Port McDonald: jetty and heritage significance

By Purdina Guerra
Supervisor: Dr. John McCarthy

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Dedicated to my grandmother

Rohonda Hamilton, survivor of COVID-19.

AND

You have not failed until you QUIT.

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Declaration

I hereby declare that the work in this thesis is my own work and that to the best of my knowledge it contains no materials previously published or written by another person, or substantial proportions of material which have been accepted for the award of any other degree or diploma at Flinders University or any other educational institution, except where due acknowledgment is made in the thesis. Any contribution made to the research by others is explicitly acknowledged in the thesis. I also declare that the intellectual content of the thesis is the product of my own work, except where acknowledged in the customary manner.

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Purdina Guerra

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Abstract

This paper connects Australia's attitude to cultural heritage to the changes of a jetty in a small rural town on the Limestone Coast of South Australia, Port MacDonnell. The focus of this paper is the evolution of the town's jetty which is the main element of maritime infrastructure and a key attraction for tourists. The jetty opened in 1860 and for a time the port was the second busiest in South Australia during the heyday of the merchant shipping industry. Trade goods, predominately wool, were brought from surrounding towns to Port MacDonnell and exported to Europe. Through the jetty, this thesis paper examines heritage significance in Australia. It is argued that the meaning of heritage is not set-in-stone rather that its' definition alters between generations and ethnic groups. There are five main periods discussed, and they include the colonial period, early twentieth century, post-war period, late twentieth century and the 2015 restoration of the jetty. During each of these eras, Australia as a nation gradually developed an identity independent of Great Britain. This evolving identity generated the cultural values underpinning the Australian definition of heritage significance which has emerged today.

Chapter One: Introduction

Figure 1.1

Port MacDonnell jetty July 2011

Photo courtesy of Flinders University.

1.1 Short History of Port MacDonnell jetty

On the 23rd of February 1860 a meeting was held in Mount Gambier to petition the government to raise funds for the construction of a jetty. William Hanson of Colonial Architects, the same architect that had designed the Customs House at Port MacDonnell was commissioned as the architect of the jetty (Heritage Survey 1984, 52). A Mr. W. R. Coulthard was contracted to construct the jetty, and he was assisted by his foreman Mr. Stephen Milstead. In December 1860, the first pile was driven into the ground and construction of the jetty commenced (Hill 1973:9).

Due to the increased volume brought into Port MacDonnell from the local shipping industry, a jetty was erected in 1861 (Ward 1896:1). Due to heavy use in the 1870s, in which period the port was named the second busiest in the state, the jetty experienced considerable wear and tear. Over the years, strong winds and powerful waves caused damages to the jetty in numerous places; however, the townspeople had supported repairs since they recognised the value of the jetty to the Port MacDonnell township. This was not always an easy feat. Originally, the council did not allocate funds for repairs, and they repeatedly ignored requests for a breakwater. In the 1930s, repairs were only possible due to grants awarded by private citizens. In one record from the 1930s, council members were prepared to demolish the jetty due to deterioration caused by harsh weather conditions (Hill 1973:81). The local government was unwilling to provide financial aid for repairs, so a townsman by the name of Mr. I. Ecast was granted permission from the council to raise funds (Hill 1973:81). After funds were collected from the townspeople, the council agreed to provide additional funds to aid in the recovery and repairs.

This port experienced high numbers of shipwrecks in the 1870s which lead to the ports economic decline (Duruz 1978:39). After the 1870s, Port MacDonnell was no longer used as a hub for the region's shipping industry; the frequency of fog and storms along the coast were too dangerous for vessels. The port's economy was hit hard, leading to decline. The lightermen (who moved cargo from vessel to warehouses and shops), working for Mr. French, went on strike; they demanded a raise in hourly pay. Mr.

French, shop owner of the general store, felt pressure to close his business due to lack of revenue to meet employee demands. The population drastically dropped from 916 residents in 1876 to 278 by 1911 (Duruz 1978:41). In 1914, the last trading vessel named the *Casino* came to port (Duruz 1978:50). According to Hill, by 1973 the population rose again to 720 This event coincides with the booming crayfish industry at Port MacDonnell (Hill 1973: i).

1.2 Jetties: a key component to colonisation in Australia

Jetties have a special significance to archaeologists and historians due to their connection to the shipping industry. They held a key function in trade by allowing vessels to safely unload and reload trade goods. Some ports had shallow coastal approaches which prevented larger cargo vessels from approaching the coast. Cargo vessels were moored onto the jetty, then cargo was hauled from sea to shore. Alternatively, small boats known as *lighters* sailed from the jetty to the cargo vessels anchored in deep waters at which time lightermen exchanged merchandise (Sneath 2010:48). After these men sailed back to the jetty and moored, then they would transport the heavy cargo along the lengthy jetties through the town and into the shops.

In recent times, jetties have been overlooked and forgotten which is evident in the abandonment of jetties along South Australia's coastline. As the shipping industry declined, they were no longer needed nor valued. Consequently, the abandoned and deteriorating jetties can be observed in coastal towns in which some efforts for heritage restoration are undertaken at tourist resorts such as Port Noarlunga and Glenelg.

The historical significance of jetties extends beyond that of the shipping industry. Jetties are of interest to maritime archaeologists in terms of construction, preserving a complex history of deterioration and repairs over time. They reflect the history and heritage of towns, and they are key pieces of maritime infrastructure through which valuable knowledge can be gained about pioneers, settlement and the shipping industry. One such jetty that has undergone restoration in 1878 and again in 1939 is located at Port MacDonnell (Duruz 1978:41 and Hill 1973:81) which lies 466 kilometres (290 miles) southeast of Adelaide, South Australia (See figures 1.1 and 1.2), and it is the subject of this thesis.

Figure 1.2

Map of South Australia

Illustration by author.

Figure 1.3

Port MacDonnell's location on the Limestone Coast

Illustration by author.

1.3 Research Aims

Jetties are an important feature of history in relation to the shipping industry. The ships that brought the cargo to the island of Australia and transported the raw goods required an efficient method to dock and unload goods. Pioneer towns along the coast were established to support the Commonwealth's shipping industry. The development of the industry created new jobs and businesses as a result towns experienced population growth which required additional supplies to provide and sustain the livelihood of the local people as well as increased revenue. Houses were built for new workers and settlers as more and more people came to the coastline. Additional shops were required to accommodate residents' basic needs such as food and other materials. Storage facilities were needed to stockpile merchandise being exported; hotels sprang up to accommodate sailors and other crew members. These structures along the waterfront expanded the town's maritime infrastructure. This research will investigate the jetty's structure at Port MacDonnell through an archaeological study and historical research which will examine the development of the jetty and waterfront.

Research aim: Documenting how Port MacDonnell's preservation significance evolved through Australian's shifting attitudes on heritage throughout the twentieth century and into the twenty-first century.

Research objectives:
1) Examine the original materials used to construct the jetty through historical and archaeological research.
2) Determine if the jetty has undergone any deterioration or destruction, and if so, the causes of the deterioration along with identifying repairs conducted.
3) Community engagement with former harbour master and lead volunteer of the Port MacDonnell Maritime Museum.
4) Review historical literature and photographs that outline the development and construction of the town and maritime infrastructure.
5) Conduct literature research and define distinct phases of change in Australia's cultural heritage national identity and legal protection.

1.4 Chapter Outline

Chapter two is a literature review and considers relevant literature on harbour infrastructure internationally and within Australia. In this chapter, the definition of jetty is examined, and a discussion of the differences between jetty, pier and wharf is provided. A brief history of jetties around Australia are discussed. Finally, the chapter concludes with a review of the development of international and national laws on heritage protection as they relate to harbour infrastructure.

Chapter three provides an outline of the history of Port MacDonnell and gives a background of the shipping industry. The history of South Australia's southeast region is reviewed, and the importance of jetty's functions during the boom of the shipping industry within the region is analysed. This chapter also explores the initial purpose of constructing Port MacDonnell jetty; although, the site is not suitable for a jetty due to the water's depth and lack of protection from the winds. A chronological timeline of Port MacDonnell's development as a town is provided. Some detail is also given on other key maritime infrastructure in the area such as the Cape Northumberland lighthouse which is located 3 kilometres (1.9 miles) West of Port MacDonnell jetty.

Chapter four describes the archaeological fieldwork conducted and provides detail about the survey of the jetty and surrounding area. Five key phases of the jetty's evolution throughout history are introduced in this chapter, commencing from the colonial period to present day. A timeline of significant events and dates are discussed.

Chapter five ties together the history of the shipping industry at Port MacDonnell to the archaeological data collected from the survey of the jetty. The physical evidence is linked to Australia's views on cultural heritage and identity. Chapter six summarises the findings of the thesis.

Chapter Two: Literature Review

Figure 2.1

View of the shore-end of Port MacDonnell jetty.

Photo Courtesy of: Flinders University

2.1 Introduction

It is important to understand community's connection to the Port MacDonnell jetty, and the roles it played in the shipping and trade industry. This chapter will provide a broad view of jetties from an Australian perspective then narrow down to the Limestone Coast's jetty at Port MacDonnell. Firstly, this chapter will start with a definition of what heritage means to Australians. An argument will be made that heritage is defined through numerous elements, and can be altered over time by changing perspectives, values and ideas. This will be followed with a discussion of the history of jetties within Australia and then focussing on the history of South Australian jetties. Finally, the connection of jetties to colonisation and subsequent phases of history in the state will be outlined, including the rise of legislation which illustrates the Australian people's transition to a culture of heritage protection.

2.2 Cultural heritage and its significance

The subject matter for this thesis is the heritage value of the Port MacDonnell jetty. Heritage is a broad term which encompasses a multitude of disciplines and perspectives. The concept of heritage incorporates a variety of values which change overtime. It is not set in stone, rather each generation has their own interests and views on important historical events and cultural identity.

When discussing heritage, identity must be mentioned since the two are connected. Cultural identity is built on heritage values and an individual's or community's interpretation of heritage shapes and influences their identity in society.

"Heritage places embody multiple values and may have different meanings for different community groups" (Clarke and Johnston 2003:1). Other authors such as al Naboodah (2011:69) define heritage as the preservation of cultural identity. Truscott defines heritage as "places that are essential reference points or symbols or symbols for a community's identity, …places where major events took place, meeting and gathering places…" (Truscott 2000:22). Graham and Howard define heritage as "the ways in which very selective past material artefacts, natural landscapes, mythologies, memories and traditions become cultural, political and economic resources for the present" (Graham and Howard 2008:2). Individuals and nations select the historical stories of the past in which they value. Heritage significance is determined by the society and is always changing between generations due to changes in beliefs and

ideas. Heritage also has a number of specialist meanings, incorporating interdisciplinary perspectives including those from geography, archaeology, anthropology and history.

Heritage can also be intangible or tangible. Examples of purely intangible heritage which are considered important to cultures and societies include Greek methodology or migration patterns of Native Americans across the plains. Tangible denotes an object which can be seen, felt, touched or held. Examples includes archaeological artefacts. The Port MacDonnell jetty is a tangible subject matter which the local community feel an attachment to and, they wish to see it preserved in its tangible state. However, it also has an intangible connection; whereby local residents reflect on past activities performed by their ancestors around the jetty. By studying Port MacDonnell jetty, we can gain insight into the changing attitudes of Australians to build heritage, and to heritage protection through legislation and heritage registers. In the 1970s, the Australian government deemed heritage an important aspect to legislate at both local and federal levels (Clarke and Johnston 2003:1). This signals a major shift in the attitude of Australians to their cultural heritage and by extension, to their identity. The attributes recognised by legislation included aesthetic, social, historic and scientific. The view-point of heritage began to transition from simply which places to keep towards a recognition of both intangible and tangible heritage.

