

# FROM BEEF TO REEF

## The Maritime Cultural Landscape of Robb Jetty



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Cover image: Cattle being herded down Robb Jetty (Western Australian Museum, unknown photographer, c. 1920).

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## **Abstract**

This thesis investigates the maritime cultural landscape of Robb Jetty, south of Fremantle in Western Australia—an area that began predominantly with an industrial focus associated with the meat trade before evolving into a recreational beach. A maritime cultural landscape consists of uses and perceptions of the maritime environment, including tangible and cognitive aspects. A number of factors has brought about change at Robb Jetty by influencing human activity and *vice versa*. This thesis illustrates how perceptions of Robb Jetty and the nearby cultural features, including the tugboat *Wyola*, associated barge wreck, and ‘Horse and Rider’ statue, have changed since the jetty’s construction in the 1870s to the present day. It also demonstrates that the heritage significance of this area is lost on contemporary perceptions as the public are not informed about the history of these features. It is important that signs or plaques are made available so that future perceptions incorporate an understanding of the historical background of this area and its significance to Western Australia.

## **Student Declaration**

I certify that this thesis does not incorporate without acknowledgement any material previously submitted for a degree or diploma in any university; and that to the best of my knowledge and belief it does not contain any material previously published or written by another person except where due reference is made in the text.

Signed,

Danielle Wilkinson

A handwritten signature in cursive script that reads "D. Wilkinson".

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## Abbreviations

<i>DN</i>	<i>Daily News, The</i>
<i>E</i>	<i>Examiner, The</i>
GPS	Global positioning system
<i>ICN</i>	<i>Inquirer and Commercial News, The</i>
SA	South Australia
SAAS	South Australian Archaeology Society (formerly Society for Underwater Historical Research)
SRO	State Records Office (Western Australia)
WA	Western Australia
<i>WA</i>	<i>West Australian, The</i>
WAM	Western Australian Museum
<i>WM</i>	<i>Western Mail</i>

# 1 INTRODUCTION

*“This area became Fremantle’s back-yard and any product that smelled, grunted, bellowed or was likely to blow up in your face was confined to the coast south of Fremantle”* (Berson 1978:99).

## 1.1 Statement of Purpose

The maritime cultural landscape of the Robb Jetty area has changed dramatically since the construction of the jetty in the 1830s and continues to do so. Use of Robb Jetty has altered from having an industrial focus to a recreational one; a development that is common with jetty sites around Australia, as revealed by studies on the material culture of jetties around Australia (Garratt 1990, 1994; Garratt et al. 1995; Rodrigues 2002). Although this widespread occurrence is recognised in archaeological and historical records, a perspective of the changing landscape of jetties has yet to be documented from the people who have interacted with the jetty area over time.

The purpose of this research is to investigate the maritime cultural landscape of Robb Jetty since its construction in the 1870s to the present day. It incorporates multiple sources to build a collection of perceptions in the past and present. Changes through time were investigated, as well as their effect upon C. Y. O’Connor Beach and the cultural features. Research has also been conducted on the historical background of cultural features in C. Y. O’Connor Beach.

This study intends to give back to the community by providing information about the cultural features of C. Y. O’Connor Beach in the form of interpretive signs or

plaques. The completed thesis will serve as a partial record of past and current perceptions of Robb Jetty, preserving the maritime cultural landscape for future comparison.

## **1.2 Background**

Robb Jetty is located in what is now known as C. Y. O'Connor Beach in Cockburn, about five minutes south of Fremantle, Western Australia (WA). In the mid-1850s the area between Fremantle and Coogee became an industrial zone. It featured Fremantle Smelting Works, Newmarket Hotel, large expanses of paddocks, a quarantine area and an explosives magazine. The area also contained a power station, bacon factory, limekiln, orchards, vegetable gardens, dairy farms, drying sheds, tanneries, and an extensive railway system (Berson 1978:102). Abattoirs were the most significant industry in relation to the use of Robb Jetty. Meat had a large impact on the community as it provided jobs, influenced industry, and fed the people.

Robb Jetty and Abattoir had a strong presence in the area and became part of the identity of the community, greatly impacting the maritime cultural landscape. Robb Jetty was demolished in 1975, and the Abattoir eventually closed in 1994 (Gibbs and Bush 1995:5; SRO Robb Jetty, minutes from February 6, 1975). Since then C. Y. O'Connor Beach has been modified for a new purpose—it is now a popular beach for recreational use.

Changes in the region are not limited to tangible aspects such as industry and infrastructure but also the intangible—the way that people experience and interact with the area. Archaeology alone cannot reproduce the interactions people had with Robb Jetty. Only memories from those that knew the area can provide an insight into

what it was like. The same is true for the present, as it is only through analysis of public interaction and opinion that current perceptions can be determined. The maritime cultural landscape of Robb Jetty cannot be fully understood without the contribution of people.

### 1.3 Features of C. Y. O'Connor Beach

Cultural features of C. Y. O'Connor Beach include the submerged remnants of Robb Jetty, remains of the tugboat *Wyola* and associated barge wreck, and the 'Horse and Rider' statue situated in the water.



**Figure 1-1** Panoramic photograph of the features of C. Y. O'Connor Beach. From left to right: shallow jetty remains, *Wyola*, 'Horse and Rider' statue and barge wreck (Mark Polzer, December 3, 2011).

State Parliament built Robb Jetty in 1877 (*The Inquirer and Commercial News [ICN]*, September 13, 1876). It experienced periods of destruction, re-building and extending, with additional features and infrastructure added as use of the jetty expanded. The demolished piles and sections of concrete effluence pipe now form a vibrant artificial reef.

*Wyola* was integral for the functioning of Fremantle Harbour when in operation, performing services such as towing vessels and aiding stranded boats. *Wyola* was built in 1912 by Messrs J. T. Eltringham and Co. in South Shields, England, and served under the Swan River Shipping Company. Capable of developing 1,200 horsepower, one newspaper described *Wyola* as “one of the most powerful and efficient tugs in Australia” (*WM* August 31, 1912:32). Goldfield Metal Traders ran

*Wyola* ashore near Robb Jetty for salvaging in 1970. The nearby barge wreck was used in scrapping *Wyola* (Duncan 1988:31).

The 'Horse and Rider' statue depicts Charles Yelverton O'Connor, Engineer-in-Chief of Western Australia, whose main accomplishments include Fremantle Harbour and the Goldfields Water Supply Scheme project with Mundaring Weir (Evans 2001; Tauman 1978; Webb 1995). O'Connor took his own life off C. Y. O'Connor Beach in 1902 (Evans 2001).

## **1.4 Research Questions**

This thesis is a maritime cultural landscape study of Robb Jetty, focusing on past and contemporary perceptions of the area as well as each of the cultural features of C. Y. O'Connor Beach.

### **1.4.1 Primary Research Question**

- How has the maritime cultural landscape of Robb Jetty changed in terms of land use, physical alteration and personal interaction from the construction of Robb Jetty in the 1870s to the present day?

### **1.4.2 Secondary Research Questions**

These secondary research questions were intended to guide research towards answering the primary question, as well as to address key areas of absent information associated with the cultural features.

- What remains in the physical landscape of the cultural features at C. Y. O'Connor Beach?
- In what ways do the public interact with the cultural features at C. Y. O'Connor Beach?

- How have geomorphic factors at C. Y. O'Connor Beach impacted the maritime cultural landscape?
- What individual perceptions do the public have of Robb Jetty and the cultural features surrounding it, in the past and in the present, which contribute to the maritime cultural landscape of Robb Jetty?
- Will various development plans impact C. Y. O'Connor Beach and its heritage in the future?
- What was the significance of *Wyola* when it still operated?
- What is the identity and background of the barge, and how did *Wyola* and the barge end up on C. Y. O'Connor Beach?

## 1.5 Methodology

This study began with research of the concept of maritime cultural landscapes, followed by case studies in coastal areas of Australia (Chapter Two). A definition of maritime cultural landscapes has been made for this thesis.

An historical background is presented of each of the cultural features of C. Y. O'Connor Beach (Chapter Three). This includes an extensive history of the development of Robb Jetty and Abattoir and of *Wyola*. It was attempted to identify the barge and find any historical information about this feature. Charles Yelverton O'Connor was also researched, with information about his influence in WA.

An analysis of historic and ethnographic sources enabled a reconstruction of the maritime cultural landscape of Robb Jetty (Chapter Four). Sources such as newspaper articles, historical photographs, official records and oral histories were used, along with physical remains, topography and toponymy. An oral history was

also produced, along with questionnaires conducted at C. Y. O'Connor Beach. An examination of various development plans indicate how the beach may change in the future, as well as possible effects on the cultural features at Robb Jetty.

Another component of this thesis was to map the cultural features. Total station data and global positioning systems (GPS) were intended to create a site plan. It was attempted to determine the extent of wreckage from *Wyola* and investigate the beach for any other hidden features, such as buried remains of the effluence pipe, through magnetometer and metal detector surveys. Profile drawings and photographs recorded current exposure of *Wyola* for comparison in the future. Patrick E. Baker, photographer of the Department of Maritime Archaeology at the Western Australian Museum (WAM), had already created a photographic mosaic of the jetty and allowed the author to use it for this study.

## **1.6 Limitations**

Types of documents available limited historical research for *Wyola* and the barge. Movements of tugboats were not recorded in the same detail as other types of vessels entering and leaving the harbour. The main historical records for *Wyola* include surveyor and engineering reports, while any other activities can be read in newspaper articles. Historical research of the barge became problematic since a barge can be made from any kind of re-used or recycled vessel, and there is limited information about the particular barge used in scrapping *Wyola*.

Another limitation of this research is dependence upon public contribution for the interviews and questionnaires. Only one participant was available to be interviewed, which restricted the number of perceptions used in this study. Memories of the

interviewee have been supplemented with perceptions from historical resources to satisfy a reconstruction of the past maritime cultural landscape of Robb Jetty.

The author conducted two groups of field research over a number of days, but this was restricted to terrestrial work only. An extensive physical study of Robb Jetty and the 'Horse and Rider' statue was not possible, although the aforementioned photographic mosaic combined with personal observations satisfies research requirements.

## **1.7 Significance**

Robb Jetty was implicated in the development and growth of the surrounding metropolitan area and the state, hence this research has significance for Fremantle and WA. It would also benefit the people to preserve a piece of their history by recording the changing landscape. This research will remind people of the importance of cultural heritage at Robb Jetty, as well as reflect upon the changes that the area has seen over time and will continue to see into the future.

## 2 LITERATURE REVIEW

*Det maritima kulturlandskapet.* (Westerdahl 2011:735)

### 2.1 Maritime Cultural Landscapes

#### 2.1.1 Development of the Concept

Cultural landscape theory is not new to archaeology. It is a concept that unites the physical environment with cultural perceptions of it, as human culture shapes the landscape and *vice versa* (Duncan 2006:7). Conceptually, it enables analysis of people's interactions with their environment, and can be used to understand past cultural behaviour and the resulting physical remains in the archaeological record (Ash 2005:3; Duncan 2006:7).

The term 'cultural landscape', first used by German cultural geographers, was originally adapted by archaeology to explain regional material remains and structures of agrarian economies (Westerdahl 2011:734). Although, as the concept of cultural landscapes took hold in archaeology, a subconscious barrier was drawn at the water's edge and 'landscape' remained confined to land (Duncan 2006:7; Westerdahl 2011:734).

Westerdahl (2011:735) was the first to use cultural landscapes in a maritime setting, in his 1978 Swedish publication "Maritime archaeological survey with the basis in an example from Norrland". During his studies of the coast of Scandinavia, Westerdahl found the need for a term to encompass remnants of maritime culture found on land and underwater. He defined '*det maritime kulturlandskapet*' as the network of sea

routes and harbours seen both above and under water (Westerdahl 2011:735). The meaning and application of maritime cultural landscapes developed from here.

The inclusion of a cognitive aspect was a significant advance to the concept of maritime cultural landscapes, seen in Westerdahl's first English-written publication on the subject (1992). He explained that landscapes include the immaterial, cognitive or indicative, and hence expands beyond the material remains that are the focus of archaeology (Westerdahl 1992:6). Duncan (2006:13) recognised that there is a difference between the physical landscape, or 'land', and intangible perceptions of it, or 'cultural landscape'. He also observed that archaeologists focus on physical archaeological remains and had not, until recently, widely adopted the concept of exploring culture through cognitive perceptions in maritime cultural landscape studies (Duncan 2006:13; 2011:268).

A number of fundamental factors are crucial to understanding the form of a landscape. The first is that individuals or groups perceive the landscape in different ways, dependent upon personal or communal experience (Duncan 2006). Landscape is also continuous through space and time—it is indivisible, but constructed of different regions that form the whole landscape (Duncan 2006:13, 15). Westerdahl notes that from the beginning 'maritime cultural landscape' was a cross-disciplinary field of research that disregarded the border between land and sea, while also taking into account the importance of this border and using it in the interpretation of the archaeological record (2011:733). Ben Ford notes that the juncture between land and sea is strongest at the shoreline, forming a physical as well as theoretical connection between maritime and terrestrial through activities that cross over this boundary

(2009:16). Examples of subject matter that demonstrate how archaeology utilises both maritime and terrestrial landscapes include shipwreck survivor camps and shore-based whaling (Gibbs 2006). There is also no division between ‘natural’ and ‘cultural’ landscapes—‘natural’ is a cognitive perception of a physical setting, hence it is a cultural construct (Duncan 2006:14–15). Due to the diversity of interpretations of the landscape, a multitude of sources must be used to understand it.

### **2.1.2 Sources**

Studying the maritime cultural landscape involves using sources of information that reflect cognitive perceptions of the land and physical remains. Westerdahl (1992:7–9) lists five categories of sources including material and immaterial remnants of maritime human life. Although these categories originated from the case study of Scandinavia, they can also be applied to this research. The first category comprises shipwrecks, which are indicators of use and for dating. Land remains make up the second category, which incorporates structures and monuments on the waterfront and includes the archaeological record. The third is tradition of usage, including local maritime experience and practices. Topography is the fourth source, and takes into account the effects of environmental factors in changing the landscape. The last, place names, is pertinent for areas in Europe where translations of traditional names may indicate uses or features of the area. Duncan (2006:42–45; 2011:270) expands on these categories to include documentary sources, historical records, and ethno-historical accounts. All of these sources have been used in this study, where available and applicable.

### **2.1.3 Case Studies**

Due to the significance of the juncture between land and sea in maritime cultural landscapes, which is also relevant for Robb Jetty, the following case studies only

include those based in coastal areas of Australia. These case studies demonstrate how geomorphologic and economic factors have influenced the maritime cultural landscape of these sites respectively. Both of these aspects also influence the site of Robb Jetty, and can be used to broaden the understanding of changes in the maritime cultural landscape of this area.

#### *2.1.3.1 Queenscliff, Victoria, by Brad Duncan*

Queenscliff is a small fishing community on the Bellarine Peninsula in Victoria. It was settled to assist mariners through the treacherous and narrow entrance to Port Phillip Bay, but it is also the site of over 200 shipwrecks (Duncan 2007:71; 2011:270). The township was first established in 1853, and it became a popular tourist district from the nineteenth century as the wealthy praised the medical benefits of fresh sea air. A growing number of health resorts and sea baths facilitated these tourists. Queenscliff Jetty, constructed in 1856, was essential to the development of the town and fishing industry (Duncan 2007:75). A number of piers were also built and replaced to facilitate vessels of tourists and locals. A new sheltered bay became necessary for fishermen, and in 1935 work began on a new channel through Queenscliff Bay. By 1993 the bay consisted of a new basin with two slipways, a wharf and finally a breakwater (Duncan 2007:75–77). Queenscliff is a unique township heavily influenced by the precarious environment surrounding it. It is a concentrated area of many maritime activities including safety services, quarantine, immigration, customs, defence forces, fishing and tourism (Duncan 2011:270).

Duncan (2007) found that the coastline of Queenscliff was heavily influenced by the amount of construction in the area. Maritime facilities changed the geomorphologic

nature of the coastline and reshaped it entirely (Duncan 2007:82). The accumulation of sand around any structure erected in the water caused extension of the shoreline and shallower depths, which led to desperate efforts to resolve this issue. The township moved, extended or altered maritime infrastructure to compensate for the change, and sunk the former defence hulk HMVS *Lonsdale* as an erosion control measure (Duncan 2007:77). Archaeology can aid in reconstructing the past coastal landscape and the impact of environmental change on sites (Duncan 2007:82). Duncan's studies of Queenscliff demonstrate that landscapes are subject to physical change from cultural, climatic and geological influences and disturbances, and can result in a physical and cognitive evolution (Duncan 2006:27–28).

Geomorphic aspects must be considered to understand how the maritime cultural landscape of Robb Jetty has developed. These aspects may have influenced how the area was used and hence how it has been perceived over time.

#### **2.1.3.2 *Port Willunga, SA, by Aidan Ash***

Port Willunga is a small coastal settlement on the Fleurieu Peninsula, 40 kilometres south of Adelaide in South Australia (SA). It was a flourishing port in the mid-nineteenth century, exporting wheat and slate. Development of the town relied on the success of exports, so progress was restricted when both of these industries declined (Ash 2005:1, 35; Lawrence and Davies 2011:113).

Ash (2005) conducted a maritime cultural landscape study of the area, including an extensive archaeological survey, historical records and use of oral information. The study encompassed several land structures, shipwrecks, and other coastal infrastructure. Ash found that economic influences had a role in shaping and

changing the landscape of Port Willunga, impacting on the operations and infrastructure of the community (Ash 2005:68–69). Robb Jetty also requires viewing with an industrial perspective to understand the reasons behind the changing maritime cultural landscape.

#### **2.1.4 Definition**

A combination of Westerdahl (1992) and Duncan's (2006) understanding of the maritime cultural landscape shall be used, incorporating all the above aspects as well as the use of sources discussed by both. For the purposes of this thesis, the term 'maritime cultural landscape' defines use and perceptions of the maritime environment.

## **2.2 Jetty Studies**

Australia is a large country and land crossing was difficult during the time of its development as a nation. Jetties were a crucial part of maritime infrastructure, providing a crossing between land and sea for communication, imports and exports, and the movement of people—an exchange that was vital for development due to the lack of road and rail networks (Khan 2006:8; Smith and Burke 2007:69). A jetty, also known as a pier, is defined as a port-related structure built perpendicular to the waterline or causeway, differing to wharfs and quays which have berthing stations built parallel to the waterline (Khan 2006:xiii, xiv). Unfortunately, jetties were not encompassed as part of maritime archaeology until the mid-1980s when there was a broadening perception of the maritime landscape (Gibbs 2006:69). Today, jetty remains are a visible reminder of Australia's beginnings and provide a unique site for investigating the development and transformation of Australia's coastal infrastructure. Jetty excavations and studies have been conducted around Australia

but none of these incorporate the maritime cultural landscape of the jetty area, focusing only on historical and archaeological aspects .

### **2.2.1 Long Jetty, Fremantle, WA**

The Department of Maritime Archaeology at WAM is responsible for most jetty studies in WA. In January 1993 the Heritage Council of Western Australia gave the Department a \$28,000 grant for a survey of port-related structures on the coast (McCarthy 2002:7). The Department produced heritage site reports, along with historical accounts, photographic records, and a record of underwater remains where possible, as well as adding many of the sites to the Heritage Council database and the Australian Heritage Commission (McCarthy 2002:9). As part of the project, archaeologists commenced excavations at Long Jetty in Fremantle and Albany Town Jetty.

The site of Long Jetty in Bathers Bay, Fremantle, has been in continuous European occupation since 1829 with the settlement of the Swan River Colony. Long Jetty was the centre for trade and communications for the colony on which both Perth and Fremantle relied (Garratt 1990:1). Completed in 1873 and measuring c. 290 metres long, it was originally called Ocean Jetty and Fremantle's first sea jetty (Garratt 1994:1–2; McCarthy 2002:9). It replaced the South Jetty, built 1857, as the colony's main berthing facility, and was the focal point of maritime activities until the 1920s. The jetty was extended twice until it measured 3,294 feet (1,004 metres) in 1896 and was renamed Long Jetty (Garratt 1994:2). It was used extensively in the early 1890s with the advent of the gold rush, but became obsolete in 1897 with the opening of Fremantle Harbour. Use of the jetty changed when the Municipal Sea Baths were built, and in 1904 it was converted into a promenade. In 1910 Long Jetty closed and

fell into disrepair. The superstructure was later removed and piles were cut down, leaving only the first 750 feet (228.6 metres) (Garratt 1990:3). In 1984 WAM became aware of plans to build a marina in the vicinity of the jetty and instigated an assessment of the remains to determine the likely effect that the development would have.

Excavation found artefacts heavily concentrated in a layer over one metre deep, but only a small fraction of material was recovered as a representative sample (Garratt 1990:4). Concentrations of material indicated that artefacts were dropped or discarded on either side of the vessels and from the jetty (Garratt 1990:5). Artefacts recovered reflect the economic, social and cultural activities associated with the site over its 90 years of use. The prevalence of alcohol bottles, at a count of 279 bottles to 66 soft drink bottles, gives an insight into the social and cultural life of the port (Garratt 1990:6; McCarthy 2002:12). The drunkenness of Fremantle was widely known, and artefacts at Long Jetty complement this. Whalebones and a harpoon are remnants from whaling, the first industry of WA, and personal items reflect the social activities that dominated the jetty in its later years (Garratt 1990:6).

Excavation of Long Jetty has demonstrated the potential of jetty sites to provide valuable cultural material that reflects on changing use.

### **2.2.2 Albany Town Jetty, WA**

In Albany, cultural history is inextricably tied with the jetty. Albany, first settled in 1826, gained an early reputation for shipping as its harbours provided a safe haven, drinking water and timber for fuel (Garratt et al. 1995:10). Plans for a jetty were extensively delayed, but the first jetty was eventually built in 1838. This failed due to bad positioning, poor construction and inadequate length. A second jetty, Town

Jetty, was completed in 1864 and ran from Spencer Street, the major street in town (Garratt et al. 1995:10–11). This directly connected the town to the jetty.

In the 1880s the Western Australian Land Company built railway tracks along the foreshore, separating it from the town and denying access, provoking legal action. Fortunately the situation was resolved. Later a customs store was built and the jetty declared an official landing in 1889. Albany's development as a tourist destination led to the addition of a passenger and mail landing, as well as sea baths. In 1893 the jetty was extended to 532 feet (162.2 metres) in length. The Yacht club constructed a boat shed and slip, and they later added another shed. There was also the addition of a dance hall, shop, and accommodation in 1925 (Garratt et al. 1995:13–17).

Promenading, fishing, swimming, and recreational boating transformed the jetty into the focus of social and community life. By 1944 some of the buildings were in need of extensive repair and others were demolished. The jetty was rebuilt in 1975 while piles from the original jetty were reclaimed under landfill.

WAM, with funds from LandCorp, conducted an excavation on Albany Jetty in 1994. Most of the artefacts recovered were associated with shipping material although some were from fishing or recreation (Garratt et al. 1995:19, 42; McCarthy 2002:17). Remains at the jetty site have the potential to illustrate different uses, as well as contribute to knowledge of cargoes, trade patterns and other maritime activities. Shell deposits found could also indicate pre-historic aboriginal use of the land (Garratt et al. 1995:42).

The maritime cultural landscape of Albany has been constantly changing. A new initiative has recently begun to redevelop the foreshore and re-establish links that reflect past maritime traditions (Garratt et al. 1995:7). As part of this development, LandCorp demolished the middle section of the new jetty and linked the end of it with the construction of a breakwater (Carlin 2009). Albany Jetty demonstrates that the potential of jetty studies is not restricted to the site itself but also has importance in the surrounding maritime landscape, including as a reflection of the development and identity of associated settlements and infrastructure.

### **2.2.3 Hamelin Bay Jetty, WA**

A study has been conducted by Matthew Gainsford (2004) on one of the smaller jetties in WA. An entrepreneur constructed Hamelin Bay Jetty for the purpose of hardwood export. The timber trade thrived in WA during the late nineteenth and early twentieth centuries and necessitated the construction of jetties to satisfy demands (Gainsford 2004:14–15). Maurice Coleman Davis arrived in WA in 1875 and was the first to exploit Karri, which was relatively unknown at the time, as well as popular Jarrah. He built Hamelin Bay Jetty in 1881 and it was later extended to a total of 1,800 feet (548.6 metres). Hamelin Bay Jetty was only used until 1913, when steam powered vessels allowed greater access to nearby Flinders Bay and most of the timber resources closer to Hamelin Bay had been felled (Gainsford 2004:24). Consequently, Hamelin Bay Jetty fell into disuse and ceased as a Port. The jetty was used for personal economic gain in hardwood timber export for a relatively short amount of time. Hamelin Bay Jetty has archaeological potential as evidence of private construction and the reaction to trade and industry in the area.

#### **2.2.4 Holdfast Bay Jetty, SA**

The only example of an excavated jetty site outside of WA is Holdfast Bay Jetty in SA. South Australia's British Colony was the only free colony in Australia, and the Holdfast Bay Jetty site marks the place where the State's first colonists arrived. Constructed in 1857 to 1859, the jetty was 1,250 feet (381 metres) long and aided in servicing emigrant ships with arrivals to maintain the new settlement (Rodrigues 2002:117–118). Holdfast Bay became the stopping place of mail steamers in preference to Port Adelaide because it saved an extra four hours of travel. In the 1870s a customs shed was built, along with a wooden lighthouse, a replacement iron lighthouse, an iron crane, and men's public swimming baths (Rodrigues 2002:118). During the 1880s the jetty became popular as a resort. In the next fifty years women's public swimming baths were added, a pavilion tearoom constructed, a steam circus opened on the foreshore, and an aquarium built midway along the jetty (Rodrigues 2002:118–119). By the 1920s the jetty was mainly used for recreation. A storm destroyed the jetty in 1948, and a second jetty was built with a higher deck in 1968 to 1969 measuring 705.2 feet (215 metres) long (Rodrigues 2002:117, 119). The site was declared a Historic Reserve in 1975, and the new jetty is still widely used today.

Between 1974 and 1978 the South Australian Archaeology Society (SAAS) (formerly the Society for Underwater Historical Research [SUHR]) excavated cultural material around the jetty remains, recovering over 5,000 artefacts (Richards and Lewczak 2002:19). The excavation was one of the first in SA and helped to formulate methods of study for archaeological sites. Unfortunately there was little spatial control during recovery and contextual information for the artefacts is limited.

An artefact catalogue was compiled and a report was published, but the artefacts became scattered throughout the state. Jennifer Rodrigues (2002) conducted a study on the Holdfast Bay Jetty artefacts from these excavations. Items recovered come from a broad range of categories reflecting the social, economic, commercial, cultural, military, and recreational histories of the jetty (Rodrigues 2002:108).

In 2000 SAAS (then SUHR), with a Commonwealth Federation 2000 grant, conducted excavation of six areas of the site as well as an archaeological surface survey (Richards and Lewczak 2002:19). Excavation was conducted over 15 days and 197 artefacts were recovered. This research was conducted with strict adherence to recording techniques, and the methodology of planning and excavating demonstrated an important change of practice for SAAS (Richards and Lewczak 2002:25). As part of this, a study was undertaken on the effect of the coastal environment on maritime archaeological deposits. It determined that sediment deposits in Holdfast Bay had the ability to move, which means that the artefacts also have the ability to shift and as a result do not maintain chronology (Lewczak and Richards 2007a:46, 53). Holdfast Bay excavations and artefacts demonstrate the amount of historic information that can be gained from jetty sites, as well as the chronological limitations of coastal sediments.

### **2.2.5 Jetties of the Tasman Peninsula, Tasmania**

In 2005 Rick Bullers completed a thesis on the jetties of the Tasman Peninsula giving an historical perspective of jetties in connection to convict probation. No archaeological investigations have been conducted, but they have archaeological potential as unique sites directly influenced by use of the nearby settlement. The Tasman Peninsula was one of the principle convict management centres established

in the 1830s, with assignment and then probation systems—Tasmania being the only place that the probation system was trialled (Bullers 2005:1, 3). The Tasman Peninsula was used solely by the Convict Department, and private boats were not allowed within three miles. There were few or no roads to the stations so transport and communication relied on travel by sea, making the jetties vital for operation (Bullers 2005:3, 4). This would yield a dramatically different artefact assemblage to other jetty sites, as use of these was restricted to one purpose. Despite this, use of the Tasman Peninsula jetties did transform over time. The convict stations were abolished in 1853 and the Tasman Peninsula developed an orchard industry. Jetties and other port structures were modified for the new purpose of exporting produce. This continued until steamer services stopped in the 1950s (Bullers 2005:4). Investigation of jetties on the Tasman peninsula would yield insights into a unique maritime cultural landscape of convict probation.

### **2.2.6 Relevance of Jetty Studies**

As yet, no maritime cultural landscape studies have been conducted on a jetty site. Despite this, all the aforementioned jetty excavations and studies do indicate one clear trend that is significant for maritime cultural landscapes—use of jetties change over time, often beginning with an industrial purpose. All of the jetties discussed were initially built to facilitate trade, except for those of the Tasman Peninsula that developed an economic function second. As trade declined or as their use became redundant, the jetties transformed to become recreational infrastructure or were demolished. It may be suggested that this pattern is a result of changing economies and infrastructure in Australia generally. Water transport was initially relied upon for the establishment of colonies and the nation, but the development of roads and railways resulted in cheaper land options and jetties became superfluous. This pattern

of jetty use can also be seen at Robb Jetty, and becomes the basis of this maritime cultural landscape study.

## **2.3 Summary and Conclusion**

Maritime cultural landscapes are a concept that is being gradually adapted into archaeological studies. It includes cognitive aspects that require the use of sources outside of archaeology, resulting in a better understanding of the archaeological record as well as insights into how the area has been used and perceived over time. Previous case studies demonstrate how geomorphic and economic factors influence the maritime cultural landscape, both of which can also be used in the study of Robb Jetty.

Economic factors were the major driving force behind the construction of jetties in Australia as transport by sea was easier and less costly than by land. A pattern of transformation from economic to recreational use can be seen in most jetty studies. Jetties have only recently been accepted as a part of maritime cultural heritage and have not yet been studied as a focal point of the landscape. This study of Robb Jetty concentrates on the jetty itself, and varying use of the jetty is reflected in shifting perceptions creating changes in the maritime cultural landscape.

## 3 HISTORICAL BACKGROUND

*“The heavy fine paid by Mr Holmes for driving wild cattle through the public streets... will make it necessary for the Government to provide other conveniences for landing stock.” (ICN, August 9, 1889).*

### 3.1 Robb Jetty

#### 3.1.1 Owen Anchorage and Fremantle Harbour Works

Owen Anchorage is a stretch of coast between Catherine Point and Woodman Point, south of Fremantle. Its name, which appears on an 1833 map of the Colony (Figure 3-1), refers to Captain William Owen, master of *Amity*, who anchored in Cockburn Sound to the south in 1829 (Berson 1978:211). Recognised early as a safe anchorage, Captain Wickham of *Beagle* expressed its merits in a letter to Colonial Secretary Peter Brown in 1838; “I take the opportunity of stating the opinion formed by all on board the *Beagle* as the Owen Anchorage being a place of most perfect security in any weather” (Brown 1838:110). A later newspaper article, dated to 1841, also promotes the safety of Owen Anchorage. The article lists sailing directions for the south-west coast of Australia and states that “Owen’s Anchorage offers a secure retreat from Gage’s Roads during winter, for vessels drawing under 19 feet [5.8 metres] water” (Brown 1841). Although used frequently in the early nineteenth century, facilities at Owen Anchorage were limited and took time to develop.

