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**REPORT,
USING GUIDELINES AS OUTLINED IN
THE BURRA CHARTER,
ON THE BUILDING ON THE NORTHERN
END OF THE PORT ALBERT WHARF,
CURRENTLY USED BY PORT ALBERT
SEAFOODS .
THE BUILDING IS DUE FOR
DEMOLITION IN APRIL 2007.**



Prepared by Bill Black and Esme Rash, Committee Members
of Port Albert Maritime Museum Inc., December 2006,
for Gippsland Ports, PO Box 388, Bairnsdale, Vic.3875.



INTRODUCTION.

The Burra Charter (The Australian International Charter for the Conservation And Restoration of Monuments and Sites for places of cultural significance.)

The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places), and is based on the knowledge and experience of Australian ICOMOS members.

The Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.

The Charter can be applied to all types of places of cultural significance including natural, indigenous and historic places with cultural values.

Definitions of relevance.

1.1 *Place* means site, area, land, landscape, building or other works, and may include components, contents, spaces and views.

1.2 *Cultural significance* means aesthetic, historic, social or spiritual value for past, present and future generations.

1.3 *Fabric* means all the physical material of the *place* including components, fixtures, content, and objects.

1.4 *Conservation* means all the processes of looking after a *place* so as to retain its cultural significance.

1.9 *Adaptation* means modifying a *place* to suit the existing *use* or a proposed use.

1.10 *Use* means the functions of the *place*, as well as the activities and practices that may occur at the place.

1.13 *Related place* means a *place* that contributes to the *cultural significance* of another place.

1.17 *Interpretation* means all the ways of presenting the *cultural significance* of a *place*.

Other relevant aspects of the Charter.

Conservation and Management.

2.1 *Places of cultural significance* should be conserved.

2.2 The aim of *conservation* is to retain the *cultural significance* of a *place*.

2.3 *Conservation* is an integral part of good management of *places of cultural significance*.

2.4 *Places of cultural significance* should be safeguarded and not put at risk or left in a vulnerable state.

Cautious Approach.

3.1 *Conservation* is based on a respect for the existing *fabric, use, association* and *meanings*. It requires a cautious approach of changing as much as necessary but as little as possible.

Traces of additions, alterations and earlier treatment to the fabric of a place are evidence of its history and uses that may be part of its significance.

APPLICATION OF THE CHARTER.

The *place* to which the Charter is applied is the former PORT ALBERT FISHERMEN'S CO-OPERATIVE building which has *cultural significance* for its historic and social values for past, present and future generations.

Its *cultural significance* cannot be isolated from the *related place*, the PORT ALBERT WHARF, on which the building is currently located.

An understanding of the historic and social values of the wharf is necessary for the *cultural significance* of the former Port Albert's Fishermen's cooperative building to be put into perspective.

The former Port Albert Fishermen's Co-operative building operating as a fish and chip shop and fresh fish outlet. November 2006.



Top Left. View from Wharf Street. (West)
Bottom Left. View from the south.

Top Right. View facing the inlet. (East)
Bottom Left. View from the north.

THE RELATED PLACE THE PORT ALBERT WHARF.

HISTORIC AND SOCIAL CULTURAL SIGNIFICANCE.

AN OVERVIEW OF HISTORIC EVENTS LEADING TO ITS ESTABLISHMENT

In 1841 a series of events led to the establishment of a settlement on the mouth of the Albert River. Gippsland was initially settled overland from the Monaro High Plains in NSW in the late 1830s and Angus McMillan, who at that time was employed by Lachlan Macalister, set up a cattle station where Ensay is now on the Tambo River and another further south on the Avon River near Stratford. McMillan was given the task of finding a route through to a suitable place on the coast for the export of cattle. In February of 1841 he reached Corner Inlet at what is now called the “Old Port” or Seabank. He blazed a tree and returned to Lake Omeo where Macalister was based.

In 1840 the Polish explorer Count Strzelecki, with a small party including an aboriginal guide Charlie Tarra, followed McMillan’s path to Sale and went across the Strzelecki Ranges into Westernport and finally to Melbourne. He received good press in Sydney and Melbourne on the favourable grazing lands he had passed through in Gippsland.

On the 2nd January 1841 a luxurious paddle steamer the “Clonmel”, on its second voyage from Sydney to Melbourne, inadvertently ran aground just east of the Port Albert entrance. She was unable to be refloated and her remains are there to this day. A small crew took one of her whaleboats around Wilson’s Promontory and after 63 hours reached Port Phillip Heads from where they were taken to Williamstown. Two ships were sent to Port Albert to rescue the passengers and crew. On their safe return the Captain of one of the ships reported a good entrance into Gippsland.

On the basis of his and Strzelecki’s reports a group of influential men in Melbourne formed the Gippsland Company and sent a party on the ship Singapore to explore the inlet in March of 1841. They liked what they saw and before departing for Melbourne left a small party on the Albert River quite coincidentally near where McMillan had reached the inlet.

McMillan returned in May having blazed a track from Omeo and was somewhat surprised to find settlers there. The early settlement struggled as Governor Gipps in Sydney would not grant land until the area was surveyed with a town laid out.

Finally in 1843 Alberton was established as the town and in 1843, 72.8 ha at what is now known as Port Albert was put up for sale as a suburban allotment to Alberton and bought by Major Davidson of Melbourne at the upset price of one pound per acre. The site was almost immediately sold on to Turnbull Orr and Co. and they took official possession on 18th February 1846.ⁱ

However, in anticipation of taking over the site at Shipping Point, Turnbull and Orr erected a stockyard in 1842 with some eighteen different vessels involved in shipping cattle and sheep primarily to Van Diemen’s Land (Tasmania). Shipping continued at a steady rate with wool also being sent to Sydney.ⁱⁱ

The *RELATED PLACE*, the PORT ALBERT WHARF had its beginnings when in 1846 Robert Turnbull erected a small jetty and improved stockyards and charged a shilling a head for cattle and a penny a head for sheep shipped from there.ⁱⁱⁱ

Due to increased trade following the discovery of gold in Gippsland Turnbull arranged for a wharf wall, a new and better jetty and improved stockyards in 1856. A dock was added in 1857.

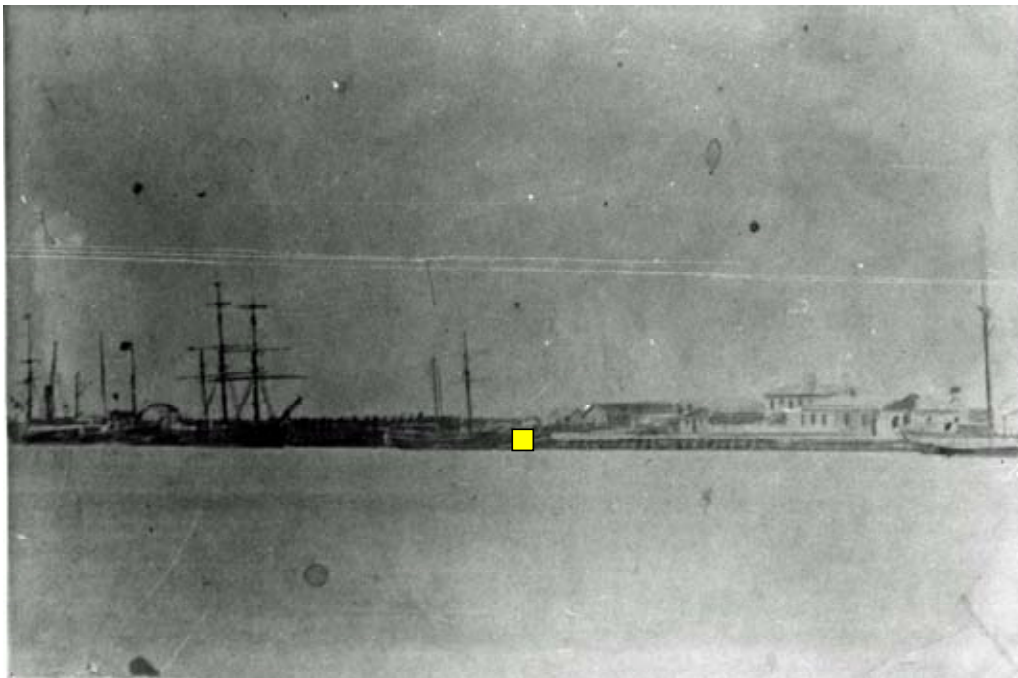
In 1858 funds were provided to build a Government wharf on the site of the present wharf. John Davies won the contract for 1253 pounds but A. Amos and Co. soon replaced him and completed the work in 1860.^{iv}

The first wharf comprised most of the existing wharf, but only had two steps, or “slips” to water level and no sheds.^v

In 1863 a goods shed was built on the wharf and took the form of a six-bayed structure of vertical boards and a barrel roof.^{vi} This can just be seen on the left of the picture.