In their study *Colonial and post-colonial aspects of Australian identity*, Tranter and Donoghue traced how the post-World War II generation shaped and built Australia into today's contemporary society but they found that younger Australians viewed colonial characters as less important than their post-colonial counterparts. Ninety percent of Australians are familiar with ANZACs, Australian and New Zealand Army Corps, and their sacrifices for the commonwealth. These collective wartime experiences helped to shape a unique and distinct heritage and identity for Australia (Tranter and Donoghue 2007:179). For later generations, the sacrifices of ANZACs in Gallipoli campaign during the World War I became central to identity and engagement with heritage. "The service of the ANZAC soldiers in Europe and the Middle East between 1915 and 1918 came to symbolize Australia's rite of passage to nationhood" (Jones and Birdsall-Jones 2008:369). Tranter and Donoghue's study emphasized that the younger generations of Australians recognise "white Australian settlement" (Tranter

and Donoghue 2007:180), i.e. colonial settlement from Great Britain, to be a brief part of Australian history. Tranter and Donoghue defined eight national identities for Australians including the "[discovery, colonisation,] …convict transport, bushmen and pioneers, bushrangers, ANZACs, immigration post-World War 2 and sporting heroes" (Tranter and Donoghue 2007:170). They argue that the definition of national identity amongst different generations and social groups contrast each other, and in particular that older educated Australians are more connected to their colonial heritage.

However, in Ireland's study, *I Felt Connected to a Past World': A Survey of Visitors to Colonial Archaeological Sites Conserved In Situ in Australia and New Zealand*, it was determined that the study group which consisted of highly educated and over fifty years of age considered the definition of heritage to include both Indigenous history and the colonial era (Ireland 2012:467). Although different, both Australian Indigenous communities and non-Indigenous have cultural connections to places or sites. Ultimately this shows that Australians have a complex and varied attitude to the built heritage of the colonial period that varies by generation. Maritime colonial heritage occupies a unique place in the wider heritage spectrum, which is closely tied to the colonial period. Although this heritage can be traced through shipwrecks, it is best expressed in those locally-built and long-lived coastal structures were immobile and which continued to be used and altered over several generations.

2.3 What is a jetty versus a pier or wharf?

According to the *Oxford English Dictionary*, a jetty is defined as "2a. A breakwater, pier, etc., constructed to protect or defend a harbour, stretch of coast, or riverbank. Also: an outwork protecting a pier. 2b. A landing stage or small pier at which boats can dock or be moored"[1]. The *Macquarie Dictionary* defines a 'jetty' as "1. wharf or pier landing. 2. The piles or wooden structures protecting a pier"[2].

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[1] Retrieved 11 Arpil 2021 from <https://www.oed.com/view/Entry/101200?rskey=qkDYqB&result=1#eid>
[2] Retrieved 11 April 2021 from <
https://www.macquariedictionary.com.au/features/word/search/?search_word_type=Dictionary&word=jetty
>

Within the discipline of archaeology, there are a variety of definitions for jetty and related terms such as port. Khan defines a 'jetty' as "a port-related structure built perpendicular to the waterline or a causeway" (Khan 2006: xiii). In his glossary, a jetty and pier have the same meaning. Khan goes on to define a wharf and quay as "a port-related structure with the berthing station built parallel to the waterline" (2006: xiv). Cumming and Garratt (1995: 5) write about 'port-related structures' which they define as:

> 'Modifications to the shoreline and its immediate surrounds which were designed specifically to cater for the movement of people, materials and goods to and from the vessels which served the ports and harbours under scrutiny'.

Blue describes a port as a "facilitator which allows ships to access the shore" (Blue 2007: 272). Michael McCarthy implements the term 'port-related structures' in his numerous articles which discuss jetty research in Western Australia. In reports concerning Western Australian jetties, they are defined as "any facility built for landing passengers and goods at any place designated for the loading and unloading of vessels" (McCarthy 2013:336). As McCarthy reflected, the *International Maritime Dictionary* defines 'ports' as "a place for the loading and unloading of vessels recognized and supervised for maritime purposes by the public authorities" (de Kerchove 1948:598) and further stated:

> …a port may possess a harbor but a harbor is not necessarily a port. Any natural creek or inlet on the sea shore with adequate depth of water and sufficient shelter for ships fulfils the essential conditions of a harbor. To make it a port, in the accepted sense of the word, there must be in addition accommodation and facilities for landing passengers and goods and some amount of overseas trade.

According to McCarthy (2013:335) a 'pier' is a structure constructed of stone or masonry. He further defines a 'wharf' as a platform which allows ships to moor for loading and unloading; it can be built from a variety of materials: wood, stone or iron (McCarthy 2013:335).

These definitions of jetty vary but agree insofar as a jetty is defined as a piece of infrastructure found within a harbour or port that allows mariners and merchants to manoeuvre goods from vessels to land. While the exact definition can be hard to define precisely, studies of jetties have tended to rely on the terms generally in use locally without a detailed physical definition.

2.4 Australian jetties

Western Australia implemented legal protection for shipwrecks in 1971 (McCarthy 2013:325) and at this time the Department of Maritime Archaeology commenced a series of excavations on a variety of sites including fishing and whaling, whaling stations, survivor's camps, submerged aircraft, pearling and other industries and infrastructure (McCarthy 2013:325). In the early 1990s, the Western Australian Maritime Museum shifted their focus to port-related structures along Western Australia's coastline, initially under the direction of Denis Cumming and later passing to Michael McCarthy. These studies demonstrate the earliest major interest in the archaeology of port infrastructures within Australian maritime archaeology, initially centred on Western Australia.

The studies conducted on these jetties allowed the public to understand their importance in Australia heritage. Fremantle's first jetty was the South Jetty built by convicts. Vessels did not dock on this jetty, rather lighters, small vessels, transported passengers and cargo between the jetty and larger vessels moored further out at sea. Since the water was shallow at the South Jetty, a second jetty was built further north with a western angle in deeper waters. The second jetty was named Ocean Jetty. Over time the use of this jetty transitioned from purely commercial functions to recreational purposes. The local community added baths and other amenities which increasingly gave recreational activity more significance on the jetty. Residents enjoyed sports such as fishing and walking along the promenade until the Ocean Jetty was dismantled in the 1920s (McCarthy 2013:328).

The material from the excavation of both jetties were put on display at the Maritime Museum in Fremantle. Museum visitors were interested in the artefacts which lead to the heritage group's lobbying to protect the sites and surrounding areas. The *Maritime Archaeology Act* was passed in 1973 but while it protected vessels and lost objects

from those vessels dated pre-1900s and also sites that 'may be situated below low water mark, on or between the tide marks, or on land, or partly in one place and partly in another' it did not protect the jetties themselves but did cover material around them (McCarthy 2013:334).

Albany Town Jetty was studied in 1994 by McCarthy's team from the museum. It was built in the 1860s and later extended in 1873. The Town Jetty was situated in deeper waters in 1888 which allowed cargo vessels to dock. They are situated close to the capital city, Perth. In 1897, the two jetties became redundant as international trade goods were sent to Perth. From this time, the jetties' purpose shifted towards social activities. After World War II, the surrounding facilities were demolished. Whalers used the jetty's infrastructure as a whaling station until 1978. Subsequently, smaller commercial boats such as fishing boats, ferries, tugboats and sightseeing boats continued to moor on the jetties.

The jetties surveyed by the Western Australian Museum were placed on the State of Western Australia's *Register of Heritage Places* and heritage databases since numerous communities were increasingly engaging with the historical research by Western Australian Museum staff. The museum printed articles and information sheets which allowed the public to better engage with local history.

Interest in Western Australian jetties eventually began to spread beyond the museum. In 2004 Flinders University alumni, Matthew Gainsford, submitted his Master's thesis on the Hamelin Bay jetty which is located in Western Australia. In the case of the Hamelin Bay jetty, it was originally used for import of goods and migrants. Timber was the main commodity exported from the port. The timber company ordered the construction of the jetty. It was built in two stages. During the first stage, lighter vessels were used to transport the timber from land to cargo vessels. The jetty was extended to reach a total of 548.6 metres (1800 feet) (Gainsford 2004:30) at the end of the second stage which it easily accessible for cargo vessels to moor directly onto the jetty. The jetty ceased use as a trade port in 1913 when the timber industry declined, after which the jetty was used mainly for recreational fishing. In 1921, the structure was damaged by a fire. At the time of Gainsford's research, the jetty was visited by tourist who could view the remaining piles. Also, fishermen use it as a station to clean fish. It is clear there have been numerous studies in maritime port-related

infrastructure in Western Australia. However, as important as these studies have been, they tell only part of the story. The Western Australian jetties reflect the early history of European settlement there, a history closely linked to penal colonies and later local industries unique to the west coast. There is a need to develop similar discourses for other areas of Australia which have similar but distinct histories, and South Australia stands out as an area where initial colonisation was not linked to any penal colony.

2.5 South Australian jetties

South Australia is home to 190 jetties, an average of one jetty per 13 kilometres (8 miles) of coastline (Ford 2000:22). Jetties were critical to the expansion of colonial settlement in a time when roads and railroad tracks had not yet been established. In 1883, 46 jetties were recorded with a maximum depth of 8 metres (26.2 feet) (Khan 2006:96). By 1972, 80 jetties were recorded, 12 of which reached a maximum depth of 12 metres (Khan 2006:96). The golden age of jetties was the 19th century, and Australia saw a decline in migration after the 1890s when the Australian goldrush ended. Fewer ships were arriving to Australian ports with goods and passengers. This event marked the beginning of a decline of Australia's shipping industry. From 1914, the state underwent a construction decline of new jetties as shipping ports became increasingly redundant (Khan 2006:100). Jetties were left to decay and disappear in the following decades. In the present, these pieces of maritime infrastructure are divided into two groups: state -owned jetties and wharfs, and council-managed jetties and wharves. State government and local councils allocate funds towards maintenance of the jetties under their jurisdiction. This allows for safe recreational use of jetties by visitors, local residents and businesses.

The tables below provide a list of both State and council managed jetties and wharfs in South Australia published by the South Australian government[3] with construction dates added for this study where available.

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[3] Retrieved 4 October 2020 from <https://www.sa.gov.au/topics/boating-and-marine/Moorings-marinas-ramps/government-owned-jetties-or-wharves>.

