

WONNERUP JETTY

Maritime Heritage Site Inspection Report

Compiler: Dena Garratt
Consulting Maritime Archaeologist
December 1993

Report - Dept. of Maritime Archaeology
WA Maritime Museum, No. 73.



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Introduction

The primary purpose of the site inspection was to make a preliminary assessment of the extent of the submerged remains of the Wonnerup Jetty. Secondly, to produce an underwater video of the site and the associated structures on land.

Background

Site Name: Wonnerup Jetty

File No: MA 2.93

File No: MA 13.93

File Name: Jetties and port related structures project

File Name: Heritage Council of WA (HCWA 2945)

Figure 1.

Chart Excerpt: PWD WA 54495, Bunbury to Busselton, 1: 50 000, 1983.

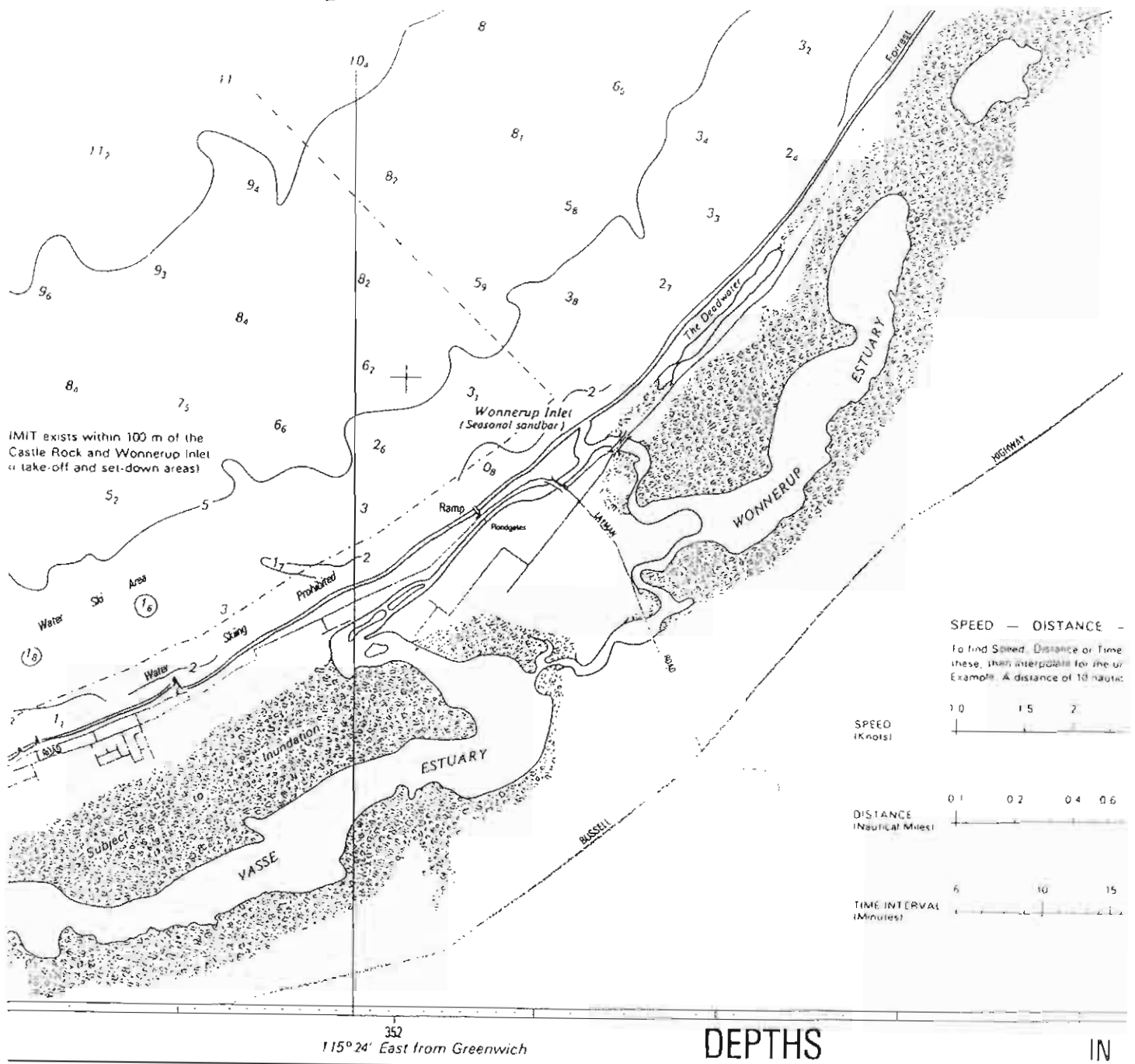


Figure 2.

Map : Busselton 1930 e1. 1969. 1: 100000 x2 = 1: 50000.

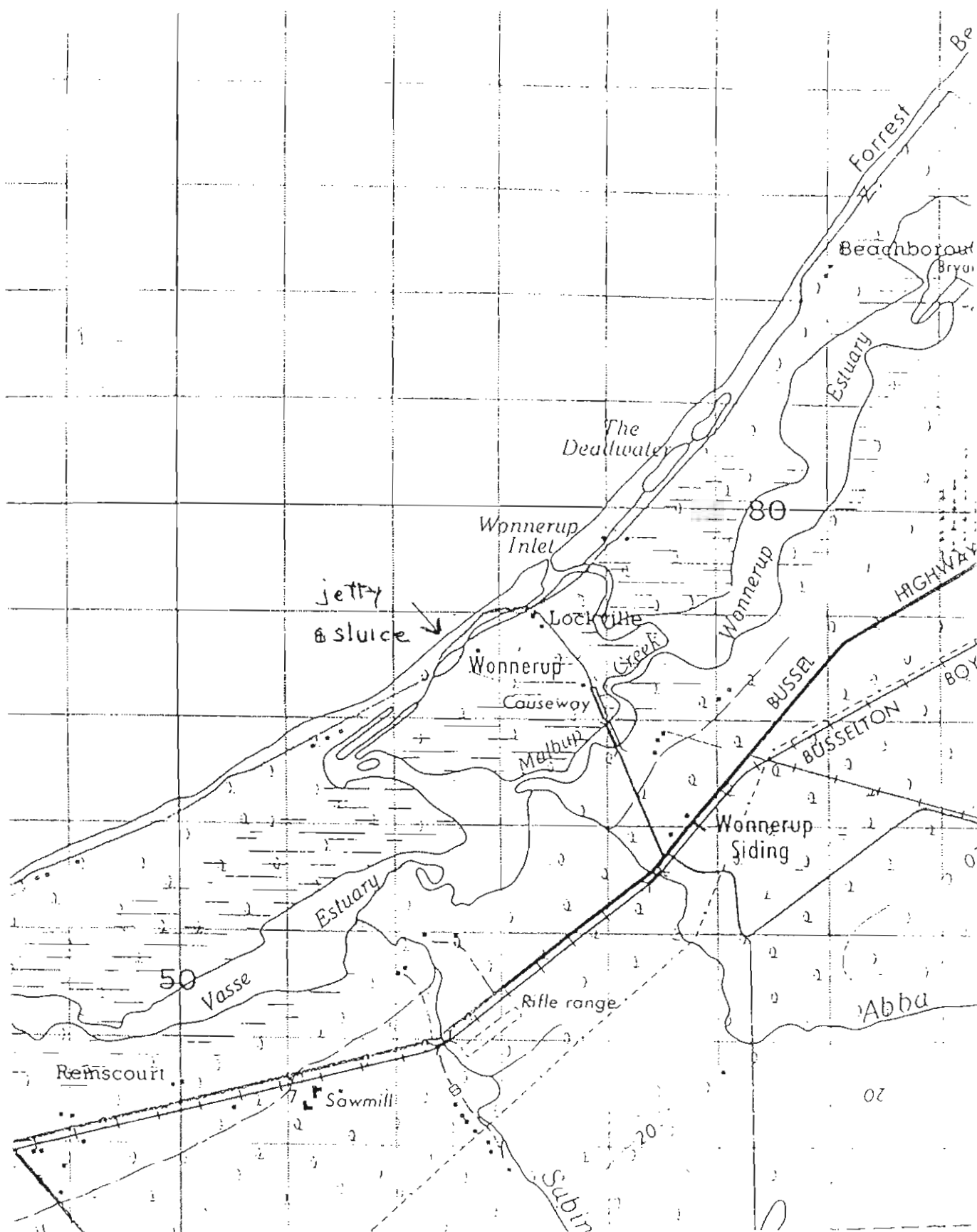


Figure 3.

