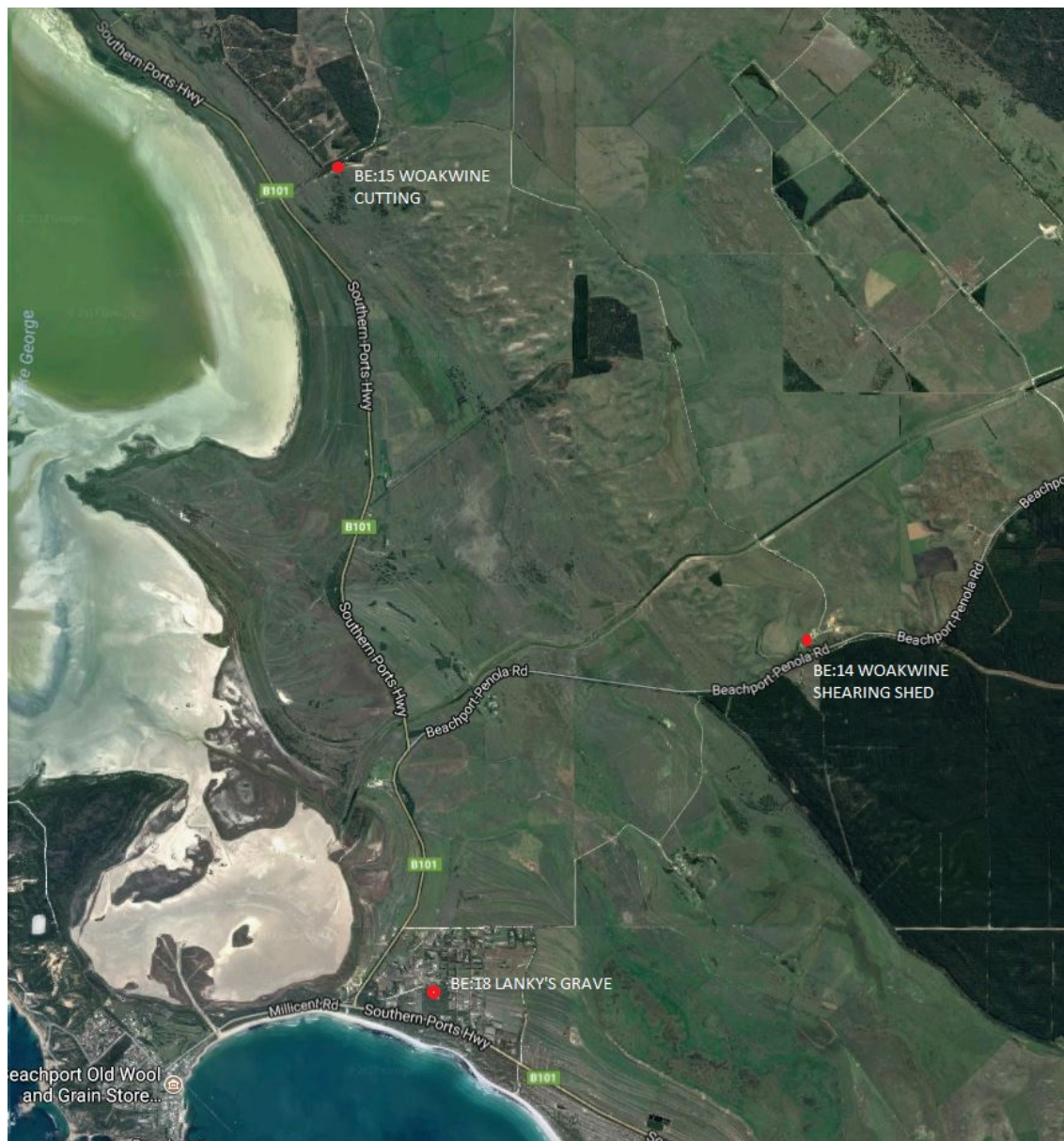
Extent of Norfolk Island Avenues (base image source: Google Maps)

5. LOCATION OF LOCAL HERITAGE PLACES

5.1. BEACHPORT TOWNSHIP MAP



5.2. TOWNSHIP SURROUNDS



6. SUMMARY OF HERITAGE PLACES (ALL PLACES IDENTIFIED / VISITED)

The following places have been identified and proposed as Local Heritage Places:

BE:01	Lanky's Grave
BE:02	Former Harbourmaster's Residence
BE:03	Bompas Hotel
BE:04	St Nicholas Church (former)
BE:05	Institute / Cinema
BE:06	Former Post Office
BE:07	Beachport Hotel
BE:08	Former Railway Cottages
BE:09	St Nicholas Church (new)
BE:10	Bowling Club (Former Railway Station)
BE:11	Former School
BE:12	Former Police Station
BE:13	Cairn at site of Whaling Station
BE:14	Woakwine Shearing Shed
BE:15	Woakwine Cutting
BE:16	World War Two Mine Memorial
BE:17	Rotunda and War Memorial Plaques
BE:18	Lanky's Well
BE:19	Norfolk Island Pine Trees

The following places are mentioned here as having some degree of historical or physical significance, but are not recommended for Council's Schedule of Local Heritage Places:

Cape Martin Lighthouse

In 1960 the Penguin Island light was removed to a 4.5m brick base on Cape Martin, in a prominent position overlooking the town of Beachport. It was converted to electric operation in 1974. Growing sand dunes nearby threatened to block visibility from out to sea, so in 1980 the base was raised in height to 12m by the addition of a concrete shaft. No recommendation is made as the lighthouse is managed by the Australian Maritime Safety Authority under the Commonwealth *Maritime Safety Act 1990*, and its management would not come under Council's planning powers.



Cape Martin Lighthouse

Penguin Island Lighthouse

The lighthouse is located on an offshore island, and is not within Wattle Range Council's jurisdiction. It was erected in 1878 to mark the location of the new port of Beachport for ships out to sea, and to warn of rocky Cape Martin and the nearby islands. Nineteenth century kerosene-burning lighthouses needed daily maintenance, and two lightkeepers lived on the island. Access to the island was always inconvenient and sometimes impossible, and in 1918 the lighthouse was converted to gas burning and de-manned. It closed in 1960. The stone lighthouse base remains on the island. No recommendation is made as it is outside the Council area.

Railway Cutting

The railway cutting through the dune, running from the bowling club north-west to Golf Course Road, did not carry the main line to Mount Gambier (which ran north-east out of town parallel to Beach Road), but was a northern extension of the railway yard, used for shunting and train marshalling. It has been suggested as a local heritage place, but it is of little visual or technical interest. No recommendation is made as the cutting is already in Council's care, and no extra conservation measures would be achieved by entering it in a local heritage schedule.

Railway Water Column

The railway water column outside the National Trust Museum was brought there from Millicent. It is not in its original location, and is not part of Beachport's heritage.

Site of White's Fountain

White's fountain was an early water supply bore in the roundabout at the junction of Beach Road and Railway Terrace. No recommendation is made as no trace of it remains. (McCourt & Donaldson, *Beachport*, 1994, p. 28; *Beachport's Historic Buildings Drive*, 2016, p. 4)

Remains of the Chicory Kiln, Foster Street

The chicory industry was a distinctive feature of Beachport's past. Today people put chicory leaves in salads, but in the nineteenth century, the root of the chicory plant was used as a substitute for coffee and a bitter food flavouring, and was believed to have medicinal properties. William Foster began growing chicory at Rendelsham about 1882, and the crop was taken up by several farmers. At first the harvest was shipped to Port Adelaide for treatment. J.B. Carr of Beachport saw a business opportunity, and built a kiln in Foster Street in 1892, with a branch line from the railway to the front door. Chicory root was railed to Beachport, where it was cleaned, chopped, dried and roasted in the kiln and then ground to a powder. In 1900 a fire destroyed the engine room, but the processing plant and chicory store were saved. The Beachport district was one of only two areas in Australia where chicory was produced in significant quantities - the other was Phillip Island in Victoria. There was not much profit in growing chicory, the industry went through difficult times, and the kiln was closed in some years. However, chicory growing survived on a small scale until the late 1940s. The kiln was demolished in 1952, and Safcol bought the processing plant and chicory store, intending to use it as a box-making factory. What remains of the building is now occupied as a private home. No recommendation is made as what remains is only a small fragment of the much larger kiln complex. (*Millicent Times* 22 October 1892, p. 3; *Border Watch* 30 June 1900, p. 3; *Register* 7 July 1911, p. 3; *Chronicle* 21 August 1947, p. 32; *Border Watch* 27 November 1951, p. 6; *South Eastern Times* 15 January 1952, p. 4)



