

GOAT ISLAND

Conservation Management Plan

Volume 3

Site Database

June 2011

NSW National Parks and Wildlife Service
The Office of Environment and Heritage NSW



Office of
Environment & Heritage
NSW National Parks & Wildlife Service



Disclaimer

The Office of Environment and Heritage NSW has compiled this document in good faith, exercising all due care and attention. No representation is made about the accuracy, completeness or suitability for any particular purpose of the source material included in this report. Readers should seek appropriate advice about the suitability of the content for their needs.

The Office of Environment and Heritage NSW is pleased to allow this material to be reproduced in whole or in part for non-commercial use provided the meaning is unchanged and its source acknowledged.

Published by:

The Office of Environment and Heritage NSW
59–61 Goulburn Street, Sydney
PO Box A290
Sydney South 1232

Phone: (02) 9995 5000 (switchboard)
Phone: 131 555 (environment information and publications requests)
Phone: 1300 361 967 (national parks information and publications requests)
Fax: (02) 9995 5999
TTY: (02) 9211 4723

Email: info@environment.nsw.gov.au
Website: www.environment.nsw.gov.au

ISBN 978 1 74122 693 5
DECCW 2008/9
April 2011

Printed on recycled paper

CONTENTS

| Item no. | Item name |
|-------------|---|
| 001 | Ship Repair Workshop |
| 001a | Addition to Ship Repair Workshop |
| 002 & 002a | Repair Workshop & Repair Workshop Extension |
| 003 | Slipway Workshop Building |
| 004 | Broadside Wharf |
| 005 | Coal Bunker Platform |
| 009 | Hammerhead Crane |
| 014 | Office and Amenities Building |
| 015 | Queen's Magazine |
| 015a | Southern addition to Queen's Magazine |
| 016 | Scow Shed |
| 019 | Cooperage |
| 020 | Stores Building (2 nd cooperage) |
| 021 | Colonial Magazine |
| 022 | Weatherboard Amenities Building |
| 023a | Boatshed (3-door boatshed) |
| 024 | Transformer House |
| 025 | Barracks |
| 026 | Kitchen Cottage |
| 026a | Kitchen Cottage Alcove |
| 029,030,113 | Slipways |
| 038a | Residential Cottage 1 |
| 038b | Residential Cottage 2 |
| 038c | Residential Cottage 3 |
| 038d | Residential Cottage 4 |
| 039 | Harbour Master's Residence |
| 045 | Port Emergency Services Building |
| 046a | Cottage (Artillery Sergeant's Cottage) |
| 046b | SHT Fire Brigade Barracks |
| 047 | Water Police Station |
| 048 | Dredge Office |
| 049 | Gear Shed |
| 050 | MSB Fire Fighting Building |
| 051 | Wharf Mooring Floating Plant |
| 054a | Ferry Wharf |
| 061 | Anderson's Couch |
| 062 | Aboriginal Shell Midden |
| 063 | Lime Kiln |
| 064 | Stone jetty (Magazine) |
| 067 | Blacksmith's Shop (Presumed) |
| 069 | Magazine Walk |
| 071 | Fortified wall, sentry box & engravings |

| | |
|--|--|
| 072 | Magazine Quarry Face |
| 081a | Former Magazine and Residence site |
| 081b & 081c | Duplex Residential Cottages 5 & 6 archaeological sites |
| 081d & 081e | Weatherboard Cottages 7 & 8 archaeological site |
| 081f | Residential Cottage 9 archaeological site |
| 086 | Barney's Cut |
| 091 | Sandstone Footing archaeological site |
| 093 | Artefact Scatter |
| 094 | Privy Archaeological site |
| 132,133,134 | Colonial Period Landscape |
| 135 | Pre-European Landscape |
| 136, 137,138, 139, 140, 141, 142 | Sydney Harbour Trust Period Landscape |
| 143 | MSB Period Cultural Landscape |
| 144 | National Park Period Landscape |

| | | | |
|-----------------------|----------------------|---------|-----|
| Item Name | Ship Repair Workshop | | |
| Alternative Item Name | Sawtooth Building | | |
| HHIMS ID No. | 3444 | Item No | 001 |

| | | | |
|--------------------------|-------|------------------|---|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | High | Materials | steel trusses, concrete, corrugated steel, timber framed windows, glazing, timber framing, timber cladding. |
| Construction Start Date | 1946 | | |
| Construction End Date | 1949 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | Industry |

Historical Summary

The Ship Repair Workshop was constructed by the Maritime Services Board (which was created in 1936 and superseded the Sydney Harbour Trust) from 1946 and was complete and in use by 1949. It is located over earlier wharves after extensive reclamation, construction of a sea wall and infilling to create a leveled building platform.

The building was used for building, maintenance and repair of launches and other vessels for the Maritime Services Board and in association with the shipyard activity.

An extension to the north end of the building was evident in a c1951 photo, however this extension was demolished and replaced in 1961-62 by the Boilermaker's Shop (Item 1a).

In 1992-1993 remaining Maritime Services Board operations were transferred from the island and National Parks & Wildlife Service commenced management of the island.

Several bays at the northern end of the Ship Repair Workshop are currently being used as part of a commercial ship repair operation, which reactivated the Goat Island shipyard from 1998. The other bays are being used by NPWS.

Description

The Ship Repair Workshop is 256 ft by 70 ft, a large, double height, single storey workshop with a sawtooth roof, supported on steel trusses, with south glazing to provide natural light. The structure is steel-framed, comprising trusses supported on steel columns using Kembla steel I sections. Exterior walls except the east wall are timber framed and clad externally with corrugated galvanised steel sheets, and timber boarding to the lowest quarter of the wall height. The east wall, abutting a quarried rock face, is concrete paneled for three-quarters of its height, with the top quarter corrugated steel clad on timber framing. This east wall also features concrete internal piers. The western (waterfront) wall features roller shutters along its length, opening onto the Broadside Wharf (4a). Windows to the saw tooth roof and end walls are timber framed with horizontal glazing bars. In the case of the saw tooth roof, these windows are located between painted steel louvered panels, some with exhaust fans inserted. The roof also features rotating ventilating fans, 2 to each bay. The roof features a metal parapet to the waterfront (west) elevation concealing the sawtooth roof form from this direction.

Internally, the floor is concrete, the roof is unlined, and there are stairs to the upper ground level to the east at two points where stores and office spaces have been built. Internal steel posts are also used for overhead traveling equipment.

The building was originally a large single space of 10 bays, but has since been partitioned, generally with timber framed corrugated steel clad partitions.

The building sits on reclaimed land created by the use of concrete sheet piling to create the fill area. The building edge sits on the piling with the broadside wharf beyond.

Modifications

Internal timber framed corrugated steel clad partitioning, construction of some mezzanine areas, addition of Boilermaker's shop extension (1a) to north end 1962-63.

3rd bay from southern end has interior fitted out as a set for the TV program *Water Rats* 1995-2001.

Item Name

Ship Repair Workshop

Alternative Item Name

Sawtooth Building

HHIMS ID No.

3444

Item No

001

According to NPWS records in 1997 external repairs and repainting were undertaken.

Condition

Good condition, structurally sound, essentially intact, additions as outlined. Some signs of corrosion damage to members requiring general maintenance work to prevent weathering. Corrugated steel cladding is rusted in several places. Timber cladding, beams and window frames are deteriorated in several places. The building requires regular painting. Roof plumbing requires repair and attention (gutters not inspected).

Statement of Significance

This is a rare example in Sydney Harbour of a waterfront workshop building fronting a broadside wharf. There are no other remaining examples in Sydney Harbour of this juxtaposition of a waterfront workshop building and a broadside wharf, although several other small waterfront workshop buildings remain. The building is also of historical and historical associational significance as evidence of the Maritime Services Board's 1940s upgrade of the shipyard facilities on Goat Island.

Historical Significance

Built 1946-49 as part of the Maritime Services Board's redevelopment of shipyard facilities on Goat Island and therefore is historical evidence of this phase of the island's development.

Historical Association

Association with the shipbuilding and repair operation of the Goat Island shipyard from the mid 20th century use by MSB to the present shipyard use under lease from DECC.

Aesthetic Significance

The building makes a strong contribution to the aesthetic industrial quality of the waterfront across the shipyard precinct, due to its size, industrial building materials and form, proximity to the waterfront and the broadside wharf, visibility from Balmain and Birchgrove and juxtaposition with the hammerhead crane, slipway workshop buildings and slipways. This aesthetic quality has been recognised in recent Sydney Harbour paintings, such as those of Jane Bennett.

Social Significance

Not applicable.

Technical/research Significance

Significant as one of the few remaining buildings built abutting a broadside wharf in Sydney Harbour. The building has some significance for use of concrete sheet piling technology in the 1940s. Some archaeological potential, particularly at the southern end, where remnant stone wharfs are evident beneath.

Representativeness

Rare as a building fronting a broadside wharf in Sydney Harbour.

Rarity

The building is a once common but now rare example of a workshop building fronting wharfage and the only major example remaining in the harbour.

Policies actions

Use

The Ship Repair Workshop is suitable for a wide variety of uses.

Uses which support the interpretation of the major themes of the island and potentially the significant colonial buildings and structures in its vicinity, as well as the Maritime period shipyard, are recommended for the southern end. Continuing use of the northern bays of the building as part of the shipyard, for storage and maintenance works for both shipyard and the island generally, is supported. The southern bays of the building could be used as an orientation and arrival point for visitors to the island.

The introduction of new uses including new services and fitouts to the building is supported.

Relationship to other buildings and structures

The Ship Repair Workshop, while significant in itself, is a mid 20th century building which cuts off views of the Queen's Magazine from the harbour. This has an adverse impact on the setting of the magazine

| | | | |
|-----------------------|----------------------|---------|-----|
| Item Name | Ship Repair Workshop | | |
| Alternative Item Name | Sawtooth Building | | |
| HHIMS ID No. | 3444 | Item No | 001 |

group and their relationship to the harbour.

Adaptation

Adaptation of part the building is supported, along with continuing shipyard related use of part of the building.

It is recommended that at least two bays should be retained as large uninterrupted spaces to retain a sample of the original industrial character of the interior.

The building can be adapted to provide equitable access to the Magazine Precinct directly behind it.

Conservation and Maintenance

Repairs to the exterior should be undertaken as necessary to ensure roofing, walls, windows and doors are secure and maintained. A regular maintenance program is required for the building and given the proximity to the harbour annual inspection to maintain materials from corrosion is recommended.

Interpretation

The building lends itself to interpretation, particularly of the boat-building and shipyard history, and also provides a large space for presentation of interpretation materials for the island as a whole.

Sources

Graham Brooks & Associates, June 2007 *Draft Ship Repair Workshop (or Saw Tooth Building) Goat Island: Conservation Management Strategy* for DECC NPWS (Draft document - not endorsed).

Paul Davies Pty Ltd

Item Name

Ship Repair Workshop

Item No

1



West elevation, Ship Repair Workshop



West elevation, Ship Repair Workshop



South elevation, Ship Repair Workshop



Part east elevation, from within magazine complex



Part east elevation, from within magazine complex



Interior

Item Name

Ship Repair Workshop

Item No

1



North elevation, with addition in foreground



West elevation, looking south



Southern end of west elevation



East elevation, as seen from within the magazine complex



East elevation, from area in front of Barracks (25)



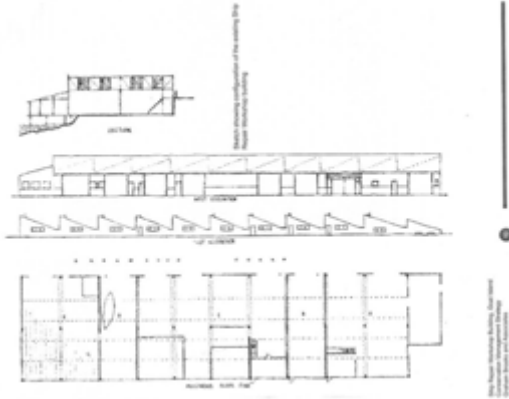
1946 photo of construction of the Ship Repair Workshop (State Library Image No. GPO 1 - 10116)

Item Name

Ship Repair Workshop

Item No

1



Plan of Ship Repair Workshop (page 10, Graham Brooks & Assoc. *Ship Repair Workshop Building Conservation Management Strategy*, June 2007)



c. 1947-48 photo of Ship Repair Workshop under construction (from MSB Archives)



c. 1948-49 photo of Ship Repair Workshop under construction (from MSB Archives)

| | | | |
|-----------------------|----------------------------------|---------|------|
| Item Name | Addition to Ship Repair Workshop | | |
| Alternative Item Name | Boilermaker's Workshop | | |
| HHIMS ID No. | 10999 | Item No | 001a |

| | | | |
|--------------------------|--------|------------------|--|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Little | Materials | Corrugated iron, timber framing, weatherboards |
| Construction Start Date | 1962 | | |
| Construction End Date | 1963 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Technology |
| State Historic Theme 3 | Government and Administration |
| State Historic Theme 4 | Industry |

Historical Summary

This building was constructed 1962-1963 as an extension to the Ship Repair Workshop, and replaced an earlier extension to the Ship Repair Workshop evident in a circa 1951 photo. The building was used as part of the Maritime Services Board shipyard.

This building is currently used by the lessee of the shipyard, Sydney Ship Repair and Engineering Pty Ltd.

Description

A simple skillion roofed shed addition to the northern end of the Ship Repair Workshop (Item 1). The building is timber framed, exterior cladding to walls is horizontal weatherboards to the lower third, corrugated iron sheeting to the upper two thirds of the wall height. The building has three aluminium framed sliding windows on the western elevation facing the wharf, and a metal roller shutter on the north elevation. Internally, there is a stair leading to the upper ground level behind the building.

Modifications

None known

Condition

The building requires regular maintenance including painting.

Statement of Significance

A modest addition to the Ship Repair Workshop, the main attribute of the structure is its ability to demonstrate the expansion of the MSB's shipyard in the 1960s, and as a contributory component of the shipyard.

Historical Significance

Representative of the 1960s expansion of the Maritime Services Board's shipyard.

Historical Association

Associated with the Maritime Services Board and its staff.

Aesthetic Significance

Not applicable.

Social Significance

Not applicable.

Technical/research Significance

Not applicable.

Representativeness

Representative of utilitarian shipyard buildings of the 1960s.

Item Name

Addition to Ship Repair Workshop

Alternative Item Name

Boilermaker's Workshop

HHIMS ID No.

10999

Item No

001a

Rarity

Not rare

Policies actions

Use

The building is currently used by the shipyard lessee, Sydney Ship Repair & Engineering Pty Ltd. Continued ship repair uses are supported. Its preferred use is ongoing use in relation to the shipyard. Other uses could relate to building 1 as an adjunct to uses developed in that building should it not be used for shipyard purposes.

Relationship to the other buildings and structures

The building is attached to the Ship Repair Workshop (1) and is a component within the MSB development of the shipyard. It forms part of the linear group of buildings that now characterise the wharf frontage. While it does not block major views from the magazine complex it does form part of the wall of waterfront buildings that separate the magazine group from their harbour setting.

The building does not have any relationship to other structures of particular significance.

Adaptation

The building has potential for future adaptation for a wide variety of uses if required.

Conservation and maintenance

The building should be repaired and maintained as necessary. There are no constraints on undertaking work to the building. Work will include painting, replacement of metal claddings and elements, rainwater goods, etc.

Interpretation

The building, as a working component of the shipyard, does not lend itself to on site interpretation. The functioning and development of the shipyard by the SHT and MSB as a whole however, is capable of interpretation within a nearby building.

Sources

Graham Brooks & Associates, June 2007 Ship Repair Workshop (or Saw Tooth Building), *Goat Island: Conservation Management Strategy* for DECC NPWS

Paul Davies Pty Ltd

Item Name

Addition to Ship Repair Workshop

Item No

1a



Addition to Ship Repair Workshop in right foreground. The addition is located at the northern end of the Ship Repair Workshop.



Addition to Ship Repair Workshop - north and west elevations

| | | | |
|-----------------------|---|---------|-------------|
| Item Name | Repair Workshop & Repair Workshop Extension | | |
| Alternative Item Name | | | Repair Shop |
| HHIMS ID No. | 3445 | Item No | 002 & 002a |

| | | | |
|--------------------------|----------|------------------|---|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | Corrugated iron, timber framing, weatherboard |
| Construction Start Date | 1945 | | |
| Construction End Date | 1969 | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | Industry |

Historical Summary

The Repair Workshop (2) was constructed in 1945. The Repair Workshop extension (2a) was constructed in two parts, the first between 1951 (when an aerial photo of the island does not show the extension) and 1961 (when an aerial photo does show the extension); the second part being a single bay extension constructed in 1969. Both buildings were constructed by the Maritime Services Board as part of upgrading works to the shipyard.

Description

The Repair Shop is a timber framed building with a gabled corrugated iron roof with skylights. Walls are clad in weatherboard to the lower one third of the wall height, and corrugated steel to the upper two-thirds of the wall height. The building has one metal roller door on the west side, facing the Broadside wharf (4b). Windows are timber framed double hung with horizontal glazing bars, placed in pairs. To the interior, there is no roof lining, and timber roof trusses are visible. The roof also has two mechanical roof ventilators. As now found, the building has been modified by the removal of central timber columns and replacement with a steel structure providing clear span to the workshop. This section of the building has a raised timber floor that appears to cover earlier slip rails, that forms the main workshop floor.

The Repair Workshop extension is a tall gable roofed building with corrugated steel wall cladding with the bottom section of walling in weatherboard. It is of the same overall profile as the earlier building. The gable ends face east-west, with the roof ridge at a right angle to that of the Ship Repair Shop. The gable ends have simple rectangular metal vents. There is a doorway on the eastern side. The roof has a circular mechanical roof ventilator. Windows are timber framed with horizontal glazing bars, similar to that of the Ship Repair Shop.

The Repair Workshop Extension internally contains two levels with what appears to be a later mezzanine stores area constructed within the building.

Modifications

The building has undergone considerable modification to accommodate the additions and changing work needs.

Central timber posts have been removed and a steel roof support system inserted (date unknown), the mezzanine storage area has been added, earlier slips (extensions of the current slips) were covered over with a timber floor, minor other changes made to fabric around the building to accommodate workshop use.

Circa 1985 new corrugated iron wall cladding was added and the building repaired and repainted. In 2003, according to NPWS records, at the southern end and adjacent corners vertical wall studs and horizontal studs were replaced; at the eastern end, one full height wall stud, and vertical studs under the window with related horizontal stud spacers associated with the vertical wall studs were replaced.

Condition

While overall in sound condition the building requires regular ongoing maintenance. It is located at sea level over water and has consequential deterioration to metal finishes and some timber elements. As a workshop it is not maintained except as needed. This is an appropriate way to continue maintenance provided that routine inspections are undertaken to ensure that fabric is secure. Ideally this building

| | | | |
|-----------------------|---|---------|-------------|
| Item Name | Repair Workshop & Repair Workshop Extension | | |
| Alternative Item Name | | | Repair Shop |
| HHIMS ID No. | 3445 | Item No | 002 & 002a |

provided that routine inspections are undertaken to ensure that fabric is secure. Ideally this building should be retained in its current form and not maintained as new but works undertaken gradually on a need basis. The exception is painting which should take place regularly as part of an overall painting cycle through the precinct.

Statement of Significance

The structure is an important contributory building within the shipyard precinct, it forms part of the linear row of buildings fronting the wharf which provide a strong visual form when viewed from the west. The building defines the edge of the slipways, demonstrates work practices and changing needs and is an excellent example of an operational workshop. Equipment has not been assessed but there appear to be interesting items within the building.

Historically significant as part of the SHT and MSB upgrading of the shipyard in the mid 20th century. Associated with the SHT and MSB staff phase of construction. Representative of mid 20th century ship repair buildings.

Historical Significance

Historically significant as part of the SHT and MSB upgrading of the shipyard in the mid 20th century.

Historical Association

Associated with the MSB and MSB staff.

Aesthetic Significance

An important visual element defining the edge of the slipways and the wharf, one of a consistently designed group of structures through the shipyard precinct.

Social Significance

Not applicable.

Technical/research Significance

Not applicable.

Representativeness

Representative of mid 20th century ship repair buildings.

Rarity

The building is relatively rare as an operating shipbuilding workshop on the harbour

Policies actions

Use

The building is currently used by the shipyard lessee, Sydney Ship Repair & Engineering Pty Ltd. Continued ship repair uses for this building are supported. Future use should be either be as an operational workshop building or if that use ceases for interpretation.

Relationship to the other buildings and structures

The building is attached to the Slipway Workshop Building (3) and is a component within the SHT and MSB development of the shipyard. It forms part of the linear building group fronting the broadside wharf. It obscures views from the magazine precinct behind to the water.

Adaptation

The building has limited future adaptation but is capable of change related to its current function

Conservation and maintenance

The building should be repaired and maintained as required to ensure that it does not deteriorate but should not be over-maintained.

Interpretation

As a working component of the shipyard, the building does not lend itself to direct on site interpretation. The building is in itself however a direct component of the interpretation of the precinct and one of the most interesting structures demonstrating a continuity of activity related to ship repair and building. The building could be used for interpretation in the future if the shipyard use ceased.

| | | | |
|-----------------------|---|---------|-------------|
| Item Name | Repair Workshop & Repair Workshop Extension | | |
| Alternative Item Name | | | Repair Shop |
| HHIMS ID No. | 3445 | Item No | 002 & 002a |

Sources

N/A
Paul Davies Pty Ltd

Item Name

Repair Workshop & Repair Workshop Extension

Item No

2 & 2a



Repair Workshop extension at left, Repair Workshop centre, Slipway Workshop Building in background right



Interior, Repair Workshop and Repair Workshop extension



Repair Workshop extension



Repair workshop, east elevation at left (slipway workshop building in foreground at right)



Repair Workshop Addition and Repair Workshop at left and centre, behind the hammerhead crane and slipways

| | | | |
|-----------------------|---------------------------|---------|-----|
| Item Name | Slipway Workshop Building | | |
| Alternative Item Name | Workshop Building | | |
| HHIMS ID No. | 3446 | Item No | 003 |

| | | | |
|--------------------------|------------|------------------|---|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | composite timber and steel trusses, concrete floor, corrugated iron sheeting, weatherboards |
| Construction Start Date | 1945 circa | | |
| Construction End Date | 1945 circa | | |
| Archaeological Potential | None | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | Industry |

Historical Summary

The slipway (113) related to the Slipway Workshop Building was built in 1925. The Slipway Workshop building was built post 1945 as an extension to the 1945 Repair Workshop. It was built alongside the broadside wharf and is effectively a building with two sides and open ends allowing boat access. It was constructed to provide covered working area over smaller vessels which was possible after additional slipways were built. It was built in the same style as the 1945 building.

Description

A timber framed building attached to the Repair Workshop (Item No. 2) on the southern end, with a gabled corrugated steel roof with metal mechanical roof ventilators. The gabled roof is supported on king post composite timber and steel trusses. The floor is a combination of concrete and rock with slip rails: effectively the building does not have a floor except for timber walkways around the edge of the building for access. Walls are clad in weatherboard to the lower one third of the wall height, and corrugated iron to the upper two-thirds of the wall height. Windows are timber framed double-hung with horizontal glazing bars, placed in pairs. To the interior, there is no roof lining, and roof trusses are visible. The building is open to the two 12-ton slipways at the northern end, which each have a timber cradle with steel wheels and winch connected to electric motors.

Modifications

The building has had minor modifications only.

Condition

The building overall requires maintenance but is in sound condition. The weatherboard walls require repainting and the building requires routine maintenance to keep it in good condition. The building should not be over-maintained as it is a workshop building. It is affected by its proximity to the water which results in accelerated deterioration of elements. Replace and repair on a regular basis as required.

Statement of Significance

A modest example of a shipyard building, which is an addition to the Repair Shop (2). The main attribute of the structure is as a housing for the southern end of the two 1925 12-ton slipways and as a component of the 1940s and later upgrading of the shipyard by the MSB. The building is a contributory component of the shipyard that forms part of the linear arrangement of buildings fronting the wharf that make a strong visual contribution to the setting when viewed from the west. The building demonstrates the pattern of development of working industrial sites where structures are added to and adapted to accommodate changing needs and technology.

Historical Significance

The Slipway Workshop building is of historical significance as part of the 1940s upgrading of the Goat Island shipyard by the MSB and for its ability to demonstrate patterns of industrial use and adaptability.

Historical Association

The Slipway Workshop building has associational significance with the vessels repaired and built within the Goat Island shipyard from the 1940s.

Item Name

Slipway Workshop Building

Alternative Item Name

Workshop Building

HHIMS ID No.

3446

Item No

003

Aesthetic Significance

The Slipway Workshop building is a functional structure with aesthetic significance as part of the linear building grouping fronting the broadside wharf.

Social Significance

Not applicable.

Technical/research Significance

The building has some technical significance demonstrating changing needs in ship building and repair.

Representativeness

Representative of mid 20th century shipyard and slipway workshop buildings in Sydney Harbour

Rarity

In the Sydney Harbour (local) context, the Slipway Workshop building is a relatively rare part timber, part corrugated iron shipyard waterfront building.

Policies actions

Use

Continued use as part of an operational shipyard is supported. The building has very limited other uses as it was purpose built to provide cover to boats being repaired.

Relationship to other buildings and structures

The building's relationship to the slipways and other shipyard buildings should be maintained. It is an integral part of the complex with buildings 2 and 2a. The building interrupts views between the magazine group and the harbour.

Adaptation

The building does not lend itself to adaptation as it is essentially a slipway housing.

Conservation and maintenance

The building should be maintained and conserved as required to ensure its retention. The building should not be over conserved and should be conserved in relation to the adjoining buildings.

Interpretation

As part of a working shipyard, the building does not lend itself to direct on site interpretation. The development of the shipyard over time by the SHT and MSB can, however be interpreted by the building itself and its relationship to the adjoining buildings.

Sources

N/A

Paul Davies Pty Ltd

Item Name

Slipway Workshop

Item No

3



Slipway Workshop building in foreground, north and west elevations



Slipway Workshop building east elevation



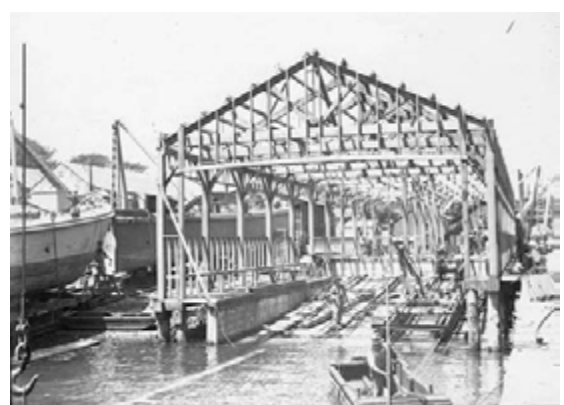
Roof of Slipway Workshop building visible at rear on right. Roof connects to roof of Repair Workshop (2)



View north from within the Slipway Workshop building



View from the north



Slipway workshop building under construction (from MSB archives)

Item Name

Slipway Workshop

Item No

3



c.1940s photo of the Slipway Workshop (MSB Archives)

| | | | |
|-----------------------|-----------------------------|---------|-----|
| Item Name | Broadside Wharf - 4a and 4b | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3448 | Item No | 004 |

| | | | |
|--------------------------|-------|------------------|---|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | High | Materials | hardwood piles, timber decking, later concrete decking, painted timber handrail to southern end |
| Construction Start Date | 1946 | | |
| Construction End Date | 1949 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Industry |
| State Historic Theme 4 | |

Historical Summary

Prior to location of the Sydney Harbour Trust shipyard in this part of the island from 1925, there were a number of small magazine-related shore buildings in this location. The southwestern end of the Broadside Wharf and Ship Repair Workshop appears to have been partially constructed over a stone jetty and the sites of these small structures shown in an 1891 survey, and an 1890s photo of the magazine complex (State Library PXE 711/53).

In 1925 a 135' undecked berthing grid and decked wharf was designed and constructed, completed by 1926. A set of coal bins was constructed immediately behind the wharf on the recently reclaimed area where the workshop buildings now stand, around the same time (shown in a 1943 aerial photo). In the 1930s alterations to the wharf were undertaken, likely decking the berthing grid.

In 1946-1949 the wharf was rebuilt in its present form by the Maritime Services Board in conjunction with the construction of the Ship Repair Workshop (Item 1) and associated buildings from 1943. The reconstruction was comprehensive with a new concrete sea wall constructed and the present alignment of the wharf built from the wall into deep water allowing shipping to moor against it while being repaired, built or serviced.

In 1969 the wharf was redecked in concrete (replacing timber decking) along with most of the working wharves on the island.

In 2007 National Parks & Wildlife Service undertook replacement of concrete decking where it had failed along with the substructure below and replacement of deteriorated hardwood piles and headstocks (completed December 2007).

Description

Southern section (Wharf 4a):

A timber framed wharf on hardwood piles (350x350) with timber headstocks (350x350) and girders (350x250), a recent concrete deck, and painted timber handrail to the southern end, set in front of and attached to a stone sea wall and providing access to the waterfront side of the Ship Repair Workshop (Item 1). The wharf extends and connects to wharf 4b and also extends around the southern end of the Ship Repair Workshop as a narrow walkway linking to the shore (possibly a later addition). A set of access stairs is located at the south-west corner to provide small boat and ferry passenger access. The wharf was originally timber decked, had a concrete deck from the 1960s till 2007, and was redecked with concrete in 2007. Deteriorated piles and headstocks were also replaced in traditional hardwood timbers, during 2007. The core construction that remains dates from the 1940 reconstruction of the area when adjacent buildings were also constructed on an area of reclaimed land.

The wharf is used to provide access between vessels to the shore buildings containing stores and workshops.

The construction is standard, uses a regular pile grid and is similar to the other 1940 (and later) period wharf construction, all of which had a common designer and construction period. A number of fenders are located along its length. These are 200-300mm squared timber with a splayed top.

The wharf is used in conjunction with the commercial use of the shipyard in contrast to general mooring. Use of the wharf is currently shared between the shipyard lease (northern end) and as the main access

Item Name

Broadside Wharf - 4a and 4b

Alternative Item Name

HHIMS ID No.

3448

Item No

004

point to the island for National Parks staff and the public (southern end).

Northern section (4b):

A long timber framed wharf extending from the northern end of the Ship Repair Workshop (Item 1) alongside the slipways, as a freestanding wharf set on hardwood piles (350x350mm), with raking piles at every second grid. It connects to the coal loader wharf at its northern edge. The wharf is decked with concrete.

The construction is standard with timber decking (under concrete in places), a concrete deck of approximately 120-150mm thick, headstocks (350x 350mm), girders (300x300mm) and evenly spaced cast iron bollards. The wharf features a small hand operated crane and several light standards. It has several timber ladders extending into the tidal zone and several fenders.

The wharf was used for berthing of vessels under repair or construction with rail access to the workshops. Due to its condition, this wharf is not currently used.

Modifications

The wharf and jetty were redecked in concrete in 1969.

A section of Wharf 4a was reconstructed with traditional materials including turpentine piles and timber decking, the work completed December 2007. This work also included bitumen surface to landing steps. Further works undertaken in January 2008 includes: removal/replacement of 4 concrete decking panels; 11 headstocks, 94 girders, 22 sets of vertical bracing, 20 sets of horizontal diagonal bracing, lateral bracing, and steel plate splice connections for girders and piles, replacement of timber stringer support beams, installation of 2 new aluminium landing grates, re-attachment of existing slats to new backing timber.

Condition

Wharf 4a is in overall good condition, and has undergone recent repair.

Wharf 4b, particularly the northern section, is in very poor condition with many piles missing or failed and the majority of timber elements failed. Most of this section of the wharf is no longer safe for use or access and it is now closed.

Assessment of the condition of the wharf has been undertaken separately to this assessment and the current works are based on those recommendations.

Statement of Significance

Wharf 4a is of high significance to both the maritime history of Goat Island and as a rare example of a broadside wharf with a directly related shore building, the two elements are linked operationally and historically. It's history spans the history of the Sydney Harbour Trust and the Maritime Services Board. It is the principal point of arrival on the Island, relates to the earliest area of development of the magazine, and is visually of high value. It is of state and local significance.

Wharf 4b is also of high significance for similar reasons to 4a except that for nearly all of its length it does not front a shore building. It is also a rare example of a broadside wharf related to shipyard use within the harbour. It defines the edge of the slipways. It contributes to the visual value of Item 4a and the shipyard precinct. It is assessed as having both state and local significance as its principal value is now the continuity it provides with wharf 4a.

Historical Significance

Associated with the Maritime Services Board Shipyard on Goat Island as the principal shipyard wharf that remains in operation for that use.

Historical Association

Not applicable.

Aesthetic Significance

The wharf is an important visual element in the appearance of the western end of the island with its long linear form set against the shipyard buildings that front it. The wharf is an important visual element within the western end of the harbour.

Social Significance

Some social significance to MSB staff and their families as the arrival point to the island.

Item Name

Broadside Wharf - 4a and 4b

Alternative Item Name

HHIMS ID No.

3448

Item No

004

Technical/research Significance

Archaeological remains of earlier buildings and stone jetties may remain beneath and behind the wharf.

Representativeness

The wharf is representative of mid 20th century wharf construction technology.

Rarity

The wharf demonstrates a rare combination of a broadside wharf with a related contemporaneous shore building. There are almost no surviving combinations of wharf and buildings of this form in the harbour.

Policies actions

Use

Sections of the wharf in reasonable repair (Wharf 4a) are utilised by both NPWS for island access and maintenance and by SSRE as part of the shipyard's functioning. Continued use of the wharf in this manner is supported. Not all of the wharf is required for ongoing operational purposes.

Relationship to other buildings and structures

The relationship of the Broadside wharf with the contemporaneous Ship Repair Workshop and buildings 2 and 3 is important and needs to be retained in order to retain significance. The wharf is required for access to the island generally for both the shipyard and as the main point of visitor arrival.

Adaptation

The wharf does not lend itself to adaptation apart from modification to comply with current access and safety codes regarding access and safe operation. These changes are acceptable to ensure the use and future of the wharf.

Conservation and Maintenance

Part of Wharf 4a has recently been repaired. Further repairs should be undertaken to Wharf 4a so that it remains sound and in operational condition. The current program of repairs is appropriate.

Wharf 4b is in varied condition with the southern section in fair condition, and the northern end unsafe, not usable or accessible. The wharf in front of the workshop buildings is essential for the operation and the setting of the place and is to be conserved and maintained. Options for the northern section of the wharf, from reconstruction to partial removal, are acceptable within the constraints of the Goat Island Wharves Conservation Management Strategy (2007).

Interpretation

The wharf is capable of and important to interpretation of the shipyard and the island. It is considered that the current access to the island from the southern end of the Broadside Wharf should be retained. This enhances opportunities for interpretation.

Sources

Paul Davies Pty Ltd, November 2007 *Goat Island Wharves: Conservation Management Strategy* for DECC NPWS

Paul Davies Pty Ltd

Item Name

Broadside Wharf

Item No

4



Northern end of Broadside Wharf, north of the Slipway Workshop Building (3)



View of concrete decking on northern end of Broadside Wharf



Northern end of Broadside wharf, view from northwest.



Detail, northern end of Broadside wharf



Central and southern section of Broadside wharf, adjacent to Ship Repair Workshop (1)

| | | | |
|-----------------------|-----------------------------|---------|-----|
| Item Name | Coal Bunker Platform | | |
| Alternative Item Name | Coal Wharf (collapsed 2009) | | |
| HHIMS ID No. | 11000 | Item No | 005 |

| | | | |
|--------------------------|----------|------------------|---|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | timber piles and headstocks, remnant timber decking |
| Construction Start Date | 1946 | | |
| Construction End Date | 1949 | | |
| Archaeological Potential | None | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Government and Administration |
| State Historic Theme 2 | Transport |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | Industry |

Historical Summary

From 1901 Goat Island was the operational headquarters of the Sydney Harbour Trust, and subsequently of the Maritime Services Board of NSW, which subsumed the Sydney Harbour Trust in 1936. All timber wharfage around Goat Island was constructed in the 20th century by these maritime authorities. The Sydney Harbour Trust moved into the former Powder magazine complex in 1925 and began construction of a shipyard in this location. The shipyard was upgraded by the MSB during the 1940s.

The wharf and coal bunker were added almost at the same time as the reconstruction of the Broadside wharf (4a and 4b) by the MSB during the 1940s, although it is noted as a separate wharf with separate plans and approvals. It is likely that the wharves were constructed sequentially and as the older coal bunker (on the site of building one) was demolished the need for a new and more sophisticated coal bunker arose.

The new coal bunker was constructed on the wharf 1945-1946. In 1946, clumps of dolphins were added around the end of the wharf to protect the coal bunker from impact from boats loading and accessing the shipyard. These have since been removed (date unknown) and the coal loader itself, located above wharf level demolished (date unknown, but between 1972 and 1980 from aerial photo evidence). The deteriorated coal bunker platform is all that currently remains and it is such poor condition that it is at high risk of collapse.

Coal bunkers were once a feature of industrial sites around the harbour with the need to fuel vessels of various sizes that worked the harbour. Several coal stores were located on the island, at both north and southern ends, however this facility was the largest and replaced the northern coal store operated by the Harbour Trust. Nearly all coal stages or bunkers have now been removed, the last found in Berry's Bay and the remnants of one at Blackwattle Bay that was largely demolished during this study.

Description

The Coal Bunker platform was a flat deck at the northern end of the Broadside Wharf (4b). The Platform was on hardwood piles. Only the wharf structure remained from the former wharf and coal stage, the latter being removed as the wharf became unstable. It had the same construction as the adjacent wharves with the addition of a cluster of piles at the corner to protect the structure from shipping and additional bracing piles to restrain the otherwise top heavy structure. It had a concrete deck through which the former superstructure framing extended, the deck was added in the 1960s. All of the superstructure had been removed to deck level. The superstructure required bracing and inclined structural members survive in part immediately below the deck level.

The wharf was used to hold coal reserves in timber framed and lined bins for fueling vessels used by the MSB where coal could be gravity fed into various vessels.

Modifications

Coal bunkers removed (date unknown, but between 1972 and 1980 from aerial photo evidence) and dolphins removed (date unknown).

Wharf largely collapsed 2009.

Item Name

Coal Bunker Platform

Alternative Item Name

Coal Wharf (collapsed 2009)

HHIMS ID No.

11000

Item No

005

Condition

The structure was in very poor condition with most piles failed. Access has not been available due to its condition. The structure was not recoverable and will be demolished to prevent risk of collapse.

Statement of Significance

This is a smaller wharf element that forms part of the longer broadside wharf element but which is now visually less important than the Broadside wharf (4). Its principal visual value is defining the end of the wharfage, indicating how extensive the western wharf is and in creating an area behind that is operationally and visually separated from the Harbour. The wharf is very modified with most evidence of the coal staging now removed, and is now principally a representative example of mid 20th century wharf technology in the harbour.

Waterfront or wharf-based coal bunker structures are now rare in Sydney Harbour, however this coal bunker platform has limited rarity value as it is not intact, the coal bunker structure having been removed.

Historical Significance

The coal bunker is of historical significance as part of the MSB 1940s upgrading of Goat Island wharf facilities and is one of the last such facilities in the harbour to remain.

Historical Association

Associated with MSB operational use of the island.

Aesthetic Significance

Of some aesthetic significance as the northern end of the Broadside Wharf (4) which is a landmark as seen from the west and north.

Social Significance

Not applicable.

Technical/research Significance

Of some technical significance as a remnant of mid 20th century wharf and shipping technology, however as no part of the operational equipment or structure remains this significance is very limited.

Representativeness

Representative of mid 20th century wharf and shipping technology.

Rarity

The structure has very limited rarity value as a remnant of a coal staging structure within Sydney Harbour, as it is not intact, the coal bunker having been removed.

Waterfront or wharf-based coal bunker structures are now rare in Sydney Harbour. There are intact timber examples at Blackwattle Bay (adjacent to the Fish Markets, and in poor condition) and on the eastern side of Waverton peninsula, at the former Quarantine Station site (in good condition). There is also a sandstone coal loader on the western side of Waverton peninsula, at the former Coal & Allied site, now owned by North Sydney Council and which will be retained and conserved as part of a proposal to adapt the site for use as public parkland.

Policies actions

Use

The structure has largely collapsed and is no longer usable.

Relationship to other buildings or structures

The coal bunker platform had a close relationship with the Broadside Wharf (4) and operated as part of this wharf.

Adaptation

The coal bunker is no longer capable of any adaptation unless it were to be reconstructed.

Conservation and Maintenance

If it were to be retained, the Coal Bunker platform would require complete reconstruction due to its currently very poor condition.

Interpretation

| | | | |
|-----------------------|-----------------------------|---------|-----|
| Item Name | Coal Bunker Platform | | |
| Alternative Item Name | Coal Wharf (collapsed 2009) | | |
| HHIMS ID No. | 11000 | Item No | 005 |

The Coal Bunker platform is difficult to interpret in its current form, except through use of historic images, due to the loss of the coal bunker structure relating to the use of coal-fired vessels in the mid 20th century. Also, public access is not currently possible due to very poor condition of the structure.

Sources

None
Paul Davies Pty Ltd

Item Name

Coal Bunker platform

Item No

5



Coal bunker platform at northern end of Broadside wharf, from the west



Extract of 1951 aerial photo of Goat Island showing Coal bunkers at northern end of Broadside wharf



1955 photo showing coal bunkers in background at left (State Library image GPO 1 - 10060, GPO original locations or series - MSBL952)



Coal Bunker platform from the north



Detail of Coal Bunker platform from the west



1952 photo of the coal bunkers with the *Samson* coaling. State Library GPO 1 - 10051

| | | | |
|-----------------------|------------------|---------|-----|
| Item Name | Hammerhead Crane | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3452 | Item No | 009 |

| | | | |
|--------------------------|----------|------------------|-------------------------|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | steel frame and trusses |
| Construction Start Date | 1924 | | |
| Construction End Date | 1963 | | |
| Archaeological Potential | None | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Technology |
| State Historic Theme 3 | Government and Administration |
| State Historic Theme 4 | Industry |

Historical Summary

The hammerhead crane dates from 1924, and was relocated from Morts Dock in Balmain to Goat Island in 1962 by the MSB.

Mort's Dock was established at Balmain in 1854-1855 by Thomas Mort and Captain Rowntree, and became the largest commercial dock in Sydney. It was extended in 1898 to reputedly become the largest dock in the southern hemisphere, and expanded thereafter to Woolwich, and for a time operated the Sutherland Dock at Cockatoo Island under a lease.

The 10 ton capacity Hammerhead Crane was prefabricated in Scotland in 1924 by the prominent engineering firm of William Arrol & Co. Ltd. of Glasgow, and was installed at Mort's Dock in Balmain in 1924. The company's business declined during the Depression and World War II, finally closing in 1959.

The Hammerhead Crane was purchased by the Maritime Services Board of NSW and moved to the MSB Goat Island shipyard in 1962. Footings for the crane tower's new location were poured in January 1963 and the was re-erected and operational by 1964. The crane was located close to the southern end of the 150 and 500 ton slipways, close to the slipway winch houses for these slipways. The Hammerhead Crane could reach loads on parts of the Broadside Wharf and could transfer loads to or from the level of the former magazine complex buildings (used for shipyard related storage in this period).

The crane has been in regular use as part of the commercial operation of the Goat Island shipyard.

Description

The hammerhead crane is sited so that it can serve both the slipways and the wharves in the Goat Island shipyard. It is 20 metres tall, and has a 10 ton load capacity at 60 feet (4 tons at 140 feet). The crane is made of structural steel members, predominantly angle-section and tee-section, joined by gusset plates to form a rigid trussed structure, and consists of a fixed tower and a rotary hammerhead jib. Most joints were originally riveted in Scotland when the crane was manufactured, however some are bolted so that the crane could be transported in sections and then bolted together.

The tower carries a pair of upper and lower bearings which support the hammerhead jib and allow rotation, while providing resistance to the overturning moment produced by the load being cantilevered at the end of the jib (or by the counterweight at the other end of the jib when there is no load on the hook). The tower has a square base with four legs bolted to concrete pads, presumably by deep rock-bolts, which again provide resistance to overturning.

The top of the fixed tower tapers inwards to support a large-diameter ring, which acts as the upper bearing for the jib, and as a static horizontal gear ring for controlling the angle of rotation (or slew) of the jib. The ring is made from channel-iron rolled into a circle, with the smooth web facing inwards and the flanges facing out. The hammerhead frame has rollers which run against the web, providing lateral support for the jib (to resist overturning) but carrying none of the jib weight. The perimeter of the ring has a large number of evenly spaced tines which act as gear teeth, and have greased tubular sleeves to minimise wear. The jib has a small motor-driven gear wheel (pinion) which engages the pins on the ring and can slowly rotate the jib or hold it in position when it has slewed to the desired angle.

At the mid-height of the tower there is a second, much smaller, bearing which acts as the lower bearing for the rotary jib. The lower bearing carries the weight of the jib and its load, and helps to resist overturning of the jib under load. The lower bearing also incorporates a set of slip rings which carry

Item Name

Hammerhead Crane

Alternative Item Name

HHIMS ID No.

3452

Item No

009

electric power from the static mains supply to various electric motors mounted on the rotary jib, for activating the hoisting winch, the slewing gear, etc.

The hammerhead jib is tee-shaped, with a long horizontal jib (in effect two unequal back-to-back cantilevers), mounted on top of a short vertical pivot member which nests inside the tower and is supported by the upper and lower bearings. The longer 'half' of the cantilever jib has rails on the underside, on which runs a travelling carriage which has cable pulleys and a heavy steel cable supporting the crane hook (and capable of lifting and lowering the load when working). A second, lighter steel cable moves the carriage in or out along the jib to place the hook in the required radial position. The opposite end of the cantilever jib carries a small corrugated-iron motor house, holding a pair of motors and winches which simultaneously unwind one end and wind up the other end of the steel cable controlling the radial position of the carriage and hook. These motors and winches would also act as a fixed counterweight to the hook and load.

At the centre of the rotary hammerhead, above the pivot, is another corrugated iron motor house, which holds a heavier electric motor and winch to raise or lower the hook and its load.

There is also a second electric motor and some gearing to drive the pinion which engages the large horizontal gear ring on the tower and controls the rotation/slewing of the jib. Mounted on one side of the hammerhead jib, close to the tower, there is a small cabin for the crane driver. The cabin has windows looking down onto the area covered by the hook, and rotates with the jib so that the driver always has a good view of the hook and load. The cabin also has a chair for the driver, and several electric control handles to control the speed and direction of the various motors driving the winches and gears. The driver gained access to the cabin from ground level by climbing a series of steep narrow steel ladders within the tower, and walking along a steel chequer-plate catwalk.

When operating the crane, the driver would be assisted by a crane chaser at ground level. The chaser would use steel rope slings or chains to attach the hook securely to the load, so that the load was balanced and would not tilt and fall out of the sling. The chaser would then use whistle or hand signals to direct the crane driver for lifting and precise placement of the load.

Modifications

Between the four legs at the base of the crane tower, there is a small corrugated iron shed which in the early 1990s contained a small quantity of slings and other gear associated with the crane. It is likely this was constructed shortly after the crane's installation at Goat Island shipyard in 1963. Apart from this the crane appears unmodified.

Condition

The crane remains in regular use as part of the commercial operation of the Goat Island shipyard. There is minor corrosion where the feet bolt to the concrete footings and at some upper joints. There is severe corrosion to the steel floor plates of the driver's cabin, access platforms and catwalks, but these are not a structural part of the crane. The whole of the structure requires maintenance to prevent corrosion and potential structural failure of elements.

Statement of Significance

The Hammerhead Crane is of heritage significance for its long association with the commercial shipping industry in Sydney Harbour (1924-1959) and as part of the current commercial use of the Goat Island shipyard (1998-); and maritime port authority usage by the NSW Maritime Services Board (1962-1993). It played a major role in the operation of the MSB Goat Island shipyard 1962-1993, which indicates the level of shipyard activity at the MSB's Goat Island shipyard in this period, and continues in use as part of the current commercial operation of the Goat Island shipyard. The Hammerhead Crane is of aesthetic significance as a large and visually prominent trussed steel structure which is a rare and dramatic industrial landmark within Sydney Harbour, evidenced by recent Sydney Harbour paintings such as those of Jane Bennett.

Historical Significance

The hammerhead crane is of historical significance for its role at both Mort's Dock Balmain 1924-1959 and at the MSB Goat Island shipyard 1963-1988. The crane is now one of the few surviving elements of Mort's Dock, Balmain, and the only one not in a museum. The crane is an evocative element of Sydney Harbour's history as a working harbour, with links to both the major commercial shipyard operating in the harbour in the early 20th century and to the MSB shipyard operations on Goat Island in the second half of the 20th century. Most of this history is embodied in the crane itself and is not related to its use on Goat Island.

Item Name

Hammerhead Crane

Alternative Item Name

HHIMS ID No.

3452

Item No

009

Historical Association

Associated with the prominent Glasgow engineering firm of William Arrol & Co Ltd., who purpose-built the crane for installation at Mort's Dock Balmain in 1924. Association with Mort's Dock, Balmain 1924-1959. Association with the NSW Maritime Services Board's Goat Island shipyard 1963-1988. Association with operation of Goat Island shipyard, Sydney Harbour National Park since 1993.

Aesthetic Significance

The hammerhead crane has aesthetic significance as a prominent industrial landmark within Sydney Harbour. This aesthetic significance is evident from recent Sydney Harbour paintings, such as those of Jane Bennett.

Social Significance

The hammerhead crane has social significance for its role in the operation of the MSB Goat Island shipyard 1963-1993.

Technical/research Significance

The hammerhead crane is of technical significance for its ability to provide information about early 20th century shipyard technology and its ability to demonstrate aspects of the operation of the Goat Island shipyard from 1963-1993.

Representativeness

The structure is representative of a large commercial shipyard crane from the early 20th century in Sydney Harbour.

Rarity

The hammerhead crane is very rare in the Sydney Harbour (local) context, as an operational large shipyard-related hammerhead crane, and the one with the longest history in the harbour, starting at Mort's Dock, Balmain in 1924. With the (larger, higher capacity) Garden Island hammerhead crane, the Goat Island hammerhead crane is one of only two landmark shipyard-related hammerhead cranes extant in Sydney Harbour.

Policies actions

Use

The crane is not suitable for other uses. The continuing use of the crane as part of an operational shipyard is important for its conservation.

Relationship to other buildings and structures

The hammerhead crane is a component of the 1960s upgrading of the shipyard by the MSB, and a landmark structure. It has had a relationship with the Goat Island shipyard for nearly half a century. The crane also has an impact on the setting of the magazine group.

It is possible for the crane to be relocated to another location should it become redundant as part of the shipyard.

The crane is not suitable for adaptation apart from upgrade to ensure continued use.

Conservation and maintenance

The crane should be conserved. As a minimum it should be maintained to allow it to remain in situ in safe condition. This will require replacement of corroded floor plates to cabin and catwalk and preparation and repainting of the crane structure, as well as regular structural engineer's inspections.

Interpretation

The crane should be interpreted as part of the shipyard.

Sources

Schwager Brooks & Partners with C & MJ Doring, April 1994 *Goat Island Hammerhead Crane Conservation Plan* for NPWS

Paul Davies Pty Ltd

Item Name

Hammerhead crane

Item No

9



Hammerhead crane from the east



Distant view of hammerhead crane from the east



Close view of hammerhead crane



Close view of top section of Hammerhead crane including crane driver's cabin



Base of Hammerhead crane



Detail, base of Hammerhead crane

Item Name

Hammerhead crane

Item No

9



October 1961 photo of Hammerhead crane at Mort's Dock, Balmain prior to its relocation on Goat Island (State Library image ON173)

| | | | |
|-----------------------|-------------------------------|---------|-----|
| Item Name | Office and Amenities Building | | |
| Alternative Item Name | 1948 Amenities Building | | |
| HHIMS ID No. | 3457 | Item No | 014 |

| | | | |
|--------------------------|----------|------------------|-------------------------------|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | brick walls, terra-cotta roof |
| Construction Start Date | 1948 | | |
| Construction End Date | 1948 | | |
| Archaeological Potential | | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Government and Administration |
| State Historic Theme 2 | Labour |
| State Historic Theme 3 | Utilities |
| State Historic Theme 4 | |

Historical Summary

The Office and Amenities building was built in 1948 as part of the major Maritime Services Board upgrade of Goat Island during the 1940s. It appears to have been built due to the inadequacies of the Timber Store (22) as a staff amenities facility and its location suggests its central position with easy access for workers.

The building remains in use as an amenities block.

Description

The Office and Amenities Building is a rectangular single storey brick building with a hipped unglazed terra-cotta tile roof. Windows are generally timber framed double hung. Larger windows have multiple panes. Smaller windows have horizontal glazing bars, and often glass louvres instead of a sash to the upper half (for example, the windows facing onto the loggia). The long elevations of the building are to south and north. On the main south elevation, there is a loggia with five timber trellis columns. Three doors open onto the loggia, interspersed with small timber framed windows with glass louvres to upper halves. The doors have obscure glazing to the upper halves.

The building is essentially Inter War Georgian Revival in style, and (along with the Transformer House built at a similar date) reflects mid 20th century design sensitivity to the context of these utilitarian buildings in the vicinity of the colonial Powder Magazine buildings.

There are toilet and shower facilities at the eastern and western ends of the building, with a series of larger rooms in the centre. Interior rooms which were accessed generally have vinyl floor coverings, plain ceilings and joinery and later fluorescent lighting.

Modifications

The parts of the interior of the building which were available for access appear to have undergone late 20th century modifications, including installation of fluorescent lighting. Interiors viewed were plain and relatively featureless.

According to NPWS records, in June 1998 window repairs and painting of interior and exterior timberwork was undertaken.

Condition

The building is in overall good condition and has been maintained well as it is an operational building on the site. While there has been some upgrade of the place, overall it retains most of its built form and built detail which remains in fair to good condition. Work required is largely maintenance including painting and replacement of older fittings, which are not of particular significance).

Statement of Significance

The 1948 Office and Amenities building is of historical significance as the major amenities building and shipyard office built shortly after the major upgrade of the shipyard by the Maritime Services Board in the late 1940s. It is one of the shipyard elements which illustrates the 1940s MSB expansion of the shipyard. While poorly located in relation to the Powder Magazine buildings, it is however an important element in the shipyard and is a good example of mid 20th century design for a utilitarian building within a sensitive context of colonial buildings.

Item Name

Office and Amenities Building

Alternative Item Name

1948 Amenities Building

HHIMS ID No.

3457

Item No

014

Context of Colonial Buildings.

Historical Significance

The 1948 Office and Amenities building is of historical significance as the major amenities building and shipyard office built shortly after the major upgrade of the shipyard by the Maritime Services Board in the late 1940s. It is one of the shipyard elements which illustrates the 1940s MSB expansion of the shipyard.

Historical Association

The 1948 Office and Amenities building has historical association with the Maritime Services Board and the shipyard staff of the MSB.

Aesthetic Significance

While poorly located in relation to the Powder Magazine buildings, it is however an important element in the shipyard and is a good example of mid 20th century design for a utilitarian building within a sensitive context with colonial buildings.