In 1864 a small gauging shed was added and decking added for a lifeboat shed on the end of the wharf, at right angles to the goods shed and opening to the east.^{vii} It also had a barrel roof.

Port Albert Wharf. Circa 1863.



The wharves to the right were private wharves constructed in the late 1850s. The tall building on the right was the Customs house and next to it the hotel. The yellow box indicates the approximate position of Turnbull's stockyards.



Turnbull's stockyards. Circa 1895.



Serving afternoon tea from the goods shed. C. 1880.

The importance and *cultural significance* of the Port Albert wharf in the 1850s and 1860s should not be underestimated. It was the staging place for shipping serving all of central and east Gippsland.

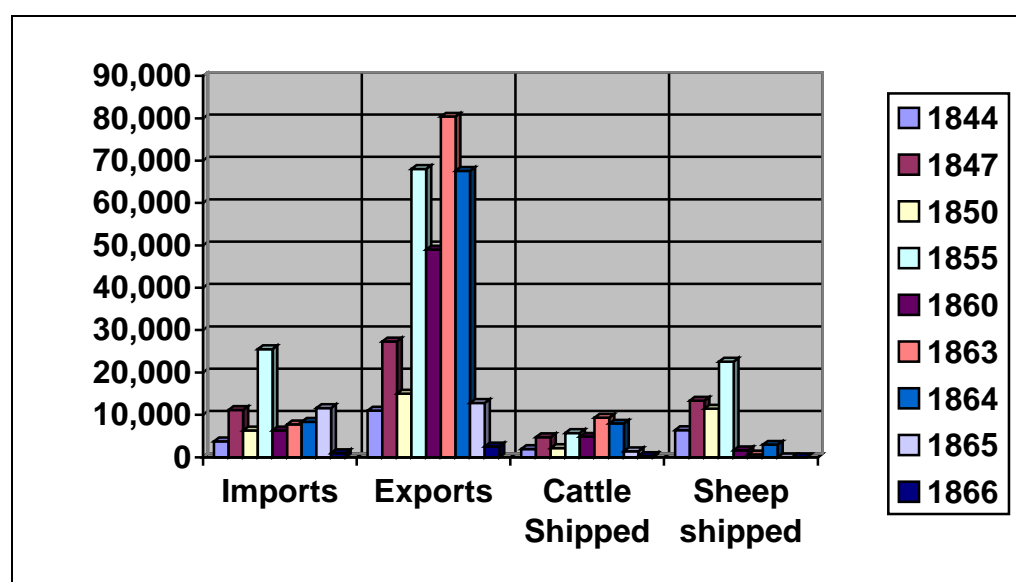
Cattle, sheep and primary produce were sent out and supplies for the emerging Gippsland community were shipped in.

In 1850 Port Albert was declared a Port of entry and clearance^{viii} and a customs presence established allowing for inter colonial and overseas trading to take place at the port. The discovery of gold in the 1850s led to increased shipping in and out of the port.

In 1860 the amount of shipping at Port Albert rivalled the Port of Melbourne.^{ix} Equipment for the gold fields of Gippsland came in through Port Albert and large consignments of gold were regularly sent to Melbourne. Port Albert experienced a building boom and the remaining old buildings were built at this time. The government established a township north of Turnbull's land, and called it Palmerston and built a jail, police residence, immigration barracks, courthouse and common school.

To facilitate safer shipping a lifeboat was acquired in 1860, a pilot service established, channels marked and a lighthouse built on Snake (Latrobe) Island.

GRAPH SHOWING VALUE OF IMPORTS AND EXPORTS IN POUNDS.
THE NUMBER OF SHEEP AND CATTLE SHIPPED FROM PORT ALBERT.



Source. 1844- 1857. Gippsland Guardian. 17/9/1858.

1858- 1866. Trade and Customs accounts. (Jane Lennon. 1971.)

The graph above indicates the rise and rapid decline of Port Albert as a shipping port.

In 1865 the Lakes Entrance bar could be navigated and the shipping for East Gippsland and the settled areas of the lakes, including Sale, largely bypassed Port Albert.

Also by this time roads had been established directly to Melbourne and cattle and sheep were overlanded to the markets.

Shipping into and out of Port Albert from then on was mainly to service the local community and local industries. Port Albert entered a period of relative inactivity as a trading port with the final death knock being the building of the Great Southern Railway through to Palmerston in 1891. Some trade across Bass Strait in timber continued to the 1920s.

THE *PLACE* THE FORMER FISHERMEN'S CO-OPERATIVE BUILDING.

To understand the *Cultural Significance* of the *place* it is necessary to understand the history of the fishing industry and its impact on Port Albert.

The first recorded fishing related activity is the reference to many small riverboats and lighters making their way to Port Albert in 1841 to exploit the mud oysters that were abundant at the time and a highly priced delicacy in Melbourne. In 1844 the "Lucy" was plying back and forth to Melbourne taking between 400 and 500 dozen oysters at a time. In 1860 some 3000 pounds worth of oysters was taken to Melbourne. With many small smacks and cutters dredging the bay they became sadly depleted by about 1862.^x

An archaeological dig in 2004 at Chinaman's Point on the mouth of the Tarra River east of Port Albert by students from Latrobe University, Melbourne, revealed the remains of fish drying racks capable of taking many tons of fish. Some 29,030 artefacts were recovered indicating a large presence of Chinese salting and sun drying fish on the site. Evidence suggests that the site was used between 1860 and about 1910.^{xi}

It would appear that as well as catching fish themselves they were also buying fish from local fishermen. In the mid 1860s commercial fishing was growing. As well as selling fish to the Chinese there were a few boats in the trade where fish was packed in ice in wicker baskets and sent by steamer to Melbourne.^{xii}

The advent of railway lines into Gippsland, while ending Port Albert's shipping, provided impetus to the rise of the local fishing industry.

Following the opening of the railway line to Sale in 1879 fish were packed in ice, transported to Sale, and railed to the Melbourne markets. In late 1881 the marketing from Port Albert had already begun when a coach took 12 baskets of fish to Sale for the train. This trade continued to develop and by, late 1883 the Smith brothers, Robertson and John Avery were between them sending some 200 baskets of fish a week to Sale.^{xiii}

In December 1885 Captain Mandeville visited Port Albert to prepare a report to the Commissioner of Trade and Customs on the fishing grounds at Port Albert. He wrote in his report "found it the finest fishing grounds in Victoria if not in Australia." Flounder were plentiful and a whole variety of other fish "so much so that Melbourne could be, under proper supervision, supplied with fish at a cheap rate from Port Albert alone, if it were not for the difficulty of transport".^{xiv}

In November 1889 the Port Albert Branch of the South Gippsland Fishermen's Union was formed to protect the interests of the local fishermen.^{xv}

When in 1892 the Great Southern Rail came through to Port Albert, terminating at Palmerston, there was a further upsurge in commercial fishing from Port Albert and nearby towns in Corner Inlet.