From the 1830s Owen Anchorage was known for the exercising and training of horses, an activity that has continued to the present day. The South Beach Horse Exercise Area, which is listed on the Register of Heritage Places, includes most of the coast of Owen Anchorage (Heritage Council of Western Australia 2007). South Beach was the site of the first official horse race in WA, and Engineer-in-Chief

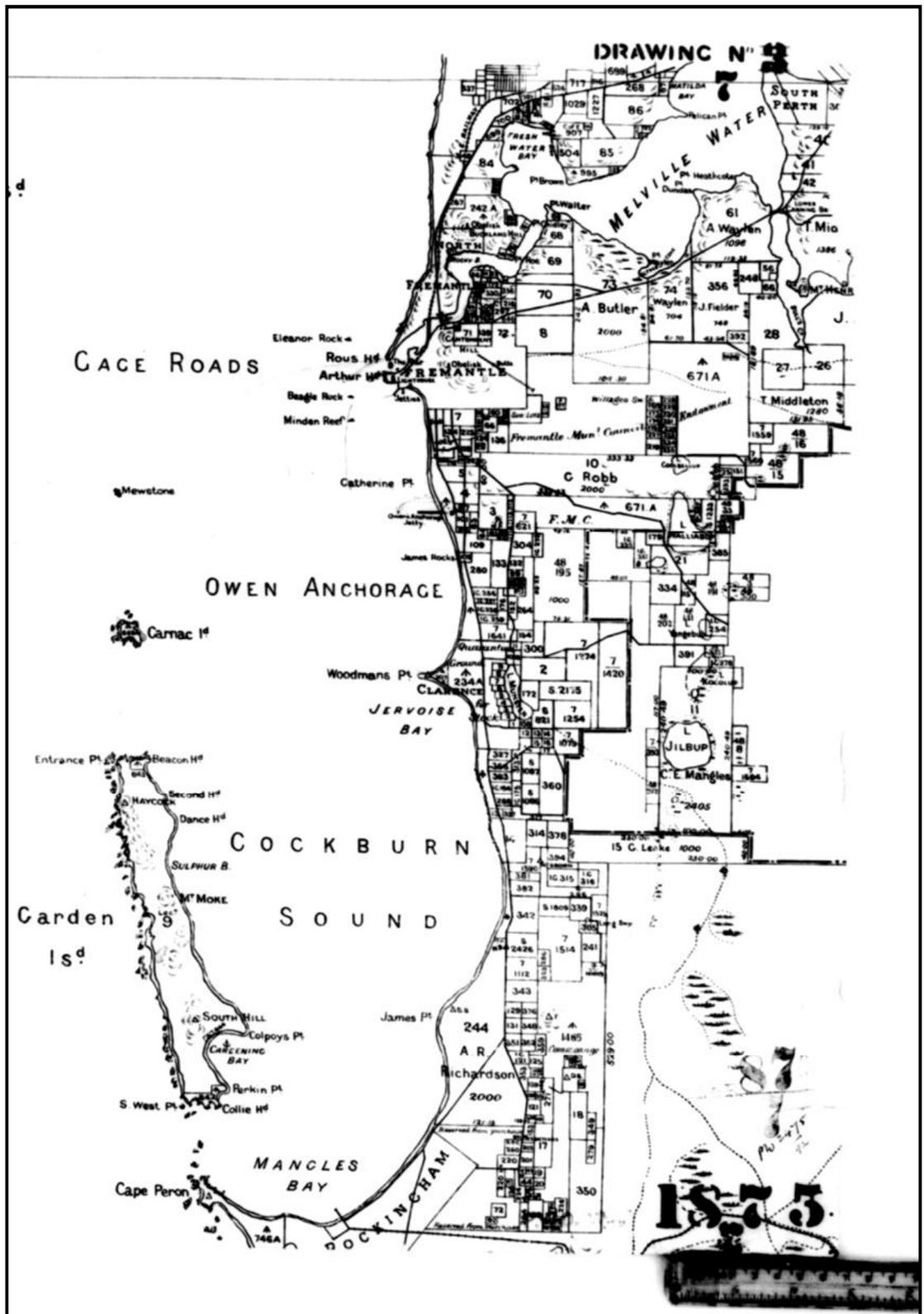


Figure 3-1 Map of the WA coast surrounding Owen Anchorage (State Records Office, Western Australia, 3728 07/12/38 Wharves & Jetties—Robb Jetty, c. 1938).

Charles O'Connor, who died there in 1902, regularly used it for equestrian training (Section 3.4.1). During World War One the Tenth Light Horse Regiment prepared in this area for service overseas, and many champion horses were trained on the beach (Heritage Council of Western Australia 2007:2).

At the end of the nineteenth century, State Parliament proposed Owen Anchorage as the location for harbour improvements. Harbour works were a topic of constant discussion as the port of Fremantle was unable to accommodate certain classes of trading vessels (*ICN*, September 4, 1872). In bad weather ships had to wait off Gage Roads outside of Fremantle, off-load their cargo into lighters for Long Jetty, and from where trains or carts transported the goods to Town Jetty. This process was expensive and caused delays (Evans 2001:113). Conditions worsened during the gold rush at the turn of the century as the population grew and demand for supplies increased (Berson 1978:93).

In 1872 Mr J. G. Anderson of SA found Owen Anchorage to be an ideal site for harbour works due to its natural protection. He proposed plans to build a harbour, jetty accommodation, breakwater, and railway to connect with Fremantle (*ICN*, August 28, 1872). A commission was appointed to investigate the option of Owen Anchorage but found that passages leading into the anchorage were unfit for mail steamers and other large vessels, blocked as it was by Success Bank in the north and Parmelia Bank in the south (*The Perth Gazette* and *WAT*, August 8, 1873). Harbour works were dismissed for Owen Anchorage. Instead, three years later, £250 was assigned for a small boat jetty (Table 3-1) (*ICN*, September 13, 1876).

Harbour improvements were again the subject of discussion in the late 1870s. Sir John Coode, and eminent British harbour engineer, proposed Owen Anchorage as a site that could afford greater protection to shipping (Table 3-1) (*WAT*, July 12, 1878). The issue arose again in the 1890s with consideration of a revised version of Coode’s proposal including the opening of a passage through Success Bank, the construction of a wharf near Catherine Point, and building a railway connecting Robb Jetty to Fremantle (*ICN*, January 8, 1892). Problems with the necessary draft for large vessels were again a concern as solutions for this issue involved costly works. A sum of £150,000 was allotted for providing harbour accommodation to support Fremantle, but Coode’s proposed development at Owen Anchorage was estimated to cost £530,000. A scheme of harbour works at the river mouth, put forward by the aforementioned C. Y. O’Connor, estimated to cost £560,000, was also well beyond the means of the state (*ICN*, January 8, 1892). It was eventually decided that £88,000 would be given to O’Connor’s adjusted scheme of expanded harbour works at the river mouth (*WM*, March 19, 1892:4). Once again, State Parliament dismissed Owen Anchorage as the site for harbour works (Table 3-1).

**Table 3-1** Summary of main events in Section 3.1.1.

<b>Year</b>	<b>Event</b>
1872	Mr Anderson proposes harbour at Owen Anchorage. Not accepted.
1877	Boat jetty constructed.
1878	Sir John Coode proposal for harbour. Not accepted.
1892	Sir John Forrest supported harbour at Owen Anchorage. Not accepted.

### **3.1.2 Landing Cattle at Owen Anchorage**

Improved facilities at Owen Anchorage were to arise through another function, that of landing cattle. The boat jetty at Owen Anchorage did not extend deep enough to

facilitate the shipping community, which led to public scrutiny in the 1880s.

Skippers filed a petition to extend the jetty. They felt that the jetty would have been successful for the shipping community if it had been constructed to an appropriate length, allowing communication and permitting vessels to acquire daily provisions without undertaking a risky journey to another jetty for supplies (*ICN*, July 15, 1885). They also suggested that if the jetty was longer it could provide a good landing for stock. The latter became stronger motivation after police fined a Mr Holmes for driving wild cattle through the streets, forcing the Government to look into providing a landing place that had room for stockyards (*ICN*, August 9, 1889).

Stock came primarily from pastoral stations in WA and was shipped down the coast. The cattle were then off-loaded into the water and forced to swim ashore, which resulted in regular loss of animals (Gibbs and Bush 1995:3). There were two established abattoirs on the coast near Robb Jetty, one owned by Forrest, Emanuel and Co. and the other by Conner, Doherty, and Durack. These two companies monopolised the meat industry and they were called the ‘Kimberley Meat Ring’. Conner, Doherty, and Durack were pioneer pastoralists in the East Kimberley while Forrest, Emanuel and Co. had extensive pastoral properties in the West Kimberley—both controlling shipping from their respective regions (Berson 1978:101; Gibbs and Bush 1995:3). Alexander Forrest, the brother of Premier John Forrest, also had an interest in a butcher firm (Berson 1978:101). The price of meat was high and there were many complaints over the tight control these two companies held. At this time there was no cold storage so stock was pastured until time for slaughter, and yards belonging to these abattoirs dominated the coast (Berson 1978:100).

In an 1893 local newspaper a member of the public expressed concern about the issue of cattle landing at Owen Anchorage (*West Australian, The [WA]*, June 26, 1893). This was the first newspaper article to refer to the jetty as ‘Robb’s Jetty’, a name that came from George Robb who owned adjacent land (Table 3-2) (Berson 1978:212; State Records Office, Western Australia [SRO] 3728 07/12/38 Wharves & Jetties—Robb Jetty, map). The newspaper article expressed how the city and port were dependent upon cattle imported from the northwest, and stated that this trade should be facilitated in every way (*WA*, June 26, 1893:6). The Director of Public Works shared this concern and a provision of £2,000 was made in the Public Works estimate to extend Robb Jetty to 545 feet (166.1 metres) in length, reaching into over 24 feet (7.3 metres) of water and enabling larger vessels to unload stock (Table 3-2). The construction also included a cattle race with three yards measuring 858 feet (261.5 metres) in length (*WA*, February 28, 1894:4; *WM*, July 22, 1893:13). Finally, facilities at Owen Anchorage were to improve for the purpose of landing cattle.

**Table 3-2** Summary of main events in Section 3.1.2.

Year	Event
1893	First newspaper reference to ‘Robb Jetty’.
1894	Extension of Robb Jetty to 545 feet (166.1 metres).

### 3.1.3 Public Abattoirs

Continued issues in Fremantle again led to suggestions to improve facilities at Owen Anchorage (Table 3-3). There was inadequate accommodation for larger steamers at Fremantle jetty because of smaller sailing vessels unloading timber. The harbourmaster suggested that sailing vessels could use Robb Jetty for unloading and a railway could be constructed to Fremantle, giving space to steamers (*ICN*, February 21, 1896:3). Discussion of a railway became tied with the need for public abattoirs.

Owen Anchorage was the most acceptable site for public abattoirs, but this caused contention with butchers in Perth because of the distance. Railways would remedy this issue, but engineers objected to the decentralisation of business south of Fremantle (*WA*, December 2, 1896:2). A railway running from Fremantle to Owen Anchorage was eventually agreed to in 1898, extending along the Esplanade to Robb Jetty (Table 3-3) (*WA*, March 9, 1898:7).

An explosives magazine stood near the abattoirs and vessels unloading explosives also anchored at Robb Jetty (Berson 1978:102). In 1903 the magazine was moved to Woodman Point after an unfortunate incident. At seven o'clock the night of July 16, one of the powder magazines exploded and killed the caretaker (Table 3-3). Noise and reverberations from the explosion were apparent for miles (Berson 1978:102; *WA*, July 16, 1903:5). The extension of the railway from Robb Jetty to Woodman Point facilitated this relocation, ensuring the magazine was farther away and a safer distance from Fremantle (Berson 1978:102).

A severe drought in the early 1900s drove the price of meat up further and caused increasing concerns for the meat industry. There were also problems with fleas and diseased cattle being shipped to Fremantle. Quarantine restrictions led to the construction of yards and slaughterhouses at Robb Jetty (Table 3-3) (*WA*, August 12, 1902:3). It was argued that the Government could use surrounding land for the construction of a small public abattoir and freezing works to alleviate tight conditions in the sale of meat and break the control that the 'Kimberley Meat Ring' held over trade (*WM*, September 26, 1908:15). Problems of access and available draught were combated by claims that vessels drawing up to 22 feet (6.1 to 6.7

metres) would be able to enter the anchorage and unload after a limited amount of dredging and an extension of the jetty. Vessels involved in trading stock drew up to 19 feet six inches (5.9 metres), so they would be able to access and anchor by the jetty without difficulty (*WA*, August 12, 1902:3). In 1904 the Public Works Department had plans to build the proposed public abattoirs at Robb Jetty, but again there were delays and discussions.

As Robb Jetty fell into disrepair, representatives of the Fremantle Harbour Trust wrote to the government recommending alterations. Government officials were still considering the location(s) of the abattoirs and so postponed the matter. Two years passed by and Robb Jetty needed urgent strengthening and improving (*WA*, August 14, 1909:11). Eventually, the Government gave £7,000 for the jetty to be extended 300 feet (91.4 metres) and widened, with a portion of it raised to make it easier to unload cattle (Table 3-3) (*WA*, March 17, 1910:3).

Discussions about public abattoirs continued, arguing that Robb Jetty would make a good location for a public abattoir due to its isolation from all habitations—this is preferable when dealing with wild cattle as well as smells from offal treatment. The area could also be isolated in the case of disease, and offered good grazing land. Nearby, there was an unlimited supply of water for the flushing and cleaning of abattoir facilities and a sea breeze to keep meat cool (*WA*, March 17, 1910:3). Another proposal for an abattoir in North Fremantle was not met favourably, but shallow draft was also a constant issue for using Owen Anchorage (*WA*, April 11, 1910:5).

Finally, in 1919, the West Australian Meat Exports launched a scheme for works at Owen Anchorage (Table 3-3) (Lange, A. J. “Robb Jetty and its History” Speech to Fremantle Chamber of Commerce [Lange RJH], August 9, 1984, Fremantle City Library, 664.9029 Robb Jetty:2; *WA*, January 31, 1922:7). Ernest Lee Steere began the scheme, with £74,000 provided to the company by farmers and pastoralists and a loan of £60,000 from the Government. By this time the Government had also dredged across Success Bank to the Naval Base, enabling access for deep drafted steamers into Owen Anchorage (Lange RJH, 1984, Fremantle City Library:2; *WA*, January 31, 1922:7). The Abattoir, operating as ‘Fremantle Freezing and Meat Works’, was to commence operations in 1921 with up-to-date facilities able to handle demand for many years (Table 3-3). At first the complex was only able to kill 2,000 sheep and 300 cattle per day, but it also provided cold storage facilities for fruit, vegetables and ice with a capacity of 1,000 tons (Gibbs and Bush 1995:3; *WA*, January 31, 1922:7). The Abattoir was known as ‘Robb Jetty Abattoir’ due to its proximity to the jetty (Lange RJH, 1984, Fremantle City Library:1).

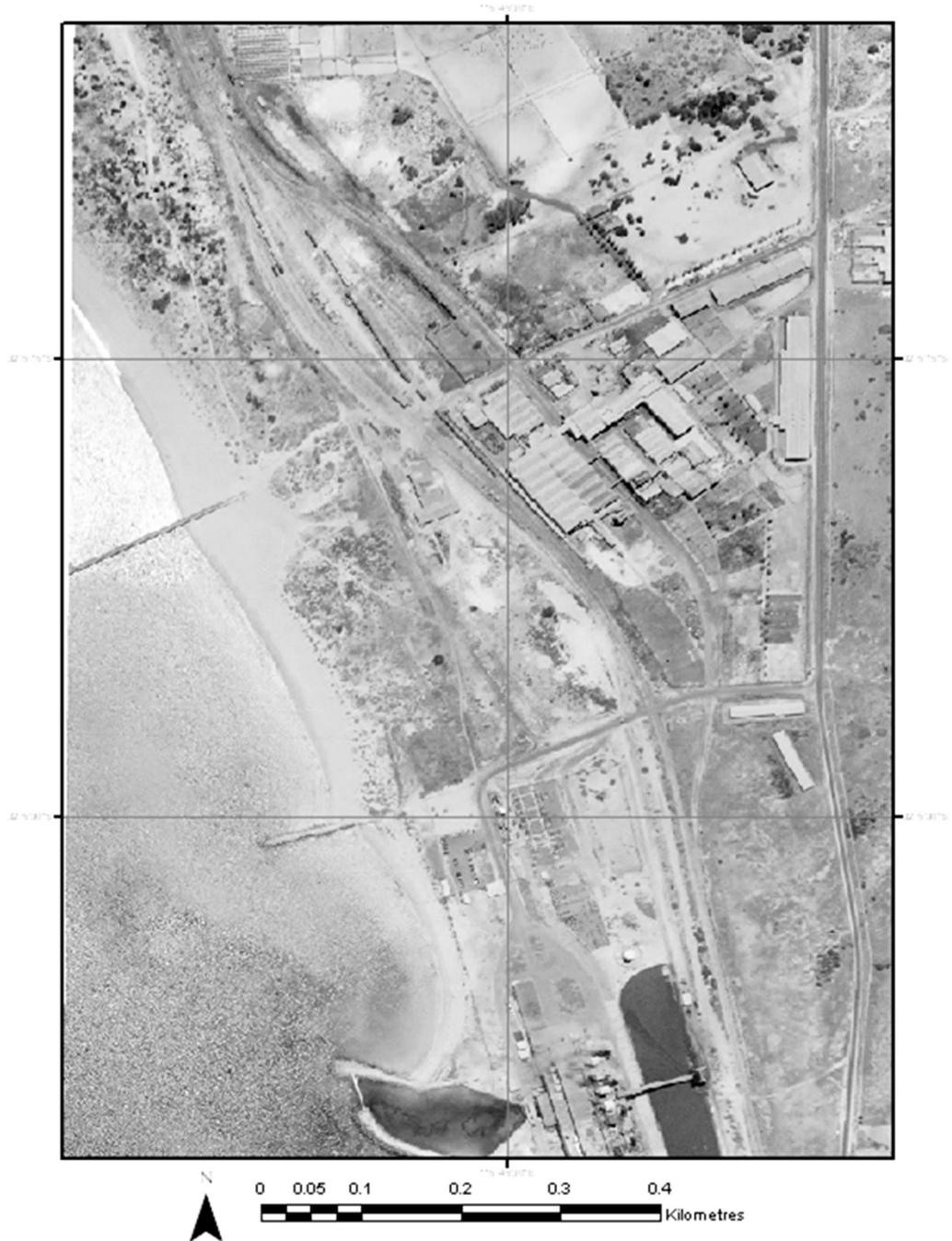
**Table 3-3** Summary of main events in Section 3.1.3.

<b>Year</b>	<b>Event</b>
1890s	Proposal to extend facilities at Owen Anchorage.
1898	Railway to be built.
1902	Yards and slaughterhouses constructed.
1903	Powder magazine exploded. Moved to Woodman Point.
1910	£7,000 given for Robb jetty to be extended, widened and raised.
1919	West Australian Meat Exports launch works for abattoir.
1921	‘Fremantle Freezing and Meat Works’ began operation.

### **3.1.4 Development of Robb Jetty Abattoir**

Robb Jetty Abattoir expanded in the 1930s and 1940s with a new mutton-dressing floor capable of processing 4,000 lambs per week, and the number of chains increased to double capacity (Table 3-4). The lamb season only lasted about eight weeks, so fruit and butter exports were valuable during the off-season (Lange RJH, 1984, Fremantle City Library:3). Construction of a four-storey building of freezing and storeroom chambers increased cold storage facilities (Gibbs and Bush 1995:4; Lange RJH, 1984, Fremantle City Library:6). By 1940 the company came into financial strife, but the government provided further financial support (Table 3-4). The Commonwealth recognised that the company supplied an important service by providing meat for the war effort, and was keen to see it survive (Gibbs and Bush 1995:4).

Unfortunately, financial problems continued after the war, leading to the State Government buying the company to ensure continued operation. From July 1, 1942, under control of the government, the name of the company changed to 'Western Australian Meat Preserves' and later to 'Western Australian Meat Exporters' (Table 3-4) (Gibbs and Bush 1995:4). The facility diversified operations to include egg pulp, turtle and crayfish processing. Chilling and storing space continued to expand with an extra 50,000 cubic feet (1,416 cubic metres) constructed (Gibbs and Bush 1995:4). An aerial image of the expanded Abattoir can be seen in Figure 3-2. The jetty itself also underwent an extension in 1947, with £15,000 being given for an extra 150 feet (45.7 metres) (Table 3-4). This was necessitated by siltation, making the water depth insufficient for berthing (*WA*, October 1, 1947:11).



**Figure 3-2** Landgate aerial image taken 1953 (Western Australian Museum, Landgate).

By the late 1970s Robb Jetty Abattoir serviced the slaughtering of cattle, sheep, lambs, goats and pigs. The complex had a freezing, chilling and storage capacity of 1,500,000 cubic feet (42,475 cubic metres), with the largest cold store in the state, and a holding capacity of 8,000 tons that stored a large variety of goods (Lange RJH, 1984, Fremantle City Library:7). Frozen and chilled goods included all manner of

red meat, seafood and poultry, dairy products, vegetables, fruit, and alcohol.

Slaughtering capacity grew to 460 cattle and 10,000 sheep per day. Meat was exported to the Middle East, requiring the meat to be 'halal' or lawfully killed by a Muslim taking first blood, along with other rituals (Gibbs and Bush 1995:7–8).

Robb Jetty Abattoir was a labour-intensive complex, requiring a base work force that increased from 350 to 650 with the season and with annual wages exceeding \$8,000,000, greatly impacting the economy of the Fremantle area (Lange RJH, 1984, Fremantle City Library:13; Gibbs and Bush 1995:10). Most of the work force was casual with a core of slaughtermen (Gibbs and Bush 1995:7). Workers employed were mainly Portuguese and Australian, with Slavic peoples and Italians. Staffing encouraged family ties and often several generations of men and women of the same family worked at the Abattoir, developing a tight working community (Gibbs and Bush 1995:7). There was a strong social network with tennis courts and a cricket pitch for workers to compete, and the company supported a football team (Gibbs and Bush 1995:8). Robb Jetty Abattoir had a massive impact on the economy, and work force and social life in Cockburn and the Fremantle area (Lange RJH, 1984, Fremantle City Library:13).

In 1976 the West Australian Meat Export Works ceased and formed part of the Western Australian Meat Commission with the government abattoirs at Midland Junction. The Midland abattoirs later closed in 1979. The 1980s saw a reduction in the number of products kept at Robb Jetty, with an increase in modern cold storage across the state (Lange RJH, 1984, Fremantle City Library:11). The complex still handled egg pulp, but meat had become its main focus. 1979 to 1980 was a record

year for slaughtering, with 703,032 lambs, 327,309 sheep and 6,324 goats. After 1980 slaughtering numbers reduced due to drought and changing markets, and by 1985 the facility was functioning at a loss (Gibbs and Bush 1995:5; Lange RJH, 1984, Fremantle City Library:11–12). This led to the closure of Robb Jetty Abattoir in 1992, and demolition in December 1994 (Table 3-4). The only feature left from the Abattoir is the chimney, which is heritage listed (Gibbs and Bush 1995:5; Heritage Council of Western Australia 1996).

**Table 3-4** Summary of main events in Section 3.1.4.

Year	Event
1930s–40s	New facilities.
1940	Financial strife. Government aid.
1942	Bought by State Government. ‘Western Australian Meat Preserves’ then ‘Western Australian Meat Exporters’.
1947	Extension of jetty, 150 feet, due to silting.
1980	Record year for slaughtering. Reduction in number of other products.
1985	Functioning at a loss.
1992	Robb Jetty Abattoir closes.
1994	Demolition in December. Only chimney remaining.

### 3.1.5 Demolition of Robb Jetty

In the mid-1960s Robb Jetty had been condemned for shipping use due to siltation, and land transport had become a more affordable method with animals brought in by railway or truck from the Midland saleyards (Gibbs and Bush 1995:3; State Records Office, Western Australia [SRO] 3728 12759 Wharves and Jetties—Robb Jetty [Robb Jetty], minutes from April 12, 1973). The Robb Jetty Freight Terminal opened on March 17, 1972, and made the jetty further redundant (Table 3-5) (SRO Robb Jetty, article “R.I.M. Salutes a Vast Project: Robb Jetty Freight Terminal” c. March 1972). Fremantle Port Authority decided that the cost of maintaining the jetty was

too high and it had to be demolished. Sections were unsafe and parts had been removed in rough weather. Fishermen continued to use the jetty despite its condition, even setting up a flying fox to cross a removed section (Table 3-5) (Scott 1974:3).

Demolition of Robb Jetty was strongly opposed by fishermen in the area, including the Australian Anglers Association and the Offshore Angling Club of WA (SRO Robb Jetty, letter from Australian Anglers Association to Fremantle Port Authority, c. May 14, 1973; SRO Robb Jetty, letter from Offshore Angling Club of WA to Fremantle Port Authority, June 18, 1973). Unfortunately the jetty was not viable for commercial use and the underwater sections of the piles were deteriorating.

Construction of the freight terminal also restricted access to the jetty (SRO Robb Jetty, letter from P. L. Wright to Australian Anglers Association, May 16, 1973).

Despite opposition, demolition of Robb Jetty was completed by February 1975 (Figure 3-3 and Figure 3-4, and Table 3-5) (SRO Robb Jetty, minutes from February 6, 1975).

**Table 3-5** Summary of main events in Section 3.1.5.

<b>Year</b>	<b>Event</b>
1960s	Robb Jetty condemned for shipping due to siltation.
1972	Robb Jetty Freight Terminal opened.
1973	Maintaining the jetty too costly. To be demolished.
1975	Robb Jetty demolished.



**Figure 3-3** Landgate aerial image taken September 6, 1974, with Robb Jetty. Note *Wyola* and barge on beach near jetty, and railway between jetty and abattoir (Western Australian Museum, Landgate).



**Figure 3-4** Landgate aerial image taken November 6, 1975, absent of Robb Jetty. Note *Wyola* and barge on beach near jetty, and railway between jetty and abattoir (Western Australian Museum, Landgate).

### 3.2 *Wyola* Tugboat

*Wyola* was built by J. T. Eltringham and Co. at South Shields, United Kingdom, in 1912 (Table 3-6) (Western Australian Museum, Shipping Registry for “*Wyola*” official number 131636). The year of writing is the one-hundredth anniversary of the vessel’s construction. *Wyola* was a 306-gross-ton single crew steam tug, measuring 125 feet (38.1 metres) in length, 24 foot six inch (7.5 metre) in beam and 13 feet six inch (4.1 metre) in draught (Figure 3-5) (Dickson 1994:35; *WM*, August 31, 1912:32). The tug departed for Fremantle on July 26, 1912, to be part of the Swan River Shipping Company. *Wyola* was of modern design with a powerful salvage pump and electric lighting, and was the largest, most powerful and efficient tug in Australia at the time of its arrival (Michael Gregg, personal communication, 2012; *WM*, August 31, 1912:32). On the way to Fremantle *Wyola* undertook its maiden tow by aiding the Norwegian barque *Concordia* from where it was stranded at Balla Balla, in the north of WA. *Wyola* entered Fremantle Harbour on October 5, victorious with the successful tow (*Examiner, The [E]*, November 4, 1912:4).

It was not long before *Wyola* was again in newspapers, as would happen for many of the tugs major rescues. In 1913 the Norwegian barque *Victor* headed to New Caledonia from Delagoa Bay and encountered strife between African Reef and Irwin Reef, west of Dongarra. The captain and chief officer had died of sickness, leaving the crew unable to navigate their ship (*WA*, May 6, 1913:7). Fortunately, they were able to contact a nearby fishing smack *Fleetwing* whose skipper went aboard to help while his vessel headed to Fremantle. There, *Fleetwing*’s crew informed police who arranged for *Wyola* to meet the vessel and assist. *Wyola* intercepted *Victor*, then located 20 miles (32.2 kilometres) north west of Rottnest, and towed it to Fremantle.

The sickness that had struck the crew was ‘African fever’, or malaria (*WA*, May 6, 1913:7).



**Figure 3-5** *Wyola* on slips (Western Australian Museum, Saxon Fogarty, unknown date).

In 1917 the tugboat was requisitioned to tow a large steamer 3,480 kilometres to Sydney for repairs, attracting interstate attention (Table 3-6) (*E*, November 24, 1917:6). Newspapers publicised other key events in *Wyola*'s working life, such as when the tugboat assisted the stranded American schooner *Alexander T. Brown* at Wreck Point in 1917 (*WA*, June 6, 1917:6). *Wyola* was also involved in three rescues during 1920. The first was when French steamer *Mannheim*'s engines broke down when *en route* to France from Melbourne, and *Wyola* went to assist during extremely rough weather. *Mannheim* was eventually able to make it to Albany in southern WA (*Daily News, The [DN]*, June 26, 1920:8; *WM*, September 30, 1920:30). The state steamer *Bambra*, leaving Victoria Quay in Fremantle for Robb Jetty with cattle, ran

aground on Success Bank. Again, *Wyola* assisted (*WM*, September 30, 1920:30). Then, on Christmas Day the same year, a fire broke out on the government steamer *Kwinana* when it was in Carnarvon. This was put out, but another fire started of greater intensity destroying bulkheads and part of the timber cargo (*WA*, December 31, 1920:6). *Wyola* eventually towed *Kwinana* to Fremantle. Events of this sort continued throughout *Wyola*'s working life.

*Wyola* also encountered collisions and damage during its service in Fremantle. In 1913 the tugboat's stem became damaged after ramming and damaging the hulk *Sesa* in Fremantle Harbour, and also collided with the dredge *Posidonia* at Victoria Quay the same year (Dickson 1994:35; *WA*, January 24, 1914:11). *Wyola* hit another tug *Ivanhow* while towing RMS *Ormus* in Fremantle in 1926, and struck *Kybra* in 1933 while berthed at the wharf, with minor damage to the plates (Dickson 1994:35; Duncan 1988:31). The tugboat also damaged its stem when it struck another vessel whilst berthing *Mernoo* at Victoria Quay in 1928 (Dickson 1994:35).

Most of the movements of *Wyola* were well reported, however there is one voyage that seems to have been classified. In October 1917 the tug departed Fremantle for Sydney with an unidentified steamer in tow, but this was not recorded in the Harbour Master's logs or in newspapers (Table 3-6). The voyage, which passed through ports for coal and mandatory reporting stations, was equally unrecorded, as was its arrival in Sydney (Michael Gregg, personal communication, 2012). Due to heavy censoring it is almost certain that the tug was towing a disabled Allied warship to the Naval dockyards in Sydney for repair. The only place where records of this voyage arise is in the proceedings of the divorce court, as during *Wyola*'s six-week absence the wife

of one of the officers on the tug cheated on her husband with a butcher (*WA*, April 2, 1919:7).

*Wyola* was taken over by the Commonwealth Board of Shipping on March 28, 1918, and sailed to the Mediterranean on April 13 under the command of Captain Milner (Table 3-6). The tug was based at Malta and its role was most likely clearing harbours and shipping lanes of wartime wreckage from World War One (Michael Gregg, personal communication, 2012; *WA*, January 16, 1920:6). This continued until *Wyola*'s return to Fremantle on January 25, 1920, and was given back to the Swan River Shipping Company on March 13 (Michael Gregg, personal communication, 2012).

In 1965 a routine survey of *Wyola* indicated that extensive repairs would be necessary to keep the vessel in service after 1969 (Table 3-6) (SRO 5080 1 Survey file "Wyola" [Wyola], letter, June 24, 1965). Delays in the building of a new tug extended the commission of *Wyola* into 1970 (SRO Wyola, letter, February 28, 1969). On January 27, 1970, ownership of *Wyola* passed to Goldfield Metal Traders for scrapping and registry was officially cancelled on September 25, 1970 (Table 3-6) (SRO Wyola, letter January 23, 1970; Western Australian Museum, Shipping Registry for "Wyola" official number 131636). Goldfield Metal Traders took the tug to Robb Jetty, where they moored a barge alongside and cut the vessel down (Figure 3-6). In the process, they moved *Wyola* up onto the shoreline and further worked until only the keel, part of the sternpost and the stern frames remained (Duncan 1988:31). These features are still present today.

**Table 3-6** Summary of main events in Section 3.2.

Year	Event
1912	<i>Wyola</i> built.
1917	Tugged large steamer to Sydney.
1917	Mysterious tow to Sydney.
1918	Taken over by Commonwealth Board of Shipping. Sailed to Mediterranean, based at Malta. Returned 1920.
1965	Survey indicated need of extensive repairs.
1966	Recommended that <i>Wyola</i> be replaced.
1970	Sold to Goldfield Metal Traders for scrapping. Registry cancelled.
2012	100 <sup>th</sup> anniversary since <i>Wyola</i> built. Arrived in Fremantle.

### 3.3 Barge

The wreck has a length of 20.5 metres and beam of 9.5 metres. The barge is believed to have been used in scrapping *Wyola* in 1970 and was brought ashore, becoming derelict and catching fire, with the remaining timbers becoming buried next to the *Wyola* shipwreck (Duncan 1988:31). Goldfield Metal Traders scrapped *Wyola*, and it has been noted that a sign with “Randy’s Wreckers” was displayed on the barge during the process of scrapping (Duncan 1988:31). It has not been confirmed whether the barge was associated with Goldfield Metal Traders or ‘Randy’s Wreckers’. No further information was found regarding Goldfield Metal Traders, Randy’s Wreckers or the background of the barge itself.