Name of South Australian Jetties Gov. Owned	Date of construction
American River wharf	-
Beachport jetty	1878
Brighton jetty	1886
Cape Jaffa jetty	-
Cape Jervis jetty	1902
Coffin Bay jetty	-
Enigma wharf	-
Fowlers Bay jetty	1896
Franklin Harbor jetty	-
Grange jetty	1878
Granite Island causeway	1864
Henley jetty	1860
Kingscote Fishermen's jetty	-
Kingscote Main jetty	1886
Kingscote Mooring jetty	-
Largs Bay jetty	1882
Moonta Bay jetty	1868
North Arm's Fisherman's wharf	-
North Arm jetty	1914-1917
Penneshaw jetty	1902
Port Broughton jetty	1876
Port Kenny jetty	1924
Port MacDonnell jetty	**1861**
Port Wakefield wharf	-
New Rapid Bay jetty	1940
Rosetta Head wharf	1856
Semaphore jetty	1860
Southend jetty	1830
Streaky Bay jetty	1891-1896
Venus Bay jetty	1924
Vivonne Bay jetty	-
Wallaroo Spur jetty	1861

Table 2.1

Government owned jetties of South Australia

Council managed South Australian jetties and wharfs	Date of construction
Ardrossan jetty	1878
Arno Bay jetty	1882
Denial Bay jetty	1910
Edithburgh jetty	1873
Elliston jetty	1900
Emu Bay jetty	-
Glenelg jetty	1859
Haslam jetty	1913
Kingston jetty	1864-65
Louth Bay jetty	1878
Marion Bay jetty	1889
Mount Dutton Bay jetty	1881
Murat Bay (Ceduna) jetty	1902
Normanville Bay jetty	1940
North Shields jetty	-
Point Turton jetty	1876
Port Augusta West jetty	1878
Port Elliot jetty	1851
Port Germein jetty	1881
Port Hughes jetty	1914
Port Julia	1999
Port Le Hunte jetty	-
Port Lincoln Town jetty	1857
Port Neill jetty	1912
Port Noarlunga jetty	1921
Port Rickaby jetty	1879
Port Victoria jetty	1877
Robe jetty	1855
Second Valley jetty	1855
Smokey Bay jetty	1913
Stansbury jetty	1905
Tumby Bay jetty	1874
Wool Bay jetty	1882

Table 2.2

Council managed South Australia jetties and wharfs

2.6 Recent threats to Australian Jetties and community attitudes

Community attitudes to jetty heritage are reflected in the response to threats to jetties, which has often involved significant community action. For example, many jetties in South Australia were damaged during storms in 2016. They were considered historic, so the State Government pledged $3.5 million for repairs. Some of the jetties on the list for repairs include the following list: Elliston (Heritage-listed), Murat Bay, Port Germein (Heritage-listed), Port Rickaby (Heritage-listed), Port Victoria, Rapid Bay, Venus Bay and Wallaroo. These are regional jetties that are economically and socially significant Heritage-listed Port Germain jetty is a wooden structure in the Spencer Gulf; it was once the longest jetty in the Southern hemisphere. It was damaged twice in 2016. In May, a storm resulted in $250,000 worth of damages (ABC News 2016). The second storm split the jetty in half while Port Victoria jetty lost 50 meters (164 feet) of decking during the same storm (ABC News 2016).   Mayor Colin Nottle stated in an interview with ABC News (2016), "We all rely on the [Port Germein] jetty in one way or another for tourism."

Another example is the Lake Bonney jetty in the Riverland of South Australia, currently the subject of a preservation campaign by local residents who do not wish the historical piece of infrastructure to be dismantled. This wharf located in the Murray River region was excavated by the *Society for Underwater Historical Research* in 1978. The local council has invested heavily into maintaining the jetty as a safe recreational attraction for locals, including the installation of LED lights on the jetty in 2019. Currently, the jetty has at least one unstable post which needs to be repaired; however, the council will send divers to survey all the post underwater to confirm the jetty is safe for the community. Local residents feel connected to Lake Bonney jetty since it is considered an icon of this part of the Riverland. Community members feel attached to the jetty through their memories from the past decades. ABC Riverland reporter Anita Ward, covered the story June 1st, 2020. Local resident Ms. Burton stated during an interview that "I'd hate for it to be some whole new structure and we lose that really rustic iconic look" (Ward 2020). The council and community are pushing for the protection and repairs of the jetty as the community perception of heritage is altered in favour of preserving their ancestral history.

A similar case occurred in a 2017 storm in Western Australia with the Esperance jetty. The wooden jetty stretches 512 metres (1679.8 feet) into the Southern Ocean for 82 years. After a storm, 6 metres (19.7 feet) of the jetty was destroyed, and pieces were observed floating nearby in the ocean. The community disagrees about the future of the jetty. Some locals want to tear down the wooden jetty and replace it with something sturdier. Members of the *Friends of the Esperance Tanker Jetty* argue that the jetty can be repaired at low cost. Local residents, mainly, agree that a jetty of some form is desirable for recreational purposes such as deep-sea fishing and walks. Another timber jetty, the Busselton jetty is located at Geographe Bay, WA. It is 1.84 kilometres (1.14 miles) long and houses an underwater observatory. It underwent a $27 million renovation. The jetty continues to cost $800,000 annually for maintenance. Busselton Jetty Chief Executive Officer Ms. Shreeve told reporters that communities need to develop a business strategy which allows the jetty's presence to generate a profit and stimulate the local economy (ABC Esperance, de Garis 2017). 470,000 visitors yearly travel to visit the Busselton jetty which indirectly adds around $10 million to the economy (de Garis 2017).

These stories show, at least anecdotally, the different ways threats of destruction to jetties can highlight the different ways that local residents value jetties, for recreation, aesthetics and most of all for the history and heritage of their maritime connections to the colonial era.

2.7 The Rise of Heritage Protection and Legal Protection of Australian Jetties
Internationally and domestically the importance of protecting these infrastructure pieces of history are supported through a variety of legislation at state and federal levels.
Although Australia is not a signatory of the UNESCO *Convention on the Protection of the Underwater Cultural Heritage* 2001, it is considered best practice internationally. It mandates that all underwater cultural heritage sites older than 100 years be protected.

For the purposes of this Convention:

> 1. (a) "Underwater cultural heritage" means all traces of human existence
> having a cultural, historical or archaeological character which have been

partially or totally under water, periodically or continuously, for at least 100 years such as:

(i) sites, structures, buildings, artefacts and human remain, together with their archaeological and natural context;

(ii) vessels, aircraft, other vehicles or any part thereof, their cargo or other contents, together with their archaeological and natural context; and

(iii) objects of prehistoric character.

South Australia established a *Heritage Act 1993* which focused on preserving non-Aboriginal places and objects. A council and register were formed. The South Australian Heritage Register uses the following criteria:

(1) A place is of heritage significance if it satisfies one or more of the following criteria:

(a) it demonstrates important aspects of the evolution or pattern of the State's history; or

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

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

(d) it is an outstanding representative of a particular class of places of cultural significance; or

(e)it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics; or

(f) it has strong cultural or spiritual associations for the community or a group within it; or(g)it has a special association with the life or work of a person or organisation or an event of historical importance.

(2) An object is of heritage significance if—

(a) it is an archaeological artefact, or any other form of artefact that satisfies 1 or more of the criteria set out in subsection (1); or

(b) it is a geological, palaeontological or speleological specimen that satisfies 1 or more of the criteria set out in subsection (1); or

(c) it is an object that is intrinsically related to the heritage significance of a State Heritage Place or a State Heritage Area.

Under this description of heritage, the Port MacDonnell jetty is not currently listed as a site of significance on the South Australian Heritage Register.

On October 1st 2019, the South Australian government developed a strategic plan for local jetties. This involved a survey conducted by the Department of Planning, Transportation and Infrastructure which allowed community members and local businesses to inform the government on: how they interact and use their local jetty? Also, the survey inquired about the community's perception of significance to the jetty. This strategic plan further studied the economic and community benefits from the jetties. The outcome of this project will assist the State government in prioritising which jetties to invest preservation efforts.

The government of New South Wales, Australia establish the New South Wales Heritage Act 1977. It acknowledges both State and local protection "to a place, building, work, relic, moveable object or precinct". This Act was last amended on 1 August 2018.

The objects of this Act are as follows:

    (a) to promote an understanding of the State's heritage,

    (b) to encourage the conservation of the State's heritage,

    (c) to provide for the identification and registration of items of State heritage significance,

    (d) to provide for the interim protection of items of State heritage significance,

    (e) to encourage the adaptive reuse of items of State heritage significance,

    (f) to constitute the Heritage Council of New South Wales and confer on it functions relating to the State's heritage,

    (g) to assist owners with the conservation of items of State heritage significance.

For Western Australia, Gainsford argued in 2004 that national legislation (*The Historic Shipwreck Act* of 1976 nor *The Maritime Archaeology Act* 1973) are not effective in protecting jetties since they only protect those associated with shipwrecks (Gainsford 2004:48). *The Historic Shipwreck Act* has a limited definition of 'constructed or used by a person' in Gainsford's opinion (Gainsford 2004:48). Currently, the Hamelin Bay jetty is not protected from modification nor removal under any act. Gainsford continues to advocate for the protection of Western Australia's jetties by suggesting "two-fold protection of jetties, by firstly protecting the seabed around the site using State and Federal Acts and protecting the structure using the *Heritage of Western Australia Act 1990*" (Gainsford 2004:52). A recent major revision of the legislation has been enacted at a federal level in *The Underwater Cultural Heritage Act* 2018 (UCH Act) which protects shipwrecks, aircraft and their associated relics in Australian waters. Other archaeological material, such as submerged Aboriginal archaeology and coastal infrastructure such as jetties, are not automatically protected in the same way as shipwrecks and aircraft.

2.8 Conclusion

This chapter explores issues around heritage and heritage significance. Further, it argued that heritage is complex and evolves through time as each generation have their own definition for cultural significance and historical identity. The differences between jetty, prier and wharf were discussed which provided useful understanding of terminology. A brief background to archaeological studies of jetties in Australia and specifically South Australia were given. A discussion of the way that communities have begun to value ports, harbours and jetty heritage were included, and the rise of these values also reflect in prevailing legislation from an international to a local level. International and Australian legislation were outlined including the UNESCO Convention on the Protection of the Underwater Cultural Heritage 2001, the South Australian *Heritage Act 1993,* New South Wales Heritage Act 1977, *Heritage of Western Australia Act 1990,* Historic Shipwreck Act of 1976 and Maritime Archaeology Act 1973. Clearly the heritage significance of jetties is complex and closely linked to identity. While Khan's 2006 study offers a broad overview of jetties across South Australia, the detailed study of an individual jetty has the potential to illuminate important aspects of changes in Australian identity, and South Australia has a particular value to balance the extensive evidence available from the pioneering studies in Western Australia.

Chapter Three: History of Port MacDonnell township and shipping industry

Figure 3.1

Mural of Port MacDonnell on local building.

Photo Courtesy of: Flinders University

3.1 Port MacDonnell: history of a trading hub

Port MacDonnell's maritime infrastructure reflects a historical timeline of the growth of the port's trade sector. Evidence of the town's growth is visible throughout technological advancements and development. The growth of Port MacDonnell is strongly connected with the history of Limestone Coast's shipping industry.

The land around the port housed European pastoralists, beginning in the 1840s. Pastoral stations included Benara Run, Wye or Warreanga and Curratum Station (Duruz 1978:12). During the mid-1800s, the nearby district of Mount Gambier rapidly grew. An increase in population lead to a demand of supplies to be shipped to the region, and Adelaide was not a realistic market since it was too far.