Social Significance

The Office and Amenities building has moderate social significance for MSB staff working on Goat Island in the late 20th century.

Technical/research Significance

Not applicable.

Representativeness

The building is representative of government designed utilitarian buildings of the 1940s.

Rarity

The building is not rare in design or use.

Policies actions

Use

The building is best suited to ongoing use for amenities and offices related to the uses of the area. Should this use cease it could have similar uses related to visitor use of the precinct and island. It is possible to split the use of the building if needed between operational and other uses.

Relationship to other buildings and structures

The building is very poorly located in relation to other structures in the precinct and its removal would enhance the setting and relationship of the Colonial period buildings and features.

The building, which occupies a key focal position within the Magazine Precinct, has an adverse impact on the setting of the Queen's Magazine and other components of the precinct and interrupts the immediate setting and the broader setting of these buildings to the harbour.

Adaptation

The building is capable of some adaptation, however the overall integrity of the form and detail should not be altered so that the building is changed in appearance externally. Internal changes could be made to accommodate upgrades and minor changes of function. Joinery and the like should all be retained intact.

Conservation and Maintenance

The building requires a maintenance program to address painting and other routine matters.

Interpretation

The building should be interpreted as part of the shipyard construction, however it is not a suitable building to house interpretation as a main function.

Sources

N/A

Paul Davies Pty Ltd

Item Name

1948 Amenities Building

Item No

14



1948 Amenities Building from above and to east. East and north elevations.



1948 Amenities building, east and north elevations



South elevation 1948 Amenities building. Note loggia with treillage posts,



Window detail to loggia, 1948 Amenities building



Detail of loggia, 1948 Amenities building



Interior, 1948 Amenities Building

Item Name

1948 Amenities Building

Item No

14



South elevation, 1948 Amenities building, Queen's Magazine in right foreground



South elevation 1948 Amenities building. Ship Repair Workshop to left.

| | | | |
|-----------------------|------------------|---------|-----|
| Item Name | Queen's Magazine | | |
| Alternative Item Name | Powder Magazine | | |
| HHIMS ID No. | 3458 | Item No | 015 |

| | | | |
|--------------------------|-------------|------------------|--|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | Sandstone, slate, copper plated timber doors, copper mesh screens, timber shutters, concrete floor |
| Construction Start Date | 1833 | | |
| Construction End Date | 1838 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|-------------------------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Defence |
| State Historic Theme 4 | Persons |

Historical Summary

The magazine complex was under construction by convict labour from January 1833, however work was slow, and the foundations for the Queen's Magazine were not laid until May 1835. After the working conditions of the convicts had been improved in 1834 by the construction of a convict stockade and the removal of irons, the speed of the work improved. By December 1838 the Queen's Magazine, along with associated structures (1st cooperage, most of the fortified wall, Barracks and Barracks kitchen) had been completed.

The Queen's Magazine was originally designed for storage of 3,000 barrels of gunpowder.

The design of the Magazine complex including the Queen's Magazine building was based on late 18th century British Ordnance designs for such magazine complexes. The standard design for magazine buildings within such a complex was for a rectangular building with heavy buttressed masonry walls, an internal barrel vault, gabled slate roof without guttering, external copper-sheathed entry doors, timber floor, baffled vents, and copper screened, timber shuttered window openings without glazing to each end of the magazine. The Queen's Magazine follows this model design, utilising Sydney sandstone quarried on the site.

The interior of the magazine originally would have included a raised timber floor and bays separated by solid timber partitions. This has now been replaced with a concrete floor at the same level.

The competence of stone selection and masonry work on the Magazine complex can be attributed to Andrew Petrie, Superintendent of Stockade & Overseer of Works on Goat Island in 1834, Walter Scott, Foreman of Works on Goat Island 1837, and Captain George Barney, controller of the works from January 1836. Captain Barney commissioned a plan of the magazine and cooperage then under construction, commented on defects, and ordered Bangor slate for the Queen's Magazine, the Cooperage and the connecting covered way between the two buildings.

The magazine complex was garrisoned by Imperial (British) infantry units, and in the 1860s by Royal Artillery units, until Imperial troops were withdrawn from NSW in 1870. The magazine complex was used to store Imperial Military, NSW government and merchant's stores of gunpowder.

The role of the magazine complex appears to have diminished after the opening of Newington Armaments Depot in the 1890s.

Historical records indicate that the timber floor of the Queen's Magazine was renewed in 1854 under the supervision of Colonial Architect Edmund Blacket; lead ridge capping replaced 1865 under supervision of Colonial Architect; renewal of copper lightning conductors in 1877; and brick edged tar paths were made around the perimeter of the magazine in 1885.

Following the departure of the last explosives from the magazine complex in 1907 and the resolution of a dispute between the new Commonwealth government and the NSW government over Goat Island, in 1925 the Sydney Harbour Trust (SHT) occupied the magazine complex and began construction of a shipyard and wharves.

The Scow Shed was built abutting the east side of the Queen's Magazine between 1925 and 1928 by the SHT. It appears that the SHT used the Queen's Magazine for storage, and removed the covered ways.

A new doorway was cut through the solid sandstone wall of the southern facade of the magazine, possibly prior to 1918 as a 1918 photograph appears to show the doorway. This doorway is plastered

Item Name

Queen's Magazine

Alternative Item Name

Powder Magazine

HHIMS ID No.

3458

Item No

015

possibly prior to 1910 as a 1910 photograph appears to show the doorway. This doorway is plastered with concrete, and the doors appear to be the cut-down original internal doors relocated from the northern end of the magazine.

After the formation of the NSW Maritime Services Board (MSB) in 1936, further works were undertaken in the vicinity of the Queen's Magazine, most notably the construction of the addition to the southern end of the Queen's magazine (building 15a) in 1942, and the construction of the Ship Repair Workshop in 1943, which cut off views between the Magazine complex and the harbour. The internal concrete floor of the Queen's Magazine and the timber office in the northeastern corner of the Magazine's interior would also date from 1943. There is an photograph taken in 1962 during the MSB period showing shelving and storage within the Queen's Magazine, and the building is described at the time as the "Goat Island Store" for the MSB, containing a comprehensive range of items for shipbuilding and maintenance. The main store and the storekeeper's office was (in 1962) in the powder magazine with timber held in a separate store (the southern addition) which also contained the shipwright's mill.

Later buildings constructed in the vicinity of the Queen's Magazine (1948 and 1964 amenities blocks - buildings 14 and 13) further encroached on the setting of the Queen's Magazine.

Description

The Queens Magazine is a massive, buttressed, rectangular sandstone building with a gabled slate roof. The sandstone for the building was quarried on the site (*Higham* and *Franklin* reports). The principal (and originally the only entrance) is on the northern elevation, and contains timber double entry doors externally sheeted with copper. Directly above the entrance is a hood mould integral with the stone lintel. Above the hood mould are two sloping chases with two rectangular sockets at their outer ends. A broad sandstone block protrudes from the adjacent stonework directly above the pediment forming the sill of the upper level opening. Both northern and southern elevations feature window openings with double timber shutters, both centred within the pediment. These window openings also feature copper screens within timber frames, and the openings have hood moulds similar to those over the entry doors. Towards the apex of the gable ends on both of the northern and southern elevations is a carved sandstone date plaque containing the words "Major General Sir Richard Bourke 1836". Two ventilation assemblies consisting of a hexagonal and a single vertical slit, each with a hood mould, are located symmetrically either side of the main doors, these vents are matched on the gabled southern elevation. There are two rectangular openings in the northern wall close to ground level. Electrical conduiting runs across the face of the north elevation, and on the western corner are a series of corroded metal fixings.

The southern elevation matches the northern with the exception of the doorway in the southern elevation, which is clearly not original and connects the Queens Magazine to the later addition to the south. The doorway to the northern elevation is the single original doorway.

The east and west elevations consist of a series of massive sandstone buttresses forming evenly spaced bays along the walls. At the centre of each bay are hexagonal and vertical baffled slit vents with hood moulds over, matching the hood moulds on the gabled elevations. Towards the base of the wall within each bay is an opening in the stonework. On the southern wall (within the corrugated iron shed) one of these openings has a bronze grille.

The roof of the Queens Magazine is clad in purple Welsh Bangor slates with lead ridge capping. Copings to the gable ends and buttresses are broad stone flagging.

An elaborate drainage system was uncovered in 1997 during archaeological investigations, nearly 1 metre below the current ground level to remove roof water from the building.

The Queen's Magazine is now located between the 1925-28 Scow Shed, 1948 and 1963 amenities buildings and a 1942 corrugated iron clad addition (shed 15a) to the south end of the building, all of which relate to 20th century shipyard use of the site after the use of the site as a powder magazine ceased. The Scow Shed (16) is to the east of the Queen's Magazine. Shed 15a abuts and obscures the southern elevation of the Queen's Magazine.

Covered ways evidenced in both historical records and an 1890s photo (State Library PXE 711/53), one of the covered ways connecting the Queen's Magazine to the 1st cooerage, and with a junction to a covered way leading to foreshore buildings to the west, were probably removed by the Sydney Harbour Trust (SHT) after 1925.

Internally, the Queen's Magazine is a single barrel-vaulted space with remnant whitewash to the walls, a concrete floor (replacing original timber floor) and a timber office built in the northwest corner by the Maritime Services Board c. 1942, and a painted sign on the wall "washers" presumably also from the MSB period. All internal timber shutters are intact to the window openings at both north and south ends of the magazine.

Item Name

Queen's Magazine

Alternative Item Name

Powder Magazine

HHIMS ID No.

3458

Item No

015

Internal alterations were made to the Queen's Magazine after 1925 when the use of the building changed to shipyard-related storage for the SHT, and later the Maritime Services Board (MSB).

Modifications

External: A doorway has been added to the southern elevation prior to 1918 (note: doorway appears in 1918 photo). The Scow Shed was built against eastern elevation in 1930; corrugated iron addition to southern elevation 1942 (construction of which included a new door through the southern elevation of the Queen's Magazine); electrical conduiting across northern elevation; painting of interior, including painted signs, and construction of an MSB office in the interior to the east side of the main entry door; concrete floor (floor would have originally been timber).

In the late 1990s conservation works on the Queens Magazine included: removal of a box gutter which was shared with the Scow Shed to the east, repair of associated termite damage to the roof timbers, replacement of roofing slates and investigation of the original underground drainage system, which involved removal of the concrete floor of the Scow Shed where it abutted the eastern elevation of the Queens Magazine.

Internal: removal of original timber partitions c. 1925; electrical lighting installed 1927; removal of covered way from north elevation c. 1925; concrete floor and timber Storekeeper's office in the northwest corner of magazine c. 1942 and new southern addition (building 15a) built as a timber store and shipwright's mill. After 1992, shelving was removed from the interior. Stonework conservation has been undertaken, and renewal of the slate roof by Public Works, also excavation of the concrete floor of the Scow Shed away from the eastern wall of the Magazine. According to NPWS records, in 1993 roof slates were repaired; 4m box gutter at the door end renewed and painting of the box gutter with red oxide paint; in 1997 repair of timber and copper sheeting was undertaken, and installation of a protective perspex base on the main entry door; in June 1998 timber roofing repairs (box gutter) and replacement of bottom 3 courses of slate on the east elevation; stonework repair including repointing and replacement of coping stones, drainage works, and fabrication/installation of bronze ventilation grilles. In December 2003 extensive repairs to the roof were undertaken: slates removed and reslating undertaken reusing existing slates and slates in storage, loose slates nailed, approx. 33% of timber battens replaced; ridge capping replaced with approx. 25kg of lead with copper under straps.

Condition

The building is overall in good to fair condition but requires substantial works to avoid ongoing and future damage to the fabric, particularly from water penetration. The raised soil level around the perimeter of the building has contributed to a failed drainage system: this requires investigation and remedial action. The installation of the concrete floor to the interior, exacerbated by the failure of guttering and drainage from later buildings abutting the Queen's Magazine, have led to serious rising damp that requires further investigation and remediation work, possibly including removal of part of the concrete floor. The roof will require maintenance work, stonework requires repair and limited replacement over time and the interior wall finish requires refinishing after rectification of damp problems. The proximity of buildings around two sides of the building appears to have contributed to the deterioration of the building.

Statement of Significance

The Queen's Magazine is the earliest example of a military gunpowder magazine in Australia, is largely intact and is an exceptional achievement in terms of construction finesse. The Queen's Magazine is a colonial adaptation, in terms of its construction materials (Sydney sandstone quarried on site) of the standard late 18th century British Naval design for magazines. It is the core of the Magazine complex, the related structures (the two cooperages, the fortified wall and sentry box, the Barracks and Kitchen cottage) being ancillary to the Queen's Magazine. It is located within its walled compound with all of the related buildings built in the 1830s still standing and retaining their relationships to each other, albeit within a later context of 20th century shipyard buildings. The Queen's Magazine is of National and State significance.

Historical Significance

The Queen's Magazine was the core building of the earliest facility built for the long term storage of explosives and ordnance in the Colony of New South Wales. It was used for storage of military and government gunpowder from 1838 and merchant's powder for most of the 19th century post 1838. It was a major component of the NSW government facilities for storage of gunpowder and explosives into the late 19th century. It provides rare evidence of early 19th century methods of gunpowder storage.

Item Name

Queen's Magazine

Alternative Item Name

Powder Magazine

HHIMS ID No.

3458

Item No

015

Historical Association

The construction of the Queen's Magazine is associated with British Board of Ordnance, Andrew Petrie, Superintendent of Stockade & Overseer of Works on Goat Island in 1834, Walter Scott, Foreman of Works on Goat Island 1837, and Captain George Barney controller of works from January 1836, Royal Engineer (and later Colonial Engineer), and with the convicts who laboured to quarry the stone and construct the magazine complex.

The operation of the Queen's Magazine is associated with the British Imperial garrisons (infantry and artillery) who were stationed there 1836-1870, the Board of Ordnance and with the Colonial Architect's office.

Aesthetic Significance

The Queen's Magazine is the largest and best example in Australia from this period of the standard British Naval design for a gunpowder magazine building, which has retained its design integrity and visual quality, despite alterations to setting and some detail. The building is remarkable for its detail, such as baffled vents, barrel vault, buttressing, which exemplify the standard British naval magazine designs of the time, and for its use of Sydney sandstone quarried on site.

Social Significance

Not applicable.

Technical/research Significance

The Queen's Magazine retains archaeological potential around the building and under the concrete floor.

Representativeness

The Queen's Magazine is very rare in Australia, however it is also representative of British imperial gunpowder magazine design of its period.

Rarity

The Queen's Magazine is rare within Australia, as the earliest extant military powder magazine built to a standard Imperial design in Australia. It is a rare example of an extant convict-built structure from the 1830s which is an integral part of an extant complex of buildings and structures from the same period.

Policies actions

Use

The Queen's Magazine should be open for controlled public access as part of an interpretive plan for the Goat Island Magazine complex, and temporary uses as part of special events, provided such uses involve no impact on the fabric of the building. The building should not be used for other non-interpretation purposes.

Relationship to other buildings and structures

The visual relationship between the Queen's Magazine, the Cooperage, the Fortified Wall, and the Stores Building must be retained and where possible recovered. No structures can be erected which would interfere with this relationship. The southern addition to the Queen's Magazine (15a) and the Scow Shed could be removed to recover a lost part of this relationship.

The building also had an important visual connection to the harbour to the west which could be recovered to re-establish the significance of the precinct. This could involve removal of a number of buildings and features including waterfront buildings and amenities buildings located in the forecourt of the magazine.

Adaptation

Adaptation involving changes to fabric is highly undesirable due to adverse impact on exceptionally significant fabric and the building's interpretive value. Works should be restricted to conservation works, reinstatement of missing fabric or removal of later works to the building.

Conservation and Maintenance

A detailed schedule of conservation works should be prepared to address the rising damp problems in the Queen's Magazine, based on the list of works recommended on pages 4 & 5 of D. Young, *Goat Island Queen's Magazine & Water Police Building: Initial condition assessments and recommendations for further investigations* November 2007. Desalination work should commence prior to any removal of the shed 15a from the southern elevation if this is proposed.

The later (yet pre-1918) southern doorway to the Queen's Magazine should be retained, and treated appropriately if building 15a is removed; the doors (which appear to be the relocated inner doors from the

Item Name

Queen's Magazine

Alternative Item Name

Powder Magazine

HHIMS ID No.

3458

Item No

015

appropriately if building 13a is removed. The doors (which appear to be the relocated inner doors from the northern end of the Magazine and are therefore fabric of high significance), should be maintained and kept well painted to maintain weather-proofing; and the cement render to the reveals of the doorway should be monitored for its effect on adjacent stonework.

Works should include: removal of later concrete floor to interior, and replacement with a timber floor to minimise rising damp; excavation around the external perimeter of the building to recover and repair the original drainage system; reinstatement of drainage systems and roof water systems; repairs to roof cladding and stonework; desalination. Once these works have been completed, the building should continue to be monitored for any further effects of damp penetration.

Reconstruction of the form of the covered way originally between the Queen's Magazine and The Cooperage should also be considered. The original form of the covered way is known from historic photographs and evidence on the elevations of the Queen's Magazine and the Cooperage, and can be reconstructed in contemporary materials (timber and corrugated steel).

The interior walls of the Queen's Magazine were originally whitewashed. Some paint remains, essentially 20th century, including painted wall signs from the mid-20th century MSB storage use of the building. A decision whether to leave the interior paintwork as is or to repaint in whitewash can be made based on the final Interpretation Plan for the building. If it is considered desirable to retain evidence of the 20th century use of the building, then the interior paintwork to the walls may be retained as is.

Interpretation

The history of the Magazine complex and the Queen's Magazine should be interpreted using the building as a key element of interpretation. The Queen's Magazine should be a major element in an Interpretation Plan for the Magazine complex.

Sources

A. Higham *Goat Island Investigation of stonework* Heritage Group, State Projects Report No. 97/23, Dept. of Public Works and Services, 1997

DECC Goat Island: A Contextual History, December 2007

Dr. Brenda J. Franklin *Report on Goat Island Stonework Conservation: Geology of the sandstone* March 1997

Orwell & Peter Phillips Architects *Conservation Management Plan: Queens Magazine, Magazine Precinct, Goat Island* April 1999

Tropman & Tropman Architects *Queen's Magazine, Building 15, Goat Island: Conservation Management Plan Review*, March 2006

R. Newton, NPWS *Powder Magazine Design in the 18th and 19th Century* Unpublished paper, 2006

D. Young *Goat Island Queen's Magazine & Water Police Building: Initial condition assessments and recommendations for further investigations* November 2007

Paul Davies Pty Ltd

Item Name

Queen's Magazine

Item No

15



Queen's Magazine, taken from the north-west



North elevation, Queen's Magazine



South elevation, Queen's Magazine



Detail, west elevation, Queen's Magazine



East elevation, Queen's Magazine, from within the Scow Shed



Detail, east elevation, Queen's Magazine, from within Scow Shed

Item Name

Queen's Magazine

Item No

15



Interior of Queen's Magazine



Baffled vent from interior of Queen's Magazine. Note damage from damp penetration below.



Doorway and doors to southern end, interior of Queen's Magazine



Double timber shutters to north end of Queen's Magazine, taken from interior



Detail, north elevation showing copper screen to window opening



Copper-sheathed entry doors, north elevation, Queen's Magazine



Doorway and door to southern elevation, from interior of southern addition to the Queen's Magazine. Note copper screen to southern window opening intact above the doorway.



1918 photo of the southern end of the Queen's Magazine (State Library image No. d1_13443). Note there appears to be a door in the southern elevation.



1918 photo showing the eastern elevation of the Queen's Magazine prior to construction of the Scow Shed. (State Library image d1_13443)



1962 images of the exterior and interior of the Queen's Magazine (images from , *Port of Sydney*, Official journal of the Maritime Services Board of NSW, page 27, Vol. 8, No. 1, March 1962, held at the National Maritime Museum Library)



1943 photo of the Queen's Magazine (State Library image No. d1_10036)



Detail from 1890s photo showing the Queen's Magazine at the end of its period as an explosives and armaments storage facility. Note covered way to wharf and small wharf buildings, connecting to the covered way between the Queen's Magazine

| | | | |
|-----------------------|--|---------|------|
| Item Name | Southern Addition to Queen's Magazine | | |
| Alternative Item Name | Shipwright's Mill and Timber Store; Corrugated Iron Shed | | |
| HHIMS ID No. | 11001 | Item No | 015a |

| | | | |
|--------------------------|--------|------------------|---|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Little | Materials | Timber framing, corrugated iron roofing and wall cladding, concrete floor |
| Construction Start Date | 1942 | | |
| Construction End Date | 1942 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | |
| State Historic Theme 4 | |

Historical Summary

The addition was built onto the southern end of the Queen's Magazine in 1942. The addition is clearly visible in a 1943 aerial photo of the island. The addition involved the construction of a new doorway through the southern end of the Queen's Magazine. A 1962 article in the MSB journal "Port of Sydney" (Vol 8, No.1, March 1962), describes the building as being used at that time as a timber store and shipwright's mill. Oral history and physical evidence (kitchen fitout in southeast corner) indicate it was later used as an amenities building in part, possibly for Storekeeper's workers, as the adjacent Queen's Magazine was used as a store by the MSB from the mid 20th century.

Description

A timber-framed unlined corrugated steel clad, skillion roofed L shaped shed constructed against the southern elevation of the Queen's Magazine, and extending east of the Queen's Magazine adjacent to the southern end of the Scow Shed. The skillion roof is also of corrugated steel. The building features timber-framed hopper windows (to the kitchen area, west elevation and western end of south elevation) and timber-framed fixed windows with horizontal glazing bars along the remainder of the southern elevation. A large sliding metal clad door opens to the west for access (currently not operable).

Internally, the shed is divided into two rooms, a kitchen in the southwest corner, the remaining space being one large room. The floor is concrete. The kitchen floor is timber, built above the concrete floor.

The doorway through the southern elevation of the Queen's Magazine, connecting the addition to the Queen's Magazine, is clearly not original (no stone lintel) and the doorway is plastered with concrete. The door within the doorway, however, is surmised to be the (possibly altered) inner door which would have been originally located at the northern end of the Queen's Magazine.

Modifications

The kitchen contains a circa 1960s fitout and the whole kitchen structure appears to date from that time. It is inserted within the shed.

Condition

Overall the building fabric is poor and has not been maintained. If the building were to remain it would require recladding, new guttering and rainwater systems, rectification of doors and general upgrade.

Roof leaks where the roof of the addition joins the southern elevation of the Queen's Magazine have had an adverse impact on the stonework of the Queen's Magazine (D. Young). A large patch of the corrugated iron wall cladding is rusty on the southern elevation of the addition. It is desirable to remove this building to provide for the conservation of the Queen's Magazine building.

Statement of Significance

The Southern addition to the Queen's magazine is a modest and practical addition for shipyard purposes wedged between the Fortified wall, the Queen's Magazine and the Scow shed. Its basic form and structure are of little significance. It has little value as part of the overall 1940s upgrade of the shipyard by the MSB, and although having some significance as part of the shipyard period infrastructure is an intrusive element within the Powder magazine complex which detracts from the setting and therefore the

| | | | |
|-----------------------|--|---------|------|
| Item Name | Southern Addition to Queen's Magazine | | |
| Alternative Item Name | Shipwright's Mill and Timber Store; Corrugated Iron Shed | | |
| HHIMS ID No. | 11001 | Item No | 015a |

intrinsic element within the Queen's Magazine complex, which detracts from the setting and therefore the significance of the Queen's Magazine and the Fortified Wall (of National significance). The building, with its leaking roof junction and concrete floor, also threatens the fabric of the Queen's Magazine.

Historical Significance

Minor historical significance as part of the 1940s MSB upgrading of the shipyard.

Historical Association

Associated with the MSB and its workers.

Aesthetic Significance

Not applicable.

Social Significance

Minor social significance to former MSB workers.

Technical/research Significance

Not applicable.

Representativeness

Representative of a utilitarian shipyard structure.

Rarity

Not rare

Policies actions

The building should either be removed to reinstate the setting of the Queen's Magazine, and facilitate conservation works to the Queen's Magazine or it requires a substantial maintenance program including replacement of claddings, rectification of leaks, repair of doors and windows, electrical upgrade, etc.

Use

The structure may used for a range of active or passive uses related to interpretation and public access, education programs, storage etc.

Relationship to other buildings and structures

The structure has a poor relationship with the adjacent structures and has an intrusive and adverse impact on the setting of the Queen's Magazine and the Fortified wall. The removal of the building is strongly recommended to recover the heritage values of the precinct.

Adaptation

The building may be adapted for a range of uses as set out.

Conservation and maintenance

If retained, it requires a substantial maintenance program including replacement of claddings, rectification of leaks, repair of doors and windows, electrical upgrade, etc.

Interpretation

The building is a minor element that does not require specific interpretation.

Sources

David Young *Goat Island Queen's Magazine & Water Police Building: Initial condition assessments and recommendations for further investigations* November 2007

Paul Davies Pty Ltd

Item Name

Southern addition to Queen's Magazine

Item No

15a



Southern addition to Queen's Magazine from south. Note Scow Shed behind to right, Queen's Magazine to left



Southern addition to Queen's Magazine from above, showing east elevation



West elevation of Southern addition to Queen's Magazine. Part of west elevation of Queen's Magazine visible to left.



West and south elevations of the Southern addition to the Queen's Magazine looking north from the entry in the Fortified wall (71)



Interior, east end of Southern addition to Queen's Magazine



Door into southern elevation of Queen's Magazine, interior of Southern addition to Queen's Magazine

| | | | |
|-----------------------|-----------|---------|-----|
| Item Name | Scow Shed | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3459 | Item No | 016 |

| | | | |
|--------------------------|----------|------------------|-------------------------|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | Moderate | Materials | timber, corrugated iron |
| Construction Start Date | 1925 | | |
| Construction End Date | 1928 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|-------------------------------|
| National Historic Themes | Working |
| State Historic Theme 1 | Technology |
| State Historic Theme 2 | Transport |
| State Historic Theme 3 | Government and Administration |
| State Historic Theme 4 | Industry |

Historical Summary

The Scow Shed was constructed as part of the conversion of the Magazine complex to a ship repair depot by the Sydney Harbour Trust after 1925. A system of tramways and turntables was constructed to move materials around the area. One of these followed the line of the track constructed in the 1830s from the wharf up to the Queen's Magazine. Items were placed on trolleys which ran on the tramways. A rope hauling winch was installed between the Stores Building (2nd Cooperage) and the Scow Shed, to drag trolleys up a slope from the wharf, and the turntables enabled the trolleys to be turned and run with manual labour across the slope into the former Colonial Magazine or beside the Queen's Magazine. The tramway system was complete by 1927. By 1931 the Scow Shed had been erected between the Queen's Magazine and the Magazine quarry face, and a gantry crane installed that extended past the shed and over the end of the tramway. The tramway system enabled small vessels and other objects to be transported to and from the Scow Shed with ease. The tracks in the Scow Shed extended the length of the building. When not being worked on, scows were stored at the southern end of the building on timber blocks.

The flooring of the Scow Shed was dirt until the early 1970s, when bitumen was laid.

The Scow Shed was a work area for shipwrights, building and maintaining scows and the scavenger (dog) boats which towed them. Scows are flat-bottomed vessels which are not self-powered. They were used mainly for the collection and transport of garbage around Sydney Harbour and later out to sea, and were towed by powered vessels such as steam tugs. The collection and transport of garbage in Sydney Harbour became the responsibility of the Sydney Harbour Trust after 1901, and in 1901-1904 they kept two scavenging boats constantly employed.

The Scow Shed was extended at an unknown date to "weatherproof" the gap between the Scow Shed and the Queen's Magazine. The extension included a shallow box gutter which eventually failed, letting water into the fabric of the Queen's Magazine.

In 1998 the bitumen floor of the Scow Shed was excavated away from the eastern wall of the Queen's Magazine and the box gutter removed between the Scow Shed and the Queen's Magazine. This revealed that the ground level had been raised as part of the construction of the shed.

Description

The Scow Shed is a rectangular gabled building with the gable ends facing north-south. The gable ends and roof are of corrugated iron. The building is carried on tall timber columns with timber trusses in seven bays of length matching those of the Queen's Magazine. The column bases are now, but probably not originally, encased in concrete, and on the western side are sitting on stone pad footings, beside the former drain to the Queen's Magazine. The trusses are unusual in that they are not of a conventional triangulated pattern, but have only a pair of cross-braces between the top and bottom chords which are paired members with the bracing members fixed between. There are currently no vertical components to the truss, although the corners are connected with metal plates using robust bolt connections, as is the intersection of the bracing. Beneath the trusses and supported by large timber brackets bolted and cut into the columns, runs a steel framed gantry crane. The crane moves on metal rails sitting on large timber beams, and consists of parallel steel I-beams moved by a geared arrangement operated manually by a hanging chain. No physical evidence of lifting gear survives.

Item Name

Scow Shed

Alternative Item Name

HHIMS ID No.

3459

Item No

016

The Scow Shed is open on three sides, with the rock face and the eastern elevation of the Queen's Magazine acting as walls beyond the roof line. The timber columns of the Scow Shed are located very close to the eastern buttresses of the Queen's Magazine; in some instances the coping stone on top of the buttresses has been disturbed by the adjacent post. The south wall is framed in timber and clad in vertical corrugated iron bracketed by two large knee joints. This appears to be the only bracing in the east-west direction. The open east and west elevations to the shed are braced in the north-south direction with smaller knee joints at each column acting in the space between the top of the gantry crane and the bottom of the trusses. The north elevation is the main entrance to the shed. The gable end is clad in vertical corrugated iron, with the strong oxidised red of corroding iron. The roof overhangs the north gable.

The roof structure consists of the trusses and timber rafters supported by cleats fixed between the top chords of the truss. The roof cladding is of corrugated iron and is suffering heavily from corrosion. It is punctuated by two glass rooflights within each structural bay. The lower portion of the eastern roof is a newer sheeting as are portions of the western roof.

The floor is finished with bitumen apart from the area adjacent to the magazine where it has been excavated to address rising damp problems. The floor level has been raised considerably in relation to the magazine building.

Three new downpipes are fixed to the north, south and central columns of each of the east and west elevations connecting to temporary gutters. The west downpipes are collected by a horizontal PVC pipe, which sits on top of the concrete pad footings and is released out to the surface to the north. Water continues to pond around the excavated areas.

The electrical system features a meter box fixed to the face of the second column north on the western elevation, with lines of conduiting running from it. Two large pendant lights hang within each bay. Each pendant light has its own metallic box attached to the top of the chord.

A considerable collection of artifacts is currently located within the Scow Shed. Toward the south is some timber shelving and a storage area enclosed by cyclone fencing.

Modifications

1942 - construction of southern extension to the Queen's Magazine (15a) which extends across the southern end of the Scow Shed

1970s - bitumen flooring to Scow Shed

date unknown - concrete encasement to Scow Shed post bases; extension of roof and installation of box gutter between the western side of the Scow Shed and the Queen's Magazine

1998 - excavation of the bitumen floor of the Scow Shed away from the eastern elevation of the Queen's Magazine; removal of box gutter between the Scow Shed and the western elevation of the Queen's Magazine; replacement of corrugated steel roofing; repair of skylights.

Condition

Corrugated iron gable ends and roof rusting in areas. Drainage from the roof of the Scow Shed remains a problem for the adjacent Queen's Magazine. General deterioration of fabric taking place.

Statement of Significance

The Scow Shed is of historical significance as the earliest remaining building associated with the Sydney Harbour Trust conversion of the Magazine complex to a shipyard and for its use by the SHT for repair of scavenger and scow boats and later use by the Maritime Services Board. It is significant as it shows the approach to infilling convenient areas around the site to achieve workshop and storage space and to utilise existing infrastructure.

The building's contents have technical significance for their ability to interpret the building's former use.

Historical Significance

The Scow Shed is of historical significance as the earliest building associated with the Sydney Harbour Trust conversion of the Magazine complex to a shipyard and for its use by the SHT for repair of scavenger and scow boats and later use by the Maritime Services Board.

Historical Association

Associated with the Sydney Harbour Trust conversion of the magazine complex for shipyard use.

Item Name

Scow Shed

Alternative Item Name

HHIMS ID No.

3459

Item No

016

Aesthetic Significance

Not applicable.

Social Significance

Not applicable.

Technical/research Significance

The building demonstrates the use of timber framing to support an overhead crane which is not common. The building's contents have technical significance for their ability to interpret the building's former use.

Representativeness

It is a representative structure of shovard building in the harbour.

Rarity

The building has some rarity as an early 20th century ship repair building within Sydney Harbour and for its timber construction and support of the overhead crane.

Policies actions

Use

The building is capable of a range of uses related to the interpretation of the Magazine area, for display, housing artifacts, as a shelter, etc.

Relationship to other buildings and structures

Maintain the detachment of the Scow Shed from the Queen's Magazine.

The building has a adverse impact on the relationship of the magazine precinct buildings to the quarry wall and fortified wall.

The building also has had and continues to have an adverse physical impact on the Queen's Magazine with raised ground levels and poor drainage that requires rectification.

Adaptation

The Scow Shed, if retained, should be retained as an open structure, however it is capable of adaptation to accommodate interpretive or associated uses.

Conservation and Maintenance

Conservation and maintenance of the Scow Shed should be subservient to the conservation and maintenance requirements of the more significant Queen's Magazine. The building requires extensive works to address roof and ground water collection, failure of cladding and framing and general maintenance needs.

Interpretation

The Scow Shed has ability to be used for interpretation of the SHT occupation of the Magazine complex as well as the general interpretation of the Precinct.

Sources

Orwell & Peter Phillips Architects, April 1999, *Conservation Management Plan: Scow Shed and Winch, Magazine Precinct, Goat Island* prepared for NPWS

James Semple Kerr. 1987 *Goat Island: An investigation for the Maritime Services Board of NSW*

Paul Davies Pty Ltd

Item Name

Scow Shed

Item No

16



Scow shed from north, Queen's Magazine to right



Scow Shed from west, showing relationship to Stores Building (20) to left and adjacent winch house



Scow Shed and Queen's Magazine from above, to east



Scow Shed from north



Interior, Scow Shed. Quarry face on left, buttresses of Queen's Magazine east elevation on right



Scow Shed interior, detail of roof truss system

Item Name

Scow Shed

Item No

16



Detail, west side of Scow Shed interior. Buttresses of Queen's Magazine on right.



Detail, west side of Scow shed interior, showing floor of Scow shed excavated away from the east wall of the Queen's Magazine



Detail, east side of Scow shed interior showing quarry face

| | | | |
|-----------------------|-------------------------------------|---------|-----|
| Item Name | Cooperage | | |
| Alternative Item Name | 1st Cooperage, Cartridge Laboratory | | |
| HHIMS ID No. | 11003 | Item No | 019 |

| | | | |
|--------------------------|-------------|------------------|--|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | sandstone, slate roof with lead ridge capping, brickwork to former doorway opening on north elevation; timber framed windows |
| Construction Start Date | 1835 | | |
| Construction End Date | 1836 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|-------------------------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | Transport |

Historical Summary

The Cooperage is part of the original magazine complex under construction by convict labour from January 1833, however work was slow, and the foundations for the Queen's Magazine were not laid until May 1835. After the working conditions of the convicts had been improved in 1834 by the construction of a convict stockade and the removal of irons, the speed of the work improved. By December 1838 the Cooperage along with associated structures (The Queen's Magazine, most of the fortified wall, Barracks and Barracks kitchen) had been completed. Construction of the Cooperage was completed in about 1836. A drawing of the Cooperage dated 1836 shows a covered way roofed in slate that was constructed between the Cooperage and the Queen's Magazine as part of the original design of the magazine complex.

The design of the Magazine complex, including the Cooperage, was based on late 18th century British Ordnance designs for magazine complexes. The Cooperage appears to have been designed as a building for repair rather than manufacture of timber gunpowder barrels (Orwell & Peter Phillips, *Conservation Management Plan: The Cooperage, Magazine Precinct, Goat Island*). The building, along with the other Magazine complex buildings, was constructed of Sydney sandstone quarried on the site.

The competence of stone selection and masonry work on the Magazine complex can be attributed to Andrew Petrie, Superintendent of Stockade & Overseer of Works on Goat Island in 1834, and Captain George Barney, controller of the works from January 1836. Captain Barney commissioned a plan of the magazine and cooperage then under construction, commented on defects, and ordered Bangor slate for the magazine, cooperage and connecting passageway.

The magazine complex was staffed by Imperial (British) infantry units, and in the 1860s by Royal Artillery units, until Imperial troops were withdrawn from NSW in 1870.

The magazine complex was used to store Imperial Military, NSW government and merchant's stores of gunpowder.

The role of the magazine complex appears to have diminished after the opening of Newington Armaments Depot in the 1890s.

In 1839 when the Stores Building (aka 2nd cooperage) was constructed due to the inadequate size of The Cooperage, The Cooperage became a cartridge laboratory (for assemblage of gun cartridges)

Historical records and physical evidence indicate that an internal wall was removed from the Cooperage c. 1853 to facilitate clear passage through the building along a new covered way connecting The Cooperage to the 1853 Colonial Magazine.

In 1864 it was realised that the placement of the cartridge laboratory in The Cooperage between two gunpowder magazines (the Queen's Magazine and the Colonial Magazine), was a safety hazard, and the Cartridge Laboratory was moved to the former Water Police Station at the northeastern end of Goat Island in 1865. The Cooperage was then converted to an expense (small stocks) magazine.

Following the departure of the last explosives in 1907 and the resolution of a dispute between the new Commonwealth government and the NSW government over Goat Island, in 1925 the Sydney Harbour Trust (SHT) occupied the magazine complex and began construction of a shipyard and wharves.

The SHT used the magazine complex buildings for storage, including the Cooperage, and removed the covered ways including the covered ways between the Queen's Magazine and the Cooperage and the

Item Name

Cooperage

Alternative Item Name

1st Cooperage, Cartridge Laboratory

HHIMS ID No.

11003

Item No

019

covered ways, including the covered way between the Queen's Magazine and the Cooperage, and the covered way between the Colonial Magazine and the Cooperage. A 1925 Sydney Harbour Trust Plan shows alterations to the Cooperage, and indicates removal of the covered way to the Colonial Magazine; use of the eastern end room as a 'small materials store', the central room for a 'store keeper' and the western end room as a 'general office'. Notes adjacent to windows state 'repair frame and sash and glaze'.

After the formation of the NSW Maritime Services Board (MSB) in 1936, further works were undertaken in the vicinity of the Magazine complex buildings including the construction of the Ship Repair Workshop in 1943, which cut off views between the Magazine complex and the harbour. Between 1936 and 1945 a corrugated iron shed was constructed against the north wall of the Cooperage, which was still there in 1958, but has since been demolished. The Cooperage was used between 1945 and 1950 as a Foreman Shipwright's Office, and was later used as a spare parts store for the shipwrights and also for storage of parts of diesel engines. The building still retains storage racks and a number of items in storage.

Later buildings constructed in the vicinity of the Cooperage (1948 and 1964 amenities blocks - buildings 14 and 13) further encroached on the setting of the Cooperage and the Queen's Magazine.

Description

The cooperage is a single storey rectangular building of dressed sandstone blocks with a gabled slate roof with lead ridge capping and with no evidence of gutters. The building has copper-sheathed double doors facing the Queen's Magazine to the south. There are two timber framed double hung windows facing the Queen's Magazine to the south, and a single centrally located window in each (east and west) gabled end wall. The lintels above the window openings are of sandstone with integral hood-moulds. The gabled end walls to the east and west each feature a sandstone date plaque (matching those on the Queen's Magazine) containing the words "Major General Sir Richard Bourke 1836" (the then governor of the Colony of NSW), which is beneath an arched sandstone pediment. Windows are externally covered with later steel welded mesh grilles.

In the northern wall, a later opening made to connect the building to the Colonial Magazine (constructed 1859) has since been bricked up. There is evidence of the former covered way roofs connecting the Cooperage to the Queen's Magazine to the south and the later Colonial Magazine to the north above the southern doorway and the bricked up northern doorway. There are ventilation holes above the base course, and two octagonal vents (matching those on the Queen's Magazine) to the east and west facades above and to either side of the windows.

The Cooperage, like the Queen's Magazine, had an elaborate drainage system when constructed in 1836.

Internally, the building contains four rooms: a small central entry vestibule with double timber doors to a small central windowless room behind, and a room to either side of the central rooms. An 1836 drawing shows a thinner internal wall separating the central space into two parts: this internal wall no longer exists (though it is also evidenced by a sandstone block in the floor). It is presumed this wall was removed in 1853 to form a clear passageway through the building and along the covered way connecting this building to the Colonial Magazine.

The internal walls are sandstone and limewashed. Internal floors are timber shot boards (not tongue and grooved). There is timber shelving against the west wall of the central room, timber shelving in the west end room, and metal shelving in the east end room. There are no ceilings in the building. Internal doors are ledged and braced. There are original internal timber shutters to the windows. Interior vents are not as finely detailed as those on the Queen's Magazine.

Modifications

Early: It appears the thinner inner wall separating the central space into two rooms was removed in 1853 to facilitate clear passage through the building along the covered way to the Colonial Magazine.

Later: The SHT took over the area from 1925 for shipyard related uses. The double timber doors installed in place of the missing internal wall would be c. 1925 and part of the SHT alterations, along with the removal of the covered ways connecting this building to the Queen's Magazine and the Colonial Magazine.

A note on a 1925 SHT drawing and physical evidence suggests that the window frames to the previously unglazed window openings have been constructed from former internal timber shutters. A 1918 photo confirms the building had timber shutters (shown closed in the eastern elevation in the photo).

Electric light was installed in the building in 1927 by the SHT. Steel shelving is c. 1950, from the period of MSB use of the building.

Item Name

Cooperage

Alternative Item Name

1st Cooperage, Cartridge Laboratory

HHIMS ID No.

11003

Item No

019

According to NPWS records the following works have been undertaken: in 1997: stonework repairs, primarily replacement of coping stones; and repairs to the slate roof. In 2003 re-nailing of slipped slates was undertaken.

Condition

Overall the building is in good condition.

Works undertaken include repairs to sandstone undertaken by State Projects 1997, including replacement of stone capping to both gable ends, however sandstone is still weathered in some places. There is evidence of old termite damage to the floor of the central room.

Statement of Significance

The Cooperage has historical significance as one of the earliest structures, with the Queen's Magazine and the fortified wall, of the Goat Island magazine complex, the earliest and most complete military gunpowder storage complex in Australia. The magazine complex as a whole, and The Cooperage in particular, is rare. The Magazine Complex has historical association with Andrew Petrie, Superintendent of Stockade & Overseer of Works on Goat Island in 1834, Walter Scott, Foreman of Works on Goat Island 1837, and Captain George Barney, controller of the works from January 1836, as well as with the British Imperial infantry and artillery regiments stationed at the magazine complex from the 1830s to 1870, and with the convict workforce responsible for the building's construction.

The Cooperage has aesthetic significance as a fine example of British imperial military architecture of the 1830s, with distinctive qualities of stone working and detail, and sandstone construction.

The Cooperage has technical significance for its ability to yield information on the operations of the early 19th century magazine complex.

Historical Significance

The Cooperage has historical significance as one of the earliest structures, with the Queen's Magazine and the fortified wall, of the Goat Island magazine complex, the earliest and most complete military gunpowder storage complex in Australia.

Historical Association

The Magazine Complex has historical association with Andrew Petrie, Superintendent of Stockade & Overseer of Works on Goat Island in 1834, Walter Scott, Foreman of Works on Goat Island 1837, and Captain George Barney, controller of the works from January 1836, as well as with the British Imperial infantry and artillery regiments stationed at the magazine complex from the 1830s to 1870, and with the convict workforce responsible for the building's construction.

Aesthetic Significance

The Cooperage has aesthetic significance as a good example of British imperial military architecture of the 1830s, with distinctive qualities of stone working and detail, and sandstone construction.

Social Significance

Not applicable.

Technical/research Significance

The Cooperage has technical significance for its ability to yield information on the operations of the early 19th century magazine complex.

Representativeness

The building is representative of cooperage construction and unusually is one of two such structures on the site.

Rarity

The magazine complex as a whole is rare, and the Cooperage is nationally an extremely rare example of a magazine cooperage building, along with the 2nd cooperage on Goat Island, and the later cooperage on Spectacle Island (built as part of the 1860s magazine complex there).

Policies actions

Use

The Cooperage should be open for controlled public access as part of an interpretive plan for the Goat Island Magazine complex and for temporary uses as part of special events provided such uses involve

Item Name

Cooperage

Alternative Item Name

1st Cooperage, Cartridge Laboratory

HHIMS ID No.

11003

Item No

019

Magazine complex, and for temporary uses as part of special events, provided such uses involve no impact on the significant fabric of the building as well as general interpretation of the area.

Relationship to other buildings and structures

The visual relationship between the Cooperage and the other buildings within the Magazine complex compound (the Stores Building (aka 2nd Cooperage), the Queen's Magazine, and the Colonial Magazine) must be retained. No structures can be erected which would interfere with this relationship. The exception to this is the possible reconstruction of the covered walkways as part of interpretation of the area.

Adaptation

The building is not capable of adaptation involving changes to fabric other than conservation works or adaptation of a minor nature to accommodate interpretation. For example the previously blocked doorway could be reinstated.

Conservation and Maintenance

The following conservation works are recommended:

- restoration of the original drainage system around the building to an operational state (note: will involve archaeological monitoring)
- removal of internal shelving and contents following photographic recording
- application of sacrificial plaster to lower stone courses internally to reduce damp damage
- repair of timber flooring with new flooring to match existing
- repair internal joinery to match existing
- remove existing electrical wiring system and install a more appropriate electrical and lighting system at floor level
- careful investigation of the form of original windows (if any) and shutters with a view to reconstruction if evidence permits
- when funding permits, reconstruction of the covered way between the Queen's Magazine and the Cooperage, based on historical (including photographic) evidence

Maintenance

The building should be the subject of a cyclical maintenance program as well as conservation works.

Interpretation

The building is a core component for an interpretive plan for the Goat Island Magazine complex. An interpretation plan should be prepared for the Magazine complex, to include this building.

Sources

Orwell & Peter Phillips Architects April 1999 *Conservation Management Plan: The Cooperage, Magazine Precinct, Goat Island* prepared for NSW National Parks & Wildlife Service.

Paul Davies Pty Ltd

Item Name

Cooperage (1st Cooperage)

Item No

19



Cooperage from east, above



Detail of Cooperage east elevation, showing date plaque



Cooperage north elevation showing bricked up entry door which once connected to a covered way leading to the Colonial Magazine.



Southern elevation of the Cooperage, image taken from the Scow Shed. Stores Building (20) and quarry face to right



Cooperage east elevation. Colonial Magazine visible to north on right



Cooperage east and north elevations. Stores building on left, Queen's Magazine visible to south, centre

Item Name

Cooperage (1st Cooperage)

Item No

19



North and west elevations of the Cooperage



1918 photo showing east elevation of the Cooperage. Timber shutters are visible in the northern window opening (State Library image d1_13441)



1943 photo of the west and south elevations of the Cooperage (State Library image no. GPO 1 - 10038, GPO original locations or series - MSBL965)

| | | | |
|-----------------------|-----------------|---------|-----|
| Item Name | Stores Building | | |
| Alternative Item Name | 2nd Cooperage | | |
| HHIMS ID No. | 3462 | Item No | 020 |

| | | | |
|--------------------------|-------------|------------------|--|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | sandstone, timber, corrugated iron roofing |
| Construction Start Date | 1839 | | |
| Construction End Date | 1839 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|-------------------------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Technology |
| State Historic Theme 3 | Defence |
| State Historic Theme 4 | Government and Administration |

Historical Summary

Following the completion of the Magazine complex including the Queen's Magazine and the (first) Cooperage on Goat Island in January 1839, in September 1839 it was reported in the Sydney Gazette that 27 prisoners (convicts) on commuted sentences from Moreton Bay had been sent to Goat Island to commence further works, including the 'construction of an extensive cooperage". An 1842 survey provides further evidence of the building's purpose as a cooperage. The building was constructed of sandstone quarried on site.

It is likely that the cooperage was initially used primarily for repair of timber gunpowder barrels rather than the manufacture of barrels (Orwell & Peter Phillips Architects April 1999 *Conservation Management Plan: The Cooperage, Magazine Precinct, Goat Island* prepared for NSW National Parks & Wildlife Service).

By 1891, this building is recorded as being used for a store. From 1925 the building was used as a mess area and locker rooms by the Sydney Harbour Trust. During MSB occupation of the island, the building was again used for stores.

Analysis of physical evidence indicates that the roof (originally slate) was attached to the quarry face, and that the rear sandstone wall was an early addition to the building.

Description

A single storey skillion roofed rectangular sandstone building built against the magazine quarry face. The skillion roof is clad in corrugated iron, with four fixed skylights with metal covers (two to each room). The building contains two rooms, one at each end, connected by a loggia supported on square sandstone columns. The loggia is floored with wide timber boards, with a sandstone edge. There are three sheets of plywood placed over sections of the loggia floor needing repair. The rooms now have concrete floors replacing earlier timber floors.

Each room has a single window facing west. The window in the northern room is an early timber-framed double-hung 16-paned window; the window in the southern room is a modern double-hung window with no glazing bars. The roof construction is of timber rafters spanning from the rear wall (against the quarry face) to a timber plate on the front walls and columns, with horizontal bracing members fixed part way up the rafters and supported in slots in the rear wall. Some rafters and slots are evidently of original construction as they have been pit sawn or adzed and show edges of logs.

The two rooms and the loggia do not have ceilings, the rafters and underside of the corrugated iron roof of the building being visible from beneath. Both rooms have later concrete floors, and have timber doors which appear to be original. There is later timber shelving on the north wall of the northern room.

There is a horizontal chase in the quarry face behind the building and above the ridge line of the roof, with a number of rectangular sockets cut in below. In addition to these cuttings, there is another row of rectangular cuttings below the other. While every slot in the rear wall has a corresponding socket in the cliff face, there are more sockets than slots and in addition, the upper sockets do not align with the lower sockets. There are two straight joints in the back wall of the building against the cliff face which correspond with the side walls of the loggia. There are also some minor changes in course heights on the side and back walls of the building.

Item Name

Stores Building

Alternative Item Name

2nd Cooperage

HHIMS ID No.

3462

Item No

020

Modifications

Early alterations: detaching of original roof from quarry face and construction of rear sandstone wall.

Later alterations: corrugated iron roof and skylights; window to southern end room; concrete floors to both northern and southern end rooms; shelving to northern room. Electrical lighting was installed from 1927.

According to NPWS records, in 1999 repointing of stonework was undertaken, and also demolition of a skillion shed to one end of the building.

Condition

The building is affected by rising damp due to the concrete floors in the two end rooms and failure of the original drainage system. The floor of the loggia needs repair. The building requires general maintenance including painting.

Statement of Significance

The Stores building is the 2nd cooperage, one of the components within the 1830s Goat Island Magazine complex, the first major facility for the long term storage of explosives in the Colony of New South Wales (and Australia) and had uses associated with the operation of the Magazine from 1839 till at least 1900. It is located within the walled compound of the Magazine complex with related Magazine buildings built in the 1830s still standing and retaining their relationships to each other, albeit within a later context of 20th century shipyard buildings. The magazine complex as a whole, including the Stores building, has historical associations with convict labour and British imperial military (infantry and artillery) garrisons 1831-1870. The stores building also has historical associations with Captain George Barney, Commanding Royal Engineer, responsible for overseeing the construction of the magazine complex from January 1836, and with the operation of the Sydney Harbour Trust shipyard 1925-1936 and the Maritime Services Board shipyard from 1936-1992.

The Stores building has aesthetic and technical significance as an example of 1830s convict construction in sandstone quarried on site, and of a British imperial military magazine complex design. The Stores Building is an extremely rare example of a 19th century magazine cooperage building in Australia, along with the first cooperage on Goat Island, and the later cooperage on Spectacle Island (built as part of the 1860s magazine complex there).

Historical Significance

The Stores Building has historical significance as an important component of the 1830s Goat Island magazine complex, the first major magazine facility in the colony of NSW (and Australia), and remained part of the operation of the magazine complex from its construction in 1839 to at least 1900. The building also has historical significance for its role in the Sydney Harbour Trust shipyard from 1925-1936 and the Maritime Services Board shipyard from 1936-1992.

Historical Association

The magazine complex as a whole, including the Stores building, has historical association with convict construction and the British imperial military (infantry and artillery) garrisons 1831-1870. The Stores building also has historical associations with Captain George Barney, Commanding Royal Engineer, responsible for overseeing the construction of the magazine complex from January 1836, and with the operation of the Sydney Harbour Trust shipyard 1925-1936 and the Maritime Services Board shipyard from 1936-1992.

Aesthetic Significance

The Stores Building is within the walled compound of the Magazine complex with related Magazine buildings built in the 1830s still standing and retaining their relationships to each other, albeit within a later context of 20th century shipyard buildings. The Stores building has aesthetic and technical significance as an example of 1830s convict construction in sandstone quarried on site, and as part of a British imperial military magazine complex design.

Social Significance

Not applicable.

Technical/research Significance

The Stores Building is of technical significance for its ability to yield evidence about the sequence and historical context of its construction by convicts of Sydney sandstone quarried on site, and for its ability to provide information on the early operation of the Goat Island magazine complex.

| | | | |
|-----------------------|-----------------|---------|-----|
| Item Name | Stores Building | | |
| Alternative Item Name | 2nd Cooperage | | |
| HHIMS ID No. | 3462 | Item No | 020 |

to provide information on the early operation of the Goat Island magazine complex.

Representativeness

The Stores Building could be said to be representative of 19th century magazine cooperages in Australia, however as there are only two other examples known (the 1st cooperage on Goat Island and the one at Spectacle Island), it has to be rated as extremely rare (see Rarity below).

Rarity

The Stores Building is an extremely rare example of a 19th century magazine cooperage building in Australia, along with the first cooperage on Goat Island, and the later cooperage on Spectacle Island (built as part of the 1860s magazine complex there).

Policies actions

Use

The Stores building should be open for controlled public access as part of an interpretive plan for the Goat Island Magazine complex, and for temporary uses as part of special events, provided such uses involve no impact on the significant fabric of the building as well as general interpretation of the area.

Relationship to other buildings and structures

The visual relationship between the Stores Building and the other buildings within the Magazine complex compound (the 1st Cooperage, the Queen's Magazine, and the Colonial Magazine) must be retained. No structures are to be erected which would interfere with this relationship.

Adaptation

The building does not easily lend itself to adaptation due to the small size of its spaces, and any change to the building would have to be undertaken in a manner which avoids adverse impact on fabric of exceptional significance.

Conservation and Maintenance

The following conservation works are recommended:

- removal of concrete floors to the two end rooms and replacement with new timber flooring
- restoration of the original drainage system around the building to an operational state (note: will involve archaeological monitoring)
- installation of new timber window to the southern room, based on the evidence from the existing window to the northern room
- careful repair of original window to the northern room
- careful repair, with timber to match existing, of the loggia floor
- timber elements intended to be painted (eg. windows) should be repainted
- later paint finishes over internal limewash should be carefully removed
- replacement of existing electrical system with a more appropriate electrical and lighting system at floor level

Maintenance

The building should be the subject of a cyclical maintenance program.