Former Chicory Kiln

Former Council Chambers, McCourt Street

The house at 24 McCourt Street was built in 1947 as the residence for a privately-run power station operated by Fred Edwards. The diesel powerhouse stood in the back yard, and provided Beachport's first reticulated electricity. In 1958 after the railway closed, the power station was shifted to a more central location on Railway Terrace. It was taken over by ETSA in 1968, and the power station was demolished when Beachport connected to the state grid. The power station house was taken over by Council, and for a time in the late 1950s and 60s was the residence of the District Clerk. Later the Council office was in the building, and Council meetings were held there. The building is now operated as Beachport Holiday Units. No recommendation is made as the building is not the power station, simply the engineer's residence, and its association with the Council was relatively brief. The Council has a much stronger association with the Bevilacqua warehouse, where it held meetings for a longer time. The passer-by simply sees a house, with no visible association with either electricity generation or local government.

Butcher Shop, Foster Street

No recommendation is made for the butcher shop as it has been greatly altered, and is not considered to be any longer of historical significance. (McCourt & Donaldson, *Beachport*, 1994, p. 19)



Former Butcher Shop

Gilder's Store

Gilder's Store in Foster Street was demolished before the survey began.

Pool of Siloam

The Pool of Siloam (sometimes known as Beachport Lake) is a nearly-circular lake of extremely saline water about 150m in diameter. Its name comes from a sacred man-made pool near Jerusalem, mentioned several times in the Bible. A short distance west of the town of Beachport, among the foreshore dunes of the open ocean, it is a popular swimming hole. The water is commonly said to be seven times more saline than seawater, which would make it nearly 25% salt, compared to the Dead Sea, which is about 34%. A visiting doctor in 1894 took away water samples for analysis in Adelaide, and reported that the water undoubtedly had health benefits. In 1908, one councillor said, "the Pool of Siloam was the most wonderful sheet of water in Australia. It would cure all aches, from sciatica and rheumatism down to a pain in one's little toe." Not everyone agreed; in 1909 two cases of typhoid were reported in Beachport, and *The Advertiser* said that both of the victims had recently bathed in the Pool. Doctor Steven of the Millicent hospital vehemently denied this "most damaging falsehood", a delegation from Council waited on Sir Langdon Bonython, the paper's proprietor, and *The Advertiser* published an apology. In fact neither of the victims had been near the Pool for months; they had drunk contaminated water while working as station hands. Bathing in the Pool was segregated: ladies from 8 till 11am, and 2 till 5pm, men from 5pm until 8am, and 11am till 2pm. A visitor in 1948 said, "this lake must be a great asset to Beachport on hot summer days with its safe bathing which unfortunately, is not found at the ocean beach." No recommendation is made as the pool is already in Council's care, and no extra conservation measures would be achieved by entering it in a local heritage schedule. (*Advertiser* 4 May 1894, p. 6; *South Eastern Times* 4 August 1908, p. 3; 9 April 1909, p. 2; *Chronicle* 10 April 1909, p. 14; 17 April 1909, p. 44; *Border Watch* 15 May 1909, p. 1; 27 May 1948, p. 33)

Cottage, 7 Chambers Street

This cottage was recommended as a local heritage place in the Danvers survey. It is one of the early timber buildings of the town. Land title searches suggest it was probably built by Job Clark, who bought the land in 1881 and took out a mortgage from the Freemason's Lodge. It was subsequently bought by a succession of owners who gave maritime occupations such as shipping foreman, fisherman and master mariner, including briefly the prominent shipping agent Edward French. In 1909 it was bought by Lillian Sergeant, and remained in her family for 56 years, until they sold it in 1965. It operated as a boarding house for some of that time. Although the cottage is an interesting survivor from Beachport's early years, the survey team were not convinced that it meets any of the criteria for a local heritage place. (Danvers Architects 1984; CT 326/120)

Carthew Cottage

It is unclear if Carthew Cottage, at the corner of McCourt and Carthew streets, was demolished before the survey and replaced with a new dwelling, or whether it is in fact the dwelling on the opposite site of Carthew Street. (*Beachport's Historic Buildings Drive*, 2016, p. 15) Although the cottage is a survivor from Beachport's early years, the survey team were not convinced that it meets any of the criteria for a local heritage place.