The Limestone Coast required a port for inter-state and international trade. Export goods were produced in Penola, Naracoorte and Mt. Gambier which could be shipped and traded. The Mount Gambier region had an abundance of wool to supply to the international market; however, the city did not sit on the coast, and trainlines were not a viable option; so, a nearby port was needed for shipping of merchandise to the consumer market. Otherwise, local residents of Limestone Coast would have to resort to transporting the goods across the Victorian border by land routes to the port of Portland. This land route is a distance of 108 kilometres (67miles). Governor Sir Richard Graves MacDonnell executed a plan to assist farmers in their predicament; and it was also desirable to keep the revenue inside South Australian borders rather than letting it cross into Victoria.

The Limestone Coast is home to treacherous terrain and waters. The coastline faces the Southern Ocean which results in sudden and violent windstorms within the area of Port MacDonnell. These furious weather conditions led to many shipwrecks. The rough waters in the area challenged many captains whose vessels were lost (Duruz 1978:11). This led to an early emphasis on lighthouses, even before the establishment of a port. 'SA, alone of all the colonies attempted from the outset to establish navigational aids before serious incidents occurred' (Reid 1988); therefore, local residents sought to improve the shipping conditions within the region.

A lighthouse was commissioned at Cape Northumberland in an effort to prevent these tragedies at sea. In 1856, Sir Richard Graves MacDonnell set-out with a small team on an expedition from Port Adelaide to find suitable coastal land to erect a lighthouse and establish a port (Sneath 2010:12). He decided on Cape Northumberland for the lighthouse even though the area was undesirable in some respects due to sandy soil, cliffs, a lack of shelter from eastern winds and dangerous reefs. The lighthouse is 3.5 kilometres (2 miles) from Port MacDonnell jetty (Duruz 1978:12). The South Australian and Victorian governments shared the construction costs for the erection of the lighthouse According to Holthof (2008:1), the construction of a lighthouse was an important signifier to locals that the government was present in the area. Port MacDonnell's lighthouse was completed in 1858; however, it was not operable until the 1st of January 1859 (Holthof 2008:2). Port MacDonnell lighthouse was the fourth largest in the South Australian colony, and the first built on the mainland as the others were situated along Kangaroo Island (Holthof 2008). Marine matters for the first year of the colony were controlled by Captain Thomas Lipson of the Royal Navy (Pearson 1985); then the lighthouse shifted control to the Marine Board from 1882 until 1960 (Holthof 2008). The approach to management of the lighthouse was therefore unusual for the colonies. Port MacDonnell's lighthouse was built on limestone; this was an unfavourable foundation for the structure; especially, due to the storms and harsh weather that swept through the region. Weathering easily occurs on the cliffs which the lighthouse sits. Originally, the colony of South Australia controlled the lighthouse and premises, so the lighthouse was economically and politically separate from the Federal government. The revolving light apparatus had white, red and green faces, and they alternated every minute. The white face was visible for 29 kilometres (18 miles) while the red light beamed 24 kilometres (15 miles). The green not more than 12.9 kilometres (8 miles). This original lighthouse was used for 23 years until the cliffs began to collapse from underneath the foundation. It was constructed on sandy soil which gradually eroded due to rain, winds and waves passing through the region. In 1882, the Marine Board decided to build a new lighthouse and 3 cottages for the staff 400 metres (1312 feet) inland further behind the treacherous cliff, and east of the original lighthouse (Holthof 2008:2). Figure 1.3 is a photograph of the second lighthouse taken in 1890.

Lighthouse and Cottages, Port MacDonnell.

Figure 3.2

Port MacDonnell lighthouse and cottage

Photo credit: State Library of South Australia

During the construction of the lighthouse, settlement commenced in the 1850s. Captain Benjamin Germein was the first lighthouse keeper. His assistant was John Dagwell. The men were tasked with the job of surveying the land and selecting an area for the establishment of a shipping port. After a survey was completed, it was determined that a bay now known as Port MacDonnell was suitable to serve as a hub for the Limestone Coast region's shipping industry.

3.2 Port McDonnell: officially declared a port

The historical expansion of a rural town located in South Australia provides important context for the evolution of the town's maritime infrastructure. The selected area was officially declared a port on the 4th of April 1860, and it was named after the Governor of South Australia of the time, Sir Richard Greaves MacDonnell. Port MacDonnell was a rural town that was reliant on the shipping industry which enabled the town to thrive and prosper. A petition led to the construction of a jetty on May 1860 (Neville 2005). The town was also home to a woolshed, several stores, a boot business, a bark mill

and sport clubs (Hills 1973: i). The region mainly produced wool and wheat which was shipped to Europe (Duruz 1978 p. 27). Products were even brought across the border from the state of Victoria to the port for shipping; those products included honey, timber, bark, flour, potatoes and other such goods. Potatoes were the third largest exported item while other products include tallow, kangaroo skins, machinery and general houseware. These were brought by wagon from surrounding towns including Mount Gambier and ports as far east as Victoria (Duruz 1978: 28). Goods were also imported to Port MacDonnell by cargo vessels from Europe or Port Adelaide before being distributed to rural towns such as Mount Gambier, Allendale or Robe.

The port's population grew quickly from 1860, and in June of the same year, blocks of land were divided into half-acres for sake (Sneath 2010:12). A visiting preacher completed a census which counted one hundred and fifty residents including thirty children residing in fifteen cottages (Duruz 1978:23). The first body of government was the Council of Port MacDonnell which was established in February of 1868 (Duruz 1978:28). Roughly a thousand people lived in the port during its flourishing years of the 1870s[4].

3.3 Port MacDonnell: the custom house

The customs house which faces Charles Street was built in 1863 to cater for public services such as the police station and stables. Mr. William Hanson of the architectural firm Colonial Architect was contracted as the architect, and the builder was Mr. F. Reynolds of Port Adelaide (Heritage Survey). Smith of Mt. Gambier was contracted to be the plasterer (Former Government Offices). This two-storey building was constructed with stone; it was decorated with an iron hipped roof and gables, semi-circular arched windows, semi-circular fan lighten doors and a stone chimney (Heritage Survey). Mr. F. Reynolds accepted a bond of 2,605 pounds for the construction of the customs house and a separate bond of 235 pounds for the conjoining police stables while Mr. Smith received a tender of 230 pounds for

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[4] Retrieved 4 October 2020 from < www.samemory.sa.gov.au>.

cementing the exterior of the customs house (Former Government Offices). Figure 1.4 seen below is a photograph of the Port MacDonnell custom house taken in 1867.

Figure 3.3

Port MacDonnell Customs House

Photo credit: Port MacDonnell Maritime Museum

By 1876-1877, Port MacDonnell became the second busiest port in South Australia; Port Adelaide held the spot for the busiest (Duruz 1978:36; Neville 2005). Between 1876 and 1879, exported goods reached 604,946 pounds while imported merchandise totalled 263,961 (Duruz 1978:36). It is estimated that 1,600 bales of wool were exported per year, and the price ranged between 6 and 14 pence per pound (Duruz 1978:26). As the town grew into a shipping hub and the industry provided profitable revenue, locals ventured into the shipbuilding market. Residents contacted the Border Watch requesting permission to chop down blackwood which was used to build vessels (Duruz 1978:25). During dry seasons, when the town faced financial difficulties, the Council would hire farmhands for infrastructure projects such as building bridges or clearing land. The growth of the town required an enhancement of maritime infrastructure.

3.4 Port MacDonnell: breakwater

From early in the settlement's history, local board members began discussions to improve the bay's safety; either extending the jetty to 518 metres (1,700 feet) or adding a breakwater (The South-Eastern Star 1883:9). Other jetties including Semaphore and Victor Harbor jetties were paired with breakwaters as well. Breakwaters at Semaphore were attached to the Custom House. During a meeting in 1879, it was discussed that Victor Harbor's breakwater would cost $96,185 pounds (Ford 2000); it would assist with traffic of larger vessels.

This concerned local board members due to the issue of maritime safety, particularly during rough weather, and the community followed up this matter up with the Harbor Master. The commercial industry in the area thrived with the import and export of goods; however, the region's jetties were not big enough to manage the traffic of vessels entering. Harbor Master Mueeke thought something should be done to decrease traffic issues in the bay (The South-Eastern Star 1883). Mr. Feast, a local resident, developed a plan for the breakwater to be extended by 320 metres (350 yards) in length and 0.91 metres (2 feet) in height (The Border Watch 1883:2). This would also improve fishing conditions for local fishermen allowing them to stay anchored. Board members concluded it would cost $11,800 to extend the jetty; $77,600 for a breakwater; $800 for moorings and $230 to install a crane with capabilities to lift ten tons; however, none of the plans were implemented due to lack of funding (The South-Eastern Star 1882). It was not until the 1970s that the South Australian Government decided to provide the funding for the breakwater, and the town's people finally received their long-desired breakwater[5].

3.5 Port MacDonnell: jetty and features

Weathering and storms greatly affected the conditions of the jetties throughout South Australia. Timber jetties needed piles to be replaced every 12-15 years depending on

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[5] Retrieved 4 October 2020 from <www.sa.gov.au2007>.

the specie of wood (Khan 2006). For has described in detail the process for other SA jetties in Semaphore, Victor Harbor and Rapid Bay. These jetties received fresh paint and decking regularly listed as general maintenance. More extreme work included replacement of piles and whole bents. Semaphore jetty needed major repairs after a storm in 1917. The storm damaged the decking, handrail, kiosk and baths. A second storm in 1920 carried away sections of the ramp; after 62 years of use, the original jetty required new decking, girders, crossbeams, asphalt, handrail and kerbs. Statistics show the annual fee for wear and tear jobs to be as listed: Semaphore $82,000; Victor Harbor $93,000 and Rapid Bay $53,000 (Ford 2000).

The jetty at Port MacDonnell also required constant maintenance and upgrades, which can be traced through historical imagery. Cranes were installed at the end of the jetty in 1862 to assist in loading operations. The townspeople of Port MacDonnell also decided to participate in the Life Saving Rocket Stations of South Australia since their position was highly exposed to wind and rough seas, with many ships wrecked along their coast. In 1863, a boat-shed was added to the jetty; this shed housed the Undaunted lifeboat and other equipment needed for rescue missions such as anchor backers, rocket lines, shovel and pick, blankets, half whip, lanterns, bucket, fresh water, provisions, portable magazine, tool bag and flag and staff.

Detailed evidence for changes in the jetty design can be traced in local historical and photographic archives. Two sets of archival work were performed for the current study.

The first of these was a review of a collection of historic photographs in order to formulate a timeline of Port MacDonnell's maritime history. These photographs were made available by courtesy of Port MacDonnell Maritime Museum. This photographic evidence begins in 1863 with a photograph of the jetty and the lifeboat shed which displays a rounded shape roof (Mt. Gambier Library 1863) and this was still in place until 1908 when it was replaced with a gabled roof. Another photo of 1865 shows the rails ran clear to a woolshed in 1865 which was located further down on Sea Parade Road (Mt. Gambier Library 1865). A photograph from the 1870s taken north of the

original jetty shows a complex turnstile (Mt. Gambier Library 1875). In 1875 photographic evidence shows Mr E. French's store on Milstead Street (Mt. Gambier Library 1875). In 1896, a second jetty housing sea baths and bath boxes for swimmers to change within was built to the east of the original jetty (Mt. Gambier Library 1896). To differentiate, between the two jetties in Port MacDonnell, they shall be referred to as 'original jetty', used by the shipping industry, and the 1896 'bath jetty', used by swimmers, in future discussions.