Interpretation

The building is a core component of an interpretive program for the Goat Island Magazine complex. An interpretation plan should be prepared for the Magazine complex, to include this building.

Sources

Orwell & Peter Phillips Architects, April 1999 *Conservation Management Plan: Stores Building, Magazine Precinct, Goat Island* for NPWS

Paul Davies Pty Ltd

Item Name

Stores Building (2nd Cooperage)

Item No

20



Stores building, north and west elevations



Stores building, west elevation



Stores building loggia, showing wide boards



View of cooperage (right foreground) and Queen's Magazine (left) from Stores Building loggia. Note sandstone columns to loggia



Interior, north room



Interior, south room. Note later window.

Item Name

Stores Building (2nd Cooperage)

Item No

20



1918 photo showing Stores building to left, Colonial Magazine intact in foreground with Cooperage behind (State Library image GPO 1 - 13442, GPO original locations or series - St6612)



Plans of Stores Building/2nd Cooperage (Orwell & Peter Phillips Architects)



Figure 2.4
Sketch of location of slots in quarry face to rear wall, 1918
Source: Orwell & Peter Phillips Architects

Diagram of slots in quarry face behind Stores building/2nd Cooperage

| | | | |
|-----------------------|-------------------|---------|-----|
| Item Name | Colonial Magazine | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 11004 | Item No | 021 |

| | | | |
|--------------------------|-------|------------------|--|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | High | Materials | sandstone, timber, corrugated iron, concrete floor |
| Construction Start Date | 1852 | | |
| Construction End Date | 1859 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|---------------------------------------|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Government and Administration |
| State Historic Theme 2 | Technology |
| State Historic Theme 3 | Transport |
| State Historic Theme 4 | |

Historical Summary

Construction of a separate Colonial Magazine on Goat Island was proposed in April 1847 by the Colonial Secretary. The island's gunpowder storage capacity was already stretched by this time as the facility was obliged to house not only British Government and Colonial administration gunpowder but also that of merchants, due to the passage of the Act William IV No. 7 (1836) which required merchant's powders to be deposited in government care. Ordnance officers considered the storage of merchant's powder inconsistent with the operation of the Queen's Magazine. Protracted negotiations between the War Office in England and the Colonial Office eventually led to a decision in 1850 to construct a Colonial Magazine for storage of merchant's powder at Goat Island. During this period temporary gunpowder storage solutions included the use of moored vessels as floating magazines. Colonial Architect Edmund Blacket was directed to design the new magazine. Ordnance objected to Blacket's design as it did not follow the accepted design for powder magazines, however the design was eventually adopted and work commenced (possibly in 1852) for a single bay gable roofed sandstone Colonial Magazine, which was completed in late 1853.

By the time the Colonial Magazine was completed it was already remarked on as having inadequate capacity. By 1855 rising demand for gunpowder storage, due to public works and the gold rush mining boom, again led to storage of gunpowder in ships as floating magazines, and in tents on Goat Island. Various new gunpowder storage proposals were discussed, however in 1859 Colonial Architect Alexander Dawson presented a plan to add extra storage capacity to the Colonial Magazine by adding two additional sandstone gable roofed bays, one each side of the existing bay, thus tripling the magazine's capacity. Despite objections to the plans, Dawson's design was adopted and tendered in June 1859. The additional bays were completed by December 1859.

By 1861 there were over 7000 barrels of gunpowder stored on Goat Island. In 1873 it was reported by the Foreman of Works for the Colonial Architect, Edwin Colley, that the galvanised iron roofs to the extensions of the Colonial Magazine had been removed, and Kerr suggests that the present roof truss system covering all three bays of the building was introduced at this time. By 1923 all three bays of the building had slate roofing, and no eaves gutters.

The magazine complex continued to be used for the storage of explosives or military armaments till the early 20th century, when in 1907 the last small arms were removed from the island, and following the resolution of a jurisdictional dispute over the island, and particularly the old imperial magazine complex, between the new Federal government and the NSW government, by the end of 1925 the SHT had moved into the old Imperial enclave. Between 1901 and 1926 the island was transformed by the Sydney Harbour Trust into a major shipyard and berth facility, with extensive construction of both buildings and wharves. From 1925, the SHT had begun construction of a new shipyard in the former Magazine complex, involving quarrying and construction of slipways, installation of cranes, reuse of the former magazine complex buildings for shipyard related uses, and the construction of two new buildings. Alterations were made to the magazine buildings to accommodate SHT use at this time, the Colonial Magazine being radically altered by removal of stone walls and replacement with corrugated steel walls. *"All walls were cut away leaving only 8 stone piers at the corners of the three chambers. The trusses were strengthened and the 6 x 6 posts supporting the centre of each truss removed to support instead the plates which were formerly supported by the internal masonry walls"* (Kerr, p. 39). Sydney Harbour Trust plans dated December 1925 show this work proposed.

Item Name

Colonial Magazine

Alternative Item Name

HHIMS ID No.

11004

Item No

021

A 1958 photograph shows these alterations, but with the building still having a slate roof. Oral history indicates the use of the building during the MSB period by shipwrights and also as a saw mill. *"The building functioned essentially as a timber workshop, with saws and planes driven by a single motor that was attached to the overhead shaft by a rubber belt. The machinery was relatively crude, with no clutch for safe operation."* (p. 18, Orwell & Peter Phillips).

Later alterations include: the building's slate roof replaced with corrugated iron roofing; installation of steel rainwater heads and downpipes; translucent corrugated sheeting and windows therein, external light fittings, construction of a corrugated iron lean-to shed against the eastern elevation.

Description

Magazine is a single storey structure constructed in three bays, each with a gabled roof. All three bays are now roofed in corrugated iron, with large box gutters in the roof valleys. At the junctions of the bays, located beneath the gutters on both the north and south sides, are downpipes with large rainwater heads held against the sandstone pillars by straps set into the mortar at one high and one low course.

The western bay has been most substantially altered, the only remaining original sandstone being that dividing this from the central bay. The enclosure at both north and south gable ends is corrugated iron, and there are large openings in these ends. There is a central light fitting above the north opening. The base and two ends of the western side are of corrugated iron with the remainder roughly sheeted in translucent corrugated sheets. This wall has two crude double-hung windows, sheeted over with translucent corrugated sheet. A rusted gutter runs along the western edge of the roof line and a downpipe is present at the northern end. There is evidence of sandstone footings at the base of the corrugated iron, in particular at the corners.

All four corners of the central bay retain piers of the original sandstone, with large rainwater heads and downpipes at the roof valleys which discharge to the ground directly adjacent to the building. The rainwater heads are in poor condition and generally detached from the gutter, and are therefore not performing their intended function of removing water from the roof. As a result, condition of the sandstone at all points is generally poor. Mortar has eroded, and algal growth is evident immediately adjacent to the downpipes as well as along the base of the sandstone. As in the western bay, a sandstone base course remains. Much of the sandstone is cracked or otherwise damaged, and a service pipe has been added at the south-west corner. Some crude attempt at repair and replacement of mortar is evident in places, although obviously of a different consistency to the original.

Both north and south gable ends of the central bay are clad with corrugated iron, which does not show the same extent of rust evident on the roof sheeting and capping. At the northern side, the central bay is completely open between the remaining sandstone piers and corrugated gable, while the former opening created between the southern piers has been infilled with corrugated iron that is closely butted to the sandstone.

While the original wall vents and windows were removed during later alterations, sub-floor vents are still visible on the north and south sides.

The eastern bay is bounded by the sandstone piers that remain between this and the central bay, and also by sandstone corners at the north-east and south-east corners of the building. The gable ends are clad in corrugated iron (which is rusty) and the former opening on the southern side is also clad with corrugated iron closely butted to the sandstone frame. The only openings within this southern wall are a timber door frame at the eastern side and an adjacent window frame on the west.

The north wall of the eastern bay is clad in translucent corrugated sheet between corrugated iron at the top and bottom. This cladding is situated immediately above a greatly deteriorated sandstone base. There are no openings on the northern wall of this eastern bay. On the eastern wall, the corners are of the original sandstone, of one and a half to two blocks in length, with a sandstone base course between. At the south end, immediately adjacent to the sandstone, a corrugated iron skillion "lean-to" shed has been added. On its north wall, located closest to the Colonial Magazine, is a timber doorway and door, with the timber floor of the lean-to evident underneath. Adjacent to the door on the east is a large timber-framed window with fixed glass panes (broken) above timber boarding. A large timber framed window also features on the eastern wall. The remaining eastern wall of this eastern bay is corrugated iron, with evidence of a former opening (a large timber lintel with large flat iron sheets beneath). The corrugated iron roof along the eastern side exhibits large areas of rust, and there is no gutter along this edge, so that water discharges directly to the ground or onto the skillion roof. The lean-to shed also has no gutters.

Internally, each bay has eight "trusses". The western bay is the most open, having large openings to north and south ends which are timber framed with corrugated iron infill. To the east side, the western

Item Name

Colonial Magazine

Alternative Item Name

HHIMS ID No.

11004

Item No

021

bay is largely open to the central bay, with large double-section timber columns dividing the two spaces. There are two chain-wired gates separating the sandstone block wall to the south and the first column nearest the sandstone wall. The floor is concrete and there are two metal strips (probably tracks) on the floor towards the south of the bay.

The Central bay is more enclosed, with the north end of the bay being open, but the south end having corrugated iron infill supported by a timber frame between two sandstone piers (remnants of the original sandstone walls). The east side of the central bay is enclosed, with an opening into the eastern bay towards the north end. The enclosure is timber framed with a bottom section (approx. one metre from the floor) being primarily made up of corrugated iron sheeting with the infill above the line of corrugation consisting of open steel mesh. The floor is concrete and the roof is supported by eight timber trusses.

The eastern bay is the most enclosed, and is divided into two rooms, with the room to the north being the largest. The west wall generally matches the east wall of the central bay. The east wall of the eastern bay is mostly covered by corrugated iron sheeting which has remnant paintwork and graffiti. To the north of the east wall there is a section of open steel mesh which has been covered also by infill. Just to the south of the open mesh segment there is a timber door which leads into the lean-to addition to the west. The north wall has corrugated iron and translucent corrugated sheeting on timber framing placed between two sandstone block wall nibs.

The wall dividing the rooms in the eastern bay is made up of steel framing and steel wire mesh faced in fibre cement in the bottom two-thirds of the wall. There is a large steel chain-wire gate to the west of the dividing wall which connects the two rooms in this bay. The bottom section of the dividing wall when viewed from the north is covered in paintwork and graffiti.

The smaller room at the south end of the eastern bay has a timber framed wall sheeted in corrugated iron between two remnant sandstone piers. To the east of the south wall there is a door to the outside, with an adjacent window on the west. To the west of the door there are metal shelves with the names of paints written on the front of the shelves. The sandstone section to the west of the south wall is covered extensively by paint. To the east of the south room there is a sink.

The flooring in the eastern bay is timber, supported on hardwood joists sitting on sandstone wall piers with an approximate gap of 1400 mm between the floor and the ground below. The lean-to addition to the east of the Colonial Magazine proper is a single room structure with timber flooring and fibre board panels lining the walls.

Modifications

1925: alterations to remove sandstone walls and replace with corrugated iron; replacement of slate roof with corrugated iron; darker timber roof members

Mid to late 20th century: corrugated translucent sheeting; concrete flooring to western and central bays; additional column to support mechanical overhead equipment; remnant machinery including pulley shaft.

Late 20th century: According to NPWS records: May 2000: removal of contaminated deposit from sub-floor area within eastern bay; removal of interior masonite cladding from skillion shed; May 2001: roof, guttering and drainage repairs; replacement of termite-damaged floors; strengthening termite-damaged beams and columns; stonework repair to stabilise piers; replacement of damaged alsynite panels; lowering of ground level around building; external painting.

Condition

The building is in overall fair condition despite the extensive alterations and openness of much of the building in its present form that allows rain access to parts of the foundations and the interior generally. The building now operates more as a shelter than an enclosed building. Most parts of the building require maintenance and work to prevent deterioration of the remaining significant elements such as stonework, framing and some of the timber floors and to weatherproof the building through roof and rainwater systems, the latter which require replacing. Changes in ground level around the building may also have an impact on fabric.

Statement of Significance

The Colonial Magazine has historical significance as a response to changes in legislation covering the storage of gunpowder, and in its 1859 form, is one of the earliest examples of a 3-bay gunpowder magazine. It is contemporary with the HM Victoria Magazine, Hobart (1851-1858), a 3-bay military gunpowder magazine, but predates the 1864 3-bay magazine on Spectacle Island (the roof of which has since been altered). It has historical association with its designers, Colonial Architects Edmund Blacket and Alexander Dawson. Despite loss of much of its original structure, it retains some ability to demonstrate its former use as a gunpowder magazine. The building also has some historical significance

Item Name

Colonial Magazine

Alternative Item Name

HHIMS ID No.

11004

Item No

021

demonstrate its former use as a gunpowder magazine. The building also has some historical significance as part of the 1925 SHT shipyard. The building is of technical significance for its design, for surviving evidence of its original structure and use, and for its high archaeological potential.

Historical Significance

The Colonial Magazine has historical significance as a response to changes in legislation covering the storage of gunpowder, and in its 1859 form, is one of the earliest examples of a 3-bay gunpowder magazine. It is contemporary with the HM Victoria Magazine, Hobart (1851-1858), a 3-bay military gunpowder magazine, but predates the 1864 3-bay magazine on Spectacle Island (the roof of which has since been altered). The building also has some historical significance as part of the 1925 SHT shipyard.

Historical Association

It has historical association with its designers, Colonial Architects Edmund Blacket and Alexander Dawson.

Aesthetic Significance

Of some aesthetic significance for its original stonework and 1850s roof form.

Social Significance

Not applicable.

Technical/research Significance

Despite loss of much of its original structure, it retains some ability to demonstrate its former use as a gunpowder magazine. The building is of technical significance for its design, for surviving evidence of its original structure and use, and for its high archaeological potential.

Representativeness

Not applicable.

Rarity

Rare 1850s 3-bay gunpowder magazine

Policies actions

Use

As much of the fabric is of lower significance, the building is suitable for a large variety of uses, providing significant fabric is retained and conserved and significance respected. Principle uses should relate to interpretation and the accommodation of public access as part of the Magazine precinct and potentially in relation to interpreting the Shipyard precinct. Overall the openness of the building should be retained although some sub-division and enclosure would be acceptable.

Relationship to other buildings and structures

The relationship between the Colonial Magazine and the other magazine buildings, particularly the Cooperage, to which it was once attached via a covered way, is essential to maintain. It should be retained as a free standing structure with its three bays.

Adaptation

The building is suitable for some adaptation as much of the remaining fabric is lightweight and of little significance (eg. corrugated iron and translucent sheeting, wire mesh). Replacement with new lightweight walling materials would be acceptable, as would the installation of new services, provided remnant 1850s fabric is respected and the work is part of an interpretation strategy.

Conservation and Maintenance

Urgent attention to drainage is required: concrete floors may need to be removed, original drainage systems excavated (with archaeological monitoring) and drainage directed away from the building. Rainwater systems need to be checked and maintained and routine maintenance to painted finishes.

Interpretation

The building, despite having been radically altered, is appropriate for interpretation of both its function over successive uses of the area and of the precincts around it.

Sources

Orwell and Peter Phillips Architects, April 1999 *Conservation Management Plan: Colonial Magazine, Magazine Precinct, Goat Island*

Item Name

Colonial Magazine

Alternative Item Name

HHIMS ID No. 11004

Item No

021

Paul Davies Pty Ltd

Item Name

Colonial Magazine

Item No

21



Colonial Magazine from above, to east



Detail of roof and east extension of Colonial Magazine from above, to east



Colonial Magazine from above to southeast



North elevation, Colonial Magazine, western and central bay



Colonial Magazine north and west elevations



Colonial Magazine south elevation

Item Name

Colonial Magazine

Item No

21



Colonial Magazine north elevation, east bay



Colonial Magazine interior



Colonial Magazine interior, roofing detail



Colonial Magazine interior



Colonial Magazine interior



Colonial Magazine interior

Item Name

Colonial Magazine

Item No

21



Exposed floor structure in eastern bay



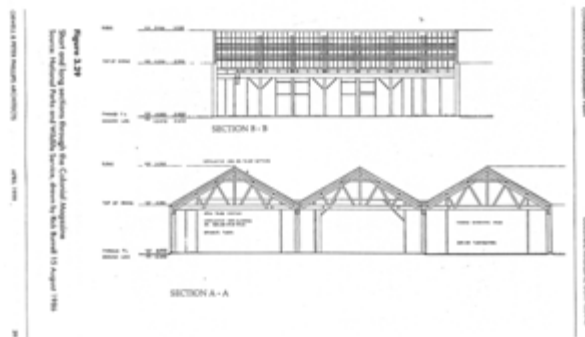
Undated (probably 1918) photo of the Colonial Magazine prior to alteration (State Library image GPO 1 - 10045, GPO original locations or series - MSBL972)



1918 photo with Colonial Magazine in foreground, with western end out of picture (State Library image GPO 1 - 13442, GPO original locations or series - St6613)



Colonial Magazine north and west elevations (State Projects 1997)



Short and long sections through the Colonial Magazine (NPWS 1986)



Figure 4.1 Sketch of possible section through the original structure Source: Orwell and Peter Phillips, 1998

⁴⁸ Kerr 1985: 23

Possible original section (Orwell & Peter Phillips, 1998)

| | | | |
|-----------------------|---------------------------------|---------|-----|
| Item Name | Weatherboard Amenities Building | | |
| Alternative Item Name | Timber Store | | |
| HHIMS ID No. | 3465 | Item No | 022 |

| | | | |
|--------------------------|----------|------------------|-------------------------|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | Moderate | Materials | Timber, corrugated iron |
| Construction Start Date | c. 1925 | | |
| Construction End Date | c. 1925 | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Technology |
| State Historic Theme 3 | Government and Administration |
| State Historic Theme 4 | Labour |

Historical Summary

While the exact date of construction of the Weatherboard Amenities building is not known, it is clear that, along with the Scow Shed, this building was constructed by the Sydney Harbour Trust as part of the first phase of conversion of the Powder Magazine complex to a shipyard after 1925. The Weatherboard Amenities building is not shown on a 1925 SHT plan for conversion of powder magazine buildings for shipyard use, but appears on plans and photographs by 1930. It is also clear from photos and physical inspection that the building was built in stages, probably three stages, with the water tank tower built last.

According to oral history from an MSB worker in the 1940s the Weatherboard Amenities Building was used as an amenities area, common room and mess area. Workers showered in a timber addition to the western end, where showers were gravity fed from a water tank above, and then changed in the main area where locker facilities were located. The larger room in the centre of the building was used as a lunch area. According to this account, after about 1950 (presumably after the construction of the 1948 Amenities building) the Weatherboard Amenities Building was used for small fibreglass work and probably some storage.

The building is currently disused and appears not to have been used for some time.

Description

The Weatherboard Amenities Building is a rectangular, single storey building with a hipped corrugated iron roof with two skillion corrugated iron roofed extensions to its east and west ends. Walls are of horizontal weatherboards. Windows are timber framed double hung with horizontal glazing bars, mostly with obscure glass (which verifies the evidence of use of part of the building as a shower and change room), interspersed with openings with metal louvres. In the interior, some wall linings are weatherboard, some ripple iron. There are no ceilings except in the shower rooms at the northwestern corner. The building is in four parts containing six rooms, with the western end having the weatherboard "tower" for the gravity fed water tank with showers and washbasins below. Doors are timber, framed and ledged. There are small glass louvered windows in the skillion roofed additions at the east and west ends.

The central section of the building contains two large rooms and the skillion roofed additions to each end each contain two small rooms.

The central two rooms have no internal wall or ceiling linings, so that the timber framing of the building is exposed on the inside. The floors are of timber tongue and grooved boards.

The skillion roofed additions to each end are also of weatherboard construction but are built on concrete slabs, and with concrete floors. The wall linings for these rooms are corrugated iron sheeting (ripple iron) and the ceilings have exposed timber members with no lining, except for the room in the north west corner which is divided into two shower compartments and has a timber tongue & groove board ceiling.

Modifications

As there are joints in the external timber cladding it appears the central part of the building has been extended, probably in both directions. The two skillion roofed sections at each end are also clearly later additions to the building. The small water tank tower does not appear in early photos indicating it was added late in the building's development.

There have been changes reflecting the cessation of staff use and adaptation as a workshop. Also the

Item Name

Weatherboard Amenities Building

Alternative Item Name

Timber Store

HHIMS ID No.

3465

Item No

022

adjacent but connected building was demolished (date unknown).

According to NPWS records, in 1998 some corrugated steel roofing was replaced, and the guttering; and in June 2003 corrugated steel roofing was replaced.

Condition

The building requires considerable maintenance and repair work to ensure its future. Generally it requires timberwork and joinery repairs throughout the building, painting, addition of services such as electricity when a use is determined, repair of internal linings and finishes, repair of locks etc, clearing around the building.

Statement of Significance

The building is significant as part of the first phase of the shipyard's development by the Sydney Harbour Trust, and for its long use as part of the shipyard, first as an amenities building and after 1948 as a store. With the Scow shed, this building is one of the few surviving elements in the shipyard from the Sydney Harbour Trust period.

Historical Significance

The building is associated with the Sydney Harbour Trust's development of the Goat Island shipyard and with the later use and development of the shipyard by the MSB.

Historical Association

Associated with the Sydney Harbour Trust and the MSB and their staff.

Aesthetic Significance

Not applicable.

Social Significance

Some social significance to former MSB staff

Technical/research Significance

The building contains physical evidence of its former use as a worker's amenities building for the shipyard in the early to mid 20th century.

Representativeness

Representative of early to mid 20th century utilitarian structures for worker's amenities. The building retains an ability to demonstrate its former use, particularly through the physical evidence of the gravity-fed showers.

Rarity

The building is not rare.

Policies actions

Use

The building is disused. It could be used, potentially in conjunction with a future new use for the Colonial Magazine as part of the interpretation of the site, for storage or for support uses related to staff etc. There are no particular constraints on use except that uses should relate to the uses of the precinct and should not involve extensive change to the fabric.

Relationship to other buildings and structures

The Weatherboard Amenities building should retain visual links to the other shipyard buildings and structures. It does not interfere with any major views affecting the Powder Magazine complex and is discretely located behind the colonial magazine building.

Adaptation

While limited by its small size, the Weatherboard Amenities Building is capable of adaptive reuse to accommodate uses related to public access, provision of amenities and interpretation. The external form of the building should remain largely intact.

Conservation and Maintenance

The building should be conserved and repaired by undertaking a conservation works program and then a maintenance program to provide for ongoing care.

Interpretation

| | | | |
|-----------------------|---------------------------------|---------|-----|
| Item Name | Weatherboard Amenities Building | | |
| Alternative Item Name | Timber Store | | |
| HHIMS ID No. | 3465 | Item No | 022 |

The building is capable of interpretation as part of the development of the Magazine Precinct, the Shipyard or as part of broader site interpretation. Public access to the building is not required as part of interpretation.

Sources

Orwell & Peter Phillips, April 1999 *Conservation Management Plan: Timber Store Building, Magazine Precinct, Goat Island* prepared for NPWS.

Paul Davies Pty Ltd

Item Name

Weatherboard Amenities building

Item No

22



Timber store south elevation from above



Timber store south elevation



Timber store south elevation from west



Timber store western end. The "tower" is to house a water tank for showers.



Timber store north elevation



Timber store, detail of skillion section at east end

Item Name

Weatherboard Amenities building

Item No

22



Timber store interior



Interior, Timber store, room at western end

| | | | |
|-----------------------|-----------------|---------|------|
| Item Name | Boatshed | | |
| Alternative Item Name | 3-door Boatshed | | |
| HHIMS ID No. | 11005 | Item No | 023a |

| | | | |
|--------------------------|----------|------------------|--------------------------------------|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | Moderate | Materials | brick, corrugated iron, timber doors |
| Construction Start Date | 1943 | | |
| Construction End Date | 1943 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Industry |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Transport |
| State Historic Theme 4 | |

Historical Summary

The 3-door boatshed was constructed in 1943 during the Maritime Services Board's 1940s upgrading of facilities on the island. It was built by excavating into the bank, in the process jutting away part of an early lime kiln and possibly other convict built elements but avoiding the c1830 stone jetty adjacent.

It is not recorded what was accommodated in the boatshed but it would appear that small skiffs and rowing boats may have been housed at the closest access point to Balmain for the use of the residents as staff movements were generally by MSB ferry or launch at set times during the day and night related to shift movements.

The boatshed is no longer used for boat storage although it accommodates storage tanks and the access rails for handling boats have been removed and are lying loose below high tide level adjacent to the building.

Description

The 3-door boatshed is a simple rectangular face brick building with a gabled corrugated iron roof and three double timber doors facing west. The gable ends face north-south. The building was not available for access. Brickwork is alternate courses of header and stretcher with concrete lintels over the openings. The building is not accessible at high tide.

Externally the front apron is now covered in rock fill and debris but would have had brick or stone piers holding the sets of rails providing access for boats. Some of the rails remain adjacent to the building but not fixed.

Modifications

The boatshed has recently had its rails removed due to erosion. There are no other noted modifications to the place.

Condition

The building is in fair condition considering its location and the wave action that affects the lower part of the structure. Deterioration is found in:

- foundations are being eroded away by wave action at the southwestern corner of the building
- timber doors are deteriorating and require urgent action to prevent loss
- steel rails have corroded severely
- hinges and hardware has corroded
- brick joints are eroding
- gutters are missing (some may not have been used).

The building requires urgent remedial works to survive.

Statement of Significance

This is a small scale boatshed of moderate significance as a representative example of the 1940s MSB upgrading of facilities on the island. It has been sited across and adjacent to earlier sites. It

Item Name

Boatshed

Alternative Item Name

3-door Boatshed

HHIMS ID No.

11005

Item No

023a

demonstrates the need for movement between the island and the mainland, the need to store small boats at risk of damage from harbour traffic and the pragmatic siting of facilities as a working MSB island. The boatshed is interesting as one of the relatively few remaining structures related to residential occupation of the island and daily life with water only access.

Historical Significance

The boatshed has moderate historical significance as part of the MSB 1940s of facilities on the island and as an element of daily life for families living on the island.

Historical Association

The building is significant for the association with the MSB and its staff.

Aesthetic Significance

Not applicable.

Social Significance

Not applicable

Technical/research Significance

Not applicable.

Representativeness

A representative example of harbour front boatsheds, larger than most private facilities and relatively unusual at a major installation where boats were of larger scale.

Rarity

The structure is not rare within the harbour

Policies actions

Use

The building contains sewerage overflow storage tanks in case the sewer pump to the mainland fails. The building is difficult to access except from the water due to its location and having its entry doors facing the water. The location on the point adjacent to the ferry access point also makes it difficult to use safely for boating. The building will be affected by sea level changes and is likely to be the first building to become unusable because of this on the island. Its current use is acceptable. Other uses are possible, however are limited by access issues, and the most likely alternative use would appear to be storage.

Relationship to other buildings and structures

The boatshed is cut into a bank and built across part of a stone jetty (64) and a partial lime kiln (95). It is adjacent to the eastern one of the pair of Port Jackson fig trees associated with the stone jetties (132). It has a relationship to the waterfront development and is viewed with the barracks and substation behind. It is related to the waterfront by virtue of its former use but has no other direct relationship to structures or elements around it.

Adaptation

The boatshed does not lend itself easily to adaptation due to its siting against a bank to the east and the water to the west, however adaptation is possible.

Conservation and maintenance

Conservation and maintenance are difficult due to the siting and the erosive effect of the waves. Sea level rise in future is likely to exacerbate this situation. In the short term urgent stabilisation and maintenance should take place until a use or future for the building is determined.

Interpretation

The building is capable of interpretation as part of the 1940s MSB upgrade of facilities on the island, however public access to the building is not possible due its difficult siting.

Sources

None

Paul Davies Pty Ltd

Item Name

3-door boatshed

Item No

23a



West elevation, 3-door boatshed. Barracks and Transformer house in background.



Detail, 3-door boatshed, showing erosion of brickwork.



| | | | |
|-----------------------|-------------------------------|---------|------------|
| Item Name | Substation | | |
| Alternative Item Name | Electricity Substation | | |
| HHIMS ID No. | 3467 | Item No | 024 |

| | | | |
|--------------------------|-----------------|------------------|--------------------------|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | rendered brick |
| Construction Start Date | 1943 | | |
| Construction End Date | 1943 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Technology |
| State Historic Theme 2 | Utilities |
| State Historic Theme 3 | Government and Administration |
| State Historic Theme 4 | |

Historical Summary

The Maritime Services Board supervising architect W.H. Withers designed the Transformer House in September 1943. It was required to power the upgrade of facilities on the island resulting from the major infrastructure upgrade program being undertaken by the MSB which saw the shipyard rebuilt with largely new facilities and the northern end of the island rebuilt with new wharfs and service buildings.

The building is of particular interest as it is one of the few 20th century buildings sited and designed to relate to the colonial buildings, in this case with strong reference to the barracks building and its formal arrangement and approach to detailing.

Description

The Transformer House is a small rectangular single storey rendered brick building located to the south east of the Barracks (25). It has been designed with segmental arch recesses to the walls, label moulds and other design features to reflect the design of the nearby Barracks. The building has a gabled roof of corrugated iron with projecting gable ends facing north-south. Windows are fixed, timber framed and multi paned. It contains a roller shutter door, interestingly facing the water near the top of the embankment, possibly to remove it from site of the barracks building.

The location of the building was determined by the cable route across the harbour and the need to reticulate electricity to all parts of the island.

Modifications

Substantially as built, no modification noted externally, internally the building was not available for inspection.

Condition

The building is in good maintained condition.

According to NPWS records, in 1993 the exterior was repainted using similar colours and the guttering was replaced on the western side. In 2001 the exterior was again repainted.

Statement of Significance

The Transformer House is of moderate aesthetic and historical significance as a sympathetically designed mid-20th century building which stylistically relates to the nearby Barracks (25), and which evidences the 1943 major upgrading of facilities on the island by the Maritime Services Board.

Historical Significance

Historically significant as an indication of increased level of services for residents and workers on the island in the 1940s, during the MSB major upgrade period.

Historical Association

Associated with MSB Supervising Architect W.H. Withers.

Aesthetic Significance

Aesthetically significant as a mid-20th century design for a utilitarian building which consciously respects

Item Name

Substation

Alternative Item Name

Electricity Substation

HHIMS ID No.

3467

Item No

024

its context in the vicinity of the 1830s Barracks building by designing in the style of the adjacent building.

Social Significance

Not applicable.

Technical/research Significance

Not applicable.

Representativeness

The building is one of a wide range of transformer buildings designed over time that have adopted particular designs to reflect either their setting or the prevailing style of the day. Built by a government authority this building represents the quality of design work that could be undertaken by authorities and which now characterises many infrastructure installations across Sydney.

Rarity

Representative of mid 20th century electricity substations, unusual only for its context and the design addressing the context.

Policies actions

Use

The building is a required utilitarian facility that will continue in use irrespective of other changes on the island. Other uses are not appropriate or possible.

Relationship to other buildings and structures

The building partially interferes with historic views from Balmain to the Fortified wall, Barracks (25) and Kitchen Cottage (26), however it has been designed to complement the design of the Barracks (25). The building is required for the ongoing the supply of power to the island.

Adaptation

The building does not lend itself to adaptive reuse for other purposes, as it's use is necessary and the building is also small. It is capable of internal change to suit infrastructure requirements.

Conservation and Maintenance

The building has been maintained and will require future maintenance as part of routine programs of work.

Interpretation

The building is capable of interpretation as part of the 1940s MSB upgrade of facilities on the island, however public access to the building is not possible due its use.

Sources

James Semple Kerr. 1987. *Goat Island: An investigation for the Maritime Services Board of NSW*
Paul Davies Pty Ltd

Item Name

Transformer House

Item No

24



North and west elevations, Transformer house



East elevation, Transformer house



Transformer house, south elevation, facing the harbour



| | | | |
|-----------------------|-------------------|---------|-----|
| Item Name | Colonial Barracks | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 11006 | Item No | 025 |

| | | | |
|--------------------------|-------------|------------------|---------------------------|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | sandstone, slate, timber |
| Construction Start Date | 1838 | | |
| Construction End Date | 1838 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|-------------------------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Defence |
| State Historic Theme 2 | Convict |
| State Historic Theme 3 | Accommodation |
| State Historic Theme 4 | Government and Administration |

Historical Summary

The Barracks building was built by convict labourer in 1838 with sandstone quarried from the Magazine quarry on Goat Island as one of the original set of 1830s Powder magazine complex buildings. The Barracks was used originally as barracks accommodation for officers and soldiers of the imperial military regiments stationed at the Goat Island powder magazine complex from the 1830s to 1870, and between 1858 and the early 1860s was altered to accommodate an office and quarters for 16 men comprising a Foreman of Magazines, two labourers, and a military detachment of 13 men. Works to the building at this time involved: removal of the wall between the Barrack room and the Foreman's Office, creating a larger living space for the detachment, at the south end of the building; refurbishment of the central four rooms occupied by the Foreman of Magazines (Midgely) - this core part of the building featured three chimneys; use of the northernmost two rooms to accommodate the two labourers. The southeastern guard room was subject to continuous complaints about rising damp, and its accommodation function was swapped with that of the "cook house" or kitchen to the east (now the Kitchen Cottage (26)).

The Barracks was converted for use for residential accommodation for staff and their families by the Sydney Harbour Trust from 1925, being divided into two dwellings marked on plans as cottages 15 and 16, and by the Maritime Services Board from 1936 till the 1970s when the building underwent restoration work including the removal of later additions, and was converted to a new use as a museum for the MSB, opening in 1981. The building continues to house a significant collection of MSB-related artifacts including historic photographs and maps.

Since the NPWS took over in 1994 the building has not had an active use, however conservation work has been undertaken.

Description

The Barracks building is a single storey rectangular sandstone building constructed in the Colonial Georgian style. Walls are of dressed sandstone blocks quarried by convicts at the Magazine Quarry (72) with a sandstone plinth base course. The hipped roof is clad in slate with lead ridge capping. The roof slates terminate over a stone corbel located at the top of the walls which features a drip groove to the underside. Steel brackets have been fixed to the stone wall and corbel to support later copper guttering and downpipes. The roof features three simple chimneys, two squat rectangular chimneys at each end of the central roof ridge, and one slender, square chimney located in the northeastern corner of the roof. The long elevations of the building are the west and east elevations.

The Barracks building is located south of the Fortified wall (71), adjacent and to the east of a pathway which runs east-west through the gateway in the Fortified wall (71), to the east of the stone jetties on the southwestern shore of the island (64 & 65) and to the west of the Kitchen cottage (26), which was the original Barracks kitchen. The Magazine Walk (69) runs along the southern side of the Barracks.

The main west elevation of the Barracks features a central stone flagged loggia with two pairs of Doric sandstone columns. One of the central columns (immediately north of the entry door) features indications of a previous fence which divided the loggia during the early 20th century period when the Barracks was divided into two residences by the Sydney Harbour Trust. The two end wings of the west elevation both have timber tongue & grooved, ledged and braced, access doors onto the loggia. The recessed wall facing into the loggia features a central entry door flanked by two windows. The central door is a timber six-panelled door with a fanlight above with patterned opaque glass. The door opening

Item Name

Colonial Barracks

Alternative Item Name

HHIMS ID No.

11006

Item No

025

has a stone architrave and entablature which projects out from the wall plane. The two window openings feature timber framed double hung windows with two-pane sashes. The openings also feature moulded hood trims and sit on simple sandstone sills which project out from the wall plane. The window heads are at a higher level than the door head.

The two end wings to the west elevation each feature a centrally located window opening with timber framed double hung 4-pane windows, simple sandstone sill with moulded hood over. The window openings feature a blind arch which characterises the wall planes. Round section copper downpipes are also located at each end of the facade.

The southern end of the west elevation features evidence of the laundry and WC addition c. 1925 (25a) and since removed. The sandstone plinth at the southwestern corner of the building has been cut and directly above the cut a line and the unevenness of the wall provide further evidence. The area directly below the window features coursed render and has obviously been infilled and patched.

The north elevation features a central entry door flanked by two window openings. The central door opening features a stone architrave around the opening, timber tongue and grooved ledged and braced door with glazed panels and a timber framed multi paned fanlight above. A timber framed slate clad awning covers the doorway. A concrete threshold has been placed over the worn stone step in the doorway. Another stone threshold, possibly a former step, features flush with the paving in front of the doorway. The two double hung timber framed windows feature two 2-pane sashes, stone sill with moulded hood over.

The north elevation also shows evidence of WC and toilet addition (25a) on the eastern end c. 1925 (since demolished).

The eastern elevation features four window openings and two blind window recesses constructed to resemble double hung windows, and unlike the other facades of the building, is now asymmetrical, though it would have originally been symmetrical. The central window opening is clearly a converted doorway, and a window opening has been blocked up at the northern end, presumably to allow for installation of a kitchen chimney and kitchen fitout c. 1925 at this end of the building. There is also evidence for a later doorway, now infilled at the northern end of the eastern facade. The windows are timber framed double hung with 2-pane sashes except for the central window which features a 6-pane top sash and 2-pane bottom sash. This central window is of lower height than the other windows.

The southern elevation features a central door flanked by two window openings (one either side). The door is a timber tongue & groove ledged and braced door with glazed panels and no fanlight. The doorway features a stone architrave and timber framed awning (awning reconstructed 1978). There is a concrete landing and concrete steps leading up to the doorway from the south. The timber framed double hung windows features 4-paned sashes. A small patched area immediately east of the doorway evidences a small c. 1925 bathroom window opening, infilled c. 1978/79.

Internally, the building features 9 rooms, a large barracks room at the southern end running the width of the building but containing evidence of having once been divided by a wall; two rooms facing west into the loggia, three rooms north of the barracks room facing east, a room in the northwestern corner, a small entry hall opening off the northern doorway, and a small pantry/storage room opening off the northern entry hall.

Modifications

The building has been altered several times: firstly between 1858 and the early 1860s; then in 1925 for conversion to a pair of semi-detached residences by the SHT; and again in the 1940s with alterations by the MSB for residential use. The 1858 alterations involved removal of a wall in the barracks room at the south end and some other alterations. SHT and 1940s MSB alterations involved altering doors to windows on the east elevation, and internal alterations including new walls, ceilings and fireplace, and small additions. The late 1970s MSB alterations involved removal of many of the 1940s alterations including laundry/WC additions. Despite these alterations, the Barracks retains most of its form and much of its detail.

According to NPWS records, in 1993 the following works were undertaken: external painting of previously painted surfaces using similar colours to those existing; repositioning of 200 roof slates with copper straps; installation of an alarm system. In 1997 roof beams were strengthened. In 2001 external painting was undertaken. In 2002 complete refixing of the slate roof was undertaken.

Condition

The building overall is in sound and good condition however rising damp continues to be an issue. The conservation and maintenance works undertaken over the last ten years have been sound.

Item Name

Colonial Barracks

Alternative Item Name

HHIMS ID No.

11006

Item No

025

As the building is not often open or used currently it suffers from mould and some surface deterioration.

Statement of Significance

An exceptional example of a convict-built military Barracks building from the early 19th century related to the military operation of the Powder magazine complex on the island from the 1830s till 1870. The Barracks forms part of the exceptional collection of colonial buildings on the island and is one of the original buildings of the 1830s Powder magazine complex. The building, despite the changes made over time, retains a high level of integrity and is able to demonstrate the form, layout, materials, detail and function of a military barracks. The Barracks is also significant for its important collection of Maritime authority related artifacts including historic maps and photographs.

Historical Significance

The Barracks building is of exceptional historical significance both as an 1830s military barracks and as part of the 1830s powder magazine complex.

Historical Association

The Barracks is closely associated with convict labour, with the imperial military regiments stationed at the powder magazine complex from the 1830s to 1870, and with the staff of the Sydney Harbour Trust and the Maritime Services Board stationed on the island.

Aesthetic Significance

The Barracks has exceptional national aesthetic significance as a fine example of the Old Colonial Georgian style, executed in sandstone quarried near the site.

Social Significance

The Barracks has social significance to former MSB staff and their families who lived on Goat Island. During most of the 20th century the Barracks was divided into a pair of semi-detached residences for maritime authority staff and their families. The Barracks was therefore part of the collection of occupied residences on Goat Island in the mid 20th century used by a community of 70 people in 1961. Note this significance is likely to diminish over time.

Technical/research Significance

The Barracks has technical/research significance for its ability to demonstrate 1830s construction techniques, and early 19th century military barracks requirements.

The collection of artifacts currently housed within the Barracks is also of research significance.

Representativeness

Representative of an 1830s military barracks in Australia.

Rarity

The Barracks building is rare in a National context as a convict-built 1830s military barracks building, an integral component of the oldest powder magazine complex in Australia, a site of convict labour and imperial military occupation (1830s to 1870).

Policies actions

Use

An interpretive use for the building is recommended. Other uses are not recommended due to the exceptional significance of the place, its location and the desire for high levels of public access. The building and its function should be the focus of interpretation rather than using the building as a backdrop for locating museum displays. A Collection Management Plan should be developed for the collection, with a view to de-accession items in the collection which do not relate to Goat Island, through negotiation with NSW Maritime and museums. Items relating to Goat Island may be relocated for use in the visitor entrance interpretation display for the Island.

Relationship to other buildings and structures

The Barracks is integral to the powder magazine complex, and it is essential that its visual relationship to the Fortified wall and sentry box (71) the stone jetties (64 and 65) and the magazine buildings within the Fortified wall, is maintained. The building has a strong relationship to the water which it overlooks on several sides.

Adaptation

Item Name

Colonial Barracks

Alternative Item Name

HHIMS ID No.

11006

Item No

025

The building does not easily lend itself to adaptive reuse due to age, delicacy of fabric, high heritage significance and small size of spaces. Adaptation is possible but should be limited so that it does not adversely affect significant fabric or spaces.

Conservation and Maintenance

It is essential to conserve and maintain the Barracks to the highest standards. Attention in particular should be given to drainage/damp management; maintenance of guttering and downpipes, and stonework maintenance. The building requires attention to damp penetration issues and planned cyclical maintenance work.

Interpretation

The Barracks should be included in an interpretive plan for the Magazine complex.

Sources

Graham Brooks & Assoc. Pty Ltd, July 1998 *Conservation Management Plan: The Former Barracks & Kitchen Buildings*, NSW NPWS

Kerr, J.S., 1987 *Goat Island: An investigation for the Maritime Services Board of NSW*

Tuck, D. 2007, *Goat Island: A Contextual History*, for NPWS

Tropman & Tropman Architects, March 2006 *Former Barracks and Former Barracks Kitchen: Conservation Management Plan Review* prepared for DECC, Parks & Wildlife Division

Paul Davies Pty Ltd

Item Name

Barracks

Item No

25



West elevation, Barracks, with Fortified wall (71) to left background



Detail, west elevation, Barracks



East elevation, Barracks



North and east elevations, Barracks



South elevation, Barracks



North and west elevation and Barracks setting, kitchen cottage visible in background to left, Harbour behind to south

Item Name

Barracks

Item No

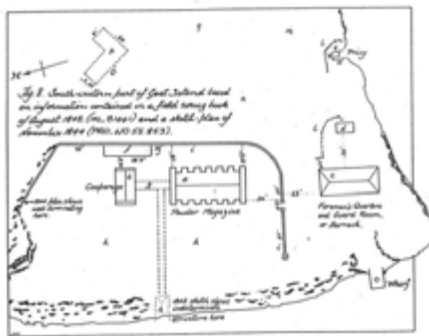
25



North elevation, Barracks, showing setting with Transformer house and Ship Repair Workshop to west (right)



1943 photo of the Barracks, showing picket fence and later addition (right). The addition has since been demolished. (State Library image d1_10041)



DETAIL SURVEY AS ILLUSTRATED IN KERR DATED 1842

1842 Survey of the Powder Magazine complex showing the Barracks (right), Kitchen, privy, stone jetty, fortified wall and sentry box, Queen's Magazine, cooperage, 2nd cooperage and covered way



1905 SURVEY PLAN

1905 survey of the Powder magazine complex showing the Barracks and kitchen and other magazine structures, including the Colonial Magazine (top)

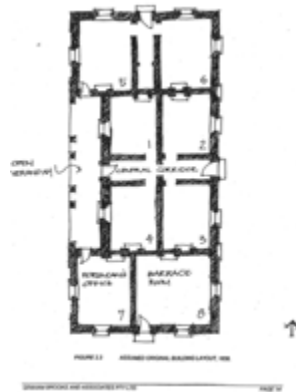


FIGURE 11 ASSUMED 1838 PLAN OF THE BARRACKS

Assumed 1838 plan of the Barracks (from Graham Brooks & Assoc Former Barracks and Kitchen Buildings CMP)

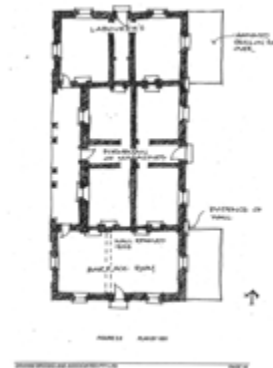


FIGURE 12 ASSUMED 1891 PLAN OF THE BARRACKS

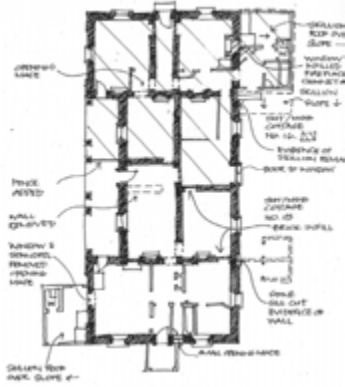
Assumed 1891 plan of the Barracks (from Graham Brooks & Assoc Former Barracks and Kitchen Buildings CMP)

Item Name

Barracks

Item No

25



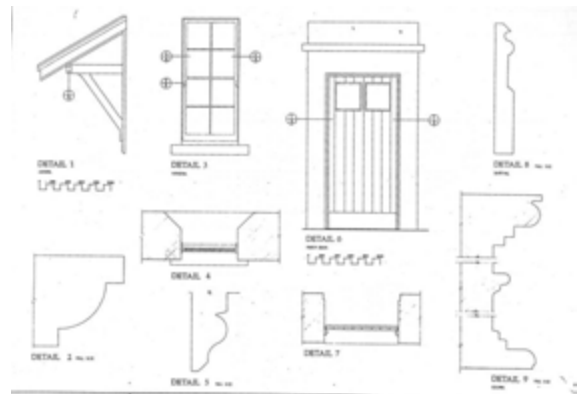
1925 plan of the Barracks (from Graham Brooks & Assoc Former Barracks and Kitchen Buildings CMP)



1978 plan of the Barracks ((from Graham Brooks & Assoc Former Barracks and Kitchen Buildings CMP)



1978 Barracks restoration plans and elevations (from Graham Brooks & Assoc Former Barracks and Kitchen Buildings CMP)



Barracks joinery and fenestration detail (from Graham Brooks & Assoc Former Barracks and Kitchen Buildings CMP)

| | | | |
|-----------------------|------------------|---------|-----|
| Item Name | Kitchen Cottage | | |
| Alternative Item Name | Barracks Kitchen | | |
| HHIMS ID No. | 3469 | Item No | 026 |

| | | | |
|--------------------------|-------|------------------|--|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | High | Materials | sandstone, timber, rendered brick, walls; slate, corrugated iron and cliplock steel roofing. |
| Construction Start Date | 1838c | | |
| Construction End Date | 1838 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|-------------------------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Defence |
| State Historic Theme 3 | Government and Administration |
| State Historic Theme 4 | |

Historical Summary

The Kitchen Cottage was originally constructed in 1838 as a two-room sandstone kitchen with a hipped roof and central chimney. The building was the kitchen for the Barracks building to the west, and had two doorways on its west elevation facing the east elevation of the Barracks. Like the other buildings and structures making up the 1830s Powder magazine complex, this two-room Kitchen was built by convict labour of sandstone quarried at the Magazine quarry.

In the late 1850s/early 1860s the southeastern guard room of the Barracks was the subject of continuous complaints about rising damp, and its accommodation function was swapped with that of the "cook house" or kitchen to the east (now the Kitchen Cottage (26)). It is apparent that at this time a sandstone skillion roofed addition was added to the east elevation of the Kitchen Cottage, and that the doorways on the west elevation were altered to windows, so that the west elevation features 4 windows.

The use of the building after the departure of the imperial military in 1870 is not known, however it is clear that the powder magazine continued to operate for storage of explosives and armaments for the NSW Colonial Government, though its role diminished after the opening of Newington Armaments Depot in 1897. After Federation in 1901, a jurisdictional dispute occurred over Goat Island between the new Federal government and the NSW government. The last small arms were removed from the island in 1907, and the jurisdictional dispute resolved in the NSW government's favour. From 1925, the Sydney Harbour Trust, which had occupied part of the island since 1901, moved its operations into the area of the former powder magazine complex. SHT plans dated 1925 show substantial changes to the Kitchen Cottage to alter it to a staff cottage, including a brick addition to the southern elevation, new door openings and a WC addition to the north elevation.

Further alterations were made between 1925 and 1956, including the addition of a further bedroom to the west end of the south elevation, and west extension and alterations to the north additions, including a larger laundry. These alterations are shown on a 1956 MSB plan of the Kitchen Cottage for the addition of a verandah on the east elevation, which necessitated the removal of part of one of the 1858-early 1860s walls on this elevation.

There were outbuildings to the east of the Kitchen Cottage, including a privy on the eastern shore to the north of the Kitchen Cottage shown in a detail survey dated 1842 (illustrated in Kerr), and another privy to the west of the Magazine Walk, north of the Kitchen Cottage shown on an 1891 survey plan (illustrated in Kerr).

To the immediate northwest of the kitchen cottage is an alcove (26a) with a stone lintel built into the rock face.

Description

The cottage is a single storey structure, part sandstone, part brick and with a weatherboard 1956 sunroom on the east elevation and weatherboard additions on the north elevation. The original building consisted of two sandstone rooms with two doorways facing the Barracks to the west, and a low central chimney. This building would have had a hipped slate roof, and this section of the Kitchen Cottage retains a hipped roof form, altered at the southeast corner to connect to later additions. The 1858/early 1860s sandstone skillion roofed addition to the east elevation partially remains, and a section of skillion roofing survives on the eastern side. The southern rendered brick additions undertaken by the SHT in 1925 and later extended, comprise the entire south elevation which faces the Magazine Walk. The east

Item Name

Kitchen Cottage

Alternative Item Name

Barracks Kitchen

HHIMS ID No.

3469

Item No

026

1925 and later extended, comprise the entire south elevation which faces the Magazine Walk. The post 1925 additions to the north elevation are of weatherboard. The east elevation is dominated by the 1956 sunroom, which necessitated the partial removal of one of the 1858-early 1860s sandstone walls. Two further chimneys were added to the expanded roof form of the building after 1925.

The building sits within a fenced garden, with a picket fence approximately 1200mm high facing the Magazine Walk to the south, and paling fences to the east and west. The northern boundary is defined by a stone retaining wall and a natural rock face, which contains an alcove with a stone lintel at its northern end within the bounds of the Kitchen Cottage garden. A channel drain at its base continues the length of the northern boundary.

The southern (front) garden features stone edged garden beds and a concrete path between the front gate and the Kitchen Cottage front steps, branching to east and west. The concrete path to the west continues around the cottage to the rear (north), taking up the entire space between the building and the western and northern boundaries. The concrete path heading to the east leads to the 1956 sunroom addition on the east elevation and forms a circle around the Hill's Hoist clothes line in the eastern garden area.

Roofing of later additions to the building is slate, corrugated steel and copper. Walls are variously rendered brick or timber. The roof contains three chimneys, the one on the western side being the original, the other two being rendered brick or brick later additions.

The south elevation is of rendered brick, consisting of two rooms either side of a central recessed entry porch which features simple timber trellis detail. The eastern room on the south elevation - constructed c. 1925 (shown on SHT plans at this date) - features a pair of narrow timber-framed multi-paned double-hung windows mounted together, with 6-paned top sashes. This room also features a later painted brick chimney with a single chimney pot above.

The western room on the south elevation, which was added sometime between the 1920s and 1956 (when it is shown as existing on MSB plans for the 1956 sunroom addition), features a single timber framed double hung window to the south elevation and another matching window to the west elevation. This room has a skillion cliplock roof.

The western elevation features four identical timber-framed double-hung windows (the two central ones being originally doorways) with four panes each in both upper and lower sashes, and at the southern end the simple timber-framed double hung window mentioned above (identical to the western window on the south elevation). The multi-paned windows are within a painted sandstone wall on a sandstone plinth. There is a hipped slate roof above this with the original chimney centrally placed in relation to the four multi-paned openings. The two end openings of the four openings containing multi-paned windows (those at the southern and northern ends of the group) were clearly originally door openings. Like the Barracks building, a stone corbel surmounts the stone wall and supports the end of the roof slates, and the corbel also features a drip groove on the underside. Steel brackets have been fixed to the wall and the corbel supports steel guttering.

The northern elevation features a rendered brick addition with a skillion corrugated iron roof, at its western end being an open porch over the rear entry door. The addition is set back from the southwestern corner of the building. The rear entry door from the kitchen on this elevation opening into this porch is both an early opening and an early door, the door being a timber tongue and grooved door within a splayed door opening in the sandstone wall. The rendered brick addition consists of two rooms, a WC and a laundry, the WC with a northern opening doorway, the laundry with a western opening doorway, and another eastern opening doorway. This addition has a brick parapet wall at its southern end against the remainder of the Kitchen cottage roof, and the 3rd chimney is placed adjacent and to the north of the parapet wall, presumably to service a copper in the laundry.

The east elevation features, from north to south, a door and window to the laundry, a window to the storeroom, and a window to the bathroom (all of these windows varying in size but all being small timber framed double hung windows with 2 panes to each sash), the door being a simple timber tongue & grooved door, c. 1925. South of these is the 1956 sunroom, which has horizontal weather boarding with simple timber framed fixed and double hung windows above, and a skillion corrugated iron roof. To the south of the sunroom is the rendered brick wall of the SHT 1925 additional bedroom, which features a single multi paned timber-framed window high in the southeastern corner of the room.

Internally, rooms have been numbered K1 to K10 as per the Brooks report (see references) for clarity.

K1 is a small entry hall accessed from the southern entry porch. The front door is a timber and glass paneled door which opens outwards into the entry porch. The area has a timber floor, timber skirting, painted rendered walls and a low ceiling lined in sheeting material with timber battens and a simple cornice. A door opening in the western wall features a painted paneled timber door leading into K2, and

Item Name

Kitchen Cottage

Alternative Item Name

Barracks Kitchen

HHIMS ID No.

3469

Item No

026

a doorway opening in the northern wall leads into K3. A doorway leading into K10 on the eastern wall contains a painted timber paneled door.

K2, opening west off K1, has been a bedroom, and has a carpeted timber floor with deep timber skirting, wall papered finish to walls, timber picture rail and a sheet lined ceiling, timber cornice and single light fitting to the slightly sloping ceiling. Southern and western walls features simple timber framed double hung windows. The southern wall also features two high air vents.