The increase in fishing activity and a brief upsurge in vessels trading into Port Albert led to a full survey of Port Albert waters in 1887 that showed considerable silting off the wharf. Also in May 1888 Captain Leggett made repairs to the wharf at a cost of 319 pounds 9 shillings.^{xvi}

Considerable work was undertaken at the wharf from 1890 to about 1910.

In 1899 Neil Hiho secured a contract to supply piles for wharf repairs.^{xvii}

Also in 1899 the dredge “Octopus” commenced dredging near the wharf and the silt used for reclamation works. In March 1890 Ross and Fraser secured a contract to provide timber protection for the reclamation works for a cost of 699 pounds. Heavy sheet piling and a protective wall of red gum planks was set up and the silt from the dredging used to extend the breastwork to protect the main road as far as the post office. This was made easier when Council secured the foreshore area from the Turnbull estate in 1892, and sheet piling with sand infill could be provided.

John Avery won the contract for sheet piling and used locally supplied yellow stringy bark timber. The piling work was completed by 1895 and loam laid over the sand.^{xviii}

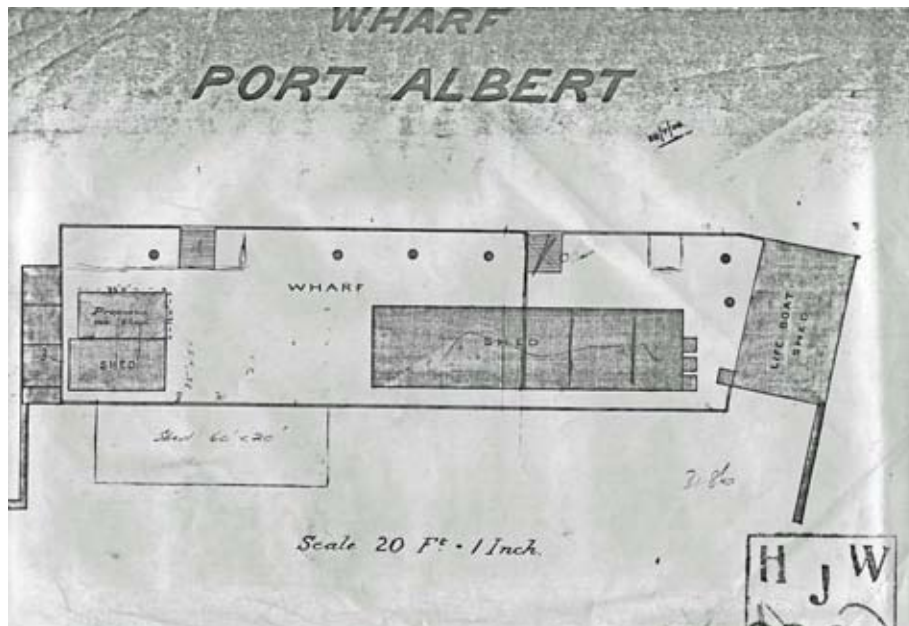


Reclamation works being undertaken on the landward edge of the wharf.



Regatta at Port Albert Circa 1913. It shows the sheet piling and the completed reclamation works and the fishermen's sheds. Boats are typical of those fishing the inlet at the time.

In 1904 plans were made for extensions to the wharf and in 1908 the Public Works Department made extensions at a cost of 280 pounds.^{xix}



It is not clear when the fishermen's sheds were erected but, probably took place during extension work of 1908 or shortly afterwards. Reference is made to the Government giving permission for fish sheds to be erected on the wharf with the Fishermen's Association being responsible for the cost of the building and its maintenance.^{xx}

The following photo of a car rally at Port Albert circa 1910 clearly shows the buildings on the wharf.



On the end of the wharf is the lifeboat shed, followed by the goods shed with the fishermen's cool store and ice shed on the NE end. It also shows the goods shed and barrelled roofed lifeboat shed. We have not been able to establish when the goods shed was demolished and when the lifeboat shed was re-roofed with a gable but it is suggested that it happened in 1909.^{xxi}

Fishermen's sheds viewed on the northern end of the wharf. Circa 1915.



In December 1900 a motion was put on the books of Port Albert Branch of the South Gippsland Fishermen's Union that the business of the branch be taken over by the Port Albert Fishermen's Association and this took effect in 1902.

Information from minute books 1889 to 1907 lists some 114 members of the Association.^{xxii}

A numbers of descendents of these early fishermen still live in Port Albert and the local district.

Fishing continued within the inlet with good catches of fish being made.

The depression years of the 1920s were tough times for the fishermen and they began sending gummy shark, which came into the inlet in summer, to the Melbourne Market and found it worthwhile even though they were only bringing a pound a box. Gradually interest grew and fishermen became anxious to take advantage of being able to catch shark outside the entrance.^{xxiii}

The early boats were open boats of less than 30 ft and the fishermen began to work by "long-line", a long line with about 600 baited hooks, each about eighteen feet apart.

In the early 1930s, the "Helen", Charles Goulden, the 'Dorothea', Art Goulden and the 'Ida', Jack Urquhart, used to fish in a radius of about twenty miles off the Port Albert and Boat Harbour Entrances.^{xxiv}

In the late 1930 bigger boats joined the fleet and James Goulden purchased the 'Carleen', the first boat with a well for the new fishing industry at Port Albert.^{xxv}

In 1942 Charles Goulden bought 'Bluenose, from Port Fairy. It was 45 ft with a well. Other boats of similar size also joined the fleet.

The picture below shows the 'Carleen' and "Bluenose at the wharf. It shows *the place*, the fishermen's shed. Mr. Leon Trembath in a submission to VCAT includes as Attachment #4 a transcribed and signed statement of Fred Robinson, Yarram, dating the buildings as approximately 1938-39.^{xxvi} Mr. Fred Robinson was for many years a shark fisherman at Port Albert.

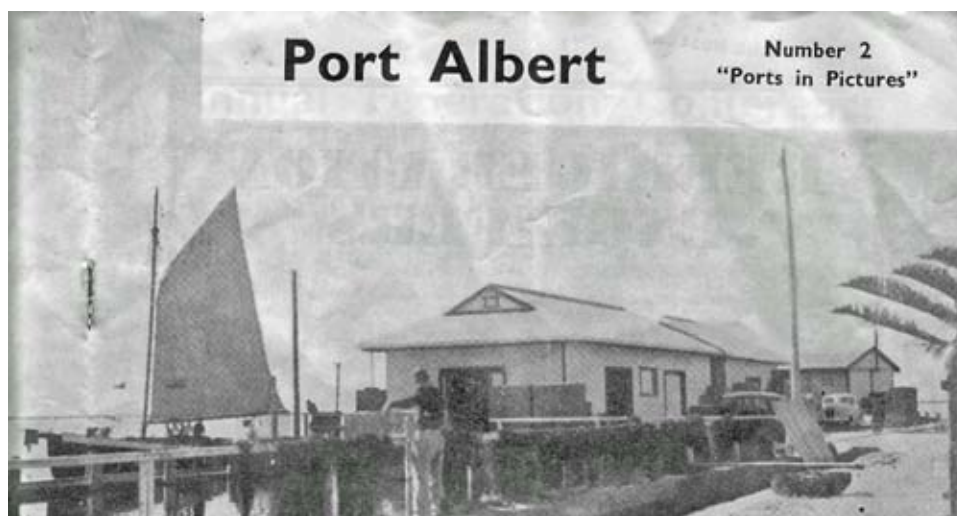
However information from Gippsland Port's files suggests that this building, *the place*, were erected in 1946, together with a slightly smaller shed behind.

