

QUINDALUP JETTY

Maritime Heritage Site Inspection Report

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**Report - Dept. of Maritime Archaeology
WA Maritime Museum, Report, No 74.**

Introduction

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

Background

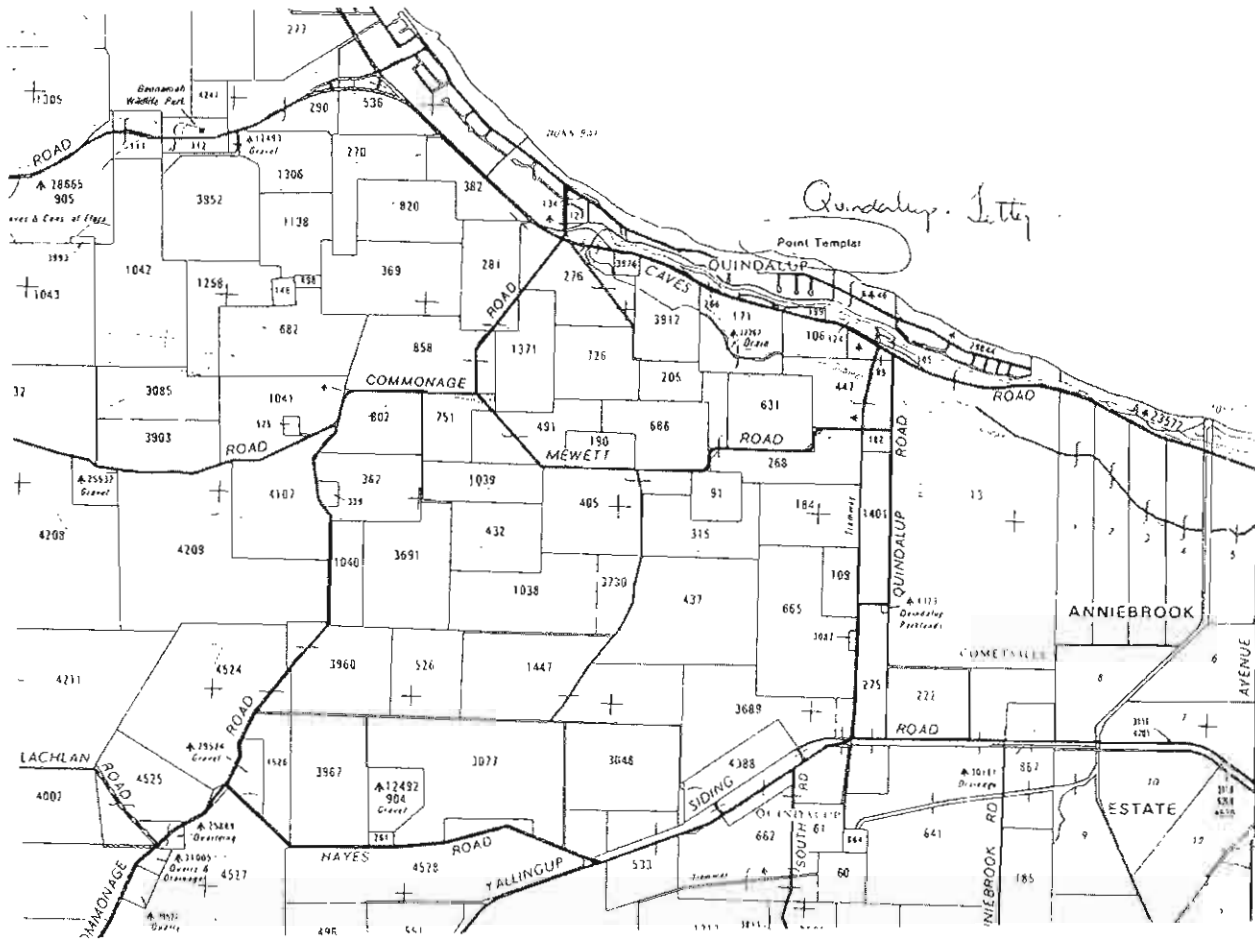
Site Name: (1) Quindalup Jetty (2) Quindalup service jetty.

File No: MA 2.93
File No: MA 13.93

File Name: Jetties and Port Related Structures
File Name: Heritage Council of WA (HCWA 2951)

Figure 1.

Map: Conservator of Forests, 1979. Busselton, 1: 50000.



