



# AUSTRALIAN ANGLERS ASSOCIATION

(WA Division) Inc

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Mr Andrew Matthews,  
Chairman,  
Recfishwest  
PO Box 34  
North Beach  
Western Australia 6920

Dear Andrew,

**SUBJECT: CONCERNS RELATING TO LOSS OF, AND ACCESS TO, JETTIES, STRUCTURES AND FISHING PLATFORMS WITHIN WESTERN AUSTRALIA.**

I am writing to you on behalf of the member clubs and the Delegates representing them with regard to the loss of many jetties and structures within the state of Western Australia. Also included in this the loss of access to many remaining structures where anglers are no longer able to fish as they have done for many years.

For a number of years this organization has been working on a project to list all of the jetties and platforms that anglers have either lost through demolition or have access to them restricted or banned. There are many reasons given for this at the time of closure and often it is at the whim of a bureaucrat who takes a 'soft' option to close or restrict access.

This organization feels that the time has come to challenge this and voice our rights as anglers to allow us access to those jetties and platforms that we have traditionally fished from. **This organization believes that there should be no further closures or restrictions to access of any jetty or platform unless it is negotiated within the community and all interested parties have input.**

To Western Australian land-based anglers, jetties and wharves are an institution, providing wonderful platforms for anglers of all ages. Jetties and wharves have almost always existed to service shipping, and so this gives anglers access to deeper and fish-rich water than would often be available casting from the shore. The jetty and wharves also provides protection and a point of aggregation for schooling fish. Most jetty fishing is still done for small fish, with herring, skippy, yellowtail, blue mackerel, garfish and whiting being standard fare.

In the 1980's, following several instances in which angling access was restricted to several popular angling platforms and following the removal of the 'Sugar Wharf' from inside of the North Mole at Fremantle, the Executive Committee of the Australian Anglers Association (W A Division) Inc (AAAWA) commenced a register to record the loss of access to angling platforms and structures used for angling purposes throughout Western Australia.

The intention of this register was to maintain a viable record that could be presented to the government of the day to lobby for the inclusion of fishing platforms on all new structures that crossed water bodies or to allow access to them on behalf of the recreational anglers of Western Australia.

This project has been a work in progress for many years. It was felt that due to numerous changes and increased restrictions being placed on angling that it was time to approach all political parties



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and seek policy statements from them to determine an outcome. In accordance with the wishes of the Minister for Fisheries, Mr Norman Moore, we are writing to you as Chairman of the Board of the peak representative for recreational angling to request that you take up our concerns and have the associated issues resolved once and for all.

However, it should be noted that even though this document may have started out to be a list of lost structures, it is very clear that the AAAWA membership wants the past and current situation to change radically. We believe this is also the opinion of a significant proportion of the recreational fishing public. The Association recognises and applauds the efforts of some councils and organisations which have replaced or upgraded a few jetties, as listed in the appendices, for the benefit of the community.

To achieve this requires commitment and funding from all levels of government, and support and effort from the peak recreational angling body, Recfishwest. Facilities are provided for recreational boating, and used by recreational boat fishers, however almost no structures or facilities are provided for shore bound recreational fishers and the general public. It may be too easy for too many organisations to just ignore listings of lost structures, by assessing each loss as having good and unavoidable reasons at that time.

It is not only structures and fixtures that access to is being restricted. It is also the ability to access Crown land adjacent to water bodies. In the Swan and Canning rivers there are many yacht clubs who request that non members leave the area as they, the yacht clubs, feel that the land belongs to them via their lease. This is not so, as access to Crown Land is determined by Statute Law and access to it is available to anglers and the general public.

There are also other areas adjacent to yacht and boating clubs around the state where access is restricted and is not legal as the areas are on Crown land and should be accessible to all. This includes groynes, rock walls and other protective fixtures adjacent to these facilities and is another area that needs to be investigated further and decisions made to resolve the issue of access.

When this Association first sought to have fishing platforms included into the design of structures, one of the first structures to be considered was the Windan Bridge over the Swan River. When this structure was on the drawing board, this organization and the W A Recreational and Sport Fishing Council (RECFISHWEST) wrote to the then Minister and the Department of Planning and Infrastructure requesting that an angling platform with access from both shores, such that it would still allow water traffic to pass, be included in the plan.

Both the Minister of the day, and the Department in response to this request wrote to both organizations indicating that "fishing was banned from bridges" and as such "a fishing platform on this or any other structure, would not be aesthetically pleasing".

The Departmental spokesperson also indicated that "there were not sufficient anglers in Western Australia to warrant the required additional expenditure of installing such structure".

Since this time there have been several structures completed where there was the opportunity to include fishing platforms or similar for anglers in many popular angling locations. These include the rail bridge over the Swan River, the by-pass bridge at Mandurah and the Redcliffe Traffic Bridge on Tonkin Highway.

**This Association feels that it is vital that consideration be given to any new structure across water bodies to include adequate angling platforms in their design and construction.**

Western Australian anglers are being locked out from or are losing access to many popular recreational fishing locations by a 'bureaucratic conspiracy' that has seen the removal or restricted access to many popular fishing locations and platforms.

Often this is as a result of natural disasters such as storms and flooding. Following these events comes a lack of funding to resource their repair and maintenance. This then leads to many of these structures falling into a state of disrepair. It then becomes easier to initially ban access to the

structure and at a later stage, remove the structure which has become an eyesore and it becomes easier to remove it than to repair maintain it.

The Heritage of Western Australia Act 1990 defines 'conservation' as **conservation** means, in relation to any place, the management of that place in a manner that will -

- (a) enable the cultural heritage significance of that place to be retained; and
- (b) yield the greatest sustainable benefit for the present community without diminishing the cultural heritage significance of that place, and may include the preservation, stabilization, protection, restoration, reconstruction, adaptation, and maintenance of that place in accordance with relevant professional standards, and the provision of an appropriate visual setting;

It also defines **cultural heritage significance**. . The Act defines cultural heritage significance as meaning “. . . in relation to a place, the relative value which that place has in terms of its aesthetic, historic, scientific, or social significance, for the present community and future generations; “

The objects of this Act are to

- “. . . The objects of this Act, with due regard to the rights of property ownership, are
- (a) to identify, conserve and where appropriate enhance those places within Western Australia which are of significance to the cultural heritage; and
  - (b) in relation to any area, to facilitate development that is in harmony with the cultural heritage values of that area; and
  - (c) to promote public awareness as to the cultural heritage, generally.”

Another major concern to Western Australian anglers is the concern involving 'risk management'. Councils, Shires and Local government authorities are concerned about allowing access to a site or structure, then having an injury occur and being sued for compensation arising from the injury. The easiest, simplest and quickest way to prevent such claims is to simply ban access and prevent anglers from accessing them.

In the State and Federal government budgets each year, there is an allowance made for funds to be allocated for this maintenance and repair. Unfortunately this allocated money seems to be lost or transferred to other 'more important' projects which results in more and more angling platforms and locations being removed, or access to them restricted.

There are various options that are viable and available to various levels of government that could be canvassed amongst anglers. One is for a general angling licence which could cover costs associated with provision of facilities for anglers. At this stage there is a very successful Recreational Boating Facilities Scheme (RBFS) providing facilities for recreational boating and boating facilities which utilises funding raised from the recreational boat licences. One of the stipulations that should be placed on such a funding resource is that it is not controlled by any government department and should be managed by an organization such as or similar to the Recreational Fisheries Account Advisory Body (RFAAB), as a sub-committee of Recfishwest.

**This Association supports the concept of a General Recreational fishing licence conditional that;**

- (i) all funds raised through such a scheme are returned 100% to recreational fishing**
- (ii) the funds raised are administered by an organization such as, or similar to, the Recreational Fisheries Account Advisory Body (RFAAB), as a sub-committee of Recfishwest and overseen by the Board of that organization.**

Another alternative is to provide funding for repairs and maintenance to regional structures and new projects through the 'Royalties for Regions' program which is used to fund various projects throughout regional Western Australia, through funding received from mining royalties. Together, funding from both recreational fishing licences and Royalties for Regions, could be used to improve and develop infrastructure to allow access for recreational anglers.

Another sector that has anglers have been totally excluded from, is the water impoundment storage facilities. Western Australian anglers are totally excluded from fishing these impoundments by a ruling from the Water Authority. In other states, and overseas, such as in the U K, Northern Territory, Queensland and New South Wales, angling is encouraged in these locations. Water impoundment dams are stocked with native species. Anglers are restricted to only using non fossil fuelled craft on these waters which allows for the use of electric motors, wind powered or man powered craft to be used.

Why are Western Australian anglers precluded from these waters - because there are claims this is a health risk and/or that anglers may defecate in the water. What happens now with grazing stock and wild animals such as feral pigs, do they not do likewise? This is one area that could be opened to recreational angling with some restrictions being put in place. Angling methods could be restricted to include ideas such as no bait fishing and anglers limited to the use of artificial lures. No fossil fuel power boats to be used and no fishing for marron be permitted in these impoundments.

**This Association seeks to have the waters of metropolitan water supply dams and water storages opened to angling under strict guidelines and controls.**

These areas can provide an outlet for recreational angling with the above conditions being applied to the access and activities allowed. By opening them up to recreational angling it will allow a variation in angling skills and also provide opportunity to restock such impoundments with either native fish or black bream. There is no really justifiable reason why access to these facilities is restricted.

Over the last twenty five years Western Australian anglers have had more and more restrictions placed on their recreational pursuits. Access to structures and loss of structures and fishing platforms is one threat to our sport and recreation and this needs to be addressed to ensure that we are able to fish in the future. In a recent media statement the Premier of the state acknowledged that “ . . . more than 600,000 West Australians enjoy recreational fishing each year”. Is it not important that we move to ensure that the viability of the recreational outlets of this large number of people be maintained and improved.

As a part of the heritage of Western Australia it is felt that many of these structures should be retained and maintained and restored as a part of our historical and recreational heritage. The Heritage of Western Australia Act 1990 is an Act “. . . to provide for, and to encourage, the conservation of places which have significance to the cultural heritage in the State of Western Australia . . .” The preservation and restoration of these structures and platforms is a vital part of our heritage and as such they must remain for our future generations.

**AAAWA is concerned at continuing and increasing threats to access to fishing locations and facilities arising from a variety of sources.**

In this document, the term "jetties" includes all fishing platforms which have regularly or traditionally been used by recreational anglers for fishing. The term includes all such structures attached to or forming parts of bridges, wharves, groynes, etc, whether designated for fishing or not.

**Importance of Jetties.**

Recreational angling from jetties is both a sport and a recreational activity which is extremely important for children, families, the elderly and the disabled. Without access to jetties, many of these people would be unable to participate in recreational angling. Jetties are also an amenity enjoyed by the wider community, particularly tourists and sightseers, as demonstrated by the extensive usage of the Busselton and Carnarvon Jetties.

Relatively few jetties are left, and the remainder are extremely important to recreational anglers. Western Australia's population and the numbers of recreational anglers are increasing, yet the

number of jetties available to recreational anglers is decreasing over the years instead of increasing in line with population numbers as they should to cater for the increasing need.

### **Funding for Jetties.**

The importance of jetties to recreational anglers must be recognised and adequate funding must be provided as is provided for many other community sport and recreation facilities.

**This Association believes that adequate funding must be provided from all levels of federal, state and local government. Funding and sponsorship from corporate, business and private sources should be encouraged and acknowledged.**

**Additional funding sources could include Royalties for Regions and Recreational Fishing licence fees, allocated in accordance with the rules for using money from such sources.**

### **Demolition of Jetties.**

Unfortunately, Western Australia has a history of failing to make provision for, or diverting the funding for the maintenance and repairs of jetties and neglecting the maintenance until the repairs become very expensive. With few or insufficient funds reserved, complete demolition of the jetty is then presented as the cheapest or only financial option left.

AAAWA does not accept that the remaining jetties and platforms should be allowed to be closed or demolished due to the failure to carry out maintenance and repairs.