The extension to the wharf as shown below is referred to in "The Professional Fisherman, April 1949. Official Journal of The Victorian Fishermen's League. Page 10, Port Albert News." 'Recently a new jetty of about 200 feet was completed at this port. Besides giving adequate berthing facilities for all shark boats it provides a welcome harbour for the smaller inside boats.--- The construction of a cement and stone breakwater is continuing satisfactorily.'



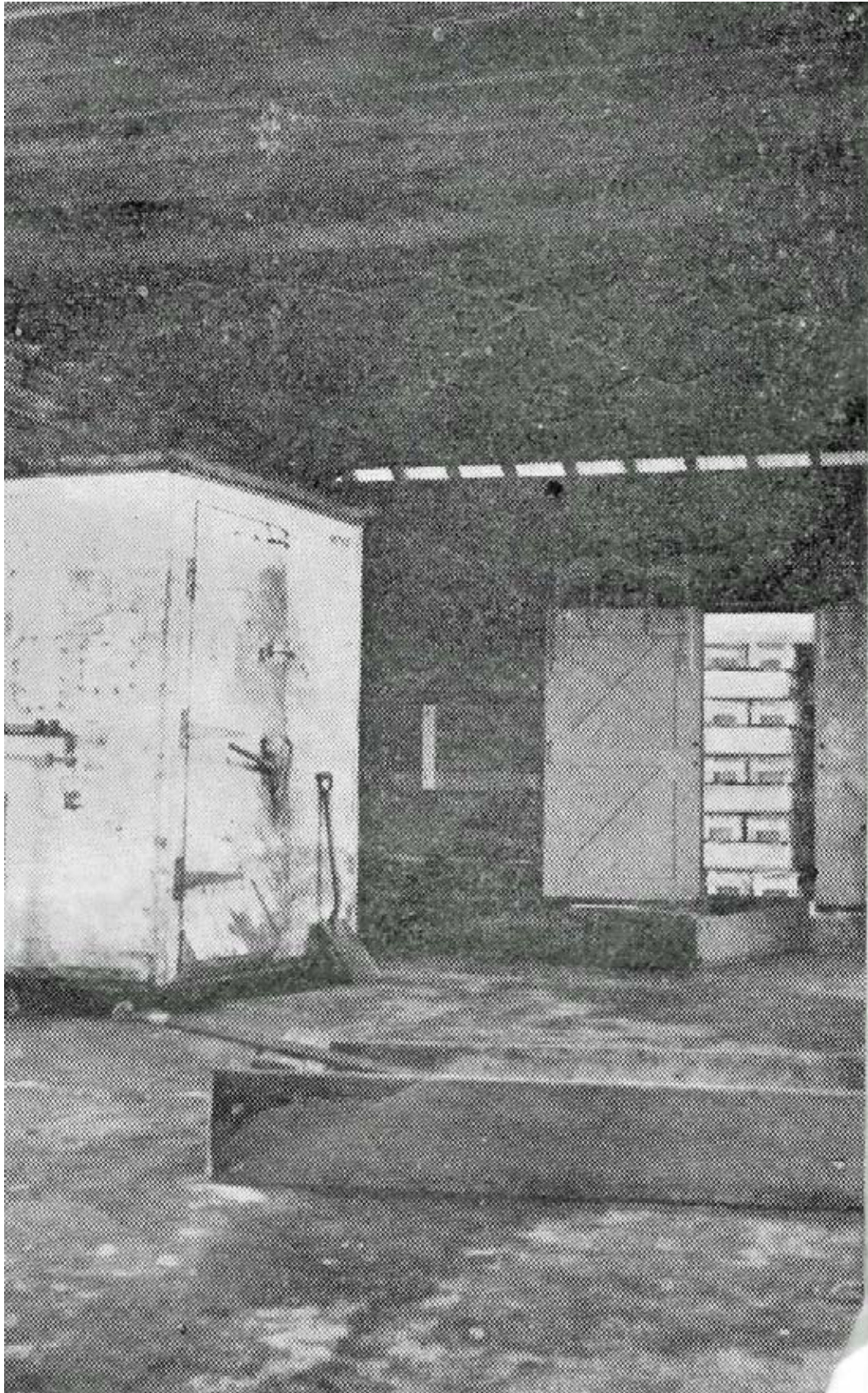
xxvii

The picture below shows the two sheds and the cement and stone breakwater under construction.



xxviii

In 1949 plans were underway for the conversion of *the place* to house a shock (snap) freezer and cool chamber.
The picture below shows the interior of *the place* before conversion.



xxix

The following quote is taken from The Professional Fisherman –December 1949. ‘Port Albert News. Port Albert Freezer.

News of plans and progress of the new freezing plant at Port Albert give every indication that the freezer will be in full operation by the end of January. Work started on the freezer last August when the shed on the northern end of the jetty was taken over by the local co-operative, plans and estimates drawn up, and commencement made on the establishment of shock freezer and cool storage rooms.

Estimated cost to install this plant is 10,000 pounds of which the state government has agreed, under its freezer assistance plan, to provide 7,500 pounds. Already the Port Albert Co-operative Society has raised 2,000 pounds of the required balance and all members are confident that the remainder will be raised without delay.

There are 47 members in this co-operative, which means that every League member in the port is a member of the co-operative.

The shed which is to be converted to shock freezer and cool store has already been lined and insulated. Cement work is well underway.

Details of the installation include an ice-making plant with a three ton a day capacity, two cool storage holding rooms 19ft x 18ft and 18ft x 9ft, and a shock freezer room 14ft x 9ft capable of holding two ton of fish at a time.

The plant is operated by two 20 ton compressors powered with 20hp motors. These motors are set as duplicates so that any breakdown which occurs will not affect the operation of the plant.

The availability of fresh water created one immediate problem which has already been overcome. Using their own labour, Port Albert fishermen have erected stands capable of carrying these tanks and it is estimated that they will be sufficient to provide all the water needed for the manufacture of ice.

As this report comes to hand, work is still going on with the installation of freezing coils. Already poles are in place to carry increased power needs and a new transformer has been installed.

Total capacity of the plant will be 1,500 boxes.’ ^{xxx}

The main work was contracted to Burnside and McClure, 101 Mercer Street. Geelong. Details of their quote and some related correspondence is held at the Port Albert Maritime Museum. Box No 539.

Not included in the contract but costed at the time by the Fishermen’s C-operative is 1,000 pounds for a store shed that appears to have been added as an extension to the existing building at around this time. This extension was on the Eastern (seaward) side of the building.

Market Statistics for the Melbourne Fish Market for 1948 gives Port Albert as supplying 23,162 packages of fish. The only area to exceed this total was the Lakes with 35,412 packages. ^{xxxi}

Also in the late 1940s an underground petrol tank and pump was installed for diesoline for the boats.

A radio station 3HVBS was set up to communicate from the wharf to the fishing fleet with Harry Brosche holding the first operating licence.

On 30th June 1953 there were 48 shareholders of Port Albert Fishermen’s Co-operative Society Limited. These were both inlet and outside shark fishermen. ^{xxxii}
Descendants of a number of these fishermen still live in Port Albert.

Fishing was by long line with up to 800 baited hooks and an average shot may have been three tons of fish.^{xxxiii}

Boat building continued at Port Albert as the demands of the thriving fishing industry were for larger and improved boats for working in Corner Inlet and Bass Strait waters. In 1956 Ted Brosche built the “Julie Anne” for Jack Clarke. In 1957 he built the “Marjorie Phyllis” for Bob Roff and the next year the “Neptune”.^{xxxiv}

In 1956 the first fishing boat to use nets for shark fishing joined the local fleet.

The following pictures show the activity at the wharf in the late 1940s and 1950s.