**Figure 3-6** Landgate aerial image of Robb Jetty and Abattoir taken 1981, with *Wyola* and the barge present (Western Australian Museum, Landgate).

### **3.4 ‘Horse and Rider’ Statue**

The statue standing in the water at C. Y. O’Connor Beach is given no other interpretation than the ‘Horse and Rider’ statue. It depicts Charles Yelverton O’Connor, after whom the beach is named.

#### **3.4.1 Charles Yelverton O’Connor**

In the late nineteenth century, WA was short of labour and engineering skills to meet the high demand for infrastructure over the state. Charles Yelverton O’Connor, an Irish surveyor, accepted the position of Engineer in Chief for WA and moved with his family from New Zealand in 1891 (Table 3-7). O’Connor arrived with the enormous task of establishing WA, starting with the haphazard railways and lack of a port to service Perth (Evans 2001:111–112; Webb 1995:87). Sir John Forrest, Premier of WA, was the political power and a strong supporter of O’Connor throughout his career. They did not always agree, but Forrest enabled many of O’Connor’s practical visions to take place (Evans 2001:120; Webb 1995:81, 83). O’Connor’s first work was building Fremantle Port, which seemed an almost impossible task due to the rocky entrance of the Swan River and dangerous north westerly seas (Table 3-7). Forrest argued for works at Owen Anchorage instead, but later he supported O’Connor (Evans 2001:125–132). In the present it is obvious that a harbour at the mouth of the Swan River was the most ideal location, as Owen Anchorage would have required constant work to maintain depths necessary for shipping, especially as ships became bigger over time (Evans 2001:124).

With the onset of the gold rush, there was neither transport nor water to support the growing number of prospectors in the Yilgarn region. Lack of water and difficulty in getting supplies also hindered the construction of a railway there, so production

stopped. The gold boom was exploding at Coolgardie and Kalgoorlie, 180 kilometres to the east of Yilgarn, but rail and water facilities could not be extended (Tauman 1978:120-121). It was estimated that they needed 5 million gallons (19 million litres) of water daily to continue work (Tauman 1978:257). O'Connor developed a scheme for an enormous dam in the Darling Ranges, from which water would be pumped over the escarpment and then across 560 kilometres to the Goldfields. Under Sir John Forrest the Coolgardie Water Supply Scheme was sanctioned, and £2,500,000 would be borrowed for the operation (Tauman 1978:256).

Building of the Mundaring Weir began in 1900 and was completed in 1902, then storing 4,655 million gallons (17, 621 million litres) of water (Table 3-7). It now holds 17,000 million gallons (64,352 million litres), which is a testament to the foundations O'Connor built that enabled future expansion (Tauman 1978:260). At the same time he developed the 'Transcontinental' railway to connect Kalgoorlie with Port Augusta (Table 3-7). Despite his achievements, O'Connor faced constant criticism and it began to adversely affect his mental health. Nervous breakdowns were not recognised in the society of that time and, for a period, O'Connor's usual supporters were absent (Evans 2001:207, 224).

On March 10, 1902, O'Connor wrote a note that read:

*"The position has become impossible. Anxious important work to do and three commissions of enquiry to attend to. We may not have done as well as possible in the past but we will necessarily be too hampered to do well in the future. I feel that my brain is suffering and I am in great fear of what effect all this*

*worry may have upon me – I have lost control of my thoughts. The Coolgardie scheme is all right and I could finish it if I got a change and protection from misrepresentation but there is no hope for that now and it is better that it should be given to some entirely new man to do who will be untrammelled by some prior responsibility” (Evans 2001:229).*

He mounted his horse and went for a ride, as he often did, but the horse was later found riderless. A body was discovered in the shallows near Robb Jetty, along with a pistol (Evans 2001:227; Webb 1995:81). Unyielding criticism and pressure had had its effect leading to the suicide of a visionary engineer (Table 3-7).

By December that year water was flowing into a reservoir at Mt Charlotte near Coolgardie, and in January it reached Kalgoorlie (Evans 2001:239). The entire works functioned perfectly and continues to do so, with electrically powered centrifugal pumps replacing the steam driven engines and pumps in 1970 (Tauman 1978:260). O’Connor had dramatically changed WA in the eleven years he was there, and his monumental works of Fremantle Harbour, the Coolgardie Water Scheme and the Eastern Goldfields Railway still stand as testaments to his vision.

### **3.4.2 The Statue**

The ‘Horse and Rider’ monument, sculptured by Tony Jones, was unveiled in 1999 (Table 3-7) (GlobeVista 2007). It is a bronze sculpture situated in the water near Robb Jetty, and depicts O’Connor riding his horse. His head is turned to face the beach while the horse faces out. It was in the water at this beach where O’Connor committed suicide on March 10, 1902 (Evans 2001:225).



**Figure 3-7** 'Horse and Rider' statue off the shore (Danielle Wilkinson, October 26, 2012).

**Table 3-7** Summary of main events in Section 3.4.

Year	Event
1891	Became Engineer in Chief of WA.
1892	Began building Fremantle Harbour.
1900	Began building the Mundaring Weir for the Coolgardie Water Scheme. Completed 1902.
1900	Construction of the Eastern Goldfields Railway.
1902	March 10, suicide of O'Connor.
1903	January, water reached Kalgoorlie from Mundaring Weir.
1999	'Horse and Rider' monument.

### 3.5 Conclusion

Past use of Robb Jetty had an industrial nature. Owen Anchorage, despite facilitating other uses, grew into a centralised area for abattoirs and cattle landing, vital for the Swan River Colony and for WA. Robb Jetty and Abattoir are the focus of this thesis

as they dominated this section of the coast. These features were prominent in the physical landscape, informing how people interacted and perceived the area now known as C. Y. O'Connor Beach. But this was not to last. The jetty and Abattoir were both demolished, ending an era of industrial use and beginning the transformation to a recreational landscape. The cultural features of *Wyola*, the barge, and the 'Horse and Rider' statue were not present or did not largely impact upon the maritime cultural landscape of Robb Jetty until after industrial activity had ceased.

Different influences have shaped the landscape of Robb Jetty, from 1829 and the establishment of the Swan River Colony to today. Two key factors that informed the development of Robb Jetty are geomorphic and economic. The original use of Owen Anchorage, that of being a safe anchorage, was determined by its location and geomorphic properties—it was protected from incoming weather by Garden Island and also deep enough for vessels to anchor. It was the build-up of siltation in Owen Anchorage that prevented the construction of harbour works in the area, which would have dramatically changed the landscape. Fortunately, the economic convenience of landing cattle led to the development of Robb Jetty and its further industrial use in connection to the meat trade. Siltation eventually outweighed the economic value of Robb Jetty, leading to its demolition. As technology changed and altered demand, the Abattoir also fell into financial ruin. As can be seen in previous maritime cultural landscape studies, changes at Robb Jetty were determined by geomorphic and economic factors that first led to its development and then its demolition (Duncan 2007; Ash 2005).

## 4 PERCEPTIONS

*“You could be guaranteed the smell... any time the sea breeze came in, but it never bothered us”* (Interview between the author and Anonymous about Robb Jetty, January 19, 2012).

### 4.1 Sources and Methodology

The use of multiple sources form a collaboration of perceptions that form the maritime cultural landscape of Robb Jetty, including:

- Historical records
- Ethnographic sources
- Land use
- Physical remains
- Topography
- Toponymy
- Oral histories

These sources are used where relevant and available. Chapter 3 detailed the historical background of each of the features, but key factors shall be reiterated.

It must be understood that this chapter compares superficial timeframes of ‘past’ and ‘contemporary’ but there is no actual temporal division in the maritime cultural landscape. Also, features are discussed individually but together they form a maritime cultural landscape that has no spatial divisions. ‘Past perceptions’ refers to when the feature performed its original function, and ‘contemporary perceptions’

represents the present time as part of the recreational environment of C. Y. O'Connor Beach.

#### **4.1.1 Interview and Questionnaires**

Research of past and contemporary cognitive perceptions included an interview and 72 questionnaires, made with approval from the Flinders University of South Australia Social and Behavioural Research Ethics Committee (Project Number 5497). An interview between the author and an anonymous participant was conducted at the Western Australian Museum Shipwreck Galleries on January 19, 2012. This was recorded on a tape recorder and then transcribed, producing an oral history. The interviewee spent many years as a child in the area, returning as a teenager and still lives in Fremantle. The interview transcript is available in Appendix B.

The author conducted questionnaires orally close by the cultural features at C. Y. O'Connor Beach. The target audience was restricted to those 18 years of age and older, and intended to involve people across a vast demographic. The questionnaire asked participants about their interactions and activities at C. Y. O'Connor Beach, and if they were aware of the historic background of the area. The questionnaire is available in Appendix C along with an Excel spreadsheet of the results from all 72 completed questionnaires. Data was processed on the Excel spreadsheet by listing the answers of open questions by categories, such as responses to Question 3 that were categorised as Walk, Dog, Swim, Dive, and Other. These questions, as with the Yes/No form of questions, were given a number one for Yes and zero for No. Any further clarification, explanation or comments applicable to this research were

written below. The data was analysed by comparing the totals of the responses to each question, as well by observing patterns or correlations in the data.

#### **4.1.2 Physical Remains**

The author investigated the physical remains of cultural features at C. Y. O'Connor Beach through two field trips. The first, held from December 1 to December 3, 2011, was conducted with Flinders University of South Australia. The aim of this fieldwork was to determine the extent of wreckage from *Wyola* and the concrete effluence pipe that was reinforced with steel mesh using magnetometer and metal detector surveys. It also intended to record the features and their positions in the physical landscape with GPS and a total station. Wendy van Duivenvoorde of Flinders University supervised this fieldwork.

The second field trip was conducted through WAM on September 29, 2012, with the same objectives and methods previously stated. Madeleine McAllister, assistant curator in the Department of Maritime Archaeology of WAM, supervised this fieldwork.

Not all of the intended tasks were completed or successful due to environmental conditions of the beach and equipment failure. In particular, magnetometer surveys conducted on both field trips resulted in corrupt and unusable data. Further details and results are available in Appendix D. The author later observed a magnetometer being tested by EGS Earth Sciences and Surveying at C. Y. O'Connor Beach on October 11, 2012, which did detect a continuation of the concrete pipe buried in the sand. No other large features were detected on either side of *Wyola*, and no data was recorded from this test.

### **4.1.3 Other Sources**

Information sources such as historical records, ethnographic sources, land use, topography and toponomy came from various sources. These included searches of Battye Library, WA State Records Office, and WAM Department of Maritime Archaeology hard copy files and records. Sources available online include the National Library of Australia Trove archive, publications by the Heritage Council of Western Australia, and publications by the City of Cockburn. This was supplemented with further information gained through personal communication with WAM staff from their electronic files and records.

## **4.2 C. Y. O'Connor Reserve and the Surrounding Area**

### **4.2.1 Past Perceptions**

#### *4.2.1.1 Use*

Ships unloaded cattle at Owen Anchorage even before the construction of Robb Jetty in 1877. Abattoirs, slaughtering sheds and pasturing yards covered a vast spread of the coast (Berson 1978:100). Opening of the 'Fremantle Freezing and Meat Works' in 1921 reinforced that this was an industrial area focused on the meat trade.

The beach of Owen Anchorage is also part of the South Beach Horse Exercise Area, which is listed on the Register of Heritage Places. This area has been used for exercise and training of horses for recreation, sport, and World War One service since the early 1830s (Heritage Council of Western Australia 2007:2).

#### *4.2.1.2 Toponymy*

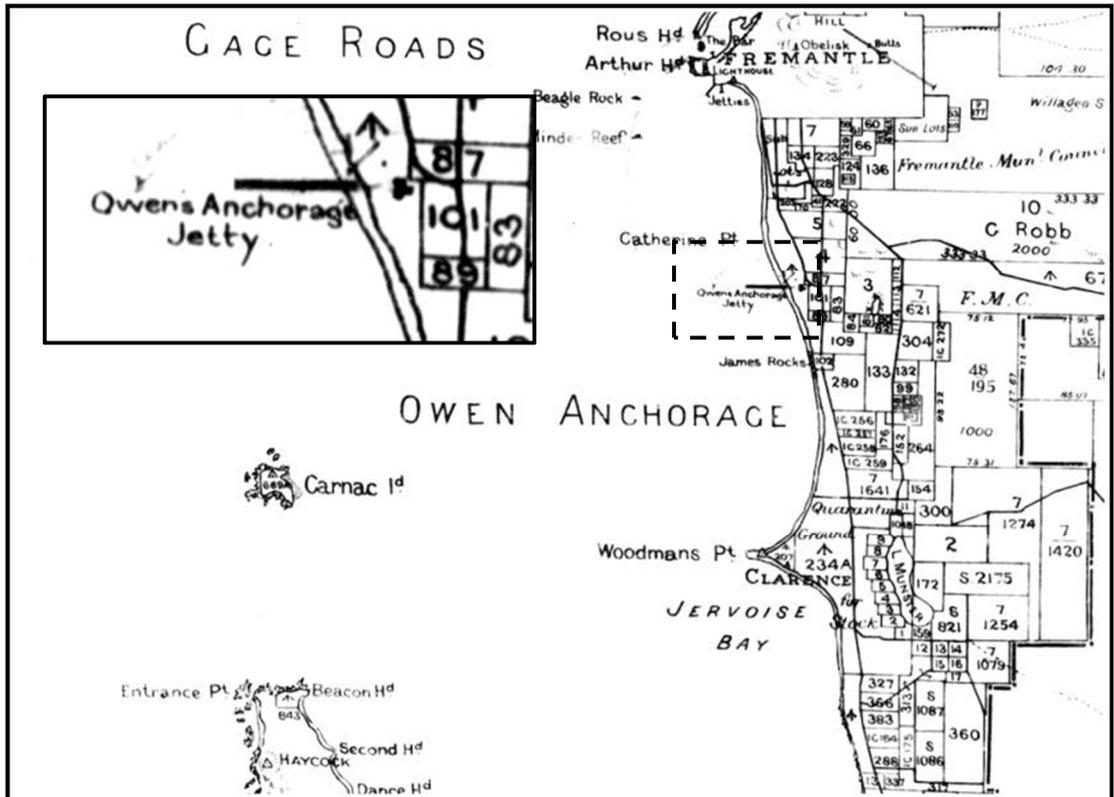
Owen Anchorage was named from Captain William Owen, master of the brig *Amity*, who anchored in Cockburn Sound in 1829 (Berson 1978:211). The boat jetty constructed there in 1877 was simply referred to as 'the jetty at Owen's Anchorage' or 'Owen Anchorage jetty' (*WA*, July 7, 1885; *ICN*, July 15, 1885). Only later was it called 'Robb's Jetty', after George Robb who owned land adjacent to the jetty (Figure 4-1) (Berson 1978:212; State Records Office, Western Australia [SRO] 3728 07/12/38 Wharves & Jetties—Robb Jetty, map). At first this name was not well known and it was only used in conjunction with reference to Owen Anchorage until the early 1900s (*WA*, June 26, 1893:6; *WA*, March 9, 1898:7). The Fremantle Freezing and Meat Works was colloquially called 'Robb's Jetty Abattoir' due to its proximity to the jetty (Lange, A. J. "Robb Jetty and its History" Speech to Fremantle

Chamber of Commerce [Lange RJH], August 9, 1984, Fremantle City Library, 664.9029 Robb Jetty:1).

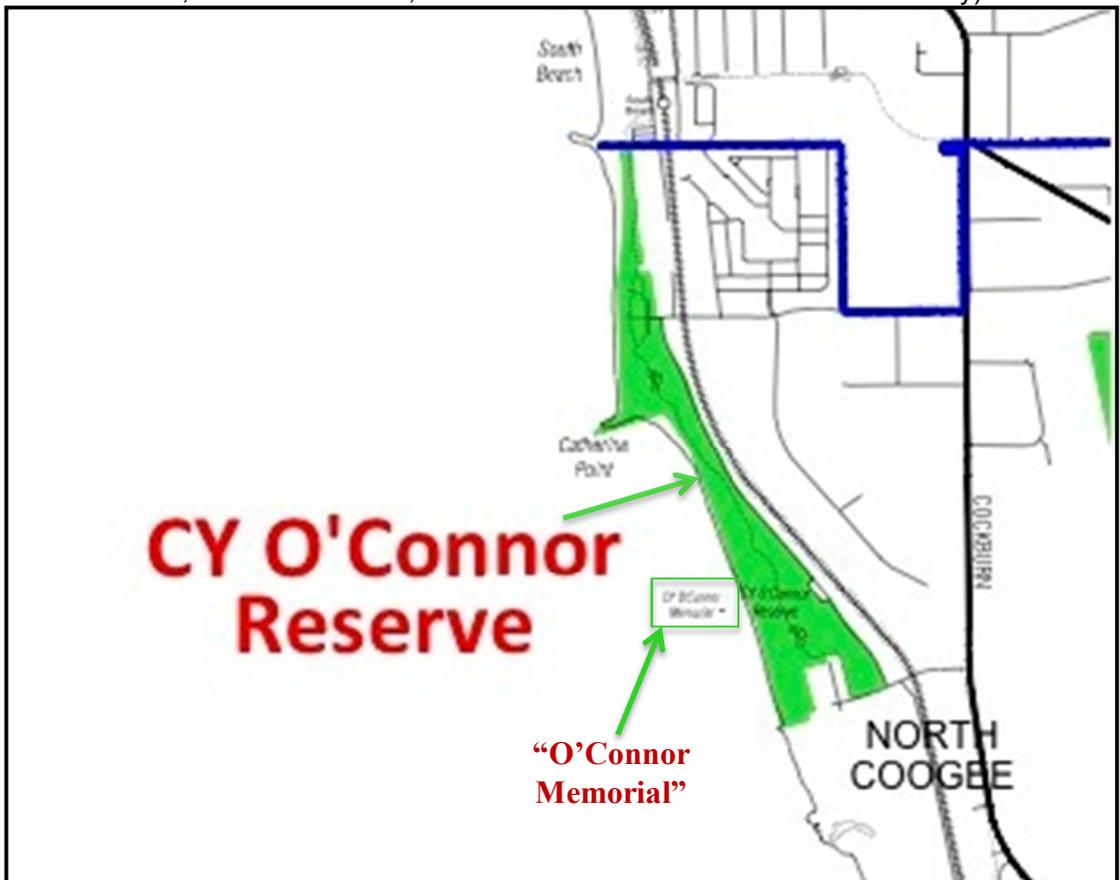
In 2004 the beach area was named C. Y. O'Connor Beach, part of C. Y. O'Connor Reserve, after the Engineer-in-Chief of WA who is memorialised by the 'Horse and Rider' statue off shore (Figure 4-2) (Heritage Council of Western Australia 2007:17). It is suggested that the name change from 'Robb Jetty' to 'C. Y. O'Connor Beach' may have been an attempt to disconnect the area from unpleasant sensory recollections of past use associated with the name 'Robb Jetty', as well as memorialising an important historical figure of the Fremantle area.

#### **4.2.2 Remaining Features**

C. Y. O'Connor Reserve extends along the coast, west of the old railway that led to Robb Jetty Freight Terminal, from the southern end of South Beach to McTaggart Road. Remains present in C. Y. O'Connor Reserve include the four features discussed in this thesis of Robb Jetty, *Wyola*, the barge, and the 'Horse and Rider' statue (Figure 4-3). The land comprises of coastal beach area and low dunes, with a foot and cycle path running along its length.



**Figure 4-1** Map of Owen Anchorage, with larger scale insert of Robb Jetty named 'Owen Anchorage Jetty'. George Robb's land is also labeled to the north east of the jetty (State Records Office, Western Australia, 3728 07/12/38 Wharves & Jetties—Robb Jetty).



**Figure 4-2** Map of C. Y. O'Connor Reserve (City of Cockburn 2011).

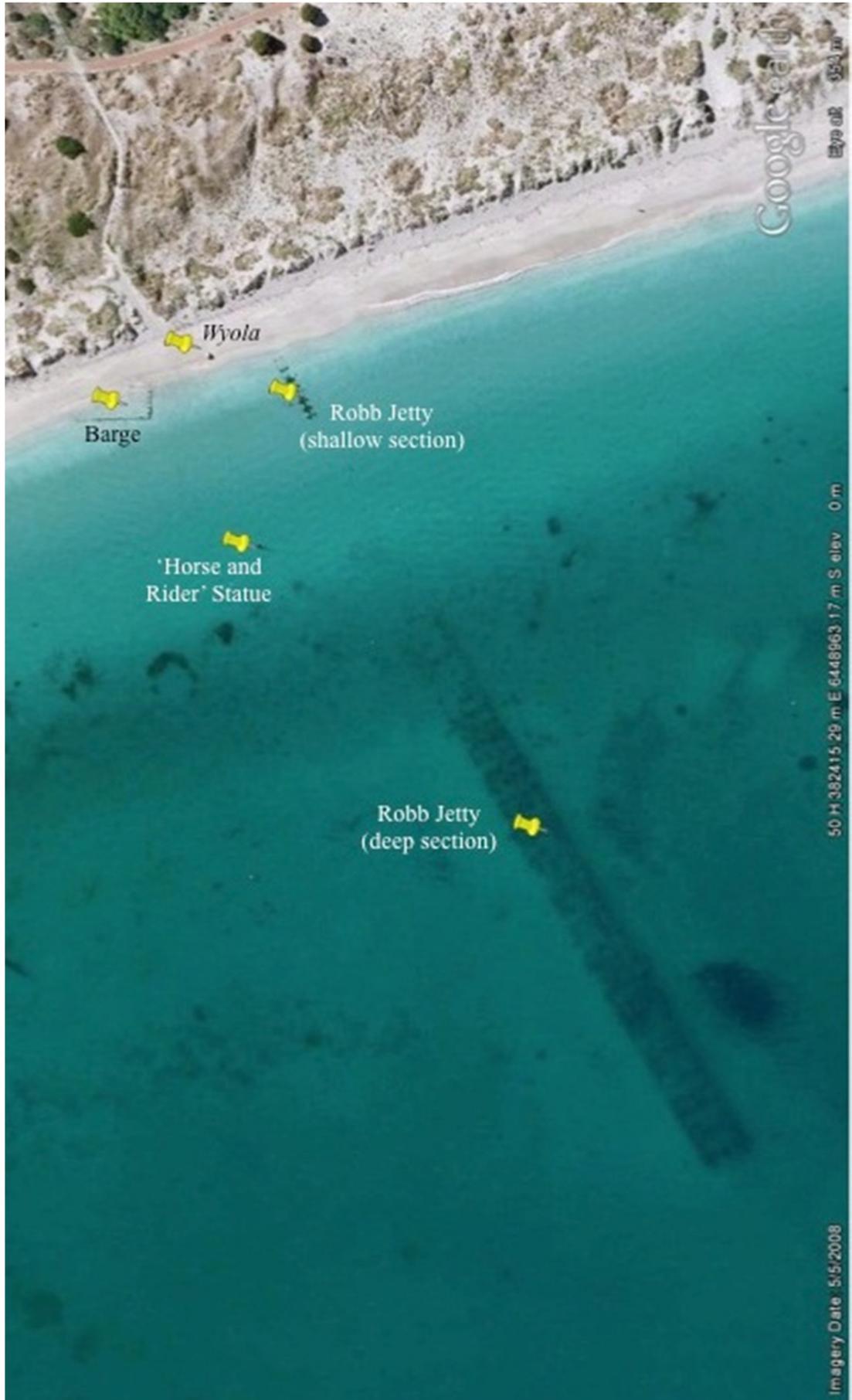


Figure 4-3 Labeled aerial image of the features at C. Y. O'Connor Beach (Google Earth).

### **4.2.3 Contemporary Perceptions**

#### **4.2.3.1 Use**

Robb Jetty is now a popular shore dive site and C. Y. O'Connor Beach is an enjoyable place for swimming and walking. The Abattoir land is vacant other than the remains of the chimney and is still officially unused at the time of writing, other than by homeless people and travellers in camper vans.

In the late 1990s the North Coogee Landscape project, part of the Coogee Master Plan, led to re-contouring and re-vegetation of sand dunes in the area. This included establishing of a pathway for walkers and cyclers along the coastal strip with sixteen beach access paths (Heritage Council of Western Australia 2007:15–16). The City of Cockburn also established facilities at the southern end including a large grassed area, barbeques, sheltered picnic tables and chairs, a toilet block, showers, and parking. All of these facilities have disabled access (Access WA 2008). The City of Cockburn found a changing pattern of land use after modification of the coastal area, with a larger number of pedestrians, cyclists, and dog walkers (Heritage Council of Western Australia 2007:17).

The City of Cockburn erected a series of interpretive sculptures in the South Beach Horse Exercise Area. Sculptor Tony Jones, who created the 'Horse and Rider' statue, built a metal work called 'Human Race' leading from the remains of Robb Jetty as well as two wind vanes (Figure 4-3 to Figure 4-8) (Heritage Council of Western Australia 2007:19). Other forms of artwork were raised outside of C. Y. O'Connor Reserve commemorating past use of the area (Heritage Council of Western Australia 2007:19).



**Figure 4-4** Wind vane depicting a rooster (Danielle Wilkinson, May 13, 2011).



**Figure 4-5** Wind vane depicting two cattle (Danielle Wilkinson, May 13, 2011).



**Figure 4-6** 'Human Race' cattle run, leading from the car park to Robb Jetty (Danielle Wilkinson, May 13, 2011).



**Figure 4-7** 'Human Race' cattle run, with rows of cattle (Danielle Wilkinson, May 13, 2011).



**Figure 4-8** 'Human Race' cattle run, depicting silhouette of cattle the height of the fence (Danielle Wilkinson, May 13, 2011).



**Figure 4-9** Sign pointing towards 'Horse and Rider' statue, with no interpretation of who it depicts (Danielle Wilkinson, May 13, 2011).

In 2004, the City of Cockburn allocated \$50,000 to provide signage in the South Beach Horse Exercise Area, with information regarding past use of the area for exercise and training of racehorses and about C. Y. O'Connor (Heritage Council of Western Australia 2007:17). None of these are present in the area of Robb Jetty.

The surrounding land is being developed into a residential area, with units and houses being constructed to the north west of C. Y. O'Connor Reserve.

#### *4.2.3.2 Oral History*

The interviewee describes how “when the Abattoir closed the whole area changed quite radically because it was stripped of its soul for light commercial.” Other changes can be seen that are a result from new recreational use including access to the beach. It is:

*“...more open to the public now than it has ever been. Because it was all sand dunes. There were no roads there. There is now a road [Robb Road] that goes right along the beach. ...I know that it was a hell of a trek, and the only access to that beach was through Robb Jetty [Abattoir] land”.*

The participant recognises that it is a popular beach, with runners and riders often using the path behind the beach, and how it is ideal for people from the inner suburbs. “Port Coogee also has robbed them of a lot of beach,” increasing the number of people at Robb Jetty. Insights from this oral history reveal the popularity of the beach and factors influencing this, along with current use of the area by dog walkers, riders, and runners.

#### **4.2.3.3 Questionnaires**

Results from the questionnaires indicate that 54 out of 72 of the participants frequent the beach at least once a week, demonstrating that most chose to return to this beach instead of frequenting others. Thirty-eight participants resided outside of Cockburn, supporting that this beach is regularly used by people who are not from the immediate surrounds. A total of 55 out of 66 walkers brought a dog, demonstrating a dominance of dog owners frequenting this beach. Together these statistics indicate that users of C. Y. O'Connor Beach prefer this beach to others in the Fremantle area, and return regularly, perhaps due to its status as a dog beach.

#### **4.2.4 Summary**

The Robb Jetty area had early connections to the meat industry and abattoirs dominated this part of the coast. As the economy turned, so did the area as Robb Jetty Abattoir was demolished and it became a recreational beach. The City of Cockburn provided access for the public as well as facilities for recreational users. People from local and surrounding areas partake in a variety of activities at the beach, but predominantly dog walking.

### **4.3 Robb Jetty and Abattoir**

#### **4.3.1 Past Perceptions**

##### **4.3.1.1 Use**

The main purpose of Robb Jetty was for unloading animals for the Abattoir.

Although the jetty served other minor functions, such as enabling the unloading of explosives for the magazine, it was chiefly built to facilitate the meat trade. Robb Jetty Abattoir was a place of work, provided jobs to many people in Cockburn and the surrounding suburbs. These features had a clear use as infrastructure for the meat industry.

#### 4.3.1.2 *Ethnographic sources*

Owen Anchorage received regular attention in WA newspapers during discussions of proposed harbour works, outlined in Section 3.1.1. Robb Jetty itself received little attention in newspapers, even after construction of the Abattoir. The meat trade was regularly a topic of discussion and Robb Jetty Abattoir did not escape mention, but the Abattoir was rarely the focus. An exception was an article published after Robb Jetty opened which gave commendations and described it as an “undertaking of national importance” (*WA*, January 31, 1922:7).

Focused attention that the Abattoir did receive involved complaints about the smell. In the early 1940s there was “an offensive smell coming from the abattoirs at Robb’s Jetty” (*WA*, November 19, 1940:9). The smell was mainly a result of boiling-down operations. The Public Health Department inspected the works and made several recommendations to abate the smell, including that the chimney not be used for disposing gases from the driers—a suggestion which was complied with (*WA*, January 22, 1941:11; *WA*, February 19, 1941:5).

#### 4.3.1.3 *Oral history*

The interviewee provided childhood perceptions of Robb Jetty, including how it was a family affair to watch ships pull up and unload cattle with stockmen rounding up the animals on the beach. The participant likened it to a circus as they drove cattle through the grids. As children, the interviewee and his friends were able to observe the process, as he remembers:

*“...there was the gory side of things where we had this morbid  
fascination of the kill... you could virtually walk into the place and stand  
and watch [them]... drive these cattle under and a guy used to stand*

*there basically with a sledge hammer and he would knock the cow unconscious, or the beast unconscious, and they'd pull a rope, he would drop down and they would slit the throat and it would go off onto the process chain. ...at the time it was fascinating—and I was only about six or seven or something, maybe ten [years old].”*

The slaughtering process was part of a way of life, and was not considered with the same traumatic connotations given today.

One aspect that was prominent in the interviewee's childhood perspective was the cowboys. He recalled how “they wore the hats, they wore the boots, they wore the jeans. Like every boy's dream to do something like that.” The participant could not recall where they came from but the admiration he held for the cowboys was evident often during the interview as he said “they [were] real cowboys!” and laughed.

Although there was not any swimming at the beach, it was a great place to go fishing when the jetty was not being used. The participant described one particular memory when fishing:

*“...on a good night he [his friend's father] would take me and my friend out with him with nets at South Beach, we'd get bait, we'd take them out, we'd set set-lines where the effluent pipe was, where they used to dump all the fat, skin and blood and that. And we'd be getting, some nights, five, six sharks a night off there”.*

Effluence from the abattoirs was disposed through a pipe that ran under the jetty and attracted sharks to the area. Sharks often took cattle, as was the case in 1909 when one fell over-board and was attacked by eight or nine sharks (*WA*, June 24, 1909:4). The participant recalled that the effluence sometimes used to contain body parts and “on a bad day it floated around a bit.” Concerning fishing, the interviewee recalled that there were not a lot of fishing boats but there was crayfish fishing. These memories of Robb Jetty demonstrate that it was part of the community, not just through supplying jobs, but also through recreational interactions of the public.

The interviewee also recalled another aspect of the area—the smell from the abattoirs: “You could be guaranteed the smell... any time the sea breeze came in, but it never bothered us.” Although the abattoirs smelled unpleasant, the participant claimed that Fremantle on the whole was a smelly place because of seaweed that collected along the coast and the smell of it rotting continued through summer. The interviewee described how the odour “was acceptable. I think people respected the Abattoir as a major employer, and that is what they had, that is what they lived with. There was no need to complain. It is only smell!” This reflects the general attitude that must have existed among people who resided in the area and lived with the surrounding aromas. An enjoyable equivalent was from the Mills and Wares bakery, as the participant explains:

*“coming from the south west we had this smell of boiling fat at night, and then, if the wind was in the north west we knew what biscuits were on at Mills and Wares. ... We looked forward to the north west wind more than we did for the south west wind.”*

This industrial area produced a number of different smells, also from the drying sheds and tanneries located nearby. The Abattoir was not the only producer of bad odours, and those who lived in the area accepted the reality of the stench.

There were other aspects of the Abattoir business that affected the surrounding community. The interviewee recalled sheep trucks coming through, and men riding home from the Abattoir on bikes with young lambs across their shoulders. They would give mothers a lamb for their children to foster as a pet to a certain age, before it would “disappear”. The participant suspected that the lamb was taken back to be slaughtered, but as children they never suspected that fate.