**AAAWA's position is that all such demolition proposals must be considered by comprehensive consultation with the community, and all possible options to retain some recreational fishing and public access must be included.**

AAAWA urges bodies responsible for the maintenance of jetties to make adequate provision for funding of repairs and to carry out regular maintenance of jetties under their control.

### **Access to Jetties.**

Public liability and security concerns has resulted in access to some jetties being restricted or closed. AAWA does not accept that access to jetties should be restricted using the fear or claim of public liability issues inherent in the acts of being on or fishing from jetties.

Government at all levels must resolve any general public liability issues to ensure that jetties remain open to recreational anglers.

**AAAWA accepts that jetties used for other purposes may not be able to be open for recreational fishing or public access in all parts or at all times. AAWA does not accept the full time closure of community owned or funded jetties or parts of jetties simply because these might be needed by another user group at some times.**

AAAWA submits that restrictions should only be those essential to ensure public safety or efficiency by the other users, and that such jetties or parts are available to recreational anglers and public access at all other times.

All possible and practical alternatives to closure for security reasons should be considered by comprehensive consultation with the community before any closure.

### **Proposals for Jetties and Waterfront Developments.**

**This Association believes that access to all river and ocean shores should be available to everyone in the community. Every possible opportunity should be taken to add jetties or fishing platforms to all bridges and to new waterfront developments which restrict access to areas of water or to the previous shoreline.**

Such access for recreational anglers and the public should form part of the developer's or authority's obligation to contribute back to the community in return for what would otherwise be their exclusive use of these river and ocean shores.

**Access to Private Jetties.**

Owners of existing private jetties should be encouraged to allow access to their jetties by recreational anglers and the public. This should be acknowledged as part of their contribution to the community in return for what would otherwise be their exclusive use of these river and ocean shores.

Recreational anglers who value access to fishing locations would never do anything to limit that access. Unfortunately, just like a small proportion of the general community, some recreational anglers and the general public do things which are not socially acceptable. These people should not spoil the access for the great majority of anglers and the public who are completely responsible.

On behalf of the member clubs and their Delegates to W A Division of the Australian Anglers Association, thank you for the opportunity of presenting this paper to you for action. I trust that you and the Board will be able to use it to present a case to the various authorities and government bodies and progress the cause of access and loss of recreational fishing platform to them with positive outcomes for all parties.

Yours Sincerely

A handwritten signature in blue ink, appearing to read 'John C Curtis', with a horizontal line underneath.

John C Curtis  
President

8<sup>th</sup> February 2013.

The following is a compilation of locations and structures throughout Western Australia where access is restricted or the structure, once used as a fishing platform has either been removed or closed to anglers permanently.

## METROPOLITAN LOCATIONS AND STRUCTURES:

### Garden Island:

One angling area that had been historically very popular with many recreational anglers was Garden Island. Many clubs affiliated with this Association held regular field days, often two or three times a year, on the island. Boat anglers also enjoyed fishing in the lee of the island when seas and swells prevented them from fishing offshore. Nowadays access to the island is restricted and only some beaches can be accessed from the ocean and only between certain hours.

The Federal Government annexed the island to serve as a naval station and unfortunately Western Australian anglers are not likely to be able to return to Garden Island to fish as they did until the 1970's.

Realistically anglers probably not be granted access to Garden Island again. However, we would like to think that some recompense is in order to compensate for the loss of access to the excellent fishing afforded to anglers on the island.

This could be in the form of funding for refurbishment of several platforms, wharves and jetties in more remote locations of the state where there is a small local population that is supported by anglers and tourists wanting to enjoy the experience.

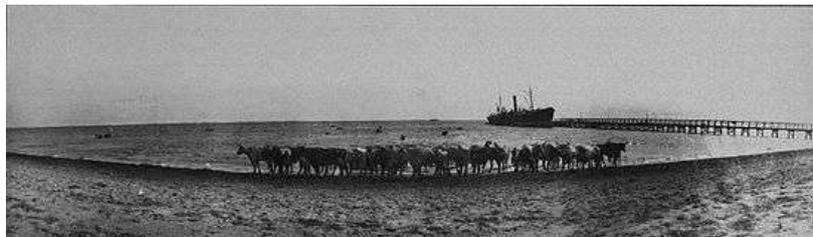
The following structures used as angling platforms have been removed or access to them has been restricted, in some cases for many years.

### Robb's Jetty, South Fremantle:

This structure has gone. Apparently anecdotal evidence indicates that it was initially partially burned down and then the remains were removed and it has never been replaced.

The following information was obtained from

[http://en.wikipedia.org/wiki/South\\_Fremantle,\\_Western\\_Australia#Robb\\_Jetty\\_Abattoir](http://en.wikipedia.org/wiki/South_Fremantle,_Western_Australia#Robb_Jetty_Abattoir)



Robb's Jetty in the 1920's

As the area was adjacent to the relatively safe harbour of Owen Anchorage in Cockburn Sound, the area began to be used as an alternative destination point for ship arrivals. In 1898, a railway was built from Fremantle to Robb Jetty. At that time, an abattoir was built for slaughter of livestock arriving from the north-west of the state including the Kimberley Region. Livestock were unloaded from the ships onto a jetty. Extensive pasturing for the animals as well as small market gardens were established in the region around the abattoir.

The area steadily became the centre of much of Perth's heavy industry and comprised the coal fired power station, railway marshalling yards, abattoir as well as numerous skin drying sheds. From the 1980s however, pressures brought on by demands for residential housing began a process of removal of the various facilities.

Robb Jetty Abattoir closed in 1994 with the jetty itself being dismantled in the 1960s. The chimney is the only remaining part of the large complex of buildings which included offices, holding yards, freezer and chiller facilities. **The chimney is listed in the State Register of Heritage Places.**

### **Sugar Wharf, North Mole, Fremantle.**

This structure was located at the base of the North Mole inside Fremantle harbour. This platform was where many W A recreational anglers caught their first fish - albeit a 'blowie'. The wharf was removed and nothing has replaced it. In discussion with older members of this Association there was no negotiations about its removal it was just removed.



Old Fremantle Port (from J Curtis' Personal Collection)

### **Old Traffic Bridge, Fremantle.**



Views of the Fremantle Traffic Bridge

Picture: Marc Russo

A little further upstream from the wharves in Fremantle Harbour is the Fremantle Traffic Bridge. There have been four different bridges at this location since the 1860s, the first of which was a timber bridge was constructed between 1863 and 1867, using convict labour.

The second bridge was constructed between 1896 and 1898 downstream of the existing bridge. Whilst wider and stronger, it was only intended to be a temporary structure while the old bridge was removed and replaced. However, no construction or demolition works occurred until 10 years later, with the old bridge left for pedestrians.

The third bridge was a renovation of the original bridge, which had its deck replaced, new support piles added, and existing piles modified. The previous bridge was demolished after this bridge, which also catered for trams, was opened in 1909.

The current structure, which opened on 15 December 1939, was also only intended to be used for a few years, but has remained in service since then, with major strengthening and repair works carried out in 1978 and 1982.

This location is a popular spot for anglers to catch big skippy and tarwhine, along with tailor and mulloway. Originally there were access ways between the shore on both sides, out to the main

bridge pylons. These access ways were removed by authorities as they deemed them unsafe. Anglers replaced the walkways with scaffold planking that is even more unsafe. A few foolhardy anglers still persist in fishing from the pylons because of the rewards in the fish that can be caught.

The bridge itself is also in need of urgent maintenance and several consecutive governments have shelved engineers reports on its condition. . . .“a 2004 independent engineer’s report commissioned by the former Labor Government warned the Fremantle traffic bridge was unsafe. The report warned the bridge was at risk of collapse.” . .

This is a major road link in the western suburbs and will probably have to be replaced if no action is taken to refurbish it. If and when this is done it is vital that fishing platforms be incorporated into the design in such a manner that they allow access from either bank and do not impede river traffic. (See additional notes in Appendices 1 & 2)

### **ASI Groyne, Kwinana.**

This rock structure is located adjacent to the Henderson operation of Austal Shipbuilders. It provides protection to their operations and protects the slipways seas and swells. Access to this structure has been restricted for many years and there is no vehicle access and pedestrian access is now restricted.

### **North Beach Jetty, North Beach.**

Still open to anglers however it has been radically changed and severely reduced in length. Currently at low tide in summer an angler can drop a line vertically from the end of the jetty straight onto dry sand and rock at its base. To reach fishable water in summer at low tide requires a reasonable distance to be cast. The jetty previously extended out at least another 100 metres from its current location.

This structure was damaged and basically destroyed by storms and a cyclone. It has since been partially rebuilt by City of Stirling. This was done with money left by a bequest to specifically replace the original structure. It is now totally inadequate and far shorter than previous. No information pertaining to the bequest can be obtained from the City of Stirling.



North Beach Jetty c1920(?)

Showing the jetty and change rooms. The current jetty now stops at the first set of pylons

### **Palm Beach Jetty, Rockingham:**

This jetty at Rockingham had a “T” Section located at the end of it. It has been removed and has not been replaced. This spot is very popular with recreational anglers who chase bonito, mulloway and tailor during the summer months and pink snapper in the winter particularly when there is a heavy ‘nor-westerly’ storm brewing. It is very popular with anglers of all ages seeking the ‘bread and butter’ species. It also has not been replaced.

(See additional notes and information on this location in Appendix 5)

**Kwinana Jetty, Kwinana**

This structure has been barricaded off since November 2012 and there is no access to it. It was a popular location for anglers seeking tailor, herring and garfish. In summer months bonito are also caught from it. Anglers fishing the location in winter sought snapper from the sheltered waters adjacent.

**Naval Base groyne, Kwinana**

This groyne has had no access allowed since it became included in the ship building complex. Again it was a popular area for anglers seeking tailor, herring and garfish. Summer months often saw bonito taken and it was a popular location for anglers seeking snapper in winter.

**Crawley Baths, Crawley Bay Swan River:**

“The new City Baths on Mounts Bay Road at Crawley were opened on 7 February 1914 with a major swimming carnival and displays of life saving. Although further from the town, the bottom of the River at the baths’ site was sandy and clean and a tram connection was promised.” From *Swan River Stories*”



Crawley Baths 1918 (Battye Library)

This structure fell into disrepair and was removed and nothing has been installed to replace it. It was a popular location for bathers and after hours anglers sought bream, tailor, flathead and flounder from the structure. Several captures of large mulloway were recorded from it over the years.

**Bicton Jetty, Swan River Bicton:**

This was once a popular location for anglers seeking bream particularly in winter months. It now offers very limited, if any, angling opportunities from the jetty due to the proximity of moorings and other obstacles.

The following comment was received from a very senior member of the Surf Casting & Angling Club relating to the Bicton Jetty:

*“When I was younger I often fished at the Bicton jetty with my Dad and caught tailor, flathead, flounder and the occasional mulloway (or at least Dad did). Now the authority responsible for anchorages in the area has allowed mooring buoys within a few metres of the jetty which has effectively put fishing out of bounds. There are so many river bed obstacles, buoys, ropes and boats, it is impossible to throw even a hand line in the water.”*

**Como Jetty, Swan River, Como**

This jetty, like all others in the Swan River, has been a very popular spot for anglers seeking the targeted river species such as tailor, black bream, cobbler, flathead, flounder, and mulloway. Sections have been removed from the end of the jetty thus reducing the amount of fishable area available to recreational anglers. It appears that there are no plans to replace these missing sections.

The attached photograph was obtained from

[http://www.southperth.wa.gov.au/old/town\\_plan\\_info/townplanning/PartC\\_08\\_CB.pdf](http://www.southperth.wa.gov.au/old/town_plan_info/townplanning/PartC_08_CB.pdf) This site also contains other pertinent details.

CITY OF SOUTH PERTH MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM  
LGA Place No: CB2 Como Beach and Jetty



Como Beach and Jetty

### **Claremont Baths, Swan River, Claremont**

By 1900, the practice of young men 'skinny dipping' in Freshwater Bay was frowned upon. In 1901, a tender was accepted by Claremont Council for the construction of the Claremont Baths. Mixed bathing was unacceptable but separate facilities for women were added in 1903.