Technical Data

Date of Inspection: 30 Nov 1993

Personnel: Dena Garratt, - Jon Carpenter Volunteer - Ray Shaw

Approximate Location: Quindalup boat ramp, Point Templar.

Charts: West Coast, Koombana Bay to Cowaramup Point, 1878, 1: 73 200
Busselton, Conservator of Forests, 1979 1 : 50 000
PWD WA 54494 Busselton to Cape Clairault, 1983, 1: 50 000

Latitude: C. 33°38' S **Longitude:** C.115° 08' 48" E

Sailing Directions: The jetty sites are accessible from the beach. The remains of the Quindalup jetty lies 50 metres to the left of the Quindalup boat ramp and approximately 100 metres offshore and the remains of the smaller service jetty lies in front of the boat shed, off to the right of the ramp.

Transits: To locate the jetty, line up the second boat ramp guide post from shore with the left back corner of the boat shed, (see Figure 3).

Site Photographs:

B/W: U/W (Dena Garratt)

Colour: (Jon Carpenter)

Video: (Jon Carpenter)

Historic: (Battye Library) 816B/B1221. (Peter Smith, Dunsborough)

Site Conditions on inspection:

Swell: nil

Visibility: Underwater, 3m.

Current: Nil

Sea-bed coverage: sand/weed

Chemical Measurements:

Temperature: No measurements were deemed necessary in this instance.

Salinity: Ditto

pH: Ditto

Dissolved O₂: Ditto

Corrosion Potentials: Ditto

Biological Data:

Colonising flora: Seagrass

Site Condition and Integrity: Generally, the two jetty sites appears to be well covered by sand for the moment. Two rail bogeys lie half buried in sand and the tops of two pile stumps are visible on the larger jetty site. One item of loose material was found: the base of a beer/stout bottle. Because of the extensive covering of sand over the area surveyed, it can be presumed that the jetty remains will be relatively stable and well protected. Scouring may occur during winter storms, exposing more material.

Figure 3.

Chart Excerpt: West Coast, Koombana Bay to Cowaramup Point, 1878
(1" to 6104') 1: 73 200