A major effect that the Abattoir had on the community was as a supplier of work, as “most of the people who had employment in the area worked there because there was very little other employment.” As previously stated, the Abattoir hired an extensive work force across different nationalities and certainly was an important industry to the community by supplying jobs and influencing the economy. The Abattoir also indirectly influenced social life as workers at the abattoirs congregated at the Newmarket Hotel, which was “the spot to meet... after three o’clock you could not move in that place because all the workers from the Abattoir and so forth.” The Abattoir also sponsored a variety of sporting arrangements, encouraging friendly competition and social interaction.

Concerning toponymy, the interviewee comments “we knew it as Robb’s Jetty. ...The Abattoir was Robb’s Jetty... there was no distinguishing of the jetty from the

business.” This supports what was previously stated in Section 4.2.1.2, as the Abattoir was never formally called Robb Jetty but its relation to the actual jetty meant that the name was used to encompass the Abattoir as well.

When asked if there was anything in particular that the interviewee would like to be remembered about Robb Jetty, the reply consisted of three things: that the Abattoir was a major source of employment in the area, that ships brought the cattle all the way from the north west to be slaughtered there, and that they had real cowboys in Fremantle.

#### ***4.3.1.4 Photographs***

Historic photographs of Robb Jetty during industrial use, such as the one in Figure 4-10, have been collated in Appendix A, although this is by no means complete. The photos depict cattle being unloaded, run down the jetty and herded onto the beach. Robb Jetty itself is of various lengths and stages of construction and ruin. Men on horseback are also depicted, herding the cattle or standing on the beach. These photographs portray Robb Jetty as part of an industry that grew in size, and then left the jetty to fall into disuse.

### **4.3.2 Remaining Features**

#### ***4.3.2.1 Chimney***

The Abattoir closed in 1992 and all except the chimney was demolished in 1994. Standing at approximately 28 metres, it is a slightly tapered cylindrical stack on a square block of masonry (Figure 4-11 and Figure 4-12) (Gibbs and Bush 1995:21). The brickwork is English bond with stretcher bricks curved to the radius of the shaft and tapered header bricks. It is unlined, with wall thickness decreasing from 0.47 metres to 0.23 metres at the top (Gibbs and Bush 1995:21). The chimney is listed on

the Register of Heritage Places (Heritage Council of Western Australia 1996). A significance assessment for the chimney notes that it is a visual reminder of the former Abattoir site, and contributes towards the community's sense of place. Landcorp allocated \$50,000 for restoration of the chimney, and the Cockburn City Council undertakes maintenance. The chimney is currently in fair condition (Heritage Council of Western Australia 1996:2).



**Figure 4-10** Cattle being herded down Robb Jetty and onto the beach. Note the ramp facilitating cattle from the ship, indicating that this was before the end of the jetty was raised (Western Australian Museum, photographer unknown, c. 1920).



**Figure 4-11** Stack of Robb Jetty Abattoir chimney (Danielle Wilkinson, May 13, 2011).



**Figure 4-12** Base of Robb Jetty Abattoir chimney (Danielle Wilkinson, May 13, 2011).

#### *4.3.2.2 Robb Jetty*

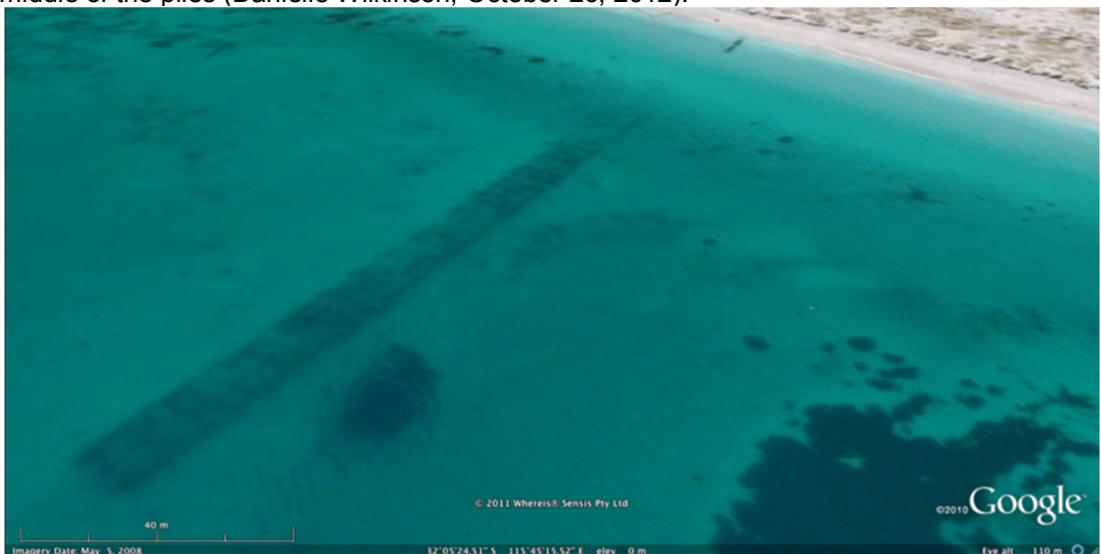
Robb Jetty fell into disuse in the 1960s and was demolished in 1975. The shape of remains from Robb Jetty piles is still visible in aerial photographs (Figure 4-9), but only a 20 metre section can be seen from the shore (Figure 4-13). Roughly 180 metres of jetty remains are located in deeper water up to about eight metres deep (Figure 4-9). Some sections of mesh-reinforced concrete effluence pipe also remain inside the perimeter of jetty piles, and one fragment is especially evident in the shallower section of jetty remains.

Patrick E. Baker, underwater photographer at WAM, has created a photo mosaic of a section of the deeper remains (Figure 4-15). By comparison with aerial images (Figure 4-14) it is estimated that the mosaic represents the shallower half of the deeper length of the jetty, being about 90 metres. A diver on the bottom left hand side provides a rough scale. Although the mosaic does not stretch the entire length of the jetty remains, it is clearly evident that the condition of timbers farther out are of a worse condition. The shallower timbers are mostly upright (indicated by the red spots as a result of colour distortion) and are still visible in lines of four. Deeper timbers, although maintaining lines in the shape of the jetty, are not easily distinguished.

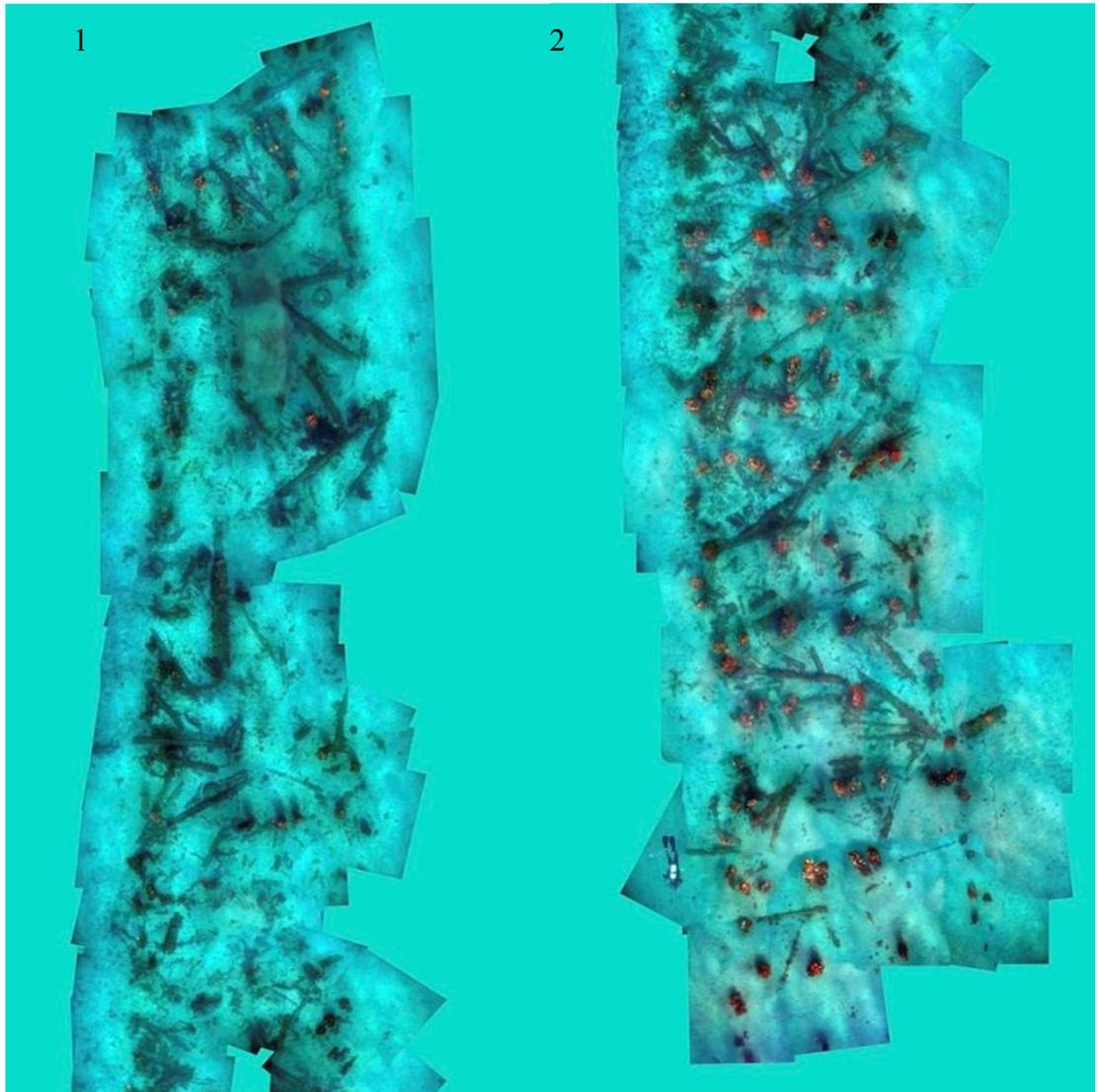
Robb Jetty has become an artificial reef, with many different species of fish, seaweed and algae. Some of these are listed in Table 4-1 below with Figure 4-16 to Figure 4-19. There are also glass bottles strewn about the site, although not in their original context and most placed in artificial collections by divers (Figure 4-20 and Figure 4-21).



**Figure 4-13** Shallow section of Robb Jetty remains, with effluent pipe running along the middle of the piles (Danielle Wilkinson, October 26, 2012).



**Figure 4-14** Oblique aerial image of Robb Jetty (Western Australian Museum, from Google Earth).



**Figure 4-15** Photo mosaic of a section of Robb Jetty by Patrick E. Baker (farthest section from shore labeled 1 and closer section labeled 2, overlapping at the gap (Patrick Baker, Western Australian Museum).

**Table 4-1** Species of marine life found at Robb Jetty (Howie's Scuba c. 2010).

Species
Cardinalfish (Bobbleguts) ( <i>Apogoninae</i> )
Western Talma (Butterflyfish) ( <i>Chelmonops curiosus</i> )
Brown Spotted and Brownfields Wrasse ( <i>Labridae</i> )
Crested Morwong (Magpie Morwong) ( <i>Cheilodactylus vestitus</i> )
Striped Trumpeter (Grunters/Shitty) ( <i>latris forsteri</i> )
Yellowtail and Silver Trevally ( <i>carangidae</i> )
Wavy Grubfish (Weevers) ( <i>pinguipedidae parapercis</i> )
Shaws Cowfish (Boxfish) ( <i>Aracana aurita</i> )
Western Smooth Boxfish ( <i>Anoplocarpros amygdaloides</i> )
Rough Bullseye ( <i>Pempheris klunzingeri</i> )
King George Whiting ( <i>Sillaginodes punctatus</i> )
Gloomy Octopus ( <i>Octopus tetricus</i> )
Giant Cuttlefish ( <i>Sepia apama</i> )
Cuttlefish ( <i>Sepia sp.</i> )
Port Jackson—juvenile ( <i>Heterodontus portusjacksoni</i> )
Southern Eagle Ray ( <i>Myliobatus australis</i> )
Feather Star ( <i>Crinoidea sp.</i> )
Sand Sea Star ( <i>Archaster angulatus</i> )
Sponges ( <i>Porifora</i> ), Nudibranchs ( <i>Nudibrachia</i> ) and Seahorse ( <i>Hippocampus</i> )



**Figure 4-16** Striped trumpeters and piles (Howie's Scuba c. 2010).



**Figure 4-17** Western smooth boxfish (Howie's Scuba c. 2010).



**Figure 4-18** Bullseye and feather star on the effluence pipe (Howie's Scuba c. 2010).



**Figure 4-19** Nudibranch (Howie's Scuba c. 2010).



Figure 4-20 Collection of bottles (Howie's Scuba c. 2010).



Figure 4-21 Collection of bottles (Howie's Scuba c. 2010).

### **4.3.3 Contemporary Perceptions**

#### *4.3.3.1 Questionnaires*

The questionnaire participants were asked if they interact with Robb Jetty. Only 10 of the participants interacted with it, with many not knowing of its presence at all.

Five participants enjoyed the aesthetics of the jetty from the shore, taking photographs of the remains in the shallow surf. The author observed a professional photo shoot taking advantage of the water level to give the impression that the model was standing on water.

Personal observation indicates that this beach is popular with divers in the early mornings on weekend days. The author arrived at Robb Jetty at roughly 8:30 am for an hour-long dive. During this time the author observed about 20 other divers in and out of the water. Approximately 20 minutes after the dive, an inspection of the main car park revealed about a dozen vehicles parked on the curb as beachgoers had recently occupied all 60 bays. Most of these vehicles belonged to divers and cleared out before midday. Robb Jetty is also a convenient location for beginner diving classes, and the author observed at least two groups take advantage of the site.

The questionnaire also enquired if the participant knew about the historic background of Robb Jetty or the abattoirs. Results indicated that only 19 of the 72 people who participated in the survey knew that the jetty was actually there and only seven knew its name. Twenty-three participants were aware of a connection of this area to the Abattoir industry.

Results of questionnaires indicate that Robb Jetty itself is now a site for recreation, enjoyed mainly by divers but also for its aesthetic qualities. Historical information

about Robb Jetty is almost completely unknown, although some are aware of the past connection of this area with abattoirs.

#### **4.3.3.2 Ethnographic Sources**

Many diving websites feature Robb Jetty with descriptions of the site and features to be found, such as Howie's Scuba, WannaDive and Dive-Oz (Howie's Scuba c. 2010; WannaDive 2009; Dive-Oz 2010). These websites advertise the easy diving conditions on Robb Jetty, suitable for learners or for refreshing skills. Many dive clubs return to this site due to the ease of access, and use it as a backup site if conditions at their preferred site are unfavourable. They indicate that Robb Jetty is an easy and reliable dive, with a large variety of marine life to attract divers (Howie's Scuba c. 2010).

#### **4.3.4 Available Interpretive Information**

There is no information present at the Robb Jetty site or near the Abattoir with information for visitors. WAM has a shipwreck trail pamphlet about the Fremantle Wreck Trail that includes Robb Jetty.

*“C. Y. O'Connor Beach has the visible remains of some significant maritime sites. Robb Jetty was used for unloading of cattle from the state's north-west to the abattoirs situated here that operated between 1890s–1970s, and along with the heritage listed chimney are a reminder of South Fremantle's history and industries in the area. Submerged piles extend about 300 metres out to sea. The site is an interesting shallow dive with structure and colourful marine growth”* (Western Australian Museum 2008).

This is the only publically available information for visitors by a heritage authority in WA about Robb Jetty or the Abattoir. The detail in this description is small but broad, necessitated by using the medium of a heritage brochure containing information about many sites in the Fremantle area. Visitors cannot perceive the remains with an understanding of their history, and affects public significance of the remains.

#### **4.3.5 Summary**

Robb Jetty was built primarily for the meat trade. The Abattoir impacted the surrounding community by supplying jobs, creating a social network, and influencing the economy. Perceptions of Robb Jetty were not restricted as an industrial site, as families enjoyed watching ships unload cattle and fishing also occurred. Robb Jetty and Abattoir were infrastructure built for an industrial purpose and dominated the maritime cultural landscape of this area.

The chimney now stands as a forgotten monument in a derelict area. Although iconic, there is no available interpretation for it. In contrast, the jetty and sections of effluence pipe have become a vibrant artificial reef enjoyed by many divers. Few people who frequent C. Y. O'Connor Beach know about the association of the jetty to the Abattoir, or of past industrial use of this area.

### **4.4 *Wyola* Tugboat**

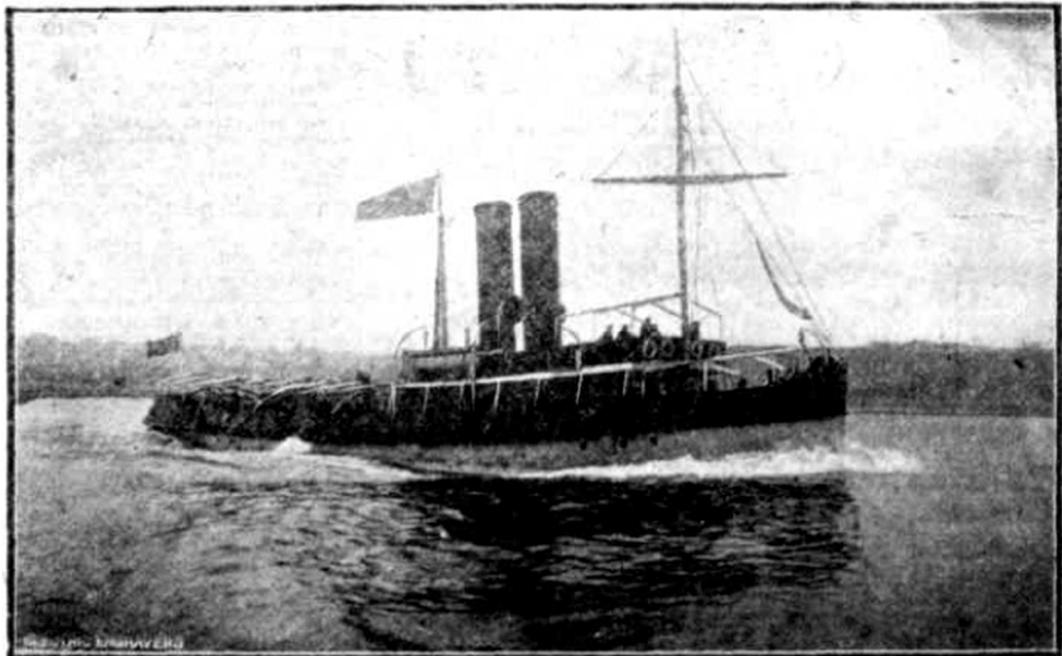
#### **4.4.1 Past Perceptions**

##### *4.4.1.1 Newspaper articles*

Newspapers widely published storied about *Wyola* during its working life. From the tugboat's first arrival it received high praise, and *Wyola* often received attention

during or after rescues of vessels. Portrayals of tugboats were, in general, heroic in character:

*“...Blow high, blow low, the harbour tug is always ready for instant service. The higher the wind velocity and the greater the seaway the more are her services valued. To see her outside the harbour in a westerly gale, rolling gunwale under or taking green seas over the bows and tossing the spray as high as the funnel top as she meets an incoming ship, is to realise the seaworthiness, strength and power which have been given her by the designer and builder” (DN, August 4, 1930:4).*



**Figure 4-22** Wyola (The Sunday Times [ST], October 27, 1912:11).

Pictures of *Wyola* appeared in newspapers (Figure 4-22), even acquiring a page spread in *The Daily News* on April 20, 1946 (Figure 4-23). These depict *Wyola* towing vessels and performing other tasks in the harbour, as well as during casual times with the crew eating lunch or racing a mail boat. These images

have been collated in Appendix A, although this is not exhaustive. Captions with the images also give an insight into how *Wyola* was viewed. One reads “the tug *Wyola* is one of the craft in Fremantle harbour which is familiar to the complements of overseas and interstate vessels”, demonstrating the tugboat’s international reputation (*WA*, September 19, 1930:18).

Representation of *Wyola* in newspapers demonstrates that the tugboat was an icon of Fremantle Harbour, recognised interstate and internationally for its services and proficiency. People saw *Wyola* as an heroic vessel braving dangerous conditions to service craft in trouble, as well as performing other smaller tasks around the harbour.

#### ***4.4.1.2 Other photographs***

*Wyola* was one of the most photographed tugboats in Australia as it met immigrant ships and was the first sight of civilisation for passengers coming from overseas (Michael Gregg, personal communication, February 22, 2012). WAM has an extensive collection of photographs of *Wyola* in its Maritime History Department Photographic Collection. This collection, as well as other photos of *Wyola*, is collated in Appendix A. Photographs, such as Figure 4-24, display *Wyola* performing towing tasks on its own and alongside other vessels.

# PICTURESTORY TUGBOAT

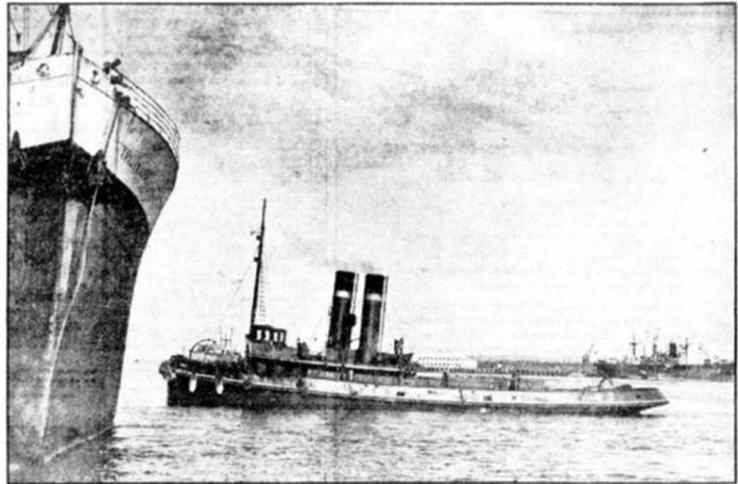
**STORY** of the tugboat Wyola in Fremantle Harbour is one of constant hard work, by day and night, in all weathers — and of service through two wars.

One of the busiest craft in the harbour Wyola is run by the Swan River Shipping Coy. is similar in type to tug Uco. Wyola was built at Southshields, England in 1912.

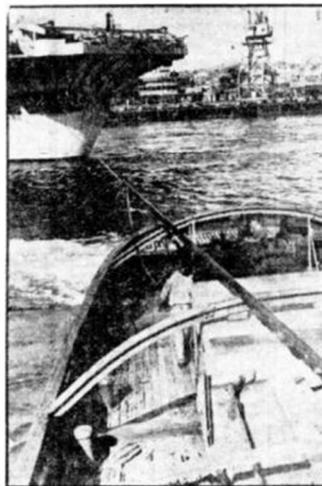
Wyola served in World War I in the Mediterranean and the Dardanelles. Her skipper was then, and still is 63-year-old Carl Douglas, of East Fremantle.

During busy war years Wyola handled a types of vessels, wartime requirements calling for work at all hours in and out of harbour. She has participated in long-distance towing jobs, salvage and rescue, has a long life ahead.

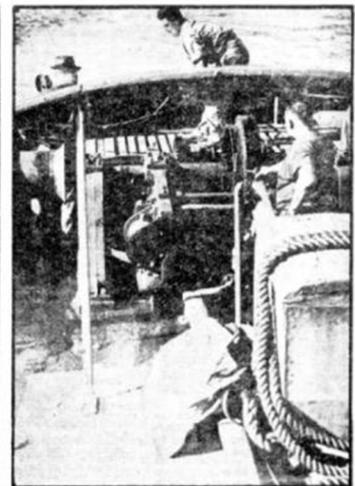
Picture story shows Wyola and crew at work. At right, she manoeuvres Trojan Ste into berth at Victoria Quay.



• Wyola tows in 3500-ton Gorgan on her last visit to Fremantle. Skipper Carl Douglas has served in numerous ships, including windjammers, knows Fremantle Harbour and approaches thoroughly.



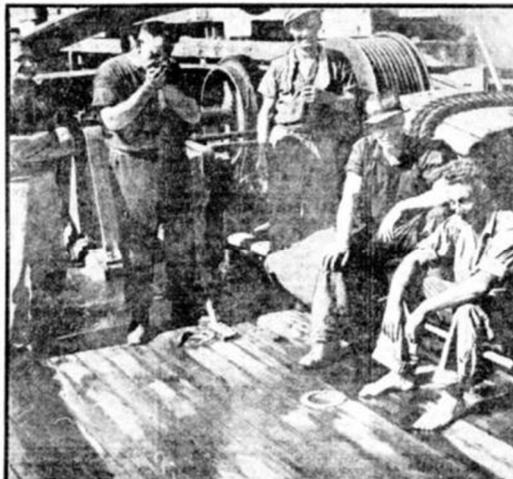
• Aircraft Carrier Victorious puts heavy strain on the towline as Wyola tows out her stern. Wyola's engine is 1100 horse power, is cool burning. Kalgoorlie-born Earle Connell is chief engineer.



• Once ship has slipped the towline the winches on Wyola haul in. Terrific strain on lines necessitates constant inspection and maintenance. Handling hawsers is heavy, dangerous work.



• Captain Carl Frederick Douglas pictured on the job as Wyola tows out Victorious. He went to sea at age of 12, has been in Wyola for 30 years. Keen-eyed, he has fine judgment in handling tricky towlines.



• Wyola's crew has a smoke-o between jobs. Work starts in the early hours of the morning, often finishes late at night. Crew make up in time off or overtime. Fireman Joe Rowe has been in Wyola for 13 years, was once machine-miner on goldfields.



• Chief engineer Earle Connell operates the throttle of Wyola's engine. He has been 10 years at sea, eight years as an engineer in power stations, was second engineer on Minderoo when it was wrecked at Port Hedland.

Figure 4-23 Page spread of images of Wyola (DN April 20, 1946:24).



**Figure 4-24** *Wyola* (Western Australian Museum, photographer unknown, March 13, 1967).

#### **4.4.2 Remaining Features**

##### **4.4.2.1 Section of hull**

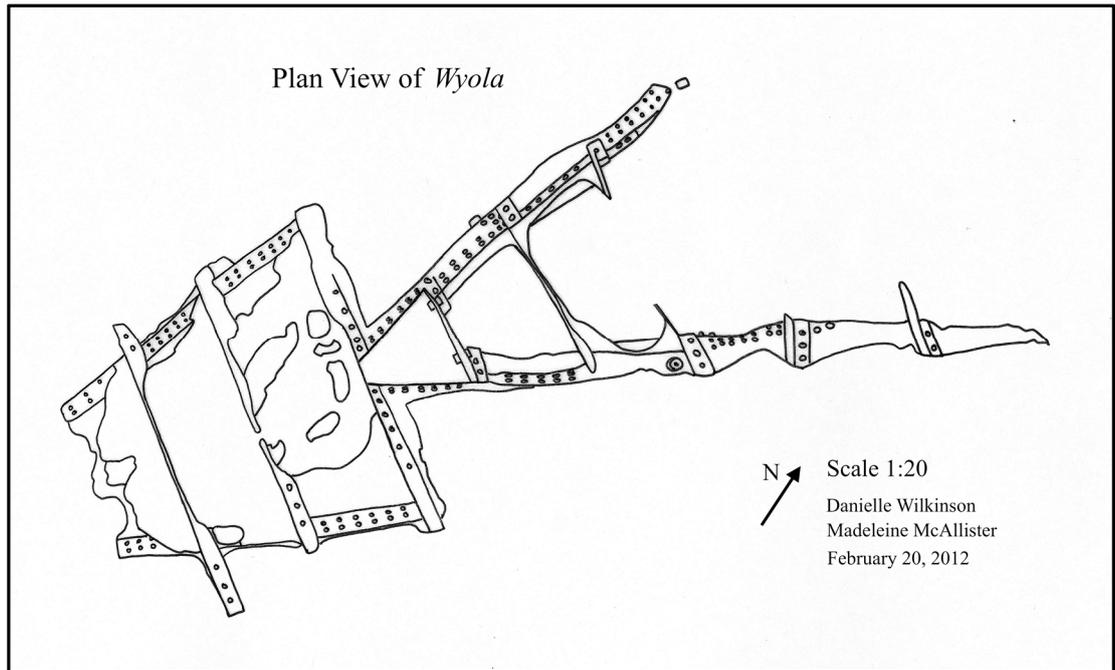


**Figure 4-25** Prominent section of *Wyola* with lower section behind to the right (Mark Polzer, December 3, 2011).

A small section of *Wyola* remains in the sand at C. Y. O'Connor Beach (Figure 4-9 and Figure 4-25). Two sections protruded from the sand, with the rest buried below. The larger section, closer to the water, is the stern of *Wyola* with frames and hull plating. Cement was used from the 1820s to coat the frames, plating and fastenings inside iron ships to protect against corrosion (Michael McCarthy, personal communication, October 16, 2012). Remains of this filling enable public interaction with the feature such as climbing on top with less risk of injury. The second section was long, narrow and low, of plating and framing from the port side of the vessel. The Cockburn council removed the second section in late August, 2012, after public calls for the shipwreck to be cut out (Section 4.4.3.3). This involved an oxy cutter to cut through the rusted ribs (Figure 4-26). The larger hull section is to remain as a public attraction (Amalfi 2012d). Exposure of the remains of *Wyola* varies throughout the day and due to seasonal coastal changes.



**Figure 4-26** Exposed hull of *Wyola* before cutting (Patrick E. Baker, Western Australian Museum).

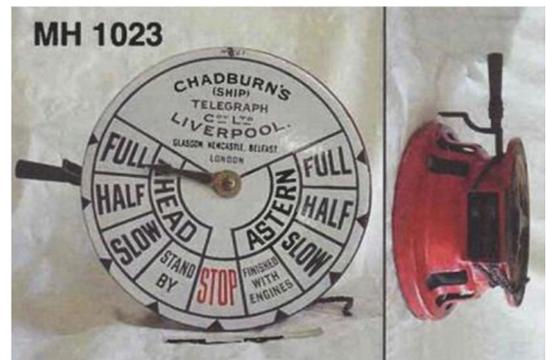


**Figure 4-27** Drawing of plan view of *Wyola* (Danielle Wilkinson and Madeleine McAllister, February 20, 2012).

#### 4.4.2.2 Artefacts



**Figure 4-28** *Wyola* lifebuoy (Western Australian Museum).



**Figure 4-29** *Wyola* telegraph (Western Australian Museum).

Numerous artefacts are also held by WAM from *Wyola*. Records of these are in Appendix E. Artefacts include an electric masthead light, a steam whistle, a lifebuoy inscribed with ‘Wyola/Fremantle’, the ship’s telegraph, steam gauge, and two other lamps (Figure 4-28 and Figure 4-29). These artefacts reflect on the working life of *Wyola* in a way that the hull remains do not. The hull remains appear as lifeless and

decrepit as they deteriorate, but the artefacts have been well preserved and retain the colour and life they had while in use.



**Figure 4-30** Watercolour of *Wyola* (Western Australian Museum, Doug Elford, c. 1970).

There are also three images depicting *Wyola* in this collection; the first is a black and white mounted photograph of the tug in Fremantle Harbour, another is a watercolour of *Wyola* with fishing boats (Figure 4-30), and also an oil painting of *Wyola* with *Lady Forrest* and *Walma*. These images all depict *Wyola* performing duties, but as framed artistic portrayals they demonstrate that the vessel was appreciated outside of its functional use. The depictions would have been displayed, possibly inside homes or public buildings. Tugboats were a recognisable vessel often seen on the water, so depicting *Wyola* recreates what would have been a frequent sight and establishes a strong connection to the harbour. The tug also represented hard work, reliability, and efficiency, so the image of *Wyola* would invoke an emotive response reflective of

these aspects of the tug and drawing connections to sensations experienced at the harbour.

### **4.4.3 Contemporary Perceptions**

#### *4.4.3.1 Oral History*

The interview participant spontaneously mentioned the shipwreck remains at C. Y. O'Connor Beach. Recollections centred on the activity of fishing, as they would sit on the remains and fish would run through a channel caused by wave action close to the 'bow'. The interviewee was not aware of what the remains were from.