Beachport Cemetery

The cemetery as a whole is not considered suitable for recommendation as a local heritage place as it contains a range of early and contemporary graves. The management of the cemetery would not benefit from inclusion of the place as a local heritage item. Lanky's Grave (BE:01) is recommended as a local heritage place in its own right.



Beachport Cemetery

Site of Rivoli House

Rivoli House was a private residence built in 1888 by E. French, head of E. French and Son, one of the biggest shipping firms in South Australia. It was the grandest house in Beachport, and a prominent landmark on the slope of Cape Martin. In 1912 the house was taken over by the South-East Drainage Board, and housed the superintendent until 1966. The house was demolished in 1971. No recommendation is made as the house has been demolished. The house is commemorated by a plaque in the Beachport Boatyard. (McCourt & Donaldson, *Beachport*, 1994, pp. 25-26)

Site of SAFCOL Warehouse

During the Second World War, there were moves in the fishing industry to cooperate to improve these conditions, and the South Australian Fishermen's Cooperative Ltd (SAFCOL) was the result. The history of the South Australian fishing industry says, "Beachport was the birthplace of SAFCOL." A meeting in Robe in November 1944 formed the South-East Fishermen's Cooperative Ltd, which within months merged with other regional co-ops to form SAFCOL. Of the 28 members at the first meeting, 11 were from Beachport. (Wallace-Carter 1987, pp.223-224) Cooperation lowered costs, and brought the ability to control trade and prices. SAFCOL built a shared freezer at Beachport, which individuals couldn't afford to do, so that the product could be withheld until prices improved. The SAFCOL warehouse stood at the end of the jetty, with its own rail track. The original warehouse was demolished in 1982 and replaced by a new freezer and processing plant, which no longer trades under the SAFCOL name. No recommendation is made as the building has been demolished. A commemorative plaque marks the site. (McCourt & Donaldson, *Beachport*, 1994, p. 33)



Plaque Commemorating SAFCOL Warehouse

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GRG 38/68 0/16_HD1014	Plans of Beachport School, 1880
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APPENDIX A: HERITAGE SURVEY BRIEF

WATTLE RANGE COUNCIL

BEACHPORT HERITAGE SURVEY

PROJECT BRIEF

August 2016

1. BACKGROUND:

Since 1983, there has been a systematic program of heritage surveys to identify South Australia's heritage resources. The State is divided into fourteen regions which are being covered by regional heritage surveys as funds permit.

Councils and other interested bodies are also encouraged to undertake local heritage surveys within regions to meet their planning needs and also with the aim of surveys being undertaken contributing to the broad program of creating an overall inventory of the State's heritage assets. A regional survey of the South East was last completed in 1984.

In 2007, the Wattle Range Council engaged McDougale & Vines to commence a heritage survey of the Penola Township in and in 2008 the survey was used as the basis for a Heritage Development Plan Amendment (DPA). The DPA was consolidated on the 1 October 2009.

The Wattle Range Council is now wanting to conduct a heritage survey for the Beachport Township.

This heritage survey aims to assess the heritage resources of the Beachport Township as defined by the attached map. Beachport is recognised as a historic town, being an early transport, communication and service centre for the South East.

This has been recognised by some 5 individually listed State Heritage places, including the Beachport Jetty, Customs House and Museum. It has a direct association with notable early persons include Pastoralists, Archibald Johnson & Sir Samuel Davenport and from 1846-47 Mitchell, Semour, Kippen, McBean, Hope and the South Australia Company. The immediate district includes historical sites like the Kangaroo Inn Ruin and many site of significance to local aboriginal groups.

There is an outstanding body of local historical material in the Millicent Local History Centre and South East Family History Group. There is also a strong core of active local historians. Council has a Heritage Advisory Committee, and retains the services of the South East Heritage Adviser, Richard Woods.

Heritage is recognised as central to the tourism and economic strength of Beachport and the whole Council area. However there are numerous local heritage places that have no formal protection. Due to the vitality and prosperity of the local economy and development pressure, some significant places have been lost and others are at risk of demolition. Economic development within the Beachport area has increased since the commissioning of the Sewer Scheme on May 2014.

On the initiative of the Beachport Branch of National Trust of South Australia (NTSA), Wattle Range Council has agreed to commission this Beachport Heritage Survey.

2. OBJECTIVES:

The primary objective of the Beachport Heritage Survey is to provide an authoritative description and evaluation of the heritage resources for the purposes of assessment, conservation and planning.