K3 has been used as a living room, and features a carpeted timber floor, simple timber skirting and picture rail fixed to its painted stone and rendered walls. The high ceiling is of ripple iron with simple cornice, and a single light fitting. The northern wall features a cast iron fireplace with ceramic tile panels and a stone hearth and varnished timber fireplace surround. Placed a little off centre within the room, it is located adjacent to a cupboard built into the wall. The cupboard features varnished timber louvred doors. A door opening in the eastern wall leads to K9 and features a varnished timber paneled door.

An area of rendered infill is visible on the southern painted stone wall, west of the door opening. The size and indents of the surrounding stonework indicate that a window opening has been infilled here. The western wall features two window openings with multi paned timber framed double hung windows with painted timber sills. The openings differ in that the southern opening is square and the internal wall of the northern opening is splayed. It is clear that the spandrel below the southern window has been infilled and patched and that this has previously been a door opening. A narrow indented section and double air vents are located over the northern window. It is not clear what the indent is or its purpose. A corbelled section is also located over the northwestern corner over the door opening leading to K4, the kitchen, and features a painted timber paneled door.

The timber floor to K3 and K4 appears early, and the two windows W3 and W6 were probably constructed in 1925 to match the earlier windows W4 and W5 when the windows were installed in original door openings. The features and elements of K1 and K2 date from the 20th century SHT and MSB alterations, as does the cast iron fireplace and timber surround to K3.

K4, the kitchen, features a vinyl floor covering over a timber floor, timber skirting, painted stone walls and a ripple iron ceiling with a centred light fitting. The south eastern area features contemporary laminate kitchen fittings and fixtures including partition wall of approximately 1200mm height and some ceramic tiling to the walls. There is a fireplace opening in the southern wall. The high opening features a stone surround supporting a simple timber mantel shelf and ceramic tiles line its hearth.

The western wall features two multi paned double hung windows, the southern window featuring a splayed opening, the northern window being within a square opening, and patching below indicating the northern window has been an infilled doorway. The northern wall of the kitchen features a splayed door opening which leads to the open undercover area outside to the north accessing the WC and laundry addition. This doorway appears to have been originally a window opening. The doorway contains a timber tongue & grooved, ledged & braced door.

K5 is an external WC with timber door and vent over, ceramic floor tiling to a concrete slab floor, painted brick walls and a late 20th century WC on the southern wall. K6 is a laundry and storage area with concrete slab floor, face brick walls with some of the southern wall being sandstone, and painted exposed timber ceiling framing with corrugated iron roof cladding visible. Timber framed windows are located on the eastern wall. There is some cracking over openings on the eastern wall. A double concrete wash tub is located on the southern wall. The southern wall features the remains of a chamfered brick chimney (presumably for a copper) in the southwestern corner. It is apparent the early sandstone southern wall has been extended in brick to the east, up to the slope of the former skillion roof over the sandstone wall: the angled skillion roof line is clearly visible. K7 and K8 are accessed via a door opening in the northeastern corner of the kitchen. K8 has been a bathroom and features a circa 1970s bathroom fitout including a bathtub in the southeastern corner. The room features later sheet lining to the sloping ceiling, some ceramic tiling to southern and eastern walls and a small timber framed window to the eastern wall. Timber cabinets have been fitted to a central recess in the southern wall. It is assumed this recess was formerly a door opening between K8 and K9.

K9 is the largest room in the Kitchen cottage. It is accessed from the living room K3, and features a carpeted timber floor and a battened sheet ceiling lined with wallpaper. The ceiling height is lower and sloping where the room is part of the 1956 sunroom addition. The western section of the room features painted stone walls. The southwestern wall features a cast iron fireplace with timber surround and stone hearth. The wall adjacent is patched and uneven suggesting alteration. The northwestern wall shows evidence of alteration: it is assumed a door opening has been infilled and patched in the northwestern corner of the room due to the size and location (corresponding to the recess in room K8) of a rendered portion of the wall. This wall has been extended and built up. The painted stone wall continues to an angled line which is surmounted by painted and rendered wall. The sloping line and wall indicates the

Item Name

Kitchen Cottage

Alternative Item Name

Barracks Kitchen

HHIMS ID No.

3469

Item No

026

angled line which is surmounted by painted and rendered wall. The sloping line and wall replicates the situation on the laundry wall. The eastern section of the room added in 1956 features timber framed windows and timber framing lined in FC sheeting. The ceiling level is lower and sloping, from the point where the addition extends off to the east.

K10 is accessed from the entry space (K1) via a door opening in the northwestern corner of the room and features a painted timber paneled door. It has been used as a bedroom. The room also features a carpeted timber floor with simple timber skirting, painted rendered walls and high battened ceiling with sheet lining. A small multi paned window is located high in the southeastern corner, and a pair of larger timber windows centred on the southern wall. A vertical crack located in the wall in the northwestern corner of the room coincides with the junction of the wall behind.

Within the roof space there is further evidence of alterations to the buildings over time, some earlier board ceilings remaining in the 19th century roof form. Some of the timbers include limewashed linings and framing indicating earlier weather exposure.

Modifications

As outlined in the Historical summary above, the building has undergone several stages as follows:

1838-1858 a two room sandstone Barracks kitchen with two doors and two windows facing the Barracks to the west and a central chimney;

1858/early 1860s to 1925: a four room sandstone structure, being the original structure with a sandstone two-room skillion roofed addition on the eastern side.

1925-1955: conversion to SHT cottage, with rendered brick additions to south and north, and internal alterations including new ceilings and fireplaces. MSB extensions to both south and north of SHT extensions.

1956-1970s: 1956 sunroom addition on east elevation, necessitating removal of part of 1858 eastern sandstone wall; further fitout alterations including new bathroom and kitchen fitouts circa 1970s.

1993: (from NPWS records): installation of 2 Quicklag circuit breakers, internal painting, external painting, repairs to gutters, repair of 16 slipped roof slates with copper straps, filling cracks in chimney with mastic.

Condition

Roof guttering and downpipes are deteriorated and downpipes discharge rainwater next to the building. There is some cracking to brickwork, generally where brick additions join onto earlier sandstone sections of the building.

Statement of Significance

Though altered for later residential use associated with the Sydney Harbour Trust and the Maritime Services Board, the Kitchen Cottage is an essential and identifiable part of the colonial development of the island and in particular the Powder magazine complex. The sandstone walls and remaining 19th century roof form and materials are of high significance as a component of the nationally significant Magazine complex. The later additions have moderate significance and relate to 20th century use of the building as residential accommodation for Maritime authority staff. The building has associational value with both convict construction and the British Imperial Military garrisons.

Historical Significance

The original part of the Kitchen Cottage is of exceptional historical significance for its role as the 1838 Barracks Kitchen, one of the original Powder magazine complex buildings constructed by convicts of sandstone quarried on the island at the magazine quarry. The Kitchen cottage is integral to an understanding of the operation of the colonial powder magazine complex. The 20th century additions have moderate historical significance as they relate to the SHT and MSB use of the building for staff accommodation.

Historical Association

The Kitchen cottage has historical association with convict labour, with imperial regiments stationed at the Powder magazine complex from the 1830s to 1870, and later with the staff of the SHT and MSB.

Aesthetic Significance

The Kitchen cottage is of moderate aesthetic significance for the remaining form and style of the original sandstone Barracks kitchen. The 20th century additions and alterations are of low aesthetic significance.

| | | | |
|-----------------------|------------------|---------|-----|
| Item Name | Kitchen Cottage | | |
| Alternative Item Name | Barracks Kitchen | | |
| HHIMS ID No. | 3469 | Item No | 026 |

Social Significance

The Kitchen Cottage may have social significance to former MSB staff and their families who lived on Goat Island. The Kitchen cottage was part of the collection of occupied residences on Goat Island in the mid 20th century used by a community of 70 people in 1961. Note this significance is likely to diminish over time.

Technical/research Significance

The Kitchen Cottage is of technical/research significance for archaeological potential and also for its ability to demonstrate early 19th century construction techniques.

Representativeness

Representative of early 19th century military ancillary buildings.

Rarity

The kitchen cottage is a rare surviving ancillary building to an early 19th century military barracks. It is also rare as a component of the earliest and most intact military gunpowder magazine complex in Australia.

Policies actions

Use

The building is capable of adaptation for other uses, taking care not to impact on 19th century fabric. Consideration should be given to returning the building to its colonial form (post 1858) and use of the building for public interpretation of the Powder magazine complex.

Relationship to other buildings or structures

The relationship of the Kitchen Cottage to the Barracks and to the Magazine Walk should be retained.

Adaptation

The building has already undergone inappropriate change during the 20th century to adapt it to residential accommodation use. Alteration to or new fitout of the 20th century additions to the building is appropriate, providing the 19th century portions of the building are carefully conserved.

Conservation & Maintenance

In the short term, urgent work is required to replace downpipes and roof guttering to ensure water is discharged away from the building.

In the longer term, a program of conservation processes should be developed and implemented to return the building to its colonial form, with appropriate recording of the later additions and alterations.

Interpretation

The Kitchen Cottage requires appropriate interpretation of its original role as the barracks kitchen, as the building in its current form does not easily demonstrate its colonial form and use. In the longer term, in the event that conservation work results in returning the building to its colonial form, the building should be used for public interpretation of the operation of the Powder magazine complex during the 19th century.

Sources

Graham Brooks & Assoc. Pty Ltd, July 1998 *Conservation Management Plan: The Former Barracks & Kitchen Buildings*, NSW NPWS

Kerr, J.S., 1987 *Goat Island: An investigation for the Maritime Services Board of NSW*

Tuck, D. 2007, *Goat Island: A Contextual History*, for NPWS

Tropman & Tropman Architects, March 2006 *Former Barracks and Former Barracks Kitchen: Conservation Management Plan Review* prepared for DECC, Parks & Wildlife Division

Paul Davies Pty Ltd

Item Name

Kitchen Cottage

Item No

26



South elevation, Kitchen cottage



West and south elevations, Kitchen Cottage.



East elevation, kitchen cottage



Detail of sunroom addiiton, east elevation, Kitchen cottage



Detail of rear of east elevation, Kitchen cottage



Roof detail, Kitchen cottage

Item Name

Kitchen Cottage

Item No

26



Roof and chimney detail, Kitchen cottage



Kitchen Cottage setting to east



Kitchen cottage interior - Central room, Kitchen cottage. Early hearth with later chimneypeice



Kitchen cottage interior - Early opening into kitchen area (altered from a window)



Kitchen cottage interior - Room to north of central room, where north wall has been removed for later sunroom extension



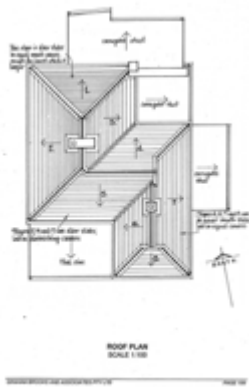
Kitchen cottage interior - c. 1970s bathroom fitout



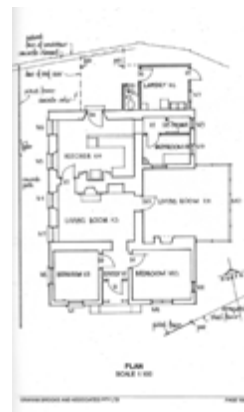
1961 photo of the Kitchen cottage (State Library image d1_20853)



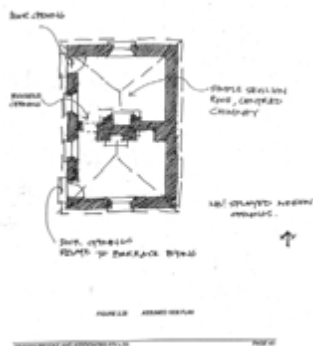
Site and roof plan of Kitchen Cottage (page 95, Graham Brooks & Assoc.)



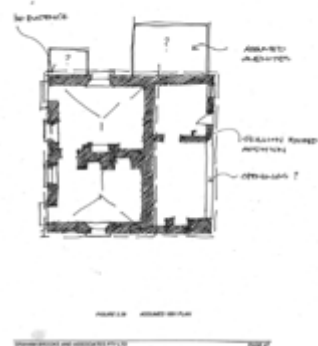
Kitchen cottage roof plan & materials (page 199, Graham Brooks & Assoc)



Plan with room numbers (page 198, Graham Brooks & Assoc)



Assumed 1838 plan of the Kitchen Cottage (page 43, Graham Brooks & Assoc)



Assumed 1891 plan of the Kitchen Cottage (page 47, Graham Brooks & Assoc.). Note: 1887 Detail Trig survey of Port Jackson (State Archives Ao Map 468) shows a northern addition to the Kitchen Cottage, assumed to be a verandah

| | | |
|-----------------------|------------------------|------|
| Item Name | Kitchen Cottage Alcove | |
| Alternative Item Name | alcove | |
| HHIMS ID No. | Item No | 026a |

| | | | |
|--------------------------|---------|------------------|---------------------------|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | High | Materials | |
| Construction Start Date | 1838? | | |
| Construction End Date | unknown | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|---------------------------------------|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Industry |
| State Historic Theme 2 | Convict |
| State Historic Theme 3 | Accommodation |
| State Historic Theme 4 | |

Historical Summary

The barrack, kitchen building and privy were completed in 1838. The cuttings and retaining walls to the rear of the kitchen and barrack are also likely to have been completed at that time. Quarrying of stone from the rock outcrop running along the southern shore of the Island would have been necessary for the construction of the kitchen. No reference has been found for the date of the alcove construction although a sketch by Rebecca Martens seems to indicate a cut wall with a dark, rectilinear shape. The feature is not reproduced in Martens' painting of the same view (refer Archaeological Discussion, main report).

Description

A stone alcove is located behind the kitchen and built into the rock face. It is 1900 mm high and 2400 mm deep, painted white on the front with evidence of plaster or mortar on the interior walls. Almost the entire alcove has been cut from the rock face with only the front on the eastern wall being constructed of 8 courses of stone butting the rock face and built onto the bedrock base. The alcove has a carved stone step at the entrance and square notches on either side of the entry are evidence for the mounting of a door. At least four large well cut lintel stones were observed to form the roof which each measure 1250 mm x 680 mm x 150 mm. The mortar appears to be very early, consisting of a gritty and sandy pale grey mix.

This feature does not appear on plan and therefore its function is unknown. Considerable effort has gone into its construction and it seems likely that it functioned as something more than just a wood, coal or tool store. Currently, the alcove is associated with the kitchen building due to the construction of a paling fence which encloses the two. This fence however, is a relatively recent construction and in the past, the kitchen and alcove may not have been associated at all.

Modifications

Not applicable

Condition

The alcove is in good condition with all walls and roof intact and dry inside. The roots of a *Ficus* have made their way into the alcove and the floor is covered with leaf litter. The white paint on the exterior appears relatively recent but evidence of a lime washed or painted interior survives which may be associated with its original use. The original door has long since been removed.

Statement of Significance

The kitchen alcove is potentially of State significance as an element of the early colonial phase of the Island's development. Although the function of the alcove is unknown, its use required a more than temporary construction.

Historical Significance

The alcove is of high significance as it is likely to be associated with the kitchen and constructed in the colonial phase of the Island's development. It contributes to the interesting range of features and structures present on the Island.

Item Name

Kitchen Cottage Alcove

Alternative Item Name

alcove

HHIMS ID No.

Item No

026a

Historical Association

Not applicable.

Aesthetic Significance

Not applicable.

Social Significance

Not applicable.

Technical/research Significance

There is potential for the survival of associated below ground archaeological deposits and structures in this area. Additionally, scope exists for further documentary research for similar structures and their associated buildings.

Evidence from the colonial phase of the development of the Island represents an important resource for the future interpretation of the Island.

Representativeness

Not applicable.

Rarity

Not applicable.

Policies actions

Conservation and maintenance

Clear the ground of rubbish and leaf litter to aid interpretation.

Prevent the creeping Ficus, or other vegetation from causing damage to the roof and walls of the alcove.

Interpretation

Include this site in any interpretation plan of the Island after further research to determine its original function.

Sources

Austral Archaeology Pty Ltd

Item Name

KITCHEN COTTAGE ALCOVE

Item No

26A



Kitchen Cottage Alcove



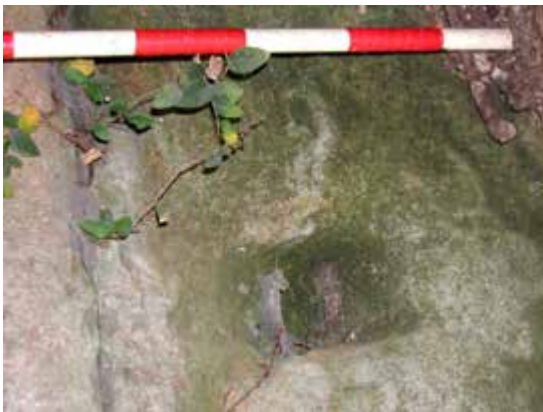
View of Kitchen Cottage garden east of cottage. Alcove at right.



Detail



Detail



Detail



Detail

Item Name

KITCHEN COTTAGE ALCOVE

Item No

26A



Wall of alcove adjacent to Kitchen Cottage east fence

| | | |
|-----------------------|--|-----------------------|
| Item Name | Slipways | |
| Alternative Item Name | Undercover 12 + 15 ton 1925 Slipways, 150 + 500 ton Slipways | |
| HHIMS ID No. | 3453 | Item No 029, 030, 113 |

| | | | |
|--------------------------|-------|------------------|---|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | High | Materials | steel rails, concrete and timber supports |
| Construction Start Date | 1925 | | |
| Construction End Date | 1965 | | |
| Archaeological Potential | | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Technology |
| State Historic Theme 3 | Government and Administration |
| State Historic Theme 4 | |

Historical Summary

The two small 12 + 15 ton slipways (113) at the western side of the shipyard were built in 1925, with the Slipway Workshop Building (3) being built over them in 1943.

The 150 ton slipway (29) was constructed during the MSB upgrade of the shipyard in 1949. The 500 Ton slipway (30) was built during the further MSB upgrade of the shipyard in 1965, the accompanying winch houses having the same dates.

The shipyard and the slipways were used to construct and maintain SHT and MSB vessels from 1925 to 1992. During the 1950s, the Goat Island shipyard built pilot vessels, diesel tugs and fire floats for the MSB. Numerous articles in the *Port of Sydney* (the official journal of the MSB) in this period publicise the launching of such vessels built at Goat Island, including the diesel tug and Fire Float *Bennealong* (1953), the pilot vessels *Goondooloo* (1958) and *Girralong* (1959). State Library images from 1925 also show construction and launching of numerous such vessels at Goat Island shipyard.

The shipyard is currently leased to the Sydney Ship Repair & Engineering Co. (SSRE) and the slipways are in active use, often used for repairing Sydney Ferries vessels. The SSRE boasts that it is the largest capacity commercial ship repair facility in New South Wales.

Description

The Slipways within the Goat Island shipyard, from west to east are built between the northern end of the Broadside Wharf (4) and the quarried cliff-face of the island. The two 12+15 on slipways built in 1925 are undercover, within the Slipway Workshop Building, which was built in 1943. The 150 ton slipway is located to the east of these and is connected to Winch House (7). The 500 ton slipway to the east of the 150 ton slipway, and built near the cliff-face, is connected to Winch House (8).

The 150 ton Slipway is formed or rubble fill with concrete topping, with iron rails mounted on wooden bearers. Notches hold the wooden brake pawls on the cradle. The wooden cradle is approximately 4m wide x 19m long, and is hauled by steel cable from the winch in Winch House (7).

The 500 ton Slipway has a concrete surfaced ramp with three rails on concrete blocks running from high ground at the south end down to the water at the north end. It has three-piece all steel cradles which can carry three small vessels or one large vessel, hauled out of the water by a steel cable from the 500 ton winch (contained in Winch House (8)).

Modifications

The slipways have been maintained but are essentially in appearance similar to the final set of slipways as completed by the MSB in 1965. Early equipment such as the Joplin Jacks are still in use on the slipways.

Condition

Fair

Statement of Significance

The slipways are of High Local heritage significance as part of a rare large commercial slipway in Sydney Harbour. The slipways have individual significance, but are also an essential part of the very

| | | |
|-----------------------|---|------------------------------|
| Item Name | Slipways | |
| Alternative Item Name | Undercover 12 + 15 ton 1925 Slipways, 150 + 500 ton Slipways | |
| HHIMS ID No. | 3453 | Item No 029, 030, 113 |

significant Goat Island shipyard as a whole.

The slipways and shipyard generally has historical significance for operation as a ship building and repair facility for the SHT and MSB from 1925 to 1992, and for current active use for ship repair. The slipways and shipyard generally have historical association with numerous vessels built by the Sydney Harbour Trust and the Maritime Services Board and also with those vessels commissioned by the MSB and built elsewhere but maintained on Goat Island (such as the Lady Hopetoun, now held in the collection of the Sydney Heritage Fleet, built at Berry's Bay for the Sydney Harbour Trust but maintained on Goat Island). The slipways and shipyard generally also have historical association with MSB workers and their families who worked and lived on Goat Island in the mid to late 20th century. The slipways have technical/research significance for the use of shipyard technology from the period of their construction 1925-1963.

Historical Significance

The slipways have historical significance for their operation as part of a shipyard for ship building and repair facility for the SHT and MSB from 1925 to 1992, and for their current active use for ship repair.

Historical Association

The slipways have historical association with numerous vessels built by the Sydney Harbour Trust and the Maritime Services Board and also with those vessels commissioned by the MSB and built elsewhere but maintained on Goat Island (such as the Lady Hopetoun, the Governor's Launch, now held in the collection of the Sydney Heritage Fleet, built at Berry's Bay for the Sydney Harbour Trust but maintained on Goat Island). The slipways and shipyard generally also have historical association with MSB workers and their families who worked and lived on Goat Island in the mid to late 20th century.

Aesthetic Significance

Not applicable.

Social Significance

The slipways and shipyard generally may have social significance to former MSB workers.

Technical/research Significance

The slipways have technical/research significance for the use of shipyard technology from the period of their construction 1925-1963.

Representativeness

Not applicable.

Rarity

Rare as part of the largest commercial boat repair facility in New South Wales, and one of the longest (though not continuously) operating shipyards in NSW in the period 1925-to the present.

Policies actions

Use

The slipways should remain part of an operational ship repair facility on Goat Island focusing on small wooden boats using traditional skills.

Relationship to other buildings and structures

The relationship between the slipways, the winch houses and other shipyard buildings should be maintained.

Adaptation

The slipways do not lend themselves to reuse for any other purpose.

Conservation and maintenance

The slipways should be conserved.

Interpretation

The slipways can be interpreted within a nearby building but not in situ as active operation of a shipyard is not compatible with public access.

Sources

Schwager Brooks & Partners Pty Ltd & C & MJ Doring, June 1995 *Revised Final Conservation Plan:*

| | | |
|-----------------------|--|-----------------------|
| Item Name | Slipways | |
| Alternative Item Name | Undercover 12 + 15 ton 1925 Slipways, 150 + 500 ton Slipways | |
| HHIMS ID No. | 3453 | Item No 029, 030, 113 |

Shipyard Precinct, Goat Island

The Port of Sydney (Official Journal of the Maritime Services Board) July 1953, Vol, 6, No. 4 Sept 1958;
Vol 6, No. 6, March 1959

Paul Davies Pty Ltd

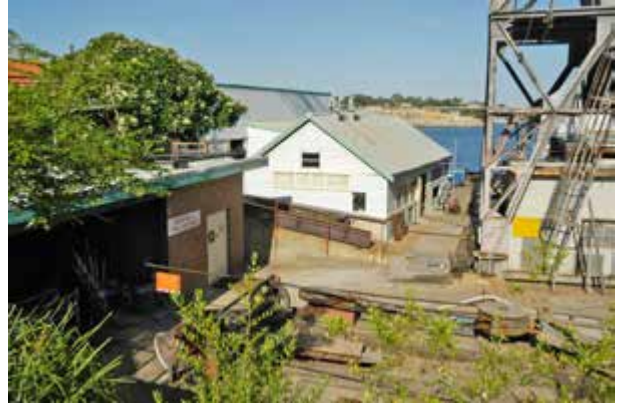
Item Name

Slipways

Item No 29, 30, 113



500 ton slipway from east. Winch house to left.



500 ton slipway winch house in foreground to left; 150 ton slipway winch house, centre



150 ton slipway winch house



150 ton slipway. Repair Workshop to right.



150 ton slipway from east



150 ton slipway looking north. Repair workshop on left.

Item Name

Slipways

Item No 29, 30, 113



500 ton slipway looking north



150 ton slipway in use. Repair workshop on left.



500 ton slipway detail



12 ton slipway detail



12 ton slipway detail, inside Slipway Workshop building



1953 photo, prior to construction of 500 ton slipway (which now occupies the area on the left of this photo). State Library image no. d1_10050.

Item Name

Slipways

Item No 29, 30, 113



1955 photo of 150 ton slipway with launch Nyawi (State Library image d1_10060)



1956 photo of The Lady Hopetoun undergoing maintenance on the 150 ton slipway (State Library image no. d1_25000)



1966 photo with all slipways in use. Hammerhead crane also in place by this stage. State Library image no. d1_10058).

| | | | |
|-----------------------|--|---------|-------------|
| Item Name | Residential Cottage 1 | | |
| Alternative Item Name | SHT Fire Brigade Cottage (former) | | |
| HHIMS ID No. | 3482, 11007 | Item No | 038a |

| | | | |
|--------------------------|--------|------------------|--|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | High | Materials | brick, weatherboard walls; terra-cotta tiles and corrugated iron roofing; roughcast stuccoed chimneys; fibrous plaster ceilings and wall linings |
| Construction Start Date | 1916c | | |
| Construction End Date | 1916 | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Accommodation |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Towns, suburbs and villages |
| State Historic Theme 4 | |

Historical Summary

Residential Cottage 1, along with Residential cottages 2 and 3, were built in 1916 by the Sydney Harbour Trust as married men's quarters for the SHT Fire Brigade staff.

Between 1903 and 1906 a fire fighting depot was established at the northern end of Goat Island, to the west of the Cut, including quarters for the fire captain and crew and wharfage. The accommodation included weatherboard cottages 81a to 81f (all since demolished). In 1912 a fire brigade barracks for single men (Item 46b) was constructed. By 1916 four fire-fighting tugs were operating out of Goat Island, and the three residential cottages to the south of the Harbour Master's residence were constructed for the fire fighting depot "married men" and their families. By 1925 there were 27 Harbour Trust Firemen and their families residing on Goat Island, in fifteen cottages (some of these converted older buildings) and the fire brigade barracks (46b).

From 1936 the Maritime Services Board subsumed the facilities and staff of the former SHT, and therefore took over Goat Island as its operational headquarters in Sydney Harbour. MSB staff continued to occupy the various residences on Goat Island. A 1961 newspaper article indicated that at the time there were 70 residents on the island.

From 1994, Goat Island became part of the Sydney Harbour National Park, and is now under the control of the National Parks & Wildlife Division of the NSW Department of Environment & Climate Change (DECC).

Residential Cottage No. 1 is currently occupied by NPWS staff as a residence.

Description

Residential Cottage No. 1 is a single storey brick house with an unglazed terra-cotta tile hipped and gabled roof and a skillion corrugated iron rear section on the western elevation. The front of the cottage faces east (slightly north east) and features a verandah across the width. The verandah roof is clad in unglazed terra-cotta, being part of the main roof of the house. The house has a high undercroft area which includes storage space at the front. The house is sited within a fenced garden, with timber picket fencing in acorn pattern to the front (east) and timber paling fences on the other boundaries. Timber steps (recently rebuilt) access the front verandah from the front garden. The front elevation is symmetrical, with a central timber paneled front door and two pairs of timber framed double hung windows to either side of the door. The front verandah features three brick posts to waist height, with rendered brick capping and pair timber square stop-chamfered posts above, and a decorative timber balustrade. The front verandah has a timber tongue & grooved ceiling. The front door has a sidelight on the northern side and a fanlight above. The door itself is six-panelled, with the two topmost panels being glazed. The house has one brick chimney to the southern side of the roof.

In the northwest corner of the rear garden to the west of the house, there is a shed made of flat steel panels over timber framing with a corrugated iron skillion roof. There is also a Hill's hoist clothes line in the rear garden.

Internally, the cottage has four main rooms and a hallway at the front, each having a ceiling rose. The two main rooms at the southern side of the house (a bedroom with living area behind) have fireplaces with timber surrounds. The rear section of the house is setback from the south elevation and includes a kitchen with a hearth against the west wall, rear hall with rear door to exterior, a pantry, bathroom with a

Item Name

Residential Cottage 1

Alternative Item Name

SHT Fire Brigade Cottage (former)

HHIMS ID No.

3482, 11007

Item No

038a

c. 1930s fitout, and a laundry with a rear door to an outside covered area from which a WC and a further weatherboard laundry are accessed. The main front rooms and the kitchen all feature ceiling roses. The kitchen has a relatively modern fitout.

The rear door from the rear hall facing south is a 6 panel door with the 3 upper panels glazed, and also has a fanlight. The rear door on the west elevation is a timber tongue & grooved, ledged and braced door. Some internal doors, such as that between the kitchen and laundry, are modern flush doors.

Modifications

Weatherboard laundries and skillion roofs covering access to these laundries from the rear western doors of the cottages 1 and 3 would appear to be later additions. In Residential Cottage No. 1, there is also a window alteration to the rear (western end) of the south elevation, which resulted in a smaller bathroom window. It would be likely this alteration occurred at the same time as the circa 1940s bathroom fitout. In 2000 treated pine picket fencing (acorn pattern) was erected, with one coat primer and two top coats of white paint.

Condition

There are holes in guttering at the front of the house, some downpipes are rusting, some window sashes need replacement, several panes of glass in windows are broken, exterior timberwork needs repainting. There is also evidence of old termite activity in the kitchen cupboards and floor.

According to NPWS records, repair of ridge capping and replacement of broken tiles was last undertaken in 1993 using a stockpile stored under the Harbour Master's Residence.

Statement of Significance

The Sydney Harbour Trust Fire Brigade cottages, singly and as a collection of four cottages (38a to 38d) are of high historical significance due to association with the SHT fire brigade, having been purpose-built as married men's accommodation for the SHT Fire Brigade, and later as accommodation on the island for MSB staff. The cottages are of social significance as they formed a significant portion of the occupied residences on the island when it was occupied by a community of 70 people in the mid 20th century. The cottages are also of aesthetic significance as a prominently sited group with a visual and historical relationship with the Harbour Master's Residence to the north.

Historical Significance

The former SHT Fire Brigade cottages have high state historical significance as rare examples of accommodation built specifically for the workers of a harbour authority, in this case the Sydney Harbour Trust, and particularly significant due to their historical association with the SHT Fire Brigade.

Historical Association

These cottages have historical association with the Sydney Harbour Trust, particularly with the SHT Fire Brigade, and with the Maritime Services Board.

Aesthetic Significance

The cottages have moderate local aesthetic significance in themselves as modest examples of later Federation Queen Anne style houses. The cottages are of high aesthetic significance as a prominently sited group with a visual relationship with the Harbour Master's Residence to the north.

Social Significance

The cottages have social significance to former MSB staff and their families who lived on Goat Island. The cottages were a core part of the collection of occupied residences on Goat Island in the mid 20th century used by a community of 70 people in 1961. Note this significance is diminishing over time.

Technical/research Significance

Not applicable

Representativeness

Representative of the accommodation provided for harbour authority workers in the early 20th century.

Rarity

All the SHT Fire Brigade accommodation is rare, as few such residences associated with harbour authorities survive around Australia.

Item Name

Residential Cottage 1

Alternative Item Name

SHT Fire Brigade Cottage (former)

HHIMS ID No.

3482, 11007

Item No

038a

Policies actions

Use

The current use of the building as NPWS staff accommodation is appropriate, however other residential-related uses, such as for short-term tourist accommodation would also be appropriate. It could also be used for small-scale commercial lease, administration or other uses that can utilise small spaces.

Relationship to other buildings and structures

The relationship of the building to the other Residential cottages in this row, to the Harbour Master's residence to the north, and to the views to the east should be retained.

Adaptation

This building is capable of adaptation. Upgrade of service area fitouts (eg. to kitchen, laundry and bathroom) is acceptable, while retaining important internal elements such as original kitchen hearth (which however could be covered over). Original features including ceilings, fireplaces and mantelpieces, wall finishes, timber floors, picture rails, in the front bedrooms and lounge room should be retained and conserved/repaired as necessary. Sympathetically designed rear single storey additions on the western elevations of the cottages, including removal of rooms behind the original kitchen (eg. laundries) would not adversely affect significance.

Conservation & Maintenance

The building is in need of a conservation and maintenance program of work, with immediate attention to roof plumbing and prevention of termite activity.

Interpretation

The building is capable of interpretation, however public access to the building should not be necessary. External interpretive signs explaining the significance and history of this and the other SHT Fire Brigade residential cottages should be sufficient.

Sources

Schwager Brooks & Partners Pty Ltd, June 1995 *Final Report Conservation Plan: Residential Precinct, Goat Island* for NPWS.

Paul Davies Pty Ltd

Item Name

Residential Cottage No. 1

Item No

38a



Northern elevation from rear (west) with weatherboard laundry in foreground



Southern elevation of weatherboard laundry



View of rear garden to west of the cottage



View of rear of southern elevation and door opening south from rear hall



View of Residential Cottage 1 (right) in context with Residential Cottage 2 (to left)



View of roof of Residential Cottage 1 from behind rear fence to west of cottage

Item Name

Residential Cottage No. 1

Item No

38a



1968 photo of the three 1916 Residential Cottages (State Library image d1_10061)



View from northeast corner of front verandah. Harbour Master's residence visible to left.



Detail of front door, fanlights, sidelight



Detail of front windows to east elevation



Fireplace to living room



Typical internal 4-panel timber door

Item Name

Residential Cottage No.2

Item No

38b



Residential Cottage No. 2 (centre) in context with Cottages 1 (right) and No. 3 (left)



Residential Cottage No. 2 (right) and No. 3 (left)



Residential Cottage No. 2, east elevation. Note partially enclosed front verandah



Front (east) and part of south elevation from the east, Residential Cottage No. 2



Rear garden and shed, Residential cottage No. 2



Rear elevation and south elevation from west, Residential Cottage No. 2, showing later rear weatherboard addition

| | | | |
|-----------------------|-----------------------------------|---------|------|
| Item Name | Residential Cottage No. 2 | | |
| Alternative Item Name | SHT Fire Brigade Cottage (former) | | |
| HHIMS ID No. | 3482, 11008 | Item No | 038b |

| | | | |
|--------------------------|-------|------------------|--|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | High | Materials | brick, weatherboard walls; terra-cotta tiles and corrugated iron roofing; roughcast stuccoed chimneys; fibrous plaster ceilings and wall linings |
| Construction Start Date | 1916 | | |
| Construction End Date | 1916 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Accommodation |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Towns, suburbs and villages |
| State Historic Theme 4 | |

Historical Summary

Residential Cottage 2, along with Residential cottages 1 and 3, were built in 1916 by the Sydney Harbour Trust as married men’s quarters for the SHT Fire Brigade staff.

Between 1903 and 1906 a fire fighting depot was established at the northern end of Goat Island, to the west of the Cut, including quarters for the fire captain and crew and wharfage. The accommodation included weatherboard cottages 81a to 81f (all since demolished). In 1912 a fire brigade barracks for single men (Item 46b) was constructed. By 1916 four fire-fighting tugs were operating out of Goat Island, and the three residential cottages to the south of the Harbour Master’s residence were constructed for the fire fighting depot “married men” and their families. By 1925 there were 27 Harbour Trust Firemen and their families residing on Goat Island, in fifteen cottages (some of these converted older buildings) and the fire brigade barracks (46b).

From 1936 the Maritime Services Board subsumed the facilities and staff of the former SHT, and therefore took over Goat Island as its operational headquarters in Sydney Harbour. MSB staff continued to occupy the various residences on Goat Island. A 1961 newspaper article indicated that at the time there were 70 residents on the island.

From 1994, Goat Island became part of the Sydney Harbour National Park, and is now under the control of the National Parks & Wildlife Division of the NSW Department of Environment & Climate Change (DECC).

Residential Cottage No. 2 is currently unoccupied.

Description

Residential Cottage No. 2 is a single storey brick house with an unglazed terra-cotta tile hipped and gabled roof and a skillion corrugated iron rear section on the western elevation. The front of the cottage faces east (slightly north east) and features a verandah across the width. The verandah roof is clad in unglazed terra-cotta, being part of the main roof of the house. The house has a high undercroft area which includes storage space at the front. The house is sited within a fenced garden, with timber picket fencing in acorn pattern to the front (east) and timber paling fences on the other boundaries. Timber steps access the front verandah from the front garden.

The front elevation is symmetrical, with a central timber paneled front door and two pairs of timber framed double hung windows to either side of the door. The front verandah is enclosed on its southern side with weather boarding with timber framed multi paned windows above. Brick waist high posts with paired timber columns above survive as part of the verandah enclosure, as well as at the northern end of the front verandah. The front verandah has a timber tongue & grooved ceiling, and a timber balustrade on the northern end.

The front door has a sidelight on the northern side and a fanlight above, which also has a sidelight on its northern side. The door itself is six-panelled, with the two topmost panels being glazed. The house has two roughcast stuccoed brick chimneys to the roof.

In the northwest corner of the rear garden to the west of the house, there is a shed made of flat steel panels over timber framing with a corrugated iron skillion roof. There is also a Hill’s hoist clothes line in the rear garden.

.....

Item Name

Residential Cottage No. 2

Alternative Item Name

SHT Fire Brigade Cottage (former)

HHIMS ID No.

3482, 11008

Item No

038b

Internally, the cottage has four main rooms and a hallway at the front, each having a ceiling rose. The two main rooms at the southern side of the house (a bedroom with living area behind) have fireplaces with timber surrounds, but these are not back-to-back but each placed in the southwestern corners of the rooms. The rear section of the house is setback from the south elevation and includes a kitchen with a hearth against the west wall, rear hall with rear door to exterior, a pantry, bathroom and a storeroom (possibly formerly a laundry) with a rear door to an a further weatherboard addition.

The main front rooms and the kitchen all feature ceiling roses. The kitchen has a relatively modern fitout.

The rear door from the rear hall facing south is a 6 panel door with the 3 upper panels glazed, and also has a fanlight. Some internal doors are missing, and some rooms (for example the living room) have modern gyp rock ceilings. The toilet window opening has glass louvres, and both toilet and bathroom have a modern fitout. Most internal doors are 4-panel, there are no cornices, there are picture rails, and carpet to timber floors. The weatherboard addition to the rear has a skillion corrugated iron roof with a skylight.

The rear garden has no clothes hoist. but does include a shed.

Modifications

Glass louvres to toilet window; rear weatherboard addition; lino and carpet floor coverings; removal of original door to southern bedroom at front, modern gyp rock ceiling to living room, modern bathroom, toilet and kitchen fitouts; partial enclosure of front verandah (which occurred prior to 1968 as evidenced by 1968 State Library photo of the cottages).

In 1993 (according to NPWS records) the following work was undertaken to this cottage: replacement of power outlets and switches, installation of circuit breakers; renovation to bathroom including tiling, plumbing and painting; general repairs, relining, internal painting and painting of external rear laundry; replacement of an existing timber window; rewiring of lighting and power circuits; external painting. In 1995 the following works were undertaken: external painting of doors, windows, gables, eaves, fascia, ceilings, railings and structure of front stairs, electric box, oil tank and floor in laundry and back porch. In 2000 treated pine picket fencing (acorn pattern) was erected, with one coat primer and two top coats of white paint.

Condition

The timber floor and timber ceiling to the front verandah floor need repair. The timber flyscreen door is missing from the door at the rear of the southern elevation.

According to NPWS records, repair of ridge capping and replacement of broken tiles was undertaken in 1993 using a stockpile stored under the Harbour Master's Residence.

Statement of Significance

The Sydney Harbour Trust Fire Brigade cottages, singly and as a collection of four cottages (38a to 38d) are of high historical significance due to association with the SHT fire brigade, having been purpose built as married men's accommodation for the SHT Fire Brigade, and later as accommodation on the island for MSB staff. The cottages are of social significance as they formed a significant portion of the occupied residences on the island when it was occupied by a community of 70 people in the mid 20th century. The cottages are also of aesthetic significance as a prominently sited group with a visual and historical relationship with the Harbour Master's Residence to the north.

Historical Significance

The former SHT Fire Brigade cottages have high state historical significance as rare examples of accommodation built specifically for the workers of a harbour authority, in this case the Sydney Harbour Trust, and particularly significant due to their historical association with the SHT Fire Brigade.

Historical Association

These cottages have historical association with the Sydney Harbour Trust, particularly with the SHT Fire Brigade, and with the Maritime Services Board.

Aesthetic Significance

The cottages have moderate local aesthetic significance in themselves as modest examples of later Federation Queen Anne style houses. The cottages are of high aesthetic significance as a prominently sited group with a visual relationship with the Harbour Master's Residence to the north.

Item Name

Residential Cottage No. 2

Alternative Item Name

SHT Fire Brigade Cottage (former)

HHIMS ID No.

3482, 11008

Item No

038b

Social Significance

The cottages have social significance to former MSB staff and their families who lived on Goat Island. The cottages were a core part of the collection of occupied residences on Goat Island in the mid 20th century used by a community of 70 people in 1961. Note this significance is diminishing over time.

Technical/research Significance

Not relevant

Representativeness

Representative of the accommodation provided for harbour authority workers in the early 20th century.

Rarity

All the SHT Fire Brigade accommodation is rare, as few such residences associated with harbour authorities survive around Australia.

Policies actions

Use

Residential-related uses, such as for short-term tourist accommodation would be appropriate.

Staff accommodation is also appropriate. It could also be used for small-scale commercial lease, administration or other uses that can utilise small spaces.

Relationship to other buildings and structures

The relationship of the building to the other Residential cottages in this row, to the Harbour Master's residence to the north, and to the views to the east should be retained.

Adaptation

This building is capable of adaptation. Upgrade of service area fitouts (eg. to kitchen, laundry and bathroom) is acceptable, while retaining important internal elements such as original kitchen hearth (which however could be covered over). Original features including ceilings, fireplaces and mantelpieces, wall finishes, timber floors, picture rails, in the front bedrooms and lounge room should be retained and conserved/repared as necessary. Sympathetically designed rear single storey additions on the western elevations of the cottage, including removal of rooms behind the original kitchen (eg. laundries) would not adversely affect significance.

Conservation & Maintenance

Repairs to front verandah floor and ceiling are recommended.

Interpretation

The building is capable of interpretation, however public access to the building should not be necessary. External interpretive signs explaining the significance and history of this and the other SHT Fire Brigade residential cottages should be sufficient.

Sources

Schwager Brooks & Partners Pty Ltd, June 1995 *Final Report Conservation Plan: Residential Precinct, Goat Island* for NPWS

Paul Davies Pty Ltd

Item Name

Residential Cottage No.2

Item No

38b



Residential Cottage No. 2 (centre) in context with Cottages 1 (right) and No. 3 (left)



Residential Cottage No. 2 (right) and No. 3 (left)



Residential Cottage No. 2, east elevation. Note partially enclosed front verandah



Front (east) and part of south elevation from the east, Residential Cottage No. 2



Rear garden and shed, Residential cottage No. 2



Rear elevation and south elevation from west, Residential Cottage No. 2, showing later rear weatherboard addition

Item Name

Residential Cottage No.2

Item No

38b



Rear of south elevation Residential Cottage No. 2



Detail, undercroft area beneath front verandah



Detail, floor structure from undercroft



Front verandah



Detail, front door, fanlight, sidelights



Detail, weatherboarding and timber framed windows to south end of front verandah

Item Name

Residential Cottage No.2

Item No

38b



Detail, front windows



View west down front hall from front door



Typical interior, front bedroom. Note no cornices.



Interior, living area. Note ceiling rose and corner fireplace.



Kitchen with circa 1970s fitout



View through to rear rooms from kitchen

| | | | |
|-----------------------|-----------------------------------|---------|------|
| Item Name | Residential Cottage No. 3 | | |
| Alternative Item Name | SHT Fire Brigade Cottage (former) | | |
| HHIMS ID No. | 3482, 11009 | Item No | 038c |

| | | | |
|--------------------------|-------|------------------|--|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | High | Materials | brick, weatherboard walls; terra-cotta tiles and corrugated iron roofing; roughcast stuccoed chimneys; fibrous plaster ceilings and wall linings |
| Construction Start Date | 1916 | | |
| Construction End Date | 1916 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Accommodation |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Towns, suburbs and villages |
| State Historic Theme 4 | |

Historical Summary

Residential Cottage No. 3, along with Residential cottages 1 and 2, were built in 1916 by the Sydney Harbour Trust as married men's quarters for the SHT Fire Brigade staff.

Between 1903 and 1906 a fire fighting depot was established at the northern end of Goat Island, to the west of the Cut, including quarters for the fire captain and crew and wharfage. The accommodation included weatherboard cottages 81a to 81f (all since demolished). In 1912 a fire brigade barracks for single men (Item 46b) was constructed. By 1916 four fire-fighting tugs were operating out of Goat Island, and the three residential cottages to the south of the Harbour Master's residence were constructed for the fire fighting depot "married men" and their families. By 1925 there were 27 Harbour Trust Firemen and their families residing on Goat Island, in fifteen cottages (some of these converted older buildings) and the fire brigade barracks (46b).

From 1936 the Maritime Services Board subsumed the facilities and staff of the former SHT, and therefore took over Goat Island as its operational headquarters in Sydney Harbour. MSB staff continued to occupy the various residences on Goat Island. A 1961 newspaper article indicated that at the time there were 70 residents on the island.

From 1994, Goat Island became part of the Sydney Harbour National Park, and is now under the control of the National Parks & Wildlife Division of the NSW Department of Environment & Climate Change (DECC).

Residential Cottage No. 3 is currently unoccupied.

Description

Residential Cottage No. 3 is a single storey brick house with an unglazed terra-cotta tile hipped and gabled roof and a skillion corrugated iron rear section on the western elevation. The front of the cottage faces east (slightly north east) and features a verandah across the width. The verandah roof is clad in unglazed terra-cotta, being part of the main roof of the house. The house has a high undercroft area which includes storage space at the front. The house is sited within a fenced garden, with timber picket fencing in acorn pattern to the front (east) and timber paling fences on the other boundaries. Timber steps access the front verandah from the front garden. The front elevation is symmetrical, with a central timber paneled front door and two pairs of timber framed double hung windows to either side of the door. The front verandah features three brick posts to waist height, with rendered brick capping and pairs of timber square stop-chamfered posts above, and a decorative timber balustrade. The front verandah has a timber tongue & grooved ceiling. The front door has a sidelight on the northern side and a fanlight above, covered in plywood on the inside. The door itself is a relatively modern flush door with a large square glazed panel in its top half. The house has a single roughcast stuccoed chimney to the southern side of the roof (which services back-to-back corner fireplaces in southern front bedroom and the living room).

There are no structures in the rear garden of this cottage other than a clothes hoist.

Internally, the cottage has four main rooms and a hallway at the front (being 3 bedrooms and a living room) each of the bedrooms having a ceiling rose. The two main rooms at the southern side of the house (a bedroom with living area behind) have corner fireplaces with timber surrounds. The rear section of the house is setback from the south elevation and includes a kitchen with a hearth against the

Item Name

Residential Cottage No. 3

Alternative Item Name

SHT Fire Brigade Cottage (former)

HHIMS ID No.

3482, 11009

Item No

038c

west wall, rear side hall leading south from the kitchen with rear door to exterior, a pantry, bathroom with a c. 1960s fitout, and an internal laundry since converted to a kitchen, with a rear door to an outside concrete floored open covered area from which a WC and a further weatherboard laundry are accessed. The weatherboard laundry contains concrete twin tubs and a hatch into the former internal laundry.

The bedrooms and the kitchen all feature ceiling roses. The kitchen has a relatively original fitout. The living room ceiling has been clad with masonite or a similar material below the original plaster ceiling.

The rear door from the rear hall facing south is a 6 panel door with the 3 upper panels glazed, and also has a fanlight. The rear door on the west elevation is a timber tongue & grooved, ledged and braced door. Internal doors are timber 4 panel doors which are original.

The cottage features built-in plaster skirting boards, and no cornices. Picture rails are present in all the main rooms at the front of the house.

This cottage is the one of the group of Residential cottages in the worst condition.

Modifications

Weatherboard laundries and skillion roofs covering access to these laundries from the rear western doors of the cottages 1 and 3 would appear to be later additions. The front door and living room ceiling of Residential Cottage No. 3 are later additions. Bathroom fitout to Residential Cottage No. 3 appears to be circa 1960s. According to NPWS records, in 2000 treated pine picket fencing (acorn pattern) was erected, with one coat primer and two top coats of white paint. Also in 2000, the roof valley was replaced.

Condition

While structurally sound, this cottage requires extensive conservation work. Brickwork to the front elevation requires repointing, the verandah ceiling needs repair. Old termite damage to verandah joists is evident. Fibrous plaster ceilings are damaged in all bedrooms and the lounge room from water ingress through the roof. Guttering is deteriorated all along the south side of the cottage. Exterior timberwork requires repainting. Most windows require repair to glazing and replacement of sash cords.

According to NPWS records, repair of ridge capping and replacement of broken tiles was undertaken in 1993 using a stockpile stored under the Harbour Master's Residence.

Statement of Significance

The Sydney Harbour Trust Fire Brigade cottages, singly and as a collection of four cottages (38a to 38d) are of high historical significance due to association with the SHT fire brigade, having been purpose built as married men's accommodation for the SHT Fire Brigade, and later as accommodation on the island for MSB staff. The cottages are of social significance as they formed a significant portion of the occupied residences on the island when it was occupied by a community of 70 people in the mid 20th century. The cottages are also of aesthetic significance as a prominently sited group with a visual and historical relationship with the Harbour Master's Residence to the north.

Historical Significance

The former SHT Fire Brigade cottages have high state historical significance as rare examples of accommodation built specifically for the workers of a harbour authority, in this case the Sydney Harbour Trust, and particularly significant due to their historical association with the SHT Fire Brigade.

Historical Association

These cottages have historical association with the Sydney Harbour Trust, particularly with the SHT Fire Brigade, and with the Maritime Services Board.

Aesthetic Significance

The cottages have moderate local aesthetic significance in themselves as modest examples of later Federation Queen Anne style houses. The cottages are of high aesthetic significance as a prominently sited group with a visual relationship with the Harbour Master's Residence to the north.

Social Significance

The cottages have social significance to former MSB staff and their families who lived on Goat Island. The cottages were a core part of the collection of occupied residences on Goat Island in the mid 20th century used by a community of 70 people in 1961. Note this significance is diminishing over time.

Item Name

Residential Cottage No. 3

Alternative Item Name

SHT Fire Brigade Cottage (former)

HHIMS ID No.

3482, 11009

Item No

038c

Technical/research Significance

Not relevant. The cottages exhibit typical construction methods of the early 20th century.

Representativeness

Representative of the accommodation provided for harbour authority workers in the early 20th century.

Rarity

All the SHT Fire Brigade accommodation is rare, as few such residences associated with harbour authorities survive around Australia.

Policies actions

Use

Residential-related uses, such as for short-term tourist accommodation would be appropriate. Staff accommodation is also appropriate. It could also be used for small-scale commercial lease, administration or other uses that can utilise small spaces.

Relationship to other buildings and structures

The relationship of the building to the other Residential cottages in this row, to the Harbour Master's residence to the north, and to the views to the east should be retained.

Adaptation

This building is capable of adaptation to a variety of residential-related uses including tourist accommodation. Upgrade of service area fitouts (eg. to kitchen, laundry and bathroom) is acceptable, while retaining important internal elements such as original kitchen hearth (which however could be covered over). Original features including ceilings, fireplaces and mantelpieces, wall finishes, timber floors, picture rails, in the front bedrooms and lounge room should be retained and conserved/repared as necessary. Sympathetically designed rear single storey additions on the western elevations of the cottages, including removal of rooms behind the original kitchen (eg. laundries) would not adversely affect significance.

Conservation & Maintenance

Extensive conservation work is required to this cottage including: repair and replacement as necessary of roof, guttering and downpipes to prevent water ingress; repointing of brickwork to the front elevation; repair of the verandah ceiling; repair of verandah joists where old termite damage is evident; repair to damaged fibrous plaster ceilings in all bedrooms; removal of masonite ceiling to lounge room and repair of fibrous plaster ceiling above; repainting of all exterior timberwork ; repair of glazing as necessary to windows and replacement of sash cords.

Interpretation

The building is capable of interpretation, however public access to the building should not be necessary. External interpretive signs explaining the significance and history of this and the other SHT Fire Brigade residential cottages should be sufficient.

Sources

Schwager Brooks & Partners Pty Ltd, June 1995 *Final Report Conservation Plan: Residential Precinct, Goat Island* for NPWS

Paul Davies Pty Ltd

Item Name

Residential Cottage No. 3

Item No

38c



Residential Cottage No. 3 (left), Residential Cottage Nos. 2 & 1 (right): front (east) elevations



Front (east) elevation, Residential Cottage No. 3



South elevation and part east (front) elevation, Residential Cottage No. 3, taken from the south



Rear (west) elevation, Residential Cottage No. 3



North elevation from the west, Residential Cottage No. 3



View towards front door, Residential Cottage No. 3. Note modern flush front door, plywood over fanlights, sidelight

Item Name

Residential Cottage No. 3

Item No

38c



Typical internal timber 4 panel door with original door furniture, Residential Cottage No. 3



Living room corner fireplace, Residential Cottage No. 3



Damage to plaster ceiling of living room, showing exposed timber battens, Residential Cottage No. 3



Chair rail moulding, Residential Cottage No 3



Ceiling rose, Residential Cottage No. 3



Living room windows, Residential Cottage No. 3. Note broken glass.

Item Name

Residential Cottage No. 3

Item No

38c



Bedroom with damaged plaster, Residential Cottage No. 3



1968 photo of the three 1916 Residential Cottages (State Library image d1_10061). Residential Cottage No. 3 at left.

| | | | |
|-----------------------|-----------------------------------|---------|------|
| Item Name | Residential Cottage No. 4 | | |
| Alternative Item Name | SHT Fire Brigade Cottage (former) | | |
| HHIMS ID No. | 3482, 11010 | Item No | 038d |

| | | | |
|--------------------------|-------|------------------|--|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | High | Materials | brick, weatherboard walls; terra-cotta tiles and corrugated iron roofing; roughcast stuccoed chimneys; fibrous plaster ceilings and wall linings |
| Construction Start Date | 1922 | | |
| Construction End Date | 1922 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Accommodation |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Towns, suburbs and villages |
| State Historic Theme 4 | |

Historical Summary

Residential Cottage No. 4 was built in 1922 by the Sydney Harbour Trust as an further married men's accommodation for the SHT Fire Brigade staff, in addition to those built in 1916 adjacent to the north.

