



**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>After ten years working as ██████████ at the South Australian Maritime Museum I have a sound grasp of the significance of Port Adelaide and the organisations that managed its marine infrastructure, to the development of the State.</p> <p>From the beginning of European settlement in 1836, the burgeoning colony relied on ships to transport goods to the regions and bring produce to market. Port Adelaide became the industrial hub of South Australia as flour and sugar mills, timber yards, wool stores, and pipe works jostled for space on the shoreline. Dredges worked constantly to deepen the river for ship traffic and to reclaim the muddy land for wharves. Ketches and larger ships were built, slipped and repaired in the private and government boat yards that lined the river opposite Harts Mill. Without this maritime infrastructure, the colony and later, state would have struggled to survive.</p> <p>Shed 26 was the post war iteration of a government controlled maritime infrastructure that dates back to the 1850s. The Government Dockyard was built on the site in the 1850s and</p>



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taken over by the SA Harbors Board in 1913. Shed 26 was part of the ambitious Greater Port Adelaide Plan initiated in the 1950s to accommodate the increasing demands on the harbor, river, and shipping. It was one building in a vast complex of workshops and sheds that reached from its dock to the sugar wharves.

Birdseye photographs taken by DMH employee Jenny Scott in the 1980s when the Shed was still operational illustrate just how massive this enterprise was (**see attached image**). Both sides of the Inner Harbor and beyond were lined with wharf sheds and workshops. Apart from Harts Mill, Shed 26 is the last industrial structure left. It is the only structure that hints at the long history of government control of the state's maritime infrastructure, and the only building that references the last significant phase of maritime expansion and development in South Australia's history.

There have been counter arguments that the Shed was only a small piece of a larger complex. That the Shed played a 'minor' role in supporting the operations of the Port and that it was the wharves, cargo sheds, tugboats and cranes that were directly associated with increased efficiency and improved capacity of South Australian ports. In fact **much** of that infrastructure was fabricated or maintained by the Glanville complex. Wharf sheds were fabricated there, tugs, dredges and cranes were maintained from its dock. Without the Glanville complex, none of those major operations could have been carried out.

To argue, as some have, that Shed 26 is now the only remnant of a once massive complex and therefore makes no sense in its current context, is akin to arguing that we might as well demolish every remnant maritime structure in the Inner Harbor as so much has already been swept away. What sense does Fletcher Slip and the docks adjoining Shed 26 make without any of the industrial buildings that serviced them? A dock without any historical context, becomes merely a marina. And we already boast a marina at North Haven. We don't need it replicated.

By removing these last pieces of the Port's industrial heritage from the Inner Harbor, we are in fact diminishing the significance of other parts of the Port. The Lipson Street precinct was the first heritage listed area in South Australia. Its bond stores (two of which house the SA Maritime Museum), banks, sailmakers lofts, ships chandlers and shipping agent buildings, only make sense if visitors can connect them to an Inner Harbor that references a working port. Otherwise they are reduced to appealing stone buildings that have utterly no relevance to a modern waterfront residential development. Our Inner Harbor is reduced to recreational lake. We already have Westlakes. We don't need it



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	replicated.
(b) it has rare, uncommon or endangered qualities that are of cultural significance	
(c) it may yield information that will contribute to an understanding of the State's history, including its natural history	





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<p>(d) it is an outstanding representative of a particular class of places of cultural significance</p>	<p>It is already difficult to imagine the Inner Harbor as a working port. Heritage listed stone buildings at Fletcher's Slip are not imposing enough to evoke the industrial landscape that once kept the state ticking over. They will certainly become less visible in planned residential development.</p> <p>Harts Mill and Shed 26 form historic bookends in the Inner Harbor. They are the last vestiges of the industrial and maritime history of this evolving place. Unlike planned sculptural trails recycling elements of the demolished boatsheds, Shed 26 is an <b>authentic place marker</b>. It is only the imposing silhouette of the last sawtooth shed in the Inner Harbor that delineates the working Port from the adjoining beachside suburb of Semaphore.</p> <p>When the SA Maritime Museum developed the <i>app Living in Port</i>—an app that uses sliding photographs to show contemporary building in the 19th century—curators deliberately selected the sawtooth's iconic silhouette for its graphic identity. We believed that this, more than ships and anchors, identified the history of a working Port..</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>(f) it has strong cultural or spiritual associations for the community or a group within it</p>	<p>Once the Port was a place creaking with forests of masts, crowded with vast timber yards, flour and sugar mills, pipe works, wool stores, ship yards and boat sheds. Part of the unique appeal of Port Adelaide is its gritty industrial history and its buildings—both brick and mortar and more ephemeral galvo sheds—are intrinsically connected to grueling physical labour.</p> <p>Until the 1970s, Port Adelaide was the industrial hub of South Australia. Ketches, dubbed 'semi-trailers of the sea', worked right up until the 1960s, carrying goods to the shallow gulf ports on the Yorke and Eyre Peninsulas. They delivered wheat and wool back to Port Adelaide or offloaded them onto the great windjammers that shipped them to European markets.</p> <p>From the mid 19th century, these ketches were built, maintained and repaired in the ramshackle boat yards that clung to the foreshore from Fletcher's Slip to Cruickshank's corner. The last</p>