The 1950s saw further expansion of the industry, chiefly in shark fishing in Bass Strait. By late 1958 some fishermen were using an echo sounder to locate schools of shark. Port Albert became the leading shark fishing port in the state. In 1965 there were 33 boats at Port Albert with sixty crew members.

The late 1960s saw a decline in the industry and the larger fishing fleet of earlier years seriously dwindled.

The Port Albert Fishermen's Co-operative wound up in July 1970 with Everett Bent appointed liquidator.^{xxxv}

During the life of the Port Albert Fishermen's Co-operative Port Albert thrived as a busy little town and this period was of considerable *cultural significance*, the *place* being central to its activities.

The *place* continued when in October 1970 Graeme "Snowy" Manifold purchased the plant from the Fishermen's Co-operative and took over the lease of the buildings and set up the Port Albert Seafoods Company.

He continued to use the *place's* freezers and cool rooms. He made *adaptations* to the smaller building to house an office and shop for a fresh fish outlet. He also installed a snap freezing facility. In 1974 a revolutionary fish-filleting machine, used extensively in Japan, was first demonstrated in Australia at Port Albert Seafoods.^{xxxvi}

Port Albert Seafoods began snap freezing and packaging a wide variety of fish.

"Snowy" Manifold operated a shark fishing boat, "Miranda Bay" which gave him a ready supply of shark.

Port Albert Seafoods also sourced fish from local fishermen and from other Gippsland Ports and developed a successful business packaging and snap freezing cleaned and filleted fish.

At the height of its operations it employed fourteen people and had contracts to supply the major Supermarket Chains including Coles and Woolworths.

Port Albert Seafoods buildings. Early 1983.



Gippsland Port's files indicate that in 1979 the smaller shed was recommended for demolition due to its poor condition and was subsequently demolished about 1983.

Prior to the demolition of the building internal *adaptations* were made to the *place* so that the operations of Port Albert Seafoods could be accommodated in one building. The modification included converting one former freezing room to a shop and office with aluminium windows and a door opening on to Wharf Street.

It appears more by chance and expediency than a deliberate act that when the wharf was rebuilt in the early 1970s, and the lifeboat shed removed, an area on the south end was not decked and left as a void. This occurred as it was considered that it was unnecessary for there to be a wide approach to the wharf.

Under the Burra charter this void is *significant* as it provides evidence of the previous *fabric* of a building that played a major role in the history of Port Albert and the wharf. Likewise the void created by the demolition of the smaller building is *significant* as it provides evidence of the *fabric* of the wharf during its time when it supported a large fishing fleet.

Current void on Wharf where the smaller Fishermen's Co-operative building once stood.



Current void on the southern end of the wharf where part of the lifeboat shed once stood.



In 1984 Port Albert Seafoods sold their business to Steebon & Co and they continued the packaging and snap freezing fish until they experienced financial difficulties in mid 1986.

“Snowy” Manifold bought back the business in 1986.

It was difficult to source enough fish to continue a large scale fish packaging and snap freezing operation and he ran it as a fresh fish outlet and only packaged fish for the local shops.

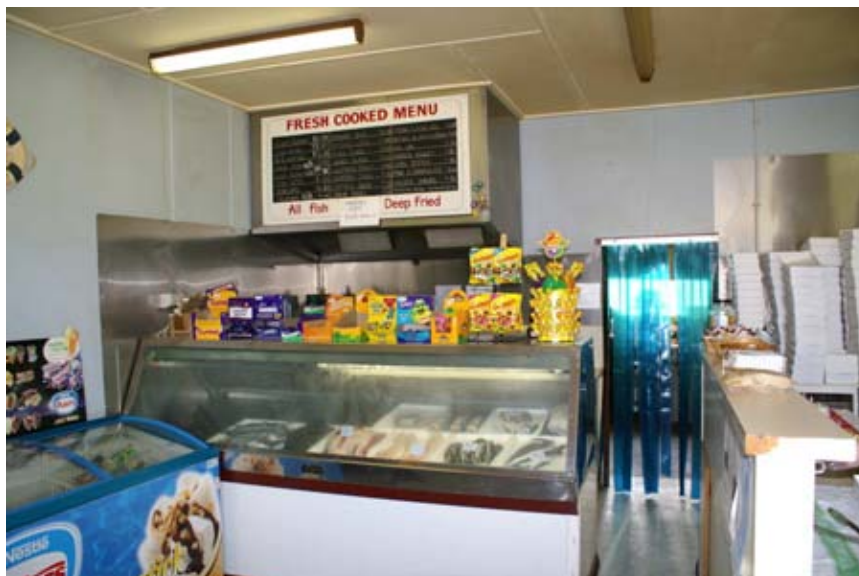
His wife largely ran the shop and he concentrated on shark fishing with the “Miranda Bay”

During Port Albert’s 150th Celebrations in 1990 he installed fish cooking facilities and started selling fish & chips as well as fresh fish.

In 1998 he sold to Graham and Marie West who traded as Port Albert Seafoods.

They made further *adaptations* to the shop section to cater for increased fish and chip sales and earned a reputation for the quality of their product.

The interior of Port Albert Seafood’s shop. November 2006.



The business closed on the 23rd April 2007 to make way for the demolition of the *place*. The *place* is of *cultural significance* as it has historic and social value for past, present and future generations.

An idealistic position to retain this *cultural significance* would be to *conserve* the building. Two condition reports commissioned by Gippsland Ports on the building and the structures holding the building clearly indicate that to *conserve* the *place* would be virtually impossible given its age, construction and *adaptations*.^{xxxvii} Demolition is the only viable option and this was upheld by VCAT on hearing Submission P936/2006.

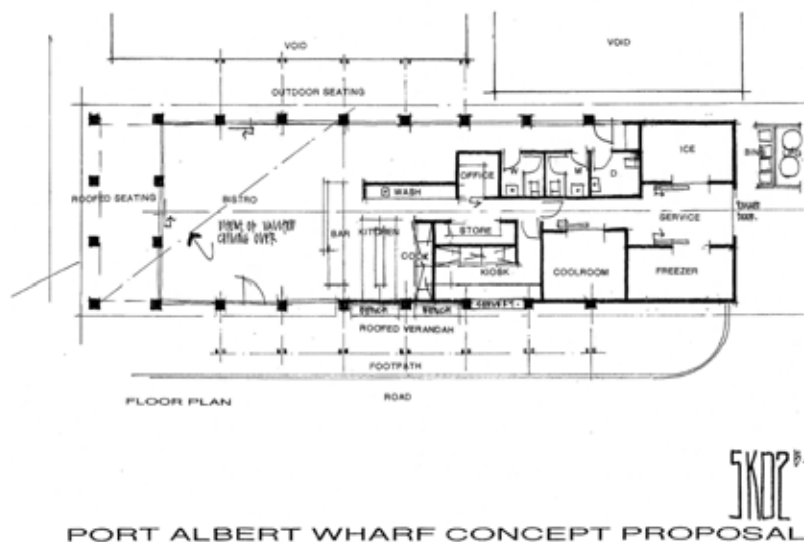
The demolition of the *place* coincides with a severe decline over the past ten years in the number of professional fishing boats at Port Albert. Currently four aluminium boats net fish the inlet and only one net shark boat fishes regularly from Port Albert. Larger fishing boats from other ports call occasionally to unload fish.

It also coincides with the changing use of Port Albert waters, where since the advent of fibreglass boats with trailers, there has been a dramatic increase in amateur fishing.

The *place* has been of *cultural significance* to the people of Port Albert and in many ways its demolition closes another chapter in the history of Port Albert and its families.

The demolition of the *place* and the building of a new structure on land adjacent to the wharf are significant of the anticipated change in the culture of Port Albert.

While the new building will contain facilities to allow Port Albert to continue to be used by professional fisherman its major function is to cater for increased residential development in Port Albert and tourism to the town.

