



**SUBMISSION FORM**

# South Australian Heritage Council

Submission on whether the entry of **Shed 26, Semaphore Road, New Port** should be confirmed in the South Australian Heritage Register

The South Australian Heritage Council can only take into account heritage significance of a place as defined by the *Heritage Places Act 1993* (Act) when considering places for entry on the South Australian Heritage Register. Using the table below, please provide evidence or information to explain why you believe the place does or does not meet the criteria under the Act.

## Criteria

Criteria under the <i>Heritage Places Act 1993</i> , section 16(1)	Provide evidence or other information why you believe criteria applies or does not apply to this place
(a) it demonstrates important aspects of the evolution or pattern of the State's history	<p>Yes. Shed 26 represents the last evidence at this site of the Government Dockyards in Port Adelaide, also known as the Glanville Dockyards. The Glanville Dockyard was the Government owned and run enterprise which facilitated the building and maintenance of infrastructure for not just Port Adelaide but for the harbors of the entire State.</p> <p>While Shed 26 dates from 1956 under the auspices of the South Australian Harbors Board, and thus is intrinsically important in the story of the evolution the State's history, it significantly sits on a site established over one hundred years earlier to service the State's ports. Thus, the existence of Shed 26 demonstrates a vital continuing link to the evolution of the State's history with particular regard to the development of its ports.</p> <p>Here is an abbreviated overview of the continuity of the site and its importance to the State's progression, from an article 'The Port of Adelaide' prepared by staff members of the Dept. of Marine and Harbors (1986):</p>



## SUBMISSION FORM

[1860] ...The Marine Board ...exercised direct control over shipping and crews, over deepening and all harbor improvements and over the Government Dockyard. This facility had been established on Hawker's Creek on the northern and western side of the river opposite the original Prince's Wharf.

[1881] ...In 1881 ... the powers of the Marine Board were enlarged to include control over all matters related to ships, ports, navigational aids and marine engineering works. ...This power was exercised in 1888 when the dockyard and wharves and associated reserves, together with the dredging plant and associated equipment were placed under the control of the Engineer-in-chief.

[1913] ...A new era in the development of the Port began... The Marine Board was ...superseded by the South Australian Harbors Board. The charter of the Harbors Board gave...exclusive control over, and the management of, all the harbors in the State. ...the Harbors Board took control of all the state owned wharves and jetties and took over the Dockyard and the constructions of the harbor works....

[1949] ...saw the promulgation of the Greater Port Adelaide Plan for the further development of Port Adelaide as a maritime, industrial and residential centre... This ambitious plan embraced some twenty projects... These projects included ...the further deepening of the Port River, the provision of modern berths for shipping, rehabilitation of the Government Dockyard...

[1956] ...One of the first projects undertaken was the rehabilitation of the Glanville Dockyard where new workshops, offices, wharf and lay-by dock were constructed in 1956.

[1978] ... [Separation of the administrative and technical functions of the Harbors Board into three sites] ...was realised in 1978 with the opening of headquarters in Ocean Steamers Road. Currently 213 staff...work in this building, a further 236 employees are based at the Dockyard and 168 are employed on the wharves and afloat....

(Ref: *Mudflats to metropolis: Port Adelaide 1836-1986*, B. & T. Publishers, Port Adelaide, S. Aust, 1986.)

**SUBMISSION FORM**



(South Australia Department of Marine and Harbors Greater Port Adelaide Development Plan 1977 (detail) showing Shed 26 at the DMH Dockyard and other DMH wharf sheds (dark brown). Wharf sheds 2,3,4,5 are demolished with wharf shed 1 approved for demolition, leaving Shed 26 the last evidence of wharf sheds and dockyard history in inner harbor)

(b) it has rare, uncommon or endangered qualities that are of cultural significance

Yes, Shed 26 has *rare* qualities that are of cultural significance because it is the last remaining evidence of the Government Dockyard.

Yes, Shed 26 has *uncommon* qualities that are of cultural significance because it is the last remaining sawtooth structure in the Port Adelaide rendering it uncommon in the context of its environment. There are no other like buildings in the inner harbor - they have all been removed.

Yes, Shed 26 has *endangered* qualities that are of cultural significance because it is the last remaining sawtooth structure in the Port Adelaide inner harbor and the last evidence of the industry and enterprise that the State's Government Dockyard encompassed. With the imminent removal of wharf shed 1, the evidence of the working Port Adelaide is all but erased.



## SUBMISSION FORM

(c) it may yield information that will contribute to an understanding of the State's history, including its natural history

Yes, Shed 26 already yields information and has potential to yield an enormous amount more, continuing to inform the State's history.

An excellent example of work already done in this regard and the potential for much more is the Cultural Mapping project of the Port's Inner harbor undertaken from 2008. The project was the initiative of the Port of Adelaide National Trust and then a partnership ensued with the State Government's LMC. Stage 2 included the Western end of the inner harbor including Fletcher's Slip and the Glanville Dockyard site where Shed 26 sits. (see Ref: *Cultural Mapping and Survey – Port Adelaide Waterfront: Stage 2 Report. Mulloway Studio, Paul Kloeden, Mark Staniforth, 2010*)



In listing the shed and allowing it to remain at the site, enormous potential ensues for this site to be a key source of data to continue to understand the State's history.

Oral histories were captured as part of the Cultural Mapping process and other projects as valuable collateral. There are numerous people not only in the Port Adelaide area but also further afield who either have direct experience of the shed because they worked in it or are direct descendants of those who had some connection to the site thus relating some aspect the State's industrial maritime past. At the moment we are lucky to still have numerous people for whom the working/active Shed 26 is within living memory of lived experience. This represents enormous opportunity to harness this knowledge and contribution to the State's history via their input.