The Baths were constructed on piles with boardwalks surrounding the pools. These were separated from the river by open picket fencing and all woodwork immersed in water became heavily encrusted with sharp barnacles. Not only were the Baths a centre where generations of Claremont children learned to swim, they were a major venue for contesting national, state and school swimming titles.

The Baths were also a social meeting place for young people on weekends, when most rode there and left bikes in racks at bottom of Chester Road. It was a popular location for anglers chasing bream, cobbler, tailor, flathead and flounder. Several captures of large mulloway have been recorded from it over the years.

Eventually, the baths became inadequate for aquatic events and storm damage in 1971 led to their demolition. A plaque to mark the site was installed by the Council on the foreshore at the end of Chester Road in 1979.

### **Claremont Jetty, Swan River, Claremont**

The Claremont Jetty was constructed in 1898 near the foot of Bay View Terrace. On hot nights it was a place to promenade in hope of catching the breeze across the bay and to check on the catch of those using it to crab and fish. Soon an attached boatshed had boats for hire and bait for sale. By the late 1980s the jetty had deteriorated. In 1991 the structure was totally removed and a new jetty constructed of same width and length and wooden decking.

### **Old Brewery Jetty, Swan River, Mounts Bay Road adjacent to Old Brewery**

This jetty's top and upper sections have been removed but the pylons are still there and visible at certain times. This jetty again was popular with anglers chasing mulloway as the deeper water of the boating channel passed within good casting distance of the outer end of this fishing platform. It also produced some very good catches of black bream during the winter months.

### **Riverton Bridge Jetty, Canning River, Riverton.**

This small square jetty was located adjacent to Riverton Bridge and has been demolished and not replaced. It was a very popular location for anglers seeking black bream and cobbler and many good fish have been taken from it.

### **Coode Street Jetty, Swan River, South Perth**

This platform is adjacent to Coode Street South Perth and was again a very popular angling platform. Access to this has been restricted following the building of the ticketing station for the

ferry service and anglers are no longer able to use it. This jetty could become a joint use operation with sections set aside for use by anglers after hours when the ferry service is not running.



Coode Street Jetty

Coode Street jetty From Wikipedia, the free encyclopaedia

[http://en.wikipedia.org/wiki/Coode\\_Street\\_jetty](http://en.wikipedia.org/wiki/Coode_Street_jetty)

Suburb South Perth. Coode Street Jetty, was one of the Transperth jetties, located in South Perth in Western Australia. An earlier jetty existed, also with an adjacent pool, before the construction of a newer jetty along the altered shore-line. The jetty is on the southern shore of the Swan River in the section known as Perth Water

### **Mends Street Jetty, South Perth**

Since the construction of the Transperth ferry terminal over the whole jetty access to anglers has been totally restricted. Had there been consultation an allowance to allow anglers access to the platform could have been included. At this point in time anglers have no access at all to this jetty for fishing. It was a very popular angling spot prior to its closure with many large mulloway captured from it. (Additional information in Appendix 9)

### **Fisheries Jetty, Swan River Victoria Park**

This jetty is adjacent to the Department of Fisheries (D of F) service area located on the foreshore of the Swan River in Victoria Park. Although it is in fairly shallow water it allowed anglers to cast to the channels running under the Causeway Bridge and has produced many good black bream and mulloway catches of the years.

Unfortunately for some reason, probably disrepair, a section was removed and access to the jetty has been denied. It was a spot where anglers could dig for river worms adjacent to the structure and then fish from it into the channels and shallow water, seeking black bream, cobbler and mulloway. It also provided excellent views of the city and was a popular spot with photographers seeking panoramic pictures of the Perth skyline at night.

### **Tawarri Jetty, Swan River, Nedlands**

This jetty has been damaged by a boat and removed but the pylon structure remains. The picture of the location shows the marker posts which indicate that there is still structure under water between the posts. It is a navigation hazard to boats and no longer allows anglers or other users to access it. It is not known when it will be replaced.



**West Midland Baths, Swan River West Midland**

This area once had 3 jetties located adjacent to First Avenue. off Ford Street. Two jetties have been removed from the area and once again it was a popular location for bream and cobbler anglers.

**Disabled Fishing Platform, west wall Mindarie Marina**

This platform was initially installed by the Smith Corporation after negotiations between the Corporation and the then W A Recreation and Sport Fishing Council later to become RECFISHWEST.

It was recently removed after safety concerns and an inspection revealed that the steel of the structure had severely corroded and that the supporting rocks of the groyne and sea wall had moved due to heavy seas and swells following storms. Enquiries into a replacement for the platform revealed that it has not been budgeted for in current budget estimates nor for anytime in the foreseeable future if at all.

As this is one of only three specific disabled angling platforms which allow disabled anglers access to fish into the ocean, it is felt that it should be replaced as a priority. Both able bodied and disabled anglers fished from it regularly and the other platforms specifically designed for use by disabled anglers are located at Hillarys marina north wall and the North Mole are not really suitable platforms for disabled anglers.

The platform at Hillarys faces north east and it has limited access and limited viability for disabled anglers. The platform at the North Mole is set well back from the water and as an afterthought, those constructing it poured concrete over the rocks to form a slope to allow anglers to retrieve fish and scale them at the same time. It is not a popular spot with disabled anglers as it presents too many problems. and does not meet their specific needs. Action needs to be taken to alleviate these concerns and replace the structures with appropriate ones.

## **STRUCTURES LOCATED IN COUNTRY REGIONS:**

### **Bunbury Main Wharf, Bunbury**

The new Inner Harbour facilities have made this location redundant. This structure has now been barricaded and is being demolished as it is in an unsafe condition and is too far gone to be able to effectively repair it.

This removes a jetty that has been used by anglers for many years and as anglers are denied access to the new wharf structure, they have lost a very popular fishing platform.



Bunbury Old Harbour - Old Main Wharf is on the upper right of picture

### **Deepwater Jetty, Princess Royal Harbour, Albany**

This jetty was a very popular jetty with both local anglers and tourists. Indications are that it has been dismantled following a review undertaken by consultants for LandCorp. Appendix 10 contains a copy of the consultants report

### **Busselton Jetty, Busselton**

This jetty has already been completely rebuilt at a cost of \$27 million however access is restricted and whatever is there is closed to fishing. The jetty was reopened in Feb 2011 - see <http://www.busselton.wa.gov.au/council/mediarlease/2011/02/02> The end sections of this jetty out beyond the observatory was a very popular location to catch the iconic Westralian Jewfish.

Anglers need to be able to access this area and so access beyond the observatory is required. A restricted no fishing location 75 metres either side of the observatory would be an adequate restriction zone. This will allow the observatory to remain active and retain its fish population whilst also allowing anglers to access the bigger fish they seek for a little further out.

Some of the work for this project has been funded by monies from the Royalties for Regions, along with public donations. This organization has also contributes funds for the upkeep and maintenance of this platform.

### **Carnarvon One Mile Jetty, Carnarvon:**

This structure was under dire threat in the 1990 due to lack of maintenance by the State Government once shipping ceased completely in the 1980's. The cost of demolition was quoted at \$380,000. Carnarvon Shire was fearful of taking responsibility due to the ongoing cost of maintenance. The local community stepped in and requested the \$380,000 to preserve the Jetty for tourism and recreational fishing. The State Government has since contributed another \$250,000 for repairs and maintenance. In 2007 there was a disastrous fire on the neck of the Jetty which burnt 72 metres and the State Government funded the repairs to retain this famous tourist attraction.

The local Carnarvon Heritage Association Group Inc. has since taken control of the structure in 1998 and is actively working to retain the structure for its tourist and heritage value. The 1.4km neck of the jetty is fully operational, but the head, which is the favoured fishing platform, is barricaded off due to safety reasons. An interpretive centre at the base of the Jetty is currently under construction and should be opened shortly.

This is one of the most important recreational angling structures in Western Australia. It has in excess of 30,000 visitors per year and is used annually by Recfishwest for its clinics with school students in catch and release methods of fishing. It ranks in importance with the Busselton Jetty and must be retained. It regularly produced catches of large mullet at various times of the year along with pink snapper, a variety of mackerel species, queenfish, various trevally species and other table fish. It is a very popular tourist destination and for its historical value alone must be retained as a tourist attraction and a fishing platform.

This project is another that would benefit should an annual recreational fishing licence be introduced and it also should be considered for support funding through the Royalties for Regions program

### **Denham Jetty, Denham**

This jetty has been radically shortened to less than one third of original length. The reason for this being undertaken is not clear but it is no longer the viable fishing platform that it once was.

### **Dongara Jetty, Dongara,**

This structure was removed after the harbour groynes were built. It has no disabled access and there is no access for disabled people to allow them to fish from the groynes. It is felt that a multi-purpose jetty / wharf could be built that would accommodate commercial/ recreational boating and land based anglers, including disabled anglers.

Funding for a project such as this could come from state and local government, recreational fishing licences and money from the Royalties for Regions funding.

### **The Esperance Region**

The following information was supplied by Graham Gath, President of the Esperance Surfcasters fishing club.

#### ***ESPERANCE HAS HAD 5 FISHING PLATFORMS CLOSED OFF OVER THE YEARS.***

#### **Land-Backed Wharf In The Port Area, Esperance:**

The land wharf itself in the port area was closed off a number of years ago. It provided an opportunity to catch mulies (pilchards) in bulk and the platform at each end provided an accessible place for visitors and families to fish.

#### **Main Breakwater, Esperance:**

The main breakwater was a great place to fish as it had shallow areas in places and also access to deep water in the adjacent shipping channel. It also was closed some years ago.

#### **Yacht Club Groyne, Esperance:**

The Yacht Club groyne was fenced off several years ago as yachts in the pens were being vandalized. This, like the main breakwater, was not so family orientated but did offer some special types of fishing. Access to this facility should be open to the public as the closure possibly contravenes Crown Lands access.

#### **Taylor Street Jetty, Esperance:**

The Taylor Street jetty has only recently been fenced off due to vandalism to the vessels moored there. This jetty offered a wide, accessible, safe, low fishing platform with a nearby carpark. If there was adequate recreational angling facilities then peer pressure and numbers of people being in the proximity would possibly reduce the unwanted attention.

#### **The Boatshed Jetty, Esperance:**

The Boatshed Jetty near the Port was a low concrete platform that had a carpark adjacent and provided a very popular and safe fishing platform for families and children of locals and visitors. It was specifically modified by the Port Authority to allow access by the public after the main wharf was closed off. It became unsafe and was removed several years ago. It has not been replaced and access is no longer available to anglers.

**Tanker Jetty, Esperance:**

The Esperance Tanker Jetty is to be closed off for 6 months while foreshore works are undertaken, to control beach erosion, near the Jetty. The fear is that the Jetty may not be re-opened for some time, if ever, as it is in a poor state and various consultants keep saying it should be closed. It is a very popular site with hundreds of fishers, walkers and divers who regularly use this structure.

Community consultation is required before any decision is made on whether or not to close this platform. This is also a prime example of where government funding, Royalties for Regions funding and funding from a general angling licence could be used for the greater benefit of the community, angling and tourism jointly

Local community members seeking funding to replace the Esperance Tanker Jetty is proving to be an interesting exercise. (It is considered by the authorities that repair is not economical, but it is felt that it is still a viable option to ensure retention of this structure.)

The problem associated with the maintenance and upkeep of these platforms and structures lies in local and state governments and also partially with national government. Funding is allocated in state and federal budgets and is often not used on the projects that it is intended for. More often than not it is transferred via 'creative accounting' to another project to 'oil a squeaky wheel' and appease the local electorate. Unfortunately this then leads to the demise of the structure and the loss to the community of an important social community recreational resource

These 'consultants' seem to take the easy way out and demolish or remove structures that are a vital recreational resource to the community. If 'consultants' stopped reading the bottom line and started to see the bigger, long term picture and the benefits that can be retained by the local community, anglers and tourists alike, they might consider the retention of the structure and its overall positive benefits to the community. We would see a long term resource repay its associated costs many times over and support a wide range of community recreational activities.