#### *4.4.3.2 Questionnaires*

Answers from the questionnaires indicated that interactions with the remains of *Wyola* included using it as a landmark or meeting place as well as climbing and sitting on the remains. Twenty-eight people claimed to interact with the shipwreck, with 10 of these appreciating the aesthetic quality of the remains through observation or photography. Interaction with the remains as a landmark includes using it to store gear such as towels or shoes when people went swimming (Figure 4-31), to temporarily place diving and snorkel gear when preparing to enter the water, and also by a man fishing who stored buckets and fishing equipment within the remains. It is also popular with the many dogs. The author observed public appreciation of the aesthetic qualities of the shipwreck when a photo shoot, the same that incorporated the jetty piles, also utilised *Wyola* (Figure 4-32).

Not a single person knew the identity of the shipwreck, and only one recognised the name *Wyola*. One response was that they thought it was scrap metal dumped on the beach. Their interest rose when given a short background of the tugboat and how it

ended up on the beach. Results of the questionnaires demonstrate that the remains on the beach have lost all connection to the once iconic and well-known tugboat.



**Figure 4-31** Shipwreck of *Wyola* being used to store towels and shoes, with a representative member of the public (Danielle Wilkinson, December, 2012).



**Figure 4-32** A photo shoot incorporating *Wyola* (Wendy van Duivenvoorde, December 1, 2011).

#### **4.4.3.3 Newspaper articles**

The *Wyola* shipwreck recently received attention after an unfortunate incident. On February 4, 2012, an article in Fremantle Herald described how a horse became spooked at the sight of the shipwreck, which was pronounced with recent erosion, and backed into nearby fencing. The horse sustained deep cuts to its leg and back, and the rider was taken to hospital (Amalfi 2012a). This provoked complaints about having the shipwreck on a horse beach where it is a danger to horses and riders (Amalfi 2012a). Unfortunately the article contained inaccurate information about *Wyola*'s history claiming that it had served in the Mediterranean and Dardanelles during World War One, and that boxing promoter George Stewart owned the company who salvaged it (Amalfi 2012a).

A following article from February 18 informed that the shipwreck was to remain. The Cockburn mayor, Logan Howlett, recommended that it should be removed before being advised by WAM of the significance of the shipwreck (Amalfi 2012b). An article in the Cockburn Herald claims that the Heritage Council considered it “a rusty piece of junk that threatens the cultural values of the heritage-listed beach as a horse exercise area” (Amalfi 2012c). As mentioned above, the lower section of hull was later exposed and cut away (Section 4.4.2.1).

#### **4.4.4 Available Interpretive Information**

There is no information present at the *Wyola* shipwreck site or within C. Y. O'Connor Reserve available for visitors. Despite the lack of nearby availability of information, WAM has produced a shipwreck trail pamphlet, available online, for the Fremantle Wreck Trail that includes *Wyola*.

*“The 306-ton steam tug Wyola worked in the Port of Fremantle. It was built in South Shields, UK in 1912 and run ashore at Robb Jetty for dismantling and scrapping in 1970. The stern frame can still be seen protruding from the beach while the bottom of the hull lies buried in the sand. A timber barge buried in the sand just to the north and sometimes visible is said to have been used in the scrapping of Wyola”* (Western Australian Museum 2008)

This is the only publically available information for visitors made by a heritage authority in WA about *Wyola*. This historic background is brief, necessitated by the form of the brochure that includes information about many other sites. The information presented does not give any details of the tugboat’s working life nor does it provide a reason why this shipwreck is significant, failing to provoke a public connection to the shipwreck.

It should be noted that the Heritage Register listing for South Beach Horse Exercise area states that *Wyola* was used by a scrap salvage business before being driven ashore and wrecked in a storm (Heritage Council of Western Australia 2007:16). This is incorrect information. As aforementioned, *Wyola* was used as a tugboat until sold to the scrapping company Goldfield Metal Traders who drove the tug onto C. Y. O’Connor Beach for scrapping.

#### **4.4.5 Summary**

*Wyola* was a well-known, iconic tugboat in Fremantle Harbour. The vessel was seen as heroic, braving dangerous conditions to aid boats in trouble. Unfortunately, with a lack of interpretation at the beach, the remains have lost all connotations to its

previous identity and are reduced to a piece of rusty iron. Despite this, 28 out of 72 people surveyed do interact with the remains and 10 of these have an appreciation of it as an aesthetic and unusual feature of the beach.

## **4.5 Barge**

### **4.5.1 Remaining Feature**

The barge remains as a wooden rectangle feature lying low in the sand and mostly covered with water (Figure 4-9 and Figure 4-33). Two wooden frames can be seen crossing the middle portion, and most of the perimeter can be made out against the sand. Exposure of the remains varies constantly throughout the day and depending on seasonal coastal changes.



**Figure 4-33** Unidentified barge (Mark Polzer, December 2, 2011).

### **4.5.2 Contemporary Perceptions**

Questionnaires were the only source used to research contemporary perceptions of the barge. Considering that no participant knew about *Wyola*, it was unlikely that anyone would know about the barge and results confirm that this was correct. No

participant claimed to interact with the barge remains, and the only observed interactions were of young children playing in water within the perimeter of the barge.

### **4.5.3 Available Interpretation**

Information about the barge is present in the same shipwreck trail brochure as Robb Jetty and *Wyola*. The ‘Visit the Fremantle Wreck Trail’ pamphlet states, under the heading of ‘*Wyola* 1912’, that “a timber barge buried in the sand just to the north and sometimes visible is said to have been used in the scrapping of *Wyola*.” This is almost all the available information about the barge.

### **4.5.4 Summary**

Little is known about the barge, other than its connection to the scrapping of *Wyola*. It may have been owned by Goldfield Metal Traders, the company that scrapped *Wyola*, or it may be associated with a company named ‘Randy’s Wreckers’ as a sign with this name was noted to have been on the barge. The public rarely interact with the barge or recognise it as a shipwreck

## **4.6 ‘Horse and Rider’ Statue**

### **4.6.1 The Statue**

Tony Jones sculpted the 350 kilogram ‘Horse and Rider’ statue positioned off the shore for \$70,000 (Figure 4-9 and Figure 4-34) (Heritage Council of Western Australia 2007:16). There is no available interpretation to indicate this represents O’Connor and the only signs available read ‘Horse and Rider statue’ with a distance to the monument.

#### **4.6.2 Contemporary Perceptions**

Twenty-two of the questionnaire participants claimed a form of interaction with the statue, including as a landmark to swim out to, climb on, and for its unusual aesthetic qualities. The author observed one boy swim to the statue and climb on top of the horse to sit alongside O'Connor. It is a remarkable monument due to its location in the water.

It was reassuring that 45 people knew of the historical figure O'Connor, with some participants becoming enthusiastic in recalling his achievements and contributions to WA. Of these, only 20 were aware that the statue depicted O'Connor. One unusual response was that the statue was Poseidon or Neptune, from Greek and Roman mythology. Many people in the Fremantle area are aware and appreciative of the work done by O'Connor. Unfortunately this is lost for most people in their perspective of the 'Horse and Rider' statue.

#### **4.6.3 Summary**

Although most of the public recognise the name of C. Y. O'Connor, many do not realise that this statue is a representation of him. There are no signs or interpretation available to make the connection. The public enjoy the monument nonetheless, as an aesthetic and unique statue standing in the water.

### **4.7 Regional Planning**

In 2009 the Department for Planning and Infrastructure created the Cockburn coast district structure plan. This plan extended over the entire City of Cockburn, but coastal areas were dealt with extensively in a separate coastal planning strategy (Department of Planning 2009).

#### **4.7.1 Concerning C. Y. O'Connor Reserve**

The coastal planning strategy included consideration of physical coastal processes, coastal use and management of the foreshore areas. The strategy included a 'coastal node' approach for recreational areas (Department of Planning 2008a:1). European heritage was considered in this plan, and it was recognised that the Cockburn area contains remnants of past industrial use:

*“The Cockburn coast landscape of faded sea walls, a red brick chimney stack, vacant spaces, a mesh of old wire and rusted fences lay as monuments to a bygone industrial era, reminding us what the Cockburn coast used to be”* (Department of Planning 2008a:3).

The appendices detail the district structure plan, including the coastal planning strategy document, contained an image of Robb Jetty chimney on the cover demonstrating the recognition of past industrial activities as part of the identity of the Cockburn area. The coast draft district structure plan was created to “transform the Cockburn coast from an area once populated with industry to a world-class residential and recreational precinct” (Department of Planning 2008a:3). It is undeniable that land use in this area is undergoing a change from industrial to recreational, which this plan recognises and promotes.

Key issues for the plan included a strong pedestrian, cycling and road connectivity along the coast, as well as the preservation and interpretation of heritage and environmental values. This plan considered the rising population numbers and an increased demand for recreational areas. Current recreational activities at City of

Cockburn beaches include sunbathing, swimming, walking, surf skiing, fishing and windsurfing (Department of Planning 2008a:9, 29, 31). The plan predicted various other activities to occur along the Cockburn coast in the future (Table 4-2), and the plan caters for these. The C. Y. O'Connor sector was classified as a local beach with passive recreational use and horse exercise (Department of Planning 2008a:46).

**Table 4-2** Predicted activities for the Cockburn coast (Department of Planning 2008a:31).

<b>Water focused</b>	<b>Beach focused</b>	<b>Foreshore reserve</b>
Windsurfing	Fishing	Picnicking
Swimming	Horse exercise	Walking
Wading	Walking	Jogging
Surf skiing	Jogging	Cycling
Scuba diving	Dog exercise	Viewing scenery
Snorkelling	Sunbathing	Café/restaurants
Horse swimming	Sport	Playgrounds
	Relaxing	

Robb Jetty and the Horse and Rider statue were recognised as heritage features in this plan. Heritage opportunities presented for the C. Y. O'Connor sector included rebuilding or interpretation of Robb Jetty, although this was deemed too expensive for its purpose, as well as themed art displays and signs about history and culture (Department of Planning 2008a:35). The themed art displays have already been discussed (Section 4.2.3). It was recognised that Robb Jetty could be promoted as a dive site. Concerning heritage, the plan supported interpretation of the cultural and heritage values of the area through signs and artwork (Department of Planning 2008a:37).

An analysis of European heritage accompanied the district structure plan (see Department of Planning 2008b). In this it was recommended that the ‘Horse and Rider’ statue, named ‘C. Y. O’Connor statue’ in this document, be given a high level of protection due to its level of cultural heritage significance. Robb Jetty is also recognised and it is recommended that it be listed on the heritage register, as well as investigating the archaeological remains of the jetty in association with WAM (Department of Planning 2008b:46). A photograph of *Wyola* and the barge is featured in this analysis, labelled as ‘possible archaeological remains of the original Robb Jetty or associated structures,’ indicating that the history and significance of *Wyola* was lost in this report (Department of Planning 2008b:58–59). A recent Cockburn Coast Cultural Heritage Strategy identified the features of Robb Jetty, Robb Jetty chimney, and *Wyola* and barge within the Robb Jetty and foreshore precinct. This plan advises retaining the jetty and chimney, as well as investigating the heritage value of the shipwrecks. Interpretation is also to be integrated to “communicate tangible and intangible values and history of the place to the community” (TPG Town Planning Urban Design and Heritage 2012:v)

#### **4.7.2 Concerning Robb Jetty Chimney**

The district structure plan includes the Robb Jetty precinct, including the remains of Robb Jetty chimney. This area is for medium to high-density residential development, with community facilities including a primary school, a playing field, and the opportunity for small commercial development (Department of Planning 2009:33). It will retain links to the nearby coast with open space and a high amenity, coastal character. Robb Jetty chimney is to be preserved in an open space (Department of Planning 2009:33).

### **4.7.3 Geomorphic Changes**

The coastal planning strategy includes information about processes happening along the Cockburn coast. The coast of WA is tough, with destructive wave action and sediment accretion having an influence on the coastal environment. Sediment transport rates vary depending on sediment supply, seasonal changes in wave conditions and structures in the water. The coast in the Cockburn area is sheltered from wave action by reefs, islands and banks (Department of Planning 2008a:21). Switching prevailing wave directions causes reversals in sediment transport, with cyclical accretion and erosion forces. In the past the area has experienced net accretion (Department of Planning 2008a:21). This accretion may be influenced by the construction of maritime infrastructure on the coast. As recognised in Duncan's research of Queensliff (2007; 2011), the coastline is effected by infrastructure as it causes an accumulation of sand and changes in natural tide and sediment movements. This in turn effects the construction of future coastal infrastructure; jetties become longer to compensate for accretion, or harbours may become shallower and potentially inaccessible to larger vessels. Accretion was a key factor that prevented harbour developments in Owen Anchorage in the 1870s and 1890s, and over time is what led to the abandonment of Robb Jetty (*The Perth Gazette* and *WAT*, August 8, 1873; *WM*, March 19, 1892:4; State Records Office, Western Australia [SRO] 3728 12759 Wharves and Jetties—Robb Jetty [Robb Jetty], minutes from April 12, 1973).

### **4.8 Interpretive Information**

As discussed above (Sections 4.3.4, 4.4.4 and 4.5.3), there is limited interpretive information available for the features and heritage of Robb Jetty. Information available to the public is predominantly in the form of heritage brochures from

WAM, and information presented in other sources is often inaccurate. Feedback was collected about interpretation becoming available on Robb Jetty in the form of signs, plaques or brochures.

After the questionnaire participants gained an understanding of the historical background of the Robb Jetty features, they were asked questions related to heritage. Participants rated the importance of heritage at Robb Jetty, on a scale of one to ten, with an average of eight. Most responses (26) rated it an eight and the second highest (23) was for ten. When the participants were asked how important they thought the general public considered heritage of Robb Jetty, on the same scale, the average response was for 5. This indicates that, once participants knew the historic background, they generally respect and appreciate the heritage of Robb Jetty and the features remaining on the beach.

The last question asked if the participant thought there should be interpretive information available on site for visitors. An overwhelming response of 67 out of 70 who answered the question were for the affirmative. Feedback from this question included that information would be “fantastic” and a “great idea,” as well as being positive for tourism and for increasing public appreciation. Two participants raised the idea before the end of the questionnaire and without any prompting.

During the interview the author raised the subject of interpretation on the beach, to which the interviewee replied:

*“Yeah, we need that. ...Not too many would know the district, for sure, and there is a lot of people, whether they’re interested in it or not, they would have no idea what they are doing there, where they’re swimming, they would not know there is a jetty there. ... For me [interpretation] would be very valuable.”*

The participant later added, “I think it would be nice to tell the people what *was* there and what they’re living on.”

Land use of the Robb Jetty area is changing, but that does not mean past land use and past interactions should be forgotten. The Cockburn coastal planning strategy recommended that heritage management should include interpretation of the cultural and heritage values of the area through signs and artwork (Department of Planning 2008a:35). Although artwork has been erected in the Robb Jetty area and outside of it, these contain little information to draw a connection to past use. To new visitors these would have little meaning other than for aesthetic value. Interpretive signs are necessary for the public, especially those arriving with new residential developments, to understand and appreciate the heritage of Robb Jetty.

## **4.9 Conclusion**

This chapter compiles past and contemporary perceptions of the Robb Jetty area using a variety of different sources. The maritime cultural landscape of Robb Jetty in the past was determined by industry. Workers had frequent interactions with the jetty and Abattoir as their place of work, but recreational activities also took place, including fishing and watching the cattle being unloaded. The Abattoir affected the surrounding community by supplying jobs, adding to the economy, and producing

offensive smells that were generally accepted by society. When the original function of both these features ended, the landscape changed from predominantly industrial to recreational. This resulted in changing use and perceptions.

The jetty has become a vibrant artificial reef enjoyed by divers, and beachgoers take advantage of the recreational environment provided at C. Y. O'Connor Beach.

Cultural features of *Wyola*, the barge and 'Horse and Rider' statue have been included as part of the landscape of the beach, and also influence interactions and perceptions of the area. The public appreciates these features as aesthetic and unique elements, enjoying them for their visual properties but also as landmarks.

Unfortunately, the historical background of Robb Jetty and the other cultural features is being forgotten in the contemporary maritime cultural landscape. This is a result of the lack of interpretive information for the public. This maritime cultural landscape study investigates the changing landscape of Robb Jetty, but it also reveals a way that archaeologists can intervene with current perceptions and alter the future cultural landscape. In order for the public to become aware and fully understand the historic nature of the beach and the features they interact with, interpretation must be made available on the beach in the form of a sign or plaque. This would educate the public about the cultural heritage of C. Y. O'Connor Beach, and change their perceptions of the landscape to preserve that heritage.

## 5 DISCUSSION

*“The archaeologist must explore ways and means of preserving and presenting wrecksites to the public for their own purposes and enjoyment”* (McCarthy 1983:381).

### 5.1 Background

Jetties, although not perceived as part of Australia’s maritime heritage until the mid-1980s, have been studied around Australia. None of these are specifically maritime cultural landscape studies, but they do reveal a common theme relevant for this thesis—use of jetties change over time. Jetties were crucial during the colonisation of Australia as they were essential for water transport. Once land transport developed, the majority of jetties were instead used for recreation and then demolished. In Australia there has been no research conducted from the perspective of the people who have interacted with jetties in different stages of their use. The purpose of this thesis was to study perceptions of Robb Jetty through time as a changing maritime cultural landscape.

Cultural landscape theory unites the physical environment with cultural perceptions of it, enabling analysis of people’s interactions with the environment. Perceptions of the landscape are collected through a variety of different sources, such as historical records, ethnographic sources, land use, physical remains, topography, toponymy and oral histories. Previous maritime cultural landscape studies conducted in coastal areas of Australia have demonstrated how different factors cause changes in the landscape. Duncan (2007) examined Queenscliff, a small fishing community in Victoria, which changed dramatically due to geomorphic influences in the landscape.

Human culture impacted the landscape with the construction of facilities such as jetties, and in turn geomorphic action changed to increase sedimentation causing the town to move, extend or alter maritime infrastructure. A different factor resulted in change at Port Willunga, studied by Ash (2005). The coastal settlement relied on the success of exporting wheat and slate and flourished in the mid-nineteenth century. When these industries declined, so did the town. Geomorphic and economic factors were central to the maritime cultural landscape of these case studies.

## 5.2 Research Questions

Each of the research questions will be answered in turn, beginning with the secondary research questions which establish the answer of the primary research question.

- *What remains in the physical landscape of the cultural features at C. Y. O'Connor Beach?*

Remains of Robb Jetty are in two sections, including a small 20 metre section of concrete piles and affluence pipe in the shore line, as well as roughly 180 metres of wooden pile remains in deeper water that have formed an artificial reef. From a photo mosaic and aerial images it can be seen that the jetty piles are in varying condition. Half of the deeper pile remains still stand in visible lines, but the other half are not easily distinguished and most have fallen down.

The *Wyola* shipwreck is in poor and deteriorating condition. Stern and hull framing and plating remain, with a small section exposed above the sand. It is estimated that most of the hull remains buried as recent exposure revealed a large extent of ribbing

below sand level and about 30 metres away from the exposed stern section. Remains from the associated barge are limited, with timbers from lower sections of the hull and framing remaining, as well as iron fasteners. The 'Horse and Rider' statue stands as it did when erected, although seawater has discoloured it at various levels.

- *In what ways do the public interact with the cultural features at C. Y. O'Connor Beach?*

People who interact with the cultural features at C. Y. O'Connor Beach do so as part of their beach-going activities. The main form of interaction with Robb Jetty is by divers, and other forms are purely aesthetic appreciation of the shallow remains. *Wyola* is a prominent feature in the landscape, used as a landmark in the beach for leaving personal items while swimming or walking. Children enjoy climbing and sitting on the remains, and it is also appreciated for its aesthetic qualities. Only children often interact with the barge, as an area to play with protection from incoming waves. Again, the 'Horse and Rider' statue is appreciated for its uniqueness and aesthetics, but is also a feature for swimming to and climbing on.

- *How have geomorphic factors at C. Y. O'Connor Beach impacted the maritime cultural landscape?*

Owen Anchorage has experienced net accretion of sediment over time, directly impacting developments of infrastructure. It was the geomorphic factors of sedimentation and lack of depth that prevented harbour works in the area, and it was this factor that eventually led to the abandonment of Robb Jetty and its eventual

demolition. These key events are significant for the maritime cultural landscape of Robb Jetty, and would have caused great changes if either had not occurred.

- *What individual perceptions do the public have of Robb Jetty and the cultural features surrounding it, in the past and in the present, that contribute to the maritime cultural landscape of Robb Jetty?*

Past perceptions of Robb Jetty were mainly based on it supplying jobs and by impacting the economy through the meat trade. People considered the jetty and the Abattoir as one. Now, the jetty and C. Y. O'Connor Beach are used recreationally and are almost completely disconnected to their historic associations with the meat trade. The chimney stands as a forgotten monument to past use of the area, but is only understood by those who knew of the demolished Abattoir.

*Wyola* was an iconic tugboat while working in Fremantle Harbour. The vessel was well known locally and throughout Australia. It was seen as a heroic vessel, facing dangerous conditions to assist those in trouble. Despite a colourful history, *Wyola* is now an unknown rusting iron feature in C. Y. O'Connor Beach. Although most people appreciate it as an unusual aesthetic feature, the shipwreck has lost all connotations to its previous identity. The associated barge and the 'Horse and Rider' statue have the same aesthetic appreciation in the landscape, although the history of the barge is unknown and most people are unaware of the identity of the rider as C. Y. O'Connor.

- *Will various development plans impact C. Y. O'Connor Beach and its heritage in the future?*

The 2009 Cockburn coast district structure plan recognises past industrial use of this area, and intends to transform it into a recreational precinct. This includes the addition of further recreational facilities at C. Y. O'Connor Beach, as well as interpretive themed art displays and signs about history and culture. The plan was accompanied with an analysis of European heritage that recommended protection of the 'Horse and Rider' statue, as well as an archaeological investigation of Robb Jetty and listing of the jetty on the heritage register. A photograph of *Wyola* and the barge includes a description as possible archaeological remains of the jetty or associated structures. This description should be amended. Future developments of C. Y. O'Connor Beach will consider heritage items and its interpretation for the future, and may have a positive effect upon heritage in this area.

- *What was the significance of Wyola when it was still in operation?*

*Wyola* was easily recognisable in Fremantle Harbour as it was often seen performing tows or other jobs. It was also involved in rescues of stranded vessels over the WA coast, and served in the Mediterranean during World War One clean up. *Wyola* was known for battling the toughest conditions in order to aid stranded vessels. It was tough, reliable and powerful, and gained an international reputation as such. The tug was often photographed and depicted in other forms of imagery. *Wyola* was significant as a working vessel and as an iconic image of Fremantle Harbour.

- *What is the identity and background of the barge, and how did Wyola and the barge end up on C. Y. O'Connor Beach?*

The barge belonged to Goldfield Metal Traders and was used in scrapping *Wyola*. A sign for “Randy’s Wreckers” was reportedly displayed on it. No other information is known about the barge. *Wyola* and the barge were brought up onto C. Y. O’Connor Beach during the scrapping process, but the reason they have been left there is thus far unknown. Possible explanations include a fire or storm that resulted in abandoning the remains of both vessels.

- *Primary research question: How has the maritime cultural landscape of Robb Jetty changed in terms of land use, physical alteration and personal interaction from the construction of Robb Jetty in the 1870s to the present day?*

Even before the development of Robb Jetty and Abattoir, the area was predominantly industrial with a focus on the meat trade. Harbour works were dismissed for Owen Anchorage due to geomorphic factors, but a small boat jetty was constructed and later extended and made the primary location for unloading cattle. The adjacent development of Fremantle Freezing and Meat Works, colloquially known as Robb Jetty Abattoir, firmly established use of the area for the meat industry. Personal interaction with the area came predominantly as a place of work, although other interactions included fishing and watching ships unload cattle. With a conversion to land transport and increased sedimentation, Robb Jetty was made redundant and

eventually demolished. Robb Jetty Abattoir began to function at a loss and, after closing, it too was demolished.

Remains of Robb Jetty are still visible in the landscape. The deeper piles have become a vibrant artificial reef and many use the site for recreational diving. The area of land where the Abattoir stood remains mostly vacant, other than the heritage listed red brick chimney, although development plans are to make this a residential area in the future. C. Y. O'Connor Beach is used recreationally as a popular horse and dog beach, with paths and parks providing additional facilities for the public. Additional cultural features of *Wyola*, the barge and 'Horse and Rider' statue have been added to the landscape, and the public also interact with these features as aesthetic and unique aspects of the beach.

The maritime cultural landscape of the Robb Jetty area has changed dramatically over time, with a shift from industrial to recreational use affecting the physical landscape and personal interaction with it. Geomorphic aspects directly affected the landscape by preventing the construction of harbour works and later contributing to the abandonment of Robb Jetty. Economic factors of the meat trade led to the development of Robb Jetty and later the Abattoir, and also led to the demolition of both. Robb Jetty itself has followed a pattern of changing use similar to other jetties in Australia, as it began as infrastructure for industry and was afterwards used solely for recreation. This differs to other jetties as recreational use typically occurs before the jetty is demolished, as a promenade or shops and swimming baths. Only after demolition did Robb Jetty acquire a purely recreational purpose as a dive site. This study of Robb Jetty demonstrates a changing maritime cultural landscape dependent

on geomorphic and economic factors that resulted in a changing use from industrial to recreational.

### **5.3 Maritime Cultural Landscape for the Future**

This thesis sought to examine the changing maritime cultural landscape of Robb Jetty. In doing so, it was realised that the heritage of features in C. Y. O'Connor Beach has been lost upon contemporary perceptions of the area. In order for the historical background of Robb Jetty and the features to not be forgotten, it is suggested that a form of interpretive information be made available to the public on site such as a sign or plaque. With this, understanding of the heritage value of the features would increase and alter perceptions of the landscape in the future. The changing maritime cultural landscape of Robb Jetty has been studied through time, but it is hoped that this research will encourage it to change again by becoming aware of the heritage it retains.

### **5.4 Recommendations**

Archaeologists should expand the concept of maritime cultural landscapes to look at changes for the future. Interpretive signs or plaques should be made available for the Robb Jetty area. This may be conducted as part of the Cockburn Council's intent to provide interpretive art and signs in C. Y. O'Connor Reserve. Robb Jetty and *Wyola* should also be listed on the Register of Heritage Places to further interpret and protect the heritage of C. Y. O'Connor Beach. It would be useful to conduct a repeated maritime cultural landscape study of Robb Jetty in the future to examine how the landscape has changed with the availability of interpretive material. Maritime cultural landscape studies conducted on jetties around Australia would also expand our understanding of changing interactions with the coast since colonisation.

## 6 CONCLUSION

*“I think it would be nice to tell the people what was there and what they’re living on.”* (Interview between the author and Anonymous about Robb Jetty, January 19, 2012).

The maritime cultural landscape of Robb Jetty has changed dramatically. Economic and geomorphic factors have informed human activity, first influencing the industrial landscape of Robb Jetty before converting it to a recreational one. This is both the result and the cause of changing land use, physical remains and interactions with the jetty and the surrounding area.

A variety of sources were used to study the changing maritime cultural landscape, focusing on past and contemporary perceptions. This revealed a lack of knowledge informing contemporary perceptions of the cultural features of C. Y. O’Connor Beach. Robb Jetty and Abattoir and their association to the meat trade is completely unknown to people who were not around while this infrastructure was still functioning.

Future perceptions of Robb Jetty can be altered to include an understanding of the heritage of this area if interpretive information, such as signs or plaques, were made available on site for the public. This would increase appreciation for the cultural features and ensure that their historical background is not forgotten. The maritime landscape of Robb Jetty will continue to change, but the heritage of this area should be preserved for the future.

## 7 APPENDIX A—HISTORIC IMAGES

### 7.1 Historic Photographs of Robb Jetty and Abattoir

**Table 7-1** Historic photographs of Robb Jetty, listed by source.

Figure	Source	Description
7-1	Fremantle City Library	“Landing Cattle (Robb’s Jetty), Fremantle W.A.”
7-2	Fremantle City Library	Cattle on beach with jetty in background.
7-3	Fremantle City Library	Men on horseback to drive the cattle.
7-4	Fremantle City Library	Cattle along Robb Jetty.
7-5	Fremantle City Library	Cattle in pens, with Robb Jetty and ships in the background.
7-6	Western Australian Museum	“Unloading cattle from the Kimberleys at Robbs Jetty south of Fremantle. W.A. Meat Works in background.”
7-7	Western Australian Museum	Robb Jetty before destruction. See ‘Warning’ sign buried in sand, and edge of <i>Wyola</i> wreck on right.
7-8	Western Australian Museum	Robb Jetty with cattle being herded onto the beach.



Figure 7-1 "Landing Cattle (Robb's Jetty), Fremantle, W.A"



Figure 7-2 Cattle on the beach with Robb Jetty in the background.

2486



Figure 7-3 Men on horseback to drive the cattle.

2500



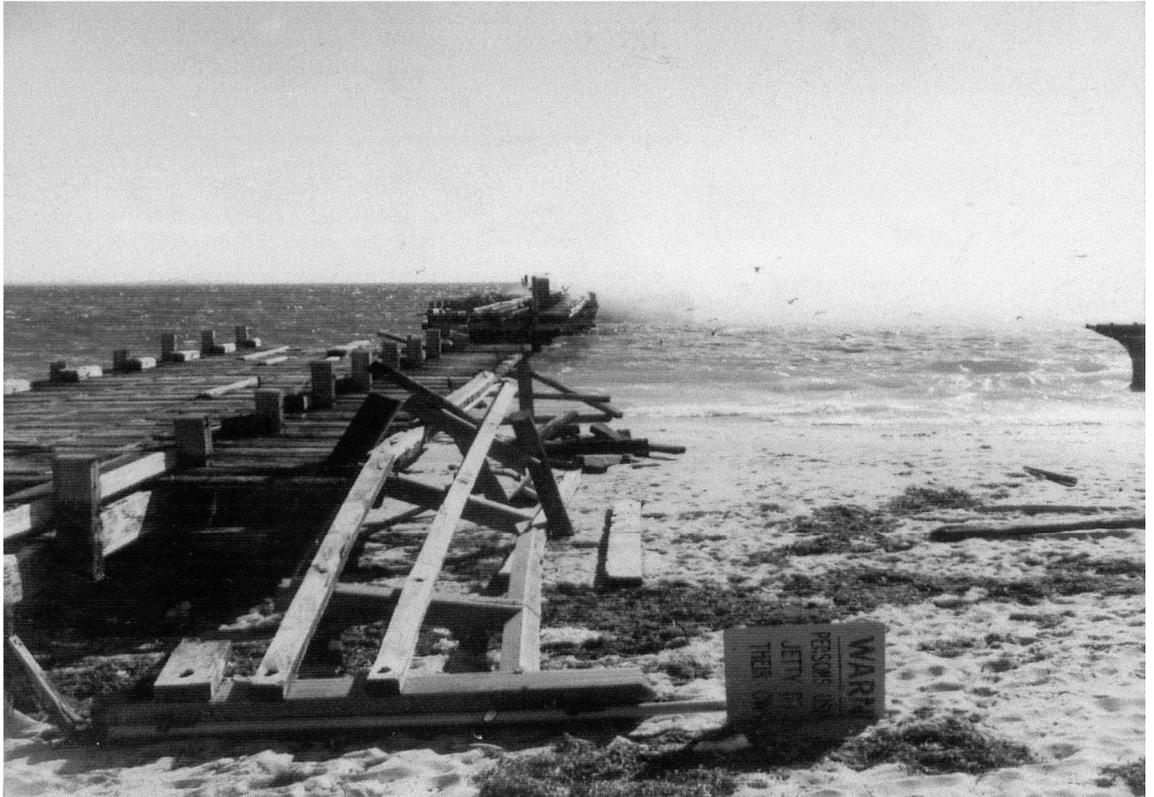
Figure 7-4 Cattle along Robb Jetty.



**Figure 7-5** Cattle in pens, with Robb Jetty and ships in the background.



**Figure 7-6** "Unloading cattle from the Kimberleys at Robb Jetty south of Fremantle. W.A. Meat Works in background," Dalgesys Review (4 August 1932).