Handrails appear on the original jetty in 1902 along with a crane and winch at the sea-end of the jetty (Mt. Gambier Library 1902). In 1903, sea baths and bath boxes still decorated the beaches (Mt. Gambier Library 1903); photos from 1906 illustrate rails going straight up against the E. French stores to a row of doors (Mt. Gambier Library 1906). The jetty housed a lifeboat shed which was later removed, and in 1907, round roofs cover the lifeboat shed and a set of handrails on the original jetty (Mt. Gambier Library 1907); in the same year, the sea-end of the jetty is laid with rails which cross-over making four rails present which cross and reduce back to normal two rails to run the length of the jetty. The lifeboat shed was remodelled in 1908 from a rounded roof to a gabled roof (Mt. Gambier Library 1910). In Hill's book a 1911 photograph shows a turnstile at the corner of Milstead and Charles Streets (Hill 1973). The lifeboat shed continues to have a gabled roof in 1914 (Mt. Gambier Library 1914).

A historic photograph taken in 1924 illustrates how the rails ran off the jetty onto Milstead Street (Mt. Gambier Library 1924). In 1924, a gable roof still covers the lifeboat shed. The crane and winch sat at the end of the jetty just below the planks in 1926 (Mt. Gambier Library 1926). The shore-end of the jetty had overlapping rails at the shore-end until 1928 which allowed multiple trollies to navigate on the jetty at a single time (Mt. Gambier Library 1928). A 1932 photo shows the handrail on the jetty, at which time, it did not extend the entire length; instead, it stopped just prior to the end (Mt. Gambier Library 1932). However, 7 years later the handrail appears to reach a bit further to the stairs on the West side where easy access to vessels was located (Mt. Gambier Library 1939). The Bath sheds appeared to be run down by this date and remain unmaintained since 1936.

By 1946, light poles can be seen above the handrails of the jetty (Mt. Gambier Library 1946). Another image from the same year, clearly shows the seawall that was built to protect homes from floodwaters. Little shelter houses were erected and decorated the coastline along Milstead Street which can be viewed in the present and date back to 1957 (Mt. Gambier Library 1957). The flagpole still stood at the shore-end of the jetty along the seawall in a snap-shot taken in 1960 (Mt. Gambier Library 1960). The rails which used to run off the jetty onto Milstead Street were removed by 1971 (Mt. Gambier Library 1971). However, they remained on the jetty to present day.

The residents of the area were constantly submitting petitions to lengthen the jetty; although, only one petition passed. The jetty needed repairs in the 1930s (Neville 2005); however, the townspeople were forced to collect money for those repairs. After, this event the government provided a grant to aid in the restoration of the jetty. Weathering and storms greatly affected the conditions of the jetties throughout South Australia. Timber jetties needed piles to be replaced every 12-15 years depending on the specie of wood (Khan 2006). Semaphore, Victor Harbor and Rapid Bay jetties received fresh paint and decking regularly listed as general maintenance. More extreme work included replacement of piles and whole bents. Specifically, in regards to Semaphore jetty which needed more repairs after a storm in 1917 (Ford 2000). The storm damaged the decking, handrail, kiosk and baths. A second storm in 1920 carried away sections of the ramp (Ford 2000); after 62 years of use, the original jetty required more maintenance work including the following items: new decking, girders, crossbeams, asphalt, handrail and kerbs. Victor Harbor jetty sought the need of attention to damaged features including some of the same features: corbels, girders, decking and crossbeams which were all replaced. Statistics show the annual fee for wear and tear jobs to be as listed: Semaphore $82,000; Victor Harbor $93,000 and Rapid Bay $53,000 (Ford 2000).

The figures below give an overview of the jetty's development over time. The jetty has undergone a gradual transition of purpose from commercial to recreational.

Figure 3.4

Landing cargo from lighters at Port MacDonnell jetty in 1898

Photo courtesy of: Leslie Hill

Figure 3.5

Port MacDonnell jetty in 1967 with schoolboys fishing off it.

Photo courtesy of Port MacDonnell and District Maritime Museum Inc.

3.6 Port MacDonnell: conclusion

The ninetieth century was the heyday of maritime transport with jetties as a vital means to transport goods and people. In twentieth century, advances in technology lead to heavy competition for internal transport due to the development of railways. Fenack notes that "the biggest impact on transport, and consequently the fate of ports...was the coming of the railways" (Fencak 1999:22). South Australia saw its first railway in 1878 (Fencak 1999:22) which was steam operated and ran from Kapunda to Morgan. Some people were optimistic that the new railway would not have an effect on the current shipping industry (Fencak 1999:24). This route had a great impact on Port Victor jetty which stopped operations as a commercial jetty (Fencak 1999:24). Robe jetty ended its career in a similar manner due to the railways and further competition

from other jetties along the South Australian coast (Fencak 1999:24). Ultimately railways undermined the maritime trading function of jetties, particularly smaller and more rural jetties, although this was somewhat offset by a small increase in tourism, with weekend tourists having easier access to coastal towns. This change was later increased by the advent of the road network, and the function of jetties has been further reduced from trade towards leisure.

This changing function is reflected in the architecture of the jetties. Older jetties, built at the start of a new town, were quite long and extended far into the deeper waters than their rebuilt versions or even newer jetties. Older jetties were more complex with amusement parks including pavilions, aquariums or baths (Rodrigues 2002). More practical additions like lifeboat sheds were constructed on others. Today, these extra buildings on the decks of jetties are limited.

Chapter Four: Fieldwork Conducted

Figure 4.1

Purdina Guerra measuring Port MacDonnell jetty July 2011.

Photo Courtesy of: Flinders University

4.1 Introduction

This chapter will describe the results of fieldwork undertaken at Port MacDonnell jetty in South Australia – this will demonstrate how the physical evidence of a detailed archaeological survey matches evidence from other sources. The survey includes walkover surveys, measured drawing, community engagement, visits to local museums and visits to local boatyards to search for material removed from the jetty and.

4.2 Fieldwork and data collection

Two trips to Port MacDonnell were conducted; the first trip took place in July 2011 and spanned one week. This trip was part of Flinders University's Maritime Archaeology 2011 *Advance Practicum*. The field practicum was organised and ran by Dr Jennifer McKinnon. This field school allowed students in the maritime archaeology program to gain hands-on experience of field-recording techniques while also collecting data for two post-graduate research projects. The first of these was Madeline Fowler's honours thesis *Giving a name to a place: Shipwreck in Port MacDonnell, South Australia*, focused on offshore archaeological material, and the second was the research for this study on the jetty. A second fieldwork expedition for this thesis lasted two days in October 2011; it branched off of a Flinders University Dive Club trip to the area. The second trip was conducted to address further questions and provide additional clarity for previous data collected.

During the initial fieldwork during the practicum at Port MacDonnell, different areas of maritime infrastructure were researched which will be briefly discussed in this chapter. However, the main focus of both field study trips was the jetty.

4.3 Survey Methodology

Upon the initial arrival at the site in July 2011, a survey of the jetty was performed. The group of students was split into teams to gather different information. One team measured the overall length and width of the jetty, laying a baseline along the jetty to take offset measurements. The baseline began at 2.9 metres (9.5 feet) into the jetty which meant an adjustment of minus 2.9 metres (9.5 feet) was considered for the documentation of overall measurements. The first set of offset measurements included

the following: edge, outer kerb, inner kerb, outer pipe, inner pipe, outer rail track and inner rail track. These measurements were taken every 5 metres (16.4 feet). The second set of measurements were taken of the details such as nails, bolts and holes along the kerb.

A mud map (sketch) of the jetty was made during initial observation of the area. The mud map started from the shore-end of the jetty to the sea-end. Afterwards, measurements of features on the jetty were documented next to the sketched features in the field journal. Details were recorded of visible repairs, and recording was augmented with photographs. Tar, wood and metal were the predominate construction materials elements along with pieces of timber that filled-in areas between the rail-line.

Participants discussed possible functions of the features. Two cross-section drawings were made to perform compare the variations in design and structure along the length of the jetty; a view from the shore and another from the sea were drawn.

4.4 Survey Results

The initial objective was to undertake a measured plan of a substantial part of the jetty. However, harsh weather conditions made this impossible in the available time and detailed measured planning was focused on a representative section of the jetty. A single bird's eye view of six consecutive planks were drawn to scale over an area of 1.54 metres (5.05 feet) and the width 5.82 metres (19.09 feet).

Figure 4.2 is a plan view of the planks with detail of the rail tracks and metal pipe. This shows the jetty planks extending past the west side of the kerb, where they are more damaged than the planks on the east side within this section of 2.57 metres (8.43 feet). A metal pipe runs the length of the jetty and can be viewed in this drawing. This pipe runs parallel with the kerb. This section also includes a peculiar timber piece inserted between metal rails, filling a gap between two bigger planks.

Port Mac Donell
detail sketch - birds eye view 6 planks
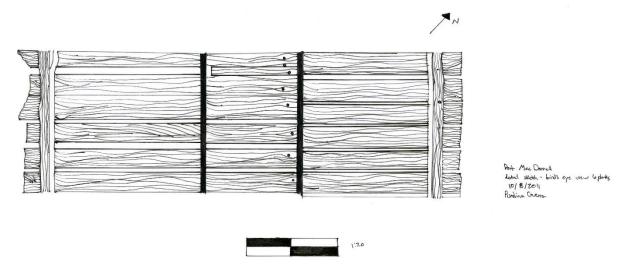10/8/2011
Purdina Guerra

1:20

Figure 4.2
Planks of jetty
Drawing by Purdina Guerra

Section drawings were undertaken to show detail of features such as handrails. This handrail was installed sometime after the jetty's 1860 construction, and the berth, where vessels would tie up, as well as structural components underneath the planks (Figure 4.1).
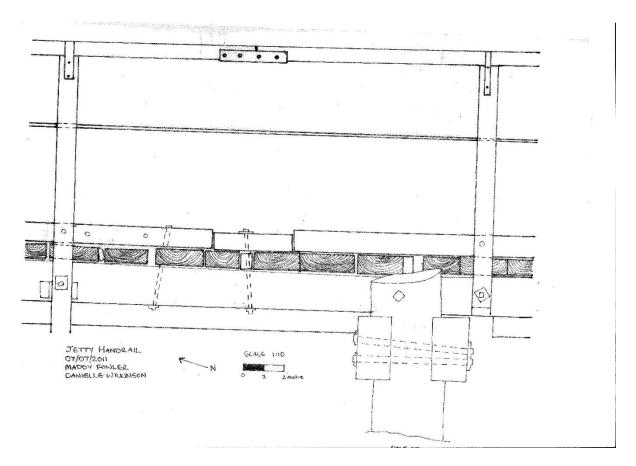
Figure 4.3

Handrail of jetty

Drawing by Maddy Fowler and Danielle Wilkinson

The first cross-section began at pylon number 22, the low water mark. The second cross-section was located at the end of the jetty.