**Gladstone Jetty, Shark Bay, (south of Carnarvon)**

This jetty was constructed to allow local stations to ship sheep, cattle and produce out of the region. Through a lack of maintenance over the years it has fallen into a state of disrepair and needs urgent attention if it is to be retained as a viable fishing structure. Anglers fishing in the region are generally seeking a variety of trevally, assorted mackerel species, queenfish and pink snapper.

**Jetty, Ledge Point**

This jetty has been removed and it would appear that there will not be one built to replace it. Commercial fishing has shifted to other adjacent areas so there is no longer a commercial need for such a jetty. However, as a tourist proposition, it would enhance an already popular recreational fishery associated with angling tourism.

**Point Sampson Jetty, Roebourne.**

Point Samson is an attractive community with an estimated population of 300 people sited about four kilometres north of Cape Lambert. It occupies a rather confined position on land located between the ocean on the east and mangrove swamps to the south-west. With attractive ocean beaches, a caravan park with camping facilities, quality restaurants and boutique accommodation Point Samson is a popular holiday resort and a recreation centre for towns such as Wickham and Karratha.

The beach is bordered by a coral reef which makes for an environment of calm waters, safe swimming, snorkelling and game fishing. Under tidal conditions the point is only connected to the mainland via a causeway over Pope's Nose Creek. At such times the tidal inlets are a rich source of barramundi, mud crabs and other fish. Nearby is secluded Honeymoon Cove and beyond is John's Harbour where there is a jetty and boat ramp.

Point Samson was developed initially as the port for Roebourne in 1910 and was used for the export of wool and minerals including blue asbestos from Wittenoorn. After port operations ceased

in 1976 its old jetty remained for some years as a fishing platform until it was finally destroyed by cyclones.

A small boat harbour has been developed by the State at Johns Creek at the south end of the town. Fishing vessels of the Port Walcott fishing industry previously used Sams Creek between Point Samson and Cape Lambert for moorings.

As described this location is a very popular destination for 'grey nomads' and general tourists alike. The older tourists are generally either eastern state tourists who are 'going around' or whether they are Western Australian seniors seeking to escape the winter chills in the south of the state.

The eastern states tourists, like the grey nomads, tend to stop at popular fishing locations and spend a time enjoying the scenery, relaxing and fishing. By replacing the jetty structure it will enhance this angling experience and allow land based anglers to access some light game fishing for the species available in this part of the state.

Again funding for a project such as this could come from state and local government, recreational fishing licences and money from the Royalties for Regions funding.

### **Jetty, Seabird**

Similarly to Ledge Point, this jetty has been removed and it would appear that there will not be one built to replace it. Commercial fishing has shifted to other adjacent areas so there is no longer a commercial need for such a jetty. However as a tourist proposition it would enhance an already popular recreational fishery associated with angling tourism. Many Perth anglers, particularly those living in the northern suburbs now make a quick trip to fish this area. With the opening of Indian Ocean Drive now allowing anglers access to these areas fishing infrastructure is now required.

The above listing has been compiled over a number of years by anglers belonging to clubs affiliated with the Australian Anglers Association (W A Division) Inc. If we continue to lose fishing venues and structures such as those listed above we are restricting our 600 000 plus anglers who enjoy their recreational fishing.

**SUMMARY:**

Unfortunately, due to decisions made at all levels of government, many of these structures are no longer viable and to replace them or provide some fishing platforms will cost millions of dollars.

Representatives at all levels of government need to be made aware of their neglect over the years and action needs to be taken to ensure that they are aware that those 600 000 anglers are voters or potential voters at all levels of government elections.

These government representatives from all levels also need to know and understand the requirements of the various Acts and Regulations that they hold office under, and are required to comply with as a part of their positions.

Some of these Acts and Regulations include many of those listed below. It is not by any means a complete listing of relevant Acts and Regulations pertaining to fishing platforms and structures located within Western Australia.

- *Heritage of Western Australia Act 1990,*
- *Environmental Protection Act 1986*
- *Harbours and Jetties Act 1928*
- *Jetties Act 1926*
- *Lights (Navigation Protection) Act 1938*
- *Marine and Harbours Act 1981*
- *Marine Navigational Aids Act 1973*
- *Maritime Archaeology Act 1973*
- *Mercantile Law Amendment Act 1856 (Imp)*
- *National Environment Protection Council (Western Australia) Act 1996*
- *National Trust of Australia (W.A.) Act 1964*
- *Parks and Reserves Act 1895*
- *Public Sector Management Act 1994*
- *Port Authorities Act 1999*
- *Reserves (National Parks, Conservation Parks and Other Reserves) Act 2004*
- *Reserves (National Parks and Conservation Parks) Act 2004*
- *Shipping and Pilotage Act 1967*
- *Statutory Corporations (Liability of Directors) Act 1996*
- *Volunteers (Protection from Liability) Act 2002*
- *Western Australian Marine Act 1982*
- *Fauna Protection Act 1950*
- *Wildlife Conservation Act 1950*
- *Western Australian Marine Act 1982*
- *Western Australian Land Authority Act 1992*
- *Western Australian Maritime Archaeology Act (1973)*

**ACKNOWLEDGEMENTS:**

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Terry Fuller, AAA (WA Division) Inc., and former Board Member of Recfishwest.

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Peter Pekaar, Club Delegate to the AAA (WA Division) Inc., Delegate Council.

Graham Gath, President, Esperance Surfcasters angling club.

Sue Graham, Carnarvon Heritage Association Group Inc

Ellen Smith, Regional Policy Officer, Recfishwest

Andrew Rowland, Chief Executive Officer, Recfishwest

Jenny Curtis,

The Member Clubs, Delegates and anglers of clubs affiliated with the W A Division of the Australian Anglers Association Incorporated.

## **ADDITIONAL SOURCES OF INFORMATION:**

Much additional material has been provided by differing sources and is contained in the reports and documents listed below;

1. Recfishwest Submission Shire of Busselton - Proposed Use of Public Jetty Amendment Local Law 2010 - 3 November 2010
2. Recfishwest Objection - Shire of Busselton Notice of Motion - Access to the End of Busselton Jetty for Fishing 23 June 2010
3. Recfishwest Objection - Re: Proposed Demolition of the Carnarvon Prawning Jetty 24 November 2003
4. Recfishwest Fishing Jetties, Wharves and Platforms Policy. - 2004
5. Letter to Minister for Planning and Infrastructure, re Preservation of the Jurien Bay Jetties. 22 June 2004
6. Letter to Minister for Planning and Infrastructure, re Creation of a Jetties Rehabilitation Fund 15 September 2004.
7. Letter to Mr Ian Birch, Town of Cambridge, - Intention To Make Determinations; Town Of Cambridge Local Government And Public Property Local Law – Proposed Closure Of City Beach And Floreat Groynes - 22 October 2012
8. Letter to Gary Evershed, Chief Executive Officer, Town of Bassendean; -re Jetty Removal, Pickering Park, Bassendean. 2<sup>nd</sup> March 2006
9. Letter to Mr Stuart Smith, CEO, Department of Fisheries - re Local Government Rights To Enforce No-Fishing Areas - 8 August 2012

**APPENDICES:****APPENDIX 1:****FREMANTLE TRAFFIC BRIDGE FUNDS FLEECED**

From: Perth Now -,May 10, 2011, - Extracted 5<sup>th</sup> February 2013

**REDIRECTED: THE STATE GOVERNMENT HAS PINCHED NEARLY ALL FUNDING FOR THE CRITICAL REDEVELOPMENT OF THE FREMANTLE TRAFFIC BRIDGE TO FUND OTHER GOVERNMENT PROGRAMS.**

The Government has pinched nearly all funding to revamp Fremantle traffic bridge for other programs. In a document received by Opposition transport spokesman Ken Travers under a Freedom of Information request, the State Government shifted \$78 million allocated for the bridge to the Safer Roads and Bridges Program.

Transport Minister Troy Buswell said it was normal practice for funds to be reallocated within one agency and previous levels of funding had been insufficient to build a new bridge. Mr Travers said it was another example of how the Barnett Government was interested in funding “sexy” projects, such as the new Premier’s office and waterfront development, rather than basic infrastructure. Fremantle MLA Adele Carles said a 2004 independent engineer’s report commissioned by the former Labor Government warned the Fremantle traffic bridge was unsafe.

The report warned the bridge was at risk of collapse and estimated that up to 16 motorists would die if that happened. It also estimated between 40 and 283 boat passengers could die as a result of a collapse. “The bottom line here is that both the Labor and Liberal governments turned a blind eye to this. Both buried the engineers report. Both have failed to fund its replacement. Public safety cannot be compromised any longer,” Ms Carles said.

“I brought this to the attention of the Government nearly 12 months ago, when I called on the Government to allocate major funds to either replace or repair the unsafe bridge.” “The report warned that ‘the risk of collapse (from a vessel collision) posed by the current Fremantle Traffic Bridge was 66 times the allowable maximum limit prescribed by Austroads.’ “I am calling on the government to fund the major works required to the tune of \$200 million in the upcoming state budget.” “In the meantime, this Traffic Bridge is a ticking time bomb.”



Views of the Fremantle Traffic Bridge

Picture: Marc Russo

**APPENDIX 2:****FINANCE NEEDED FOR REPLACEMENT OF FREMANTLE TRAFFIC BRIDGE**

Fremantle Gazette 25/Nov/2011 By Jessica Nico,

Main Roads WA says they are looking at potential private and public investment for the replacement of the Fremantle Traffic Bridge in order to reduce the impact on taxpayers. A Main Roads spokeswoman said the bridge, built in the 1930s, had reached its design lifespan and needed to be replaced as it no longer met current road design standards. Private and public investment was being considered as part of the business case development to be finalised early next year.

“For example, if an additional rail line is constructed as part of the Fremantle Traffic Bridge replacement project, then freight movement efficiency within Fremantle Port will be improved and thus Federal funding may be applicable to the project,” she said. “Seeking funding from the private sector will reduce the burden on the Government and taxpayers in identifying funding for the project.”

The State Government will spend as much as \$2.5 million during its investigation into the need for a new bridge after a report in 2004 outlined that the bridge would almost certainly collapse if a ship hit it. City of Fremantle mayor Brad Pettitt said he believed the bridge had a few more years left in it but acknowledged the need to think in the longer term. He did not think the bridge needed private funding.

“The bridge needs a lot of maintenance and the City would like any new bridge to be iconic while keeping as much of the old traffic bridge as possible. We also think an additional freight rail line is an essential part of this upgrade,” he said.



Views of the Fremantle Traffic Bridge

Picture: Marc Russo

**APPENDIX 3****NORTH BEACH JETTY**

Freda Vines Carmody

(Article from Personal records of Terry Fuller)

When the construction of a jetty at North Beach for the convenience and recreation of residents and visitors was mooted in 1914, the engineer for the Perth Road Board (now City of Stirling) advised the Under Secretary for Public Works in a letter dated 25 June, 1914, that a jetty of sorts already existed:

*"The present work consists of a pier head 24ft by 7ft supported by three reinforced concrete pipes filled with concrete 8ft high by 2ft in diameter with 5 inch by 3 inch steel joists and struts to take the overhanging weight connected to foreshore rocks by lattice gangway 28ft long by 6ft wide."*

When was this built?

The Great War wiped any thought of jetty construction out of the public mind, so it was not until 1922 we find the Perth Road Board applying to have gazetted under their jurisdiction the North Beach Jetty "constructed by us some years ago". An exhaustive search of the Perth Road Board minute books in the Battye Library yields much fascinating information but not a word on the building of the jetty. There is, however, one missing volume covering the years 1905 to 1908 which may hold the secret.

The handing over of the jetty to the Perth Road Board was duly gazetted in 1922 and in the following year the Board commenced the 60 feet of extensions that would produce the North Beach Jetty that would be a well known land mark for many years (The foreshore had been vested in the Perth Road Board in October 1910).

Three tenders were received for the jetty ranging from £8,500 (\$17,000) to £13,000 (\$26,000). The lowest tender was accepted.

Winter storms in later years proved the undoing of the old jetty which for safety reasons was demolished by the Shire at the end of 1965.



North Beach Jetty.

Photo by W.A. Newspapers.