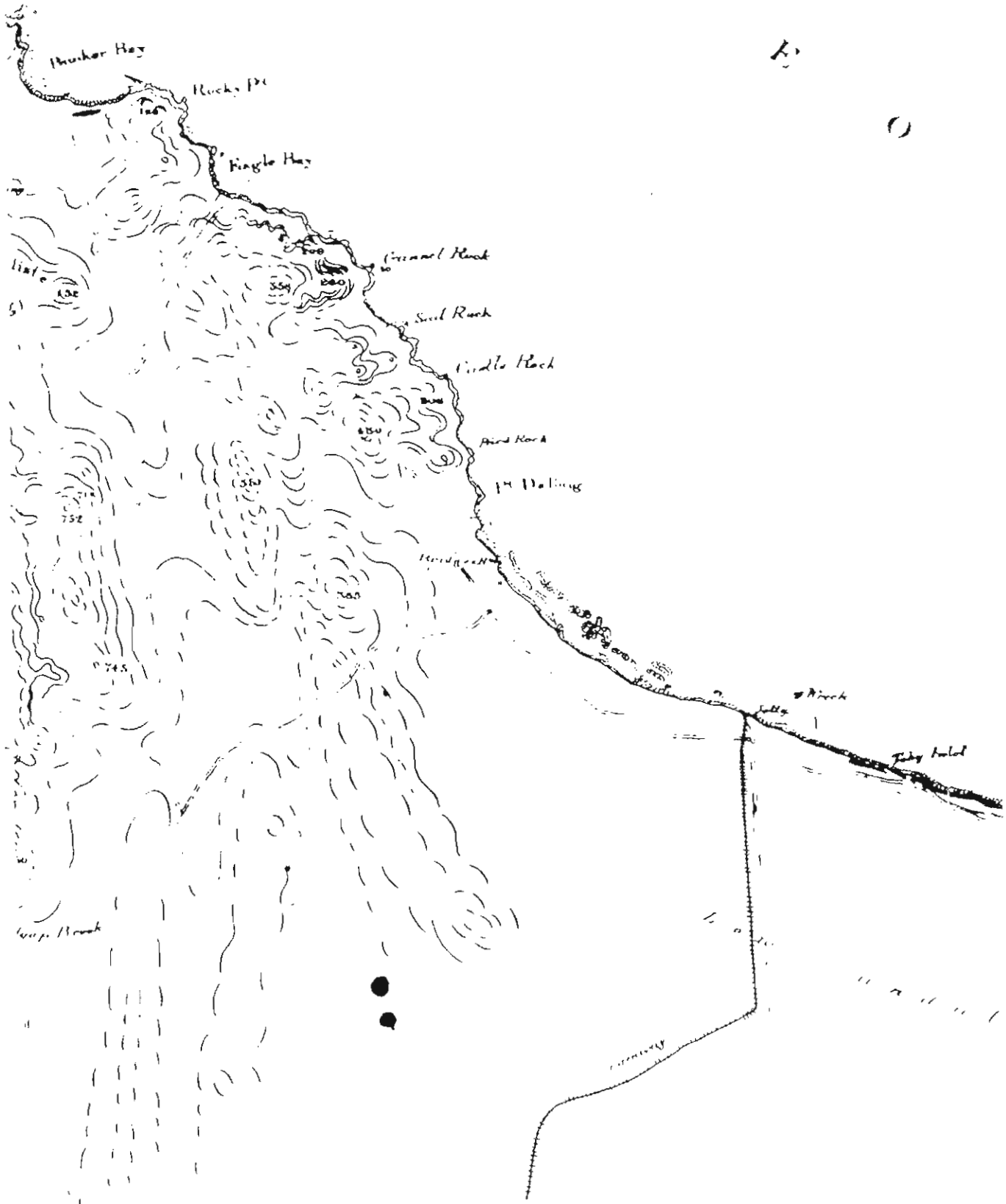
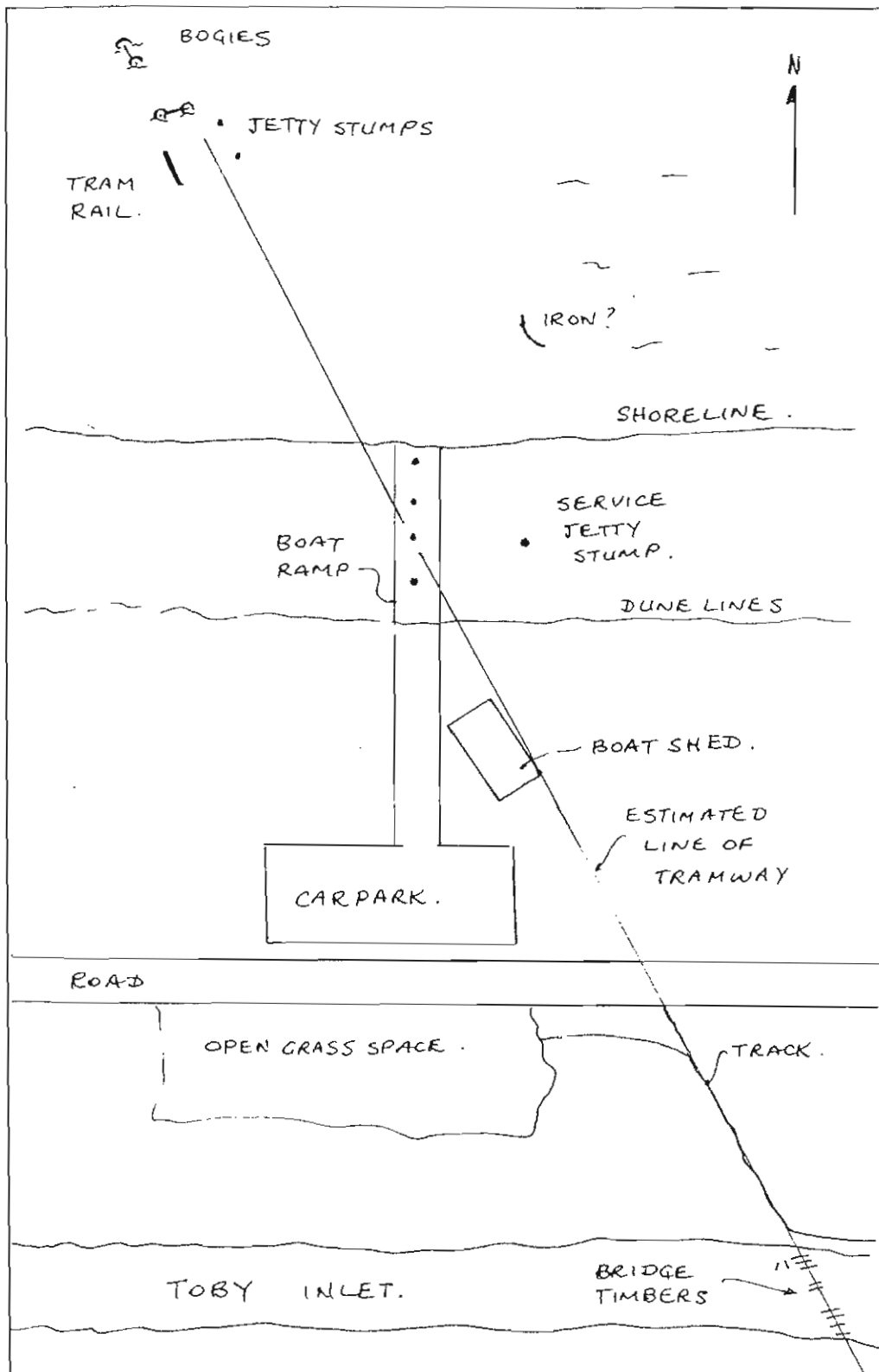