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remaining boat yards were swept away by the LMC in 2009. These were ephemeral, constantly morphing. Sheds started out small but if a job came in for a large vessel, the shed was rebuilt to accommodate. Before it was knocked down just months after I had taken up my job at the Maritime Museum, I visited McFarlane's with the Cultural Mapping Project. The place was crammed with rustic objects – recycled kerosene tin cabinets, a run about bike hoisted to the ceiling, a smoko bell, two pairs of leather brogues hammered to the wall and the remnant of severed dress ties. When boats were launched, the shipwrights donned their Sunday best. By the close of festivities, Andy McFarlane recalled, everyone's ties had been snipped in half and nailed to the shed's beams.

Glanville Dockyard with its army of boilermakers, fitters and turners, electricians, plumbers, blacksmiths, engineers and shipwrights, was the government run iteration of the ramshackle boat yards nearby. It boasted equally unique working cultures and traditions. Intangible histories are also erased when industrial buildings like Shed 26 are demolished.

I recently recorded an oral history with Bob Heritage who had served his boiler makers and welders apprenticeship at Shed 26 when he was fifteen years old (**see attached youtube links**). For Bob, whose youth and working life was shaped under that saw tooth silhouette, this was anything but an 'empty old shed'. It was a place of creativity and community, a place crammed with stories and characters, a place of rituals and high jinx, and a place that stood as a testament to the dignity of manual labour. He often referenced the fact that it was just plain disrespectful to keep pulling down the Port's industrial structures because they weren't as aesthetically appealing as some other buildings. To him that was like suggesting working class history was a bit on the nose...

Rows of timber and corrugated iron wharf sheds once rimmed the Inner Harbor. Working class history does not necessarily leave aesthetically attractive architecture. It is often makeshift sheds, functional factory buildings, and humble cottages. Apart from Wharf Shed 1, which is privately owned and slated for demolition, they have *all* disappeared (**see attached birds eye photograph of the Port**). Shed 26 speaks of the working class history of this Port in a way that no other structure does apart from perhaps Harts Mill. By demolishing this shed, we not only trivialize that history and those stories but the contributions of those who helped build modern South Australia.