North Beach Jetty.  
Photo by WA. Newspapers.

## APPENDIX 4

### DEEP WATER POINT JETTY TO BE REPLACED

By Felicity Harrold, Melville Times - 24/Jul/2012

Construction of a new Deep Water Point Jetty will commence next year after the City of Melville voted to replace the original 50-year-old dilapidated jetty. The City closed the jetty in June last year and removed timber decking after an inspection found it was in poor condition and unsafe. Since the closure, residents have rallied the City to replace the jetty with a suitable structure for community use.

Booragoon resident Vicki Casale presented a petition with more than 300 signatures to council. Last week councillors chose the option of replacing the structure with a similar jetty rather than build a floating jetty or demolishing it without a replacement. Mrs Casale said the council made the right decision for the community.

"It is exactly what we wanted," she said. "We are looking forward for it to be constructed so the children can jump, swim, play and fish off it." The new jetty is estimated to cost about \$380,000 over a 20-year life span, which includes the demolition cost of \$23,480, the construction cost of \$221,275, project management and total annual maintenance costs of \$133,277.

City chief executive Shayne Silcox said that now the concept had been approved, the City would seek quotations for detailed design works. It is expected the jetty will be raised by 0.5m to almost two metres in height to avoid being submerged in high tides. It will have an extended handrail and have access from the shoreline rather than the beach.

A decision on the width of the jetty has not been decided, though Mr Silcox said it would conform to disability and access inclusion requirements. "At this stage construction is due to commence in early to mid-2013," he said.

**APPENDIX 5****SUN SHINES ON OPENING OF NEW PALM BEACH JETTY**

From Kwinana Courier 16/Oct/2009



The sun was shining on Wednesday afternoon as guests gathered to see Rockingham Mayor Barry Sammels officially open the new Palm Beach Jetty and Z Force Memorial. Construction of the \$3.6 million jetty, funded by the City of Rockingham with contributions from the State and Federal governments, began in February.

The cost included \$700,000 for foreshore landscaping, the building of the new memorial and the demolition of the previous jetty, which was built in 1944 to support Royal Australian Navy activities. It was demolished in 2008 after exceeding its design life.

Former Z Force member Gordon Hamilton, HMAS Stirling commanding officer Captain Brett Dowsing, Rockingham councillors and South Metropolitan MLC Phil Edman were among guests at the ceremony.

At 125m long, the jetty is 40m longer than the original jetty and includes better access for people with disabilities, shade structures, fishing platforms and a more fitting setting for the memorial. Cr Sammels said the jetty had become a visual attraction to residents and visitors while it was being built.

“The new Palm Beach Jetty and Z Force Memorial will provide an enduring icon demonstrating Rockingham’s past and its ongoing connection to the sea and our important relationship with HMAS Stirling,” Cr Sammels said.

“Importantly, the new jetty will provide an anchor for community social activities, represent an important tourism asset and provide enhanced swimming and fishing opportunities to the whole community.” The jetty also features 50 historical images of the former jetty and wartime history built in along its span.

## NEW PALM BEACH JETTY

extracted on 7 Feb 2013 from <http://www.triggertravel.com/fishing/western-australia-fishing/palm-beach-jetty/> by Aaron on February 1, 2010



People fishing downstairs



Nice smooth concrete

Palm Beach Jetty in Rockingham is only a few months old now, and is just as popular as the older, previous version. It was replaced only a short time ago because it was dangerous in winter storms and deemed unsafe. Today however, there is a taller, longer and bigger jetty to fish off. It's one of the most accessible fishing locations near Perth, and you can get some good fish too.

The old jetty was built in 1944 to support the Navy. 3.6 million dollars later, it was demolished and a better jetty now stands in its place. It is 125 metres long and contains a memorial. It is 40 metres longer than the old jetty, and has dual levels to provide some shade and different fishing locations.

Even if you aren't into fishing, it's a great land mark to stop and take a peek at. Palm Beach Jetty is located slightly west of the Rockingham Foreshore, on the Esplanade. To get there, you just follow the Kwinana Freeway south, and take the exit onto Thomas Road. Head West and then turn left onto Rockingham Road. This joins onto Patterson Road, which continues all the way to Rockingham Foreshore. Simply turn left at the end and follow the road until you get to a huge jetty. There is plenty of parking around the jetty itself, and if it's really packed you can park in the side streets out of the way.

Palm Beach Jetty is usually quite good fishing (mainly because it is in Cockburn Sound). Squid are abundant, as well as whiting, herring, tailor and various other species. Snapper, mulloway and skippy are also caught on the odd occasion. It is a very relaxing place to fish as well. The only problem if you fish off the top level is that you have to pull your fish a fair distance up, and it's easy to lose them!

Places along the Rockingham Foreshore have long been a popular place to swim. Palm Beach Jetty is no exception. You are not allowed to dive off the jetty, but the lower platform provides a good, safe place for younger kids to swim and get back onto without much effort. Of course, watch out for those fishing because generally the two don't mix so well!

The jetty itself has been designed to allow elderly and disabled people full access. It's only a few metres off the road, and is completely flat concrete. This means it's safe to walk on for everyone. Shade has been created if you want it, but you just have to pick the right place to go on the jetty!

Palm Beach Jetty is popular because it yields good results, and regardless of when you go

**APPENDIX 6****CARNARVON ONE MILE JETTY**

Extracted from <http://www.drivewa.com/poi/371/one-mile-jetty.html> on 7 Feb 2013



Carnarvon One Mile Jetty

As the pastoral industry developed in Carnarvon in the late 1800s the local population pressured the government of the day to develop a port for the town. By 1897 the jetty had been built and wool and livestock produced in the region began to be exported to Fremantle and essential goods for the town imported using state shipping.

In 1904 the head of the jetty was added and in 1912 the jetty head was widened because of increasing traffic including passengers. Carnarvon was the first port in the world which loaded live stock on board ships for transport to markets. The One Mile Jetty once boasted an animal race the length of the jetty along which the sheep were driven from holding yards not far from where the jetty kiosk is located today.

The jetty transport system and diesel locos on the tramway ceased in 1966 when state ships stopped calling. Road train transport commenced and the jetty began to fall into disrepair until 1998 when the community banded together to save what is the longest jetty in the north of the state. The jetty is now listed with state and national heritage trusts and is being progressively preserved.

## **SAVING THE CARNARVON JETTY**

ABC North West - 29 November, 2007 By Vanessa Mills

Fire has torn through the historic Carnarvon jetty. The mile long jetty was built in 1897 and has been an integral part of Carnarvon's development and history. It is now an important tourist attraction and recreation spot for visitors and locals alike. But the township is in shock at the jetty's latest misfortune. It's thought the fire was deliberately lit. The alarm was raised just after 1am on Sunday October 28 in a difficult access point for firefighters; at pier 170, which is about half way along the 1.6 kilometre jetty.

Wild winds up to 20 knots hampered firefighters' efforts and it took 14 hours to quell the blaze. During darkness the volunteer sea rescue vessel and its team tried to douse the fire from the sea but were defeated by the rapidly dropping tide. The spread of the fire along the jetty towards the shore was eventually stopped by cutting the jetty with chainsaws and letting the burning timber drop into the sea.

72 metres of jetty has been burned out and volunteers are trying to raise \$270,000 to buy the Jarrah timber. Then there'll be the cost of the rebuild. Fundraising within the Carnarvon community has begun in earnest with donations coming in the day after the fire. So far, \$22,000 has been raised. The Carnarvon Heritage Group, a registered charity, can be contacted via email: [carnarvonheritage@wn.com.au](mailto:carnarvonheritage@wn.com.au)

**APPENDIX 7:****COMO JETTY AND BEACH**

The attached photograph was obtained from

[http://www.southperth.wa.gov.au/old/town\\_plan\\_info/townplanning/PartC\\_08\\_CB.pdf](http://www.southperth.wa.gov.au/old/town_plan_info/townplanning/PartC_08_CB.pdf) This site also contains other pertinent details.

CITY OF SOUTH PERTH MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM  
LGA Place No: CB2 Como Beach and Jetty



Como Beach and Jetty; Address Como Reserve, Foreshore; Suburb/Town Como  
Local Government Authority City of South Perth

**OWNERSHIP & LAND DESCRIPTION**

*Owner details are listed at the end of the Municipal Heritage Inventory Report.*

Reserve No. Lot/Location No. Plan/Diagram Vol/Folio March 2000 Place No CB2/Como Beach and Jetty/Page 2

**CITY OF SOUTH PERTH MUNICIPAL HERITAGE INVENTORY**

Construction Date Jetty constructed in 1907

Source/Details *Peninsular City : A Social History of the City of South Perth*, Cecil C Florey

**USE(S) OF PLACE**

Original Jetty , Beach and Swimming enclosure.

**HISTORICAL NOTES**

The area called Como Beach became popular in the early 1900s after the subdivision of land in 1905 between south Terrace and Thelma St, from the river to Fremantle Rd (Canning Hwy). The subdivision was known as Como Estate, and the beach was promoted as a fine recreation spot for residents and visitors. In 1907 Estate contractors built the Como Jetty, which has been well used since that time. In the early years the jetty was also used by the South Perth Yacht Club and was part of a ferry service which took in Applecross and the Barrack Street Jetty in the early 1900s.

Between 1900 – 1920 a man called Frank Edgecumbe (the King of Como) was a prominent figure in the development of Como as a desirable residential area. Over the years a number of promotional events were held at Como Beach. In 1909 the first Gala at Como event took place, and in 1913-14 a special Como Day Picnic was enjoyed by many. The beach had been declared public in 1911. The South Perth Council supported the development of Como Beach with the construction of toilets and facilities. Como Reserve became an extremely popular camping area, and reports indicate that up to 3,000 people used the beach on a summer's day, increasing to 7,000 holiday makers during the holiday season.

Como Beach was a family beach, with shallow water for children, and the Road Board (*the municipality was demoted to a Road Board in 1922*) intended to keep it that way. An application to build a hotel in Comer Street in 1928 was opposed as it might lead to intoxicated behaviour and the harassment of young ladies going to and from the beach. As late as 1933 men and boys were prohibited from rolling their bathers down to their waists, as it was considered that bare chests would degrade the good reputation enjoyed by the beach.

In 1929 a swimming jetty was constructed at the end of the main jetty after much fund raising, for example the 'Swim Through Como' event in that year. The resulting swimming enclosure became home to the Como Swimming Club (formed in 1931) for many years.

Pressure on facilities mounted, until no further camping was allowed for a period after 1919. By 1947 reports show that Como Beach Reserve was being used as a long term caravan area owing to a shortage of post war housing. Pressure for more sites made the Council reconsider the position, and a decision was made to end all camping and caravan living in the area.

In 1982, the main jetty was rebuilt. In 1994/95, the swimming enclosure jetty was declared unsafe, and a decision was made to remove the swimming jetty and upgrade the main jetty, despite opposition from many, including the Art Deco Society.

## **DESCRIPTION**

The area called Como Beach is located at the end of Preston Rd, between South Terrace and Thelma Rd. A series of footbridges across Kwinana Freeway provide access to the beach for Como residents and visitors. The Como Jetty is a timber structure which extends out into Melville Water. It is not the original structure – it was rebuilt in 1982. Como Beach is a pleasant, popular recreation area, providing safe swimming, a sandy stretch of beach, grassed and treed areas, and a dual use path for pedestrians and cyclists.

## **ASSOCIATIONS ASSOCIATION TYPE**

Frank Edgcumbe A prominent landowner – the 'King of Como'

Mark Gardner Developer of Como Estate

March 2000 Place No CB2/Como Beach and Jetty/Page 3

**APPENDIX 8:****COUDE-STREET:JETTY - QUESTION OF THE WHARF SITE .**

Extract from The West Australian (Perth, WA : 1879 - 1954) Wednesday 8 June 1904

The Council's Decision at last night's meeting of. the; South Perth Council a deputation was introduced to urge the Council to support the project for the erection of a jetty at Whitcombe Place ; Mr. Crawshaw, 'in introducing the deputation, said a well-attended meeting of east end residents ,had been held a short time back, at which it was. unanimously resolved "That this meeting is in favour of the Minister for Works' proposal to erect a jetty at Whitcomb place, and-that a deputation wait on the Council and: 'urge that body," to use its best endeavours to have this work carried out at an early date."