Map: Plan by surveyor Campbell Carey. Railway, Wonnerup to Yoganup, Sept. 1871. (Battye Library, PR 4/R/83).



Wonnerup Sub-lots 32 to 55, Railway Lines and Sussex Location
 Surveyed by Campbell Carey, Sept 1871.
 WA Timber Company line of railway.

Technical Data

Date of Inspection: 1 December 1993

Personnel: Dena Garratt, Volunteers - Denis Cumming, Jim Pritchard, Jon Carpenter, Ray Shaw, Rhonda Wozniac.

Approximate Location: South of the Wonnerup Inlet on Geographe Bay Road.

Charts: BA 19. West Coast, Koombana Bay to Cowaramup Point
(1" to 6104') 1: 73 200, 1878.
BA 1033, Champion Bay to Cape Naturaliste, 1: 72 200, 1877, 1882, 1964.
PWD 54494, Busselton to Cape Clairault, 1: 50 000, 1983.

Latitude: C.33°37' S **Longitude:** C. 115° 24' E

Sailing Directions: Approx. 100 metres straight out from the Wonnerup boat ramp.

Site Photographs:

B/W: U/W (Dena Garratt)

Colour: slides of boat ramp and Vasse Sluice (Jon Carpenter)

Video: (Jon Carpenter)

Historic:

Site Conditions on inspection:

Swell: Nil

Visibility: 6m.

Current: Nil

Sea-bed coverage: sand/seagrass

Chemical Measurements :

Temperature: No measurements were deemed necessary in this instance.

Salinity: Ditto

pH: Ditto

Dissolved O₂ : Ditto

Corrosion Potentials: NA

Biological Data:

Colonising fauna: NA

Site Condition and Integrity: The only visible evidence of the jetty is the four piles on either side of the boat ramp. The timbers appear to be in excellent condition and are securely embedded in the sand dune. The submerged jetty piles inshore were cut off at seabed level when the boat ramp was constructed and are presently covered by sand. The piles at the seaward end of the jetty were not removed or cut down as they did not present a hazard to small craft. A local resident, Mr Phil Overton reports that these piles were visible from his boat for a short time in 1992, however they were not visible at the time of inspection.

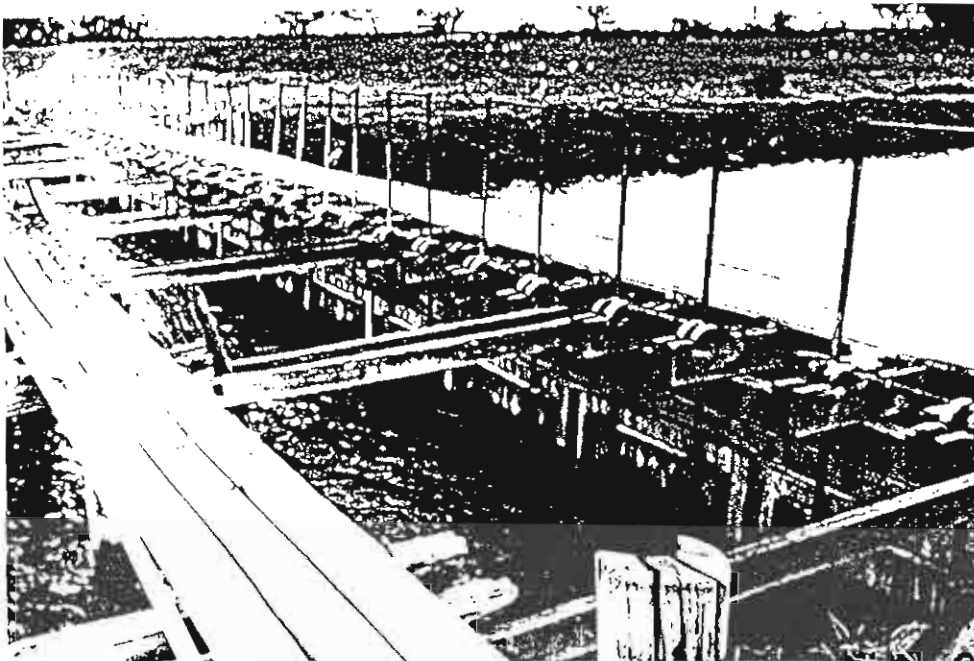
Management considerations:

- (i) Natural Forces: The site is presently covered by sand but may be exposed during winter storms.
- (ii) Present and future Human forces: The site does not appear to be in any immediate danger from human interference.

Description of Site

The Wonnerup Jetty extended out on a west-nor-west axis into Geographe Bay for approximately 100 metres. The only visible remains of the original jetty structure are the four piles on either side of the Wonnerup boat ramp. (See slides) The boat ramp was built on the jetty site. The submerged jetty piles inshore were cut off at seabed level when the boat ramp was constructed. The piles at the seaward end of the jetty were not removed or cut down as they did not present a hazard to small craft. The wreck of an upturned lighter and rail bogeys said to be on the jetty site were not located. Directly behind the boat ramp to the east is the Vasse sluice gates and the remains of the Lockeville-Yoganup tramway. The tramway was used to transport the timber to the jetty.

Figure 4.
Vasse Sluice, Wonnerup. (Photo: D. Cumming, Sept. 1993).



Site Identification Comments: (From archival notes held by D. Cumming).

John Ditchburn of Ballarat founded the WA Timber Company in 1869. He built the Wonnerup Jetty and a 120 foot long bridge across the Wonnerup Estuary in 1871 for transporting timber from his mill. The first steam locomotive in Western Australia, the *Ballarat* was imported in 1871 to bring the timber in from the forests around Yongerup (Yoganup) along a timber tramway. This proved unsuccessful and the loco was confined to shunting near the jetty. The company acquired the 24 ton cutter *Laura* in 1872, and built the 40.7 ton cutter *Success* at Lockeville in 1884. The schooner *Mary* was wrecked at the jetty in 1879. The site was abandoned in 1898.

Govt. Gazette, 1884.

Assessment of Site Significance

- (i) Historical: One of the early timber export jetties built by private companies, and the first to import and use a steam locomotive.
- (ii) Technological: The first jetty structure to incorporate the use of a steam locomotive.
- (iii) Scientific:
- (iv) Educational: Any heritage remains have the potential of being a focus for educational activity if properly marked and documented.
- (v) Recreational : The environmental conditions (absence of swells, the water depth and clarity) make the jetty site suitable for recreational diving. However, without adequate sign posting, it would be difficult to find the site.
- (vi) Cultural : There is undoubted cultural significance in the remains of the old jetty and associated structures and wrecks.
- (vii) Archaeological: The site has the potential to be included in a comparative study of jetty sites, particularly with regard to deposition patterns of archaeological materials along jetties.

Discussion

Further efforts should be made to locate the jetty, lighter and rail bogeys, preferably after winter storms when the likelihood of more material being exposed is greatest.

Recommendations

The options are:

- (i) Initiate a full archaeological survey of the site.
- (ii) Leave as is

It is recommended that the Wonnerup Jetty be more widely publicised as a reminder of an important era in the development of WA's south west. Further to this, local residents should be encouraged to seek a grant to research, document and present the history of the local jetties.

Further Comments

Artefact associated with the Wonnerup Jetty: WONNERUP JETTY Reg. No. 26262
Pulley sheaves. (The artefact has not been drawn or photographed).

Dena Garratt
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WA Maritime Museum