Between 1903 and 1906 a fire fighting depot was established at the northern end of Goat Island, to the west of the Cut, including quarters for the fire captain and crew and wharfage. The accommodation included weatherboard cottages 81a to 81f (all since demolished). In 1912 a fire brigade barracks for single men (Item 46b) was constructed. By 1916 four fire-fighting tugs were operating out of Goat Island, and the three residential cottages to the south of the Harbour Master's residence (and to the north of this cottage) were constructed for the fire fighting depot "married men" and their families. In 1922 this cottage completed the row of four "married men's" fire brigade cottages south of the Harbour Master's residence. By 1925 there were 27 Harbour Trust Firemen and their families residing on Goat Island, in fifteen cottages (some of these converted older buildings) and the fire brigade barracks (46b).

From 1936 the Maritime Services Board subsumed the facilities and staff of the former SHT, and therefore took over Goat Island as its operational headquarters in Sydney Harbour. MSB staff continued to occupy the various residences on Goat Island. A 1961 newspaper article indicated that at the time there were 70 residents on the island.

From 1994, Goat Island became part of the Sydney Harbour National Park, and is now under the control of the National Parks & Wildlife Division of the NSW Department of Environment & Climate Change (DECC).

Residential Cottage No. 4 is currently occupied by NPWS staff as a residence.

Description

Residential Cottage No. 4, being of a later date, has a different layout and design to the other 3 cottages, which have been virtually identical when constructed. The cottage is essentially a mix of 1920s and earlier styles: the roughcast stucco elements a reference to the Federation Arts & Crafts and Federation Bungalow styles; the multi paned windows a reference to the Inter War Georgian Revival style; the dark brickwork typical of 1920s housing including California Bungalows. The house does not easily fit within any of these styles, however: for example, it lacks the gable ends of the California or Federation bungalow styles.

Residential Cottage No. 4 is a single storey cottage with high under croft area on the east elevation, with a hipped unglazed terra-cotta tile main roof with corrugated iron skillion roof at the rear, constructed in dark tuck-pointed brickwork. On the north elevation, a large roughcast stuccoed chimney features a brick diamond shaped panel, and there are two other chimneys, one on the south side and a small brick chimney to the rear (west) laundry addition.

There is a panel of roughcast stucco at the upper part of the wall to the projecting front (southeast) wing.

The house is asymmetrical, the now enclosed front verandah extending north past the north elevation of the house, and accessed by now deteriorated timber steps. The front verandah floor is timber and sloping (indicating this was originally an open verandah), and with lino floor covering.

Apart from the front elevation, other elevations are plain brickwork. Eaves are timber tongue & groove boarded and rafter ends exposed.

Item Name

Residential Cottage No. 4

Alternative Item Name

SHT Fire Brigade Cottage (former)

HHIMS ID No.

3482, 11010

Item No

038d

Some windows are timber-framed, double hung with 6 panes to each sash, some are timber framed multi paned casements. A pair of timber framed double hung windows with 6 panes to each sash face into the enclosed front verandah from the main living room.

Internally, the house features timber high-waisted paneled doors. The layout includes 3 bedrooms, a living area (which features a fireplace attached to the north elevation roughcast stuccoed chimney), two small hallways, a bathroom, two service rooms now functioning as a kitchen, a brick laundry extension to the rear (west) and a toilet accessed from a covered area to the north of the kitchen and laundry area.

The front verandah has a timber tongue & grooved ceiling (again, indicating it was originally an open verandah) and is carried on high brick posts. One of the front bedrooms retains picture rails. The bathroom has a circa 1940s fitout, as does the kitchen. Most ceilings are timber battened ceilings of lightweight panels, typical simple 1920s ceilings. Internal joinery is also typical of the 1920s, and includes skirting boards and architraves which are tapered. All internal joinery has been painted.

The main living room fireplace surround survives but the grate is missing.

Modifications

Front verandah enclosed at an unknown date; window alterations to rear of south elevation; rear brick laundry addition including chimney to copper. In 1993 (according to NPWS records) guttering was replaced with 115mm colorbond and downpipes with 75mm PVC, with guttering painted in zinc chromate; repairs to front stairs and fence posts undertaken. In 2000 treated pine picket fencing (acorn pattern) was erected, with one coat primer and two top coats of white paint.

Condition

Front verandah including timber steps and handrail require reconstruction.

According to NPWS records, repair of ridge capping and replacement of broken tiles was undertaken in 1993 using a stockpile stored under the Harbour Master's Residence. Also in 1993, internal and external repainting was undertaken.

Statement of Significance

The Sydney Harbour Trust Fire Brigade cottages, singly and as a collection of four cottages (38a to 38d) are of high historical significance due to association with the SHT fire brigade, having been purpose built as married men's accommodation for the SHT Fire Brigade, and later as accommodation on the island for MSB staff. The cottages are of social significance as they formed a significant portion of the occupied residences on the island when it was occupied by a community of 70 people in the mid 20th century. The cottages are also of aesthetic significance as a prominently sited group with a visual and historical relationship with the Harbour Master's Residence to the north.

Historical Significance

The former SHT Fire Brigade cottages have high state historical significance as rare examples of accommodation built specifically for the workers of a harbour authority, in this case the Sydney Harbour Trust, and particularly significant due to their historical association with the SHT Fire Brigade.

Historical Association

These cottages have historical association with the Sydney Harbour Trust, particularly with the SHT Fire Brigade, and with the Maritime Services Board.

Aesthetic Significance

Residential Cottage No. 4 has moderate local aesthetic significance in itself as modest example of a 1920s house with a variety of style references of the period. However, all the cottages are of high aesthetic significance as a prominently sited group with a visual relationship with the Harbour Master's Residence to the north.

Social Significance

The cottages may have social significance to former MSB staff and their families who lived on Goat Island. The cottages were a core part of the collection of occupied residences on Goat Island in the mid 20th century used by a community of 70 people in 1961. Note this significance is diminishing over time.

Technical/research Significance

The cottages exhibit typical construction methods of the early 20th century.

Item Name

Residential Cottage No. 4

Alternative Item Name

SHT Fire Brigade Cottage (former)

HHIMS ID No.

3482, 11010

Item No

038d

Representativeness

Representative of the accommodation provided for harbour authority workers in the early 20th century.

Rarity

All the SHT Fire Brigade accommodation is rare, as few such residences associated with harbour authorities survive around Australia.

Policies actions

Use

Residential-related uses, such as for short-term tourist accommodation would be appropriate. Staff accommodation is also appropriate. It could also be used for small-scale commercial lease, administration or other uses that can utilise small spaces.

Relationship to other buildings and structures

The relationship of the building to the other Residential cottages in this row, to the Harbour Master's residence to the north, and to the views to the east should be retained.

Adaptation

This building is capable of adaptation. Upgrade of service area fitouts (eg. to kitchen, laundry and bathroom) is acceptable, while retaining important internal elements such as original ceilings, timber floors, plaster to walls, plaque rails, original joinery, fireplaces. Sympathetically designed rear (western elevation) single storey additions, including replacement of rear service areas if desired, would not adversely affect significance.

Conservation & Maintenance

Urgent repairs to front verandah floor and ceiling are recommended.

Interpretation

The building is capable of interpretation, however public access to the building should not be necessary. External interpretive signs explaining the significance and history of this and the other SHT Fire Brigade residential cottages should be sufficient.

Sources

Schwager Brooks & Partners Pty Ltd, June 1995 *Final Report Conservation Plan: Residential Precinct, Goat Island* for NPWS

Paul Davies Pty Ltd

Item Name

Residential Cottage No. 4

Item No

38d



Front (east) elevation, Residential Cottage No. 4



Front (east) and south elevations, Residential Cottage No. 4, with Residential Cottage No. 3 visible to north (right)



Front (east) elevation and north elevation, Residential Cottage No. 4



Detail, front and north elevations, Residential Cottage No. 4



Detail front (east) elevation, Residential Cottage No. 4



South elevation, Residential Cottage No. 4

Item Name

Residential Cottage No. 4

Item No

38d



Detail, south elevation, Residential Cottage No. 4, showing brick infill of former window opening



Detail, rear (west end) of south elevation, showing alterations to brickwork indicating insertion of new window, and brick rear laundry extension with chimney



Detail, front stair and verandah infill, Residential Cottage No. 4



Detail, front stair from north, Residential Cottage No. 4



Detail, east end of north elevation, showing roughcast stuccoed chimney and verandah extending north of the remainder of this elevation



Rear (west) elevation, Residential Cottage No. 4, showing 3 chimneys to roof, and brick rear laundry extension

Item Name

Residential Cottage No. 4

Item No

38d



Detail, brick rear laundry extension



Rear window, timber-framed, double hung with 6 panes to each sash



Detail, vent to footing



Detail, undercroft beneath front verandah



Rear garden and fences



Detail, north elevation of rear brick wing

| | | | |
|-----------------------|----------------------------|---------|-----|
| Item Name | Harbour Master's Residence | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3483 | Item No | 039 |

| | | | |
|--------------------------|-------------|------------------|---|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | Exceptional | Materials | Brick, timber, unglazed terra-cotta tiles, terra-cotta shingles to tower roof |
| Construction Start Date | 1901 | | |
| Construction End Date | 1903 | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Towns, suburbs and villages |
| State Historic Theme 2 | Accommodation |
| State Historic Theme 3 | Government and Administration |
| State Historic Theme 4 | |

Historical Summary

Following the establishment of the Sydney Harbour Trust in late 1900 and the appointment of Captain Charles E. Bird as Harbour Master by the SHT Commissioners, the Trust decided to build a Harbour Master's residence at Goat Island, following an unsuccessful search of Miller's Point for a suitable residence. The residence, being the first purpose-built Harbour Master's residence in the Port of Sydney, was constructed at the northeastern end of the natural crest of Goat Island, facing northeast with sight lines east down Sydney Harbour.

The residence was designed by the Sydney Harbour Trust's engineers with use of metal lath system for the plaster ceilings (rather than the traditional timber lath base for plaster), common bricks even for the principal elevation, stone plinth only to the front elevation; use of joinery items from catalogues (eg two arched windows to north and south elevations are sourced from George Hudson & Son Ltd Timber Merchants Catalogue).

When completed in 1903 in its landmark location the Harbour Master's Residence symbolised the importance and prominence of the Sydney Harbour Trust in management of the Port of Sydney. A complete system of flag signaling operated adjacent (east of) the Harbour Master's Residence.

The residence originally sat in splendid isolation with the other contemporaneous cottages built to the south and at lower elevation, however in 1916 three cottages were built adjacent to the Harbour Master's Residence for the accommodation of SHT Fire Brigade service married men and their families. In 1922 a further cottage completed the row of four Fire Brigade cottages to the south of the Harbour Master's residence.

Known occupants of the Harbour Master's Residence & their dates of occupancy were:

Under the SHT:

Captain Charles E. Bird, SHT Harbour Master, 1901-1905; Captain Alfred E. Pritchard, Deputy Harbour Master appointed Harbour Master in 1905, 1905-circa 1909; Captain C.P. Hildebrand, Shipping inspector/surveyor appointed as Assistant Harbour Master, who occupied the residence with his wife and nine children 1910-circa 1916; Captain John F. Carter and his family circa 1916-1936;

Following Captain Carter's residency, the residence was used by the holders of a position referred to as "Officer in Charge". Captain Luckett was Superintendent of the Dredging and Floating Plant.

Under the MSB:

Captain Cartwright, 1937-circa 1945; Captain D. Luckett 1946-1957; Captain Henry Blackwood 1958-1967.

Sometime after 1967. the residence became unoccupied.

Description

The Harbour Masters Residence is a substantial brick, consciously asymmetrical Federation style residence with a complex hipped and gabled unglazed terra-cotta tile main roof featuring an east-facing eyelid dormer, roughcast stuccoed gablet, prominent viewing tower roofed in unglazed terra-cotta shingles and four tapered roughcast stuccoed chimneys.

The residence is essentially a Federation Bungalow style building, however with some Federation Arts &

Item Name

Harbour Master's Residence

Alternative Item Name

HHIMS ID No.

3483

Item No

039

Crafts style detailing (use of roughcast stucco, tapered chimneys).

The principal elevation of the residence faces extensive views east to the main harbour. The ground floor exterior features a return verandah with timber balustrade to the main east elevation, and part of the north and south elevations. French doors open onto the verandah.

The ground floor accommodates 7 main rooms, plus servant's quarters, kitchen and laundry to the rear (west) with south facing (now enclosed) verandah, plus bathrooms, halls, pantry and storage rooms.

The large roof form contains a first floor level with two bedrooms and a stair hall, including stairs to the viewing tower, a characteristic of the larger harbour master's residences built around Australia. Fireplaces have been removed from the first floor bedrooms, and windows altered.

The square, hipped roofed viewing tower has multi paned casement windows on all four elevations.

Modifications

Ground floor:

at some timber fireplaces have been painted; pairs of screen doors have been added circa 1920s internally to French doors opening onto front (east) verandah; bathroom/toilet area has a later fitout; modern locks to front door and French doors opening onto verandahs; later kitchen fitout; later concrete tubs and hot water system to laundry; later enclosure of southern rear verandah; bathroom adjacent to laundry has part brick and part weatherboard walls, indicating later extension of original bathroom in this location on the original plan of the building. In 1999 (according to NPWS records), restoration and reinstatement of fireplaces (possibly 5 fireplaces).

Stairway:

Fire damage to walls of stairway, however the stairway itself has been replaced (1998).

First floor:

Casement windows to first floor bedrooms are not original; fireplaces have been removed from bedrooms; there is a plaster vent cover missing in the stairwell

External:

In 1993 according to NPWS records: removal and replacement of guttering and downpipes; repairs to ridge capping and roof tiles from a stockpile under the residence; repairs to valley gutters. In June 1998 repairs were undertaken to roof tiling, external joinery replacement and repair, including replacement of window hardware; replacement of external verandah boards; external repainting of painted surfaces; reinstatement of shingles to the viewing tower and dormer window; reconstruction of internal timber staircase. In 2000, chimney pots were replaced.

Condition

The Harbourmaster's Residence is in good structural condition, however in need of extensive work to guttering, downpipes, windows, doors, interior plasterwork, painted surfaces and flooring (see Recommendations below for specific details) to rectify general neglect, termite and plaster damage. The building is remarkably intact, the only alterations being: addition (c. 1920s) of flyscreen French doors to interior behind original French doors to main verandah; removal of fireplaces to first floor bedrooms; enclosure of south verandah outside servant's area; weatherboard addition on west (rear) elevation north of servant's bathroom; later tiling and fitouts to kitchens and bathrooms; later timber windows to the first floor dormer window. There has been extensive loss of original door furniture throughout the building, however enough remains for reproduction purposes.

Statement of Significance

The Harbour Masters residence is of National significance and is exceptional as the only purpose-built Harbour Masters residence in Sydney, built 1901-1903 as one of the earliest major works of the Sydney Harbour Trust (SHT) formed in 1901.

The residence is of historical and aesthetic significance as a substantial, landmark and purpose-built residence which advertised the SHT and the SHT Harbourmaster's status and the SHT takeover of Goat Island in 1901 as its operational HQ. The residence also has historical significance for its role in the establishment of the SHT, and historical associational significance with SHT harbour masters and harbour master's assistants and MSB staff in the early to mid 20th century. The residence also has aesthetic significance as a fine representative example of the Federation Bungalow style residence with Federation Arts & Crafts elements, and for its siting, orientation/aspect and layout which respectively give the building landmark prominence, afford the building extensive northeast views of Sydney Harbour and illustrate the functioning of the Harbourmaster in the SHT in the early 20th century

Item Name

Harbour Master's Residence

Alternative Item Name

HHIMS ID No.

3483

Item No

039

Harbour, and indicate the functioning of the Harbourmaster in the SHT in the early 20th century.

The residence has social significance for former MSB staff and their families.

The residence has technical/research significance for evidence in its design layout, siting/orientation and remnant communications system of the functioning of the Harbourmaster's position within the SHT, and for the unusual metal lath system used for its plaster ceilings.

The Harbourmaster's residence is rare in NSW and in Australia (one of a few purpose-built Harbour Masters residences around Australia).

Historical Significance

The Harbour Master's residence is of historical significance as the first purpose-built residence for a harbour master in Sydney, and as one of the earliest works of the Sydney Harbour Trust. The residence is representative of the Sydney Harbour Trust's proprietorial attitude to Goat Island. It is the grandest such residence in Australia and indicates the importance of the Trust and the role of Harbour Master in Sydney.

Historical Association

The Harbour Master's residence has strong association with the Sydney Harbour Trust, which purpose-built the residence, and the Maritime Services Board, and the staff of these organisations, most particularly with the early SHT Harbour Masters and Harbour Master's Assistants: Captain Charles E. Bird (living in the residence 1901-1905); Captain Alfred T. Pritchard (living in the residence 1906-circa 1909); Captain C.P. Hildebrand (Harbour Master's Assistant, living in the residence circa 1909 - circa 1916); Captain John Frank Carter (living in the residence circa 1916-1936); and MSB staff until 1968. The lineage of occupants of the residence 1901-1968 is unique in its association with the development of maritime functions in the Port of Sydney in this period. Changes in the occupancy and use of the Harbour Master's residence mirror changes in port administration and operations for the Port of Sydney.

Aesthetic Significance

The Harbour Master's residence has landmark qualities, being placed at a high point on the island with clear views east down Sydney Harbour, the vantage point being important for the functioning of the Harbour Master's office. The floor plan of the residence, with its oversized dining room, library, lookout tower, and two separate entrances from the front verandah.

Social Significance

The residence has social significance for former MSB staff and their families who lived and worked on Goat Island.

Technical/research Significance

The residence has technical/research significance for evidence in its design layout, siting/orientation and remnant communications system of the functioning of the Harbourmaster's position within the SHT and for the innovative use of a metal lath system for the plaster ceilings.

Representativeness

N/A

Rarity

It is a rare example of a harbour masters residence, one of the very few in NSW and the only one related to Sydney Harbour.

The Harbour Master's Residence is rare in NSW and in Australia (as one of a very few purpose-built Harbour Masters residences around Australia).

Policies actions

Use

The building is most ideally suited to residential or related uses as the place has been a residence although other uses could be accommodated without adverse impacts on the building as it contains a number of large rooms and is well located on the island.

New uses which can be considered for the Harbour Master's residence include: accommodation; cafe/restaurant; offices; other lease uses that would fit into the arrangement of rooms.

The building is also well located for a use to be developed across it and the four adjacent cottages, this would be thematically appropriate as would continue the linkage of uses of the residences.

Item Name

Harbour Master's Residence

Alternative Item Name

HHIMS ID No.

3483

Item No

039

Relationship to other buildings and the landscape/views

The Harbour Master's residence relationship to the surrounding landscape and the adjacent former SHT married men's Fire Brigade cottages should be maintained. No structures or plantings are to obstruct the eastern and northern views from the Harbour Master's residence.

There is possibility for small scale sympathetically designed additions or possibly a free standing structure to the rear (west) if necessary to allow the operation of the place.

Consideration should be given to restoration of the original fence around the Harbour Master's residence (evident from early aerial photos and other evidence).

Adaptation

The building is capable of adaptation to new uses other than conservation works. Adaptation should only involve minimal change and change should be confined to less significant areas. For example, a new kitchen fitout could be provided to the existing kitchen area, and new toilet and bathroom fitouts would be considered acceptable. Other adaptation works may be considered but will be assessed against the exceptional level of significance of the place.

Conservation and Maintenance

Careful conservation of the fabric of the residence is required. The building fabric while overall sound requires substantial works all around the building to provide for adequate conservation. Areas of work include:

General: Complete electrical rewiring; guttering replacement and refixing, downpipe replacement in sections; sash cord repairs to windows; plaster repairs; monitoring for termites and repair of termite damage to floors; repointing exterior brickwork; repainting interior; reproduce and reinstate door furniture to original patterns.

Ground floor: painted timber mantelpieces to be stripped back & repolished; plaster repair to walls and ceilings; reproduction & replacement of missing door furniture; repair or replace damaged office door; remove linoleum to floor of Bedroom 1; replace broken window pane to bedroom 1; strip paint from surviving door finger plates and refinish in black japan; repair steps exterior to Library; new fitouts to all bathrooms; reproduce (from pattern of extant leadlight) missing leadlight to front door; repair leadlight to sidelight and fanlight; repair drawing room and dining room floors (termite damaged); repaint interior walls and ceilings (following plaster repairs) throughout; new fitout to kitchen.

First floor: plaster repairs; repaint walls and ceilings; repair timber windows and where necessary, reproduce and install timber windows to match original designs; floor repairs;

Stair hall and stairway: refinish timber stair; reinstate missing plaster vent to original pattern; repair plaster to stairway wall; repaint walls and ceilings.

Viewing tower: refinish timber stair; repair timber windows; where necessary, reproduce and install timber windows to match originals.

Interpretation

An interpretation plan should be prepared for the Harbour Master's Residence or an overall interpretation strategy that includes the building. Interpretation should be available within the building but also the way the building is used should in itself assist interpretation, this will largely be based on how selected uses are undertaken. Public access to the building, although not necessarily all parts of the building, is an important aspect of future use and interpretation.

Sources

Beebe E., Bhatti S., Drapela Midtbo V., Kinsela J., Smith L. June 1997 *The Harbour Master's Residence: Goat Island, Sydney Harbour National Park: A Conservation Plan* prepared for NPWS NSW, for Master of Heritage Conservation, Dept. of Architecture, University of Sydney

Tropman & Tropman Architects, March 2006 *Harbour Master's Residence, Building 39, Goat Island: Conservation Management Plan Review* prepared for DECC, NPWS

Paul Davies Pty Ltd

Item Name

Harbour Master's Residence

Item No

39



East elevation, Harbour Master's residence



East and north elevations, Harbour Master's Residence



East and south elevations, Harbour Master's Residence



North and west elevations, Harbour Master's residence



Detail, southern end of west (rear) elevation, showing weatherboard addition



Detail, weatherboard addition



View down front verandah from north



Rear shed, Harbour Master's Residence



Garden pond, Harbour Master's Residence (known as a frog habitat)



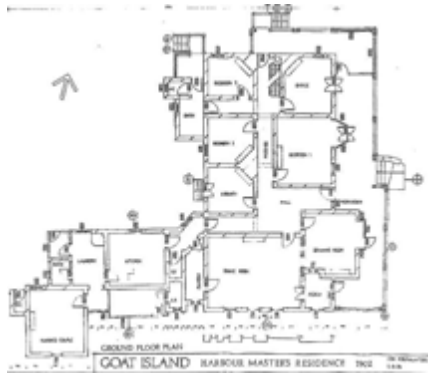
Detail, 1929 SHT Survey showing Harbour Master's residence within a fenced garden, with adjacent SHT Fire Brigade accommodation (Figure 5, Tropman & Tropman, March 2006)



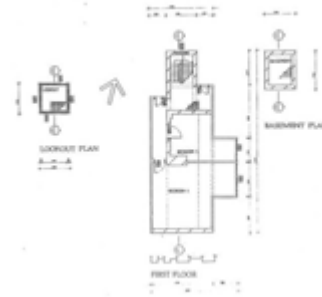
East and west elevations, Harbour Master's Residence (from Appendix A, Beebe Ed et al, June 1997 *The Harbour Master's Residence, Goat Island, Sydney Harbour National Park: A Conservation Plan*)



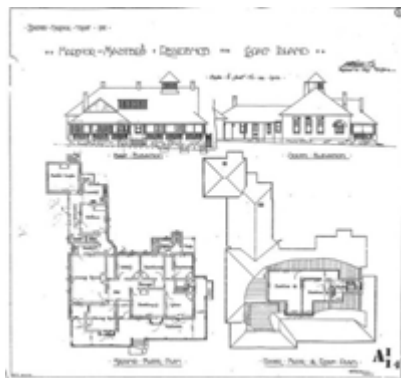
North and south elevations, Harbour Master's Residence (from Appendix A, Beebe Ed et al, June 1997 *The Harbour Master's Residence, Goat Island, Sydney Harbour National Park: A Conservation Plan*)



Ground floor plan, Harbour Master's Residence (from Appendix A, Beebe Ed et al, June 1997 *The Harbour Master's Residence, Goat Island, Sydney Harbour National Park: A Conservation Plan*)



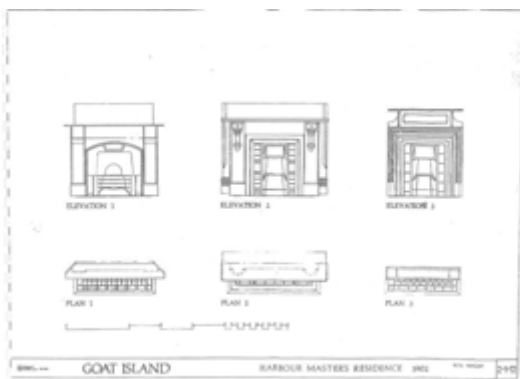
Plan of basement, first floor and tower, Harbour Master's Residence (from Appendix A, Beebe Ed et al, June 1997 *The Harbour Master's Residence, Goat Island, Sydney Harbour National Park: A Conservation Plan*)



Original plans, east and west elevations and floor plans ((from Appendix A, Beebe Ed et al, June 1997 *The Harbour Master's Residence, Goat Island, Sydney Harbour National Park: A Conservation Plan*)



Original plans, north and south elevations, and sections (from Appendix A, Beebe Ed et al, June 1997 *The Harbour Master's Residence, Goat Island, Sydney Harbour National Park: A Conservation Plan*)



Fireplace details (from Appendix A, Beebe Ed et al, June 1997 *The Harbour Master's Residence, Goat Island, Sydney Harbour National Park: A Conservation Plan*)



Joinery details (from Appendix A, Beebe Ed et al, June 1997 *The Harbour Master's Residence, Goat Island, Sydney Harbour National Park: A Conservation Plan*)

| | | | |
|-----------------------|----------------------------------|---------|-----|
| Item Name | Port Emergency Services Building | | |
| Alternative Item Name | Water Rats Building | | |
| HHIMS ID No. | 3529 | Item No | 045 |

| | | | |
|--------------------------|----------|------------------|---|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | Concrete and timber floors and decks, timber framed and clad membrane flat roof, timber windows |
| Construction Start Date | 1960 | | |
| Construction End Date | 1962 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | Leisure |

Historical Summary

On the northeastern end of Goat Island, colonial period activity included quarrying, the construction of the former Water Police Station in 1838 and quarrying to form Barney's Cut, the construction of the former Artillery Sergeant's cottage (46a), and conversion of the former Water Police Station to a cartridge laboratory in 1865.

From 1901 Goat Island was the operational headquarters of the Sydney Harbour Trust (SHT) and subsequently of the Maritime Services Board of NSW (MSB) which subsumed the Sydney Harbour Trust in 1936. In 1912 the SHT built the Fire Brigade Barracks (46b) north of the former Artillery Sergeant's cottage (46a). During the MSB period, the building now known as the Port Emergency Services Building was constructed in 1960-1962 as a new barracks for the MSB's "floating" fire brigade.

A 1943 photo shows the site basically vacant, but with a defined seawall edging. A 1951 aerial photo shows at least two earlier structures on the site. An MSB plan (C2081) showing elevations and sections of the "New Fire Brigade Barracks" drawn in February 1959 indicates the building was being planned at that time. An MSB photo dated 1962 shows an earlier building on the site. The evidence points to the construction of the Port Emergency Services Building during 1962-1963. Later plans (1985) show the conversion of the building into Seamen's Amenities.

From 1996 until 2001, this building was used as the main set for the TV series *Water Rats*. External and internal changes were made to the building for it's use as a film set.

Since *Water Rats* ended in 2001, the building has not been used except occasionally for the Silver Gull research program, occasional meetings, storage of equipment, and as amenities for New Year's Eve fireworks visitors.

Description

The 1962 building is built on flat land which is partly benched from earlier quarrying, and partly later fill. The site appears to have been in its current form at least 1943 (from aerial photo evidence). It is located southwest of Barney's Cut.

It is a two storey rectangular building with a flat trafficable roof. The building is of steel framed concrete construction with vertical timber boarding and sandstone cladding and extensive aluminium framed glazing (both doors and windows). The ground floor is split level. The eastern (waterfront) elevation has a deck with painted steel railings along most of its length, which overhangs the ground floor for most of its length. At the northern end, the deck stops where the building volume projects out to the edge. Both internal and external stairs are concrete open tread with steel railings.

Two elevated pedestrian bridges lead from the Magazine Walk to the first floor and the roof deck. These have painted steel railings, as does the roof deck.

The ground in front of the building on the eastern side is concreted and leads out to the eastern wharf. The area on the remaining sides of the building is grassed with some plantings.

The building retains some signage from its *Water Rats* film-set use.

Modifications

Modifications undertaken for *Water Rats* were: Externally: reworking of entry stairs to ground floor

Item Name

Port Emergency Services Building

Alternative Item Name

Water Rats Building

HHIMS ID No.

3529

Item No

045

verandah on eastern elevation (new stairs and part of the verandah enclosed with glazing); installation of fluorescent lighting to the ground floor external area; construction of a first floor balcony to the east elevation of the building including concrete stairs to the ground level and concrete stairs to the rooftop balcony/observation deck; alterations to the east facade including door openings onto the newly constructed verandah; alterations to and replacement of windows; construction of a rooftop balcony/observation deck including balustrading; repainting of the building in blue and installation of *Water Rats* related signage to the building and doors; Internally: general refurbishment of the building including repainting; construction of temporary partitions (no longer extant); installation of suspended ceilings to cover wood-wool ceilings; soundproofing. According to NPWS records, in 1997 renovation of toilets on the first floor was undertaken to provide facilities for visitors using the building roof top for functions (New Year's Eve etc.).

Condition

Fair. There is considerable deterioration of the roof membrane and external finishes. General maintenance and repair of the whole building is required.

Statement of Significance

The Port Emergency Services Building is of moderate local significance for its association with the Maritime Services Board and its fire brigade. It is of moderate aesthetic significance as an interesting example of 1960s design, not adversely affected by later modifications. The building also has social significance to both former MSB staff and for its use as a *Water Rats* film set 1996-2001.

Historical Significance

Of historical significance for its functioning as part of the MSB fire brigade operations on the island in the 1960s-1980s and from 1985-1994 as Seamen's Amenities.

Historical Association

Associated with the MSB and with the TV series *Water Rats*.

Aesthetic Significance

Of moderate aesthetic significance as a good example of 1960s Post-war international design.

Social Significance

Of social significance for former MSB staff and for its role as a *Water Rats* film set.

Technical/research Significance

Not relevant

Representativeness

Representative of 1960s designs for functional maritime related buildings.

Rarity

Not rare

Policies actions

Use

Currently being used for storage. The building would readily adapt to a large range of uses.

Relationship to other buildings and structures

The Port Emergency Services Building is located in the former quarry area first cut in the 1820s and later extended. It is located over the quarried area but also projects into the alignment of Barney's Cut and the fill that now occupies that area. The building does not relate to other structures on the island in form or design and is uncharacteristically large. This is currently exacerbated by its prominent paint scheme. The building fronts the remaining section of the eastern wharf. The building level is likely to be affected by rising water levels over time.

Adaptation

This building lends itself to adaptation. While the essential style of the building should be maintained, and its height and footprint should be retained, internal layout can be altered and even external detailing provided that the essential design philosophy of the building is respected.

Conservation & Maintenance

The building should be maintained as appropriate to future use.

| | | | |
|-----------------------|----------------------------------|---------|-----|
| Item Name | Port Emergency Services Building | | |
| Alternative Item Name | Water Rats Building | | |
| HHIMS ID No. | 3529 | Item No | 045 |

Interpretation

Some interpretation of the building's former uses should be incorporated into any proposal for adaptive reuse of the building.

Sources

Tropman & Tropman Architects, March 2006 *1962 Fire Brigade Barracks, Building 45, Goat Island: Conservation Management Strategy* prepared for DECC, Parks & Wildlife Division

Paul Davies Pty Ltd

Item Name

Port Emergency Services Building

Item No

45



East elevation from north, Port Emergency Services Building



East elevation, Port Emergency Services Building



Port Emergency Services Building from Wharf Mooring Floating Plant



South and east elevations, Port Emergency Services Building



North elevation, Port Emergency Services Building



North elevation, Port Emergency Services Building, from bridge over Barney's cut. Walkway to roof deck visible on right.

Item Name

Port Emergency Services Building

Item No

45



Interior, ground floor, Port Emergency Services Building



Interior, first floor, Port Emergency Services Building



First floor bathroom with later fitout, Port Emergency Services Building



Interior, first floor, Port Emergency Services Building



Stairwell, Port Emergency Services Building



Interior, first floor, Port Emergency Services Building



Open tread stair, Port Emergency Services Building



Ground floor interior, Port Emergency Services Building



Ground floor interior, Port Emergency Services Building

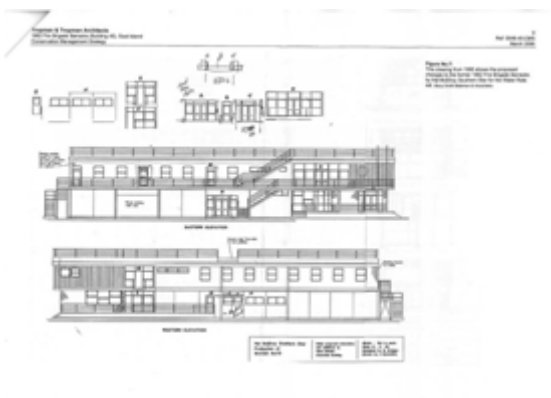


Figure No. 3. Survey of the Fire Brigade Barracks, October 1963. (MSB Drawing No. C2081)



Figure No. 4. Photograph of the east elevation of the 1963 Fire Brigade Barracks prior to the major alterations to the building made in the early 1990s. (MSB Drawing No. C2081)

(Top) 1963 survey of Fire Brigade Barracks (Below) Circa 1995 photo of east elevation prior to Water Rats alterations. Both illustrations from page 6, Tropman & Tropman report



1995 plans for Water Rats alterations to the building (from page 6, Tropman & Tropman report)



1960 MSB Drawing No. C2081, elevations and sections for Fire Brigade Barracks (from page 7, Tropman & Tropman report)

| | | | |
|-----------------------|-------------------------------------|---------|-------------|
| Item Name | Cottage | | |
| Alternative Item Name | Artillery Sergeant's Cottage | | |
| HHIMS ID No. | 11011 | Item No | 046a |

| | | | |
|--------------------------|--------------|------------------|--|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | High | Materials | sandstone, timber floors, brick, corrugated iron roof, timber joinery |
| Construction Start Date | 1865 | | |
| Construction End Date | 1865 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|---|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Defence |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | |
| State Historic Theme 4 | |

Historical Summary

This sandstone essentially two-room cottage was constructed in 1865 to accommodate staff for the cartridge laboratory then set up in the former Water Police Station to the north. A letter held by State Archives addressed to the Department of Public Works, dated 30 March 1865 indicates an intention to build "A new Cottage of two rooms as quarters for labourer. Estimated cost 335 pounds." It appears the cottage was completed by late 1865. A letter dated 1 December 1865 signed by J. Midgley (Superintendent of the Magazine) details the required fitout for the cottage, including: a colonial hardwood privy 7x5 feet with two seats (one child and one adult) with a partition screen; a colonial hardwood fence, 6 feet high and 350 feet long; one cooking stove and a grate for the fire place. The cottage began as two rooms with an airlock hall, and a central hearth servicing both rooms. The privy was located southwest of the cottage.

Shortly after the Cottage was completed a timber palisade fence was erected around the building. This fence was referred to in a specification letter as being 6 feet high. An 1878 drawing of the cottage site shows a small extension to the north side of the cottage. A small fenced enclosure was also built immediately east of the site, shown in a c. 1891 survey. An extension on the south side of the cottage is also shown in 1891, at which time the northern extension has been removed.

The cottage was first occupied by a Sergeant of Artillery (as during the 1860s imperial artillery regiments were stationed at the Goat Island Powder magazine complex), and possibly his family. A bridge was built over Barney's Cut at the same time (1865).

It appears that between 1838 and 1865 the signal mast associated with the Water Police Station was located in the vicinity of the site of this cottage.

In the 1870s two new explosives magazines were constructed just southwest of Barney's Cut, expanding the explosives storage capacity of this part of the island.

From 1897, when Newington Armaments Depot opened, it appears the explosives storage role of Goat Island diminished, and in 1907 the last explosives were removed.

From 1901 the newly formed Sydney Harbour Trust took over the northeastern part of the island, and therefore all explosives would have been relocated from this area by that time. The SHT began to use buildings at this end of the island for their own purposes, as well as constructing new buildings, including the Harbour Master's Residence in 1901-1903 to the west of Barney's Cut.

A survey plan dated 22 November 1905 shows the cottage with a relatively large extension on its southern side, presumably built by the SHT between 1901 and 1905, and the Privy to the west. It appears that the window on this elevation was cut out to form a door into this extension at this time. In 1912 a brick Fire Brigade barracks for single men was built to the northeast, adjacent to the cottage. At this time the cottage served as a mess for the new Fire Brigade Barracks.

The SHT was subsumed by the MSB from 1936. It appears that during the MSB period 1936-1994 the last use of the cottage was as a clothing store for wet weather gear for the MSB fire brigade. The verandah connecting the two buildings on the east side of the cottage was constructed by 1902 (as it appears on a 1902-05 survey).

Since 1994 Goat Island has been part of Sydney Harbour National Park, and the cottage has not had an active use.

Item Name

Cottage

Alternative Item Name

Artillery Sergeant's Cottage

HHIMS ID No.

11011

Item No

046a

Description

The cottage is a single storey sandstone building with a hipped corrugated iron roof and a rendered brick central chimney. The chimney has been later increased in height with face brickwork. The sandstone walls are painted. There is skillion corrugated iron roofed verandah to the eastern elevation, which abuts the western wall of the 1912 Fire Brigade Barracks (46b). Windows are all timber framed double hung but vary in appearance.

On the north elevation, facing into the verandah, there is a central door which is timber tongue & grooved boarding, ledged and braced, and has a 3-paned fanlight above. The windows on this elevation have 6-paned sashes. On the east elevation there is a single window, not centrally located in the elevation, with a 4-paned top sash. On the south elevation there is a pair of windows, of different sizes, the eastern one with 6 pane sashes, the western one with plain sashes. On the west elevation, the single window centrally located in the elevation has a 4-pane top sash.

Internally, there are three rooms: a central airlock space entered via the entry door, with modern flush doors to east and west providing entry to the two main rooms of the cottage. The eastern room has a remnant hearth and fitout for clothing racks.

The western room also has a remnant hearth, and a late 20th century kitchen cupboard fitout in the southeastern corner of the room. Both rooms have timber tongue & groove board ceilings.

Modifications

Paint to stonework, window alterations, verandah to north elevation; modern internal flush doors; kitchen fitout to western room, clothing racks to eastern room; brickwork to increase height of chimney (probably circa 1912); later electrical wiring. Various previous additions to the building have since been removed.

Condition

Statement of Significance

The cottage is of high historical significance due to its association with the expansion of explosives storage into the northeastern sector of the island in the 1860s and departure of the Water Police, a change related to new safety requirements. It is also historically associated with the imperial artillery regiments stationed on the island from 1865-1870, and with subsequent reuse for other purposes by the SHT 1901-1936 and the MSB from 1936-1994.

It is a modest example of the Victorian Georgian style, but aesthetically significant due to its simplicity, evocative of its original purpose, its siting and visual and historical relationship to the Water Police Station.

Historical Significance

Evocative of the expansion of explosives storage into the northeast sector of Goat Island in 1865 and the departure of the Water Police, a product of the need for improved safety requirements for cartridge laboratories at the time.

Historical Association

Associated with the imperial artillery regiments stationed on Goat Island from 1865-1870, and later association with the SHT and MSB fire brigades.

Aesthetic Significance

Of aesthetic significance as a good example of a modest Victorian Georgian cottage, and also due to its siting and visual relationship to Barney's Cut and to the 1912 Fire Brigade Barracks.

Social Significance

The building may have social significance to former MSB workers.

Technical/research Significance

Of technical significance for its ability to demonstrate 1860s construction techniques.

Representativeness

Representative of modest Victorian Georgian style buildings.

Rarity

Rare as a purpose-built cottage related to an explosives storage facility in the 1860s.

| | | | |
|-----------------------|------------------------------|---------|------|
| Item Name | Cottage | | |
| Alternative Item Name | Artillery Sergeant's Cottage | | |
| HHIMS ID No. | 11011 | Item No | 046a |

Policies actions

Use

Currently not used. Due to the diminutive size of the building, new uses, while possible, are restricted by the size of the spaces.

Relationship to other buildings and structures

Visual relationship to Barney's Cut and 1912 Fire Brigade Barracks (46b). Formerly (now lost) visual relationship to the Water Police Station.

Adaptation

Adaptive reuse possibilities would be restricted by the diminutive size of the building's rooms, and would have to be very carefully undertaken due to the high significance of the building's fabric.

Conservation & Maintenance

The building should be maintained and conserved. Methods of removal of paint from sandstone should be investigated and also former window and door locations should be investigated, particularly with a view to interpretation.

Interpretation

The building should be thoroughly interpreted on site and public access provided as part of an interpretation plan for the Water Police Precinct.

Sources

Graham Brooks & Associates, June 2007 *Conservation Management Plan, 1865 Cottage* for DECC, National Parks & Wildlife Division

Tropman & Tropman Architects, March 2006, *Cottage & Fire Brigade Barracks Conservation Management Strategy for DECC*, Parks & Wildlife Division

Paul Davies Pty Ltd

Item Name

Cottage

Item No

46a



West elevation, Cottage



North and east elevations



South elevation



North and west elevations



View along north verandah of Cottage



Cottage entry doors

Item Name

Cottage

Item No

46a



Cottage entry door (closed)



Detail, Cottage window



Roof and chimney detail



Southern room of cottage, showing later door, original hearth with later shelving, part of clothing racks, part of entry vestibule and main entry door visible through the door



Southern room clothing racks and window



Northern room of cottage, later entry door with entry vestibule visible through it, original hearth, later kitchen fitout

Item Name

Cottage

Item No

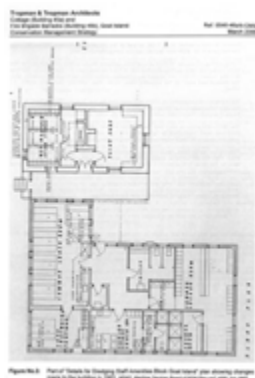
46a



Northern room, detail of original hearth



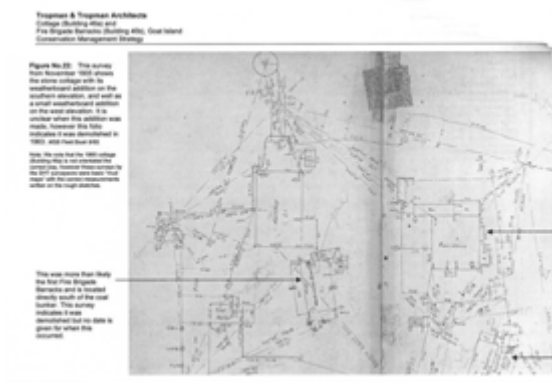
Northern room, detail of timber tongue & groove ceiling



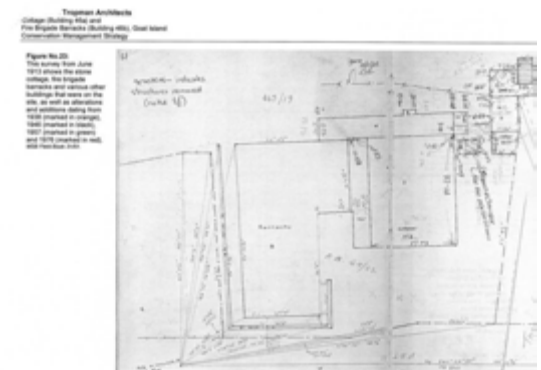
1963 MSB plan showing alterations to the buildings 46B and 46A



1963 Detail MSB plan showing alterations to Cottage 46a



1905 Survey plan



1913 survey plan

| | | | |
|-----------------------|---------------------------|---------|------|
| Item Name | SHT Fire Brigade Barracks | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3489 | Item No | 046b |

| | | | |
|--------------------------|--------|------------------|-------------------------------------|
| Item Type | Built | Historical Phase | The SHT 1901-1935 |
| Significance | High | Materials | brick, painted brick, slate, timber |
| Construction Start Date | 1912 | | |
| Construction End Date | 1912 | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | |

Historical Summary

On the northeastern end of Goat Island, colonial period activity included quarrying, the construction of the former Water Police Station in 1838 and quarrying to form Barney's Cut (1838), the construction of the former Artillery Sergeant's cottage (46a) and conversion of the former Water Police Station to a cartridge laboratory in 1865, and construction of two additional explosives magazines to the west of the Cut in the 1870s.

The Sydney Harbour Trust was formed in 1901 and took over the northeastern section of Goat Island at this time as its operational headquarters, constructing the Harbour Master's residence and other buildings at this end of the island 1901-1910. The SHT's harbour dredging and firefighting depot were established on the island at this time. Works associated with the establishment of the firefighting depot included establishment of quarters for the fire captain and crew and construction of a freshwater service wharf on the western side of the Cut. These initial works were completed between 1903 and 1906. Firefighting operations were originally based around the single firefighting tug the *Pluvius* (purchased by the SHT in 1902), joined before 1907 by the fire float *Powerful*, the fire float *Hydra* in 1912 and *Cecil Rhodes* in 1914. All of the fire fighting vessels were steam powered. When not employed in firefighting, the fleet was often engaged in towing the dredge fleet's punts and mud hopper barges 3 miles out to sea where they dumped soil dredged from the harbour.

The original SHT Fire Brigade quarters were east of the Cut, directly south of coal bins. Due to complaints from the men concerning dust from the coal bins, the new Fire Brigade Barracks was constructed between April to November 1912. The new barracks housed 14 single men and abutted the verandah of the 1865 stone cottage (building 46a), which became the Barracks mess room.

A 1913 survey shows a weatherboard addition on the southern elevation of the 1912 Barracks and the 1865 cottage (46a). In a 1946 survey an extension and awning have been added to the western end of the weatherboard addition, and a hot water stand. In 1957 an open shed was demolished and a 1946 lavatory converted to a coke store and tool shed, and an corrugated iron awning constructed joining the timber addition to the WC and urinal. In 1976, the hot water stand, urinals, shed and step were all demolished, The weatherboard addition was demolished (possibly in 1963).

In 1936 the Maritime Services Board (MSB) subsumed the former Sydney Harbour Trust and continued to operate a 'floating' fire brigade on the island. A 1954 article in the Port of Sydney magazine describes the operations of the MSB fire brigade at this time, including some description of the Goat Island accommodations for the fire brigade.

In 1963 the Fire Brigade Barracks was converted to use for toilets and amenities for the MSB Dredge Office workers, following the construction of a new Fire Brigade Barracks (building 45), undergoing interior and exterior alteration for this purpose.

In 1994 Goat Island became part of Sydney Harbour National Park, under the control of the National Parks & Wildlife Service.

During the period 1996-2001, the 1912 Fire Brigade Barracks were partially painted blue and used as part of the set of the *Water Rats* TV series.

Since 2001. the Barracks have been disused.

Item Name

SHT Fire Brigade Barracks

Alternative Item Name

HHIMS ID No.

3489

Item No

046b

Description

The Barracks building is a single storey face brick building with a slate gabled roof with lead ridge capping, and timber framed double hung windows, generally with 4-paned top sashes. The building features exposed rafter ends to the timber tongue & grooved boarded eaves, and colorbond guttering. The roof also features two metal vents. The building is L shaped with long elevations to east and west, and the short section of the "L" connecting to the verandah between this building and the former Artillery Sergeant's Cottage (46a) to the west. Each of the three gable ends of the building (north, south and west) feature simple tapered barge boards and two simple timber brackets connecting to each end of the barge boards. An asphalt path wraps around the building abutting the north, east and west elevations. The northern end of the building is cut into the knoll. A brick retaining wall with an elevated asphalt path and metal hand rail and wire mesh fence surrounds the northern and part of the eastern elevation of the Barracks. An asphalt and concrete ramp leads down from the north path to the courtyard between the Barracks and the Artillery Sergeant's Cottage (46a).

The east elevation, which is unpainted brickwork, features 6 original windows, 2 which have been reduced in height (evidenced by later brickwork) and one more modern small additional window which features glass louvres. Towards the southern end of this elevation, placed between the first two windows at the southern end, is a flush timber door with a square plain glazed fanlight.

The north elevation, of unpainted brickwork, features two small windows, each with 4 panes, and a metal louvred vent to the gable end. The gable end features simple imitation half timbering over brickwork.

The west elevation, which is unpainted brickwork except for the section of western wall facing into the verandah between this building and the former Artillery Sergeant's cottage (46a), features 4 windows to the northern end, two later reduced in height (evidenced by changes in brickwork). These shortened window openings feature later glass louvres. There is a metal electricity junction box placed between these two windows. To the south of these windows is the entry door to the building, which is a timber flush door with plain glazed fixed sidelights and fanlights within simple timber framing. A porch, virtually square, with a concrete floor, a flat cliplock roof, a round metal corner support post, and timber tongue & grooved board ceiling, runs between the door and the verandah of the former Artillery Sergeant's cottage. The porch does not join onto the roof of the Artillery Sergeant's cottage verandah, but sits clear of the guttering.

The north elevation of the short wing of the building facing west, features two windows which are original, being timber framed double hung with 4-paned top sashes. The west elevation of this wing, which faces into the verandah of the Artillery Sergeant's cottage (46a) is painted brick below the level of the verandah roof, and unpainted brickwork above. The elevation features three small square timber framed windows with plain glazing with original sills below. Directly above these windows the roof of the Artillery Sergeant's cottage verandah is bolted to the western wall. Above the roof of this verandah, there are a further three small timber framed windows with plain glazing. The gable end of this short wing, facing west, is of unpainted brick with a simple triangular vent in three sections covering the apex of the gable end.

The southern end of the verandah between the Artillery Sergeant's cottage and this building is covered in with simple timber framing and lightweight sheeting, and features an open doorway and concrete steps to the south.

The south elevation of the building is of painted brickwork with a gable end featuring three small rectangular metal louvred vents, the central one being taller than the two flanking vents. There is no imitation half-timbering to this gable end.

The south elevation features six windows, the three at the western end of the south elevation being original timber framed double hung windows with 4-paned top sashes. The three windows at the eastern end of this elevation, are in a single group, placed close to the southeast corner, and shorter in height than the original windows. These windows are also timber framed double hung with 4-paned top sashes.

The interior of the building, completely reworked in 1963 to provide amenities, comprises of showers and toilets and meeting rooms. The timber floor is vinyl covered throughout the building. Internal walls have rounded corners and are painted plaster. Internal vent covers appear original. Showers and toilets, which are located at the western end of the building, feature 1963 tiling and fitouts. All internal doors are timber flush doors. In total, the building contains 8 main rooms, a hallway, a cupboard without a door containing a hot water system (located near the main entry), and a small room outside the men's toilets containing wash basins. The rooms include men's toilets, men's showers, and a small ladies toilet and shower.

Item Name

SHT Fire Brigade Barracks

Alternative Item Name

HHIMS ID No.

3489

Item No

046b

Modifications

Various window alterations to all elevations (though many original windows are extant); modern flush doors and plain glazed fanlights/sidelights; attachment of verandah between Artillery Sergeant's cottage and this building against the south elevation of the short south facing wing of the "L"; complete alteration and refurbishment and fitout of the interior in 1963.

According to NPWS records, in December 2003 repairs to the roof were undertaken, including re-nailing of slipped slates, replacement of slates as necessary (replacements from NPWS stock).

Condition

After rain, water pools against the western wall of the barracks. There is internal evidence of rising damp and damp damage in places to timber floors (particularly near the main entrance door).

Statement of Significance

The 1912 Fire Brigade Barracks is historically significant for its role as the SHT and MSB fire brigade barracks for single men for 50 years from 1912 to 1962, and for its role for MSB staff from 1962 to 1994. It has some social significance both for former MSB staff and for its role in the Water Rats TV series.

Historical Significance

The 1912 Fire Brigade Barracks is historically significant for its role as the SHT and MSB fire brigade barracks for single men for 50 years from 1912 to 1962, and for its role for MSB staff from 1962 to 1994.

Historical Association

Historical association with the Sydney Harbour Trust and the Maritime Services Board Fire Brigades, and their Goat Island operations.

Aesthetic Significance

Not applicable

Social Significance

It has some social significance both for former MSB staff and for its role in the Water Rats TV series.

Technical/research Significance

Not applicable

Representativeness

Representative of utilitarian government buildings of its period.

Rarity

Rare in an Australian context as a building associated with the operation of a harbour authority fire brigade.

Policies actions

Use

The building could be adapted to a range of other uses. Due to the low significance of the interior (altered in 1963), interior alterations for new uses would be acceptable.

Relationship to other buildings and structures

The 1912 Fire Brigade Barracks was sited adjacent to the 1865 Artillery Sergeant's cottage (46a) so that the cottage could be utilised as a mess room. This siting adversely impacts on the historical visual relationship of the cottage and the Water Police Station (47).

Adaptation

The building can be adapted to a wide range of potential new uses, particularly given the low significance of the interior due to extensive alteration in 1963.

Conservation & Maintenance

Dampness problems should be rectified, particularly pooling of water against the western wall. Paint should be carefully removed, using chemical non-abrasive techniques, from the exterior brickwork. Consideration should be given to reinstatement of 1912 exterior appearance by reversing 1963 alterations to exterior windows and doors. The interior fabric is of low significance due to extensive alteration in 1963, and the building is capable of further interior alteration without loss of significance.

| | | | |
|-----------------------|---------------------------|---------|------|
| Item Name | SHT Fire Brigade Barracks | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3489 | Item No | 046b |

Interpretation

1963 alterations to the interior result in the interior not reflecting the building's original use. Interpretation should concentrate on the 1912 exterior fabric.

Sources

Tropman & Tropman Architects, March 2006 *Cottage & Fire Brigade Barracks Conservation Management Strategy*, prepared for DECC, Parks & Wildlife Division

Schwager Brooks & Partners, June 1995 *Water Police Precinct Final Conservation Plan* prepared for NPWS

D. Tuck, November 2007, *Goat Island: A contextual history*, prepared for DECC, Parks & Wildlife Division
Fire!, pages 202-205, Jan-March 1954, Port of Sydney, Quarterly journal issued by the Maritime Services Board of NSW,

Paul Davies Pty Ltd

Item Name

Fire Brigade Barracks 1912

Item No

46b



Fire Brigade Barracks, north and east elevations



Fire Brigade Barracks, east and south elevations



Fire Brigade Barracks east elevation at right (Cottage 46a to left)



Fire Brigade Barracks south elevation. Verandah of cottage 46a visible at far right



Fire Brigade Barracks, main entry door on south elevation



Verandah of Cottage 46a and part of south elevation of Fire Brigade Barracks 46b on left

Item Name

Fire Brigade Barracks 1912

Item No

46b



Fire Brigade Barracks, detail, part of south elevation beneath verandah of Cottage 46a



Fire Brigade Barracks, detail, south elevation, area around entry door. Cottage 46a verandah to right.