**Figure 7-7** Robb Jetty before destruction. See 'Warning' sign buried in sand, and edge of *Wyola* wreck on right.



**Figure 7-8** Robb Jetty with cattle being herded onto the beach.

## 7.2 Historic Photographs of *Wyola*

### 7.2.1 Photographs from Newspapers

**Table 7-2** Photographs of *Wyola* in newspapers, listed by source.

Figure	Source	Description
7-9	<i>Daily News, The</i> , August 4, 1930:4	“The <i>Wyola</i> – One of the two powerful tugs at Fremantle”
7-10	<i>Daily News, The</i> , April 20, 1946	“Picturestory – Tugboat”
7-11	<i>Sunday Times, The</i> , October 27, 1912:11	“Swan River Shipping Co.’s New Steam Tug <i>Wyola</i> ”
7-12	<i>Sunday Times, The</i> , August 17, 1924:2	“Aboard the <i>Wyola</i> ”
7-13	<i>Sunday Times, The</i> , October 8, 1933:17	“Repairing the <i>Wyola</i> ”
7-14	<i>West Australian, The</i> , April 30, 1930:18	“Fouled Propeller at Fremantle”
7-15	<i>West Australian, The</i> , September 19, 1930:18	“A Tug Races a Mailboat”
7-16	<i>West Australia, The</i> , February 1, 1946:9	<i>Wyola</i> towing H.M.A.S. <i>Benalla</i>
7-17	<i>Western Mail</i> , August 31, 1912:32	“Swan River Shipping Company New Tug, <i>Wyola</i> ”



**Figure 7-9** “The *Wyola* – One of the two powerful tugs at Fremantle.”

# PICTURESTORY TUGBOAT

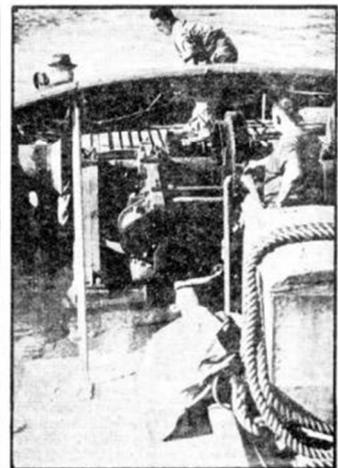
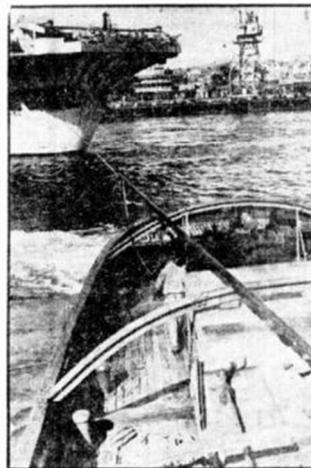
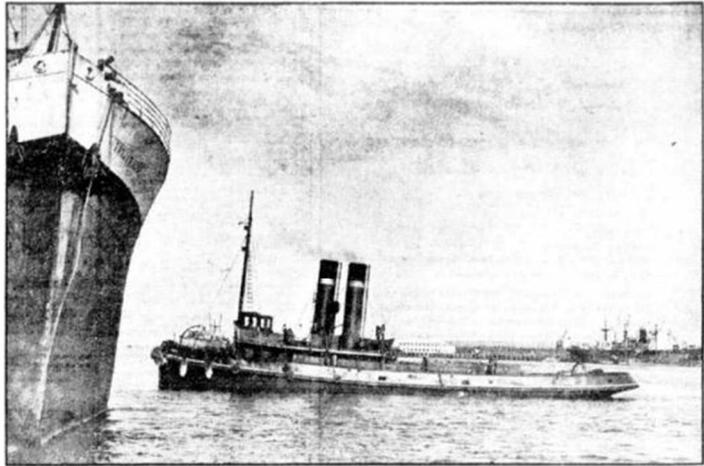
STORY of the tugboat Wyola in Fremantle Harbour is one of constant hard work, by day and night, in all weathers — and of service through two wars.

One of the busiest craft in the harbour Wyola is run by the Swan River Shipping Coy. is similar in type to tug Uca. Wyola was built at South Shields, England in 1912.

Wyola served in World War I in the Mediterranean and the Dardanelles. Her skipper was then, and still is 63-year-old Carl Douglas, of East Fremantle.

During busy war years Wyola handled a types of vessels, wartime requirements calling for work at all hours in and out of harbour. She has participated in long-distance towing jobs, salvage and rescue, has a long life ahead.

Picture story shows Wyola and crew at work. At right, she manoeuvres Trojan Ste into berth at Victoria Quay.



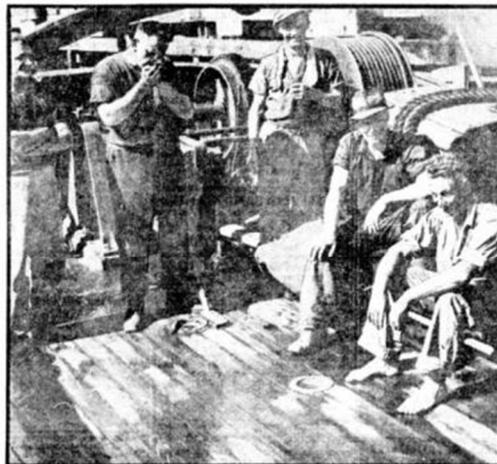
• Wyola tows in 3500-ton Gorgon on her last visit to Fremantle. Skipper Carl Douglas has served in numerous ships, including windjammers, knows Fremantle Harbour and approaches thoroughly.

• Aircraft Carrier Victorious puts heavy strain on the towline as Wyola tows out her stern. Wyola's engine is 1100 horse power, is coal burning. Kalgoorlie-born Earle Connell is chief engineer.

• Once ship has slipped the towline the winches on Wyola haul in. Terrific strain on lines necessitates constant inspection and maintenance. Handling hawsers is heavy, dangerous work.



• Captain Carl Frederick Douglas pictured on the job as Wyola tows out Victorious. He went to sea at age of 12, has been in Wyola for 30 years. Keen-eyed, he has fine judgment in handling tricky towlines.

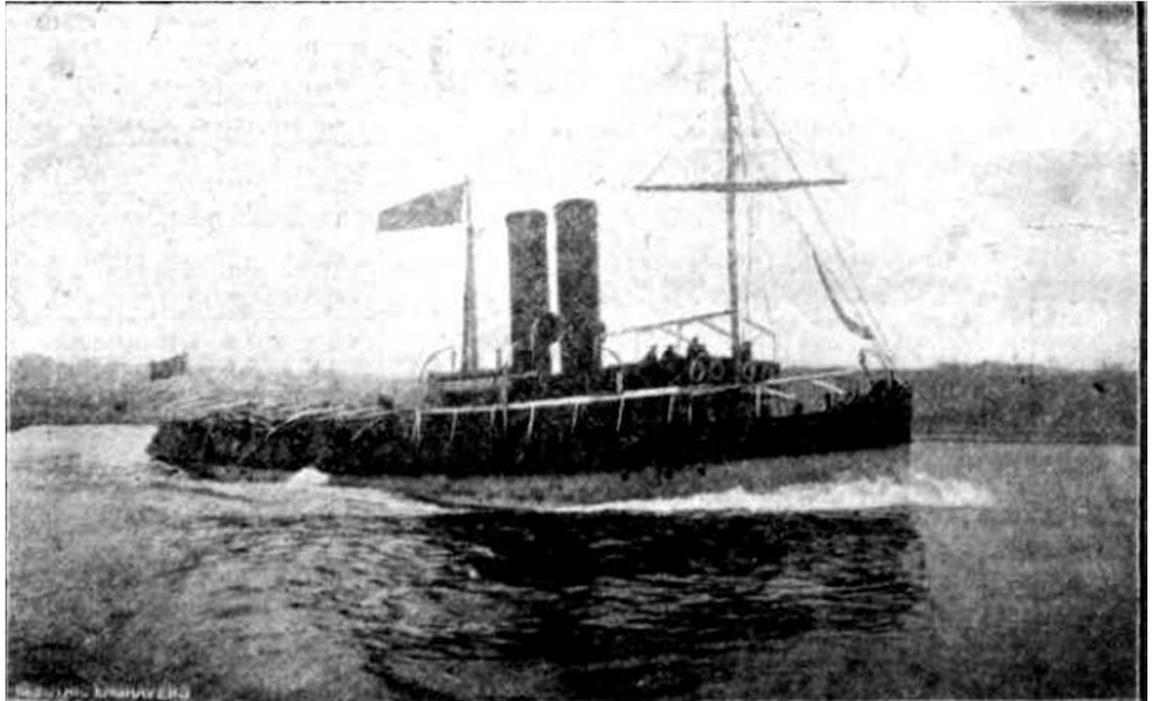


• Wyola's crew has a smoke-a between jobs. Work starts in the early hours of the morning, often finishes late at night. Crew make up in time off or overtime. Fireman Joe Rowe has been in Wyola for 13 years, was once machine-miner on goldfields.

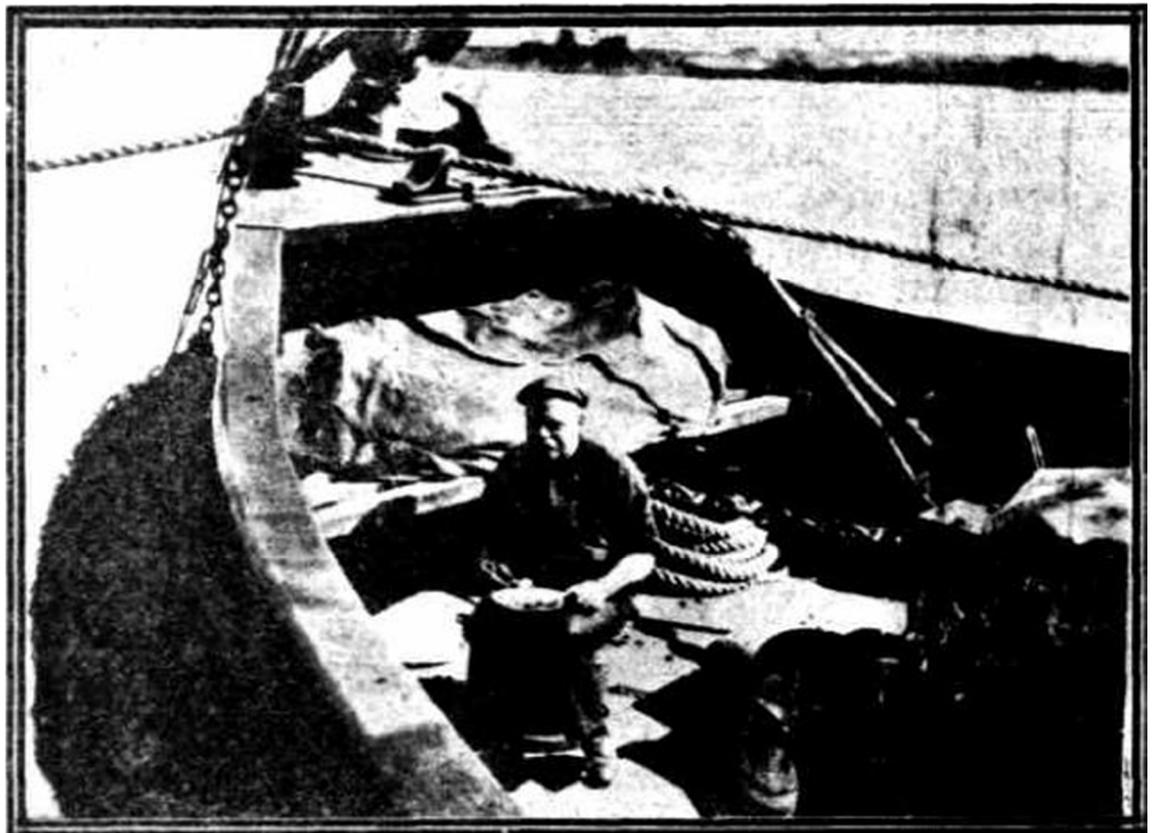


• Chief engineer Earle Connell operates the throttle of Wyola's engine. He has been 10 years at sea, eight years as an engineer in power stations, was second engineer on Munderoo when it was wrecked at Port Hedland.

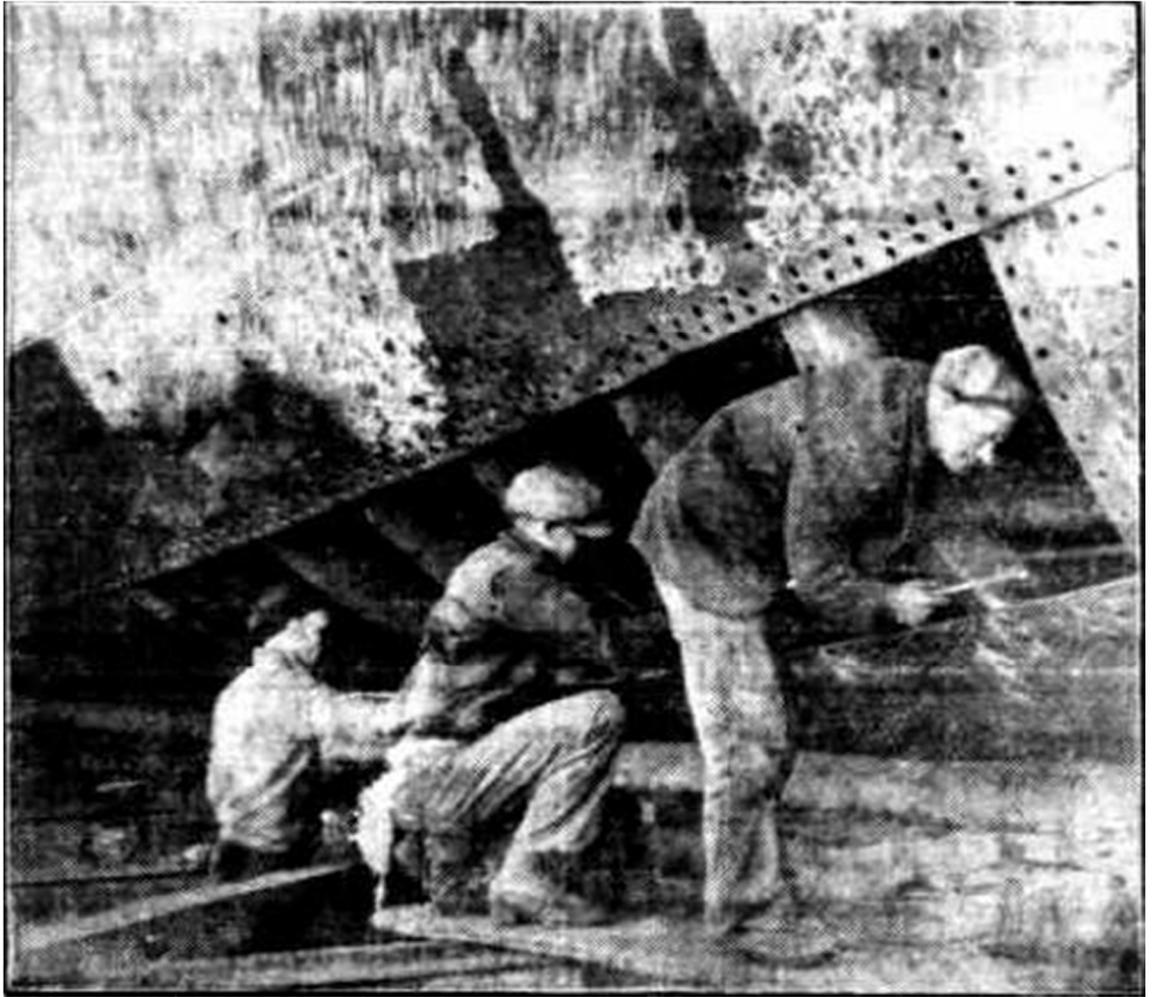
Figure 7-10 "Picturestory – Tugboat"



**Figure 7-11** "Swan River Shipping Co.'s New Steam Tug *Wyola*"



**Figure 7-12** "Aboard the *Wyola*"



**Figure 7-13** "Repairing the *Wyola*"



Figure 7-14 "Fouled Propeller at Fremantle"

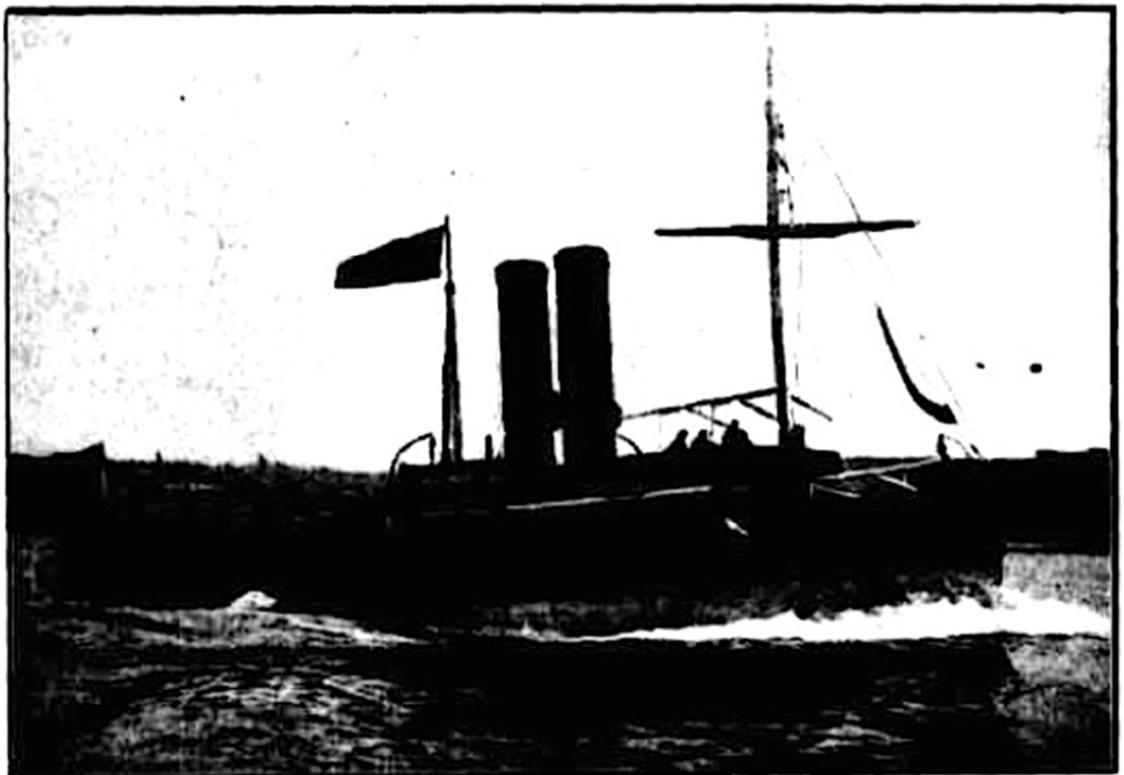
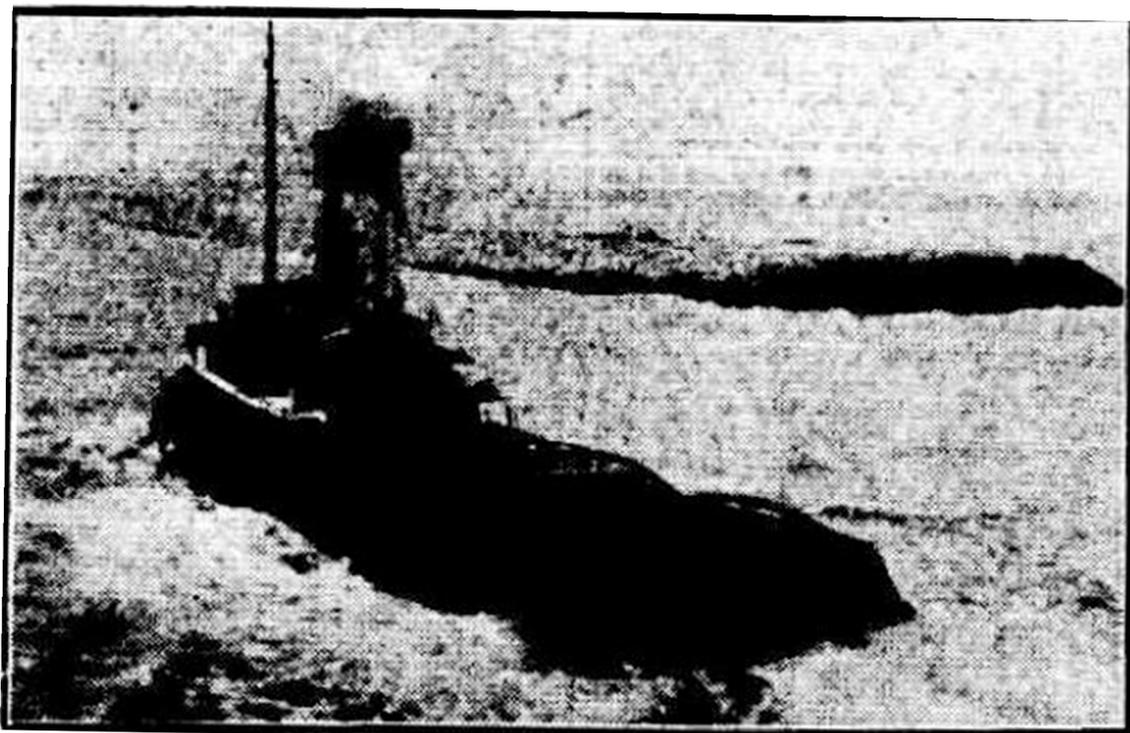
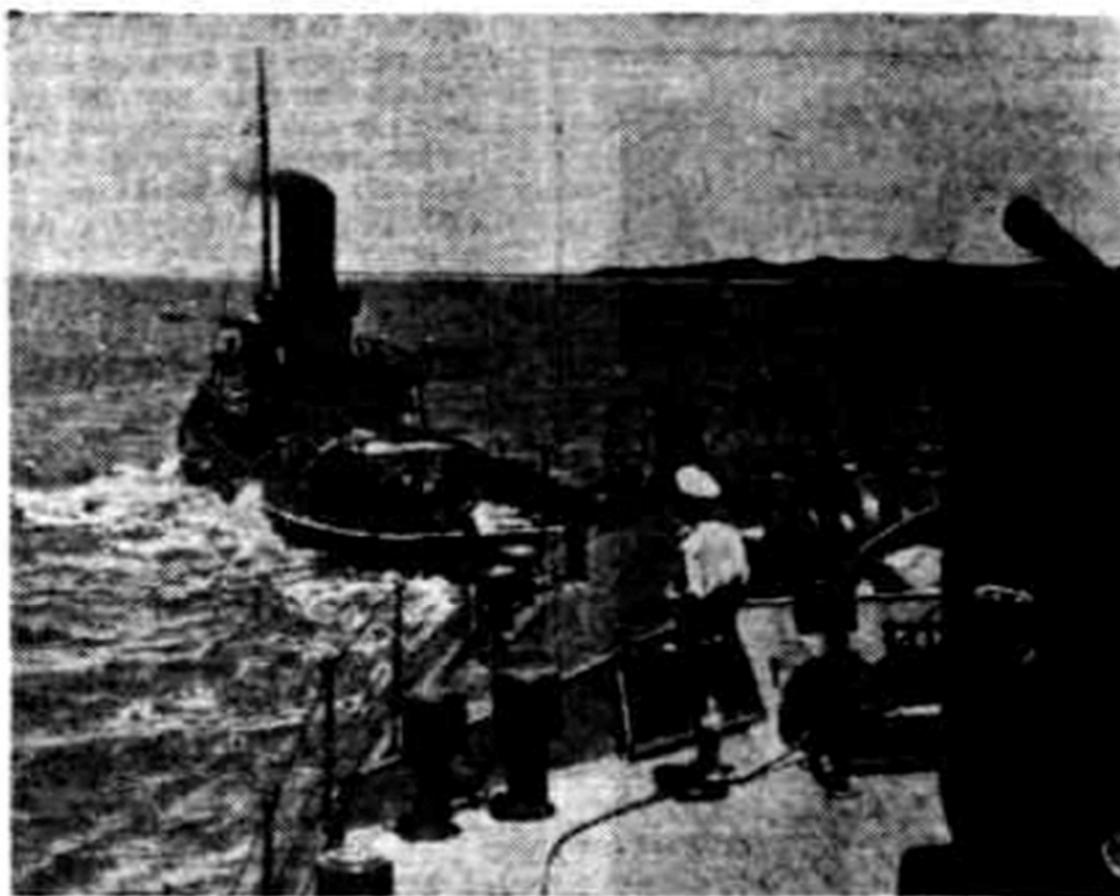


Figure 7-15 "Swan River Shipping Company New Tug, *Wyola*"



**Figure 7-16** "A Tug Races a Mailboat"



**Figure 7-17** *Wyola* towing H.M.A.S. *Benalla*.

## 7.2.2 Photographs from Western Australian Museum

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See information with the images for further details.

22/02/2012

1



### Maritime History Department Photographic Collection



Photo Reference: MHK D7 / 0002

WYOLA (1)

Owners: Swan River Shipping Co

Tug

Photographer Clem Jones Collin Postcard -

PhotoDate Courtesy:

'CENTAUR & Fremantle tug WYOLA (1) (Swan River Shipping Co Ltd.) / THE BLUE FUNNEL LINE ALFRED HOLT & CO., Liverpool Buildings, Liverpool.'



Photo Reference: MHK D7 / 0852

WYOLA (1)

Owners: Swan River Shipping Co

Tug

Photographer A Orloff, Fremantle Commercial

PhotoDate Courtesy:

"ZEPHYR headed down harbour. DAUNTLESS alongside embarking passengers (Easter 1923). Alongside tugs: WYOLA & EURO, with dredge PARMELIA / '69E."



Photo Reference: MHK D2 / 0679

WYOLA (1)

Owners: Fremantle Tugs

Tug

Photographer O Orloff B & W print

PhotoDate 09/08/1925 Courtesy:

Tug WYOLA (1) leaving Fremantle Harbour, North Mole behind

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## Maritime History Department Photographic Collection



Photo Reference: MHK D2 / 0068

**STRATHNAVER & WYOLA & KWANGSI**

Owners: P & O

Photographer Unknown

B & W print

PhotoDate

Courtesy:

STRATHNAVER arriving at Fremantle Overseas Passenger Terminal (OPT), Victoria Quay, under escort of tug WYOLA, China Nav. Co. vessel KWANGSI, alongside 'E' Shed.



Photo Reference: MHK D2 / 0619b

**BRIDGEWATER & YUNA & WYOLA**

Owners: Adelaide Steamship Co.

Photographer Unknown

B & W print

PhotoDate 00/02/1962 Courtesy:

Tugs WYOLA & YUNA assisting tanker BRIDGEWATER's stern section to berth, Victoria Quay, Fremantle



Photo Reference: MHK D2 / 0668

**RENOWN**

Owners: British Royal Navy

Photographer O Orloff

B & W print

PhotoDate 18/05/1927 Courtesy:

H M S RENOWN leaving Fremantle wharf; tugs UCO (right) & WYOLA (rear) assisting

## Maritime History Department Photographic Collection



Photo Reference: MHK D2 / 0578

**KAROOLA**

Owners: McIlwraith & McEacharn Co Ltd

Photographer Mr E.V. Jones B & W print

PhotoDate Courtesy:

Steam tug WYOLA assisting S.S. KAROOLA, Fremantle Harbour



Photo Reference: MHK D2 / 0680

**WYOLA (1)**

Owners: Swan River Shipping Co

Photographer O Orloff B & W print

PhotoDate 09/08/1925 Courtesy:

Tug WYOLA, Gage Roads, Fremantle

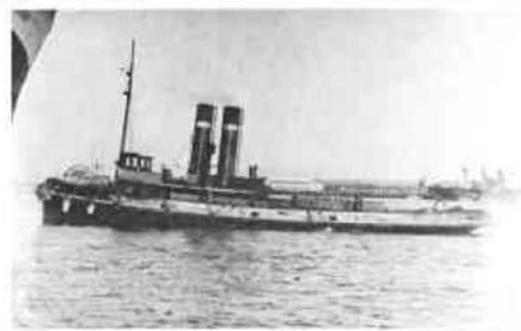


Photo Reference: MHK D2 / 0681

**WYOLA (1)**

Owners: Swan River Shipping Co

Photographer Unknown B & W print

PhotoDate 1930s Courtesy:

Tug WYOLA, Fremantle Harbour; North Wharf buildings & vessels behind

## Maritime History Department Photographic Collection



Photo Reference: MHK D2 / 0582  
 WYOLA (1)

Owners: Swan River Shipping Co

Photographer Varns B & W print

PhotoDate 00/00/1963 Courtesy:

Tug WYOLA entering Fremantle Harbour; looking down



Photo Reference: MHK D2 / 0683  
 WYOLA (1)

Owners: Swan River Shipping Co

Photographer Unknown B & W print

PhotoDate 14/02/1963? Courtesy:

Tug WYOLA assisting m.v. STRAAT CLARENCE, Fremantle Harbour



Photo Reference: MHK D2 / 0684  
 WYOLA (1)

Owners: Swan River Shipping Co

Photographer O Orloff B & W print

PhotoDate Courtesy:

Tugs WYOLA & EURO with S.S. RIVERINA?, Victoria Quay, Fremantle

## Maritime History Department Photographic Collection



Photo Reference: MHK D2 / 0686

**WYOLA (1)**

Owners: Swan River Shipping Co

Photographer Parks Press Photos

Postcard - B &

PhotoDate 1920s

Courtesy:

Tugs WYOLA, UCO & URAIDLA? with M.V. WESTRALIA,  
 Fremantle Harbour



Photo Reference: MHK D2 / 0686

**WYOLA (1)**

Owners: Swan River Shipping Co

Photographer Unknown

Colour print

PhotoDate 13/03/1967

Courtesy:

Tug WYOLA, Fremantle Harbour; starboard/stern view



Photo Reference: MHK D2 / 0687

**WYOLA (1)**

Owners: Swan River Shipping Co

Photographer Unknown

Colour print

PhotoDate 13/03/1967

Courtesy:

Tug WYOLA leaving Fremantle Harbour

## Maritime History Department Photographic Collection



Photo Reference: MHK D2 / 0688  
 WYOLA (1)

Owners: Swan River Shipping Co

Photographer Unknown Colour print

PhotoDate 13/03/1967 Courtesy:

Tug WYOLA, Fremantle Harbour, portside/bow view



Photo Reference: MHK D2 / 0689  
 WYOLA (1)

Owners: Swan River Shipping Co

Photographer Unknown Colour print

PhotoDate 13/03/1967 Courtesy:

Tug WYOLA towing, Fremantle Harbour, tug WILGA (left)



Photo Reference: MHK D3 / 0690  
 WYOLA (1)

Owners: Swan River Shipping Co

Photographer Unknown Colour print

PhotoDate 13/03/1967 Courtesy:

Tugs WYOLA & WILGA assisting SS ANGELINA LAURO,  
 Fremantle Harbour, March 1967

## Maritime History Department Photographic Collection

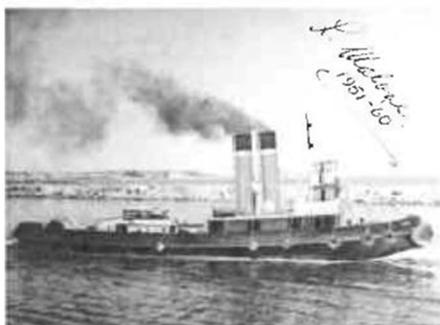


Photo Reference: MHK D2 / 0691

WYOLA (1)

Owners: Swan River Shipping Co

Photographer Richard McKenna

B & W print

PhotoDate 18/02/1959 Courtesy:

Tug WYOLA leaving Fremantle Harbour; South Mole behind



Photo Reference: MHK D2 / 0692

WYOLA (1)

Owners: Swan River Shipping Co

Photographer D. Robinson

B & W print

PhotoDate 00/07/1974 Courtesy:

Tug WYOLA's remains, Robb's Jetty, Cockburn Sound



Photo Reference: MHK D2 / 0693

WYOLA (1)

Owners: Swan River Shipping Co

Photographer O. Orloff

B & W print

PhotoDate 18/05/1927 Courtesy:

Tugs WYOLA & UCO assisting HMS RENOWN, Fremantle Harbour

## Maritime History Department Photographic Collection



Photo Reference MHR D2 / 0708

**WALANA**

Owners: Swan River Shipping Co

Photographer Dippy Colln.