The section drawing was taken at the shore-end of the jetty at pile number 10 and shows a complete section of railing. Nine planks fill in the gap between the rail poles. An example of repair work can be seen here as a visible patch in the drawing; jetty damage was contained by use of plaster over the area. The rail poles were attached by bolts and washers at the edge of the plank. The horizonal rail poles are connected to one another by a metal plaque, and four bolts were drilled into wooden poles. They are attached to vertical poles by means of a thin metal plaque which moulds itself over and around the pole, similar to a hook. The vertical rail poles are different in measurement, showing that builders did not construct the jetty symmetrically.

The kerb represented in the drawing highlights a lack of consistency amongst timber pieces which vary in colour and size. In this section three kerbs lay between the two rail poles. The kerb block furthest away from pile 10 has two visible holes visible in the upper face which is consistent with other bolt holes found throughout the jetty's kerb. Pile 10 is included in this section drawing, and it connects to the jetty by a single bolt. The pile was cut on the northern and southern sides allowing the two beams to sit inside the pile.

A second cross section drawing was targeted at the shore-end of the jetty at pile number 26. This illustrates changes in construction between different areas of the jetty. Similar bolts were recorded in both sections, but other differences were present. The seaward-end of the jetty has five piles, two more than the shore-end; two piles on the west side and three piles on the east. The additional east side pile gives support to a tire which is used as a bumper to protect boats from damage against jetty timber. The seaward section also differs with a double-decker planking system connecting the piles; here two planks are stacked one on top of the other across the piles. This area of the jetty has rusted cladding attached on the west side, and additional nails that are not present on the shore-end sketch. Figure 4.3 is a sketch of a cross section of the jetty located at the seaward end.
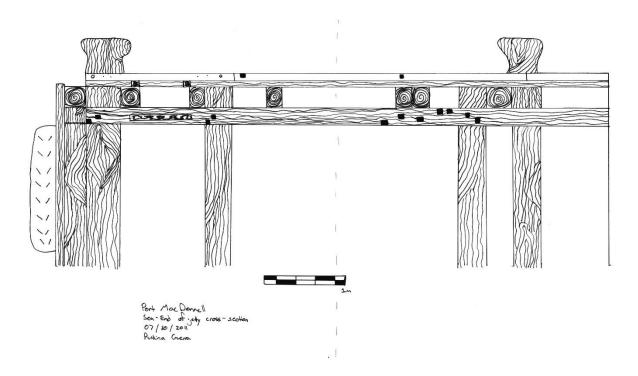
Figure 4.4

Cross section of jetty at seaward-end with tire attached to the side.

Location of bolts are represented in dark shaded area.

Drawing by Purdina Guerra

4.5 Piles identification, wood samples and GPS collection of points

Piles were numbered one to a hundred starting from the east shore-end of the jetty in the direction of the sea-end. Numbering then continued in a loop around to the west sea-end down toward the shore-end again. This system was used by the team to collect GPS points of the pylons. Some GPS points were easy to collect because the pylons were visible while others were hidden under the planks. For those pylons, colleagues found them by looking through the gaps between the planks, and then stood over them to collect the GPS points.

Sampling of wood was also undertaken. Port MacDonnell jetty is not a registered historical site; therefore, no permit was needed in order to remove wood samples. Four wood samples were taken from the sea-end of the jetty. They all came from piles that suffered severe weathering. The samples were effortlessly detached without

equipment. They were placed in Ziploc bags and labelled including a date and pile number. Upon returning to base camp, the samples were frozen to kill off any organisms. The samples were stored in Flinders University's archaeology lab. Attempts were made to send the wood sample to the lab for testing in October 2019. Unfortunately, results of the wood sample have been not obtained to date. Figure 4.4 is a photograph of wood removal from pile E91.

Figure 4.5
Removal of wood sample from pile.
Photo courtesy of: Wendy van Duivenvoorde

Further GPS recording was undertaken later in the week. Amer Khan, a representative of the Heritage branch of South Australia brought equipment from the branch. Figure 4.5 shows Flinders University students Ahmad Jalil and Dennis Wilson working with GPS equipment provided by the State Heritage Branch.

Figure 4.6

Wan and Dennis using GPS system.

Photo courtesy of: Flinders University

Those points were processed in Columbus, Ohio with the help of Jihye Park, a PhD student at Ohio State University. The points were illustrated in four charts by the use of ArcGIS computer software. The spreadsheets formed while in the field were copied into the ArcGIS program's ArcMap. Figure 4.6 is a plotted map showing the location of the piles. The shape of the jetty is distinct. Two error points appear on the west side of the jetty. Figure 4.7 is the same as the previous figure with the addition of labels.
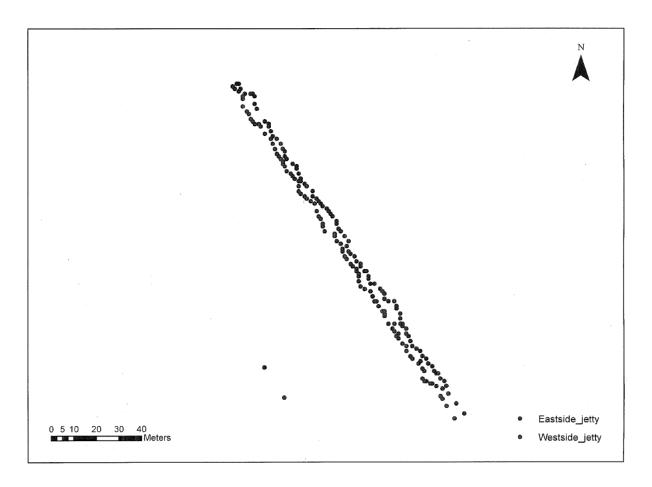

Figure 4.7

Plotted map of the Port MacDonnell Jetty.

Courtesy of: Dr. Jihye Park

Figure 4.8

Plotted map including labels of the Port MacDonnell Jetty.

Courtesy of: Dr. Jihye Park

4.6 Additional maritime infrastructure objects surveyed

Other general infrastructure aspects in the town associated with maritime infrastructure include two winches, a crane and a capstan. A winch has three main components a spool, crank and a line. Wire or cable are attached to the spool and crank can either be maneuverer by hand or engine power to reel objects back and forth. Both winches in this study were located at the playground adjacent to the jetty. These features were measured and Winch number 1 was drawn to scale.

A crane is located at the boat ramp just West of the jetty. This was photographed, and general measurements were recorded. During the colonial period, the shipping industry used the two winches described above and attached them to a crane which

sat at the sea-end of the jetty to manoeuvre goods from lighters, small boats used for loading and unloading ships offshore, to the jetty.

A capstan is situated in the vacant lot where the Mr. E French store previously stood. This area later became the local boatyard ideally located close to the water and jetty. The capstan moved vessels in a back and forth direction from the boatyard launching them into the bay. This capstone sits on a metal plate with an inscription 'Summerdale Sydney'.

Figure 4.9

South-facing view of winch no. 1, in the playground near the jetty. This was formerly part of the jetty.

Photo courtesy of: Ahmad Safwan Jalil

The first boatyard at Port MacDonnell was established on land where the E. French store previously stood. Currently, this area has been cleared out and paved over. The only sign of maritime history is on the corner, a capstan, which was positioned on the west side. The new boatyard lies several miles away from the sea and closer to the outskirts of town. During the winter field expedition, it was full of boats and relics

related to the jetty, including remains of an old slipway which used to be positioned adjacent to the jetty on the east side.

A two-person team performed a linear inspection survey east of the standing jetty to search for topographic evidence of the second jetty which had been torn down (the 1896 'bath jetty'). The bath jetty held bath houses which can be seen below in Figure 4.6.

Figure 4.10
Baths and second jetty, Port MacDonnell.
Photo courtesy of: Mount Gambier Public Library

The Customs House still stands in its original location just Northwest and across the street from the jetty, although it was out of use and up for sale at the time of the fieldwork. It was photographed from the outside but it proved impossible to reach the real estate-agent to access the interior. However, blueprints of the Custom House were later uncovered in Adelaide during a visit by the author to the Department of Environment and Natural Resources, along with other government documents

pertaining to the Custom House. The building was registered as a historical site by the Australian government. Documents from the South Australian Heritage branch allowed more insight into the history of the Custom House.

During a morning tea break to the nearby coffee shop, named Periwinkle, researchers discovered further historical photographs of the jetty on display. Their captions included the photographer's name, Lionel Carrison, a former Harbour Master, and gave dates from the 1950s. These photos were copied, and details were noted in the field journal. An address for Mr. Carrison was provided by the coffee shop staff allowing the team to visit him at home. Mr. Carrison generously provided additional photos of the jetty and town, providing vital evidence for changes in the jetty design and use over time.

4.7 Archival collection

A team was dispatched to the Port MacDonnell library to gather information on the jetty; the team was able to download additional jetty images from the Mt. Gambier archive website as well as local pamphlets, maps and brochures about Port MacDonnell.

A second archival collection was consulted at the local library. Historical documents including newspaper articles relating to the Port MacDonnell region were collected. In particular, important information pertaining to the slipway which was situated East of the jetty was found in local journals *The Border Watch* and *The South-Eastern Star* newspaper. The *South Australian Register* provided three newspaper articles discussing potential jetty repairs.

A visit to the local museum and a meeting with the head volunteer Veronica Jenkins was arranged. Photocopies of pictures were provided by the museum to support this thesis which focuses on the E. French house, both jetties, the boathouse and the boat shed. Photos of the museum displays relating to these features were collected as references for this research.

Figure 4.11

Veronica Jenkins and Purdina Guerra at the maritime

museum viewing a map of Limestone Coast.

Photo courtesy of: Wendy van Duivenvoorde

4.8 Timeline

The following sections will discuss the evolution of the Port MacDonnell jetty in chronological order based on the archival material collected and archaeological evidence. Five periods have been defined including Colonial, Twentieth Century, Post-War, Twenty-First Century and the 2015 Restoration.

Colonial Period

The Colonial Period refers here to the time of construction of the jetty in 1860 to the 1890s. Port MacDonnell was at its peak as a shipping port during these decades. The main function of the jetty was to allow transport vessels to load and unload goods and traces of this function are evident in the metal rails on the jetty and the connecting turntable at the end of the jetty, which aided manoeuvring of goods from the jetty to the stores and warehouses. Even though the main function at this time of the jetty was functional, it remained an attraction for local residents who would congregate for social activities on the jetty. Those from nearby towns would also travel to Port MacDonnell for beach holidays. Historical photographs show the area congested with boats and

holiday seekers around jetty. Festivals and sporting events were often held on the jetty and surrounding beach area.

Figure 4.12
Port MacDonnell Boxing Day Sports December 1932.
Photo courtesy of: Leslie Hill

The boatshed situated on the jetty underwent remodelling during this period. Historical photographs show changes in the roof at different times; however, from the archival photographs collected, although the sequence and date of these changes remains unclear. In this period, the second, shorter jetty, the 'bath jetty', was constructed with its distinctive bath houses, where male and female swimmers were segregated.