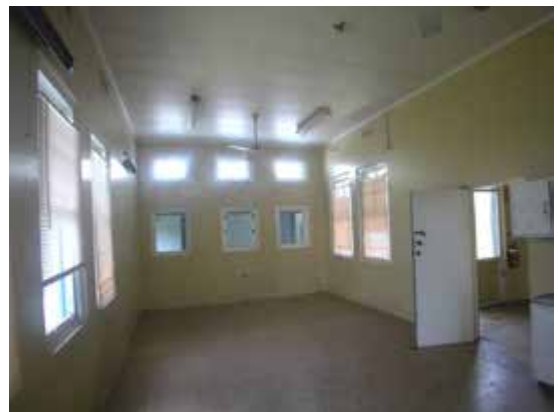
Detail, east elevation, Fire Brigade Barracks, with verandah of Cottage 46a at left



Detail, Fire Brigade Barracks, junction of verandah roof of Cottage 46a on left with gable end to Fire Brigade Barracks at right



Fire Brigade Barracks, detail of east elevation. Set of three windows at right are clearly a later addition.



Interior, Fire Brigade Barracks eastern room, looking south - windows at far end open onto the verandah between Cottage 46a and the Fire Brigade Barracks

Item Name

Fire Brigade Barracks 1912

Item No

46b



Interior, Fire Brigade Barracks



Fire Brigade Barracks, detail of western end of north elevation, showing window alterations



Fire Brigade Barracks, detail of altered window to north elevation



Detail, original window to north elevation, Fire Brigade Barracks



Detail, west elevation, Fire Brigade Barracks



Detail, gable end, west elevation, Fire Brigade Barracks

| | | | |
|-----------------------|----------------------|---------|-----|
| Item Name | Water Police Station | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3491 | Item No | 047 |

| | | | |
|--------------------------|-------------|------------------|---|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | sandstone walls, corrugated iron roof, timber floor and joinery |
| Construction Start Date | 1838 | | |
| Construction End Date | 1838 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|-------------------------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Law and Order |
| State Historic Theme 3 | Defence |
| State Historic Theme 4 | Government and Administration |

Historical Summary

The Water Police Station was constructed at the north-eastern tip of Goat Island, on a high point with commanding views of the harbour, in 1838 from the stone quarried to form Barney's Cut.

In 1789 Governor Phillip established 12 watchmen as a water patrol to police Sydney Harbour at night. As the population of Sydney grew, the patrol was increased and became known as the "Rowboat" or "Harbour" Guard, and continued under successive Governors. In time this became the Water Police (circa 1833). Initially, the Water Police were stationed at two harbour locations - Longnose Point and Garden Island. The area controlled by the Water Police extended from Sydney Harbour to Broken Bay. In 1837 the Garden Island operation was moved to Watsons Bay and that at Longnose Point to Goat Island. The principal activities of the force were to apprehend smugglers, prevent thieving of Sydney's busy waterfronts, supervise harbour activities and prevent the escape of convicts by sea. The section expanded in the late 1830s and by late 1841 the Water Police comprising 20 personnel, were located at three strategic points - Watsons Bay, Goat Island and Cockatoo Island. They remained on Goat Island until 1865.

In October 1835 the Committee of Police and Goals had recommended that the colonial water police boat be stationed on the northeastern tip of Goat Island. The Ordnance Department which was managing the magazine works, agreed to allow the police boat to use the island in January 1837. To separate the colonial government's water police area from the rest of the island, Royal engineer George Barney commanded a "wet ditch" to be built by a small group of convicts. This ditch, known as "Barney's Cut", created a small, severed peninsula isle, physically and administratively separated from the rest of Goat Island. With demarcation established, the Governor, via the Colonial Secretary, directed the Colonial Architect Mortimer Lewis to design a station house for the water police site. Lewis's chosen design for the station was adapted from a design depicted in Loudon's 1833 *Encyclopaedia of Cottage, Farm & Villa Architecture* -specifically Design XIV "a dwelling for a man and his wife, with one servant and a grown-up son or daughter". Lewis modified the design to remove the verandah, alter some of the openings to arched windows, and alter internal rooms to include an additional bedroom, constable's rooms and twin holding cells.

Budgeted for in 1837, tenders were called for construction of the station house in early 1838. By June 1838 the *Australian* reported "The new Water Police Station at Goat Island is completed and was taken possession of Tuesday last. Telegraphs are erected on this and Garden Island to correspond with that at the Chief Magistrate's residence." The station house was designed to house one conductor and 8 policemen to be stationed on the island, the first duty of the these staff being to learn signal codes for use of the flag telegraph erected next to the Station. Records from 1839-1840 record these staff at Goat Island.

The Water Police Act was passed on 1st January 1841, which created the position of Superintendent of Water Police. After this Goat Island had 1 inspector, E. Riley, 6 constables and 1 boatman, however by 1844 the numbers of staff had decreased due to the 1840s depression.

Repairs were undertaken during 1850, including limewashing, work to repoint walls with "roman cement", repair windows and doors, fixing a window frame to the outside of the cell peephole, rebuilding of the fireplace to extend it out into the room by 12 inches, thus making it 20 inches deep, and raising the hearth by 6 inches in height (due to complaint that water entered via the chimney flues and soot had blackened the kitchen and nearby cell)

Item Name

Water Police Station

Alternative Item Name

HHIMS ID No.

3491

Item No

047

discussed the interior and nearby camp.

By 1864 it was recognised that the location of the cartridge laboratory (then located in the former cooperage (19) between two gunpowder magazines - the Queen's Magazine and the Colonial Magazine) posed an unacceptable safety risk and laboratory works were halted until alternate facilities could be secured. The Water Police Station at the northeastern point of the island was seen as an ideal location for a cartridge laboratory requiring minimal conversion. Acquisition of the site was undertaken by 1865 and the Water Police removed to Kirribilli Point Barracks.

Once the Water Police had vacated the building, a range of fit out and ancillary works were undertaken by a contractor, to use the site as a cartridge laboratory. These works included:

- construction of a bridge across the wet ditch - completed August 1865;
- construction of a two room cottage (46a) as quarter's for a 'laboratory labourer' (with a privy, hardwood fence, cooking stove and grate) - completed December 1865;
- alteration of the Water Police Station and its fit out as a laboratory including an office, two storerooms, a workshop and a shifting room - completed January 1866. This work included installation of air ventilators and grates, repointing of masonry, painting and whitewashing, and renewal of wooden flooring and joists.

Materials used in the laboratory were delivered and stored in the magazine area and then delivered via the new bridge across Barney's Cut on four-wheel hand trucks with wooden trays. The roadway between the magazines and the laboratory was infilled and 'made good' in February 1866 (note: this is now known as the Magazine Walk).

It is known that the cartridge laboratory was relocated back to the magazine area in 1875, when the first of two 1870s explosives magazines were built to the west of the Cut at this end of the island. The use of the Water Police Station between 1875 and 1901 is uncertain.

The Sydney Harbour Trust was formed in 1901 and took over the northeastern section of Goat Island at this time as its operational headquarters, constructing the Harbour Master's residence and other buildings at this end of the island 1901-1910. The SHT's harbour dredging and firefighting depot were established on the island at this time. A 1905 plan of Goat Island shows the Water Police Station, with additions on the north and east elevations, being used as a residence for the cook of the SHT Fire Brigade. After 1936, under the Maritime Services Board which subsumed the SHT, the building was used as a carpenter's workshop.

In the 1970s the additions on the north and east elevations (except the verandah) were removed.

Description

The Water Police Station is located on an elevated knoll at the northeastern end of Goat Island. It has a low wire fence on the north, east and south sides. The ground drops away on all sides except the west, which supplies a sloping approach to the building. The areas to the north, east and south have sandstone retaining walls. In the southeast corner is a rock cut sandstone stairway leading up to a gate in the wire fence. The building commands extensive views east to the Harbour Bridge, Fort Denison and Garden Island, south to Darling Harbour, southwest to Balmain and north to Berry's Bay.

The original building is square, with a central chimney, with walls of sandstone blocks quarried from Barney's Cut, and a hipped slate roof. There is a weatherboard addition on the south elevation with a corrugated iron skillion roof, containing a kitchen and bathroom, and a verandah across the east elevation, with a skillion corrugated iron roof, timber posts, and a concrete floor. The chimney is cement rendered, with 3 masonry triangular hoods, and increased in height on the northern side. The wide eaves are lined with timber tongue & groove boards.

On the east elevation, which is not symmetrical, features (from south to north) a bricked-up semi-circular arched window opening (this was a blind window to the eastern police cell originally) a door, and two windows. The door is a timber paneled door with a large glazed panel in its upper half and a multi-paned semicircular fanlight above. The two windows are multi paned timber framed casement pairs with multi paned semicircular arched timber framed fanlights above. The verandah roof to this elevation, an 1880s addition from documentary evidence, intersects awkwardly with the window and door openings, joining the building across the top of the semicircular arched fanlights.

The north elevation features 4 semicircular arched blind windows with traces of painted glazing bars. Both physical internal and documentary evidence shows that the two central blind windows of this group were originally windows, blocked up with sandstone in 1865.

The west elevation features (from north to south), an arched window opening with a pair of timber framed multi paned casement windows with a multi paned semicircular arched timber framed fanlight

Item Name

Water Police Station

Alternative Item Name

HHIMS ID No.

3491

Item No

047

above; an arched doorway blocked up with sandstone (1865); a timber paneled pairs of French doors, multi paned with obscure glazing and with semicircular arched fanlight above, with a skillion corrugated iron roofed porch, with weatherboard walls to north and south sides built to the west of the doorway; another window with a pair of timber framed multi paned casement windows with a multi paned semicircular arched timber framed fanlight above. Documentary and physical evidence shows that there were originally two central doorways to this elevation, with a window to the north and south of the doorways.

The south elevation features, at the western end, a two room weatherboard extension with a skillion corrugated iron roof. The extension contains a kitchen, and is entered via a doorway on the original south wall of the building, and steps down. The weatherboard extension has a simple timber framed double hung window to the west and south elevations. The west wall of the building, within the extension, features a doorway accessing the extension (according to documentary and physical evidence formed from an original window opening) with sandstone voussoirs above forming a semicircular arch filled in with weather boarding, simple timber architraves and a flush timber door, and a semicircular arched blind window with the best preserved example on the building of black paint within the blind opening to imitate a window with fanlight above. The ceiling of the extension is timber tongue & grooved boarding. There is a timber boarded door in the south wall of the extension, and a filled in doorway on the east wall of the extension. The extension contains a circa 1970s kitchen fitout. To the eastern end of the south elevation, past the weatherboard extension, outside the two police cells, is a blind window with a small rectangular glazed window over the "peephole"; and a pair of timber-framed casement windows with no fanlight within what was originally another blind window.

Internally, apart from the weatherboard extension already described, the building contains 5 rooms. The two western rooms are joined by a large (later) opening, with an early 20th century simple timber fretwork frieze. Floors are timber tongue & grooved, walls are plastered, with simple timber skirting boards, and ceilings are of wide timber tongue and grooved boards. The corner fireplace in the northern of these two rooms has a late 19th century timber fire surround with iron grate. The corner fireplace in the southern of these two rooms has an early 20th century timber surround with no grate. The southern room of these two is the room entered via the western doorway, and this room also has a doorway (originally a window) accessing the southern extension, and another doorway in the eastern wall leading to what was the police cell area. Internal doors are timber boarded.

The police cells in the southeast corner of the building have been made into a single room, with a wall having been removed. The ceiling of this room is timber, and slopes to the south. The bricked up window opening to the east is evident internally. A narrow doorway towards the northeast corner of this room accesses the central of the three rooms on the eastern side of the building. This central room has a projecting fireplace with a simple timber surround and no grate. It would appear this is the fireplace extended out in 1850. The junction of the wall between this and the northeast corner room and the window in the east wall is peculiar, however would appear to be an original design fault. The northeast corner room is entered via a narrow doorway in the north wall of the central room. This room has a plaster ceiling.

Modifications

It appears from documentary evidence that there was no verandah on the east elevation of the building until the 1880s. The western porch appears to have been constructed between 1891 and 1905. An 1891 survey plan shows additions on the north, east and southern elevations of the building.

Remaining additions are the east elevation verandah, part of a weatherboard addition to the south elevation, and porch to the west elevation.

Numerous alterations to windows and doors, including blocked up early window and door openings are evident, including: bricked-up window to east elevation; sandstone filled in doorway to west elevation (1865); sandstone filled in window openings to north elevation; Circa 1901-1905 casement windows to south elevation; later fireplace surrounds; later plaster ceiling to northeast corner room.

According to NPWS records, in 1997 the following works to the Water Police Station were undertaken: reroofing, joinery repairs, removal of external paint from stonework.

Condition

Weatherboard addition to south elevation detracts.

Statement of Significance

The 1838 Water Police Station is the earliest extant Water Police Station in Australia. It is unusual for its time as it was built as a Water Police Station only, in contrast to a Station and barracks building such as

Item Name

Water Police Station

Alternative Item Name

HHIMS ID No.

3491

Item No

047

the water Police buildings in Fremantle and Hobart. The building has historical significance being built from convict cut stone structure and has important historical association with the Water Police for whom the building was constructed, which operated from the building from 1838 to 1865, and with the (extant) Sydney Water Police Court building (1853-1856) and former Water Police Watch House (station) (1857-1858) at 4-8 Phillip Street Sydney (now part of the Police & Justice Museum, Sydney). The building also has an important historical association with Barney's Cut, from which the stone for the building was quarried. The building is of aesthetic significance as a fine example of the Victorian Georgian style undertaken by the important Colonial Architect Mortimer Lewis, and which exhibits his adaptation of a design from a John Claudius Loudon pattern book. It is representative of Mortimer Lewis' designs for police stations and watch houses. The building has high technical/research significance for archaeological potential and for its ability to demonstrate early colonial building techniques using convict labour. The building is rare, being one of only four 19th century Water Police related buildings in Australia, and being the earliest of these by decades (the Phillip St Sydney, and Hobart Water Police buildings dating from the 1850s). The building has social significance for former MSB staff who worked on Goat Island.

Historical Significance

The 1838 Water Police Station is of historical significance as the earliest extant Water Police Station in Australia, and the only one in NSW. It is unusual for its time as it was built as a Water Police Station only, in contrast to a Station and barracks building as are the only other two known examples of Water Police related buildings (in Fremantle and Hobart).

Historical Association

The building has important historical association with the Sydney Water Police for which the building was constructed, and which operated from the building from 1838 to 1865, and with the (extant) Sydney Water Police Court building (1853-1856) and former Water Police Watch House (station) (1857-1858) at 4-8 Phillip Street Sydney (now part of the Police & Justice Museum, Sydney). It also has later (1865-1870) historical association with imperial artillery regiments which operated a cartridge laboratory within the building at this time, and with the Sydney Harbour Trust and Maritime Services Board which utilised the building during the 20th century.

Aesthetic Significance

The building is of aesthetic significance as a fine example of the Victorian Georgian style undertaken by the important Colonial Architect Mortimer Lewis, and which exhibits his adaptation of a Loudon design.

Social Significance

The building may have some social significance for former MSB staff who worked on Goat Island.

Technical/research Significance

The building has high technical/research significance for archaeological potential and for its ability to demonstrate early colonial building techniques using convict labour.

Representativeness

The Water Police Station is representative of Colonial Architect Mortimer Lewis' designs for police stations and watch houses.

Rarity

The building is rare, being one of only four known colonial period Water Police related buildings in Australia, and being the earliest of these over a decade (the Phillip St Sydney, and Hobart Water Police buildings dating from the 1850s).

Policies actions

Use

The Water Police Station should be used for public access as part of an interpretive program for the Goat Island Colonial Period. This would allow for temporary uses of the building as part of special events, provided such uses involve no impact on the fabric of the building, though such uses would be restricted due to the small size of the rooms within the building. The building should not be used for other non-interpretation purposes.

Relationship to other buildings and structures

The 1912 Fire Brigade Barracks interrupts the historical visual relationship between the Water Police Station and the 1865 Artillery Sergeant's Cottage (46a). This building has a pre-eminent relationship with

Item Name

Water Police Station

Alternative Item Name

HHIMS ID No.

3491

Item No

047

Station and the 1880s timber Sergeant's Cottage (188). The building has a prominent relationship with the harbour (as evidenced by early photographs and drawings of the island), and existing structures which impact adversely on views of this building from the harbour (such as the metal demountable (59) should be removed. No new structures should be built in the vicinity of the Water Police Station, so that it retains its historical isolation on this northeastern high point of the island.

Adaptation

The building is not capable of adaptation involving changes to significant fabric. Works should be restricted to conservation works, reinstatement of missing fabric and removal of the later weatherboard addition to the south elevation of the building, and service upgrades to lighting and wiring.

Conservation & Maintenance

Recommendations in previous reports for further attention to stonework conservation and drainage works should be undertaken. The weatherboard addition to the south elevation should be removed. The concrete verandah floor to the east elevation should be removed and replaced with a timber verandah floor.

Interpretation

The building is recommended for public access and on site interpretation of its history as part of an Interpretation Plan for the Colonial period.

Sources

Mary Casey, October 1991 *Water Police Station, Goat Island* (Graduate project for part completion of Master of the Built Environment, University of NSW)

Schwager Brooks & Partners Pty Ltd, June 1995, *Water Police Precinct, Goat Island Conservation Plan Final Report*, prepared for National Parks & Wildlife Service

Tropman & Tropman Architects, March 2006 *Former Water Police Station: Conservation Management Plan Review*, prepared for DECC, Parks & Wildlife Division

Tuck, D. November 2007 *Goat Island: A contextual history*, prepared for DECC, Parks & Wildlife Division

David Young, November 2007, *Goat Island Queen's Magazine & Water Police Station: Initial condition assessments and recommendations for further investigations*, prepared for DECC, Parks & Wildlife Division

Paul Davies Pty Ltd

Item Name

Water Police Station

Item No

47



Water Police Station east elevation



Water Police Station, east and north elevations



Water Police Station east elevation with intrusive metal demountable (59) below.



View from Water Police Station front verandah looking east



Water Police Station, detail of eaves



Water Police Station west elevation

Item Name

Water Police Station

Item No

47



Water Police Station west elevation to right, part south elevation to left, with later weatherboard addition.



Water Police Station, eastern end of south elevation. Later windows to original police cells.



Water Police Station, view along verandah to east elevation. Bricked-up window visible in foreground.



Water Police Station, detail of painting to blind window on south elevation (within the weatherboard addition).



Water Police Station, blocked up doorway to west elevation



Interior, blocked up doorway to west elevation

Item Name

Water Police Station

Item No

47



Interior, Water Police Station. Note early 20th century alterations: mantelpiece and screen, wider doorway opening



Interior, Water Police Station doorways



Water Police Station, door to south elevation, into later weatherboard addition



Interior, Water Police Station. Bricked up window to east elevation.



Interior, Water Police Station fireplace with simple mantelpiece.



Interior, Water Police Station.

| | | | |
|-----------------------|---------------|---------|-----|
| Item Name | Dredge Office | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3492 | Item No | 048 |

| | | | |
|--------------------------|----------|------------------|---|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | timber, fibro asbestos, colorbond custom orb roof and colorbond guttering |
| Construction Start Date | 1952 | | |
| Construction End Date | 1952 | | |
| Archaeological Potential | | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Government and Administration |
| State Historic Theme 2 | Transport |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | |

Historical Summary

On the northeastern end of Goat Island, colonial period activity included quarrying in 1831, the construction of the former Water Police Station in 1838 and quarrying to form Barney's Cut (1838), the construction of the former Artillery Sergeant's cottage (46a) and conversion of the former Water Police Station to a cartridge laboratory in 1865, and construction of two additional explosives magazines to the west of the Cut in the 1870s. The Sydney Harbour Trust was formed in 1901 and took over the northeastern section of Goat Island at this time as its operational headquarters, constructing the Harbour Master's residence and other buildings at this end of the island 1901-1910. The Maritime Services Board subsumed the SHT in 1936, and used Goat Island as its operational headquarters from 1936 to 1994. Dredging and fire fighting remained key tasks of the MSB.

The Dredge Office was constructed by the MSB on a filled site at the northeastern corner of Goat Island in 1952 as the administrative offices for the dredging operation run from the island.

Description

The Dredge Office is a single storey building with a hipped corrugated colorbond roof and colorbond guttering with a skillion roofed section on the west side. The building features exposed rafter ends. Walls are horizontal weatherboard to the bottom third of the wall height, with battened fibro asbestos sheeting above. Windows are timber framed double hung, placed in groups, some having glass louvres. There is a flat roofed porch in front of the timber flush entry door on the east elevation. The porch roof is supported on three square timber posts with glazing between, mounted on a dwarf brick wall which forms one wall of a raised brick planting bed.

The interior contains timber framed partitions with glazing to top sections, lightweight panels to the bottom sections. Floors are carpeted. Ceilings are lightweight paneling (masonite or similar).

Modifications

According to NPWS records, in 1993 the following works were undertaken: the fibro roof of the building was replaced with colorbond custom orb, with new flashings, ridge, fascia caps, apron, new 115mm quad colorbond gutters and roof insulation; external painting; electrical works including new sub board, circuit breakers, fluros, computer circuit and ducting etc.; installation of a new main switchboard.

Condition

The building is in fair condition.

Statement of Significance

The Dredge Office is of moderate local significance for its historical association with the MSB dredging operations on Goat Island in the mid 20th century. It may be of social significance for former MSB staff who worked on the island.

Historical Significance

The Dredge Office is of historical significance for its association with the MSB dredging operations on Goat Island in the mid 20th century.

Item Name

Dredge Office

Alternative Item Name

HHIMS ID No.

3492

Item No

048

Historical Association

Historical association with the MSB dredging operations from 1952 to 1994.

Aesthetic Significance

Not applicable

Social Significance

It may be of social significance for former MSB staff who worked on the island.

Technical/research Significance

Not applicable

Representativeness

Representative of utilitarian harbour authority buildings of the mid 20th century.

Rarity

Not rare

Policies actions

Use

Currently used by National Parks & Wildlife Division of DECC as an office. Potential to use for the building for other administrative or lease operations on the island. Located suitably for water based or related functions.

Relationship to other buildings and structures

The building has an historical and visual association with nearby MSB structures, the Gear Shed (49) and northern wharf (55).

The building has an adverse visual impact on the setting of the water police building located directly above the Dredge Office.

Adaptation

Capable of adaptation for a wide range of new uses, however the existing use as an office is appropriate.

Conservation & Maintenance

Maintenance of asbestos sheeting through sealing with paint; removal of any asbestos sheeting which is deteriorated in accordance with OH & S, Workcover, and EPA requirements. Consideration could be given to replacement of asbestos with new FC sheeting.

Interpretation

The building could form part of an interpretation plan for the North Depot precinct, however this is not a high priority. Public access to the building is not necessary.

Sources

Schwager Brooks & Partners Pty Ltd. June 1995 *North Depot Precinct Goat Island Final Report Conservation Plan* for NPWS

Paul Davies Pty Ltd

Item Name

Dredge Office

Item No

48



Dredge office, south and east elevations. Demountable (59) visible to left.



Dredge office, east elevation. Gear Shed (49) visible in background on right.



Dredge office from east



Dredge office, east and north elevations

| | | | |
|-----------------------|--------------------------------------|---------|-----|
| Item Name | Gear Shed | | |
| Alternative Item Name | Rigging and Gear Store, Rigging Shed | | |
| HHIMS ID No. | 3493 | Item No | 049 |

| | | | |
|--------------------------|----------|------------------|--|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | Corrugated iron, horizontal weatherboards, timber tongue & grooved doors |
| Construction Start Date | 1945 | | |
| Construction End Date | 1946 | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Government and Administration |
| State Historic Theme 2 | Transport |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | |

Historical Summary

On the northeastern end of Goat Island, colonial period activity included quarrying in 1831, the construction of the former Water Police Station in 1838 and quarrying to form Barney's Cut (1838), the construction of the former Artillery Sergeant's cottage (46a) and conversion of the former Water Police Station to a cartridge laboratory in 1865, and construction of two additional explosives magazines to the west of the Cut in the 1870s. The Sydney Harbour Trust was formed in 1901 and took over the northeastern section of Goat Island at this time as its operational headquarters, constructing the Harbour Master's residence and other buildings at this end of the island 1901-1910. The Maritime Services Board subsumed the SHT in 1936, and used Goat Island as its operational headquarters from 1936 to 1994. Dredging and fire fighting remained key tasks of the MSB.

The Gear Shed was constructed by the MSB on a filled site at the northeastern corner of Goat Island in 1945-46. Originally a rectangular structure, the two end bays were added shortly after it was built. It opened directly onto the wharf, with sets of rails to move boats and equipment.

Description

A single storey virtually rectangular building with long elevations to north and south. Walls are horizontal weather boarding to the bottom third of the wall height, corrugated iron sheeting to the top two thirds of the wall height. The corrugated iron roof has a gabled central section with two hipped roofed sections, projecting north from the main central section, at the east and west ends. The central section of the main north elevation, facing the water, has five timber tongue and grooved board doors with rectangular fanlights above, each fanlight having a single horizontal glazing bar. Each door has a name plate inscribed with the function of the room behind, for example "Tug room", "Oil room", "Hose room", "Launch room".

The two hipped roofed end sections have large timber tongue & grooved board double doors on the north elevations.

The west and east end elevations have no fenestration. The south elevation features metal louvred vents placed in pairs.

Modifications

The building had the two end bays added shortly after construction.

According to NPWS records, in May 1998 the following repairs were undertaken to this building: re-roofing, joinery repairs, replacement of bottom 3 rows of weatherboards (due to termite damage).

Condition

Statement of Significance

The Gear Shed is of moderate local significance as the second workshop building on the site, later used as a gear shed. Its significance is as part of the northern wharf group of buildings associated with MSB operations in the mid to late 20th century.

Item Name

Gear Shed

Alternative Item Name

Rigging and Gear Store, Rigging Shed

HHIMS ID No.

3493

Item No

049

Historical Significance

Historically significant as part of the northern wharf group of buildings associated with MSB operations in the mid to late 20th century.

Historical Association

Associated with the MSB 1945-1994

Aesthetic Significance

Not applicable

Social Significance

Some social significance for MSB staff who worked on the island in the late 20th century.

Technical/research Significance

Not applicable

Representativeness

Representative of utilitarian harbour authority buildings of the mid 20th century.

Rarity

Not rare

Policies actions

Use

Currently disused. Capable of a wide range of new uses.

Relationship to other buildings and structures

The building has an historical and visual association with nearby MSB structures, the Dredge Office (48) and northern wharf (55), and Fire fighting building (50).

Adaptation

Capable of adaptation for a wide range of new uses.

Conservation & Maintenance

Should be maintained and conserved as necessary.

Interpretation

The building could form part of an interpretation plan for the North Depot precinct, however this is not a high priority. Public access to the building is not necessary.

Sources

Schwager Brooks & Partners Pty Ltd. June 1995 *North Depot Precinct Goat Island Final Report Conservation Plan* for NPWS

Paul Davies Pty Ltd

Item Name

Gear Shed

Item No

49



Gear Shed east and north elevations. Dredge office visible to left. Water Police Station visible above.



Gear Shed north elevation. Water Police Station visible above.



Gear Shed east and north elevations. Water Police Station visible above



Gear Shed north elevations. Each door is labelled with the use of the room eg. "Launch room" in foreground, left.



Gear Shed north and west elevations



c. 1946 photo titled "New rigging and gear store" (from MSB archives).

| | | | |
|-----------------------|----------------------------|---------|-----|
| Item Name | MSB Fire Fighting Building | | |
| Alternative Item Name | Keel Block Workshop | | |
| HHIMS ID No. | 3494 | Item No | 050 |

| | | | |
|--------------------------|----------|------------------|--|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | corrugated iron, fibro asbestos cladding, timber framing |
| Construction Start Date | 1943 | | |
| Construction End Date | 1943 | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Government and Administration |
| State Historic Theme 2 | Transport |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | |

Historical Summary

On the northeastern end of Goat Island, colonial period activity included quarrying in 1831, the construction of the former Water Police Station in 1838 and quarrying to form Barney's Cut (1838), the construction of the former Artillery Sergeant's cottage (46a) and conversion of the former Water Police Station to a cartridge laboratory in 1865, and construction of two additional explosives magazines to the west of the Cut in the 1870s.

The Sydney Harbour Trust was formed in 1901 and took over the northeastern section of Goat Island at this time as its operational headquarters, constructing the Harbour Master's residence and other buildings at this end of the island 1901-1910, many of them associated with dredging and harbour fire fighting. The Maritime Services Board subsumed the SHT in 1936, and used Goat Island as its operational headquarters from 1936 to 1994. Dredging and fire fighting remained key tasks of the MSB.

The Fire Fighting Building was constructed by the MSB in 1943, for use as part of the MSB's harbour fire fighting brigade operation. It replaced earlier structures around the northern end of the island for that use.

Description

The Fire Fighting building is a single storey L shaped robust industrial shed with skillion corrugated iron roof in two sections. The building is built partly on fill, but largely over wharfage. The roof has nine skylights, six to one skillion roof section, three to the other. The shed has corrugated iron walls and has a large opening to the north elevation. To the west elevation there are six timber framed windows of varying heights and locations. The south and east elevations have no openings. Internally there is a concrete floor, and a number of internal corrugated iron walls including two rooms with fibro lined walls, marked as the "wash room" and the "staff room". The Staff room contains timber shelving.

Modifications

Not recorded but it appears that various small modifications have taken place.

Condition

Evidence of rust to corrugated iron walls. General dilapidation of the structure.

Statement of Significance

Of moderate local significance due to its strong historical links to the MSB fire fighting operations on the island in the mid to late 20th century.

Historical Significance

Of historical significance due to its strong historical links to the MSB fire fighting operations on the island in the mid to late 20th century.

Historical Association

Associated with the MSB and MSB staff who worked on the island in the period 1943-1994.

Item Name

MSB Fire Fighting Building

Alternative Item Name

Keel Block Workshop

HHIMS ID No.

3494

Item No

050

Aesthetic Significance

Not relevant

Social Significance

Some social significance for MSB staff who worked on the island in the late 20th century.

Technical/research Significance

Not applicable.

Representativeness

Representative of utilitarian harbour authority buildings of the mid 20th century.

Rarity

Not rare

Policies actions

Use

Currently disused. Capable of new uses.

Relationship to other buildings and structures

Has a historical and visual association with nearby MSB structures, the Dredge Office (48) and northern wharf (55) and the Ferry Wharf (54)

Adaptation

Capable of adaptation for a wide range of new uses, however would require alteration as the building is not currently weatherproof.

Conservation & Maintenance

Should be maintained and conserved as necessary. Alteration possible for an appropriate new use.

Interpretation

The building could form part of an interpretation plan for the North Depot precinct, however this is not a high priority. Public access to the building is not necessary.

Sources

Schwager Brooks & Partners Pty Ltd. June 1995 *North Depot Precinct Goat Island Final Report Conservation Plan* for NPWS

Paul Davies Pty Ltd

Item Name

Firefighting building

Item No

50



Firefighting building, west elevation



Firefighting building west elevation. MSB B456 demountable building visible to north on left.



South elevation and roof of Firefighting building from above



North elevation of Firefighting building behind MSB B456 (57) and corrugated iron shed (56)



South Elevation and part west elevation of Firefighting building looking east along south elevation. Barney's Cut to right.



Interior, Firefighting building

| | | | |
|-----------------------|------------------------------|---------|-----|
| Item Name | Wharf Mooring Floating Plant | | |
| Alternative Item Name | Skeleton Wharf, Finger Wharf | | |
| HHIMS ID No. | 3495 | Item No | 051 |

| | | | |
|--------------------------|----------|------------------|-----------------------------|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | Steel piles, timber decking |
| Construction Start Date | 1969 | | |
| Construction End Date | 1969 | | |
| Archaeological Potential | | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Technology |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Transport |
| State Historic Theme 4 | |

Historical Summary

From 1901 Goat Island was the operational headquarters of the Sydney Harbour Trust, and subsequently of the Maritime Services Board of NSW, which subsumed the Sydney Harbour Trust in 1936. All timber wharfage around Goat Island was constructed in the 20th century by these maritime authorities.

In 1911 it was reported that a wharf had been constructed on the eastern shore of Goat Island. Possibly around 1925 the wharf was rebuilt as the first stage of an extensive finger wharf structure extending around much of the south-eastern shoreline of the island propped back to the shoreline. Various plans and surveys indicate the extent with notes about additions in 1929 and 1952.

In 1969 a new finger wharf was constructed with access to both sides of the wharf for mooring, the wharf was constructed of hexagonal steel piles. All of the earlier wharf structures were removed at this time.

After 1969 a plywood deck and chain handrail was added to the structure to provide safer access.

Description

A narrow wharf constructed using concrete filled steel octagonal piles in a narrow alignment to which a range of vessels were moored. The piles project above the decking level by 1200mm forming the mooring fixings. Square timber fenders are fixed to each pile of approximately 200 x 200 mm in size. Access is via a narrow plywood decking over timber boarding walkway that may have been added over the skeleton timber framing. The framing, unlike trafficable wharves, runs along the line of the piles with a single structural layer and boarding mounted directly to it. Vessels were moored on each side of the structure. It was an efficient structure for mooring large numbers of vessels. The wharf has a series of light poles and steel ladders extending to water level. There are remains of former access ramps to pontoons that have been removed. The walkway is approximately 1 metre wide.

Modifications

After 1969 a plywood deck and chain handrail was added to the structure.

Condition

The decking has failed in some areas and some of the timber framing has collapsed. The piles appear in sound condition.

Statement of Significance

The Wharf Mooring Floating Plant is of medium local significance. It has lost its use. It is a relatively unusual wharf, the last built at Goat Island, and evocative of MSB operations on the island in the late 20th century.

Historical Significance

Of historical significance for its role in MSB operations on the island in the mid to late 20th century.

Historical Association

Associated with the MSB.

Item Name

Wharf Mooring Floating Plant

Alternative Item Name

Skeleton Wharf, Finger Wharf

HHIMS ID No.

3495

Item No

051

Aesthetic Significance

Not built to be seen, and would not have been seen when operational, the wharf is now readily visible from the east and has some aesthetic significance as a landmark structure on the eastern shore of Goat Island.

Social Significance

Not relevant.

Technical/research Significance

Of some significance for its ability to demonstrate 1960s wharf construction techniques.

Representativeness

Representative of mid to late 20th century wharface in Sydney Harbour.

Rarity

Not rare

Policies actions

Use

Redundant/not in use. Could continue to be used for mooring if repaired.

Relationship to other buildings and structures

Visually related to the Port Emergency Services Building and the eastern shore of Goat Island.

Adaptation

Use as a wharf or mooring point.

Conservation & Maintenance

The wharf may either be retained or conserved or partially removed, decisions to be based on condition and future new uses for the North Depot precinct buildings.

Interpretation

The wharf is capable of being used for interpretation of the MSB operations on the island in the mid to late 20th century.

Sources

Paul Davies Pty Ltd, November 2007 *Goat Island Wharves Conservation Management Strategy* for DECC, NPWS.

Paul Davies Pty Ltd

Item Name

Wharf Mooring Floating Plant

Item No

51



Wharf Mooring Floating Plant from Magazine Walk



Wharf Mooring Floating plant from north looking south



Wharf mooring floating plant looking north from Magazine Walk. Cottage 46a and 1912 Fire Brigade Barracks in background to left



Southern end of Wharf mooring floating plant



Northern end of Wharf mooring floating plant



Detail, Wharf mooring floating plant

Item Name

Wharf Mooring Floating Plant

Item No

51



Detail, Wharf Mooring floating plant, showing collapsing decking

| | | | |
|-----------------------|-------------|---------|------|
| Item Name | Ferry Wharf | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3498 | Item No | 054a |

| | | | |
|--------------------------|-------|------------------|--|
| Item Type | Built | Historical Phase | The MSB 1936-1994 |
| Significance | High | Materials | Timber piles and headstocks, timber decking, timber handrails, weatherboard waiting shed |
| Construction Start Date | 1942 | | |
| Construction End Date | 1944 | | |
| Archaeological Potential | None | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Technology |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Transport |
| State Historic Theme 4 | |

Historical Summary

From 1901 Goat Island was the operational headquarters of the Sydney Harbour Trust, and subsequently of the Maritime Services Board of NSW, which subsumed the Sydney Harbour Trust in 1936. All timber wharfage around Goat Island was constructed in the 20th century by these maritime authorities.

The Ferry Wharf has been the major arrival point at Goat Island for visitors from the time of its construction by the Maritime Services Board in 1942-44, till the departure of the MSB in 1994.

The first Ferry Wharf was constructed in this location by the Sydney Harbour Trust in 1902-03. The Harbour Master's Residence was connected to this area by a path and steps (80) which still survive. Early 20th century photos show this part of the island as an area of activity for the Sydney Harbour Trust fire brigade.

In 1944-43 the current arrangement of wharfage was built on the location of the earlier wharf, the earlier wharf being demolished. In 1944 an extension was made to the ferry landing at the end of the wharf. In 2007, the wharf was partially rebuilt.

Description

The Ferry wharf is located on the north side of Goat Island, in an area connected to the Harbour Master's Residence by a pathway and steps (80).

The wharf comprises of pairs of piles (300mm x 300mm), fenders with 350 x 350mm headstocks, 300 x 300mm girders and 100mm thick timber decking. The wharf has a painted timber handrail to the end, two sets of timber steps for boat access, timber ladders and bollards. A waiting shed is located adjacent to the access stairs. The structure has pedestrian access stairs at its end and a small timber waiting shed.

Modifications

Extension to end of wharf in 1944. According to NPWS records, repairs to boat pens & test racks, timber board walk and the ferry wharf were undertaken in 1994 (cost \$870,000); in 1996 the following works were undertaken: replacement of 4 piles adjacent to ferry steps, replacement of 30 lineal metres of 225x100mm hardwood decking, refastening of decking to entire length, replace/refasten/repaint of handrail at western end of the wharf. In 2002 the test racks were removed from the wharf. In May 2007 the following works were undertaken: replacement of 1 pile under the waiting shed with new turpentine pile; replacement of 10 x new turpentine piles.

Condition

The wharf is in overall poor condition with the outer section no longer safe for use. The wharf is partially located in deep water further affecting its stability. Substantial repair works are required to allow the wharf to continue in use.

Statement of Significance

The Ferry wharf and steps is of aesthetic significance as part of an interrelated complex of wharves and access stairs and walkways of overall high visual interest and value on Goat Island. They are a visually prominent element in the Harbour in terms of their form, their enclosure of a small boat pen area (54b) and

Item Name

Ferry Wharf

Alternative Item Name

HHIMS ID No.

3498

Item No

054a

rare element in the Harbour in terms of their form, their enclosure of a small boat pen area (54b) and their proximity to the major traffic route through the Harbour. They site directly below a natural escarpment that separates the two major reclaimed and redeveloped areas of the island. They are overlooked from major public vantage points at Balls Head and provide a high level of visual interest to the edge of the island. This complex of wharfage provide an essential visual component of the island.

The Ferry wharf is historically significant as the major access point to the island in the late 20th century (from 1943) and due to its relationship to the activities of the MSB on the island, including the boat pen, in the late 20th century.

Historical Significance

The Ferry wharf is historically significant as the major access point to the island in the late 20th century (from 1943) and due to its relationship to the activities of the MSB on the island, including the boat pen, in the late 20th century.

Historical Association

Associated with Maritime Services Board and its staff.

Aesthetic Significance

The wharf provides an essential visual component of the island as seen from the north, and therefore is of landmark value within Sydney Harbour.

Social Significance

Social significance for former MSB staff and their families who worked or lived on the island.

Technical/research Significance

Some research significance in terms of providing evidence for the operation of the MSB on the island during the late 20th century.

Representativeness

Representative of large timber wharf structures within Sydney Harbour.

Rarity

Not rare

Policies actions

Use

The wharf should continue to provide an access point to the island.

Relationship to other buildings and structures

The ferry wharf has an essential relationship to the Small boat enclosure (54b) and to the path and railing to the Harbour Master's Residence (80) and to the northwestern shore of Goat Island generally.

Adaptation

The wharf is not capable of adaptation.

Conservation & Maintenance

The wharf should continue to be conserved.

Interpretation

The wharf lends itself to public access and interpretation

Sources

Paul Davies Pty Ltd, November 2007 *Goat Island Wharves Conservation Management Strategy* for DECC, NPWS.

Paul Davies Pty Ltd

Item Name

Ferry Wharf

Item No

54a



Ferry wharf



Ferry wharf context with small boat enclosure - Ferry wharf on right



Ferry wharf



Ferry wharf in background, left

| | | | |
|-----------------------|------------------|---------|-----|
| Item Name | Anderson's Couch | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3476 | Item No | 061 |

| | | | |
|--------------------------|----------------|------------------|----------------------------------|
| Item Type | Archaeological | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | Excavated sandstone rock outcrop |
| Construction Start Date | 1830s? | | |
| Construction End Date | Unknown | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|---------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Law and Order |
| State Historic Theme 3 | Labour |
| State Historic Theme 4 | Accommodation |

Historical Summary

Documentary evidence and oral tradition suggests that convict Charles Anderson was chained to this spot for violent behaviour and general recalcitrance. It has been suggested that Anderson suffered from a mental illness brought on by a neglected childhood and a severe head injury at the Battle of Navarino (1827), sustained before the age of eighteen (Smith 2005: 90; Clay 2001: 172-174; Kerr 1987: 7-8; *Meliora* 1861 Vol. 4 No. 13: 12). A shelter was provided at night which consisted of a wooden lid perforated with holes that was placed over him and locked into position; a scant amount of food was pushed to him through a hole in the lid and it was reported that people passing in boats, regarded him as a wild beast, "would throw him bits of bread or biscuit" (*Meliora* 1861: 13). Other convicts were forbidden to communicate with him and the harsh treatment he was regularly exposed to had left him in poor physical health.

Upon becoming acquainted with Anderson's poor treatment, Governor Bourke sent him to Port Macquarie where he was put to work in the lime kilns. Whilst at Port Macquarie, Anderson escaped a number of times and eventually committed murder. Governor Bourke commuted the subsequent sentence of death to life on Norfolk Island, where some kind of disability was recognised by Alexander Maconochie, superintendent of the penal colony at Norfolk Island and pioneer of penal reform in Australia, the United Kingdom and North America. Maconochie recognising that Anderson was suffering from some kind of mental condition, put him to work guarding island's semi-wild cattle, a job that Anderson did well, and one that appeared to have a positive effect on his mental state returning him, for a time, to "his human condition" (Smith 2005: 91). Anderson then took on the role of managing the signal station on the topmost point of Norfolk Island but eventually succumbed to the mental illness that saw him transported to the colony in the first place.

It is important to note that whilst mental illness was recognised in some cases in Australia's early history, it is conceivable that aberrant behaviour was considered to be simply bad, requiring management by punishment. The story of Charles Anderson represents the countless individuals who suffered from mental illness and were either transported to the colony or gaoled with criminals.

The original source of the documentary evidence is yet to be verified as this information is included in a Ph.D. Thesis (Smith), Robert Hughes' "A Fatal Shore" 1987 and John Clay's "Maconochie's Experiment", 2001, none of which are primary sources but which draw upon the each other's work originating from an article in the journal *Meliora* (1861). The article describes Anderson and his situation but the original source for the quote is not known, however, it is inferred that it is in Maconochie's own words. No mention is made of Charles Anderson in Maconochie's *Norfolk Island* first published in 1847. John Vincent Barry's biography of Maconochie suggests that Bishop Ullathorne's inclusion of the Anderson story in *On the Management of Criminals* (1866) substantiates the veracity of the story. Although the story cannot be confirmed in this research, it is information worth exploring and citing here.

Description

A large rock outcrop adjacent to the path on the southern side of the Island contains a hand cut shelf measuring 1500 mm long and 300 mm-500 mm wide and 600 mm above the ground surface. Evidence of three attachments to the rock and a number of sandstone blocks in the ground in front of the shelf.

Item Name

Anderson's Couch

Alternative Item Name

HHIMS ID No.

3476

Item No

061

The hollow scooped out rock forms a bench large enough to uncomfortably accommodate an adult. Two mortice holes in the platform are evident and the remains of further fixing points in the fretting rock above can be seen, which may correspond with the purported wooden lid provided for night-time shelter.

An 'M' or 'W' has been incised into the seat.

The location of the 'couch' within a few meters of the lime kiln also suggests an association with the early industry on the Island.

Modifications

None known

Condition

The bedrock of the bench is in good condition although the evidence of attachments is worn and unclear. It appears sediments have accumulated at the base of the outcrop which may contain an archaeological resource or obscure evidence.

Statement of Significance

Anderson's Couch is of State significance for its association with the early colonial phase of the Island's development. It is a visible reminder of the extremely harsh punishments metered out to convicts as well as the inhumane treatment of the mentally ill in the colonial period.

The site is also significant for the strong oral tradition that associates it with Charles Anderson and convict punishment. It has no comparison within NSW although its nature and function is unconfirmed.

The management of criminals and assignment of punishment is illustrated in the case of Charles Anderson who was sentenced to be chained to a rock for two years for swearing and refusing to work. If the story of Charles Anderson is indeed correct, his story is one that resonates with shades of the appalling treatment of human beings in the colony and has been used as an illustration of the changing care of the mentally ill in NSW.

Historical Significance

Anderson's Couch is of exceptional significance for its ability to demonstrate the harsh treatment of "recalcitrant" convicts and a general antipathy towards those who would not (or could not) cope with the conditions of their confinement. This item is associated with colonial activities on the Island and contributes to its character. It represents an important resource for the future interpretation of the Island and contributes to the understanding of the attitudes toward convicts during the earliest phase of development.

Historical Association

A strong oral tradition associates the bench with the convict Charles Anderson as his place of punishment during his incarceration on Goat Island. If the item is indeed the chaining post of Charles Anderson, it possesses exceptional associative significance within the context of the Island and is of significance to the State of NSW for its ability to demonstrate the changing attitudes to mental health in Australia.

Aesthetic Significance

Has a high degree of aesthetic significance as it a visible element in the landscape, viewed from either the sea or from the path that circumnavigates the Island. This value has parallels in the historic period when Sydney-siders, it is reported, sailed past to look at Anderson and throw food at him.

Social Significance

Anderson's Couch is of high significance for its ability to demonstrate poor colonial attitudes toward the care of prisoners. It represents the appalling treatment of humans beings, mentally ill or not. Anderson's condition was recognised by Alexander Maconochie, Superintendent of Norfolk Island penal settlement and penal reformer who took control of Anderson's treatment to positive effect.

Technical/research Significance

There is medium potential for the survival of below ground archaeological deposits and structures. Sandstone flagging at the base of the rock indicates the survival of an archaeological resource relating to the use of the item. Excavation may provide an opportunity for investigation of the nature of the couch and future interpretation.

Item Name

Anderson's Couch

Alternative Item Name

HHIMS ID No.

3476

Item No

061

A high potential also exists for further documentary research to confirm the story of Charles Anderson and his association with the "couch".

Representativeness

Anderson's Couch may represent, in social terms, the treatment of individuals who appeared to be uncontrollable through the usual means of flogging and deprivation.

Rarity

Anderson's Couch possesses a high degree of rarity as it is unlikely that other evidence of similar convict punishment exists elsewhere in NSW. It is therefore considered to possess a rarity value that makes it of significance to the State of NSW.

Policies actions

Relationship to other sites

Consider investigating the association of Anderson's Couch with the nearby lime kiln (63)

Conservation & Maintenance

Maintain the feature in its current condition to ensure that it is not affected by natural or human impacts.

Interpretation

When funds permit, investigate the nature of the claims that Anderson's Couch is indeed a punishment shelf for convicts.

Include the site as a significant place in any interpretation plan for the Island.

Sources

Barry J V, 1958, *Alexander Maconochie of Norfolk Island: A Study of a Pioneer in Penal Reform*, Oxford University Press, Melbourne.

Clay J, 2001, *Maconochie's Experiment: How One Man's Extraordinary Vision Saved Transported Convicts from Degradation and Despair*, John Murray, London, 2001.

Kerr J S, 1987, *Goat Island: An Investigation for the Maritime Services Board of NSW*, unpublished report for the Maritime Services Board.

Maconochie A, 1973, *Norfolk Island*, Sullivan's Cove, Publisher, Hobart (first published 1847).

Meliora 1861, Vol. 4 No. 13: 1 - 20.

Smith T G, 2005, *"With Tact, Intelligence and a Special Acquaintance with the Insane": A History of the Development of Mental Health Care (nursing) in New South Wales, Australia, Colonisation to Federation 1788 - 1901*, Ph.D. Thesis, University of Western Sydney.

Ullathorne W B, 1881, *The Autobiography of Archbishop Ullathorne with Selections from his Letters*, Burns & Oates London.

Austral Archaeology Pty Ltd

Item Name

ANDERSON'S COUCH

Item No

61



Anderson's couch from the southeast



Anderson's Couch, detail



Anderson's Couch detail



Graffiti detail, Anderson's Couch



Detail, Anderson's Couch



Detail, Anderson's Couch

Item Name

ANDERSON'S COUCH

Item No

61



Detail, Anderson's Couch



Detail, Anderson's Couch



Detail near Anderson's Couch

| | |
|-----------------------|-------------------------|
| Item Name | Aboriginal Shell Midden |
| Alternative Item Name | Remnant Shell Midden |
| HHIMS ID No. | Item No 062 |

| | | | |
|--------------------------|----------------|------------------|---------------------------------------|
| Item Type | Archaeological | Historical Phase | Aboriginal Use and Occupation |
| Significance | Exceptional | Materials | Predominantly cockle and hairy mussel |
| Construction Start Date | Unknown | | |
| Construction End Date | N/A | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|--|
| National Historic Themes | Peopling Australia |
| State Historic Theme 1 | Aboriginal cultures and interactions with other cultures |
| State Historic Theme 2 | Environment - cultural landscape |
| State Historic Theme 3 | |
| State Historic Theme 4 | |

Historical Summary

When the British arrived in January 1788, there were more than 1500 Aboriginal people living in the area from Botany Bay to Broken Bay and as far west as Parramatta. They belonged to many clans and spoke several different languages. Fish and fishing were an important part of life although a range of marine and land animals as well as plant foods provided a varied diet for people living near the coast. Archaeological research on sites such as Aboriginal rock engravings and shell middens, along with the excavated artifacts and food remains provide a record of the distant past.

In the early years of the Colony the expansive shell middens of Port Jackson were seen principally as a source of lime for construction purposes and as a means of soil improvement (Attenbrow 2002:5). Many of the middens located close to farming and construction activity were the first to be exploited with shell beds and middens entirely removed in a short period of time.

Despite intensive and extensive commercial, suburban, industrial and foreshore developments, studies has shown that that a very large number (over 400) of shell middens still survive in the Sydney area. Recent excavations extend back in time the documented age of Aboriginal sites in the Port Jackson catchment to around 10,000 years BP (Attenbrow 2000).

Description

The site was not visible during the survey conducted for this report. It was identified in 1985 but is now overgrown and has not been visible since.

A small shell midden was located by Rich (1985) on a rock platform on the north eastern side of the island, in the forecourt of the residential precinct. According to the report, it measures 1200 mm x 400 mm and 150 mm deep and consisted of predominantly (c.75%) *Anadara trapezia*, or cockle, the remainder being made up of Hairy Mussel and a small number of inedible univalves. The deposit did not contain charcoal, bone, or stone artifacts and was considered to be highly disturbed, 'mixed around' and no part of the deposit was considered to be in situ (Rich 1985). Given the inedible nature of some of the shellfish species, the lack of artifacts and other food remnants as well as its proximity to the nearby buildings, a question as to the identification of this feature is raised, however the midden may also be exceptionally old.

Modifications

Only natural modifications are likely to have affected the site

Condition

The site is currently overgrown with grass and various other introduced species and was not visible at the time of survey. When identified in 1985, the site was already disturbed, shallow and fragmentary. It has not been visible since.

Statement of Significance

The midden has significance as the only remaining physical evidence of Aboriginal activity on the Island. Modification of the Island, including quarrying, reclamation and burning of shell for the production of lime is very likely to have removed evidence of traditional Aboriginal use of the place. Rich (1985) states that the site has limited scientific potential but it has historic and social value to the Local Aboriginal

Item Name

Aboriginal Shell Midden

Alternative Item Name

Remnant Shell Midden

HHIMS ID No.

Item No

062

community.

Historical Significance

Not applicable.

Historical Association

Although Bennelong, a well known Aboriginal person, his wife and father, are known to have associations with the Island, an association with this particular midden is unknown and unlikely if it is of great antiquity.

Aesthetic Significance

Not applicable.

Social Significance

Goat Island is known to have social value to the local Aboriginal community for the pre-European occupation of the Island and its continued use by Aboriginal people after the British settlement of Sydney.

Technical/research Significance

Assessment under this criterion is not possible as the site is currently overgrown and not visible. The 1985 assessment of the site concluded that it has "no potential for scientific research" due to its disturbed nature (Rich 1985: 17).

Representativeness

Not applicable.

Rarity

The midden cannot be assessed for rarity at this time as its existence and nature has not been confirmed for a number of years. It has the potential to be of substantial age and may therefore be rare. Further research needs to be justified and carried out to assess the site under this criterion.

Policies actions

Conservation & Maintenance

The site should be protected in situ from future disturbance, deterioration and damage.

In the short term leave as is. Excavation may be possible in the future for research purposes in consultation with the identified Aboriginal stakeholders and the Department of Environment and Climate Change.

Liaise with the Department of Environment and Climate Change if changes to its current state are proposed.

Consult with the identified Aboriginal stakeholders if changes to its current state are proposed

Sources

Rich E, Schwager/Brooks and Partners Pty Ltd, *Goat Island: Archaeological Survey and Assessment of Aboriginal Sites*, report prepared for the Maritime Services Board of NSW (September 1985).

Attenbrow V, 2002, *Sydney's Aboriginal Past: Investigating the Archaeological and Historical Records*, UNSW Press, Sydney.

Austral Archaeology Pty Ltd

Item Name

Aboriginal Shell Midden

Item No

62



Aboriginal shell midden

| | | | |
|-----------------------|-----------|---------|-----|
| Item Name | Lime Kiln | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3477 | Item No | 063 |

| | | | |
|--------------------------|-------------|------------------|--|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | Sandstone cut, sandstone blocks and brick. |
| Construction Start Date | 1830s | | |
| Construction End Date | unknown | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Industry |
| State Historic Theme 3 | Technology |
| State Historic Theme 4 | Labour |

Historical Summary

A lime kiln is used to produce quicklime by the calcination of shell, coral or limestone at a temperature over 900 C. The technology has not changed since the medieval period. Common types include an egg cup, cone shaped or cylindrical burning chamber with an air inlet in the base. Lime kilns were usually constructed of brick or limestone blocks and were generally temporary structures built near the site where lime was required. While lime kilns were very common in the past, they have rarely survived.

The kiln on Goat Island is an intermittent draw type kiln which was packed with alternate layers of fuel (timber or coal) and limestone or shell and fired from the base. This layering limited the size of the kiln to 1000 mm 4000 mm diameter and up to 3000 mm in depth. It generally took a week turnaround time to pack, fire and unload a kiln, making the use of several kilns at once more practical in a commercial or industrial context.

On an interesting but cautious note, the (unconfirmed) information regarding Charles Anderson, the convict chained to a rock, mentions that he was sent to Moreton Bay to work on the lime kilns before he murdered an overseer and was finally sent to Norfolk Island (Barry 1958: 123). Anderson's Cut is metres from the lime kiln and carved into the same bedrock outcrop.