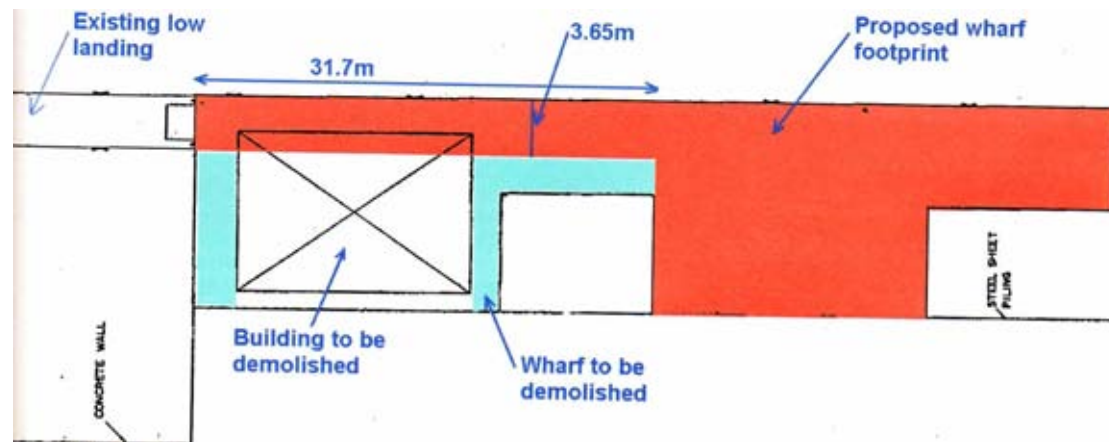


The *related place*, the wharf, which reflects the historic *cultural significance* of Port Albert, should retain a degree of its original character.

The Port Albert Government Wharf may be the oldest similar structure to retain its basic plan shape and elevation in Victoria, albeit in a near totally renewed form.^{xxxviii}

RECOMMENDATIONS.

1. That a void as proposed by Gippsland Ports be implemented and that it be retained in any future development of the wharf.



The void represents and denotes that the *place*, the former Port Albert Fishermen's Co-operative building, and the fishermen's co-operative building demolished in 1983. Given the current state of the wharf and piling it would appear that to undertake the work required to create separate voids for each building would be expensive and unnecessary as one void preserves the *cultural significance* of that part of the *related place*, the wharf, that served the professional fishing industry over many years.

2. That once the building and piling is removed that any resulting evidence of wharf structure and related retaining walls be preserved so that at low tide the void allows the public to appreciate another aspect of the *cultural significance* of the *related place*, the wharf.

3. That the void on the southern end of the wharf be retained to signify that the lifeboat building which served Port Albert during its shipping era once, in part, occupied this area. This is important to retain the *cultural significance* of the early history of Port Albert.

4. That the current basic plan shape and elevation of the original wharf and the existing low landing be retained in any future rebuilding of the wharf.

This is necessary as the wharf's shape and elevation is of *cultural significance* to Port Albert and Victoria.

5. That an *interpretative* information board be appropriately displayed on the wharf, or nearby, to denote the cultural significance of *the place* and the *related place*.

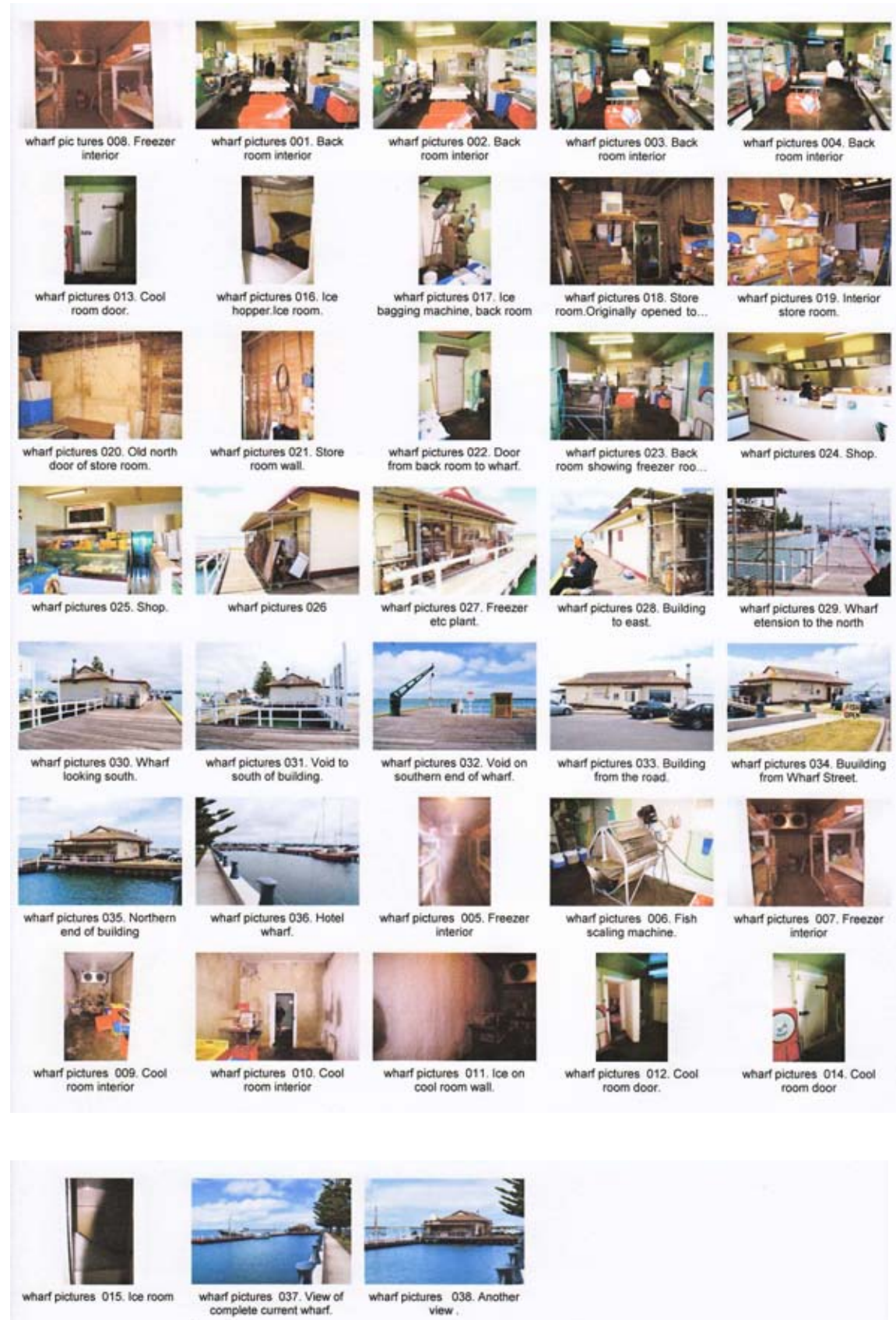
It is suggested that consideration be given to its placement to allow it to be visible from the bistro area of the proposed new building without seriously impacting on views from the building.

This board should give an outline of the history of the wharf, its buildings and their related use over the years, simply told with text and pictures.