4.9 Early Twentieth Century
The main jetty remains mainly in use by the shipping industry during this period. The turntable remained in position at the end of shore-end of the jetty, with photos showing carts present on the rails. A carpenter's shed on the beach allowed maintenance of boats and was accessible for the comfort of traveling crew. Other features of the shipping industry remained intact during this period, including a crane on the jetty and a handrail was installed along the jetty. Historical photographs show the advent of

motoring with cars parked and lined on the beach. The jetty's daily operations slowly transferred in this period from supporting the shipping industry to leisure, as Port MacDonnell increasingly became a tourist destination for visitors from around the Limestone Coast who partook in walking and socialising on the jetty, boating and swimming nearby.

Figure 4.13

Mount Gambier women on the Port MacDonnell jetty, 1902.

Photo courtesy of: Mount Gambier Public Library

4.10 Post-War Period

Although the jetty continued to be an attraction for holiday seekers, natural wear and tear due to winds and waves started to damage the wooden structure and less urgency was given to repair due to the dwindling use of the jetty for trade. During this period, restoration for the jetty was not a focus; however, some physical evolution was under way. The local council removed the boat shed from the jetty. Light poles were added to the jetty, and a wooden fence was installed on the shoreline. These additions prepared the jetty for a transition from a shipping port as the priority function to a

recreational jetty. Historical photos show that visitors continued to partake in social activities including swimming lessons and picnics.

Figure 4.14
Learn to swim campaign 1957, Port MacDonnell, SA.
Photo courtesy of: Mount Gambier Public Library

4.11 Early Twenty-First Century

The architecture of the jetty did not evolve much from the 1970s to 2011, up to the time of the first fieldwork outlined in this thesis. The rail lines remained on the jetty, but not in use. The crayfish industry which made some use of the jetty slowly declined through this period. The jetty's functions centred increasingly on recreational sports including leisure fishing and launching of recreational boats. This is represented in the amenities such as a fish measuring station for recreational fishing, bumpers on the side of the jetty for pleasure boaters, as well as a carpark, benches and a welcome sign for tourists.
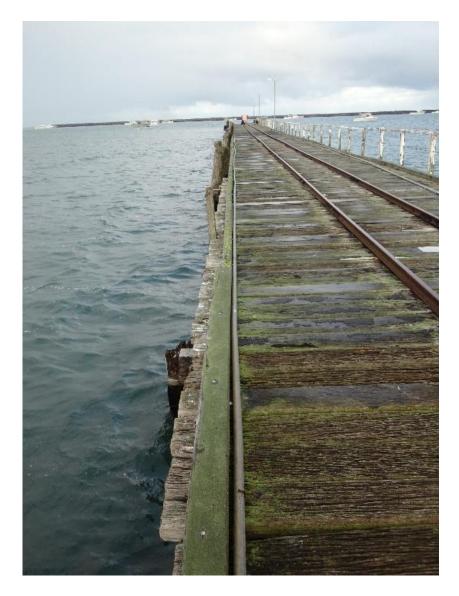
Figure 4.15

Port MacDonnell jetty on a cold winter day.

Photo courtsey of: Flinders University

4.12 2015 Restoration

The rail lines remained on the jetty as a reminder to the local residents of the lost function of the jetty's former function when the town thrived as the second busiest port in South Australia. As interested in the heritage of the jetty grew, local residents campaigned to raise funds for a restoration project focussed on the jetty and waterfront area.

In 2015 the District Council of Grant launched the 'Waterfront Project' which involved two stages of renovations. The first stage included a revamp of the jetty. Funds for the upgrade of the jetty came from both the District Council of Grant and the Department of Planning, Transport and Infrastructure (DPTI) which totalled $650,000. Other associates assisting in the project included Port MacDonnell town council, the Port MacDonnell Offshore Angling Club, the Port MacDonnell Professional Fisherman's Association and the local community. Renovations commenced on the 1st of June 2015 and were completed in September of the same year.

The Council repurposed the timber removed from the jetty to reconstruct the boardwalk and to construct furniture along the boardwalk. In recognition of the cray fishing heritage of the jetty a statute of a fisherman and a crayfish was placed at the entrance of the jetty (Figure 4.1).
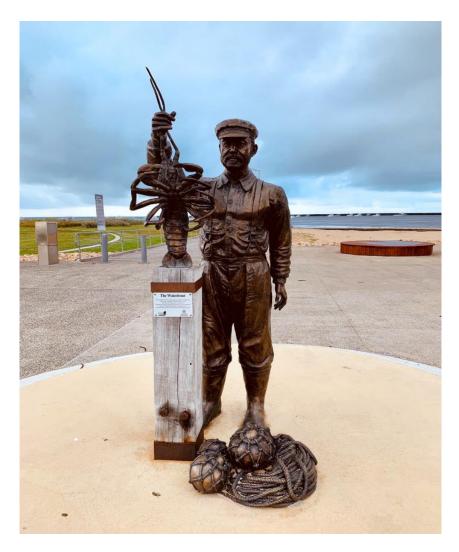
Figure 4.16
Statute of fisherman and crayfish.
Photo courtesy of: Michael Barnett

4.13 Summary

While shipwrecks are maritime archaeological features that sink and then act as time capsules preserving forever a moment in time (Muckelroy 1978:56), jetties are living objects which alter through time and preserve changing societal attitudes and priorities in their physical structure. The evidence presented above outlines how the physical remains of the Port MacDonnell jetty reflect a slow decline in use for transfer of goods and a gradual increase in recreational, touristic and small-scale fishing use, eventually including a historical tourism aspect.

Chapter Five: Discussion

Figure 5.1

Veronika Jenkins, Zidan James and Purdina Guerra

in deep discussion at the Port MacDonnell

Maritime Museum July 2011.

Photo Courtesy of: Flinders University

5.1 Introduction

This chapter will discuss Australia's cultural identity through each of the five phases introduced in the Fieldwork Chapter. Firstly, Australia's transitions throughout history as a growing independent nation separate from Great Britain will be outlined, and this chapter will then explore key events which shaped the nation's cultural identity. The Commonwealth of Australia emerged from the colonial period as a prosperous nation with its' own unique identity. Throughout the decades of subsequent growth, Australians discovered and defined their cultural identity. This chapter will connect that evolving cultural identity to historical events which occurred in Port MacDonnell surrounding the evolution of the jetty.

5.2 Colonial Period

For a young settlement, construction of a jetty was a heavy financial investment and burden. This was even more the case for the South Australian government as labour was paid, unlike those convict settlements where free labour was available to colonial administrators. The jetty's intentional function at the time of construction in 1860 was a practical solution rather symbolic of British colonisation; however; it was also a political and strategic investment conceived at a state level, vital to exporting wool and other agricultural goods and expanding the colony.

Although the colony of Australia was settled by convicts, South Australia was settled by free-men. Jetties in Western Australia were constructed by convict labour while South Australian jetties were built by professional builders. During the colonial period, settlers arrived predominantly from the United Kingdom and brought with them a wide variety of practical skills[6]. "The melting pot of cultures included not only English people enticed by the promise of land and opportunity in the free colony of South Australia, but also Lutheran German farmers and winemakers, Cornish copper miners, Welsh slate miners and Scottish Presbyterian sheep farmers" (State Heritage Unit 2015:13).

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[6] Retrieved 4 October 2020 from <https://eh.net/encyclopedia/the-economic-history-of-australia-from-1788-an-introduction/>

Convict transportation came to a halt in 1840 which resulted in a shortage of workers[7]. Migration increased as new arrivals relocated from the United Kingdom. An influx of Chinese migrated to Australia during the Goldrush of the 1850s at which time Australia was producing 40% of the world's gold.[8] These migration patterns along with trade kept the shipping industry flourishing in these early years with ports playing a key role. Maritime infrastructure such as the Port MacDonnell jetty and lighthouse became crucial for the shipping industry. Lighthouses guided captains and sailors around the coast while jetties allowed for the safe embarkation of goods and migrant passengers. South Australia grew wheat and exported it to Britain in the 1870s (Attard 2008). The young colony encountered their second depression in the 1890s due to a drought. Along with natural disasters, the 1890s also saw the collapse of the gold mining industry after the last major strike in Victoria. This inevitably led to a decrease in Chinese migrants who had come in their droves to partake in the mining. Families from the United Kingdom continued to arrive; however, immigration was on the decline. The economy remained highly dependent on exports.

In this period, Australia is a British outpost without a clear national identity. Most construction can be characterised as highly practical and functional, and any symbolism that was expressed in the architecture reflected links with the British homeland and empire. The construction of the jetty at Port MacDonnell and other maritime infrastructure aspects were a necessity for the shipping industry and to sustain life as imported goods were being shipped into the colony.

5.3 Early Twentieth Century

During this time, the new settlement remained under the shadow of Great Britain, the motherland. Australia had only become a Federation in 1901 when the six British colonies merged (Rickard 2017:105). When Great Britain declared war on Germany

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[7] Retrieved 4 October 2020 from < https://eh.net/encyclopedia/the-economic-history-of-australia-from-1788-an-introduction/>

[8] Retrieved 3rd October2020 from <http://www.australianminesatlas.gov.au/history/index.html>

during WWI, Australians were expected to send every young, able bodied male to the frontlines. Australia's own identity was arguably forged at this time, when ANZACs, Australian and New Zealand Army Corps, fought in WWI, most notably during the campaign at the Gallipoli Peninsula in Turkey. This eight-month campaign was the deadliest for the ANZACs until they reached France. On the European front, ANAZCs were known as Diggers. In 1917, ANZACs fought on the Western front in France and Belgium. Two years after Gallipoli, more ANZACs died in 6 weeks on the Western front than those who died in the 8-month campaign in Gallipoli. These death tolls resulted in a decline of new enlistments back home. At the same time, Britain demanded 5,500 personnel per month from Australia. In the Labour Party, Billy Hughes pushed through a referendum which made enlisting mandatory. Voters were divided. Many voted 'no' to the referendum taking a stance against Great Britain. This defiance, together with the unity brought from shared sacrifice (sixty-five percentage of ANZAC died on the battle field) gave the colony a sense of pride and confidence and for perhaps the first time Australia began to unify as a nation, forging an identity separate from Britain.

This was also the period when the 'white-Australian' policy was initiated, designed to prevent people of colour from migrating to Australia despite the fact that, the colony needed people to rebuild and continue to advance and prosper (Bullock 1938:88). Campaigns were established to attract young British males to Australia for labour (Bullock 1938:108). However, immigration from all nations was greatly reduced as the Great Depression of the 1920s shattered Australia's economy. The nation was already in debt to Britain for financing infrastructure projects prior to the commencement of the Great Depression. An economy once dependant on export experienced a 50% decline in major exported goods during the Great Depression. People in rural towns including those diggers who had been settled on farms began to abandon their properties by moving to cities for a chance of better pay.

Port MacDonnell was not spared during those days of crisis. The effects of the Great Depression rippled through the town as the population decreased, and the functioning jetty abandoned and left to ruin. The shipping industry had collapsed before the war and with the impact of war on the local industries and the Great Depression arriving in

succession, repairs to maritime infrastructure including the jetty were not major concerns. After a long period of neglect, the community eventually raised funds to repair the jetty in the 1930s as the economy began to recover from the Great Depression. However, this was a relatively simple repair with few alterations in design.