Description

Located on the southern shore of the central precinct, just to the east of Anderson's couch, is a small and simple lime kiln. It is cut into the naturally occurring rock outcrop with the front constructed of ashlar blocks and reused bricks. The cylindrical kiln measures 2000 mm in diameter and 2200 mm deep, although it is overgrown and silted up. Brick, rough ashy mortar containing slag and inconsistent block size is used in the construction and the kiln contains associated ash and lime deposits.

The seaward side of the kiln has built up with deposits obscuring the opening at the base but it is likely that the draw hole was oriented toward the water to the south east to provide an accelerated updraft to guarantee that the shell was well burnt. Access to the kiln was needed at the top for loading and at the base for removal of the lime and ash. It is likely that with clearance of the overgrown area, evidence of stairs, ancillary buildings and paths may be identified. There are several slots in the stone at the top which suggests that the kiln may have had some type of roof or structure built over the top which may have assisted in the control of the burn.

There may be another kiln in the vicinity so that the turnaround time in the production of lime was kept to a minimum. It is interesting to note the close proximity of the protected bench of Anderson's Couch which may in fact be associated with the lime kiln.

There is no documentary evidence to date the kiln with precision and it is not noted on any historical plan. The kiln was likely to have been in use from the earliest construction period of the magazine and cooperage in 1836 and was probably intended to be temporary, for use while building construction was underway. It is consistent with penal establishments of the 1830s and a common form of kiln constructed in Australia, especially where little skill was required.

Modifications

Unknown

Item Name

Lime Kiln

Alternative Item Name

HHIMS ID No.

3477

Item No

063

Condition

Although it is not fully intact, the surviving fabric of the kiln appears to be in good condition - it is estimated that at least 80% of the original structure survives in its intended form. The interior and the opening at the front had silted up. A small Casurina tree started to grow through two blocks at the top of the kiln but has since been cut off close to the sandstone block.

Statement of Significance

The lime kiln is of State significance as an early feature of the island in very good condition. While the majority of lime kilns in Sydney were swept aside in the face of development, the kiln at Goat Island remains a rare example of a once common but important technology. This kiln (and the newly discovered kiln) on Goat Island are indicative of the simple technology that was essential to the early construction phase and the capacity for self sufficiency on the Island.

Historical Significance

The lime kiln is one of the many items that contribute to the character of the Island and is probably a remnant of the earliest phase of the development of the Island. Its construction and operation was fundamental to the colonial development of the Island.

Historical Association

Not applicable.

Aesthetic Significance

The kiln, is a robust construction composed of local materials and retains the ability to demonstrate its former function. Its nature and appearance identify it as an early feature from the colonial phase of the Island.

Social Significance

Not applicable.

Technical/research Significance

There is high potential for the survival of below ground archaeological deposits and structural evidence. Archaeological research and investigation could clarify the nature of the resource or elucidate our understanding of issues such as the operation of the lime kiln. Understanding the nature of the kiln will contribute to interpretation of the item and the activities undertaken during the colonial phase. Associated features such as a rubbish dump may also be present.

Representativeness

The representative nature of the kiln is high as it survives as a once common technology necessary for the foundation of any settlement.

Rarity

The kiln at Goat Island is an exceptionally rare example of a once common but important technology. No other kiln in NSW is comparable in both date and form.

Policies actions

Conservation & Maintenance

Clearance of deposit and plant growth that has accumulated inside and outside the kiln which is obscuring the kiln and making interpretation difficult.

Remove weeds from cracks and joints in the masonry in an appropriate fashion. This may require the use of weed-killer; consult with a professional in weed eradication if this is the case.

When funds permit, detailed archaeological excavation should be considered as further investigation is required to determine the nature of the kiln including its design, depth and possible survival of surrounding structures.

Ensure that the stability of the kiln is not compromised during, or as a consequence, of the investigation. Use the information from the investigation to inform the interpretation of the item and the early phase of European use of the place.

Sources

Austral Archaeology Pty Ltd, 1996, *Pipers Creek Lime kilns Plan of Management*. Report prepared State Forests of New South Wales (February)

| | | | |
|-----------------------|-----------|---------|-----|
| Item Name | Lime Kiln | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3477 | Item No | 063 |

FORESTS OF NEW SOUTH WALES (February).

Harrington J, 2000, *An Archaeological and Historical Overview of Lime burning in Victoria*, Heritage Victoria.

Kerr J. S, 1987, *Goat Island: An investigation for the Maritime Services Board of NSW*. Report prepared for the MSB and National Trust.

Pearson M, "The Lime Industry in Australia - An Overview" in, *Australian Historical Archaeology*, Vol 8, 1990 pp 28-35.

Austral Archaeology Pty Ltd

Item Name

Lime Kiln

Item No

63



Lime Kiln site



Detail, Lime Kiln



Detail, lime kiln



Detail, lime kiln



Detail, lime kiln



Detail, lime kiln

Item Name

Lime Kiln

Item No

63



Detail, lime kiln



Detail, lime kiln



Detail, lime kiln



Detail, lime kiln



Detail, lime kiln



Detail, lime kiln

Item Name

Lime Kiln

Item No

63



Detail, lime kiln



Detail, lime kiln



Detail, lime kiln

| | | | |
|-----------------------|------------------------|---------|-----|
| Item Name | Stone Jetty (magazine) | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3466 | Item No | 064 |

| | | | |
|--------------------------|-------------|------------------|---------------------------|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | Sandstone |
| Construction Start Date | 1833 | | |
| Construction End Date | 1833 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|----------------------------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Transport |
| State Historic Theme 3 | Defence |
| State Historic Theme 4 | Environment - cultural landscape |

Historical Summary

The first jetty or wharf on the Island was probably constructed somewhere between the Water Police precinct and the South Depot precinct to assist removal of stone from the first quarrying phase on the island. This wharf no longer survives.

Historical documentation briefly mentions the completion of the stone 'wharf' on the western part of the Island in 1833 as part of the magazine works. The remains of this jetty are therefore likely to be the oldest surviving built structure on the Island.

Description

Located at the western side of the island, in front (west) of the barracks and adjacent to the boat shed, the current stone structure is likely to be the remains of the original jetty.

The jetty was built of Island sandstone and completed in 1833 prior to the construction of the magazine.

The jetty consists of at least four courses of massive ashlar blocks, some of which are up to 2000 mm long and over 1000 mm wide. Stones on the less protected southern edge of the jetty appear to be displaced.

A set of four narrow stone steps lead down to shallow water. Debris collapsing into the harbour and the disposal of rubbish is likely to have reduced the depth of the water around the shore, however it is unlikely that large vessels were ever able to berth at this jetty. A large hole on the south western side of the jetty appears to have been the position of a post which no longer survives.

The particularly good condition of this jetty suggests that it may have undergone some modification and several phases of repair. Stone jetties and sea walls often collapse due to water action and are rebuilt over time. A more recent sandstone sea wall (1925) has been partially built over the northern edge of the slipway on a slightly different alignment.

Modifications

Modification of the jetty is likely as it would have required repair from storm damage. The massive blocks at the top of the jetty appear to have been either moved from their original position as the interstices are not as tight as they are on the lower courses.

The early jetty is partially covered by a more recent sandstone edge of a wharf which is constructed at a different level and alignment .

Condition

The jetty is in good condition. Several of the stones on the upper course may have been displaced by water action. In addition, large skip bins have been loaded and unloaded from this point which may also have displaced the stones. If mortar was used for bonding the stones, it has long since washed away.

Statement of Significance

This wharf is of exceptional significance for its early construction date, materials used and association with the magazine, which it predates. The wharf is likely to be the oldest surviving built structure on the island. It is also of significance for its association with the early Colonial use of the place and as an essential component of the early transportation system and access to the Island

Item Name

Stone Jetty (magazine)

Alternative Item Name

HHIMS ID No.

3466

Item No

064

essential component of the early transportation system and access to the Island.

Historical Significance

This is one of the earliest structures built on the Island and one of several constructed with convict labour and built under direction from Colonial Architects and Engineers. The jetty contributes to the understanding of the colonial phase of development of the Island and represents an important resource for the future interpretation of the Island.

Historical Association

The jetty has historical association with the works of George Barney.

Aesthetic Significance

The jetty possesses high aesthetic significance as a representative example of early, utilitarian construction. The large sandstone blocks, quarried from the Island contribute to the overall robust effect of this simple but efficient jetty.

Social Significance

Not applicable.

Technical/research Significance

Not applicable.

Representativeness

Not applicable.

Rarity

A number of stone jetties survive in the waterways of Port Jackson, but it is very rare for such an early example to survive, particularly in a working harbour such as Sydney and on the constantly operational side of the Island.

Policies actions

Use

Ensure that the wharf is not obscured by any new use and that its original connection of the Island to the water is maintained.

Discourage the use of the wharf for skip bins and other heavy objects.

Relationship to other sites

In any interpretation plan, investigate and present the wharf's relationship to other features on the Island such as paths and other landing sites.

Conservation & Maintenance

Conserve the wharf in such a way that its significance is retained.

Include this wharf in a maintenance schedule.

Ensure that major works conducted on the wharf are undertaken by a suitably qualified professional.

When conducting maintenance or conservation works, ensure that the impacts are as much as necessary and as little as possible.

Interpretation

As with recommendation "Relationship to other sites", include the wharf in an interpretation plan and demonstrate its relationship to the operations of the Island.

Sources

Kerr J S, 1987, *Goat Island: An Investigation for the Maritime Services Board of NSW*, unpublished report for the Maritime Services Board.

Austral Archaeology Pty Ltd

Item Name

Stone jetty

Item No

64



Stone jetty (Ship Repair Workshop (1) to right)



Looking across stone jetty to 3-door boatshed (23a)



Stone jetty



Detail, stone jetty



Detail, stone jetty



Detail, stone jetty

Item Name

Stone jetty

Item No

64



Detail, stone jetty



Detail, stone jetty



Detail, stone jetty



Detail, stone jetty



Detail, stone jetty



Detail, stone jetty

Item Name

Stone jetty

Item No

64



Detail, southern wall of stone jetty



Detail, southern wall of stone jetty

| | | | |
|-----------------------|------------------------------|---------|-----|
| Item Name | Blacksmith's Shop (presumed) | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3478 | Item No | 067 |

| | | | |
|--------------------------|----------------|------------------|---|
| Item Type | Archaeological | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | Cut sandstone outcrop, sandstone blocks forming a wall. |
| Construction Start Date | 1830s | | |
| Construction End Date | High | | |
| Archaeological Potential | | | |

| | |
|--------------------------|---------------------------------------|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Industry |
| State Historic Theme 2 | Technology |
| State Historic Theme 3 | Convict |
| State Historic Theme 4 | |

Historical Summary

The presumed blacksmith's shop is based on the visual identification of forged artifacts, cuts in bedrock and remnants of a masonry wall by Kerr (1985).

To date, historical information related to a blacksmith's shop has not been located.

Information regarding structures on the Island comes from notes in a field book survey from 1842, taken long after the the magazine was complete and functioning and the blacksmith complex was obsolete. If the site represents a blacksmith's shop, it is likely that the remains date to the 1830s prior to the construction of the magazine and are associated with the setting-up period of the place, where quarrying tools were required and prior to the storage of explosives.

Description

A large rock outcrop to the east (rear) of the powder magazine was cut to form the rear wall of several structures. In 1985, Thorp recorded a partially intact sandstone ashlar wall and possible sub ground foundations with return. Several channels and slots were cut into the rock face. No artifacts were observed, but there was slag and ash in the soil. Several other features including rock cut stairs, shallow grooves in the rock face, large flat stone blocks are located nearby and may be related to the one complex.

Conclusive evidence that the remains are those of a blacksmith's shop is lacking. Site identification was based on hand forged iron artifacts scattered in the vicinity (Kerr 1987) rather than by plan or other documentary evidence. None of these artifacts were recorded or collected during the field surveys undertaken for this project, nor have they been sighted in any other study. What may be regarded as evidence of burning on the rock face is in fact a weathering process seen all over the Island.

The area is now extremely overgrown and very little of the evidence recorded in 1985 is visible. No artifacts or slag was noted in the soil, the ashlar wall consists of a few stones butting up to the rock face and there was no evidence of a return in the stone wall or any associated outbuilding.

The building that is located here was likely to have been of predominantly timber construction as suggested by the various slots cut into the rock for the attachment of palings. It was probably also a temporary building or used intermittently due to its somewhat irregular construction into the hill side and lack of stone walls.

Modifications

Ruin

Condition

The site is highly overgrown with most of the structural evidence obscured by dense vegetation. Soil movement down the slope is likely to have obscured some features and there is potential for a sub-surface archaeological resource.

Statement of Significance

The remains of the presumed blacksmith's shop are of exceptional significance for their contribution to the understanding of some of the earliest activities undertaken on the Island and demonstrate the self-sufficiency of the place. The site has an exceptional degree of archaeological potential to reveal

Item Name

Blacksmith's Shop (presumed)

Alternative Item Name

HHIMS ID No.

3478

Item No

067

sufficiency of the place. The site has an exceptional degree of archaeological potential to reveal information regarding the nature and function of the structures that once stood here.

Historical Significance

Remains of the presumed blacksmith's shop are likely to be some of the earliest structures built on the island and along with the lime kilns, the only industrial elements surviving from the Colonial phase of Goat Island's history. The site represents an important resource for the future interpretation of the island.

Historical Association

Associated with the earliest Colonial activities on the island.

Aesthetic Significance

Not applicable.

Social Significance

Not applicable.

Technical/research Significance

There is high potential for the survival of below ground archaeological deposits and structures. If archaeologically investigated, the remains of the presumed blacksmith's shop would clarify the nature of the resource and contribute to the interpretation of the island. It is possible that associated features such as a privy and rubbish dump may also be present in this location.

Representativeness

Not applicable.

Rarity

Very early remnants of Colonial development and technology have not often survived in Sydney. Goat Island contains a number of early Colonial items, including the presumed blacksmith's shop, which is a rare example of a temporary purpose-built industrial structure from the 1830s.

Policies actions

Conservation and maintenance

Clear weeds and vegetation impacting on the archaeological site and associated structures within six months to protect from deterioration. Weeding is to be undertaken in a controlled fashion. Weeds with small roots may be pulled; weeds with deep entrenched roots should be removed by a method that does not disturb the surrounding archaeological resource. Remove weeds carefully from masonry walls to avoid dislodging blocks.

Interpretation

When funds permit, consider archaeological test excavation in order to clarify the nature, function and significance of the remains.

Sources

Kerr, J.S., 1987 *Goat Island: An investigation for the Maritime Services of NSW* Report prepared for the MSB and National Trust

Thorp, W. with Schwager Brooks and Partners Pty Ltd, 1985 *Goat Island: Archaeological Survey and Assessment of Historic Sites*

Austral Archaeology Pty Ltd



Presumed Blacksmith's Shop site (67). The cut in the bedrock is one of many in this particular area. The blackening of the rock appears on stone across the Island and appear to be a result of weathering. View to the east



Presumed Blacksmith's Shop site (67). The site is overgrown with vegetation. The bedrock in the middle of the photograph has been modified with cuts and has been picked flat. View to the east



Presumed Blacksmith's Shop site (67). View of the masonry wall to the north of bedrock outcrop. The wall is in poor condition and hidden behind thick vegetation. View to the north.



Presumed Blacksmith's Shop site (67). Section of the masonry wall abutting the bedrock outcrop that the cuts have been made into. View to the north.



Presumed Blacksmith's Shop site (67). View to the south. The masonry wall is behind the camera, the cut bedrock in the background but not visible in this photograph.

| | | | |
|-----------------------|---------------|---------|-----|
| Item Name | Magazine Walk | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3461 | Item No | 069 |

| | | | |
|--------------------------|-------|------------------|---------------------------|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | High | Materials | asphalt |
| Construction Start Date | 1838 | | |
| Construction End Date | 1866 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|----------------------------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Government and Administration |
| State Historic Theme 2 | Defence |
| State Historic Theme 3 | Environment - cultural landscape |
| State Historic Theme 4 | |

Historical Summary

The Magazine Walk, or a similar route, dates from 1838 - the date of construction of the Water Police Station at the north east tip of the island. Evidence for this is the later 1866 historical record for the roadway between the magazine complex and the former Water Police Station (then a cartridge assembly laboratory) being "infilled and made good", thereby implying the roadway already existed. There is also some (inconclusive) evidence for the movement of sandstone blocks from Barney's Cut in 1838 to the Magazine area for the construction of the sentry box and adjacent section of the Fortified Wall.

Following the military takeover of the former Water Police Station for use as a cartridge assembly laboratory in 1865, the Magazine Walk (referred to as "the roadway") between the magazine complex and the former Water Police Station was infilled and made good in February 1866.

The lime kiln early privy site and bench also front the walk so it appears that it was in use from the earliest use of the island, although probably not formed.

An 1882 photograph of the Island clearly shows the Magazine Walk. as does a 1943 aerial photograph.

Description

An asphalted pathway which runs around the southern and eastern side of Goat Island from the Magazine complex through to the former Water Police Station on the northeastern tip of the island. The pathway runs adjacent to the Barracks (25) and the Kitchen Cottage (26), Anderson's Couch (61) and a lime kiln (63), and adjacent to the sites of two 1870s explosives magazines and the sites of former Sydney Harbour Trust cottages and across the bridge over Barney's Cut. Sections of the walk are fenced to prevent access to the escarpment edge and some areas have been excavated and filled to provide a level walking platform. It is likely that the level of the walk has been raised over time as it has been formed and sealed.

Modifications

The Magazine Walk was "infilled and made good" in 1866 following the conversion of the former Water Police Station into a cartridge assembly laboratory. It would appear that the path was asphalted sometime in the mid 20th century. The path was excavated for its entire length with a deep trench to house Telstra cables. The trench remains with covers under the asphalt layer.

Recent repair/upgrade work on asphalt paths on the island took place in 1997, which would have included work to the Magazine Walk.

Condition

The walk is in generally good and maintained condition.

Statement of Significance

The Magazine Walk is of historical significance as the first pathway formed after European occupation of Goat Island in the 1830s and for its historical associations with the 1830s Magazine Complex and the imperial military garrisons stationed there from 1833-1870, the 1838 Water Police Station and its use as a cartridge assembly laboratory in 1865, archaeological sites related to the magazine construction and use of convict labour (lime kiln, Anderson's couch), the demolished 1870s explosives magazines (102)

Item Name

Magazine Walk

Alternative Item Name

HHIMS ID No.

3461

Item No

069

use of convict labour (lime kiln, Anderson's couch), and the demolished 1870s explosives magazines (102), built by the NSW colonial government, and the demolished Sydney Harbour Trust Fire Brigade residences (81a-81f).

Historical Significance

The Magazine Walk is of historical significance as the first pathway formed after European occupation of Goat Island in the 1830s.

Historical Association

The Magazine Walk has historical associations with the 1830s Magazine Complex and the imperial military garrisons stationed there from 1833-1870, the 1838 Water Police Station and its use as a cartridge assembly laboratory in 1865, archaeological sites related to the magazine construction and use of convict labour (lime kiln, Anderson's couch), the demolished 1870s explosives magazines (102) built by the NSW colonial government, and the demolished Sydney Harbour Trust Fire Brigade residences (81a-81f).

Aesthetic Significance

Not applicable.

Social Significance

Not applicable.

Technical/research Significance

The Magazine Walk has qualified archaeological potential given the extent of previous excavation.

Representativeness

Not applicable.

Rarity

Rare, as the major and only extant 19th century pathway on Goat Island.

Policies actions

Use

Retain current use as the major access pathway across the island.

Relationship to other buildings and structures

Retain relationship to adjacent sites such as Anderson's couch.

Adaptation

Not relevant

Conservation and Maintenance

The Magazine Walk's asphalt surface should be maintained. Archaeological investigation should accompany any works involving excavation of the Magazine Walk or its immediate environs.

Interpretation

The Magazine Walk should be the subject of interpretation as part of an Interpretation Plan for the Magazine complex.

Sources

Paul Davies Pty Ltd



Southwestern end of Magazine walk. Barracks (25) and Transformer house (24) on right



Magazine walk near Kitchen Cottage (26) looking northeast



Magazine Walk near Kitchen Cottage (26) looking south



Kitchen cottage (26) and Magazine Walk on left. City skyline on right.



View of Magazine Walk from area east of Kitchen Cottage (26)



Eastern section of Magazine Walk

Item Name

Magazine Walk

Item No

69



Eastern section of Magazine walk looking southeast - city skyline on left



Northern end of Magazine Walk



Northern end of Magazine walk. Cottage 246a and 1912 Fire Brigade Barracks (46b) in background on right

| | | | |
|-----------------------|--|---------|-----|
| Item Name | Fortified Wall, Sentry Box & Engravings | | |
| Alternative Item Name | Magazine Wall, Compound Wall, Perimeter Stone Wall | | |
| HHIMS ID No. | 3455 | Item No | 071 |

| | | | |
|--------------------------|-------------|------------------|--|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | Sandstone, quarried on Goat Island for the wall, brought in for the Sentry Box |
| Construction Start Date | 1833 | | |
| Construction End Date | c.1838 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|-------------------------------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Government and Administration |
| State Historic Theme 2 | Convict |
| State Historic Theme 3 | Defence |
| State Historic Theme 4 | Persons |

Historical Summary

The sandstone fortified wall and sentry box were constructed between 1833 and circa 1838 as part of the original Magazine complex that included the Queen’s Magazine (15), Cooperage (19), Barracks (25) and Kitchen cottage (26).

The designer of the Goat Island powder magazine complex has not been identified, however the design contains all the attributes of and follows the accepted design of ordnance depot magazines constructed across the British Empire. *“The competence of stone selection and masonry work can be attributed to Andrew Petrie, Walter Scott and Captain George Barney. Andrew Petrie was appointed as overseer in 1833 or 1834 and was already known for his monumental work. By August 1834 he was acting as the Superintendent of Stockade as well as the Overseer of Works. He was discharged in December 1835. Walter Scott commenced as Foreman of Works on Goat Island by 1837 and after seeing the magazine project through to completion joined the Colonial Architect’s office. Captain Barney assumed control of the works in January 1836 and commissioned a plan of both the magazine and cooperage under construction from Thomas Bird.”* (R. Newton *Powder Magazine Design in the 18th and 19th century...*)

Recent analysis of the sandstone used for the magazine buildings and the fortified wall has confirmed that the sandstone was quarried on Goat Island, at the Powder Magazine site (See references Dr. Franklin, A. Higham). Assessment of the sentry box, however, suggests that it is composed of a different sandstone with a noticeable change in construction 3 metres from the sentry box (see David Young reference). Given that the Sentry Box appears on an 1842 survey plan of the island (survey plan re-drawn in Kerr, 1985 p. 12; also D. Tuck, Fig 31), it is possible that the sentry box was constructed circa 1838 with the softer sandstone from Barney’s Cut, which was also used for the Water Police Station. The Water Police Station sandstone has similar weathering properties to those of the Sentry Box. The origin of the stone can only be confirmed through petrographic analysis.

An 1890s State Library of NSW photo shows the Wall and Sentry Box, with a single storey timber building on the western side of the Wall. David Young speculates that the undated, unnamed weatherboard building on the north side of the wall (shown on an 1891 plan and in the State Library photo) *“may have provided the opportunity for some of the graffiti engravers to do their thing”*. This explanation seems likely, as the engravings are concentrated on the Sentry Box and the northern side of the Wall where it would have historically been obscured from view within the Magazine Complex by this building (and is currently obscured from the same viewpoint by the Amenities building (13)).

Between 1833 and 1870 a number of Imperial British infantry regiments were sent to the colony of New South Wales. The regiments were then sent to another overseas station, such as India, before returning to England four to five years after their initial deployment. After arrival in Sydney, the regiment (normally divided into about ten companies and totaling about 1000 officers and men) was formed into detachments of varying sizes and sent to various duties across the country. Some of the smaller units were garrisoned on Goat Island for the purpose of guarding the powder magazine complex. Evidence of this duty is provided in a dispatch of 30 April 1847 from Governor Fitzroy to the Secretary of State for the Colonies commenting on the colony’s requirements for troops;

“...the presence of a military force of not less than 600 men in Sydney...will not be more than sufficient to furnish the necessary guards over the Commissariat and Treasury, and those over the convicts in the Woolloomooloo Stockade and at Cockatoo Island, and the magazine on Goat Island.”

Item Name

Fortified Wall, Sentry Box & Engravings

Alternative Item Name

Magazine Wall, Compound Wall, Perimeter Stone Wall

HHIMS ID No.

3455

Item No

071

*Some members of these units left a record of their garrison duty by carving their regimental numbers on the sandstone wall and sentry box. The 'graffiti' records the almost continuous occupation by Imperial infantry regiments and indicates that the following units spent time on the Island: 17th (Leicestershire) Regiment of Foot 1830-1836; 50th Queen's Own (Royal West Kent) Regiment of Foot 1833-1841; 80th (Staffordshire Volunteers) Regiment of Foot 1837-1844; 51st (2nd Yorkshire West Riding Light Infantry) Regiment of Foot 1838-1846; 58th (Rutlandshire) Regiment of Foot 1844-1847; 11th (North Devonshire) Regiment of Foot 1845-1857; 12th (East Suffolk) Regiment of Foot 1854-1860; 77th (East Middlesex) Regiment 1857-1858; 18th (Royal Irish) Regiment 1870." (R. Newton, *Imperial Garrisons*)*

From 1856 units of the British Royal Artillery also served in Sydney, and graffiti on Goat Island indicates the 15th Brigade was present at Goat Island, and provides evidence that the powder magazine may have been exclusively garrisoned by the Royal Artillery in the 1860s (other evidence is the occupation in 1865 of cottage 46a by a Sergeant of Artillery, and August 1862 recommendations for treatment of damp in the guard room from a Major of Brigade (i.e. Artillery brigade) (see R. Newton *Imperial Garrisons*).

Description

The Fortified wall was constructed along the eastern, northern and southern sides of the powder magazine complex, curving at the southeastern corner. The wall along the southern side sits atop the quarry face (where the island was quarried and benched to form a flat, near sea level site for the construction of the Powder Magazine complex). The wall along the northern side was largely removed due to adjacent quarrying and slipway construction in the 1960s. The wall and sentry box feature engravings or graffiti done by the men of the 19th century British Imperial regiments stationed at the Magazine complex.

The wall:

The wall is a security wall (not a blast wall) for the powder magazine complex, approximately 3 metres high up to the capping (lower at some points due to slope and later buildup of ground level) constructed of large sandstone blocks laid in stretcher bond and with a curved sandstone capping. The wall features loopholes at approximately waist height. The single eastern gateway is an semi-circular arched entry with voussoirs and keystone above, between a pair of engaged piers, the whole capped with a castellated entablature. This gateway provided access to the nearby Barracks building, located outside the Wall. Various early 20th century photos show a pair of timber doors within the gateway (no longer extant).

Sentry box:

At the southwestern end of the wall is a small hexagonal sentry box, constructed of a different type of sandstone to the majority of the Fortified wall, with a greater clay content and finer grained (D. Young, 2007). The sentry box features a sandstone corbel, and capping, sandstone roof including a capping stone, and small rectangular loopholes at waist height. The interior space is circular and with a doorway to the northern (Magazine) side. Examination of the wall shows a noticeable change in the stone about 3 metres east of the Sentry box (D. Young, 2007). The use of different sandstone for the Sentry box and section of wall adjacent to the east of the Sentry box suggests that the Sentry box and adjacent wall section may have been built at a slightly later date to the majority of the Fortified wall.

Engravings:

The 19th century engravings (or graffiti) are located on the Sentry box (both interior and exterior) and along the northern (Magazine) side of the wall. The engravings indicate the garrisoning of the powder magazine complex by various British infantry regiments and artillery brigades from the 1830s to 1870.

Modifications

Wall:

In 1998, mortar joints were repointed in the coping and much of the eastern, northern and southern faces of the wall and a few stones replaced, and in 1999 stones were replaced in the upper part of the gate through the wall, further repointing work and the gate to the Sentry box, and the opening up of the loopholes, all work carried out by the NSW Dept. of Public Works. In 2003 clearing of weeds and vegetation away from the western elevation of the wall; and further repointing was undertaken.

Sentry box:

Hard cement mortar has been used to 'repair' the sentry box, c. 1950s or 1960s, and this has resulted in increased weathering of the sandstone.

Item Name

Fortified Wall, Sentry Box & Engravings

Alternative Item Name

Magazine Wall, Compound Wall, Perimeter Stone Wall

HHIMS ID No.

3455

Item No

071

Condition

The Wall: Fair - rising and penetrating damp present on low sides (west and north), with some stones having lost several centimetres of their surface.

The Sentry Box: Very poor condition - with deep delamination of surface layers and retreat from corners. String course and dripstone over opening severely decayed. The Sentry Box has slightly rotated to the west (presumably due to settlement), but movement not active (D. Young, 2007). Severe rising damp and salt attack damage to lower courses.

The Engravings: Fair to poor, however the decay of the Sentry Box threatens the historic engravings on the lower courses.

Statement of Significance

The Fortified Wall, Sentry Box and Engravings are of exceptional significance as a crucial component of the Goat Island Powder Magazine complex, 1833-1839, the earliest powder magazine complex in Australia. The Fortified Wall, Sentry Box and Engravings are evocative of the British imperial military standard design for powder magazine complexes, of the use of convict forced labour and particularly with regard to the engravings, of the imperial regiments who were stationed there and have left their reminders.

The Fortified Wall is of aesthetic significance as a monumental structure of sandstone quarried on site on Goat Island, illustrative of early colonial stonemasonry skills.

The Fortified Wall and Sentry Box is associated with Andrew Petrie, Supervisor of Stockade and Overseer of Works, Walter Scott, Foreman of Works, and Captain George Barney (from September 1837 Superintendent of Civil Works), with convict labour, and with the British regiments stationed there. The Engravings are particularly evocative of the British regiments who were stationed on Goat Island from the 1830s to 1870.

Historical Significance

The Fortified Wall, Sentry Box and Engravings are of exceptional historical significance as an integral part of the Goat Island 1833-1839 Powder Magazine Complex, the earliest such complex in Australia, designed in accordance with the standard British Imperial 18th century design for such complexes, in the local sandstone by convict labour, hence unique within Australia. The Fortified Wall, Sentry Box and Engravings are evocative of colonial life, both for convict labourers and for the regiments who were stationed at the Magazine complex.

Historical Association

Associated with the British regiments stationed there from the 1830s till 1870, with convict labour, and with Andrew Petrie, Supervisor of Stockade and Overseer of Works, Walter Scott, Foreman of Works, and Captain George Barney (from September 1837 Superintendent of Civil Works).

Aesthetic Significance

The Fortified Wall and Sentry Box are impressive works of colonial stonemasonry, which provided security for the Magazine area used for gunpowder and explosives storage. A wall and guardhouse are a standard component of the British Imperial design for magazine complexes, made distinctive by the construction use of Sydney sandstone quarried on Goat Island, and the originally isolated island setting within Sydney Harbour. The Fortified wall and sentry box are of high aesthetic significance.

The engravings have moderate aesthetic significance.

Social Significance

Not applicable.

Technical/research Significance

The entire Magazine complex has archaeological potential. And the wall itself has potential to reveal information about early convict construction and practices.

Representativeness

The Fortified wall and sentry box are representative of early 19th century British Imperial powder magazine complexes.

Rarity

The Fortified wall and sentry box are rare as a crucial component of the earliest and one of the most intact military powder magazine complexes in Australia.

| | | | |
|-----------------------|--|---------|-----|
| Item Name | Fortified Wall, Sentry Box & Engravings | | |
| Alternative Item Name | Magazine Wall, Compound Wall, Perimeter Stone Wall | | |
| HHIMS ID No. | 3455 | Item No | 071 |

intact military powder magazine complexes in Australia.

The engravings are rare and possibly unique within Australia, as other examples of colonial military graffiti are not known (as opposed to the graffiti of prisoners or convicts during the colonial period).

Policies actions

Use

The Fortified wall and Sentry box and engravings are crucial defining elements for the interpretation of the Magazine complex, however the Sentry box and engravings in particular are delicate, and should be available only to supervised public viewing.

Relationship to other buildings and structures

The Fortified Wall and Sentry Box are a crucial component of the Powder magazine complex, and therefore the visual relationship between the wall and sentry box and the Powder Magazine buildings, the Queen's Magazine, the Cooperage, and the Barracks, should not be obstructed. The amenities building (13) presently obscures the wall within the enclosure of the magazine.

Adaptation

Not capable of adaptation.

Conservation and Maintenance

The detailed recommendations of the D. Young November 2007 report for 2 stage conservation works to the Wall and Sentry Box should be followed. This report should be referred to.

The Wall: All the perpend joints in the coping of the wall will need to be repointed; monitoring for damage from earlier inappropriate repointing work (D. Young, 2007);

Sentry Box: Trial removal of hard cement patches should be undertaken as part of developing a second stage of conservation works.

Engravings: Conservation works to both the Fortified Wall and the Sentry Box are to place high priority on preservation of the 19th century engravings.

Interpretation

The Fortified Wall, Sentry Box and engravings should be core components for an Interpretation Plan for the Magazine Complex.

Sources

David Young *Goat Island Compound Wall and Sentry Box: Condition assessment and conservation recommendations* November 2007

DECC, *Goat Island: A Contextual History*, December 2007

A. Higham *Goat Island Investigation of stonework* Heritage Group, State Projects Report No. 97/23, Dept. of Public Works and Services, 1997

Dr. Brenda J. Franklin *Report on Goat Island Stonework Conservation: Geology of the sandstone* March 1997

R. Newton, NPWS, papers *Imperial Garrisons* and *Powder Magazine Design in the 18th and 19th Century*, 2007

Paul Davies Pty Ltd

Item Name

Fortified Wall and Sentry Box

Item No

71



Fortified wall and entry from northern side looking west past item 1a towards entry



Fortified wall looking east from entry



Fortified wall and entry from northern side



Entry arch from northern side



Entry arch from southern side



Fortified wall from northern side, looking west. Amenities building (13) on right.

Item Name

Fortified Wall and Sentry Box

Item No

71



Fortified wall and sentry box from northern side



Sentry box from southern side



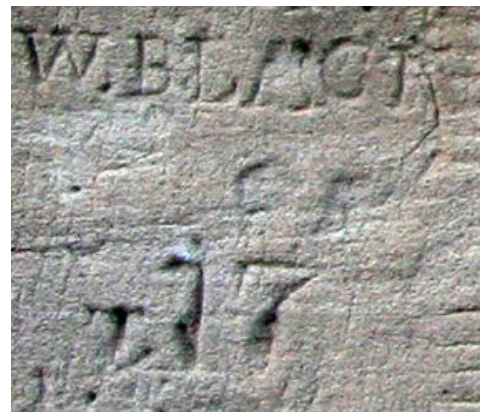
Sentry box gun opening



11th Regiment graffiti



12th Regiment graffiti



17th Regiment graffiti

Item Name

Fortified Wall and Sentry Box

Item No

71



18th Regiment graffiti



50th Regiment graffiti



More graffiti from the 50th Regiment



51st Regiment graffiti



58th Regiment graffiti



77th Regiment graffiti

| | |
|-----------------------|----------------------|
| Item Name | Magazine Quarry Face |
| Alternative Item Name | Magazine Quarry |
| HHIMS ID No. | Item No 072 |

| | | | |
|--------------------------|-------------|------------------|---------------------------|
| Item Type | Landscape | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | Cut sandstone cliff |
| Construction Start Date | 1833 | | |
| Construction End Date | 1836 | | |
| Archaeological Potential | Low | | |

| | |
|--------------------------|---------------------------------------|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Environment - cultural landscape |
| State Historic Theme 3 | Industry |
| State Historic Theme 4 | Defence |

Historical Summary

Discussion and disagreement surrounded the initial colonial use of Goat Island. Through the medium of the *Sydney Gazette*, Governor Darling suggested the Island be used to dispose of the human waste from the hulk *Phoenix*.

A whaling station was also suggested by Kemmis and Brown in 1828 but the Island's position in the harbour made Goat Island an ideal site for defence purposes.

To the chagrin of Major Thomas Mitchell who argued that the best use of the Island was for defence, by 1831 quarrying by the Department of Public Works had commenced on the eastern side somewhere in the location of the Water Police Building.

The need for a centralised magazine for the storage of gunpowder and explosive material was identified and an earlier plan suggested by Governor Darling in 1826 was implemented by Bourke. Goat Island was a suitable location as it was removed from the Commissariat Store and the centre of the population, was secure and was accessible to large ships.

In 1833 ironed gangs of up to 200 men were reported to be employed quarrying to level the ground in preparation for the construction of the magazine and to provide stone for a wharf on the western side of the island. Foundations for the magazine were laid in 1835. The quarry produced high quality sandstone in substantial dimensions. A considerable amount of the stone was also cut for public buildings in town (Kerr 1987: 3-4).

Description

A substantial quarried rock face up to approximately 7m in height and related to the construction of the Queens Magazine, underlies almost the full extent of the Magazine Wall (71). The site consists of a quarry face, quarry floor and remains of wide apron between the Queens Magazine and pre 1924 shoreline at the western end of the Island.

Under the control of the Commanding Royal Engineer, this massive undertaking was only possible with the employment of convict labour between 1833-1836 and reflects both the massive colonial infrastructure projects undertaken with the use of convict labour as the importance of removing large quantities of gun powder that were stored in the Commissariat.

The quarry face is a flat picked surface with very little evidence of quarrying techniques, or channels to direct water run off. Several vertical and horizontal slots are cut into the rock face around and behind the stores building (20) slightly above current roof level, suggesting the position of an earlier skillion roof.

An analysis conducted by Dr. Brenda Franklin and reported in Brooks draft 2006: 20) concluded that the stone procured from this quarry is the likely source for a number of items including the Queens magazine (15), the cooperage (19) and the drain around the Queens Magazine. Franklin's analysis identified five main sandstone beds with varying degrees of grain size and porosity (Brooks 2006: 20). The results of the analysis also indicated that the sandstone quarried from Barney's Cut was used in the construction of the Water Police Building.

Analysis of the building material on the Island (refer Franklin 1997) concludes that the south western sentry box differs in composition from the remainder of the Magazine Wall and is likely to have been sourced from Barney's Cut.

Item Name

Magazine Quarry Face

Alternative Item Name

Magazine Quarry

HHIMS ID No.

Item No

072

Refer also to Hingham 1997.

Modifications

Carved initials in various locations and the cut above the stores building for a previous skillion roof.

The finishing method of the Quarry Wall/base of the Magazine Wall makes it difficult to identify modifications simply through visual inspection. Documentary sources do not information on later modifications.

Condition

The rock face runs with water draining from the upper level after rain and grasses and ferns grow from cracks in a number of places, but the quarry is not obscured.

The rock face is in good condition with no evidence of breaking or eroding. The quarry was inspected from the ground.

Statement of Significance

The quarry face and platform are of state significance, demonstrating the massive infrastructure programs undertaken by the government, and in this case, for the storage of gunpowder. This achievement was only possible on such a scale due to the employment of convict labour. The quarry represents the harsh attitudes of the time toward the treatment of convicts and the importance of safe guarding Imperial property.

Historical Significance

The quarry is of exceptional significance as one of the earliest and most striking features of the modification of the Island and one of several constructed with convict labour under the direction of Colonial Architects and Engineers. The quarry contributes to the understanding of the Colonial phase of development of the Island and represents an important resource for the future interpretation of the Island.

Historical Association

The Quarry has historical association with the works of George Barney.

Aesthetic Significance

The quarry face has a high degree of aesthetic significance as an imposing example of colonial works on the Island as well as within Sydney. Visually, it represents the power of the colonial government to alter the landscape in such a significant fashion.

Social Significance

Not applicable.

Technical/research Significance

Not applicable.

Representativeness

The Magazine Quarry has a high degree of representative value as a common practice in early Sydney. The quality of sandstone in Sydney ensured that the natural material was cut and used in a large proportion of construction work in the young town.

Rarity

The Magazine Quarry has a high degree of rarity. Due to the geological nature of the Sydney basin, quarrying activities were common in the past. However, it is unlikely that evidence of quarrying from this early date, on such a scale or in such close association with the structures built from the stone, can be found elsewhere in Sydney.

Policies actions

Use

Aim to retain the fixtures and cuts into the rock face as they are now.

Refrain from adding new permanent fixtures to the rock face unless necessary.

Conservation & Maintenance

Inspect regularly to ensure rock is not eroding through controllable actions, such as weeding, that could

| | |
|-----------------------|----------------------|
| Item Name | Magazine Quarry Face |
| Alternative Item Name | Magazine Quarry |
| HHIMS ID No. | Item No 072 |

contribute to the deterioration of the rock face.

Interpretation

Include the Magazine Quarry Face in an Interpretation Plan for the Magazine complex, highlighting the use of convict labour and the impressive feat undertaken.

Sources

Franklin B, *Report on Goat Island Stonework Conservation: Geology of the Sandstone*, (March 1997). Report prepared for the Department of Public Works and Services.

Graham Brooks and Associates, *Conservation Management Plan: Goat Island* (March 2006 draft). Report prepared for the National Parks and Wildlife Division of the Department of the Environment and Climate Change.

Higham A, *Goat Island Investigation of Stonework*, Heritage Group, State Projects, Report No. 97/23, Department of Public Works and Services, (1997).

Kerr J S, 1987, *Goat Island: An Investigation for the Maritime Services Board of NSW*, unpublished report for the Maritime Services Board.

Austral Archaeology Pty Ltd

Item Name

Magazine Quarry Face

Item No

72



Magazine Quarry face and dressed stone wall above



Magazine Quarry face



Magazine Quarry face behind Stores Building (20)



Magazine Quarry face with dressed stone wall above, behind Stores Building (20)



Graffiti detail to Magazine Quarry Face



Detail of quarrying evidence near Stores Building (20)

| | | | |
|-----------------------|------------------------------------|---------|------|
| Item Name | Former Magazine and Residence Site | | |
| Alternative Item Name | Ammunition Shed | | |
| HHIMS ID No. | 11014 | Item No | 081a |

| | | | |
|--------------------------|----------------|------------------|---|
| Item Type | Archaeological | Historical Phase | Colonial Period 1831-1900 |
| Significance | High | Materials | Originally constructed of timber and iron. Modified with weatherboard and tile. |
| Construction Start Date | 1875 | | |
| Construction End Date | 1913 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|---------------------------------------|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Technology |
| State Historic Theme 2 | Defence |
| State Historic Theme 3 | Domestic Life |
| State Historic Theme 4 | Industry |

Historical Summary

Note also that the building formerly on this site was in use during the Sydney Harbour Trust Phase.

The development of powerful new blasting agents in the 1860s - dynamite and lithofracteur (a derivative of nitroglycerine) - required the construction of new premises for their storage on Goat Island as far from the existing magazine as possible. By 1875 one magazine had been constructed to the south of the cut and a second had been built by 1878. A jetty and a storage shed had also been constructed on the adjacent shore. Several photographs from the 1870s and 1880s show these buildings in place (refer history Part 1 this report).

The subject site initially was a magazine that stored gun cotton (a type of dynamite), a more efficient but less stable explosive than gunpowder. At the termination of the Island's use as a munitions storage facility, the Sydney Harbour Trust demolished the building and constructed a residence in 1913 partially across the site of the building (Kerr 1987: 29, 36), the same year that the duplex and a weatherboard and tile cottage were completed.

When the Sydney Harbour Trust assumed control of the Island, one of its responsibilities was the stationing of the firefighting tug the *Pluvius* and housing the fire fighters. A program of construction commenced beginning with the the Harbour Master's Residence and barrack quarters for the men of the Fire Brigade in 1901. In order to accommodate the married men and their families, a number of cottages were constructed between 1903 and 1922 (Kerr 1987: 37). The modifications to the former Magazine were part of this program of employee housing.

Description

Site of first dynamite store built in 1875, just to the west of the cut. Constructed of wood and galvanised iron, the building also functioned as an ammunition shed and the most easterly of all the residences. It had been used as a residence after the removal of explosives from the Island, but the building was vacated and converted to a weatherboard and tile cottage in 1913. The building was demolished in 1970 and apart from a flat building platform, there is no evidence of the structure. Brick foundations that were visible in 1985, can no longer be seen.

Modifications

The former building was demolished and residence built in 1913 but as an archaeological site, no modifications were noted.

Condition

The building platform remains, indicating the location of the residence. There is high potential for a sub-surface archaeological resource.

Statement of Significance

The site is of State significance for its historical association with the storage of ammunition. It has archaeological potential to reveal evidence of the former magazine and its later conversion to a residence; the only structure on the Island to have undergone such a change of use. The site has potential to reveal information of the scaling down of importance of the Island as an ordinance store and the increasing residential nature of the Island after 1900.

Item Name

Former Magazine and Residence Site

Alternative Item Name

Ammunition Shed

HHIMS ID No.

11014

Item No

081a

Historical Significance

The site has high historical significance for its use as an explosives storage. Its construction was in response to the storage of new explosive technology after the discovery in 1846 and later commercial production of gun cotton, nitroglycerine and lithofracteur, which were more efficient but less stable than gunpowder.

Its later conversion to a residence reflects the lesser importance of the Island for military and ordinance purposes and the increasing maritime activities in which the Island was involved.

Historical Association

Not applicable.

Aesthetic Significance

Not applicable.

Social Significance

Not applicable.

Technical/research Significance

The site possesses a moderate level of technical/research significance for its potential to retain a resource that would substantiate the use of the building as an ammunition store and then a residence. Evidence of the earlier and later construction methods could be a useful comparison to building techniques used in Sydney at the same time. Associated archaeological features such as privies or rubbish dumps may also be present.

Representativeness

Not applicable.

Rarity

The site of the former ammunition store and residence has a moderate degree of rarity as it is unlikely that any other structures that were constructed initially as a dynamite store and then converted to a residence survive elsewhere in Sydney.

Policies actions

Use

The site may be used in accordance with an endorsed or adopted interpretation plan or approved development application.

If the site is to be developed, design new structures to reference the earlier building.

Conservation & Maintenance

Avoid impacts to the site. If impacts are unavoidable, ensure appropriate approval are obtained. Liaise with DECC and the Heritage Office.

Interpretation

Include this site in an Interpretation plan for the Magazine Complex, as the site represents extension of and change to explosives storage on the island in response to changing explosives technology and changing regulations in the 1870s.

Sources

Kerr J S, 1987, *Goat Island: An Investigation for the Maritime Services Board of NSW*,

unpublished report for the Maritime Services Board.

Austral Archaeology Pty Ltd

Item Name

Former Magazine and residence site

Item No

81a



Former magazine and residence site



Former magazine and residence site



Detail, former magazine and residence site



Detail, former magazine and residence site

| | | | |
|-----------------------|---|---------|-------------|
| Item Name | Residential Cottages 5 & 6 Archaeological Sites | | |
| Alternative Item Name | Former House Sites 5 & 6 | | |
| HHIMS ID No. | 11016 | Item No | 081b & 081c |

| | | | |
|--------------------------|----------------|------------------|---|
| Item Type | Archaeological | Historical Phase | The SHT 1901-1935 |
| Significance | Moderate | Materials | Originally constructed of weatherboard and tile |
| Construction Start Date | 1915 | | |
| Construction End Date | 1915 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|--|
| National Historic Themes | Tracing the natural evolution of Australia |
| State Historic Theme 1 | Industry |
| State Historic Theme 2 | Domestic Life |
| State Historic Theme 3 | Accommodation |
| State Historic Theme 4 | |

Historical Summary

The Sydney Harbour Trust commenced the construction of the Harbour Master's Residence and barrack quarters for the men of the Fire Brigade in 1901. In order to accommodate the married men and their families, two additional weatherboard and tile cottages were built by 1903, a weatherboard and tile cottage, the duplex and reconstructed magazine were finished by 1913 and 3 more brick and tile cottages were built in 1916. The final brick and tile cottage was completed in 1922. The weatherboard buildings were all demolished by the 1970s.

Description

Kerr's cottage numbers 8 & 9 (81 b & c) were constructed on the western side of the path by 1915 of weatherboard and tile. The remains of the duplex are more substantial than those of the other cottages, all of which were demolished in 1970.

Located on the middle terrace in front of residences 38b & c, the former duplex is the most indicative of all the residential sites. The area has been terraced and a stone retaining wall faces the path on the northern side. Stone stairs lead up to the building platform which retains the concrete front verandah and evidence of the wooden railing at the front. At the rear, the green painted remains of the laundry floor are visible as well as several slots and cuts in the quarried rock face suggesting the position of a lean-to outbuilding.

Modifications

Modern wooden benches have been located in this area. One appears to have been mounted on an existing concrete slab, possibly part of the former residence and the other on a new concrete slab.

Condition

The stairs and retaining wall at the front of the duplex are in good condition. The site has high potential for a sub-surface archaeological resource.

Statement of Significance

The remains of the cottages are of local significance for their association with the Sydney Harbour Trust phase of occupation of the Island and the increasing residential nature of the Island after 1900. Built to accommodate the married men and their families the cottage sites represent the attitudes of the SHT in providing accommodation for its employees and their families.

Historical Significance

The cottage sites are of medium significance for their ability to demonstrate the Sydney Harbour Trust phase of the Island's development and reflect the receding importance of the Island for military and ordinance purposes and the increasing maritime activities in which the Island was involved.

Historical Association

Not applicable.

| | | | |
|-----------------------|---|---------|-------------|
| Item Name | Residential Cottages 5 & 6 Archaeological Sites | | |
| Alternative Item Name | Former House Sites 5 & 6 | | |
| HHIMS ID No. | 11016 | Item No | 081b & 081c |

Aesthetic Significance

The site has a low level of aesthetic significance as an open space with subtle references to its former use.

Social Significance

Not applicable.

Technical/research Significance

Whilst there is high potential for the survival of below ground archaeological deposits and structures, this potential is of low technical/research significance unless associated archaeological features such as privies or rubbish dumps are present. The existing documentary sources adequately demonstrate the use of the site.

Representativeness

The site is likely to be representative of archaeological house sites of the same period.

Rarity

Not applicable

Policies actions

Use

Impact to this site is acceptable. If the site is to be impacted, ensure that the appropriate approvals are sought and the excavation is guided by a research design or work method statement. Engage a qualified archaeologist to consult with the DECC and the Heritage Office.

Ensure that proposals for this site are appropriate and respond to the place's history and setting. Approval for new uses on this site should be obtained on a case by case basis.

Conservation & Maintenance

Maintain the area in its current condition as a benched lawn area, reducing the spread of vegetation that may obscure the visible features and views.

Interpretation

Ensure that the site is included in an Interpretation plan for the Magazine Walk as the construction of this dwelling and others in the area is a part of the Island's history and development during the Maritime period.

Sources

Kerr J S, 1987, *Goat Island: An Investigation for the Maritime Services Board of NSW*, unpublished report for the Maritime Services Board.

Austral Archaeology Pty Ltd

Item Name

Duplex residential cottages 5 & 6 archaeological sites

Item No 81b & 81c



Duplex residential cottages 5 & 6 archaeological sites



Detail, Duplex residential cottages 5 & 6 archaeological site 81b



Detail, Duplex residential cottages 5 & 6 archaeological site 81b



Duplex residential cottages 5 & 6 archaeological sites



Steps, site 81c



Detail, site 81c

| | | | |
|-----------------------|---|---------|-------------|
| Item Name | Weatherboard Cottages 7 & 8 Archaeological Site | | |
| Alternative Item Name | Kerr's Cottages 6 & 7 | | |
| HHIMS ID No. | 11015 | Item No | 081d & 081e |

| | | | |
|--------------------------|----------------|------------------|--|
| Item Type | Archaeological | Historical Phase | The SHT 1901-1935 |
| Significance | Moderate | Materials | Originally the cottages were weatherboard and tile |
| Construction Start Date | 1903 | | |
| Construction End Date | 1903 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|---------------------------------------|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Domestic Life |
| State Historic Theme 2 | Accommodation |
| State Historic Theme 3 | Government and Administration |
| State Historic Theme 4 | |

Historical Summary

The Sydney Harbour Trust commenced the construction of the Harbour Master's Residence and barrack quarters for the men of the Fire Brigade in 1901. In order to accommodate the married men and their families, these two weatherboard and tile cottages were built by 1903 and comprise two of the four earliest buildings erected by the Sydney Harbour Trust, the others being the Harbour Masters residence and the Fire Brigade quarters (Kerr 1987: 34). A weatherboard and tile cottage, the duplex and reconstructed magazine were finished by 1913 and 3 more brick and tile cottages were built in 1916. The final brick and tile cottage was completed in 1922. The weatherboard buildings were all demolished by the 1970s.

Description

The site of Kerr's cottage numbers 6 & 7 is now a modified grassed area with dips and humps which slopes toward the sea on the eastern side of the path. The two building platforms on which the 1903 cottages were built, are clearly evident in the landscape.

The more northerly building platform (81d) is more distinct than the site to the south (81e). A raised hump in the landscape separates the two plots and the sloping landform suggests the front of the house may have been supported on piles. Demolished in 1970 along with several others, there is no visual evidence of building material and there are no visible artifacts.

Modifications

A metal rail and wire fence divides the residential precinct from the south depot precinct.

Condition

The building platforms are reasonably clear and there is high potential for a sub-surface archaeological resource to survive.

Statement of Significance

The remains of the cottages are of Local significance for their association with the Sydney Harbour Trust phase of occupation of the Island and the increasing residential nature of the Island after 1900. The houses represented by the archaeological site are two of the three earliest residential buildings constructed by the SHT, the other being the Harbour Masters residence. Built to accommodate the married men and their families the cottage sites represent the attitudes of the SHT in providing accommodation for its employees and their families.

Historical Significance

The cottages are significant for their association with the Sydney Harbour Trust phase of the Island's development and reflect the lessening importance of the Island for military and ordinance purposes and the increasing involvement maritime activities in which the Island was involved.

Historical Association

Not applicable

| | | |
|-----------------------|---|---------------------|
| Item Name | Weatherboard Cottages 7 & 8 Archaeological Site | |
| Alternative Item Name | Kerr's Cottages 6 & 7 | |
| HHIMS ID No. | 11015 | Item No 081d & 081e |

Aesthetic Significance

Not applicable

Social Significance

Not applicable

Technical/research Significance

There is high potential for the survival of below ground archaeological deposits and structures. Associated archaeological features such as privies or rubbish dumps may also be present.

Representativeness

The archaeological site related to the duplex is likely to be representative of similar house sites throughout NSW.

Rarity

The items represented by the archaeological site are not rare

Policies actions

Use

Impact to this site is acceptable. If the site is to be impacted, ensure that the appropriate approvals are sought and the excavation is guided by a research design. Consult with the DECC and the Heritage Office. Ensure that proposals for this site are appropriate and respond to the place's history and setting. Approval for new uses on this site should be obtained on a case by case basis.

Conservation & Maintenance

Maintain the area in its current condition and reduce the spread of vegetation that may obscure the visible features and views.

Interpretation

Ensure that the site is included in any interpretation plan as the construction of this dwelling and others in the area is a part of the island's history and development.

Sources

Kerr, J. S. 1987 *Goat Island: An investigation for the Maritime Services Board of NSW*, unpublished report for the Maritime Services Board.