B & W print

PhotoDate 00/00/1961 Courtesy:

Tugs WALANA (centre) & WYOLA (left), Fremantle Harbour, bridges, tug & other vessels behind



Photo Reference MHD 325 / 007

**HMS HOOD**

Owners: Royal Navy

Photographer Isobella Bisdee

B & W print

PhotoDate 27/02/1924 Courtesy: Courtesy Jim Bisdee

Spectators watching HMS HOOD entering Fremantle Harbour, attended by tug WYOLA, 27 February 1924. Photo taken on South Mole by Isobella Bisdee (nee Elder)



Photo Reference MHD 325 / 008

**HMS HOOD**

Owners: Royal Navy

Photographer Isobella Bisdee

B & W print

PhotoDate 27/02/1924 Courtesy: Courtesy Jim Bisdee

Spectators watching HMS HOOD entering Fremantle Harbour, attended by tug WYOLA, 27 February 1924. Photo taken on South Mole by Isobella Bisdee (nee Elder)

## Maritime History Department Photographic Collection



Photo Reference: MHD 325 / 009  
**HMS HOOD**

Owners: Royal Navy

Photographer Isobella Bisdee B & W print

PhotoDate 27/02/1924 Courtesy: Courtesy Jim Bisdee

HMS HOOD entering Fremantle Harbour, attended by tug WYOLA, 27 February 1924. Photo taken on South Mole by Isobella Bisdee (nee Elder)



Photo Reference: MHD 325 / 011  
**HMS HOOD**

Owners: Royal Navy

Photographer Isobella Bisdee B & W print

PhotoDate 27/02/1924 Courtesy: Courtesy Jim Bisdee

HMS HOOD entering Fremantle Harbour, attended by tug WYOLA, 27 February 1924. Photo taken on South Mole by Isobella Bisdee (nee Elder)



Photo Reference: MHK D17 / 030a  
**WYOLA (1)**

Owners:

Photographer Richard McKenna B & W print

PhotoDate pre 1924 Courtesy:

Tug WYOLA (1), Fremantle Harbour

## Maritime History Department Photographic Collection



Photo Reference: MHK D17 / 030c  
 WYOLA (1)

Owners:

Photographer Richard McKenna B & W print

PhotoDate 1933 Courtesy:

Tug WYOLA (1); portside/stern; Fremantle Harbour



Photo Reference: MHK D17 / 030c  
 WYOLA (1)

Owners:

Photographer Richard McKenna B & W print

PhotoDate 1933 Courtesy:

Tug WYOLA (1); starboard/stern view; Fremantle harbour



Photo Reference: MHK D17 / 030d  
 WYOLA (1)

Owners:

Photographer Richard McKenna B & W print

PhotoDate pre 1924 Courtesy:

Tug WYOLA (1) behind ship

## Maritime History Department Photographic Collection



Photo Reference: MHK D17 / 030e  
**WYOLA (1)**

Owners:

Photographer Richard McKenna B & W print

PhotoDate Courtesy:

Tug WYOLA (1); flag be-decked, Fremantle Harbour



Photo Reference: MHK D17 / 030f  
**WYOLA (1)**

Owners:

Photographer Richard McKenna B & W print

PhotoDate Courtesy:

Tug WYOLA (1), Fremantle Harbour, Victoria Quay behind



Photo Reference: MHK D20 / 118  
**ARK ROYAL (IV)**

Owners: ROYAL NAVY

Photographer Unknown B & W print

PhotoDate 1955-62 Courtesy:

Aircraft carrier HMS ARK ROYAL (IV) & tug WYOLA (1),  
 Fremantle Harbour

## Maritime History Department Photographic Collection



Photo Reference: MHK D20 / 121  
**BULWARK (6)**

Owners: British Royal Navy

Photographer Unknown B & W print

PhotoDate Courtesy:  
 HMS BULWARK (VI) & tug WYOLA (1), Fremantle Harbour



Photo Reference: MHK D20 / 465  
**MONGOLIA**

Owners: P&O / Peninsular and Oriental Company

Photographer Unknown B & W print

PhotoDate Courtesy:  
 Cargo/passenger ship RMS MONGOLIA, tug WYOLA, &  
 Fremantle Harbour Trust pilot vessel LADY FORREST,  
 Fremantle Harbour



Photo Reference: MHK D20 / 782  
**WYOLA (1)**

Owners: Swan River Shipping Co

Photographer Unknown B & W print

PhotoDate 24/10/1958 Courtesy:  
 Tug WYOLA (1) on slipway

## Maritime History Department Photographic Collection



Photo Reference: MHK D14 / 227

WYOLA (1)

Owners: Swan River Shipping Co

Photographer 27 Courtesy: B & W print

PhotoDate

Tug "WYOLA" tied to the former Minesweeper/Corvette HMAS KATOOMBA M 204 prior to tow to Hong Kong for breaking up along with HMAS Glenelg & Parkes moored forward with the tug "BUSTLER"



Photo Reference: MHK D18 / 271a

WYOLA (1)

Owners: Swan River Shipping Co

Photographer Richard McKenna Courtesy: B & W print

PhotoDate 07/03/1966 Courtesy:

Fremantle tug WYOLA (I), North Wharf behind

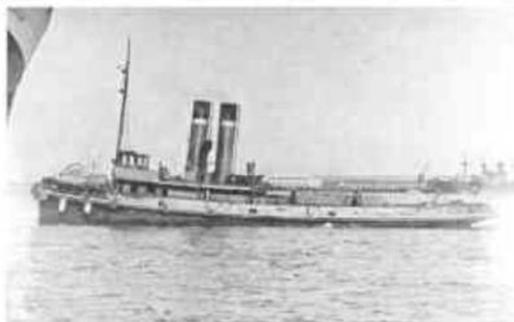


Photo Reference: MHK D18 / 271b

WYOLA (1)

Owners: Swan River Shipping Co

Photographer Unknown Courtesy: B & W print

PhotoDate 1947 Courtesy:

Fremantle tug WYOLA (I) approaching ship; North Wharf behind

## Maritime History Department Photographic Collection



Photo Reference MHK D18 / 271c  
**WYOLA (1)**

Owners: Swan River Shipping Co

Photographer Unknown B & W print

PhotoDate 09/08/1925 Courtesy:

Fremantle tug WYOLA (1) leaving harbour; North Mole behind



Photo Reference MHD 352 / 025

**ORIANA & WYOLA**

Owners: Fremantle Port

Photographer 1960s Courtesy:

PhotoDate

Passenger liner ORIANA and three harbour tugs including WYOLA



Photo Reference MHD 361 / 161

**MSL 704 & GORGON & WYOLA**

Owners: Royal Australian Navy (RAN)

Photographer 13/03/1946 Courtesy: Clipping

PhotoDate

L-R - Motor Stores Lighter MSL-704 (stern view with party of sailors and dignitaries); TSS GORGON (2) with tug WYOLA alongside arriving at Fremantle 13/03/1946 First passenger carrying voyage from Singapore after WWII.

## Maritime History Department Photographic Collection



Photo Reference: MHD 361 / 182  
**GORGON (2) & WYOLA**  
 Owners: ALFRED HOLT OCEAN S S Co  
 Photographer 13/03/1946 Courtesy: Clipping  
 PhotoDate  
 Bow view of GORGON from tug WYOLA, towline attached

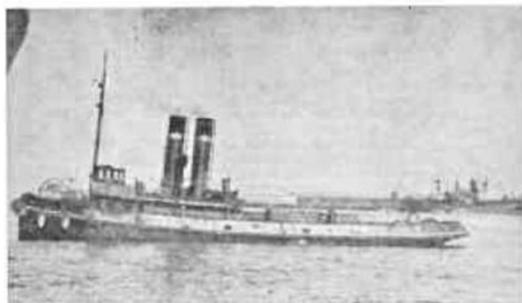


Photo Reference: MHD 361 / 331  
**WYOLA (1)**  
 Owners: Swan River Shipping Co  
 Photographer Courtesy: Clipping  
 PhotoDate  
 The tug WYOLA at Fremantle

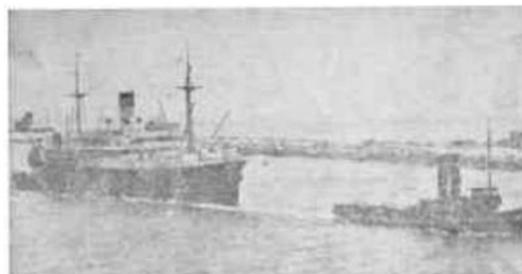


Photo Reference: MHD 362 / 501  
**GORGON (2) & WYOLA**  
 Owners: ALFRED HOLT OCEAN S S Co  
 Photographer Courtesy: Clipping  
 PhotoDate  
 The GORGON being towed by tug WYOLA into Fremantle harbour, another tug (UCO?) alongside

## Maritime History Department Photographic Collection

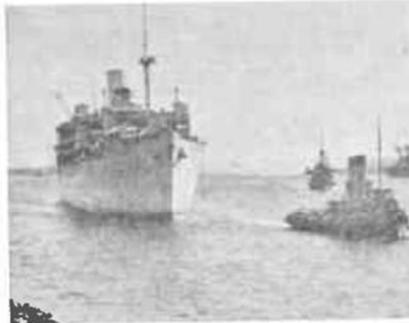


Photo Reference: MMD 353 / 852

**STRATHMORE & WYOLA**

Owners: P&O / Peninsular and Oriental Company

Photographer:                      Courtesy:                      Clipping

PhotoDate  
 The tug WYOLA assists the liner STRATHMORE into Fremantle Port

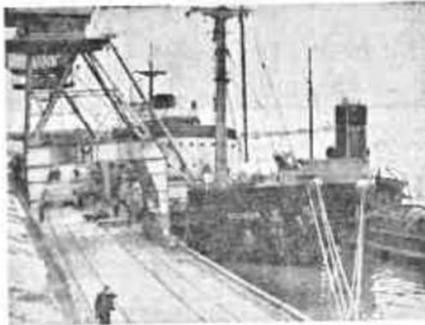


Photo Reference: MHD 352 / 092

**DORRIGO**

Owners: W. A. STATE SHIPPING SERVICE

Photographer:                      Courtesy:

PhotoDate  
 The SS DORRIGO alongside wharf at Fremantle, tug WYOLA alongside. Undated

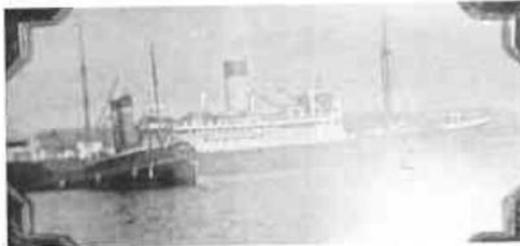


Photo Reference: MHA 4502 / 69

**WYOLA**

Owners:

Photographer:                      Courtesy: Walter Murray Collection

PhotoDate  
 Steam tug WYOLA alongside SS GORGON

### Maritime History Department Photographic Collection

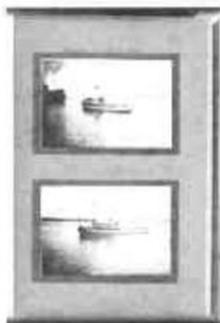


Photo Reference MHA 4539 / 08  
**WYOLA (1)**

Owners: Swan River Shipping Co

Photographer Courtesy: Arthur Douglas Loan 93

PhotoDate  
 Steam tug WYOLA (1) at Fremantle



Photo Reference MHA 4539 / 08a  
**WYOLA (1)**

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 Steam tug WYOLA (1) at Fremantle



Photo Reference MHA 4539 / 08b  
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## Maritime History Department Photographic Collection



Photo Reference: MHA 4551 / 05  
**WYOLA**

Owners:

Photographer Doug Elford

PhotoDate Courtesy:

Fremantle tug WYOLA with fishing boats. Watercolour painted by A E Hill, circa 1970



Photo Reference: MHA 4555 / 13  
**MALWA & WYOLA**

Owners:

Photographer 1902 Courtesy:

PhotoDate

Tug WYOLA pulling SS MALWA; pilot boat LADY FORREST, & rowboat, foreground; Fremantle Harbour



Photo Reference: MHS 0177 / 05  
**WYOLA**

Owners: Swan River Shipping Co

Photographer Saxon Fogarty

PhotoDate Courtesy: Fremantle Port Authority

Steam tug WYOLA on Fremantle submarine slipway

## **8 APPENDIX B—ORAL HISTORY**

### **8.1 Interview with Anonymous**

This interview was conducted at the Western Australian Museum on January 19, 2012, with permission from Ian McLeod and museum staff. The Flinders University of South Australia Social and Behavioural Research Ethics Committee approved conduct for this interview. The anonymous participant is indicated as 'P1'.

### **8.2 Interview Transcript**

Beginning Tape One, Side A

DW: Do you currently live within Cockburn?

P1: No, in Fremantle.

DW: How long have you lived, roughly, in this area?

P1: Apart from... I moved at the age of 14 to Melville, the Palmyra area , and then I had a few years away. I returned to this area in 1980. We returned to Fremantle in 1980. So I probably lived in that immediate area until about '61, '62. Then moved away and came back in 1980.

DW: Okay. And what connection did you have to Robb Jetty or the Abattoir?

P1: To me it was a playground. To me it was... I'd liken it to a playground. It was a fun place to go and visit because of various reasons. But I knew a lot of the people

that worked there or – most of the people who had employment in the area worked there because there was little other employment apart from a biscuit factory, another abattoir, the wharf. That was about the sole employment. If you did not work there you did not have a job. That is my recall anyway.

When I was really young I remember the sheep trucks and so forth coming through, and I remember the guys would come home with young lambs. They would be on their pushbikes and lambs would be strapped around their necks. We lived on the main road, and it was on a hill, and I can always remember these guys coming and meeting my mum and they'd say "Here, take this lamb", and we'd take the lamb and we'd bring it up until it got to a certain age, and at a certain time the lamb, which was becoming a sheep, would sort of disappear because the guy would probably come back and get it, and take it away and slaughter it probably. We wa know about that part. But yeah, they would drop us off lambs and we would bring them up as kids, until they got to a certain size and, I do not know, *somehow* they would disappear. And I do not think we were killing them. So better they just disappear. Probably back to the guy that dropped them off originally. That was a regular thing.

It was playground in that everyone knew when the ships were coming in, and it was almost like a family thing. Because, Hamilton Hill or Fremantle, or Hamilton Hill really, was such a... not incestuous, but it was like our whole families lived there. From uncles, aunts, extended family on both sides, we all shared this sort of thing. If my mum had to go to town I would go to my aunties, or my aunty would come to my place with her kids and so forth. But everyone knew when the ships were coming in, and we'd all go down and watch these ships pull up and the cattle unload, the cattle

jumping over and stockmen having to go and round them up or shoo them into the beach. It was like full on stockmen. It was brilliant, brilliant. Great atmosphere for the kids. We would all sit in the sand dunes. It was like a circus as they drove all these cattle up through the grids. Then there was the gory side of things where we had this morbid fascination of the kill. And you could just walk into the place. There was no security. You could virtually walk in to the place and stand and watch this guy... they drive the – this might be a bit, do not be sick – drive these cattle under and a guy used to stand there basically with a sledge hammer and he would knock the cow unconscious, or the beast unconscious, and they'd pull a rope, he would drop down and they would slit the throat and it would go off onto the process chain. So yeah, that was the way they did it. But we had this morbid fascination with this, and it is horrible now, for me it is horrible, but at the time it was fascinating – and I was only about six or seven or something, maybe ten.

But I remember the beach being – because we did not really swim at the beach for some reason. That was one beach we did not swim at. But just up the road was the powerhouse and we used to swim there. We had a favourite place that was like a cooling pond. We used to call it our 'Lagoon', and we'd swim there. We'd go there in the morning and we'd swim all day, diving and that amongst the rocks, taking fish with spear guns. I do not know if this study extends to that or not. But it was an interesting place as a... I do not know, it was a social type fascination here. It was a fascination by lots of people.

DW: Was it you kids going down there and watching the cattle and things like that, or where your parents and aunts and uncles involved in that as well?

P1: I think it was a mixture. I think that when we were younger it was with uncles, aunts, mum, dad – no probably uncles and aunts more than that, because they were sort of interested. But later on it was us kids, just going. It'd be eight or ten of us just trekking across the sand dunes to go down and sit in the sand dunes and watch this whole operation. I *cannot* remember when it finished. Fabulous place. It was a great place to go fishing at the jetty too, when there was no one around and no ships and that. Yeah, you could fish really well. There is a wreck down there too. Of course, the Sound [Cockburn Sound] was a better place in those days because... I think it was the mid 60s, whenever Garden Island got taken over by the Navy. They built the causeway and the general thinking is – we used to get the tailor run and we'd get the salmon run up the coast, and they would come around through the gap between the island. Then they would come up this coast so they'd come up, they'd come all the way up through Naval base, further up, and around to Port beach. That was their route. But I understand that since they put the causeway in, what happens is the fish come up, they hit the causeway, and they go back out to sea. Then they have got nothing but a line of reefs and islands and they do not get the opportunity to come back in until they get up North Beach and stuff, so we do not get that flow that we used to. Like, we had tailor up, people knew when the tailor arrived. You'd go all along South Beach, Robb Jetty, the whole lot.

On the fishing thing I was 12 years of age, so that is '59, no probably younger than that, say 10 so '57. I had a friend whose father worked for the local city council up here but moonlighted as a fisherman. On a really still night – he fished regularly, but on a good night he would take me and my friend out with him with nets at South

Beach, we'd get bait, we'd take them out, we'd set set-lines where the effluent pipe was, where they used to dump all the fat, skin and blood and that. And we'd be getting, some nights, five, six sharks a night off there. And this is in a 14 foot boat, like a little tiny wooden boat about 14 foot long, oh well constructed, as they were in those days. But we'd motor from here, from right where the Shipwreck Gallery is – there used to be a finger jetty that was just across the road, where Cicerello's is – we'd motor from there set up set lines about a mile out from the beach, and then first thing in the morning, five o'clock, we'd be up there and we'd be pulling sharks. Those sharks were then sold to Piano's who are now Sea Lanes, and Piano's had a little fish and chip shop in... Market Street! At the end of Market Street was the little fish and chip shop and we'd go around the back and we would skin and gut these sharks. But, yeah, we'd get five or six sharks a night out of that water. We should talk about that later, I will give you a name to contact.

DW: Okay, sure.

P1: If you can. Because he was like right across – and he is his son, and he went on to continue to fish that area and now he is probably one of the better cray fishermen on the coast.

DW: Were there a lot of fishermen fishing in that area?

P1: No, no. From my recall there was just this one guy that was fishing. But there were probably others, because they definitely – yeah.

DW: So no one else went out shark fishing?

P1: I'm really not sure because I was involved with this particular family, but there is every chance. Yeah, I do not really know. Because there was not a lot of boats fishing in those days. So mainly just for the crays. But I mean there would have been a market for sharks, so I would suspect that there were probably others.

[Pause]

DW: So what was a typical day like, when you were a boy here? What did it smell like or feel like?

P1: Oh the smell! I should have told you about the smell. The smell – you could be guaranteed the smell every-, any time the sea breeze came in, but it never bothered us. I think we were – because my standard family was... well we were all 'Hammy Hill' people. Jandakot and Hammy Hill. My family came out originally... it was first world war and my grandfather was one of the few that died from war related injuries on British soil and he was an aircraftman, so the mum put the kids together and they actually came out here and they settled in the Busselton area. That did not work so they moved to Wellard which is the back of Jandakot, and from there my dad established – well he bought an old limestone house in Hamilton Hill. He was only about an 18 year old kid or something like that, and yeah that is where we lived eventually 'til '62 or '61.

Yeah but the smell, every afternoon it would come in. But it was a pretty smelly – Fremantle was a pretty smelly place because it was... it attracted a lot of seaweed still, all along the coast and I remember... the settlers used to call this ‘Boronia Bay’ or something like that, and I always remember my dad, or all my family, refer to Marine Terrace, that area, as ‘Boronia Avenue’ because of the smell and the constant smell in the summer time of the rotting seaweed stuck in the rocks and on the beach.

But I remember the beach was beautiful. The beach was just beautiful pristine white sand and that pristine white sand goes right through Coogee right down virtually to Rockingham. But the Sound was definitely a cleaner place in those days. Much better. I cannot remember the salt. I blame the navy for blocking it off. The water does not flow and clean any more, and the fish life has suffered.

DW: Do you remember anyone complaining about the smell? Or was it the general attitude that people did not mind it too much?

P1: I think, I think it was acceptable. I think people respected the Abattoir as a major employer, and that is what they had, that is what they lived with. There was no need to complain. It is only smell! It was still there actually in the 80’s, because it closed – we came back to live in South Fremantle in the ‘80s and bought a house and in that time no one wanted to live in the area. And we still had a guy at the end of our street who still worked at the Abattoir, him and his brother, so it was still a big employer in the ‘80s. A friend of mine actually worked at the Anchorage Abattoir. But there was not so much smell during the day, but on a still night there is a wicked smell when they used to burn off the fat and when they used to melt the fat down, and it was a

really – I mean people probably – no doubt the current residents of that area would not put up with that smell. It was just something... and on a still night it just hung in the air. But, I never minded.

DW: A different attitude back then?

P1: Even my wife who has a sensitive stomach could handle it in those days. So we had... coming from the south west we had this smell of boiling fat at night, and then, if the wind was in the northwest we knew what biscuits were on at Mills and Wares. We knew it was ginger nuts or they were doing fruit cake or whatever. We looked forward to the northwest wind more than we did for the south west wind.

DW: [Laughs] I can imagine that.

P1: Um... other things about it. The Newmarket Hotel was a big point. Over the years, if you are looking at the Abattoir itself, the employment changed considerably. In the '80s they pulled over a lot of New Zealanders, a lot of Maori guys. Earlier on it was not – I cannot recall a lot of migrant labour, it was Australian guys.

DW: A lot of local people?

P1: Yeah! A lot of local people.

DW: Did anyone come in from more regional area to work at the Abattoir as well?

P1: Not sure. But I do know, the guys, if they wanted to make good money, in Fremantle's off season they'd go to Wyndham because of the huge Abattoir at Wyndham. And a lot of people went to Wyndham for that three, four, six month period to earn big money. Big money in comparison to what they could earn there. But getting back to it, the old Newmarket Hotel was *the spot* to meet. I mean everybody, every body went there. They used it, the wharf used to use it as an office, virtually. They would get telephone calls to say "Yeah, you have got a job" or "You have not got a job". Any jobs were allocated from the Newmarket Hotel. That is probably a bit broad, if it was done a different way, that is a bit broad, but that is where they would hang and wait for the opportunity to work. But after three o'clock you could not move in that place because all the workers from the Abattoir and so forth would stay there and they probably would not leave until six at night, probably later.

I cannot recall – all I can remember is the huge... the pens – at the moment we have got... I cannot remember, there is a caravan park, a village holiday park, horrible place, this caravan park, and that – I think that was the boundary, and I cannot recall what was on that block but virtually its, they had pens virtually from Cockburn Road all the way to the beach. This massive great pen system, until you came to the next road down that went to the powerhouse, what was the powerhouse. So that whole block, that is a huge block. It'd be, I do not know, a kilometre squared. I think. Roughly. Yeah, I'd say it was a kilometre squared almost. So that is a huge area. Maybe less. You might have to step it out.

DW: [Laughs]

P1: It has changed now of course, because they... when the Abattoir closed the whole area changed quite radically because it was stripped of its soul for light commercial. I think they are regretting their planning arrangements because it has now become valuable, very valuable, residential land and... yeah, the whole area. But whether they will ever change the zoning to residential, I do not know, time will only tell. But yeah, great place, great place to live, great place to come up. And when you go down there on a still day and you have got that light easterly wind and that – the water, although it is probably not as good as it was when I was a kid, it still has that feel about it. It is just nice and still. Unfortunately, the way that they disposed of their waste into the water, and that was a huge problem and on a bad day it did float around a bit. There were... body parts [laughs] in the water.

DW: I can feel my stomach turning.

P1: Yeah, I know.

DW: Along that, how you mentioned earlier about how it has changed so much, what other things have you noticed? I have compared some photographs and it is obvious that the landscape has changed but what kind of effect do you think that has had on the local residence... the way they interact with the area?

P1: Um, I think it is more open to – I do not know about residence, but it is more open to the public now than it has ever been. Because it was all sand dunes. There were no roads there. There is now a road that goes right along the beach. I

remember... I seem to recall the sand dunes were taller but I was smaller, so I do not know if there is a correlation there or not. But I know that it was a hell of a trek, and the only access to that beach was through Robb's Jetty land, the Abattoir land.

Getting back to the actual arrival of the boats and that, as a kid that was just mind-blowing. And we had... Western Australia had real – the South West had real cowboys. I do not know whether those guys were stationed or not, because Fremantle has a tremendous history related to horses. I mean, in every back yard was a horse, so there is every chance that these guys were just guys that had been brought up with horses all their lives, I would think so. Well, they wore the hats, they wore the boots, they wore the jeans. Like every boys dream to do something like that. I often wonder how big the ships were but they must have been very small. My uncle was actually – my uncle was a sailor on the coast, that was his job. He worked on all the state ships and that. I'm not too sure what a normal – because they had state ships that supplied every port along the coast, virtually from Bunbury on. I'm not sure whether they were all cattle carriers, or had just had facilities to carry cattle, or whether they were specifically designed, specifically fitted out. They were not that... I do not know, maybe they were different carriers or something, but I used to think there were thousands but maybe there were not thousands, maybe there were only 20 cows coming, or 20 cattle. I'm not sure whether the opening of... whether Wyndham, Wyndham would have taken the weight off Robb or whether... they both worked in tandem or not, you know. I do not really know where the cattle came from. I'm not too sure how far up the coast they came. Maybe they only came from Carnarvon because I cannot recall any local slaughtering up there. And they did not have freezers and stuff, so I suppose it was easier to bring them down here.

Do you want to know anything about the actual... seabed or anything? I do not know... are you doing stuff like that? I cannot... you talk about, they talk about seagrass but I cannot recall banks seagrass. Although there has been proven, you know, by the amount of seaweed at Robb's, on our beach, that the Sound must be full of it further out. I remember one nasty thing, I was quite young, I must have been... I may have been in my high school years, I remember... because in those days you go fishing and you did not really have to travel very far. The guys now, if they're cray fishing, they could travel anywhere to Jurien Bay to Bunbury to try and catch fish. And, it was always a local district, like all those little fishing villages along the coast, they just have to go out a few miles to get bag-loads of crayfish and so forth. It was the same in Fremantle, they did not have to go very far, I mean, they just have to go off the coast and they'd get crayfish. But I remember they discovered a scallop bank out here, and it was not too far out from the mouth of the old... fishing wharf. And one of the big fishing companies gained the license to farm it, and they worked it 24 hours a day and virtually wiped it out in no time, wiped this whole scallop bank out. And I suppose that is near the area you're talking because it would have stretched a fair way from the mouth of the fishing boat harbour down. Probably a kilometre, two kilometres, which would be getting pretty close to the waters off Robb's, I think. If you want to ... (not discernable – 233 on counter) ... maybe I dreamed it. No I did not, I did not. I just remember these boats that were modified with chains that [imitates a banging scrape] scraped the bottom and dragged everything off it, and it is gone. As a lot of our fishing industry has.

DW: Do you remember a lot of fishing happening in that area? You have said a few stories.

P1: Um... I spent... my father worked in Fremantle and when I was not at the beach and doing those beach-y things, I was probably... this is probably school holidays or something or after school, I was down here fishing from the boats down here, and there were quite a few boats here. I do not really know what the fish were – I know they fished for crays. The crayfish were, um... I mean they used crayfish for bait in those days. You can buy – if you go fishing you can buy a cray tail to go fishing. It is changed. But the guys were always good to us, I mean I was little, I was eight or ten, wondering Fremantle, wandering the fishing harbour, walking the beach. Oh we had a train too. There was a train. The train ran all the way up through the abattoirs. It came up from – we had, actually, the train line to Rockingham. The train line that is currently here went all the way to Rockingham... from memory. But the train would run along through the abattoirs, along the right hand side of Marine Terrace and there were sheds in South Fremantle – you can still see the loading docks and the big doors and stuff so they dumped stuff there, and then it would come along until it gets to about ‘Ada Street’ I think it is, and then it then crossed the road, and went to the other side of the road and made a big loop around to the harbour. So, I would imagine that... that rail would have serviced the abattoirs as well and that area there. It did. Because it would have gone right through the middle of it. Even in the ‘80s there was still quite a large... marshalling yard in that area. It was a big marshalling yard... a little north of Robb’s Jetty. I do not know whether to call it Robb Jetty or Robb’s Jetty. We knew it as Robb’s Jetty.

DW: Okay. In the records I have read both, but I was told by a lovely lady at the Library that it was Robb Jetty. Everywhere I have seen it written as Robb's Jetty though, so...

P1: The general, the general term is Robb's Jetty, and... Hamilton Hill, they refer to Hamilton Hill as the 'Silly Hill' and they had all these names for different areas.

DW: Do you remember the area being referred to as Robb's Jetty, or is it just the jetty that people talked about.

P1: No, the area. The Abattoir was 'Robb's Jetty'. And there is always 'Robb's Jetty'. We had no, there was no correlation between, there was no distinguishing of the jetty from the... business.

DW: So it was all just one thing?

P1: Yeah. There is some wrecks down there. There is a wreck I can remember we would fish from – when the tailor run would come, we would sit on the remains of a boat and what would happen there is the wave action would actually channel a trough very close to the bow of this thing, and that is where the tailor would go through, through the trench.

DW: Was that in the water, then?

P1: Out of the water. Well it was only... virtually on the beach. But, the sand erosion at times would really expose it. So you could fish, and I remember we had to – because it was still a working... the *last time* I fished there it was still a working Abattoir and security had tightened considerably, and we actually had to sneak in through the back, through the railway yard to get to it. That was the last time I fished there. That would have been 1983 or something like that.

DW: It is not the one that is still on the beach then, is it? The *Wyola* tugboat?

P1: Yeah. Is that the *Wyola* is it? Yeah.

DW: That tugboat is quite... it seems to me that it is quite far up the beach and you would not get much fish there, but obviously the coastline has changed a little bit since then.

P1: Yeah, it must have. And when I go along there, it could have too, the sand dunes appear to be longer. Because they have done a lot of groyne work too which has retained a lot of the soil. We have a wicked sea, that sea is a wicked sea. We... Coogee Beach, if your study goes that far, Coogee Beach, they had boat houses. You know the big colourful boat houses in Victoria? We had the same thing, and they'd been there since the early 1900's, these boat sheds. And they were fabulous things. People used to use them as weekenders, they held the boat, pull down a great big trapdoor and slide the boat out and then it was all full of bunks and had a kitchen and all that sort of – the basic layout had a kitchen out front, no toilets, bunks on the side, the boats went through the centre and then you just locked the whole thing up. But

when it was open the trap door at the back became like the entrance to the sea. And in one storm – I mean, they had been there since the late 1800s, probably early 1900s, one storm took them all away. And they were built back in the sand dunes. They were built at sand dune level. It was...ah...

DW: Very destructive coastline we have here, do we not?

P1: Yeah. In 19-, so what was it, I must have been 17 years of age because we had cars. A friend of mine's family had one [boat shed], and that is where we used to go for our slight grog because the drinking age was 21 but that was where we would go. And we'd have surf boards, although there was no surf, we'd have surfboards there, so we paddled out, paddled back, and just a mess around. But it was around about that time, so that is 20 years, I would have been about 20, no 17. I'm trying to think... '64? Yeah, probably about 1964 that they all disappeared. And what was left got demolished. I could not image something like that just floating away. But yeah, of course they lost – in one storm they lost all the swimming baths at South Beach and that. I'm waiting for the day when... the sea does the same to Port Coogee and we get that beautiful beach back again. [Laughs] It is a bit political but I honestly believe no one has the right to live over the sea. It belongs to the people, and you cannot do that stuff, it just changes the whole... It'll be interesting to see what it does to the old Coogee Beach because Coogee Beach used to be washed away and in the summer it would come back and stuff like that. I'm just wondering what the... by building the groyne type accommodation, I'm just wondering what it is going to do to that, how much it is going to erode the foundations .

[Pause]

DW: Do you go down to the beach at Robb's Jetty often?

P1: No, not really. I drive along there sometimes, sometimes drive on that road and look over the edge, but I have never... I have not swum – oh yeah! I have had about one swim there. But it is quite popular, it is really popular. There are a lot of people that come from... well if you take places like Spearwood and so forth they're so... it is an ideal place for them now because there is a direct route. And I think Port Coogee also has robbed them of a lot of beach and they have moved to where they can... Coogee beach gets so crowded I think people prefer to go there [Robb's Jetty beach]. I think it is a dog beach too, dog friendly. I can remember in the '80s having a dog and just walking continually down that strip, and I – she'll walk with me all the way, all the way to the powerhouse and all the way home. That is what I used to love. I have a dog now that does not walk as far. [Laughs].

DW: So since the Abattoir has not been... working, have you interacted with that area much? You said walking – do you go to that area often?

P1: No, it is mostly, as I said I sometimes drive along that piece of road.

Occasionally might walk on that beach. But no, not a lot.

DW: So for you it was mainly when you were a child?