5.4 Post-War Period

After the war, Australia's first Immigration Minister was appointed, Arthur Calwell, of the Labour party, and he was to implement the country's largest migration scheme. The 'white Australian' policy was challenged in this period due to a decreased population post-WWII (Bullock 1938:88). At the end of the war, the nation had seven million citizens. The attacks on Darwin and Broome proved that the young nation was vulnerable. The 'Populate or Perish' campaign was encouraged by the Federal government who looked to immigration to solve their problem.

Rather than drawing from Britain and Ireland, the scope of immigration was widened to include other nations, at first from Nordic 'white' countries. This increased the transition in Australia's identity as a nation separate from Great Britain. Their allegiance and support to the British Empire declined post-WWII. This immigration scheme played a key role in Australia's future direction. Migrants filled labour positions to build the country into a prosperous nation. Post-war population increased from the initial seven million at the end of WWII to ten million in this period thanks to the government's immigration scheme.

The Korean War was only five years after WWII in 1950 (Jervis 1980:572). Australians followed the United States into the Korean War as an attempt to stop communism from reaching Australian soil. This was the first time that Australia went to war as an independent nation separate from Great Britain. During the early 1950s, the migration rate increased to 400,000. More than 50% of the new arrivals came from European countries other than the United Kingdom. The white-Australian policy was abolished which allowed migrants from the Mediterranean countries such as Greece and Italy to migrate. Greeks went South to Melbourne and worked in factories while Italians settled in Queensland where they worked on sugar cane plantations. All migrants were

expected to assimilate but Mediterranean migrants introduced elements of non-British culture and identity to the continent. One and a half million migrants arrived post-WWII. Two-thirds of those migrants were not British subjects. By the late-1950s the focus returned to British migrants as a campaign to sponsor British families' migration to Australia went under way.

The nation was still reliant on agricultural export in the 1950s for income. Beef was the primary export. Wool remained a major export for Australia since Merino wool is a high-quality product and remained in demand globally. Other agricultural goods were less in demand overseas, leading to a decline in exports. The decrease in sales negatively impacted Australia's economy. The country transitioned to manufacturing other goods in factories. Holden, the car company, was established and provided jobs for men. The rise of the cars, roads, long distance trucking and rail networks all combined to reduce the importance of shipping and of maritime infrastructure, which concentrated around the largest ports and away from small rural ports. By the late-1920s, private transportation was the standard for Australian families. Holden released their first car in 1948.[9]

The population grew to over 10 million in 1960; however, with the introduction of the contraceptive pill, birth rates dropped. Instead of raising children, Australian women entered the workforce, and university enrolment amongst female students increased. The introduction of white-appliances made house work easier for non-working women who continued traditional domestic within the house. This led to more leisure time outside the home for holiday drives along the coast.

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[9] Retrieved 3 October 2020 from < https://www.johnhughes.com.au/blog/history-of-australian-motoring-part-1>

The white-Australian policy continued to exclude Asian migrants from settling into Australia. Asian students were allowed to study, but were forced to return home at the completion of their degrees.

The Sydney Opera House was completed and opened in 1973 which gave the nation a true sense of identity and signalled an architectural identity distinct from the nation's British roots. The magnificent piece of infrastructure situated on the harbour redefined Australia's image to itself and the rest of the World. Australians began to identity as Australians rather than British subjects, feeding a sense of shared heritage rooted in the colonial period which would eventually impact attitudes to build heritage.

At this time, Australians, having forged a stronger identity and nationhood through war, and now aware of an increasingly diverse population whose roots were not all in the colonial period, began to take a new interest in their colonial heritage.

In practical terms, use of jetties as the key exchange point of goods dropped off in this period as the shipping industry declined in the post-war period. Changing use of jetties evolved into recreational functions. Families would take holidays along the coast or travel by car inter-state. Holiday seekers would picnic and swim at beaches with jetties and fish off of them. At the same time, it also began to be used for recreational sports such as fishing.

At Port MacDonnell, the archaeological and historical evidence reflects this changing national identity. In the 1970s, sources show that the jetty began to be seen in terms of heritage, perhaps as it was built in a different time and a different culture that was being lost. The jetty was also repurposed in a way that reflected the reorientation of Australian identity. Although Australian society relates more to Western European culture, the country is situated geographically in the Asian-Pacific surrounded by cultures indigenous to that region. Australia interacted and connected with other Asian neighbours in the regions. Australian trade and business with China increased during

this period. The jetty came to be used a great deal for a thriving crayfish industry. A majority of fresh crayfish, lobster, was exported to the Chinese market with Chinese New Year being a particularly demanding time.

5.5 Early Twenty-First Century and Restoration

The most recent phenomenon relevant to the jetty is the enormous growth in heritage tourism. In the post-millennial decades, heritage tourism spiked amongst international travellers visiting Australia's cultural sites. "During 2012, 15% or 11.3 million of domestic travellers were cultural and heritage visitors, who spent a collective 59.8 million nights at least 40 kilometres from home" (State Heritage Unit 2015:7).

Restoration of the Port MacDonnell jetty and boardwalk area were expensive and put aside by earlier council members over the decades no doubt due to lack of funds. However, by 2015 decades of poor-quality maintenance meant that the jetty was no longer deemed safe for recreation. Council and community members considered the restoration important enough to raise funds and invest time into redeveloping the port. The original piles were left driven into the ground while the planks and beams were replaced for safety purposes. The original planks and beams were refurbished into furniture for the boardwalk. The community's efforts to preserve their colonial history was creative. Rather than dispose of the old timber that was removed from the jetty, it remains on-site as a reminder of the township's humble beginnings as a colonial shipping port for future generations in the form of benches, etc. Signs installed on the jetty included local plant species identification charts which provides interactive activities for visitors.

At the completion of this research, it is understood that Port MacDonnell jetty holds significant heritage value to the local residents even though it is not on the South Australian Heritage list. State government have their own guidelines and definition of heritage value. It does not always coincide with individual Australian citizens' perspective of heritage. As argued in the Literature Review Chapter, heritage is individually unique to generations and influenced by life experiences. This jetty remained important to the people of Port MacDonnell since the1930s when the town

first raised maintenance funds for repairs. Without this attitude, the jetty could have been a victim of the waves with increasing damage occurring until it was unsafe and condemned, a decision faced by many Australian coastal communities in historical port towns.

In recent years, South Australians have taken a stronger stance to protect their colonial heritage. As mentioned in the Literature Review Chapter, local communities and the South Australian government jointly provided funding to repair the Heritage-listed Port Germein jetty. Local residents protested in favour of restoring the Esperance jetty. Last year, the government initiated the SA Strategic Plan to increase their understanding of the communities' value to jetty heritage and preservation. As heritage protection increases across the state, the importance of preserving colonial heritage is reflected in Port MacDonnell through the 2015 restoration project.
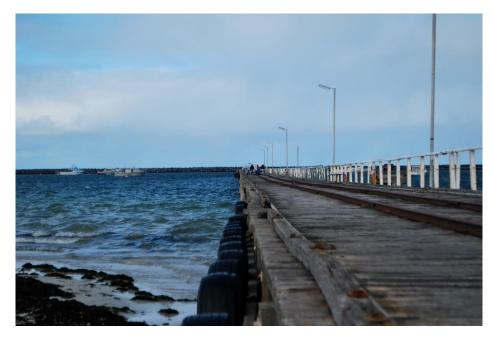
Chapter Six: Conclusion

Figure 6.1

Port MacDonnell jetty with tires July 2011.

Photo Courtesy of: Flinders University

6.1 Purpose of this research

This thesis set-out to document the significance of preserving a jetty along South Australia's Limestone Coast, Port MacDonnell, as it played a key role in colonisation of the region. The purpose of this research was to determine whether the history and archaeology of Port MacDonnell jetty reflects Australia's national and local transitions to their cultural identity throughout the centuries. This research has also discussed how and when the Australian population began to consider this particular jetty of great significance to their heritage.

6.2 Conclusions

The subjective nature of heritage is central to this thesis, and the changing meaning of heritage between generations. This is illustrated through a review of the historical background of the jetty and the small rural town of Port MacDonnell. The timeline commenced with the survey of the land and construction of the lighthouse; then, establishment of the crayfish industry in the 1970s which continues to sustain the rural town's economy through the present day. Thirdly, the archaeological work performed during the 2011 Flinders University Field Practicum was presented. The historical phases introduced in the Fieldwork Chapter laid a structure for the evolving cultural identity of the nation. Finally, this thesis discussed the connection to Australia's national identity, and the impacts that changed to this identity had throughout the twentieth century on the Port MacDonnell jetty. This changing identity shaped the nation's heritage values, ultimately leading to the institution of heritage legislation. A major part of this story has been the advent of a more multicultural Australia, whose heritage values diverge from the previously unchallenged outlook of British Australia. The new Australians are less focused on the colonial history but value it nevertheless, alongside other values, such as amenity and tourism. In recent years, Australians have increased their concern with heritage protection and on heritage collaborations with the tourism industry to share their colonial history with international and domestic visitors.

6.3 Reflections on Australia's heritage

Australia, once an isolated British out-post, developed into a multi-cultural country with its own identity and cultural heritage. The Department of Agriculture, Water and

Environment released the following statement to describe the importance of Australian heritage to the community:

> *Our heritage gives us understanding and conveys the stories of our development as a nation, our spirit and ingenuity, and our unique, living landscapes. Heritage is an inheritance that helps define our future. By identifying, protecting and managing our heritage we are conserving a valuable asset and ensuring that those places will continue to be experienced and enjoyed by future generations[10].*

6.4 Future research

There remains much potential for further research of the Port MacDonnell jetty site. The history about the development of railroads in South Australia, and the resulting impacts on the shipping industry to merchant shipping in the region and specifically to this rural port town could be further investigated. Inevitably, the rise of road and rail negatively affected the industry and town's economy for a time; however, these industries were replaced by tourism, recreation and by small scale industries less tied to the British homeland, such as cray fishing for export to Asia. Further research could be expanded to include the interplay between heritage and the origin and rise of coastal holidays. Documentation of the movement of people driving between Adelaide and Melbourne, would provide more understanding of the traffic flow which passed through Port MacDonnell and the leisure activities Australian families enjoyed throughout the decades. Whether or not heritage tourism existed prior to the 21st century in Australia, and if so, what aspects and periods of history were deemed most valuable by travellers in the mid-to-late twentieth century. A separate project on the archival research of the crayfish industry could also be explored.

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[10] https://www.environment.gov.au/heritage/about

There remains further room for detailed archaeological analysis of the jetty. Wood samples collected during 2011 Field Practicum are available for analysis of timber date and origin, allowing researchers to understand the distance travelled to retrieve materials used in the construction of the jetty. This information will support and provide additional evidence to the physical archaeological remains and repairs conducted to the jetty along with the timeframe which repairs were estimated to occur.

At the time of writing, COVID-19 has decimated Port MacDonnell's crayfish industry. Although the situation continues to play out, Port MacDonnell was one of the first Australian towns to be negatively impacted. China banned all live trade including Port MacDonnell's lobster in February 2020. This was normally the peak time for exports as it was Chinese New Year. This has greatly reduced the income of local fishermen who generally pay for permits and lease equipment in advance. Without the demand, companies cut staff, spreading the impact beyond the fishing industry and causing a decline in business that may be devastating for the entire town and may impact funding for maintenance and improvement of the jetty. Once again, the future of Port MacDonnell and its jetty will be shaped by a global crisis.

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