Specifically, the Beachport Heritage Survey will:

identify Local Heritage Places within Beachport, for inclusion in the Council's Development Plan; and

identify areas within the region, which could be declared Historic Conservation Zones/Policy Areas and included in the Development Plan of the local Council.

3. REQUIREMENTS:

3.1 Overview History

Carry out historical research establishing the principal events and themes that characterise the physical, cultural and social development of Beachport and write an overview history, which will be the basis for the recommendations of the report. It should provide the basis for the recommendations outlined in Section 2.

The Overview History should take into account the framework for historical assessment set out in the document South Australian State Historic Preservation Plan: Historical Guidelines (Department of Environment and Planning, May 1980) and may require revision in light of the evidence revealed by fieldwork. It should be clear, succinct and demonstrate familiarity with the range of historical source materials in existence. A comprehensive bibliography of the relevant primary and secondary sources (documentary, pictorial and oral) is required.

3.2 Fieldwork

Carry out a thorough physical inspection of Beachport, to identify, locate and describe the places that are of heritage value.

This fieldwork should take into account previous assessments in Beachport, including those undertaken by the Heritage Branch, Commonwealth Department for the Environment and Heritage, the National Trust of South Australia and other authoritative agencies. The views of the local community groups and residents of the Beachport district should also guide the survey.

When a preliminary list of possible significant places has been drawn up, the Consultant should inspect the identified places in more detail.

All field observations should be recorded by means of notes, marked maps and photographs, regardless of the recommendations that may finally arise.

3.3 Consultation

The Beachport Heritage Survey shall be undertaken in an open manner, involving and informing the local community. The Consultant shall develop and present a promotion strategy and timetable at the commencement of the survey.

The Consultant should raise awareness of and publicly promote the Beachport Heritage Survey through local media and use of council website and council communications and media staff.

The Consultant should arrange and facilitate a community engagement event such as a public open/drop in day or public Workshop in Beachport during the survey.

The Consultant is expected to meet and liaise with Council's Heritage Advisory Committee as well as Council staff and the Heritage Adviser.

3.4 Recommendations: Local Heritage Places

Make recommendations for a list of Local Heritage Places. These places may include natural features of local heritage value and should also reflect the overview history.

The report should include a list of Local Heritage Places that the Consultant considers to be important to the local community. The level of documentation accompanying each

place should be sufficient to allow Council and the community to support the inclusion of the place on their local heritage list under Council's Development Plan. In choosing potential Local Heritage Places, the Consultant should only select those places of exceptional merit and not places that are commonplace.

The documentation supporting these recommendations should use the pro forma Heritage Assessment Reports, designed by the Heritage Branch. The pro forma Heritage Assessment Report for proposed Local Heritage Places is attached. It provides full information for the site record, including land description and details of the owner.

The use of the pro forma design will enable those recommendations to be easily included in a Plan Amendment Report, to create a local heritage register in the Development Plan.

3.5 Recommendations: Historic (Conservation) Zones / Policy Areas

Make recommendations for the declaration of Historic (Conservation) Zones or Policy Areas, which should reflect the Overview History.

Such Historic (Conservation) Zones / Policy Areas should possess a distinctive historic, architectural or other character which it is desirable to protect and enhance through the Development Plan, while not necessarily exhibiting the exceptional merit required of a State Heritage Area.

Historic (Conservation) Zones / Policy Areas should have qualities which are exceptional, not commonplace, and should constitute a continuous and unified area comprised for the most part of significant fabric, and relatively free from unsympathetic intrusions. Individual places of particular heritage value (State and local) within the Area should be identified and described.

The boundary of a Historic (Conservation) Zone / Policy Area should be clearly defined, following cadastral boundaries where possible, and be simple in outline. It should take in the continuously significant area without the addition of a buffer zone.

4. PRESENTATION:

The Consultant will first submit a draft report of the Beachport Heritage Survey to Council for discussion and amendment, at a time agreed in the survey timetable.

The Consultant is to present to Council the master copy of the final report of the heritage survey in A4 format ready for binding, as well as a digital copy of the report in a format which can readily be used by Council. The Consultant should also submit an electronic copy of all digital photo files, appropriately labelled or catalogued.