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- ⁱ From These Beginnings. History of the Shire of Alberton. (Victoria) John Adams. Published 1990 at Yarram. Printed by E-Gee Printers Pty Ltd Bairnsdale. Page 14.
- ⁱⁱ Ships and Shipwrecks at Port Albert. Jack Loney. Published for Marine History Publications by Ken Jenkins, Printer Geelong. Page 10.
- ⁱⁱⁱ From These Beginnings. Page 17.
- ^{iv} From These Beginnings. Page 45.
- ^v Port Albert Conservation Study 1982. Graeme Butler. 3rd Printing 1985. South Gippsland Publishing Company Pty Ltd. Foster. Page 54.
- ^{vi} From These Beginnings. Page 70
- ^{vii} Graeme Butler. Page 54.
- ^{viii} Ships and Shipwrecks at Port Albert. Page 55.
- ^{ix} Ships and Shipwrecks at Port Albert. Page 20.
- ^x From These Beginnings. Page 45.
- ^{xi} Archaeological Dig at Port Albert. Alister Brooks. Latrobe University. Presentation to Heritage Victoria. Copy at Port Albert Maritime Museum.
- ^{xii} From These Beginnings. Page 74.
- ^{xiii} From these Beginnings. Page 113.
- ^{xiv} From These Beginnings. Pages 113 -114
- ^{xv} From these Beginnings. Page 114.
- ^{xvi} Gippsland Standard. 14/12/1887.
- ^{xvii} Gippsland Standard 16/6/1899.
- ^{xviii} From These Beginnings . Page 144.
- ^{xix} From These Beginnings. Page 146.
- ^{xx} Professional Fishing at Port Albert Baggaley 1984. Held by Gippsland Regional Maritime Museum Port Albert.
- ^{xxi} Ships and Shipwrecks at Port Albert. Loney. Page 54.
- ^{xxii} Professional Fishing at Port Albert to 1907. V. A. Baggaley 1984. Held by Gippsland Regional Maritime Museum. Port Albert.
- ^{xxiii} The Shark Fishing Industry at Port Albert. Marjorie Robinson. A paper held by the Gippsland Regional Maritime Museum, Port Albert.
- ^{xxiv} The Shark Fishing Industry at Port Albert.
- ^{xxv} The Shark Fishing Industry at Port Albert.
- ^{xxvi} VCAT Submission. Reference Number: P936/2006.
- ^{xxvii} Goulden Collection. Gippsland Regional Maritime Museum
- ^{xxviii} The Professional Fisherman. April 1949. Vol.1 No 2.
- ^{xxix} The Professional Fisherman. April 1949. Vol.1 No. 2.
- ^{xxx} The Professional Fisherman. December 1949. Vol. 1 No. 10. Pages 13 & 17.
- ^{xxxi} The Professional Fisherman. Vol.1 No. 6 Page 19.
- ^{xxxii} Port Albert Fishermen's Co-operative Society Ltd. Papers held by Port Albert Maritime Museum Inc. Box 539.
- ^{xxxiii} The Shark Fishing Industry at Port Albert.
- ^{xxxiv} From These Beginnings. Page 247.
- ^{xxxv} From These Beginnings. Page 247.
- ^{xxxvi} From These Beginnings. Page 247
- ^{xxxvii} Wortly for Chris Dance Land Design Pty Ltd. February 2002 & EGBP Building Surveyors Report. May 2006.
- ^{xxxviii} Port Albert Conservation Study 1982. Graeme Butler. Page 54.

ATTACHMENTS.

1. PHOTOGRAPHS OF THE BUILDING. NOVEMBER 2006.



ATTACHMENT 2. PHOTOGRAPHS USED IN TEXT WITH SOME ADDITIONAL OF INTEREST



The Shark Fishing Industry at Port Albert

The shark fishing industry has had a big influence on the development of Port Albert during the past seventy years. It started with only two or three boats, rose to a high of about seventeen boats and has declined to a low number.

In the depression years of the 1920's, barracouta was the main fish sold to the public. Most of the fish was caught in the areas around Queenscliff, Port Fairy and San Remo. Boats were specially designed and built to be used for catching couta. They were designed to sail well, to assist the low powered motors to hurry back to port to get the their daily catch to next morning's early Melbourne market. In those years Port Albert had a number of small motor boats that were engaged in netting fish in the sheltered waters of the inlet. Every summer gummy shark came into the inlet and were treated as 'vermin'. There was no market for them. Art and Mick Robinson fishing with a 21 foot boat 'Molly' and a seine dinghy, tried putting out two hundred baited hooks on a long line – at night, in The Old Port waters.

Things were tough in the twenties, and they began sending some sharks to market and found it worth-while even though they were only bringing one pound a box. Charles Goulden and his sons were also doing this. Gradually interest grew and fisherman became anxious to take advantage of being able to catch shark outside the entrances. To do this they needed bigger boats and they looked to the design of the couta boats.

"Charles Goulden used a boat he had built by Blunts at Williamstown. 'Helen' was an open boat of about eight metres. Although a fine boat in her class, she was not suitable for the task she was called upon to perform, she was just too small and she was an open boat, this ruled her out as a suitable fishing boat for the turbulent waters of Bass Strait. There were other boats of a similar size and build that braved the Stormy Strait as well."

Jack Urquhart, with Fred Bruhn, a Yarram builder, built the 'Ida' in 1929-30. Art Goulden built the 'Dorothea.'

The early sharkers began to work by 'Long-line', a long line with about six hundred baited hooks, each about eighteen feet apart. In the early 30's, the 'Helen', 'Ida' and 'Dorothea' used to fish in a radius of about twenty miles off the Port Albert and Boat Harbour Entrances. When weather allowed, they worked consecutive days, leaving the Port before daylight and returning by 6:30pm to catch the road transport. The fish would be in Melbourne for the early morning auctions.

Sadly the 'Dorothea' was lost at sea with the loss of Art Goulden and two other men. The Port Albert fishermen were interested in the larger couta boats – the ones that were 30-33 feet in length having a draught of 3ft. - 3ft.6ins. Later in the

¹ Clarke, H.T. *Characters of Earlier Times*. pg. 28

30's *Juan*, *Seal*, *Westcourt* and *Sea-hawk* joined the sharking fleet. They had diesel powered 25HP motors. Later, James Goulden purchased *Carleen*, the first boat with a well for the new fishing industry in Port Albert.

When they were going further afield, they had to have better boats. Robertsons bought *Coogee* and George Smith skippered it. James Goulden had *Carleen*, Charles Goulden *Peter G*, Bolgers bought *Lerunna*, a Tasmanian cray boat with a well. During the war years, further boats were added to the fleet. In 1942 Charles Goulden bought *Bluenose* from Port Fairy. It was 45 feet with a well. Robinsons had *Eva* built at Metung – 45' with a well. *Victory* was also a Bull boat from Metung – owned by Ted. Cripps and worked by Dick Avery. Brosches built *Alpha* at Port Albert.

The shark fishing industry sprang up all around the coast in the late 1930's. Queenscliff, Port Fairy, San Remo, Lakes Entrance, Port Welshpool and Port Franklin all had fishing fleets expanding at that time.

Melbourne was the main Australian market for shark, now popular and acceptable marketed as flake.

During the war bigger boats from some fleets were taken over by the government for service in The Island. *Marjorie Jean* and *Victory* left this area. Older and smaller boats were continuing the fishing operation. Crews changed as younger men went out of the area for war service. During the war years and up to the 1950's, shark livers were saved when fish were gutted at sea. They were dispatched to Melbourne and used by a subsidiary of Aspro to replace oils unavailable from overseas because of the war.

In the early 1950's skippers found they had to go further and stay out longer – maybe working three or four days before returning to port. So they had to install ice-boxes to keep the fish fresh. They ranged North and South of the Flinders Island up to one hundred and twenty miles from Port Albert. Deal Island was used as the main refuge in unsuitable weather. It was an excellent shelter and the boats would report in from Brown's bay or Bulli according to the wind direction.

Price fixing was a wartime and economic measure and shark was fixed at nine pence per pound – it did not increase slightly until after the 1950's price fixing ceased. During those war years petrol was rationed and fish had to be transported to Alberton Station to be sent to Melbourne by goods train. Mr. Jim Lindsay had a red Ford truck and he did the carrying to Alberton.