Austral Archaeology Pty Ltd

Item Name

Weatherboard Cottage sites 81d & 81e

Item No 81d & 81e



Site of former cottages 81d & 81e. Note Cottage (46a) and Fire Brigade Barracks (46b) in background.

| | | | |
|-----------------------|---|---------|------|
| Item Name | Residential Cottage 9 Archaeological Site | | |
| Alternative Item Name | Kerr's House 5 | | |
| HHIMS ID No. | 11021 | Item No | 081f |

| | | | |
|--------------------------|----------------|------------------|---|
| Item Type | Archaeological | Historical Phase | The SHT 1901-1935 |
| Significance | Moderate | Materials | Originally constructed of weatherboard and tile |
| Construction Start Date | 1915 | | |
| Construction End Date | 1915 | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|---------------------------------------|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Domestic Life |
| State Historic Theme 2 | Accommodation |
| State Historic Theme 3 | Industry |
| State Historic Theme 4 | |

Historical Summary

The Sydney Harbour Trust commenced the construction of the Harbour Master's Residence and barrack quarters for the men of the Fire Brigade in 1901. In order to accommodate the married men and their families, two additional weatherboard and tile cottages were built by 1903, a weatherboard and tile cottage, the duplex and a further residence were finished by 1913 and 3 more brick and tile cottages were built in 1916. The final brick and tile cottage was completed in 1922. The weatherboard buildings were all demolished by the 1970s.

Description

Kerr's cottage number 5 site now consists of a concrete slab located between the site of the house and the path. Up to 5 courses of stone form a retaining wall at the front (south) of the house which supports the building platform. Constructed by 1915 at the same time as the duplex, the cottage housed the family of one of the married fire fighters and was constructed of weatherboard and tile. Demolished in 1970, no artifacts or foundations from the cottage are visible.

Like the duplex, the remains of the cottage are more evocative of the building which once stood here than the sites of 81d & e.

Modifications

A metal flag pole (?) has been installed on the northern part of the house site.

Condition

The building platforms are reasonably clear and there is high potential for a sub-surface archaeological resource to survive.

Statement of Significance

The remains of the cottages are of local significance for their association with the Sydney Harbour Trust phase of occupation of the Island and the increasingly residential nature of the Island after 1900. Built to accommodate the married men and their families, the cottages represent the inclusive attitude of the Trust in the employment of the fire brigade men and the acceptance of the Trust to accommodate their families.

Historical Significance

The cottages are associated with the Sydney Harbour Trust phase of the Island's development and reflect the lessening importance of the Island for military and ordinance purposes and its increasing involvement in maritime activities in which the Island was involved.

Historical Association

Not applicable.

Aesthetic Significance

The site has a low level of aesthetic significance as it is an easily identifiable item on the cultural landscape. The sandstone retaining wall on the seaward side of the site retains the ability to evoke an image of the former house and is a well built structure demonstrating skill in its construction.

Item Name

Residential Cottage 9 Archaeological Site

Alternative Item Name

Kerr's House 5

HHIMS ID No.

11021

Item No

081f

Social Significance

Not applicable.

Technical/research Significance

The site is of low technical/research value although there is high potential for the survival of below ground archaeological deposits and structures. Information relating to the building is likely to be easily gathered through documentary sources such as plans, photographs and contemporary reports.

Associated archaeological features such as privies or rubbish dumps may also be present.

Representativeness

The site is likely to be representative of residential sites of the same period and construction.

Rarity

The site is not rare in the local or state context. Residences dating to the same phase exist elsewhere on the Island and in Sydney.

Policies actions

Use

Impact to this site is acceptable. If the site is to be impacted, ensure that the appropriate approvals are sought and the excavation is guided by a research design. Consult with the DECC and the Heritage Office.

Ensure that proposals for this site are appropriate and respond to the place's history and setting. Approval for new uses on this site should be obtained on a case by case basis.

Conservation & Maintenance

Maintain the area in its current condition as a benched lawn area, reducing the spread of vegetation that may obscure the visible features and views.

Interpretation

Ensure that the site is included in any interpretation plan for the Magazine Walk as the construction of this dwelling and others in the area is a part of the Island's history and development during the Maritime period.

Sources

Kerr J S, 1987, *Goat Island: An Investigation for the Maritime Services Board of NSW*, unpublished report for the Maritime Services Board.

Austral Archaeology Pty Ltd

Item Name

Residential cottage 9 archaeological site

Item No

81f



Residential cottage 9 archaeological site



Residential cottage 9 archaeological site



Residential cottage 9 archaeological site



Detail, Residential cottage 9 archaeological site



Detail, Residential cottage 9 archaeological site



Detail, Residential cottage 9 archaeological site

| | | | |
|-----------------------|--------------|---------|-----|
| Item Name | Barney's Cut | | |
| Alternative Item Name | The Cut | | |
| HHIMS ID No. | 3501 | Item No | 086 |

| | | | |
|--------------------------|-------------|------------------|---------------------------|
| Item Type | Built | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | |
| Construction Start Date | 1837 | | |
| Construction End Date | 1837 | | |
| Archaeological Potential | Medium | | |

| | |
|--------------------------|-----------|
| National Historic Themes | Governing |
| State Historic Theme 1 | Mining |
| State Historic Theme 2 | Convict |
| State Historic Theme 3 | Defence |
| State Historic Theme 4 | |

Historical Summary

In 1835 the Water Police moved from Long Nose Point, Balmain to be stationed at Goat Island which was a better position for monitoring the harbour. Barney proposed the separation of Colonial activities on the eastern tip of the Island from the Imperial function of the western part by a substantial quarried ditch or trench that was flooded at high tide. It is unlikely that its construction was purely for security purposes, as it was easily breached. Works such as these were however considered a normal part of fortification works and Barney had a free supply of labour for his works.

The Cut was constructed with use of convict labour to separate the Water Police from the western part of the island as a security measure, a source of stone or perhaps a safe place for the storage of small boats. The stone excavated from the site was of a poorer quality than that excavated from the Magazine Quarry and was used to construct the water police building in 1838. An analysis of the building material undertaken in 1997 (Franklin) confirmed that the quality of sandstone from this source did not match that from the Magazine Quarry.

A bridge was constructed in 1865 after the removal of the Water Police from the Island. Hand carts were used to move ordinance and supplies around the Island. The area around the bridge has since been filled and the bridge raised.

Description

The purpose of Barney's Cut was to sever the eastern tip from the main part of Goat Island by a wet ditch approximately five meters wide. The cut is 2m high on the western side and 2.5m on the eastern. The walls are finely picked and resemble those of the quarry at the southern end of the Island. Two courses of sandstone block sit atop the cut. Eighteen courses of brick in English bond have been constructed over the sandstone blocks as abutments for the timber bridge above.

Several slots, cuts and niches within the flat well-finished walls suggest past attachments to the rock face.

The section of cut on the south east is now reclaimed and consists of a grassed area with concrete paths. On the north western side, the cut faces the harbour and is now a little beach.

The pedestrian bridge over Barney's Cut is of recent steel and timber construction.

Modifications

The Cut has been modified on the western side by excavation for the Port Emergencies Services building (1960) and filled at the base for most of the length of the Cut.

According to NPWS records, the steel and timber pedestrian bridge was reconstructed in 2001 and is likely to be one in a series of bridges over bridging of the Cut.

Condition

Barney's Cut is in good condition and despite modification, clearly demonstrates the separation of the Island. The brick work on the sandstone blocks requires repointing.

Statement of Significance

Barney's Cut is of State significance as it is representative of the large scale works that were deemed

Item Name

Barney's Cut

Alternative Item Name

The Cut

HHIMS ID No.

3501

Item No

086

necessary for the separation of colonial and imperial activities on the Island in the early 19th century. This type of labour intensive work was only possible with the employment of convicts. Barney's Cut is representative of, and was considered a normal part of defence preparations. The cut is of high aesthetic significance for its ability to demonstrate the major works undertaken and for the simple fact that it divides a previously single island.

Barney's Cut is also of high significance for its association with George Barney, an English-born engineer who became Superintendent of Public Works and eventually promoted to Lieutenant Colonel. Barney was put in charge of a number of major military project within the colony, including supervising the construction of Victoria Barracks in Paddington and other civil works (Tuck 2007: 72; ADB George Barney).

The bridge over the Cut is not significant in itself but represents the bridging of the two parts of the island and the use of the entire Island for ordnance purposes after the removal of the Water Police.

Historical Significance

The Cut is representative of the use of the Island by both the Water Police and the Military but with strict segregation of the two activities. The Cut contributes to the understanding of colonial phase of the development of the Island and represents an important resource for the future interpretation of the Island.

Historical Association

Barney's cut is of high associative significance for its association with George Barney, in charge of a number of major military and civil engineering projects within the colony. Barney arrived in the colony in 1835 a royal engineer and was promoted to Lieutenant Colonel. When he was succeeded by Lieutenant Colonel Gordon, Barney was retained by Gipps as colonial engineer.

Aesthetic Significance

The cut is of high aesthetic significance for its visual representation of the colonial decision to divide the island in half. It is a simple and small engineering feat in the context of programs within the colony but is a clear demonstration of the impact that humans have had on the place with establishment of the British colony.

Social Significance

Not applicable.

Technical/research Significance

Not applicable.

Representativeness

Not applicable.

Rarity

Barney's Cut possesses a high level of significance. Quarrying activities were common in Sydney in the past and large scale land form alteration can be seen in the Argyle Cut in The Rocks. Considerable modifications to the topography were a normal part of fortification works in the 19th century, however, no other undertaking such as the division of an island has been accomplished in Sydney, making Barney's Cut extremely rare within the context of the State of NSW.

Policies actions

Use

Any future use of Barney's Cut should not impact on the rock wall or remove existing cuts and notches.

Ensure that its former purpose and use is not obscured by any new uses.

Conservation & Maintenance

Maintain the Cut its current form and condition.

Prevent obscuring the Cut by future built structures or attachment of fittings or fixtures to the rock face.

Inspect on a regular basis to ensure the condition of the cut and associated masonry is not deteriorating.

Interpretation

Include Barney's Cut in any interpretation plan.

| | | | |
|-----------------------|--------------|---------|-----|
| Item Name | Barney's Cut | | |
| Alternative Item Name | The Cut | | |
| HHIMS ID No. | 3501 | Item No | 086 |

Sources

Australian Dictionary of Biography, (Online), Barney George (1792 - 1862), <http://www.adb.online.anu.edu.au/biogs/A010058b.htm>

Franklin, Dr Brenda J, March 1997, *Report on Goat Island Stonework Conservation, Geology of the Sandstone*. Report prepared for the NSW Department of Public Works and Services.

Tuck D, 2007, *Goat Island, Sydney Harbour National Park: A Contextual History*. Report prepared for the National Parks and Wildlife Service, a division of the Department of Conservation and Climate Change (3 August).

Austral Archaeology Pty Ltd

Item Name

Barney's Cut

Item No

86



Barney's Cut from the west



Detail, Barney's Cut



Barney's Cut



Detail, Barney's Cut



Detail, Barney's Cut



Detail, Barney's Cut

Item Name

Barney's Cut

Item No

86



Detail, Barney's Cut



Detail, Barney's Cut



Bridge over Barney's Cut



Looking across the bridge over Barney's Cut

| | | | |
|-----------------------|---|---------|-----|
| Item Name | Sandstone Footing Archaeological Site | | |
| Alternative Item Name | Site of Gunner Davis' Cottage (in previous reports) | | |
| HHIMS ID No. | 11019 | Item No | 091 |

| | | | |
|--------------------------|----------------|------------------|-----------------------------|
| Item Type | Archaeological | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | One row of sandstone blocks |
| Construction Start Date | unknown | | |
| Construction End Date | unknown | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|-------------------------------|
| National Historic Themes | Peopling Australia |
| State Historic Theme 1 | Domestic Life |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Defence |
| State Historic Theme 4 | |

Historical Summary

According to Kerr, the weather board cottage that was inhabited by Gunner Davis of the Royal Artillery may have been constructed of the timber dismantled from the house on the hill around 1842. The building was 'L' shaped and consisted of three rooms and two fireplaces. It underwent repairs in 1865 and was recommended for demolition in 1875 although it is not certain that the building was demolished at this time. Kerr speculates that the footings represent the remains of Gunner Davis' cottage constructed sometime after 1842 and demolished after 1875.

However, artists' impressions and photographic evidence show a cottage, at the appropriate period for Gunner Davis' cottage, at the very highest point of the Island (near former Recreation Hall site) and clearly observed from the south. These sandstone footings however, are not located at the top of the ridge but quite close to the fortified wall around the Magazine, near the former tennis court site, and a cottage located here would not be seen clearly from the water.

The foundations undoubtedly date to the colonial phase, but they do not appear to be in the correct location to be those of the cottage of Gunner Davis. An artifact scatter dating between the 1840s and 1870s is located at the top of the ridge which further supports the location of Gunner Davis' cottage approximately 50 meters to the south east. Although Gunner Davis' cottage appears to be the only structure in that area at that time (1842-1875 approximately), it is possible that these stone footings may be the remains of a fence, retaining wall or garden.

Description

A single course of sandstone foundations are visible running under the western side of the tennis court in a north/south direction for a distance of approximately eight meters. The tennis court is built on fill on top of, and at a different alignment to, the foundations. The site is overgrown and the footings are only partially visible.

A rock platform adjacent to the footings shows evidence of leveling and may have been part of the original quarry. This appears to be the position of the tennis pavilion which can be seen in the 1943 RTA aerial photograph. The natural topography is not flat, sloping from the top of the ridge to the southwest with the tennis court cut into the slope on the northern corner and supported by a retaining wall on the southern corner. Fragmented artifacts including sand stock brick, glass and slate have washed down the hill into the dips and cracks of the rock platform.

Modifications

Unknown

Condition

The footings are protected in part by the fill that was used to construct the tennis court. The footings are only partially visible in the long grass and appear weathered.

Statement of Significance

The site is of State significance as the footings are undoubtedly associated with the colonial period which makes them early and rare. The archaeological remains protected under the tennis court are significant for their high degree of research potential to substantiate the nature of the archaeological resource.

| | | | |
|-----------------------|---|---------|-----|
| Item Name | Sandstone Footing Archaeological Site | | |
| Alternative Item Name | Site of Gunner Davis' Cottage (in previous reports) | | |
| HHIMS ID No. | 11019 | Item No | 091 |

Historical Significance

The footings are associated with the colonial phase of the development on the Island and contribute to the understanding of structures and living conditions present during this phase.

Historical Association

Not applicable.

Aesthetic Significance

Not applicable.

Social Significance

Not applicable.

Technical/research Significance

The site possesses an exceptional level of technical/research potential and significance as the majority of it may be buried and protected beneath the remnant tennis court. Its significance is also derived by the potential for archaeological resources such as rubbish pits and privies. Evidence from the colonial phase of the Island represents an important resource for understanding the phasing of the place and the people that lived there. Investigation of the footings and associated resources is likely to answer questions related to the nature of the sandstone blocks and confirm or dispute the site's allocation to Gunner Davis.

Representativeness

Not applicable.

Rarity

The site has an exceptional level of rarity on a State level for the survival of the resource within a highly and continually modified city such as Sydney. Along with the other early colonial archaeological features on the Island, it is one of a dwindling number of archaeological sites in NSW

Policies actions

Maintenance & Conservation

Ensure that the footings are protected from adverse impacts by identifying their location to NPWS staff.

When funds permit, consider undertaking archaeological test excavation of the site to investigate the nature of the remains.

Interpretation

Ensure that the feature is included in any interpretation plan.

Sources

Kerr J S, 1987, *Goat Island: An Investigation for the Maritime Services Board of NSW*, unpublished report for the Maritime Services Board.

Martens R, (Painting and sketch)

Austral Archaeology Pty Ltd

Item Name

Sandstone footing archaeological site (possible cottage

Item No

91



Sandstone footing archaeological site (possible cottage site)

| | | | |
|-----------------------|------------------|---------|-----|
| Item Name | Artifact Scatter | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 3506 | Item No | 093 |

| | | | |
|--------------------------|----------------|------------------|---|
| Item Type | Archaeological | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | Glass, ceramic, flint, stoneware, bone, pipe stems. |
| Construction Start Date | High | | |
| Construction End Date | | | |
| Archaeological Potential | | | |

| | |
|--------------------------|---------------------------------------|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Accommodation |
| State Historic Theme 2 | Domestic Life |
| State Historic Theme 3 | Industry |
| State Historic Theme 4 | Government and Administration |

Historical Summary

Apart from the cottage of Gunner Davis, the centre of the Island was virtually devoid of any development during the entire colonial period. According to Kerr, the weatherboard cottage that was inhabited by Gunner Davis of the Royal Artillery may have been constructed of the timber dismantled from the 'house on the hill' or the original barrack building around 1842 and demolished sometime after 1875. Garbage is likely to have been burnt or discarded locally as there was no reason to remove it from the Island.

The assemblage is of a date that would fit comfortably within the 1842 to approximately 1900 date range and therefore may belong to the period that Gunner Davis was stationed on the Island. The flint found in the artifact scatter may be gun flint.

Description

A range of artifacts that fit typically to the mid 19th century period were identified eroding out of the edge of the flat area on the top of the ridge on which the Recreation Hall once stood. The artifacts include fragments of early olive beer/wine and square case gin bottle glass, several types of stoneware and blue transfer ware, yellow glazed earthenware, smoking pipe bowl and stems, burnt bone and a piece of flint (possibly gun flint).

The date range of the artifacts certainly places them within the time frame Gunner Davis' residence on the Island and supports the location of a cottage depicted in pre 1882 artists sketches and photographs at the top of the ridge. The artifacts are not associated with the footings near the tennis court that are claimed to be those of his house. The artifacts are too early to be associated with the Recreation Hall phase.

The exposed bedrock on the ridge top seems naturally flat and at least two shallow cuts and post holes were observed near the artifact scatter suggesting the location of a structure or fence in this location.

It is probable that the visible part of the scatter is a portion of a buried resource.

Modifications

Not applicable

Condition

The site is in poor condition and artifacts are eroding out of the side of the ridge and down a steep slope.

Statement of Significance

The artifact scatter dating to the mid 19th century is of State significance for its potential to reveal information regarding the location and nature of disputed buildings on the Island. It may be associated with Gunner Davis, one of the soldiers of the Royal Artillery who lived in the only private residence on the Island during the colonial period. The site has a high degree of potential to reveal information about the lives of the military on the Island during the Colonial period and to answer question related to the location and nature of the house on the hill depicted in artists' impressions and historical photographs.

Historical Significance

The artifact scatter has a high and potentially exceptional level of significance for its ability to demonstrate the occupation of the place in the early colonial phase.

Item Name

Artifact Scatter

Alternative Item Name

HHIMS ID No.

3506

Item No

093

Historical Association

If the site is associated with Gunner Davis, it would possess high associative significance as Davis is a known historical figure of middle rank. An investigation into Davis' life may reveal him to be a person of some note, or simply representative of men of his rank. Until more is known of Davis, this criterion does not apply. However, as his is a name that appears repeatedly in the context of Goat Island's history, his life is worth investigating.

Aesthetic Significance

Not applicable

Social Significance

Not applicable

Technical/research Significance

The artifact scatter has the potential to possess an exceptional level of technical/research significance as the extent of the resource is not well understood. The scatter is eroding from an area of the Island that was in the vicinity of the early timber barracks, the "house on the hill" as well as what has been interpreted in this investigation to be Gunner Davis' cottage. Associated archaeological features such as a privy or well may also be present although the construction of the Recreation Hall in the 1940s may have impacted on a wider potential archaeological resource in that area of the Island. Further investigation of this resource would prove invaluable to understanding the early colonial phase of the Island.

Representativeness

Not applicable

Rarity

The possible early age and the concentrated collection of artifacts that could have belonged to a number of individuals during the colonial occupation of the Island makes this resource of potential State significance. The rarity of such a deposit throughout the State and particularly within a large city such as Sydney and adjacent to the 1940s Recreation Hall, contributes to the significance of its survival in this place.

This is the only visible concentration of European artifacts observed on the Island that appear to be in situ and are not contained in fill or demolition rubbish.

Policies actions

Conservation & Maintenance

In the short-term, cover with an appropriate fabric to halt further erosion.

In the long-term, undertake further research on the context of the artifact scatter with a view to conducting a physical investigation of the resource.

When preparing the research design for excavation, consider the association of the artifact scatter with the temporary barrack, house on the hill and Gunner Davis' cottage.

Interpretation

Consider investigating the site, initially through non-destructive processes, to include in an interpretation plan.

Sources

Kerr J S, 1987, *Goat Island: An Investigation for the Maritime Services Board of NSW*, unpublished report for the Maritime Services Board.

Austral Archaeology Pty Ltd

Item Name

Artefact Scatter

Item No

93



Detail, Artefact Scatter



Detail, Artefact Scatter



Detail, Artefact Scatter

| | | | |
|-----------------------|---------------------------|---------|-----|
| Item Name | Privy Archaeological Site | | |
| Alternative Item Name | | | |
| HHIMS ID No. | 11022 | Item No | 094 |

| | | | |
|--------------------------|----------------|------------------|----------------------------|
| Item Type | Archaeological | Historical Phase | Colonial Period 1831-1900 |
| Significance | Exceptional | Materials | Cuts in protruding bedrock |
| Construction Start Date | 1830s | | |
| Construction End Date | 1860s | | |
| Archaeological Potential | High | | |

| | |
|--------------------------|---------------------------------------|
| National Historic Themes | Building settlements towns and cities |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Government and Administration |
| State Historic Theme 3 | Industry |
| State Historic Theme 4 | |

Historical Summary

Artists impressions and photographs of this location are either not consistent or unclear; buildings are indicated on some images and not on others. A privy serving the barracks was located to the east of the kitchen around 1836 and consisted of a wooden building constructed on the shoreline or overhanging the sea with a retaining wall to the north. A watercolour from 1857 by the artist Rebecca Martens shows several buildings in this location, however a pencil sketch also by Martens shows only one.

By the 1860s the privy was in such poor condition that it afforded no privacy to the occupant and was close to collapse. Documentary evidence suggests there may have been a separate 'Urinary' and privy. It was replaced with a 'handsome stone privy' in an adjacent location. It is likely that there were separate privies for officers and enlisted men, although there are no plans to support this assertion. Photographic evidence from the 1880s shows the changed orientation of the path and the location of the early privy has been obscured by fill and modification of this part of the southern shore.

Description

Located to the east of the kitchen building, the rock face that runs around the southern edge of the island is extensively quarried. Historic plans and documents locate privies and possibly other outbuildings in this general location. The area also probably served as a source of quarried stone for the construction of any of the nearby structures including the kitchen garden retaining wall, the stone jetty or the kitchen.

The site consists of an 'L' shaped quarried corner and several square and 'V' shaped channels likely to relate to the 1860s privy and drainage for the kitchen gardens above and to the north of the area. While the area may not have been the location of structures initially, two courses of brick foundations or channeling were identified in 1985, suggesting the construction of a building later in the colonial period; this feature was not visible during the latest site inspection.

Other than a modern open drain, there is no evidence to suggest that the site has been adversely impacted or that the archaeology has been compromised.

Modifications

The path alignment, cliff and shore line also appear to have undergone extensive modification including the installation of numerous services and construction of a stone retaining wall. The location of the earliest privies may survive under the path or the seaward retaining wall.

Condition

The area between the rock face and the path is grassed and is likely to have accumulated a great deal of silt from the upper garden terrace level. The area is likely to contain numerous subsurface archaeological features including drainage channels. The site also possesses clear evidence of quarrying.

Statement of Significance

The archaeological site to the east of the kitchen is of State significance for its association with building activity in the early colonial period. The extensively quarried rock face is the likely location of several phases of privies and other out buildings servicing the barracks and the kitchen. The site has potential to provide information on a facet of the Island that is not well documented but was likely to be essential to

Item Name

Privy Archaeological Site

Alternative Item Name

HHIMS ID No.

11022

Item No

094

provide information on a facet of the Island that is not well documented but was likely to be essential to the amenity of the Island's occupants.

Historical Significance

This area was modified and constructed during the early development of the Island, probably by convict labour. Definite evidence of quarrying survives and the area is a contributory element to the colonial phase of activity.

Historical Association

Not applicable.

Aesthetic Significance

Not applicable.

Social Significance

Not applicable.

Technical/research Significance

There is high potential for the survival of below ground archaeological deposits and structural remains. This area appears to have been the location of a number of undocumented features and represents an important resource for the future knowledge and interpretation of the Island. As a privy site on the coast, it is unlikely to be representative of domestic privies as rubbish was probably dumped off the edge of the Island and not into the facility. Nevertheless, the potential for the privy or privies to have survived partially intact is high as is information regarding modifications to the Island in this area.

Representativeness

The site possesses the potential to demonstrate the layout of military ablutions/privy areas in general. It has the potential to yield representative information on the possessions of enlisted men and day to day items.

Rarity

Not applicable.

Policies actions

Use

If any use is proposed for this site that has the potential to impact on the archaeological resource, an alternative should be investigated.

Uses are acceptable that do not physically impact the site and are in accordance with an interpretation plan or approved development application.

Conservation & maintenance

Ensure that any proposal that has the potential to impact the archaeological resource is accompanied by a Statement of Heritage Impact and that the recommendations of that report are applied.

Excavation of a significant archaeological site is to be in accordance with the *Heritage Act 1977*.

Interpretation

When funds permit, undertake a program of works that will contribute to an understanding of the site. This does not necessarily mean archaeological excavation but it does not preclude it.

Interpret this site appropriately.

Sources

Kerr J S, 1987, *Goat Island: An Investigation for the Maritime Services Board of NSW*, unpublished report for the Maritime Services Board.

Austral Archaeology Pty Ltd

Item Name

Privy Archaeological Site

Item No

94



Privy archaeological site, southeast of Kitchen Cottage (26)



View across Privy archaeological site to Kitchen Cottage



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail

Item Name

Privy Archaeological Site

Item No

94



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail

Item Name

Privy Archaeological Site

Item No

94



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail



Privy archaeological site detail

| | | | |
|-----------------------|---------------------------|-----------|--|
| Item Name | Colonial Period Landscape | | |
| Alternative Item Name | | | |
| HHIMS ID No. | Item No | 132 - 134 | |

| | | | |
|--------------------------|-----------|------------------|---------------------------|
| Item Type | Landscape | Historical Phase | Colonial Period 1831-1900 |
| Significance | High | Materials | |
| Construction Start Date | | | |
| Construction End Date | | | |
| Archaeological Potential | | | |

| | |
|--------------------------|--------------------|
| National Historic Themes | Peopling Australia |
| State Historic Theme 1 | Convict |
| State Historic Theme 2 | Defence |
| State Historic Theme 3 | Labour |
| State Historic Theme 4 | Law and Order |

Historical Summary

This period created the current form of Goat Island - in relation to both built and landscape elements - to a large extent. It was during this period that Goat Island was subjected to some of the most dramatic changes in its long history. By the late 1830s areas of the Island had been exploited for sandstone as a superior building material over timber and brick. Extensive and large areas of quarrying substantially modified the southwestern side while the remarkable Barney’s Cut at the northeastern side of the Island had virtually made a new island. The quarrying and benching for the construction of the Magazine complex left an area, defined by the Fortified wall, with an altered landform and devoid of vegetation.

In addition to these major changes to the landform the natural vegetation was largely cleared across much of the island through exhaustive exploitation for fire, cooking or building purposes. Following the 1875 *Report of the Storage of Gunpowder Board* and the subsequent passing of the 1876 *Gunpowder and Explosives Consolidation Act* (which defined Goat Island as a “public magazine”) and its *Regulations*, further clearing was undertaken to fulfill safety requirements for the magazine environment. This is evidenced in two historic photographs (State Library of NSW SPF/921 c. 1875-1885, and State Library of NSW PXE 711/53 c. 1898).

Extant colonial plantings (*Ficus* species element nos. 132, 133) and an Ombu (element 134) evidence a process of introduction of ornamental plantings at the main colonial landing place for the magazine complex (132) and around the residential buildings (Barracks and Barracks Kitchen elements 25 and 26).

Description

Historical photographs (State Library of NSW images SPF/921 c. 1875-1885, and PXE 711/53 c. 1898) show a largely cleared grassy landscape on the island with the following characteristics: a relatively dense north western edge with substantial surviving indigenous vegetation including trees; a scatter of indigenous trees across the top of the island; the prominent canopies of *Ficus* trees in the vicinity of the Barracks (25) and Barracks Kitchen (26) (some of which still survive).

Identified significant cultural plantings from this period are: two Moreton Bay fig trees (132) on the shore near the early stone jetty (64). From photographic evidence, these date from the mid-1880s; also mid-1880s, two Moreton Bay fig trees and one small-leaved fig tree (133) to the east of the barracks Kitchen (26); and an Ombu tree (134), date unknown but evidently colonial period, to the north of the barracks Kitchen (26). These are all of high significance.

Some persistent exotic species were known to have been used in the Colony at this time and those present on the island as exotic weeds include oleander, olive and privet.

Identified significant historic views from this period both to and from the island include views to and from the Water Police Station (V1 and V3), views to Barney’s Cut (V4), views to the southern shore and buildings 25 and 26 from Balmain (V7), views from the Fortified wall & sentry box (V12), views within the Magazine Complex (V6).

Modifications

Extensive and considerable later modifications, including later revegetation of the landscape with both natives and exotics.

Item Name

Colonial Period Landscape

Alternative Item Name

HHIMS ID No.

Item No

132 - 134

Condition

N/A

Statement of Significance

The most enduring landscape legacy of this period is the combination of the many areas where the Island's landform has been modified through quarrying, cutting, benching, clearing and walling, alongside the remaining natural edges, escarpments and formations with their regenerating natural vegetation. This is of high cultural significance at a National level as evidence of convict labour and the impacts of colonial development on the natural harbour side setting.

Historical Significance

The Colonial landform of Goat Island, including quarry faces, benching etc. has high historical significance as evidence of convict labour and the operation of the system of convict transportation in Australia.

Historical Association

The Colonial landform of Goat Island has historical association with major figures such as Royal Engineer George Barney and Colonial Architect Mortimer Lewis.

Aesthetic Significance

The Colonial landform of Goat Island has high aesthetic significance for its dramatic quarry faces (Magazine quarry 72) and mature colonial period trees - *Ficus* trees (132,133) and Ombu (134).

Social Significance

Not applicable.

Technical/research Significance

The Colonial landform of Goat Island has high research significance as it shows the radical transformation of a natural landscape via quarrying and benching using convict labour and early 19th century technology.

Representativeness

The modified Island landscape is also representative of areas around Sydney Harbour where a convenient building resource was able to be exploited for vital construction, development and defence purposes.

Rarity

The landscape of Goat Island has some rarity for its combination of natural formations, vegetation and the overlaid quarrying and phases of development. This contrasts with islands such as Cockatoo which are heavily modified and the smaller islands that are without buildings and retain vegetation.

Policies actions

The identified significant colonial trees (132, 133, 134) should be maintained. Exotic weed species (oleander, privet, olive) which may have originally been introduced to the island in the Colonial period should be removed. A managed balance between natural and later cultural values in the landscape should be achieved as set out in the landscape management plan within the CMP.

Sources

Geoffrey Britton

Item Name

Colonial Period Landscape

Item No 132- 134



The view of the Powder Magazine complex from the slipway area



The open spaces within the Powder Magazine complex



View south through the gateway in the Fortified wall



Transformer House (24) with Port Jackson Fig (behind) to southeast of stone jetties (64,65)



Port Jackson Fig to northeast of stone jetties (64,65)



Detail of Powder Magazine complex from 1890s photo. Port Jackson Figs are visible near the stone jetties (right) to south of the Fortified wall (71) . Detail extract of State Library photo DYE 711/53

| | | |
|-----------------------|-------------------------------|-----|
| Item Name | Pre-European Landscape | |
| Alternative Item Name | Aboriginal Cultural Landscape | |
| HHIMS ID No. | Item No | 135 |

| | | | |
|--------------------------|-----------|------------------|-------------------------------|
| Item Type | Landscape | Historical Phase | Aboriginal Use and Occupation |
| Significance | High | Materials | |
| Construction Start Date | | | |
| Construction End Date | | | |
| Archaeological Potential | | | |

| | |
|--------------------------|--|
| National Historic Themes | Tracing the natural evolution of Australia |
| State Historic Theme 1 | Environment - naturally evolved |
| State Historic Theme 2 | Aboriginal cultures and interactions with other cultures |
| State Historic Theme 3 | Convict |
| State Historic Theme 4 | Persons |

Historical Summary

Goat Island held value to Aboriginal people (Tuck, 2007) and Bennelong claimed that the Island belonged to him through hereditary rights. Due to later European disturbance (particularly the likely use of shell middens for lime burning in the Colonial period) physical evidence of the use of the Island by Aboriginal people is scarce (element 62, a remnant shell midden, being the only remaining physical evidence). However like the other harbour islands, Aboriginal use is historically recorded as including activities such as fishing, shellfish collection and recreation. The significance of the island to Aboriginal people is partly recorded in its Aboriginal name "Memel" which means "the place from which you can see far", and evidences the island's importance as a lookout point across the harbour.

The most obvious tangible links to this important period remain in the surviving landscape features that are largely intact. These include the rugged sandstone cliffs and collapsed boulders around the northwestern, southern and southeastern shorelines and parts of the eastern knoll as well as the natural vegetation along the shorelines once typical of the Sydney Harbour Islands (now rare on the islands), and typical of some shorelines and adjoining ridges which are part of Sydney Harbour National Park (North Head, Bradley's Head, Neilsen Park) or local council parks (Berry Island).

Description

The overall form of the Island as seen in its largely intact height and length are still discernible though it has been substantially altered through quarrying and reclamation in many locations. The most intact area is along the northwestern shore of the Island and it is here that persistent remnants of the locally indigenous vegetation are best represented, as well as the most substantial remaining area of natural shoreline on Goat Island.

The composition of plant species on Goat Island at the beginning of the 19th century is not known, however many of the existing indigenous species on the northwestern shore are consistent with other Harbour locations where the presence of these species is documented in early accounts, and is also consistent with the surviving indigenous vegetation at other locations with Sydney Harbour National Park such as Bradley's Head, North Head and Neilsen Park, and with Berry Island. Existing species likely to be part of the earlier flora include: *Ficus rubiginosa*, *Eucalyptus botryoides*, *Angophora costata*, *Elaeocarpus reticulatus*, *Ceratopetalum gummiferum*, *Pandorea pandorana*, *Banksia integrifolia* and *Pittosporum undulatum*.

Modifications

Until the first quarrying and complex construction from around 1831 the Island's indigenous vegetation remained unaltered except for use of the island by Aboriginal people. Modifications to the pre-European landscape of Goat Island have been extensive and substantial for both the landform and the locally indigenous vegetation, and involved extensive quarrying, benching of sites, and substantial clearing from 1831.

Condition

The remnant indigenous vegetation along the northwestern shoreline is currently being invaded by numerous aggressive introduced species including African Olive, Hackberry, Lantana, Privet, Cestrum, Mickey Mouse Plant and Coral Trees.

Item Name

Pre-European Landscape

Alternative Item Name

Aboriginal Cultural Landscape

HHIMS ID No.

Item No

135

Statement of Significance

Goat Island's indigenous vegetation, is significant as a rare remnant continuous indigenous vegetation community on a harbour island (only Clark and Spectacle Islands also having indigenous vegetation). Even though it has less integrity and less species diversity than other locations around Sydney Harbour National Park such as Bradley's Head, the natural vegetation and regrowth provides opportunities for the island to be seen and understood as a vegetated landform within the harbour reminiscent of its pre colonial appearance.

The intact parts of the Island landscape including the intact northwestern shoreline and the indigenous vegetation along the shore areas are significant as a record of the pre-European attributes of Goat Island and form part of the remaining tangible link to the Aboriginal people of Sydney Harbour. The Island contributes to an understanding of the ancient geomorphic processes that formed the Cumberland basin.

Historical Significance

The native vegetation of Goat Island has local historical significance as it is one of the few Sydney Harbour islands retaining such a vegetation community.

Historical Association

The indigenous vegetation of Goat Island and remaining natural northwestern shoreline have high historical associational significance with Bennelong and Barangaroo, who were recorded by early European colonists as being often seen on the island, and having an hereditary association with the island.

Aesthetic Significance

The indigenous vegetation community of Goat Island's northwestern shore has landmark qualities, particularly in views of the northwest section of the island from the north and west.

Social Significance

The natural vegetation has social value as part of the recovering natural harbour edge that is valued in Sydney as evidenced by the creation of the Sydney Harbour National Park and other park and natural areas.

Technical/research Significance

The indigenous vegetation of Goat Island's northwestern shore has research significance, as this is one of the few continuous indigenous vegetation communities on a Sydney Harbour island.

Representativeness

The indigenous vegetation community of Goat Island's northwestern shore is representative of indigenous vegetation on the Sydney Harbour islands and Sydney Harbour foreshores, though the community is not as intact and less diverse than such vegetation communities on harbour headlands such as Bradley's Head.

Rarity

The only other surviving communities of indigenous vegetation on Sydney Harbour islands are at Clark Island and Spectacle Island. The indigenous vegetation of Goat Island is therefore rare in the context of Sydney Harbour islands, however not rare in the overall context of Sydney Harbour, as such indigenous vegetation is better represented on headlands such as Bradley's Head.

Policy actions

Conserve the remaining natural form of the Island seen in the rugged, natural shorelines around the island.

Retain the early quarried areas that contrast with the natural foreshore and vegetation.

Conserve the remaining locally indigenous vegetation community along the shorelines by removal of environmental weeds and other introduced nuisance plant species from, at least, the northwestern areas of the Island. Allow natural regeneration of locally indigenous species along the northwestern shoreline.

Undertake active revegetation of native species in areas designated within the CMP for revegetation and maintain areas of existing natural vegetation.

Sources

DECC, National Parks & Wildlife Service December 2007 *Goat Island, Sydney Harbour National Park: A*

Item Name

Pre-European Landscape

Alternative Item Name

Aboriginal Cultural Landscape

HHIMS ID No.

Item No

135

Contextual History

Geoffrey Britton

Item Name

Pre-CONTACT Landscape

Item No

135



Large sandstone boulder at the northern water's edge. This rock as well as those further to the west feature distinctly in many of the 19th century photographs of the site. The fig tree to the right is also recognisable in some of the early archival



Port Jackson Fig Tree at NW shoreline of Goat Island



Large vine (Pandorea pandorana)

| | | | |
|-----------------------|---------------------------------------|-----------|--|
| Item Name | Sydney Harbour Trust Period Landscape | | |
| Alternative Item Name | | | |
| HHIMS ID No. | Item No | 136 - 142 | |

| | | | |
|--------------------------|-----------|------------------|-------------------|
| Item Type | Landscape | Historical Phase | The SHT 1901-1935 |
| Significance | Moderate | Materials | |
| Construction Start Date | | | |
| Construction End Date | | | |
| Archaeological Potential | | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Transport |
| State Historic Theme 2 | Industry |
| State Historic Theme 3 | Labour |
| State Historic Theme 4 | Government and Administration |

Historical Summary

The archival resource indicates that during this period plantings such as the Coral Trees were introduced and, depending on when in the 1930s, possibly also the date palms (136,137,138) and Monterey Pine (140) near the Harbour Master’s residence. The Bougainvillea (139) near the site of the former 1875 magazine and later residence (81a) may also have been planted at this time.

This period also covers the introduction of the most substantial group of residences at the northern and central parts of the Island, though few of the domestic plantings seem to have survived. Archival photos show a line of Coral Trees across the front of the Harbour Master’s residence. For safety reasons these trees have since been removed.

Similarly, rows of Coral Trees were also planted along the southern side of the fortified wall and along the southern foreshore. And again for safety reasons the trees have been removed. A surviving coral tree (141) is considered to be of some cultural significance.

The earlier part of this period was also distinguished by the relatively clear appearance of the upper areas of the Island compared with the well-vegetated form of the 1870s and 1880s.

Description

Various landscape legacies of the SHT period are manifest on Goat Island. They include the few remaining Coral Trees (at the south and north of Island). The spectacular Bougainvillea remains from the MSB phase.

Beyond these species with confident association to the period, other legacies may include the Pinus radiata behind the Harbour Master’s residence and the two species of date palms. The canary Island date Palm is another potentially aggressive nuisance species with implications for future site management.

Modifications

The SHT period of site maintenance has likely contributed to the continued control of the regeneration of indigenous site vegetation while some species introduced during this period are having a noticeable effect on the island as environmental weeds.

Condition

Statement of Significance

The SHT period cultural landscape is of moderate value in demonstrating aspects of horticultural and environmental taste, concerns and priorities of the time.

Historical Significance

The SHT period landscape has moderate local historical significance as evidence of the horticultural and environmental concerns of the period.

Historical Association

The SHT period landscape has moderate local historical association with the SHT and its staff resident on the island in the period including early 20th century Harbour Masters.

Item Name

Sydney Harbour Trust Period Landscape

Alternative Item Name

HHIMS ID No.

Item No

136 - 142

on the island in the period, including early 20th century Harbour Masters.

Aesthetic Significance

The SHT period has moderate aesthetic significance.

Social Significance

Not applicable.

Technical/research Significance

Not applicable.

Representativeness

The SHT period cultural landscape is representative of cultural plantings of the period undertaken by government bodies in the Sydney area.

Rarity

Not rare

Policies Actions

Remaining Coral Trees: Retain. Do not replace once removed and insure new propagules are removed.

Bougainvillea: Conserve

Date palms: Conserve and ensure propagules are removed and, where possible, remove inflorescences to prevent further propagation. Do not replace when palms die, except within Harbour Master's residence garden.

Monterey Pine: Conserve. Do not replace once removed.

Prickly Pear: Remove.

Sources

Geoffrey Britton

Item Name

Sydney Harbour Trust Period Landscape

Item No 136-142



Coral Tree near northern shore



Prickly pear at northern shoreline



Monterey Pine at Harbour Master's residence



Bougainvillea near former 1875 magazine and subsequent residence

| | | | |
|-----------------------|-------------------------------|-----|--|
| Item Name | MSB Period Cultural Landscape | | |
| Alternative Item Name | | | |
| HHIMS ID No. | Item No | 143 | |

| | | | |
|--------------------------|-----------|------------------|-------------------|
| Item Type | Landscape | Historical Phase | The MSB 1936-1994 |
| Significance | Moderate | Materials | |
| Construction Start Date | 1936 | | |
| Construction End Date | 1992 | | |
| Archaeological Potential | | | |

| | |
|--------------------------|--|
| National Historic Themes | Developing local regional and national economies |
| State Historic Theme 1 | Government and Administration |
| State Historic Theme 2 | Labour |
| State Historic Theme 3 | Transport |
| State Historic Theme 4 | Environment - cultural landscape |

Historical Summary

The MSB phase of occupancy of Goat Island is particularly associated with extensive modifications to the western, eastern and northeastern shorelines during the 1940s. The former recreation hall on the island summit also dates from this time. However aerial photography from 1951 and 1961 shows the central island area to be largely cleared. Sheep were known to have been kept on the island in the 1960s and would have provided a low maintenance strategy for keeping the central area clear of regeneration and weed incursion.

Planted vegetation was mainly restricted to the southern and southwestern areas and around the various residences though an exception was the postwar group of Swain's Golden Cypress and Lillipillis to the northwest of Barney's Cut. The various date palms on the Island (Items 136,137 and 138) were likely introduced in the 1930s although it is unclear whether this is the earlier part of the 1930s (SHT period) or later 1930s.

Likewise the Brush Box group near the former Recreation Hall appears to date to the 1930s though it is unclear if it coincides with the later SHT period or the early MSB period.

1950s photography shows the steps and two-rail fencing linking the Shipyard Precinct with the residential precinct to be still actively used. Shoreline vegetation to the northwest of the Island was quite dense at this time and has remained so. Photographs from the 1960s also show gardens to the demolished cottages (81a to 81f), now a benched lawn area.

Other only identified cultural planting which is definitely from this period is the Frangipani (143) planted next to the 1948 Office and Amenities Building in the Shipyard precinct.

The 1970s photography shows an increasing amount of vegetation appearing in the vicinity of the central area and would probably include both planted vegetation (i.e.. Brush Box group near the former Recreation Hall) as well as self-propagated species such as fig trees, Coral Trees and Kaffir Plums.

However, compared with images of the central part of the Island two to three decades later, the Island is still relatively sparsely treed.

Description

Vegetative legacies remaining from this period include the many maturing and propagating Kaffir Plums around the central area, the Brush Box group near the former Recreation Hall, the Frangipani at Building 14 and, possibly, some or all of the date palms.

A timber seat (painted blue) overlooking the Harbour to the northeast of the Harbour Master's residence likely dates to this period. Also there is evidence of filling and additional sandstone walling to the northeast of the barracks building that is also likely to date to this period.

Modifications

There has likely been a considerable level of attrition of the vegetation introduced during the MSB period at Goat Island and in the absence of clearly documented intentions for the Island's landscape it is difficult to determine the extent to which the earlier landscape has been subsequently modified apart from the general observation that there now appears to be considerably more vegetation now than even three decades ago.

Item Name

MSB Period Cultural Landscape

Alternative Item Name

HHIMS ID No.

Item No

143

Condition

Most plantings that survive from this period appear to be in good condition.

Statement of Significance

Landscape elements that survive from the MSB period carry some value in demonstrating aspects of taste, concerns and priorities for those based on the Island at this time. Apart from plantings such elements include the concrete path linking the former Recreation Hall with the cottages and the personal memorial near the harbour Master's residence.

Historical Significance

The MSB period cultural landscape on Goat Island has low to moderate value in demonstrating aspects of the taste, concerns and priorities of MSB staff and their families based on Goat Island at this time.

Historical Association

The MSB period cultural landscape on Goat Island has low to moderate historical associational significance for MSB staff and their families based on Goat Island in this period.

Aesthetic Significance

The MSB period cultural landscape on Goat Island is of moderate aesthetic significance.

Social Significance

Not researched

Technical/research Significance

Not relevant

Representativeness

Not applicable.

Rarity

The MSB cultural landscape on Goat Island is representative of government/institutional landscaping of the mid-20th century period.

Policies actions

Conserve the frangipani (*Plumeria rubra*) to the north of, and directly associated with, Building 14 in the shipyard precinct. Consider augmenting this setting with appropriate additional species to complete this northern bed as well as the planter spaces on the south side of Building 14.

While some of the Kaffir Plums (*Harphephyllum caffrum*) are now becoming substantial trees (low significance) this species has a propensity to propagate freely and should be actively managed by removing seedlings and culling some larger specimens to reduce future maintenance. With the future demise of larger trees they should not be replaced.

The existing group of Swain's Golden Cypress and Lillipillis to the northwest of Barney's Cut should also not be replaced when they become senescent to allow the native vegetation to be reinstated.

Sources

Geoffrey Britton

Item Name

MSB Period Cultural Landscape

Item No

143



Probably dating to the late 1940s or early 1950s this frangipani forms the basis of a reconstructed planting scheme to complement this fine 1948 building in the shipyard precinct.



Central summit area and site of the former MSB 1940s Recreation Hall.



Bench for former MSB tennis court near southern part of Island with small bench at right for the former tennis pavilion.



Remains of a custom-made seat overlooking the Harbour to the northeast of the Harbour Master's residence.



Swain's Golden Cypress group to the northwest of Barney's Cut



Kaffir Plum near the Island summit (southern end)

Item Name

MSB Period Cultural Landscape

Item No

143



Kaffir Plum seedling



Memorial Plaque for Peter O'Brien

| | | | |
|-----------------------|---------------------------------------|------------|--|
| Item Name | National Park Period Landscape | | |
| Alternative Item Name | | | |
| HHIMS ID No. | Item No | 144 | |

| | | | |
|--------------------------|-----------|------------------|--------------|
| Item Type | Landscape | Historical Phase | NPWS 1994 on |
| Significance | High | Materials | |
| Construction Start Date | | | |
| Construction End Date | | | |
| Archaeological Potential | | | |

| | |
|--------------------------|--------------------------------------|
| National Historic Themes | Developing Australia's cultural life |
| State Historic Theme 1 | Environment - cultural landscape |
| State Historic Theme 2 | Industry |
| State Historic Theme 3 | |
| State Historic Theme 4 | |

Historical Summary

The inclusion of Goat Island within the Sydney Harbour National Park meant a very different emphasis in management for the Island relative to preceding decades. One of the results of a relaxation in the Island's maintenance was the dramatic increase in self-propagated introduced vegetation as well as regeneration of indigenous species.

This burgeoning of plant material began to fill and reduce the scale of earlier spaces and generally provide a green blanket for the Island. From vantage points across the harbour – especially the city - this appeared to provide a desirable reinforcement to the harbour side scenic amenity.

What perhaps wasn't apparent from these vantage points however, was that the greenery included a substantial number of weed and environmental nuisance species that has now lead to serious management issues.

To compound the effects of a less intensive site maintenance regime, several non-indigenous Australian plants were accidentally introduced that have further confused the vegetation of the place.

Recently, a Silver Gull colony (an intrusive item) has taken up residence on the Island and has resulted in the loss of one small pocket of remnant bushland and lead to the installation of visually intrusive mechanisms in an attempt to minimise their damage (wire exclusion netting and green plastic nesting 'boxes'). The presence of the gulls continues to degrade and erode the shoreline.

Another recent change to the Island has been removal of most of the early 20th century Coral Trees for public safety reasons.

Description

Goat Island presently appears as a well vegetated island with the following important characteristics: a significant indigenous vegetation community along the northwestern shore (item 135) ; identified significant plantings from the Colonial and Maritime periods (items 132, 133, 134, 136, 137, 138, 140, 141, 142 and 143). However a large amount of the existing vegetation is self-propagated introduced exotic and non-local indigenous species, particularly understorey species.

The present vegetation is a muddled smorgasbord of mainly exotic species fighting it out with regenerating indigenous species, so that former spaces that were a hallmark of the Island over 150 years are now becoming increasingly enclosed.

Where there were once gardens within the residential precinct, there are now few remaining plantings, yet beyond the cottage fences there is a profusion of self-propagated exotic plant material.

Modifications

Since 1992 there have been many modifications to the Island yet without the immense expenditure of energy and capital that accompanied the early phases of dramatic change such as the 1830s, 1900s and 1940s.

The historical form of the island's vegetation for most of its history was: a largely cleared island with an indigenous vegetation community along the rocky northwestern shores, scattered indigenous trees across the top of the island, and significant introduced cultural plantings clustered around buildings such as the Barracks (25) and Barracks Kitchen (26).

Item Name

National Park Period Landscape

Alternative Item Name

HHIMS ID No.

Item No

144

The main change of concern is the relatively recent increase of self-propagated understorey vegetation across the Island, which largely consists of exotic weeds and non-local indigenous species. This has radically altered the appearance of the island, which historically featured large cleared grassy areas (particularly in the Central Precinct), residential gardens, notable trees (indigenous and exotic), and a band of locally indigenous vegetation along the northwestern shore.

Despite the removal of most of the Coral Trees, the introduction of non-indigenous Australian plants, exotic weed growth and the arrival of the gull colony have had adverse impact on the island.

Condition

The Island has a large weed issue that threatens not only the viability of desirable indigenous vegetation areas but also threatens the character of the remainder of the Island.

Statement of Significance

The National Park Period Landscape is of high significance despite weed and understorey growth which confuse the significance for the following reasons:

- the island retains a locally indigenous vegetation community along the northwestern shore, rare on a Sydney harbour island (though not as intact or diverse as indigenous Sydney Harbour vegetation communities on headlands such as Bradley's Head)
- the island retains significant identified trees and plantings from the Pre-European, Colonial and Maritime periods of the island's history which reflect the island's landscape appearance in these periods
- where recent vegetation has altered the historical appearance of the landscape, this historical appearance is recoverable (and therefore significance is recoverable) with appropriate management of the vegetation

Historical Significance

Recent vegetation from this cultural landscape period is generally of little historical significance, as it has altered the historical appearance of the island's landscape. However the vegetation remaining from previous periods is of high significance, as it reflects the landscape history of the island.

Historical Association

Not applicable.

Aesthetic Significance

This cultural landscape period is of low aesthetic significance as it has resulted in Goat Island's transformation to a well vegetated green element within Sydney Harbour, due an increase in weedy self-propagated understorey vegetation, particularly in the Central Precinct.

Social Significance

Not applicable.

Technical/research Significance

Not applicable.

Representativeness

The cultural landscape of this period is not representative in its current form, however with removal of weedy self-propagated understorey vegetation, historical representativeness can be recovered.

Rarity

The surviving continuous indigenous vegetation community along the northwestern shore of Goat Island is a rare indigenous vegetation community on a Sydney Harbour island, though not rare within the whole Sydney Harbour context, as better (more intact, more diverse) examples of such vegetation communities exist on headlands such as Bradley's Head.

Policies actions

Remove exotic weeds and non-local indigenous plantings, with the exception of identified significant cultural plantings (Items Nos. 132,133,134,136,137,138,139,140,141,142,143) across the island, particularly understorey vegetation on the hill of the island in the Central Precinct to reinstate an open grassed landscape character.

Maintain significant identified cultural plantings from the Colonial and Maritime periods (items 132, 133, 134, 136, 137, 138, 139, 140, 141, 142, 143) noting that some have weed potential, and though

Item Name

National Park Period Landscape

Alternative Item Name

HHIMS ID No.

Item No

144

134, 135, 137, 138, 139, 140, 141, 142, 143), noting that some have weed potential, and though historically significant can only be maintained if monitored and not allowed to propagate (see Sydney Harbour Trust Landscape inventory sheet for detail). Propagation in the vicinity of the parent material may be permissible to allow for the ongoing retention of these species in these locations when the older trees reach senescence.

Allow for and facilitate (through weed removal) natural regeneration of the indigenous vegetation community along the northwestern shore (item 135).

Continue the recent arboricultural management of mature trees near accessible areas.

Consider the judicious introduction of locally indigenous tree species (eg. *Eucalyptus botryoides*, *Angophora costata*) for shade where required, particularly across the hill of the island. Limited introduction of *Ficus rubignosa* can also be considered, however the dense canopies of these and other fig trees do not appear across the top of the island in historical photographs.

Consideration should be given to reinstating the fence around the Harbour Master's residence (39), along with new gardens for the Harbour Master's residence and the residences 38a-38d taking into account:

- the need to retain significant views, for example to and from the Harbour Master's residence, (39)
- avoidance of weed species
- appropriateness of plantings for the period of each building

Grassed areas should be maintained or reinstated, particularly:

- grassed area on the hill of the island in the Central precinct
- lawn in front of the Harbour Master's residence
- benched lawn area east of the residences 38a-38d which contains the sites of the former residences 81a-81f

Sources

None

Geoffrey Britton



Examples of non-locally indigenous Australian (Acacia) species that are beginning to change the traditional character of the Island.



Examples of non-locally indigenous Australian (Acacia) species that are beginning to change the traditional character of the Island.



This Grevillea cultivar is also not indigenous to Goat Island.



The Coral Tree seedling, along with the date palm and African Olive seedlings in the foreground, is one of many exotic plant species that are burgeoning on the Island.



A hackberry seedling amongst introduced Australian plants and a Brush Box nearby.