Figure 4.
Sketch of Quindalup jetty site, 30 November 1993. (Dena Garratt)



QUINDALUP JETTY.
D. GARRATT 30 NOV 1993.

Not to scale.

Management considerations:

- (i) Natural Forces: Apart from seasonal scouring by winter storms, there appears to be little disturbance to the site.
- (ii) Present and future Human forces: There is a risk that the bogeys may be used as moorings by local boat owners.

Description of Site

The jetty remains lay on a sandy seabed at a depth of 3 metres, 100 metres from shore and 50 metres west of the Quindalup boat ramp.

(1) (Large jetty) The jetty piles have been cut off at the seabed. Only two stumps were visible on the day of inspection. Two bogeys mark the northern most limit of the jetty remains. Other artefacts noted; the base of a beer/stout bottle and a length of railway line.

(2) The remains of the smaller jetty are located to the right (east) of the boat ramp. The stump of a jetty pile is buried in the beach in front of, and to the right of the boat shed. A length of unidentified curved iron lies approximately 5 metres out from shore in the vicinity of the service jetty.

Assessment of Site Significance

(i) Historical: The Quindalup jetties represent an important reminder of the significant contribution to the exploitation and development of the south west of Western Australia.

(ii) Technological:

(iii) Scientific: Information on corrosion rates can be gained from the iron artefacts on the site.

(iv) Educational: Any heritage remains have the potential of being a focus for educational activity if properly marked and documented.

(v) Recreational: The site is suitable for snorkelling, and recreational SCUBA diving although care must be taken when diving in the vicinity of a launching ramp. Diver identification floats are essential on this site.

(vi) Cultural: There is undoubted cultural significance in the remains of the old jetties. They represent a focal point for commerce and trade for the region.

(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 material along jetty sites.

Discussion

Further efforts should be made to locate and record the extent of the remains of both jetties, preferably after winter storms when the likelihood of more material being exposed is greatest.

Recommendations

The options are:

- (i) Leave as is
- (ii) Initiate an archaeological survey of the jetty sites.

It is recommended that the Quindalup jetties 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 jetties.

Dena Garratt
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WA Maritime Museum

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

The Quindalup Jetty was built in 1855 by Henry Yelverton as a loading point for timber from his mills, situated about 1 km inland. The jetty remained in regular use until c1897. Between 1882 and 1885, twenty two ships carried 6076 cargoes of timber and in 1890 alone, 1438 loads of 50 cubic foot timbers were shipped from the jetty. In 1897 the WA Government built a new 635 foot long jetty on the site at a cost of £949.

Govt Gazette 1880, p283; *Le Page*, p211; *MOUL* p22.

Figure 5.