After the war several boats that had been built for war service became available. *Marjorie Maud* was bought partly built and finished at the Yarra and Williamstown and came to Port Albert in 1953. For Port Albert owners *John Bull* and *Alcon* were built at Bull's Shipyard. Metung and Brosche's yard built *Julie Anne*, *Neptune* and *Marjorie Phyllis*. Other boats fishing from the port in post war years were *Alma*, *Seafarer*, *Ronell*, *Rbonda*, *Finn William*, *Elizabeth Mary*, *Advance*,

'Marco Polo', 'Winsome Too', 'Tamborita', 'Austral' and 'Rodondo'. 'Seafarer' was lost with three lives, 'Blue Mist', 'Bluenose' and 'Austral' were also lost but the men aboard were all saved. The size of the fleet peaked at this period.

The Port Albert Fishermen's Co-operative started in 1950. Henry Clarke wrote,

*"Many meetings were held and at last it was decided to ask for Government assistance to establish a Co-operative freezing works, complete with ice making plant, holding rooms and office. The buildings were already in place and were leased from the Government to be adapted for the new project. All fishermen were encouraged to take out shares in the venture."*²

It operated successfully for a number of years. It was of great assistance to the fishermen. They were able to deal with the market by holding fish for short periods. It avoided being badly affected by gluts, losses and lower prices. It also served and developed a large local market. Buyers would come knowing they could buy good quality fish. Fishermen had a regular supply of bait and ice at the freezer. Flake became popular food and the fish and chip trade expanded. People like fish without bones. Today price is now in the seven dollar a kilogram range.

The catching rate has decreased. An average shot in the 1950's may have been three tons, today half a ton would be more likely. Quotas of amount allowed to be caught are likely to be introduced in 2000. This is to prevent over-fishing and to maintain future stocks.

Times have changed for the modern fleet. The old-timers had started with three to four hundred hooks, which were hand hauled. This had gradually increased to eight hundred hooks. In 1942 mechanical line haulers had been introduced. So they had been able to use more gear. The haulers were made out of old car differentials. In approximately 1956 began the introduction of mesh-net fishing. Nylon mesh on hydraulically operated spools saved the baiting up which had been a tedious task and net could be re-shot immediately.

Ex-wartime radios had been introduced in the fifties and the men were able to communicate between the boats and to the shore-base at Port Albert wharf. Echo-sounders were used to show depth and type of ocean bed. Improved safety features are now on all boats. They have radios, inflatable life rafts and GPS. Gone are the familiar old wooden fish boxes. They were superseded in 1963 by stackable plastic containers. No longer did wooded lids have to be hammered on. No longer are new boats wooden, they are made of steel. Two men used to man the early open boats then three men worked in the 40's, 50's and 60's. Now it is possible for two men to work a net boat. Weather forecasts and warnings are more reliable also so over-all the fishing industry must be a safer one in these modern times.

Marjorie Robinson

² Clarke, H.T. *Characters of Earlier Times*. Pg. 67

ATTACHMENT 4. The Port of Port Albert.

When Port Albert was first settled it was part of the Sydney district of the colony and there was no supervision of the area until September 1843 when Gippsland became a district of Port Phillip and was the responsibility of the Commissioner of Crown Lands. Charles James Tyers was appointed as the first Crown Lands Commissioner for Gippsland. He arrived at Port Albert early in 1844 and set about bringing law and order to the Port which up to this time had been lawless with reports of smuggling, sly grogging, robberies and physical attacks. In January 1844 Captain William Moore was appointed Customs Officer and David Fermaner who had acted as pilot was official appointed to this office on the 31st January 1845. In 1846 the Port acquired a landing waiter and a tide surveyor.

In 1851 the Colony of Victoria was established and the Port of Port Albert came under the control of the Ports and Harbours Branch first of the Department of Trade and Customs until 1900 and then of the Public Works Department until 1986.

In 1986 responsibility was transferred to the Port of Melbourne Authority.

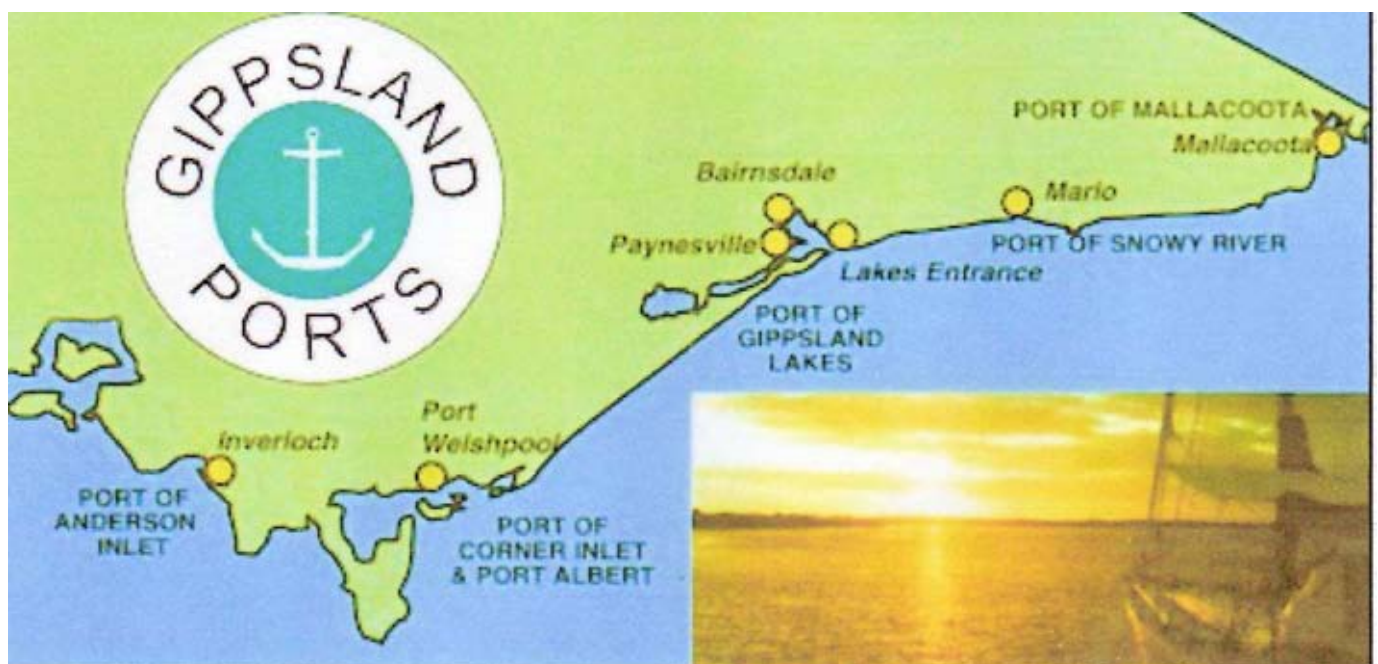
Over the years many improvements were made to the facilities of the port and to the marking and buoying of the channels.

In 1996 Gippsland Ports was set up as a local authority responsible for the management and control of the five Gippsland Regional Ports and Waterways Manager for Shallow Inlet and Lake Tyers. The ports administered are the Port of Anderson Inlet, Port of Gippsland Lakes, Port of Mallacoota, Port of Corner Inlet and Port Albert and Port of Snowy River.

Their authority covers 1431 square kilometres of water and are spread over 1555 kilometres of coast line, from Anderson Inlet on the Western side of Wilson's Promontory to Mallacoota on the N.S.W., a distance of 400 kilometres East to West.

Gippsland Ports is the local Authority responsible for the application of Marine Acts in these ports.

Since taking control of the Port of Port Albert Gippsland Ports continues to improve the facilities of the port and has made major changes to the marking of channels replacing old unlit wooden beacons with solar powered lights.



ATTACHMENT 5. Possible layout and text for an interpretative information board.