He pointed out the advantages of having the jetty constructed at Whitcomb Place: Although the other suggested site would, enhance the value of some of his property. he considered that in the interests of the greater number and the municipality generally " the site should be as originally decided upon. (Hear, hear.)

Mr. Ewing said it was necessary for some very. substantial reason to be advanced before original Government plans should be altered. No substantial reasons had been advanced why the Government project should be departed from' in that. instance. Vested interest; too, 'had' to be considered. He, like Mr. Crawshaw, would benefit by the proposal to shift the jetty. but there were other. factors to be considered., :(Hear,hear-.)

The Mayor (Mr. A. B..Wright); in reply, said although the matter had been, before the ratepayers for years it was unfortunate that the time had come, when they either had to make a decision or lose the jetty altogether, It did not matter to him or to the Council where the jetty was placed; so long as they had one which served the best interests of the people. (Hear. hear.)

It was essentially a matter for the ratepayers to 'decide whether they would settle the site by arbitration or a referendum. The Council's reason for suggesting to the Government that the site should be moved was on account of the strong representation of 'the River street residents. It was only a matter of time before River and Coude streets would be connected, and he agreed with Mr. Ewing .that If the Government considered this course advisable they would not for a moment consider the claims of persons whose land ran down to the water's edge.

He suggested that each party should appoint delegates and settle the matter at a conference. Mr. Crawshaw considered. that the matter had been settled by the decision of the recent meeting of ratepayers at which the deputation was appointed.

- A Voice: The meeting was packed.

Mr. Crawshaw said the meeting was unanimous in its decision. He thanked. the Council for receiving the deputation.

Subsequently Cr. Knight: said some time back he introduced a deputation in favour of placing the jetty at River street. Since that date he had gone to the trouble of finding out the actual number of people who would be benefited by a jetty at the two sites.

From Onslow Street to Mr. Crawshaw's house 30.houses would be served by ,a wharf at Coode street. while from Mr. Crawshaw's house 65 houses would be served. "He thought the latter the best project, and moved "That this Council urge the Government to construct the jetty at River street, as early as possible."

Cr. Douglas seconded the motion, and, in doing so, he denied the rumour that he was receiving a fee from anybody or person in connection with his advocacy of the site he favoured. Cr. Baker opposed the motion on the ground that the largest number of rate payers should be considered, and he did not think this would be the case if the motion were carried.

The Mayor repeated that he did not mind where the jetty was built, so long as the majority was served. It was for the Council to say whether then previous decision should be reconsidered, or whether the Minister should be asked to alter his project. A similar motion to that put forward by Cr. Knight had already been carried by the Council. Cr. Knight amended his resolution to read that the Minister should be urged to carry out the Council's suggestion, as contained in their last letter, and this was carried.

**APPENDIX 9:****MENDS STREET JETTY, SOUTH PERTH**

Mends Street Jetty 1939



Transperth Ferry Terminal

Mends St Jetty with the paddle steamer  
*Decoy*

Information was obtained from [http://en.wikipedia.org/wiki/Mends\\_Street\\_Jetty](http://en.wikipedia.org/wiki/Mends_Street_Jetty)

Mends Street Jetty is one of two Transperth jetties, the other being Coode Street Jetty, located in South Perth. The jetty is on the southern shore of the Swan River in the section known as Perth Water. The ferry service is primarily used for accessing the Perth Zoo from the CBD.

It is unknown when the first jetty at Mends Street was built, however, with the opening of the Perth Zoo in October 1898 it was recognized that a regular cross-river ferry service was needed. Therefore, at about that time, the existing jetty was widened to 15 feet and an existing service which ran between William Street and Queen Street Jetty was extended to Mends Street.

The service was run by Joseph Charles who operated the *Queen* (later *Empress*) and the *Princess*. A few months later, Charles and his partner S. W. Copley started operating the *Duchess*, a locally constructed vessel. *The Duchess* made its inaugural run to Mends Street Jetty on 11 December, 1898.

Later services included a business operated by Jack Olsen and Claes Sutton who ran a fleet including the *Valfreda*, *Valkyrie I and II*, *Valhalla* and the *Valdhana* between jetties at Point Belches near The Narrows, Mends Street and Coode Street.

**APPENDIX 10;**

**ALBANY WATERFRONT IMPACT STATEMENT**  
**Albany Town Jetty and Foreshore**  
**Prepared by**

**Adam Wolfe**  
**Wolfe & Associates**

**January 2007**

**Introduction**

There have been a number of previous investigations into the history and cultural heritage significance of the Albany Foreshore and the adjoining Town Jetty. The purpose of this report is to review these studies in the context of the current redevelopment proposal for the Foreshore and to provide relevant summary information regarding the cultural heritage significance of identified sites and areas.

To this end the report examines the findings of previous research and site investigations, including archaeological excavations and re-examines recommended management options.

This information also serves to reassess the cultural heritage significance of the Foreshore area and Town Jetty and to highlight current cultural heritage management issues and opportunities.

**Study area**

The study area consists of a band of land reclaimed from Princess Royal Harbour and situated south of the existing railway line and extending from the Western Australian Museum-Albany site in the west to the Albany Port Authority small boat harbour in the east. The original foreshore was north of and followed the general alignment of the aforementioned railway line.

**Historic site description 1 The Albany Town Jetty**

1862-64. A finger jetty with a landing and steps on each side of the Jetty head. Wooden Davits for a boat were mounted on the east side of the Jetty inshore of the landings. Hand rails lined both sides of the Jetty and 2 sets of rails were laid on the deck.

1873-74. Extended and fitted with a 'T' shaped head and later gas lighting. The rails were also extended onto the Jetty head where they divided into 3. A hand operated crane was located on the south west corner of the head. At a later date one line of rails was extended across the shore to the Customs house beneath the Government Offices below Stirling Terrace.

1885-A customs shed was built on the west side, at the foot of the Town jetty.

1889. Sea baths were built on the west side of the Jetty.

*(Footnote 1: 1 Wolfe, A., The Albany Town Foreshore heritage study, Landcorp, 1996).*

1893. Extended from the 'T' shaped head in a curve towards the south west.

1894. A water tank was erected on the Town Jetty to supply berthing vessels.

1899-1900. Extended with a straight arm in a south west direction and a railway viaduct was built on the east side of the Jetty from the shore and out into the Jetty head. The viaduct allowed trains onto the Jetty head to load or unload cargoes. Part of the seabed under the base of the Jetty was reclaimed.

1911. The Princess Royal Yacht Club boat shed was built on the east side of the Jetty.

1924-25. The sea baths on the west side of the Jetty were rebuilt.

1945. The first 300 feet (91.44 meters) of seabed under the Jetty had been reclaimed.

1951-1953. A further 150 feet (45.72 meters) of the Town Jetty was demolished and buried under landfill.

1961. The outer south east end of the Jetty was demolished along with the sea baths.

1972. A new Jetty head was built 486 feet 10 inches (148.38 meters) along the existing Jetty alignment. The old south east Jetty head was shortened by 134 feet (40.84 meters). The former Princess Royal Yacht Club boat shed and Naval shed removed. Improvements were made for berthing the Pilot boat and other craft. The jetty inshore of the new jetty head was reclaimed.

1973. The curved section joining the old Jetty head to the new Jetty head was removed leaving an angled walkway joining the two.

1995-6. Refurbishment of the Jetty. The 1893 section and old mail and passenger landing were demolished and rebuilt.

**The Foreshore**

18,850 +/- 370 years before present. The foreshore was occupied and used by the Mineng and their ancestors. At the time of European arrival (1791-1826) the foreshore and its hinterland belonged to the family of Mokare. The head of the family was Mokare's brother Nakinah. Point Frederick at the western end of the foreshore and now the location of the Western Australian Museum-Albany was known in Mineng as *Kalyenup*. The foreshore was used for gatherings and in the summer was a focus for fishing.

1830s. First evidence of European urban development on the foreshore.

1834. A small jetty or landing was erected on the foreshore possibly near the bottom of Parade Street.

1838. The first Town Jetty was completed at the bottom of Osnaburg, now Bridges Street.

1850. The Town Jetty was extended. A syndicate of Albany merchants attempted to build a jetty at the bottom of York Street. The site was abandoned after winter rains washing down York Street buried the jetty piles in silt.

1853 and 1859. The Town Jetty at the bottom of Osnaburg Street was used by the Peninsular and Orient Steam Navigation Company to establish a coal port at Albany.

1854. Moore, Phillips and Birmingham of Melbourne propose to reclaim land on the foreshore between Point Frederick and Point Wakefield below the present site of Lawley Park.

1868-1870. Construction began of Government offices comprising a customs and court house, and post office. A western wing was added in 1895.

At a later date a two story brick and stone building was built across the road opposite the south west corner of the Government Offices. In the early part of this century the building was used for shipping offices including the office of the P&O company.

The Temperance Hotel was located on the west side. This was a two storey building with a two storey veranda on the north and west side of this building.

In 1912 three single storey timber buildings were located west of the Temperance Hotel with a large single storey building located between these buildings and the railway station.

1886-1888. Construction of the Great Southern Railway from Albany to Beverly. The railway commenced at the Deepwater Jetty which lay near the entrance of Princess Royal Harbour on the north shore east of the Town. The railway made its way along the shore past Mt Melville before turning inland. A railway platform and station were built west of the base of the Town Jetty.

In order to accommodate the railway the Western Australian Land Company resumed a strip of land approximately 33 feet (10.05 meters) either side of the railway lines along the Albany Town Foreshore north of the Town Jetty. This involved the demolition of residential and commercial buildings on the foreshore

A photograph of the foreshore taken after the laying of the railway along the foreshore shows that the Ship Inn was located on the west side of Lower Spencer Street next to the base of the Jetty.

A subsequent photograph showing troops disembarking en route to the Boer war after 1899, shows that the Inn had been removed possibly to make way for the east end of the Albany Station platform and railway track.

A row of three semi-detached, single storey office buildings stood on the east side of Lower Spencer Street opposite the Ship Inn,

immediately north of the Jetty. In 1912 the north end office was occupied by Dalgety and Coy. The middle office was occupied by Johnson and Co while the south end office was occupied by Wills and Co. The land between Wills and Co's office and the Harbour was owned by Western Australian Railway Department.

1912. The Albany railway station pedestrian bridge on the east side of the Railway Station was built. The seabed on the east side of the base of the Jetty was reclaimed.

1930-1952/55. A municipal rubbish dump operated at the western end of the foreshore between York Street and Point Frederick.

1944. A complex of up to five wood and iron sheds and an office were built on reclaimed land on the east side of the Jetty. In 1944 these sheds were occupied respectively by H.Wills & Co, A. Johnston & Co, Drew Robinson & Co.

On the west side there was an office for the jetty foreman and further west along the alignment of the original shoreline a shed occupied by McIlwraith and McEachern, a boat shed and slip, and store shed used by the Adelaide Steamship Company.

1949. The Albany Town council awarded a contract to start reclamation work using local land fill.

1951-52. The seabed seaward of the foreshore was reclaimed using spoil dredged from the harbour as part of the redevelopment of the Port

of Albany. A railway yard was built on this land at the foot of York Street.

1978. The land west of Point Frederick was partially reclaimed by a causeway and the Princess Royal Drive built to provide a bypass road

to the Port of Albany. Point Frederick was cut off from the harbour.

1991-93. Princess Royal Drive was realigned and shifted north close the alignment of the original foreshore. The old rubbish dump was removed and the railway yard at the bottom of York Street removed.