Quindalup Jetty when relatively new with service jetty. (P. Smith, Dunsborough)

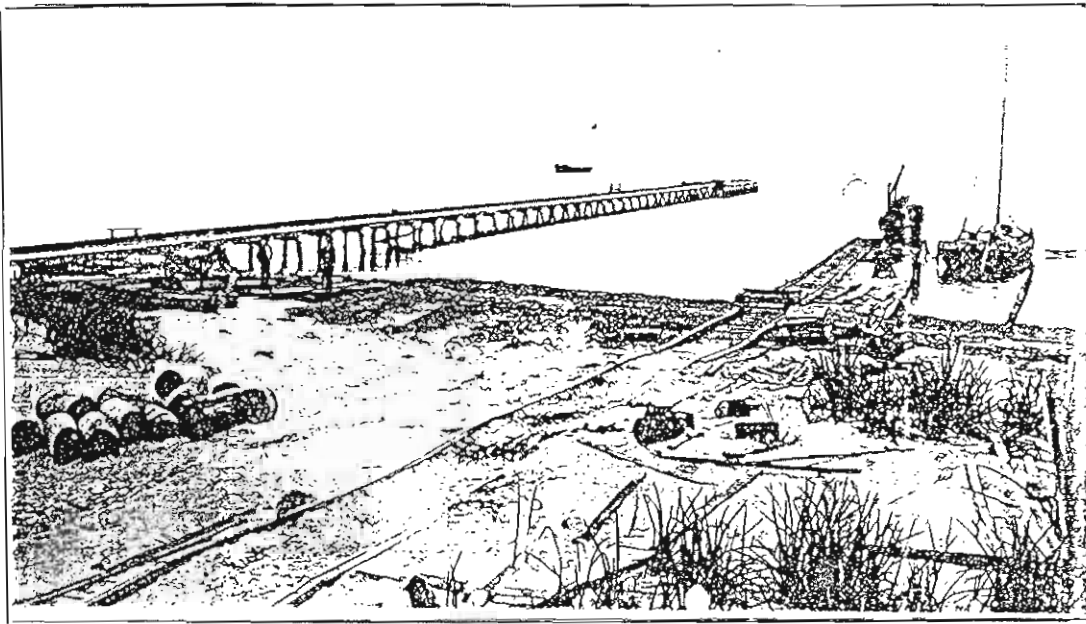


Figure 6.

Quindalup Jetty, January 1930. (Battye Library, Ref. No. 816B/B1221)

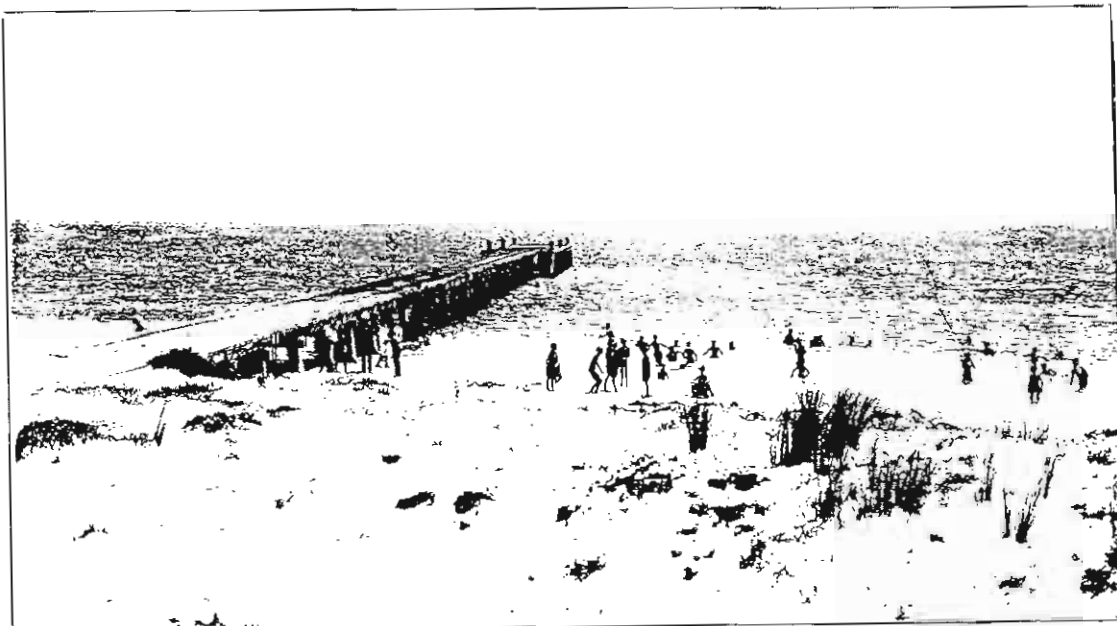


Figure 2.

Chart Excerpt: PWD WA 54494 Busselton to Cape Clairault, 1983
1: 50 000