The final report of the heritage survey is to contain:

- (a) an overview of the history of Beachport and district, providing the context for the recommendations of the final report;
 - (b) recommendations for Local Heritage Places, including the relevant criteria under Section 23(4) of the Development Act 1993, using a pro forma Heritage Assessment Report for each place. The reports should also include Extent of Listing statements for each Local Heritage Place and colour digital photographs illustrating the context and significant features of the places;
-

- (c) recommendations for Historic (Conservation) Zones / Policy Areas in the form of assessment reports with a succinct statement of their heritage character. The recommendation should include lists of all State and Local Heritage Places and Contributory Places, photographs and a boundary plan;
- (d) a succinct inventory setting out all the places identified, assessed and recommended, as well as those places rejected as not being of local heritage value;
- (e) maps showing the location of all the places and zones / policy areas;
- (f) a bibliography of documentary and other sources consulted during the historical research for the overview history and during the assessment of individual places and areas.
- (g) an index to the Heritage Assessment Reports, by page number. The order of this index should be alphabetical by Town/Suburb and Street Name and finally numerical by Street Number;
- (h) an assessment of the impacts of recommendations upon the strategies contained in the Planning Strategy.

The report should conform to the conventions of the Style Manual (John Wiley & Sons, Australia), Sixth Edition, 2002 - formerly published by the Australian Government Printing Service.

The Consultant should retain all research notes, diaries, field sketches, digital images and other material related to the heritage survey or lodge them with the State Library of South Australia at the completion of the survey.

5. TIMETABLE:

The survey will commence in September 2016.

The survey will be completed by May 2017.

The Consultant will at the commencement of the heritage survey prepare a timetable for the stages of the survey, to be agreed to by Council and will advise Council of any proposed changes to that timetable.

6. LIAISON:

The Consultant will maintain regular contact with Council officers and the South East Heritage Adviser at all stages of the survey. The Council Officer for this contract will be Peter Whiting (Planning Officer) or John Best (Manager – Development, Health & Compliance)

The Consultant will consult with Council about the recommendations for any proposed Local Heritage Places and Historic (Conservation) Zones / Policy Areas.

Council will provide letters of introduction and other reasonable assistance to the Consultant as required. A letter of introduction as well as a sample letter to property owners of proposed recommendations is attached.

Council will make available previous heritage research and the resources of the Millicent Local History Centre and the South East Family History Group.

Council will make available office and meeting space at their Beachport Visitor Information Centre (located at Lot 50B Beachport-Millicent Road), subject to availability.

Council will provide the venue for and will promote any public open days or workshop.

Council will make available where possible the property and cadastral data required for the Survey Data Sheets.

Exclusions:

Council will not provide mapping resources.

7. PAYMENT OF CONSULTANT'S FEE:

The Consultant's fee will be paid in stages to be agreed at the commencement of the heritage survey.

A final payment, comprising 20% of the total fee, will be made on the completion of the final report to the satisfaction of the Council.

8. CONTRACT:

The heritage survey will be carried out under a standard contract between Council and the Consultant and according to this Project Brief, which will form the basis of the contract.

Any amendment to this Project Brief will be made only with the written agreement of the Consultant and Council.

ATTACHMENTS:

1. Format of the Heritage Survey Report
 2. Criteria for Local Heritage Places [Section 23(4), *Development Act 1993*]
 3. Criteria and Guidelines for Local Heritage Places
 4. Pro forma Heritage Assessment Report for Recommended Local Heritage Places
 5. Letter of Introduction
 6. Sample letter from the Consultant to Property Owners/ Occupiers
 7. Map of Beachport survey area
-

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- TITLE PAGE (Include Copyright Details on Reverse Side)
 - TABLE OF CONTENTS
 - INTRODUCTION
 - Background
 - Objectives
 - Methodology Historical Research
 Fieldwork
 Recommendations
 - Community Involvement
 - Acknowledgments
 - OVERVIEW HISTORY (HISTORICAL BACKGROUND)
 - INVENTORY
 - Local Heritage Places
 - Historic (Conservation) Zones / Policy Areas
 - HERITAGE ASSESSMENT REPORTS : LOCAL HERITAGE PLACES
 - HERITAGE ASSESSMENT REPORTS : HISTORIC (CONSERVATION) ZONES / POLICY AREAS
 - SUMMARY OF HERITAGE PLACES (ALL PLACES IDENTIFIED/VISITED)
 - BIBLIOGRAPHY/REFERENCES
 - APPENDICES
 - List of Archival Photographs and their Provenance
 - Heritage Survey Brief
 - INDEX TO HERITAGE ASSESSMENT REPORTS
-