Counter arguments from the developers and the heritage



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<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>consultant paid to write their submission, that there is little evidence of a strong cultural or spiritual association, are both dismissive and patronizing. They also demonstrate a narrow and highly outdated perspective of what constitutes significance and a community's complex connections to and investment in 'place'.</p> <p>I chose to live and work in a place that has struggled economically for decades. My grandfather held down blue collar jobs with the Harbors Board, and worked fabricating chassis in a factory in the Port. I live here because I embrace what is unique about the Port—its gritty industrial architecture. I see it as memorialising a proud working class history. The 'group of local residents supported by the National Trust' dismissed by the developers in their heritage submission as not having a strong significant cultural and spiritual connection to this building, comprise members of community that has lived and worked and invested their hearts and souls in Port Adelaide, for generations. If our sense of connection is not significant... whose is?</p> <p>The SA Harbors Board reported in 1950 <i>'The dockyard built during 1914 -1918 is the service department for all of the boards widely extended and rapidly expanding activities'</i> (SA Harbors Board: Planning for the immediate and future development of Port Adelaide AD 1950, KM Stevenson, Government Printer, Adelaide, 1950). Shed 26 (part of Glanville Dockyard) was built in the 1950s and was one of the key sites for the South Australian Harbors Board. It was the last major phase of its expansion and part of the ambitious Greater Port Adelaide Plan.</p> <p>The Glanville Dockyard was expanded substantially to cope with increased demand on its services. Adelaide was Australia's third busiest port in 1950. It could berth 41 ships at 6 kilometers of wharves. It was a time of economic growth, technological change and belief in the modern world. A roll-on / roll-off terminal was built in 1960 and a bulk-handling terminal for grain followed in 1963. When it was completed, the subsequent Greater Port Adelaide Plan documenting the Harbors Board's achievements 1949-1959, noted that Glanville's <i>'workshops can bear comparison with those on any other port authority in the world'</i>.</p>
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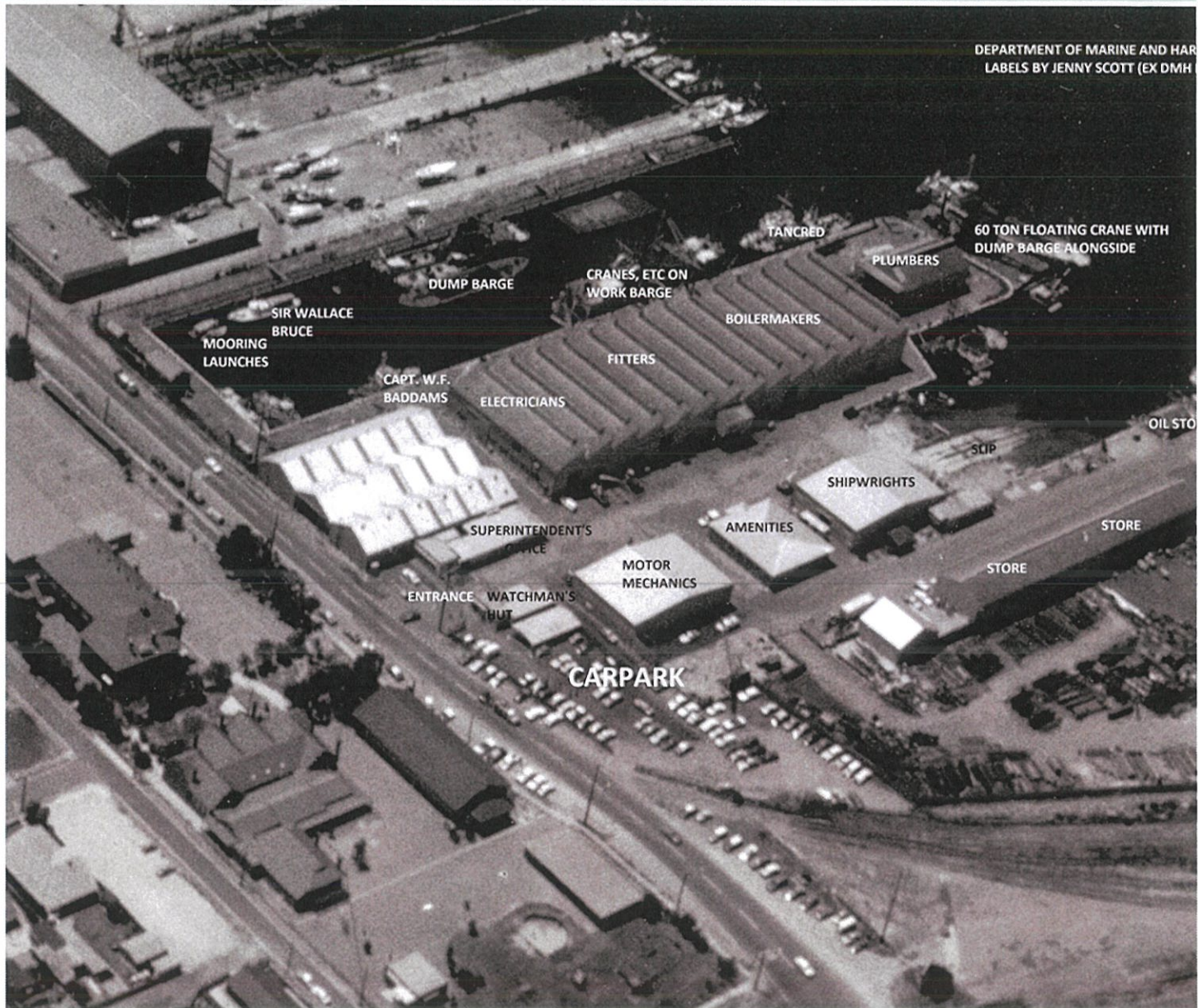
Over time thousands of Harbors Board workers maintained and built wharf sheds and jetties, maintained mooring vessels and, floating cranes, and fabricated the ramp for the new ro ro vessel *Troubridge*. Bucket and suction dredges that deepened the river were serviced and repaired in its dock (**see attached photo**) The entire maritime infrastructure of not just Port Adelaide but regional South Australia, was managed by this government body and its later iteration, the Department of Marine and Harbors. Workshop complexes such as Shed 26 were a crucial cog in that wheel.

Shed 26 is the last visible structure in the Inner Harbor referencing the work of the SA Harbors Board – the organisation that managed South Australia's marine infrastructure for most of the twentieth century. If this building is lost, then the far reaching work of that organisation in the State's maritime history is rendered invisible.





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Glanville Dockyard complex-1980s  
Courtesy photographer Jenny Scott

Links to interviews with DMH's employee, Bob Heritage:

<https://youtu.be/36NphN1YPao>

<https://youtu.be/wA0JurgY0WM>





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Aerial view of Port Adelaide (1960s ) illustrating an Inner Harbor lined with wharf sheds and industrial structures.

SA Maritime Museum Collection



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Glanville Dockyard with dredges and mooring vessels  
SA Maritime Museum Collection






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### Declaration


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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.

I  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 ~~wish to appear personally before the Council to make oral representations.~~  I do not wish to appear personally before the Council to make oral representations.

Signature: 

Date: 12/3/2019

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)