### **Previous heritage studies**

There have been five previous studies that have documented the history, archaeology and cultural heritage significance of the Albany Foreshore and the Town Jetty. Those commissioned by Landcorp relate to the proposed Lawley Town Foreshore Redevelopment project carried out between 1994 and 1998. The studies are:

1. Wolfe, A., *The Albany maritime heritage survey 1627-1994*, Heritage Council of Western Australia, 1994.

This was holistic study that researched, identified and assessed the significance of Albany's historic maritime sites and facilities according to their classification (ferry sites, islands, jetties and historic landing sites, lighthouses, shipbuilding areas, shipwrecks, water supplies for shipping, whaling, maritime services (quarantine and pilot stations, floating dock, coal hulks), stores and warehouses), and briefly examined pertinent management issues relevant to each. Included in this work was an examination of the historic, social, technological, scientific and educational significance of the Albany Town Jetty site in the context of the sites rarity, grouping and representativeness.

The significance of the Town Jetty and other sites were also considered in the context of a series of themes relating to discovery and exploration, early Indigenous contact, early European settlement, primary production (fishing, lime burning and thatching, oil and coal exploration, sealing and whaling, shipbuilding, emigration, maritime services, tourism and recreation, maritime trade, defence and transport and communication.

The study found that the Town Jetty site was relevant to the themes of trade, emigration, transport and communication, tourism and recreation and maritime services and had historic, social, technological, scientific and educational significance. Importantly the study indicated that this may be one of the oldest working jetty sites in Western Australia having been in continuous use since its construction between 1862 and 1864. The study also pointed out that the sites scientific significance stemmed in part from the proximity of known maritime archaeological deposits which predate 1900 and are greater than 70 years old and which are closely associated with the historic use of the jetty.

The study also noted the use of the adjoining foreshore and waterways to provide maritime transport, maritime services water and other supplies for shipping.

2. Wolfe, A, *The Albany Town Foreshore heritage study (stage 1)*, Landcorp, 1994.

This study provided a more detailed examination of the cultural heritage values of the Albany Town Jetty and the adjoining foreshore and looked at the implications that these values could have on the then proposed Foreshore Redevelopment. Specifically the study sought to assist Landcorp to determine:

- a). What are the pertinent statutory and other requirements that relate to the cultural heritage management of the Albany Town Jetty and adjoining land and waters;
- b). The history and cultural heritage significance of the Town jetty and adjoining land and waters; and
- c). The options to manage the identified cultural heritage values.

The study area consisted of the:

*'Albany Town Jetty and related structures; the pedestrian bridge that crossed between the Jetty and the precinct in front of the Old Albany Post Office; previous land subdivision around the base of the Jetty and any other area, structure or remains considered relevant in the proposed development area'*.

The study found that the artefact deposits lying on or under the seabed adjacent to or under the existing jetty were protected under the Western Australian Maritime Archaeology Act

(1973) and that under the Act the Director of the Western Australian Maritime Museum is the delegated authority to manage such material.

Although, at the time, the study the jetty was not subject to a heritage agreement under Section 29 of The Heritage of Western Australia Act (1990) the study suggested that Landcorp, as a Government agency and representative of the Crown, had a responsibility to comply with the intent of the Act and adopt appropriate management practices that would protect and enhance the cultural heritage values of the jetty site and the adjoining foreshore area.

The study also emphasised the importance of professional guidelines for the management of cultural heritage sites as set out in the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1966) and codified in Australia under the Burra Charter (1979, revised 1981 and 1988). This includes under Article 23, the need to have professionally prepared studies to document sites, physical evidence and any existing fabric before any physical works commence on a place.

Further with regard to artefact deposits Article 10 of the Charter notes that 'the removal of contents which forms part of the cultural significance of the place is unacceptable unless it is the sole means of ensuring their security and preservation. Such contents must be returned should changed circumstances make this practicable'.

Articles 22 and 25 also emphasised the need for the preparation of adequate management plans and the establishment of written procedures to manage the conservation of recovered artefact material.

The report included:

- a). History of previous land subdivision along the original Albany Foreshore;
- b). Description and a significance assessment of the site of the now demolished Albany Railway Station Pedestrian Bridge;
- c). Detailed history of the Jetty site from when construction first began in 1862 through to the early 1980s and description of the nature and degree of significance.

The report noted that:

*The Town Jetty site and its environs have high national and State significance. It was the gateway to Australia for international passenger ships arriving from Europe via Cape Leeuwin between 1862 and 1900. During this period it was also the principal landing place in Western Australia for the international mails and also immigrants and visitors arriving in the state. It was also a significant landing and loading point for Western Australian imports and exports between 1862 and 1900. The Town Jetty also has high local significance. It was the focus of the Towns commercial traffic from 1862 until the 1920s and was popular as a promenade and venue for swimming, recreational fishing, rowing and yachting.*

The report concluded with a set of recommendations to manage the discovery of :

- a). Any remains relating to buildings, railways and roads associated with the earlier uses of the foreshore area;
- b). Old rubbish dumps known to exist in north and south of the realigned Princess Royal Drive;
- c). Artefact deposits and large artefacts buried by previous foreshore reclamation but exposed by any subsequent excavations associated with the proposed redevelopment.;
- d). Surviving parts of the Town Jetty dating from the 1880s and 1890s;
- e). Potential shipwreck material, large maritime related artefacts and artefact deposits in proximity to the Jetty and lying seaward of the existing Foreshore.

In conclusion the report recommended that:

- a). Underwater site surveys and maritime archaeological excavations be conducted to investigate the presence and extent of known underwater artefact deposits and any shipwreck material;
- b). Where relevant a historical archaeologist be employed to investigate any archaeological material uncovered and associated with buildings, roads, railways and any other land use along the alignment of the original foreshore;
- c). If possible and subject to safety and operational requirements, parts of the jetty extension built in 1893 be stabilised and preserved in situ; and

d). During any proposed dredging operations a watching brief be maintained by a qualified maritime archaeologist to determine if any archaeological material would be disturbed by the dredge.

3. Garratt, D., McCarthy, M., Richards, V., and Wolfe, A., *An assessment of the submerged archaeological remains at the Albany Town Jetty*, Department of Maritime Archaeology, Western Australian Maritime Museum report No 96, 1995.

This report describes the a pre disturbance survey and test excavation of the seabed under and adjoining the Albany Town Jetty. The excavation and report followed from and added to the previous report. The work was funded by Landcorp and undertaken by the Western Australian Maritime Museum.

The principal parts of the report described:

- a). The site and its history;
- b). Pre-excavation management including research methodology and a review of previous site surveys and disturbance;
- c). A detailed site assessment including the natural environment, excavation techniques, details of the finds, dating and subsequent management;
- d). The sites cultural significance; and
- e). Post excavation management including specific reference to the proposed nomination of the site as a historic structure under the The Heritage of Western Australia Act (1990).

A number of appendices are attached to the report including radio carbon dating analysis; excavation and finds catalogues; reports on the organic and inorganic contamination of sediments under the jetty; a description of the discovered wreck of a small boat; the project dive log; and a maritime heritage site inspection report and a Heritage Council site particulars form.

The maritime heritage site report recommended that:

- a). The site remain undisturbed;
- b). An interpretative marker be erected on the site; and
- c). The remains of the 1893 section of the Jetty be nominated for entry into the Heritage Council's Register of Heritage Places.

4. Wolfe, A., *The 1893 section of the Albany Town Jetty - a record of the structure before and during demolition*, Landcorp, 1996.

This report documents the demolition of the 1893 section of the Albany Town Jetty. The work was managed by Landcorp and undertaken by John Holland Construction and Engineering Pty Ltd.

The work also included the removal and replacement of the old passenger landing on the east side of the jetty and the re-decking and improvement of the Jetty's shore end. The latter including reclamation of the shore end of the Jetty was built in 1972 and replaced the section built in the period 1873 and 1874.

The report consists of four sections. Section one provides a brief summary history of the jetty, and describes the method of demolition and the Jetty before and during demolition. Section two contains a series of drawings illustrating the construction of the Jetty and notable fittings. Section three contains a photographic record of the demolition while section four contains a series of plans showing the Jetty in 1944, 1973 and 1996.

5. Wolfe, A., *The Albany Town Foreshore heritage study*, Landcorp, 1996.

This report expands on the previous reports providing a more comprehensive assessment of the Indigenous and European history and cultural heritage significance of the Albany Foreshore. The report provides a historical overview and a chronology of the foreshore from before the arrival of Europeans when the Mineng and their ancestors lived along the shores of Princess Royal Harbour up to until 1996.

This was followed by a detailed examination of the historical record to determine the economic, social and cultural connections that the Mineng had with the foreshore and the adjoining Princess Royal Harbour. A history of the Jetty and the use of the adjoining foreshore by Europeans followed.

The report also detailed the range of cultural themes relevant to the foreshore and that could be used to assist the cultural heritage interpretation of specific sites within the proposed development area.

These site areas were:

- a). Town Jetty Precinct
- b). Town Square Precinct
- c). Historical and new physical connections between the Town Jetty Precinct and the old Town centre defined by the axis and intersections of the Jetty, the former Lower Spencer Street, Stirling Terrace and York Street.

Reference was also made to interpretative opportunities and to create maritime heritage 'generators' or 'hubs' that help create a sense of place and previous history. These ranged from using architectural and landscape design that reflects the foreshores historical use and occupation, creating opportunities for people to personally connect with the water, public art, displays of large maritime artefacts such as anchors and large navigation marks, heritage trails, displays of historical water craft, the erection of a whale watching tower, the relocation of the representation of the snow rigged brig *Amity* to the proposed Town Square precinct and encouraging the presence of heritage and marine industries and businesses on the foreshore.

The appendix contained suggested guidelines for developers to manage the discovery of artefact material within the development area. The report concluded by observing that the foreshore has been a traditional focus for both Indigenous and European economic, social and cultural activity and that one of the important objectives of the proposed project was to integrate the proposed redevelopment into the existing heritage landscape and sites of Albany.

## Summary

These reports concluded that the site of the Albany Town Jetty site had National, State and local cultural heritage significance with the site extending from the base of the original 1862-1864 jetty along the alignment of the old foreshore directly opposite the Old Post Office building seaward to beyond the end of the existing jetty structure.

Garratt, D., et al., 1995, noted the significance of the then surviving remains of the 1893 jetty section and the desirability of having this structure placed on the Interim Register of Heritage Places. Subsequent investigations by Landcorp revealed the impracticability of retaining this section and it was subsequently demolished.

The reports note that the seabed under and adjoining the Jetty contain deposits of significant maritime archaeological material. This material, given its age and association with the historical use of the Jetty, is protected under the Western Australian Maritime Archaeology Act (1973) and that Western Australian Maritime Museum is the delegated authority to manage such material. The presence of artefact material was confirmed by a subsequent maritime archaeological site survey and test excavations carried out by the Western Australian Maritime Museum

Other sites within the foreshore area were identified as significant. These included the:

1. Site of the now demolished timber Albany Railway Station Pedestrian Bridge that joined the jetty to Lower Spencer street and spanned the railway at the east end of the Albany Railway Station platform; and
2. The complex of port service and shipping offices, warehouses, bond store, Albany Railway Station and other buildings built opposite the base of, on the same alignment and west of the Jetty. The most notable of these buildings is the surviving Old Post Office and Customs building at the east end of Spencer Street and south of Spencer Street. Of these buildings only the bond store, railway station and the Old Post Office and Custom building survive.

The final report (Wolfe, A., Op.cit., 1996), noted that the jetty and the buildings at its base and, to the west, formed part of the then Port of Albany which was also part of the then Town centre comprising the axis of the Jetty, York Street and Stirling Terrace. This relationship created a well defined physical link connecting each area and represented a pathway that would have been followed by the majority of people moving between each area or arriving at or departing from the Port of Albany.

The report suggested that the traditional connection between the three areas could serve as template to develop cultural heritage interpretative strategies that could be used to interpret the cultural heritage values of the York Street, Stirling Terrace and Jetty precincts and physical connect them to the proposed redevelopment on the foreshore.

The Albany Town Jetty site was listed on the Heritage Council's Interim Register of Heritage Places on the 28th June 1996 and on the Permanent Register of Heritage Places on 13th December 1996.