Development Act 1993

**Part 3
Division 2
Subdivision 1
Section 23(4)**

**Planning Schemes
Development Plans
Creation of Plans
Development Plans**

A Development Plan may designate a place as a place of local heritage value if:

- (a) it displays historical, economic or social themes that are of importance to the local area; or
 - (b) it represents customs or ways of life that are characteristic of the local area; or
 - (c) it has played an important part in the lives of local residents; or
 - (d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area; or
 - (e) it is associated with a notable local personality or event; or
 - (f) it is a notable landmark in the area; or
 - (g) in the case of a tree - it is of special historical or social significance or importance within the local area
-

As the character of local heritage between areas and regions is different in many ways and similar in many others, these guidelines are of necessity non-prescriptive, and give a general indication of the types of places local communities may consider as having heritage value. They are to assist councils and local government planners with the interpretation and application of the criteria. Places of local heritage value will fulfil one or more of these criteria, and the examples given are necessarily limited.

A place would be considered as having local heritage value if:

- a) **it displays historical, economic or social themes that are of importance to the local area.**

Commentary:

To determine places under this criterion a local community must have a clear idea of the historical development of the area and region and the overview history prepared for a heritage survey will provide this knowledge.

Examples:

- Groups of buildings that display the close concentration of commercial and residential buildings in the early settlement of the area (eg Mitcham Village). Farmhouses that have been engulfed by spreading residential and other development.
- Industrial complexes or buildings that have been the basis of settlement or economic activity in the area (eg Onkaparinga Mill, Lobethal; Stone Quarries, Mount Gambier).
- Residential development on specific subdivisions creating new areas of development of towns (eg Whinham Street, Prospect).
- Public places of celebration or commemoration.

- b) **it represents customs or ways of life that are characteristic of the local area.**

Commentary:

Customs and ways of life involve groups within the whole community, or the community as a whole. These can be distinctive to the local area, or could be repeated in other places in the State in the same or a slightly different way. The sense of place and social value to the community of a place needs to be considered.

Examples:

- Foreshore development of beach side suburbs (eg Glenelg, Henley Beach, Semaphore).
-

- Churches representing the religious practice of a particular immigrant group in many localities (eg Lutheran churches).
- Sporting facilities, which were the focus of community activity (eg Norwood Oval).
- Buildings representing particularly local activities or industries (eg shearing sheds, port warehouses).
- Corner shops and small groups of commercial buildings, which served local communities prior to the introduction of motor cars and comprehensive public transport.

c) **it has played an important part in the lives of local residents.**

Commentary:

Many places and buildings that form the basis of community structure, can be assessed under this criterion. Places and building types are often repeated in each local government area, but each community will also have specific places to which they will have special attachment due to the particular circumstances of local development and sense of place.

Examples:

- Early schools, both primary and secondary.
- Hotels.
- Mechanics institutes and libraries.
- Hospitals (particularly early sections).
- Churches.

d) **it displays aesthetic merit, design characteristics, or construction techniques of significance to the local area.**

Commentary:

Local areas will have places that are particularly characteristic of the conditions or materials available within the district. These places will often immediately come to mind when the locality is mentioned, as being 'typical' of the area.

Examples:

- Mount Gambler limestone buildings and houses.
 - North Adelaide bluestone villas.
-

- Port Adelaide timber-framed corrugated iron buildings.
- Half-timbered buildings in German settlements.
- Buildings designed by significant local architects/designers.

e) **it is associated with a notable local personality or event.**

Commentary:

The relative significance of many local residents will be difficult to determine without a clearly established history of a local area. However, associations with people involved in early settlement, local politics and government, education, commerce, cultural pursuits and a range of other community activities can usually be easily determined and verified. Events may be local manifestations of state wide phenomena or specifically local in effect.

Examples:

- Residences and/or work places of such people as local mayors, doctors, merchants, industrialists, builders, sporting or artistic notables. These may also include residences with significant gardens.
- Places associated with past activities/events such as racecourses (significant races, meetings), halls (enlistment), rotundas, gardens and parks.
- Cemeteries that record past local tragedies or epidemics.

f) **it is a notable landmark in the area.**

Commentary:

Places assessed as fulfilling this criterion need to be visually prominent and a reference point for the whole community or a significant part of it.