The development of Port Adelaide after so many years of neglect is a very positive thing. The area is being packaged/marketed/sold for its heritage and this very heritage is what people seem to be seeking. It is what attracts them to move to or visit Port Adelaide – for its history, its heritage, its distinctive grittiness and character. With places like Plant 4 in Bowden (with name remaining to denote its history as a plant) there is an enormously positive response from the public to enjoying the fact that there is now a wonderful modern facility within a place that speaks of the State's history. Honouring heritage sites by protecting and retaining them and by adapting and re-using them for modern life is *de rigueur* the world over. Shed 26, Port Adelaide and the State are worthy and deserving of the same consideration and possess the same wonderful potential to celebrate and retain heritage while using the shed in a contemporary way.




## SUBMISSION FORM

<p>(d) it is an outstanding representative of a particular class of places of cultural significance</p>	<p>Yes. In form, function and siting Shed 26 is an outstanding representative of a saw-toothed shed of its era. Its monumental scale, distinctive sawtooth roofline, large open multi-function workshop space and its siting alongside the lay-by dock speak of its industrial waterfront function in the working Port of Adelaide and in turn the working ports of South Australia. Moreover, it represents an outstanding example due to the attrition of surrounding structures of this class.</p>  <p>(Painting by S Jenkins © 2018 showing Shed 26's imposing presence on the port's waterfront and its siting perpendicular to the river front but alongside the dock to allow marine related workshop functionality.)</p>
<p>(e) it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics</p>	 <p>(Painting by S Jenkins © 2018, showing Shed 26's vast scale and striking aesthetics with distinctive sawtooth roofline.</p> <p>Yes. Shed 26 for me embodies a high degree of aesthetic integrity. Yes, it is solidly designed and built and of an ambitious scale exhibiting sound and long-lasting construction techniques.</p> <p>The high aesthetic value for me is as much about the way this monumental, well-proportioned shed sits in the landscape – the way this denotes a sense of scale, space, place and context. While originally the shed was surrounded by activity and outlying structures and vessels, now the shed can be seen largely in</p>



## SUBMISSION FORM

	<p>isolation, accentuating its distinctive sawtooth roof and immense scale.</p> <p>Moreover Shed 26 represents an important landmark providing a sense of place and context, so that as you move around the port you can get your bearings by grounding yourself in association with the shed. It can be seen end on from the train carriage as you cross the river from Ethelton to the port; it can be seen reaching out to the water's edge from the Birkenhead Bridge; it is the nexus between Port Adelaide and the river and Birkenhead and Semaphore and the sea.</p> <p>So too, as an adjunct to the perhaps more valued heritage construction techniques of bricks and mortar, aesthetically it is an important link to the working-class history of its context: in neighbouring Birkenhead corrugated and pressed tin-fronted worker's cottages denote the vernacular built environment of the area.</p> <p>Shed 26 is increasingly distinctive due to attrition of other like examples in the area. With the imminent loss of Shed 1 (Fisherman's Wharf Market) through demolition approval due to private development plans, Shed 26 is the only wharf shed in the inner harbor and of such distinctive sawtooth aesthetic.</p>  <p>(Painting by S Jenkins © 2018, showing Shed 26 as the nexus between the port and the Le Fevre suburbs of Birkenhead, Glanville, Semaphore and Exeter.)</p>
<p>(f) it has strong cultural or spiritual associations for the community or a group within it</p>	<p>Yes. Shed 26 has strong cultural associations – those of the working class, and those of maritime culture.</p> <p>The strong association is with all those maritime or harbor-related trades now lost or diminished.</p> <p>For all the working people and their contribution - for all engineers and draftsmen, the fitters and turners, the pilots, skippers, riggers and haulers, the wharfies and deckhands, the shop stewards, apprentices, draughtsman and engineers – this listing is for them.</p>



## SUBMISSION FORM

	<p>This listing of Shed 26 on the State Heritage Register confirms the value of Shed 26 in the story of the continuum of our State's heritage.</p>
<p>(g) it has a special association with the life or work of a person or organisation or an event of historical importance</p>	<p>Yes. Shed 26 has an important association with the work of the SA Harbors Board. It was not just the harbors board for Port Adelaide - it was the SA Harbors Board, that is, having jurisdiction over harbors across the entire State.</p> <p>The 'event' here of historical importance is a period of time. Shed 26 tells us about an event that was the important post-war expansion program and the development and maintenance of port facilities for the State of South Australia.</p>



## SUBMISSION FORM

### Declaration

---

The South Australian Heritage Council is committed to transparency in relation to the listing process and wishes to enhance public confidence in the nomination, listing and decision-making process. The Council's policy is to make nominations for State heritage listing and submissions on provisional entries publicly available via webpage or to interested parties. The Council will adhere to the Privacy Principles and your name and personal details will not be released.

[REDACTED] wish to make a written representation regarding the provisional entry of **Shed 26, Semaphore Road, New Port**. The information I have provided is correct to my knowledge.

- I **support** the confirmation of this provisional entry  
 I **do not support** the confirmation of this provisional entry

~~I do~~ I do not [please circle your choice & cross out other] wish to appear personally before the Council to make oral representations.

Signature: [REDACTED]

Date

4 MAR 2019

Please attach any relevant documents.

A heritage officer may contact you to discuss this submission.

This form must be received by 5pm on **12 March 2019**.

Please return the completed form to:

**Executive Officer**

**South Australian Heritage Council**

**GPO Box 1047**

**ADELAIDE SA 5001**

Email: [DEWHeritage@sa.gov.au](mailto:DEWHeritage@sa.gov.au)