The history of the Town Jetty and the adjoining foreshore are also been referenced in the following documents and reports:

1. Wolfe, A., *The Albany deepwater jetty study*, Heritage Council of Western Australia, 1991;
2. Albany foreshore structure plan, 1995;
3. Cumming, D.A., Garratt, D., McCarthy, M., Wolfe, A., *Port related structures on the coast of Western Australia*, Department of Maritime Archaeology, Western Australian Maritime Museum report No 98, 1995;
4. *Large timber structures in Western Australia*, Heritage Council of Western Australia, 1998.
5. Albany municipal inventory, 2001;
6. Central Albany urban design policy, City of Albany, 2006.
7. Wolfe, A., *Contested space-the Port of Albany, then and now*, Australian ICOMOS National Conference, Fremantle, 2006.

Heritage Impact Statement - proposed Albany Waterfront Development (2007)  
*Site name:* Albany Town Jetty (1862-64, 1873-74, 1893, 1898, 1899-1900).

*Location:* Portion of Albany Lot 1370 being part of Crown Reserve 40635, and that portion of Plantagenet Location 7601, as together defined in Heritage Council of Western Australia survey drawing number 3607.

*Prepared by:* Adam Wolfe, Wolfe and Associates.

*Prepared for:* Landcorp.

*Date:* January 2007.

*Heritage listings:* Register of Heritage Places-interim entry 28th June 1996; permanent entry 13th December 1996.

### **Statement of significance:**

A timber and steel finger jetty and the seabed adjacent and under the jetty. Since it was first built in 1862-1864 it has been progressively extended, rebuilt, altered and parts demolished. The most recent work was completed in 1996. None of the 19th and early 20th century parts of the jetty survive above the seabed. Not with standing these changes the place has cultural heritage significance for the following reasons:

- a). Comparative historical evidence indicates that it is the oldest jetty site in Western Australia that has remained in continuous use since its construction;
- b). Between 1862 and 1900 Albany the Jetty, along with the adjoining and now demolished Deepwater Jetty, was the principal landing for international passenger ships arriving from or departing via Cape Leeuwin for Africa, India and Europe. During this time it was also the principal landing place in Western Australia for the international mails; an important landing for migrants, in particular those arriving from Eastern Australia during the 1890s gold rush, and international visitors to Australia; and a significant loading and unloading facility for the region's exports and imports;
- c). During the 19th century the place was associated with the development of colonial and international mail and steam ship services, in particular the pioneering endeavours to open a steam and mail route connecting Australia to Britain;
- d). The jetty was an important landing and embarkation point for visiting Naval ships and troop transports during the mid 19th and the first half of the 20th centuries. This includes troop ships bound for the Boer War in South Africa which commenced in 1898, the officers and sailors who landed from the United States Navy's Great White Fleet during its visit to Albany as part of its

- circumnavigation of the world in 1908 and the soldiers and sailors who landed or embarked during the arrival and departure of the ANZAC convoys and hospital ships during World War One;
- e). In the first half of the 20th century the jetty was part of the region's defence facilities and was used to berth vessels protecting the harbour during World War Two;
- f). The place is associated with the development of 19th and early 20th century port facilities and services in Western Australia;
- g). The place is representative of the important part played by shipping in 19th and 20th century communication technology;
- h). The place is landmark on the Albany foreshore and provides a significant contribution to the community's sense of place in particular for recreation;
- i). The place has maritime archaeological significance as the seabed under and adjacent to the existing jetty contains artefacts that dates from at least the 1860s and are protected under the Western Australian Maritime Archaeology Act (1973).

The following aspects of the development proposal respect or enhance the heritage significance of the place

To be developed - require further information.

Recreational significance - require further information from Landcorp?

The following aspects of the proposal could detrimentally impact on the heritage significance of the place. The reasons are explained as well as the measures to be taken to minimise impacts.

Proposed demolition of the 1972 jetty section

Reference: Letter from Steve Jenkins, General Manager, Coastal Facilities Business Unit, Department for Planning and Infrastructure to Dale Page, Senior Project Officer, Landcorp, 15th December 2006.

It is proposed to demolish the 1972 jetty section as it is approaching the end of its economic life. This section of the jetty occupies the alignment of the part of the jetty built in 1873.

If the bases of the existing timber piles are removed from below the level of the seabed it is likely that artefact deposits contained in the seabed sediments could be disturbed and adversely affected.

It is noted that a test trench was excavated in this area during maritime archaeological works conducted by the Western Australian Maritime Museum in 1994.

2 The excavation revealed *that the original sea-bed, consisting of various shell layers, sand and weed has been overlaid with artefact material, which itself is covered with a layer of fine silt and sand.*

3 These artefact deposits are protected under the Western Australian Maritime Archaeology Act (1973) and the Western Australian Maritime Museum, as the delegated authority under the Act, will need to be consulted regarding the possible monitoring and management of these deposits.

Any subsequent rebuilding on the site, in particular the driving of new piles could also create management issues that would need to be resolved in consultation with the Museum. It is noted that any land reclamation, including the construction of a stone breakwater, would cover the artefact deposits and ensure their long term protection.

Dredging of the adjoining seabed for the proposed marina It is understood that the Landcorp is proposing to dredge inside the marina area in order to facilitate the egress of the harbour tugs. This may involve dredging work near the alignment of the now demolished 1899-1900 south east outer jetty section and possibly the existing inshore jetty section. The outer jetty section was demolished in 1961. The area is also known to have been used as an anchorage for vessels, including the Albany floating dock, since at least 1862-1864.

This dredging work may disturb artefact deposits lying on, or under the seabed, or lead to the discovery of other maritime archaeological deposits or artefacts. Having said this the probability of finding artefact material may be small as the area, especially the area south east of the Jetty site, is known to have been dredged at least once in the 20th century.

In 1988 the seabed under and adjacent to the demolished outer south east jetty section was inspected by the South Coast Diving Club. The site was surveyed using a 20 by 40

metre grid. The following year the Western Australian Maritime Museum conducted a site survey of the same area and conducted a test excavation to a depth of 90 cm. These site surveys and the test excavation produced a quantity of artefacts, the majority of which, at the time, were described as modern, dating from the 20th century.

Footnote:2 Garratt, D., McCarthy, M., Richards, V., and Wolfe, A., *An assessment of the submerged archaeological remains at the Albany Town Jetty*, Department of Maritime Archaeology, Western Australian Maritime Museum report No 96, 1995.

Footnote:3 Ibid., P. (check page no).

An underwater site survey and a series of test excavations conducted by the Western Australian Maritime Museum in 1994 on the east side of the existing Jetty revealed that no artefacts were found beyond approximately 15 metres of the Jetty's eastern edge. Eight test holes were excavated for a distance of 140 metres .

It is recommended that once dredging works have been confirmed that the Western Australian Maritime Museum is conducted regarding the possible need to develop a methodology to monitor dredging works and conduct any necessary underwater site surveys.

The design Information supplied by the proponent indicates that the jetty site will become a commercial and recreation precinct with a cafe, restaurant or shops being erected on the site of the 1972 jetty section and the 1996 landing.

The existing entire jetty structure will also be incorporated into and embayed by a stone rubble breakwater. The proposed breakwater will impact on the aesthetics, form, content and purpose of the Albany Town Jetty and will impact upon its cultural heritage values. the detailed design of the project needs to be developed in consultation with a suitably qualified heritage consultant to minimise the threats to these values. This includes the values of the historic parts of the jetty now buried under land reclamation that reach as far back as the alignment of the existing railway line.

Connections with other cultural heritage sites in the precinct

The cultural heritage significance of the foreshore also derives from the historical and modern economic, social and cultural connections and associations between the jetty site, the Old Post Office, Court House and Customs building, the Albany Railway Station precinct, Stirling Terrace, and York Street.

The detailed design of the project needs to be developed in consultation with a suitably qualified heritage consultant to ensure that the heritage values of the foreshore are incorporated into the design

#### References and attachments:

1. Albany foreshore structure plan, 1995;
2. *Albany municipal inventory*, City of Albany, 2001;
3. Central Albany urban design policy, City of Albany, 2006;
4. Garratt, D., McCarthy, M., Richards, V., and Wolfe, A., *An assessment of the submerged archaeological remains at the Albany Town Jetty*, Department of Maritime Archaeology, Western Australian Maritime Museum report No 96, 1995.
5. Large timber structures in Western Australia, Heritage Council of Western Australia, 1998.
6. Wolfe, A., *The Albany deepwater jetty study*, Heritage Council of Western Australia, 1991;
7. Wolfe, A., *The Albany maritime heritage survey 1627-1994*, Heritage Council of Western Australia, 1994.
8. Wolfe, A, *The Albany Town Foreshore heritage study (stage 1)*, Landcorp, 1994.
9. Wolfe, A., *The 1893 section of the Albany Town Jetty-a record of the structure before and during demolition*, Landcorp, 1996.
10. Wolfe, A., *The Albany Town Foreshore heritage study*, Landcorp, 1996.
11. Wolfe, A., *Contested space-the Port of Albany, then and now*, Australian ICOMOS National Conference, Fremantle, 2006.

**APPENDIX 11:**

**CITY OF BUSSELTON  
MEDIA RELEASE FEBRUARY 2, 2011**

**COUNT DOWN TO BUSSELTON JETTY FIESTA**

The City of Busselton will be in the spotlight this weekend with the opening of the refurbished Busselton Jetty attracting State and National attention.

The iconic jetty has been closed to the public since May 2009 during which time it has undergone a \$27 million refurbishment programme funded for the most part by the State Government.

With an expected crowd of around 5,000 and a full entertainment line-up featuring Kate Ceberano, the Busselton Jetty Fiesta will be one of the biggest community events ever to be staged in the Shire.

The Premier of Western Australian, the Hon Colin Barnett, MLA will officially open the refurbished Busselton Jetty with a symbolic ribbon cutting ceremony which will mark the commencement of a massive firework display designed to showcase the historic jetty.

Busselton's weekend of action commences with the Athlete's Foot Busselton Half Marathon on Saturday morning at Signal Park. The Busselton Jetty Fiesta commences at 1pm on the Busselton Foreshore with Kate Ceberano performing at 6.30pm. The action continues on Sunday morning with around 1200 swimmers participating in the 16<sup>th</sup> Annual Busselton Jetty swim.

Media are alerted to the following interview / photo opportunities on Saturday February 5<sup>th</sup>, 2011:

5pm–5.45pm	Escorted tour of the refurbished Busselton Jetty. Departing from end of Busselton Jetty, possibly on the Jetty Train (at this stage not open to media). Note: Tour party includes the Hon Brendon Grylls MLA; Hon Troy Buswell MLA; Ms Nola Marino MP; Hon Colin Holt MLC, City of Busselton President, Ian Stubbs, City of Busselton CEO, Mike Archer.
5.45pm–6 10pm	Designated media interview time. The Goose Restaurant Café. Confirmed available for interview Hon Brendon Grylls MLA, Minister for Regional Development and Lands: Hon Troy Buswell MLA, Minister for Transport and Housing, City of Busselton President, Ian Stubbs. Note: Media please wear identification.
8pm	Official public opening commences on the outside stage on the Jetty Foreshore.
8.10pm	1 <sup>st</sup> Speaker: Hon Troy Buswell MLA, Minister for Transport and Housing and Member for Vasse.
8.20pm	2 <sup>nd</sup> Speaker: Hon Brendon Grylls MLA, Minister for Regional Development and Lands.
8.30pm	3 <sup>rd</sup> Speaker: Premier of Western Australian and Minister for State Development, the Hon Colin Barnett MLA. Note: The Premier will unveil the commemorative plaque, and after his speech he will walk a short distance from the stage to the jetty to cut a massive ribbon across the Jetty.
8.45pm	Commencement of Fireworks Show

Please note that the Busselton Jetty is closed to the public, including the Media, from 5pm on Friday February the 4<sup>th</sup> until 7am Sunday February the 6<sup>th</sup>.

For more information on the Busselton Jetty Fiesta, please refer to the website.

<http://www.busselton.wa.gov.au/council/major/jetty/fiesta>

For more information on the Busselton Jetty Swim please refer to the website.

[www.busseltonjettysim.org.au](http://www.busseltonjettysim.org.au)

For more information about the Busselton Half Marathon and Fun Run please refer to the website.

<http://busseltonhalf.com.au/>

END.