Examples:

- Significant trees or avenue plantings.
 - Memorials at road intersections or prominently placed in town centres.
 - Large buildings within lower scale settlements.
-

NAME: *Insert Place Name* *

PLACE NO.: *Insert Place No.*

CURRENT USE: *Insert Current Use*

FORMER USE: *Insert Former Use (where applicable)*

DATE(S) OF CONSTRUCTION: *Insert Date(s) of Construction*

LOCATION: *Insert Address of the Place*

LOCAL GOVERNMENT AREA: *Insert Local Government Area Name*

LAND DESCRIPTION: *Insert CT, Section No. & Hundred Name*
Insert Title Type, Volume No. & Folio No.

OWNER: *Insert Name & Address of Owner*

REGISTER STATUS: *Insert Register Status, as per South Australian Heritage Database (where applicable)*

HERITAGE BRANCH FILE NO.: *Insert SAHD File No.(where applicable)*



Insert Title of Picture & Direction of View

For complex sites include additional pages with a photo of each structure and a sketch plan showing the relative location of significant structures.

*

If the current Name of the Place does not correspond with the Place's most significant heritage value, that should be indicated in brackets such as (Former ...)

NAME: Insert Place Name

PLACE NO.: Insert Place No.

DESCRIPTION:

Insert a short and concise paragraph, describing the important physical characteristics of the Place.

EXTENT OF LISTING:

This statement will go forward into the Development Plan. Each and every significant component of the place should be separately described, with the significant features / materials / finishes detailed. Exclusions should also be listed.

STATEMENT OF HERITAGE VALUE:

Insert a short and concise paragraph, stating the heritage value of the Place.

RELEVANT CRITERIA (Under Section 23(4) of the *Development Act 1993*):

(?) Insert the appropriate Criteria, with a brief explanation outlining the reason the proposed Local Heritage Place fulfils the criteria.

BRIEF HISTORICAL BACKGROUND:

Insert a few paragraphs, indicating significant events particularly as they relate to the history of the Place.

REFERENCES:

Insert a comprehensive list of reference material.



Government of South Australia

Department for Environment
and Heritage

**Natural and Cultural
Heritage**

Heritage Branch

Ground Floor
1 Richmond Road
Keswick SA 5035

GPO Box 1047
Adelaide SA 5001
Australia
DX138

Ph: +61 8 8124 4956

Fax: +61 8 8124 4980

www.environment.sa.gov.au

DEH

<Date>

<Title> <FirstName> <LastName>

<Position>, <Organisation>

<StreetAddress>

<Town> <State> <Postcode>

Dear <Title> <LastName>

LETTER OF INTRODUCTION

This letter is to introduce **NAME OF CONSULTANT**, who is experienced in the process of undertaking heritage surveys in South Australia.

The **WATTLE RANGE COUNCIL** has recently commissioned **NAME OF CONSULTANT** to undertake a heritage survey of Beachport.

The project commenced on **DATE** and is estimated to be of **PERIOD** duration with a completion date of **DATE**.

I would be pleased if you could assist **NAME OF CONSULTANT**, and other persons working on this project, with all reasonable co-operation in researching the history and heritage of this area, and in arranging contact with people who may be able to assist in this important heritage survey.

Yours sincerely

Hamish Angas

Senior Heritage Officer

SENIOR HERITAGE OFFICER

CONSULTANTS LETTERHEAD

DATE

NAME OF OWNER / OCCUPIER
ADDRESS OF OWNER / OCCUPIER

Dear NAME OF OWNER / OCCUPIER

RE: NAME OF SURVEY AREA HERITAGE SURVEY

Our company has been commissioned by the WATTLE RANGE COUNCIL to conduct a heritage survey of Beachport. The purpose of this survey is to identify buildings, structures and sites for entry in a list of Local Heritage Places in the Council's Development Plan. Following completion of the survey our recommendations will be reviewed by the Council which will decide which places will be entered in the Development Plan.

Your property has been identified, through the initial stages of the survey, as having some special qualities which meet the criteria for a place of local heritage value and we propose to include it in our list of recommendations.

Before making our final recommendations, however, we would appreciate the opportunity to discuss our recommendations with you and photograph your property. Could you please let us know if this is possible. Our deadline for the report submission is DATE.

I emphasise that your property is not currently entered in the Development Plan and that there is a legal process that the Council and the State Government must follow before that can occur.

I look forward to your early advice on a convenient time for us to meet.

Yours sincerely

NAME OF CONSULTANT

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