P1: Yes, yeah it is all childhood stuff. It is all childhood stuff. Where I live now I think the beaches are probably better than they have ever been, so I do not venture down to that beach. But it is great, I mean it is a brilliant... the pathways and all that sort of stuff. I recon it is really good. There is a lot of people who do a lot of bike riding, a lot of locals that ride or run, to keep themselves fit they'll ride down that area.

Yeah, so there were other industries such as... we had a quarantine station a bit further down, ammunition was stored during the second world war, and then stored explosives until quite late, around Navel there, stored inside Naval Base. But there is the quarantine station and a few other things too. A lot of arms, I think the second world war, I think... But that is another thing too, there is a lot of... after the second world war there was a lot of ordinance buried in the sand hills there. That is interesting. A lot of tunnels to gun emplacements. I do not know if you're going back as far as Clontarf Hill but that was also another spot that we used to go as kids, especially when the Navy ships were coming in, the American, and we used to like to go to the top of the hill and lookout and watch the ships come in. Well they were all gun emplacements, and they're reported to be connected to other observation posts that were on the beach. And they built... they did big improvements to South Beach, had a big storm, and a piece of the car park caved in and it actually caved into one of the old tunnels. So, I believe from that, it is true. But the sand hills, they virtually pushed the sand hills in on trucks and all sorts of things so there is a lot of stuff buried under there. Whether it goes as far as Robb's Jetty... Robb's Jetty would be interesting. It probably does. It'd be that sort of area.

DW: Yeah, I'll have to look into that. Might find some interesting things under there.

P1: Well they found – when they did the development across the road from Robb's Jetty, they uncovered... there is a road called 'Embankment Road' I think it is, they actually found a block house. They actually found this big concrete block thing that had been filled in by the sand dunes. And that is still there. I think they preserved that. But that is across Cockburn road from Robb's Jetty. I do not know what its roll was, but yeah. There was a real military presence in the area.

I could tell you tales about Clontarf Hill but it is too far away. We had a cow and my job, if the cow got out, like I when we come home from school and mum would say "Go and find the cow" and she would have wondered over, and she would be sit-, like over two hills, and she would be sitting on top of Clontarf Hill having a little gaze around, and I'd drag her home. [Laughs] The old man would milk her. Just to give you an idea of how close the people were, my dad used to milk... people used to bring billycans – you know billycans? – and they would put them on the fence in the evening. My dad would get up, he'd milk the cow in the morning and he would fill the billycans, and people would come and take the billycans. Yeah. So that is a pretty close community-, it was a pretty close community. Everyone knew each other. As I said very close, family ties... and as far – the area was such a huge employer, huge employer, and I doubt there would be a person of 60 plus and living in Hamilton Hill at the time that would not remember it or would not know someone that worked there. Yeah, there os that many. It is a popular spot. People, like – I can remember droves of push bikes, as I said before with the guy with the sheep on their back, and

they'd be coming home, what seemed like, hundreds of push bikes. Heading back to Hammy Hill, all that and around... because there were not many cars.

[Pause]

DW: The heritage that is around Robb's Jetty – I imagine most of the people that use the beach for recreational purposes now, they do not know much about the history that is there. So, in your opinion do you think there should be signs or something? Do you think that people should be made aware of what history is there?

P1: I do not know whether there is signs, but there are some markers and stuff to C. Y. O'Connor because that is where he shot himself.

DW: Yeah, it says 'Horse and Rider' statue. It does not even name him.

P1: Yeah, that is there. It was big in the horse industry too. They still run the horses there. And that is another thing. There were two types of... I lived next door to a stable, and they would walk their horses... yeah, around the back and over those dunes... they would walk their horses south and come out around about Robb's Jetty, and they would run the horses on the beach there. The guys slightly to the north of them, the ones – so they [those that came out at Robb's Jetty] were on Rockingham Road, the guys sort of on Clontarf Road side, which is like the next road over, they tended to use South Beach. I had forgotten about that part of it. That was a big thing. Riding work. They had a lot, a lot of horses along that beach every morning. And there is still some horse people in this area you could probably get in touch with.

There is one particular guy on our street – I'll give you a name later. Yeah. That you might be able to follow up with. Um... there is only one working stable left, and that is in South Fremantle, and that is this guy's property. And it is still working. There is a few race horses and a couple of private horses accommodated there. But virtually every backyard had space for a horse– my house was a stable... before it was a house, and there were... They'd put on special trains, they used special trains, they'd bring all the horses down to South Beach, they'd put them on a train, and they would take them to all parts of the state and race them in all the country races and then bring them home and take them back to their stables. It was so huge, and Robb's Jetty beach would have played a huge part in that.

DW: Did that incorporate most of the community? Did a lot of people get involved in that?

P1: Yeah a lot of people, lots of people. The stable... the stable next to us was Randwick Stable. It is actually heritage listed, or the house is not, it may be, but I know that their tack room, all their... where they keep all their gear and that, that is still, that is heritage listed and it is still kept as it was in the '50s. Randwick Stable was where people would go on a Sunday morning, there would be a keg in the middle of the floor and all the bookies would come and settle up. So everyone would come, everyone that owed or needed to pick up money, that is where they settled up, in one of the feed rooms of the stable – and that is as clear as anything for me. There is a keg in the middle of the thing, all these men sitting around. I know, as a kid, this is getting off your part of it, but I know as a kid these guys were keen to give their money out. So they used to give us all this money and we'd race home and I know

my mum would put it in a special jar, because she knew a week later she'd be giving it back cause they were broke. I learnt at a young age gambling was not all it was cracked up to be. So the area has a horse industry connection.

[Pause]

I think that is about it. I think that is about it, unless you have some other questions.

DW: Getting back to what we were talking about before, about some interpretation at the beach. Do you think that it would be important to let people know?

P1: Yeah, sorry yeah. I have just recently done a trip to the Goldfields, and I think what they do up there is fantastic. It is just amazing. You can go to the most isolated places out there, like, if you go down some little track and there'll be some interpretive sign, angled and on a stand and it'll tell you everything. Yeah, we need that. We need that.

DW: Fremantle in general is a very historic area and we have things like the Prison and tourist attractions like that, but the smaller areas like Robb Jetty beach and things like that, they do not have much interpretive information so people go down to these beaches, people use them a few times a week and they are oblivious to the kind of history that the beach has.

P1: You had a point too, earlier, where – well, they call it regentrification. There is a big shift away... not too many would know the district for sure, and there is a lot of

people, whether they're interested in it or not, they would have no idea what they doing there, where they're swimming, they would not know there is a jetty there. There is a couple of things – there is a couple of sculptures of men on horseback driving cattle and that sort of stuff. But, as you say, I do not think there is any explanation of those sculptures. But that would be, that would be... for me that would be very valuable.

DW: I have noticed even the tugboat, the *Wyola* wreck, I have been talking to people on the beach – they do not even know that it is a vessel. They just thought it was an extension of the jetty. They do not know how to interpret even the remains that are on the beach in front of them. They do not know how to understand them in their minds. So, just saying that it is a boat wreck would be more informative, just so that they understand.

P1: Yeah, I was not aware it was the *Wyola* but the 'Wyola' is such a famous name. Wyola is everywhere. Wyola RSL, or service club, whatever they're calling it. I mean, there has been several Wyola tugs. There was a, well, every tug in Fremantle started with 'W' and one time.

DW: Yes.

P1: The Warringa, and the Wyola, and now we contract something from Sweden, you know some company that is so removed from Australia that is controlling our waterways. You know?

DW: Do you know anything about the *Wyola*? Sorry, you were just going to say something then.

P1: No, no I do not. No. But there were a lot of wrecks along there, because it was a popular anchorage. When... I mean if you look at Gage Roads itself, Gage Roads is sort of very exposed, and I know during those early settlement years it was quite a dangerous place to be because... And were a lot of sailing ships and so forth, the moorings were never as good or the mooring facilities unsatisfactory, the Long Jetty was a waste of time, and all that sort of stuff. I mean, when it blows up.... There is a guy I know that used to fish for years and years and years and years, and he still named the waters between Fremantle and Rottnest some of the most dangerous waters in the world, and he'd been fishing for probably, when I knew him, I reckon he would have been fishing for 60 years. And he just, he was just gobsmacked at what people do and how they behave and that, they were just unaware. And it can be a dangerous sea. That is why they often anchored in the lee of Garden Island and that, even that was not safe, so we had a lot of wrecks along the beach as a result of breaking moorings or breaking anchors lines, or dragging anchors, something like that.

DW: Yeah, even the areas that were reputed for being safe anchorages, when you get that weather in, or, a storm or anything, nowhere is really safe.

P1: As I said, if you think of... if you think of half a dozen boat sheds that were...

End of Tape One, Side A

Continued Tape One, Side B

P1: Yeah, the gaps of the islands, the small gaps in the islands, particularly... I cannot think of the... channel, the channel between, the channel north of Garden Island, it was a tremendous surge that comes through there. So that, yeah... that is virtually in line, that would probably be fairly in line with Robbs Jetty so, yeah.

DW: Do you remember any vessels wrecking?

P1: No. I remember... Robbs Jetty water was always calm. I cannot remember it being a really rough area, I mean the sea breeze would blow, but I cannot really recall it being a disturbed water. Is it Resolution Point... I do not know. There is a point... and it could be the northern part of... Robbs Jetty, there is a real defined headland and it goes, it virtually lines up with that gap between Garden Island and Carnac Island and that must be caused by the surge that comes through there. Because there is a surf there. It is called... the windsurfers like it... it is called 'Unpredictables' because it is unpredictable, it does not break evenly, because of the type of... But it would have been, in later life, if the islands were not there, if someone had gone out in the '50s and blown them up and made an open sea we would have had surf here. [Laughs] Which would have been an entirely different coast then, would not it. It would have been another Scarborough, and I would not like that. [Laughs]

Is there anything else you want to know? I'm trying to...

DW: You have given me some fantastic stories there.

P1: Really?

DW: Yeah. A lot of *great* stuff. I was just... just as an overall sort of impression I'm getting that Robbs Jetty was always sort of nice and calm and before it was not really a swimming beach, like you were saying, you did not really swim there. I guess that is from all the effluence that was put out there and the sharks. I mean, I would not want to go out in that kind of condition. But now it is a really popular recreational beach for swimming and diving and things like that, so even though the beach itself might not have changed... too dramatically, the way that the beach is used has changed quite a lot from having that industrial kind of focus and recreational fishing, to swimmers and beach-goers and people like that. So... do you have any sort of reflections about how the rest of the area has changed? As an effect of the Abattoir closing down?

P1: Well, the skin sheds have moved. That was a... and that was, I think the skin sheds contributed... they possibly contributed more to the smell than the Abattoir. When I think about it, the Abattoir itself did not really smell. It smelt, the cooking off of fats and stuff like that, that was definitely Abattoir smell. But when you think about it that whole limestone ridge on the lea side of it, no, on the windward side of it, was scattered with drying sheds. I mean, that was big industry, sheep skins. And cattle skins. We have got... tanneries that have been turned into... unit complexes now, and that is only... 500 metres from where we are at the moment. That is where they did their tanning and that. I knew a guy, that was his career. An apprentice,

young guy, right through. I'd forgotten about that, there was a whole tanning industry. Later on, where Robbs is, there is the Gosh Leather factory and that opened up, they bought in when they first redeveloped it, redeveloped the light industrial. That Gosh Leather, I'm not really sure whether the Abattoir was still going, no it could not have been because they got rid of the Abattoir, but they exported leather all over the world. They were in high demand. I do not know what happened to them. They have gone now. But that was where their factory was. They set up, quite ironic that they set up where the skins came from originally. They tanned fish skin too, but they do it in Albany now. But they used to tan fish skin, make leather out of snapper and those things. It was very interesting leather. I think the guy does them in Albany now. [Pause]

But as I was saying before, it has changed considerably, and... whether they, I mean if they ever open up for residential... I think it would be nice to tell the people what *was* there, and what they're living on. I wonder how damaged the soil is. I know they had a lot of problems with the Anchorage [Anchorage Abattoir] site, a lot of nasties in the ground. Its interesting that they built the... Well, the Anchorage, the Anchorage site was actually built, it was actually on the sea side of Cockburn road, it was virtually on the beach, just step out the back door and step into the water, so there must have been a lot of stuff going out to sea from that one.

[Pause]

DW: What do you think is the most important thing to remember about Robbs Jetty and the Abattoir there? Is there anything in particular that you would like people today to know about?

P1: Major employment source. We really did have cowboys. [Laughs] And just the fact that they actually brought these cattle all the way from the North West to be slaughtered in Fremantle. Yeah. That sort of thing I think. It has made me think that maybe I should do a bit more reading on it, you know. Because there is wicked tales of people, whole families being dumped on the beach at Point Samson, which then, they moved the town inland to Roebourne which became the regional centre. But they virtually dumped them with their long skirts, pianos, and one cow, or two cows, or two cattle, and said, "This is it. Do your best and there'll be another ship along soon that'll bring you some supplies." You know. And that just blows me out. And from that, that tiny establishment becomes a whole industry.

I love that, that photo [used for background of poster advertising interviews, of a ship at the jetty and cattle being herded along the jetty and beach], that is magnificent. And that photo, that photo really brings back memories.

DW: Is that what it looked like for you?

P1: Yeah. Yeah, that is what it looked like for me. That is really what it looked like.

DW: Sorry, it has been taped down.

P1: Oh no, that is ok.

DW: I'll tell you what. I have another one in here actually. See the beach in this photo is quite long.

P1: Yeah.

DW: When I go down there today it seems that the beach is quite a lot smaller than this.

P1: I think, yeah. I think it... I think the sand dunes are built up... more. They have built up closer to the... Because I would imagine, I would imagine, with the amount of activity, I would imagine with the amount of activity, the... whole land would have been... would have been fairly trampled. But then again, in the same area, they have built a series of groynes, and I do not know how that has impacted. It is like... the sand moves an incredible amount, I mean these groynes, I mean if you go down one evening and there is no bank and it'll be built up at one end, and within no time at all that is taken over by sea and the sand is moved to the next groyne. This [pointing to the beach] would have been all open and natural. Whether the groynes they have built have actually impacted and made, like, smaller bays instead of one long beach.

DW: Yeah, I imagine they would have interfered with the natural movement of the water and the sand and things like that.

P1: And that would, the size of that beach would be seasonal. And I think, I doubt very much whether the ships would come down in the winter. I'm not sure. I'm not too sure.

DW: Okay.

P1: It may have been a summer. And it would be interesting to see whether they slaughtered seasonally. Whether they slaughtered cattle, drove their cattle in the summer but sheep was their primary source. I do not know. Maybe sheep came later. No, they did the two together because the trucks and the guys who dropped the sheep off would be doing it on a regular basis. But it would be interesting to see if cattle was a seasonal thing. That is a great photo is it not. But they are real cowboys! They are real cowboys. [Laughs]

DW: [Laughs] They have got the hats.

P1: Yeah, they have got the hats. They have got everything. You know later on, when they were going to export meat, they had a... 'halal' workers there, like, guys blessing the, blessing the beast before they were killed and that sort of stuff and making sure that everything – Yeah, they used to employ Muslim... Muslim, what are they, head honchos, religious people, actually, in the later years, this is in the later years, in the '80s, just before they did away with it. Yeah.

DW: Why do you think they did that?

P1: So that the meat is blessed and can be sent, can be sent and eaten, knowing it was killed in the 'halal' fashion. Yeah. So it is something to look at I suppose.

DW: Is that maybe like a widening of the, of the people they sent their meat to?

P1: Yeah, I think so.

DW: Including Muslims and people like that?

P1: Yeah, I'm not too sure when the export industry started for Australian beef and so forth, but I think it was fairly late. When the whole storage came in, did not it. They produced refrigerators. [DW laughs] When I was a kid, I mean we still had kerosene fridges. Icemen would come with ice and put it in the icebox, and that was your fridge. You had a cabinet that the lid, the big block of ice would go in, you close the lid and that was your fridge. They still had meat safes, like... yeah you put your meat in the safe and it hung in a cool spot with a little bit of water dripping over it to keep it cool. That was the only form of refrigeration, and that would have been these days, you know. And your mother went to the butcher every day.

DW: Was there any other final thoughts or memories you have that you would like to share?

P1: No, I think I have done it. I'll probably think of some more.

DW: [Laughs] That is fine with me.

P1: I'll email you. Yeah. No, I think that is about it.

DW: Alright, well thank you for your time! That was a very insightful interview, for me. A lot of memories.

P1: It might have been a different perspective on the place.

DW: A very different perspective. Definitely something you do not find written in newspapers or historical documents. I'll just stop the recording here.

End of Interview

## 9 APPENDIX C—QUESTIONNAIRES

### 9.1 Questionnaires on C. Y. O'Connor Beach

Questionnaires were conducted on C. Y. O'Connor Beach adjacent to the features discussed in this thesis. They were conducted from November 2011 to October 2012. The Flinders University of South Australia Social and Behavioural Research Ethics Committee approved conduct for these questionnaires.

### 9.2 Questions

Question 1: Do you live in Coogee (Y/N) or within the City of Cockburn (Y/N)?  
If yes, for how long have you lived in the area? \_\_\_years, \_\_\_months.

Question 2: How often do you visit C. Y. O'Connor Reserve?

Regularly: Roughly \_\_\_ times a month

Not often: Roughly \_\_\_ a year

Other:

Question 3: What activities do you partake at C. Y. O'Connor Reserve?

Question 4: Do you interact with the Robb Jetty remains at all? (Y/N) How so?

Question 5: Do you interact with the 'Horse and Rider' statue? (Y/N) How so?

Question 6: Do you interact with the wrecks of *Wyola* or the unidentified barge?  
(Y/N) How so?

Question 7: Do you know anything about the historical background of these features? (Y/N) What history are you aware of?

Robb Jetty

'Horse and Rider' Statue

Unidentified barge and *Wyola*

Other

Question 8: On a scale of 1 to 10 (1 being the lowest and 10 being the highest)

how important do you consider the heritage at C. Y. O'Connor

Reserve?

1      2      3      4      5      6      7      8      9      10

(Area for explanation)

Question 9: On a scale of 1 to 10 (1 being the lowest and 10 being the highest)

how important do you think the general public considers the heritage

at C. Y. O'Connor Reserve?

1      2      3      4      5      6      7      8      9      10

(Area for explanation)

Question 10: Do you think the historical features of C. Y. O'Connor Reserve

deserve more attention and interpretation (such as signs or brochures

with information), or so you think they should be left as they are?

Question 11: Would you mind indicating your age range?

18-24              25-34              35-44              45-54              55+

Any additional thoughts or comments:

## 9.3 Results

**Table 9-1** Results from questionnaires 1 to 15.

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>Q 1</b>															
Coogee		1		1					1			1			
Cockburn			1		1	1	1			1					1
Other	1							1			1		1	1	
<b>Time</b>															
0-2 years					1	1									1
3-5 years		1	1	1						1					
5-10 years							1								
10-14 years															
15+ years									1			1			
<b>Q 2</b>															
1 or 2/week	1	1	1	1	1		1								
3+/week						1			1						
1+/month												1		1	
Hardly ever								1		1	1		1		1
<b>Q 3</b>															
Walk	1	1		1	1	1	1	1	1	1	1			1	1
Dog	1	1	1	1	1	1			1	1		1		1	1
Swim	1	1		1	1	1	1	1	1	1					1
Dive													1		
Other									1					1	
<b>Q 4-6</b>															
Robbs Jetty	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0
- Diving													1		
- Aesthetic						1			1						
- Other						1									
Statue	0	0	0	0	0	1		0	0	1	0	0	0	1	0
- Swim out						1				1					
- Aesthetic							1							1	
Wyola/barge	1	0	0	0	0		0	0	1	0	0	0	1	0	0
- Landmark													1		
- Aesthetic	1					1									
- Climb/sit									1						
<b>Q 7</b>															
Robbs Jetty	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0
Statue	1	1	0	0	0	1	0	1	1	0	0	1	0	1	0
Wyola	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Abattoir	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0
C. Y. O'C	1	1	0	0	0	1	0	1	1	0	0	1	0	1	1
<b>Q 8</b>	10	5	7	7	?	10	10	8	10	5	10	5	8	10	8
<b>Q 9</b>	8	7	3	6	4	7	8	5	9	3	?	3	8	5	4
<b>Q 10</b>															
Yes		1	1	1	1	1	1	1	1	1	1	1	1	1	1
No/Maybe	1														
<b>Q 11</b>															
18-24						1									
25-34		1		1											1
35-44					1					1	1				
45-54	1								1			1	1	1	
55+			1				1	1							

**Table 9-2** Results from questionnaires 16 to 30.

	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
<b>Q 1</b>															
Coogee	1											1			
Cockburn					1				1		1		1	1	
Other		1	1	1		1	1	1		1					1
<b>Time</b>															
0-2 years					1								1		
3-5 years	1								1		1				
5-10 years															
10-14 years															
15+ years												1		1	
<b>Q 2</b>															
1 or 2/week	1		1			1	1	1	1	1	1				
3+/week				1	1								1		1
1+/month															
Hardly ever		1											1		
<b>Q 3</b>															
Walk	1	1	1	1	1	1	1	1		1		1	1	1	1
Dog	1		1	1	1	1	1		1	1	1	1	1	1	1
Swim	1				1	1	1	1		1	1	1	1	1	1
Dive								1							
Other				1											
<b>Q 4-6</b>															
Robbs Jetty	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
- Diving								1							
- Aesthetic															
- Other								1							
Statue	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
- Swim out	1			1											1
- Aesthetic															
Wyola/barge	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1
- Landmark				1				1					0		
- Aesthetic												1			
- Climb/sit															1
<b>Q 7</b>															
Robbs Jetty	0	0	0	1	0	0	0	0	0	0	0	1	0	1	1
Statue	0	0	0	1	0	0	0	0	0	0	1	1	0	1	1
Wyola	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Abattoir	0	0	0	1	0	0	0	0	0	0	1	1	0	1	1
C. Y. O'C	1	1	1	1	1	1	0	0	1	1	1	1	1	1	1
<b>Q 8</b>	7	4	10	8	8	4	9	5	8	3	8	10	8	8	8
<b>Q 9</b>	5	4	5	7	5	4	8	5	4	?	2	4	2	4	5
<b>Q 10</b>															
Yes	1	1	1		1	1	1	1	1	1	1	1	1	1	1
No/Maybe				1											
<b>Q 11</b>															
18-24		1			1			1							
25-34				1					1				1		
35-44							1				1				
45-54	1		1			1				1		1		1	
55+															1

**Table 9-3** Results from questionnaires 31 to 45.

	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
<b>Q 1</b>															
Coogee		1													
Cockburn		1	1	1	1	1		1							
Other	1						1		1	1	1	1	1	1	1
<b>Time</b>															
0-2 years															
3-5 years															
5-10 years															
10-14 years				1											
15+ years		1	1		1	1		1							
<b>Q 2</b>															
1 or 2/week	1													1	
3+/week		1	1	1	1	1		1	1			1	1		1
1+/month							1								
Hardly ever										1	1				
<b>Q 3</b>															
Walk	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dog		1	1			1	1	1	1	1	1	1	1	1	1
Swim	1		1	1	1	1	1	1	1			1		1	
Dive								1							
Other	1														
<b>Q 4-6</b>															
Robbs Jetty	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
- Diving															
- Aesthetic	1									1					
- Other															
Statue	1	0	1	1	1	1	0	0	1	1	0	0	1	1	1
- Swim out			1	1	1	1			1				1		1
- Aesthetic	1									1				1	
Wyola/barge	1	0	1	1	1	1	0	1	1	1	0	1	1	1	1
- Landmark				1	1			1					1		1
- Aesthetic	1									1		1		1	
- Climb/sit			1			1			1						
<b>Q 7</b>															
Robbs Jetty	1	1	1	0	1	1	0	1	1	0	0	0	0	0	0
Statue	1	1	0	0	0	0	0	1	1	1	0	0	0	0	0
Wyola	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Abattoir	1	1	1	1	1	1	0	1	1	0	0	0	0	0	0
C. Y. O'C	1	1	1	1	1	1	0	1	1	1	1	0	0	0	0
<b>Q 8</b>	10	8	9	8	8	10	9	10	10	9	8	8	8	9	10
<b>Q 9</b>	6	7	3	2	4	7	6	8	7	5	5	3	10	10	10
<b>Q 10</b>															
Yes	1	1	1	1	1	1	1	1		1		1	1	1	1
No/Maybe									1		1				
<b>Q 11</b>															
18-24															
25-34												1	1		1
35-44	1		1		1		1								
45-54		1												1	
55+				1		1		1	1	1	1				

**Table 9-4** Results from questionnaires 46 to 60.

	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60
<b>Q 1</b>															
Coogee															
Cockburn									1	1				1	1
Other	1	1	1	1	1	1	1	1			1	1	1		
<b>Time</b>															
0-2 years									1	1				1	1
3-5 years															
5-10 years															
10-14 years															
15+ years															
<b>Q 2</b>															
1 or 2/week		1	1		1	1				1				1	1
3+/week				1			1	1	1		1				
1+/month															
Hardly ever	1											1	1		
<b>Q 3</b>															
Walk	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Dog		1	1	1			1	1		1	1	1		1	1
Swim		1	1	1			1		1	1		1		1	1
Dive															
Other				1							1				
<b>Q 4-6</b>															
Robbs Jetty	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
- Diving															
- Aesthetic															
- Other											1				
Statue	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
- Swim out											1				
- Aesthetic											1		1		
Wyola/barge	0	0	0	1	0	0	0	0	0	1	1	0	0	1	1
- Landmark				1										1	1
- Aesthetic										1					
- Climb/sit											1				1
<b>Q 7</b>															
Robbs Jetty	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0
Statue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wyola	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Abattoir	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
C. Y. O'C	1	0	0	1	0	0	1	0	1	0	1	0	0	1	0
<b>Q 8</b>	8	6	6	9	8	8	10	5	8	10	10	10	10	8	8
<b>Q 9</b>	3	6	6	8	5	5	?	8	?	5	5	5	5	10	10
<b>Q 10</b>															
Yes	1	1	1	1	1	1	1	1		1	1	1	1	1	1
No/Maybe									1						
<b>Q 11</b>															
18-24		1	1		1					1					
25-34	1					1									
35-44															
45-54				1							1	1		1	1
55+							1	1	1				1		

**Table 9-5** Results from questionnaires 61 to 72, with totals from all questionnaires.

	61	62	63	64	65	66	67	68	69	70	71	72		TOTAL
<b>Q 1</b>														
Coogee														7
Cockburn	1	1		1	1		1	1	1					28
Other			1			1				1	1	1		38
<b>Time</b>														
0-2 years					1		1							12
3-5 years								1						8
5-10 years									1					2
10-14 years	1	1												3
15+ years				1								1		10
<b>Q 2</b>														
1 or 2/week	1					1			1	1				27
3+/week				1	1		1	1				1		27
1+/month		1	1											5
Hardly ever											1			13
<b>Q 3</b>														
Walk	1	1	1	1	1	1	1	1	1	1		1		66
Dog	1	1		1		1	1	1	1	1		1		55
Swim		1		1		1	1	1	1	1		1		48
Dive														2
Other				1										5
<b>Q 4-6</b>														
Robbs Jetty	0	0	0	1	1	0	0	0	0	0	0	0		10
- Diving														2
- Aesthetic					1									5
- Other				1										5
Statue	0	0	1	1	1	1	0	0	0	0	0	0		21
- Swim out				1		1								15
- Aesthetic			1		1									9
Wyola/barge	1	0	0	1	1	1	1	0	0	0	0	0		29
- Landmark				1		1								13
- Aesthetic					1		1							10
- Climb/sit	1													7
<b>Q 7</b>														
Robbs Jetty	1	0	1	1	0	0	0	0	0	0	0	1		19
Statue	0	0	1	1	0	1	0	0	0	0	0	0		20
Wyola	0	0	0	1	0	0	0	0	0	0	0	0		1
Abattoir	0	0	1	1	0	0	0	1	0	0	0	1		23
C. Y. O'C	1	1	1	1	1	1	0	0	0	1	0	1		45
<b>Q 8</b>	7	8	10	10	8	8	10	9	9	10	7	10		584
<b>Q 9</b>	4	4	8	8	8	2	4	4	9	7	8	5		389
<b>Q 10</b>														
Yes	1	1	1	1	1	1	1	1	1	1	1	1		67
No/Maybe														5
<b>Q 11</b>														
18-24							1	1		1				11
25-34					1									12
35-44	1										1			11
45-54		1		1					1			1		22
55+			1			1								16

### **9.3.1 Additional Comments**

Any additional comments are listed by the questionnaire completed by the participant.

1: As an explanation for not wanting signs or interpretation, the participant said that they should be left as they are without too much attention. This being said, the participant did rate the importance of heritage here as a 10, and public importance of it as an 8.

2: Participant considered the beach as important as a dog beach, not as much as a heritage site.

3: When asked about the 'Horse and Rider' statue, this participant said that it was a water guardian, Poseidon or Neptune.

4: Participant recognised this area as one of the first industrial areas.

13: Commented that signs would be "fantastic".

16: At the suggestion of signs said, "that would be really good".

25: Participant, when rating personal importance of the heritage as 3, explained that the beach itself was important but not so much the heritage in it.

30: Participant remembered the Abattoir while it was functioning. Memories include a red film over the water with floating body parts as a result of the effluence. Also remembers Robb Jetty being an iconic recreational fishing spot when unused by industry.

31: Comments that "I think the wrecks would be sorely missed by future generations living in the area".

32: Raised the idea of signs spontaneously.

35: Knew the name of Robb Jetty.

36: Remembered the Abattoir and jetty when they were functioning for industry. This participant knew the name of Robb Jetty, and participated in fishing off the jetty when it stood. Participant also remembers when *Wyola* was scrapped on the beach, but did not know the identity of either vessel.

37: Participant commented "a bit of information would be good because we had no idea!"

38: Participant knew the name of Robb Jetty.

39: Participant knew the name of Robb Jetty. Also explained their reason for not wanting signs, as people who wanted to know more would do research to find out.

46: When agreed to signs, the participant added, “people should know about their history”.

52: Participant brought up the idea of signs spontaneously.

56: Participant knew the name of Robb Jetty.

64: Was in the area when the Abattoir still functioned. Knew the name of Robb Jetty. Had also heard *Wyola* but did not know this was the wreck of *Wyola*. Knew the other was the wreck of a barge.

72: Participant knew the name of Robb Jetty.

It should be noted that the responses for question 8 were given after the background and history of the features was explained to the participant. It is suggested that a better way of approaching this question would have been to ask their rating before being told about the features as well as after.

Most of the higher responses for question 9 were for public that were aware of the heritage value of these features, and would be lower if they were not aware. Unfortunately, this pattern was only considered after most of the questionnaires were done and had not been noted throughout.

## 10 APPENDIX D—FIELDWORK

### 10.1 Flinders University of South Australia

The first fieldwork conducted as part of this thesis occurred from December 1 to December 3, 2011. The Flinders University of South Australia Social and Behavioural Research Ethics Committee approved this fieldwork.

Objectives of this fieldwork were to search for and determine the extent of any metallic framing or plating remains from *Wyola* surrounding the wreck remains, as well as any further remains of Robb Jetty buried beneath the sand. It also intended to create a site plan and draw the features of C. Y. O'Connor Beach to record their exposure. Magnetometer and metal detector surveys took place, along with recording positions by total station and GPS.

Participants of this fieldwork included:

- The author
- Darren Cooper
- Wendy van Duivenvoorde (Flinders University)
- Mark Polzer (University of Western Australia)
- Zoe Robinson
- Bob Sheppard (Heritage Detection Australia)

Unfortunately the magnetometer did not return any usable results. Technical issues with the total station also failed to return any usable results. GPS locations were taken for each corner of both magnetometer grids and are now obsolete. The metal

detector survey was successful, but positioning of the finds was done with the total station and hence all results are not positioned. Results from the metal detector survey indicate that remains of *Wyola* extend into the dunes of C. Y. O'Connor Beach, where they are now visible. The survey also located one large and deep anomaly on the north side of the hull of *Wyola*, which was investigated but remains unidentified. All attempted drawings of the features were unsuccessful and no measured site plan was possible.

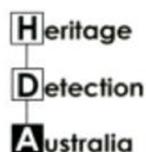
### 10.1.1 Metal Detector Results

**Table 10-1** Metal detector results (Heritage Detection Australia)

<b>Metal Detector Results</b>				
Bob and Zack Sheppard. Detector Used: 50 2000 18" Coil. 02/Dec/2011				
<b>Artefact Number</b>	<b>Visible</b>	<b>Size</b>	<b>Depth</b>	<b>Target Description/Notes</b>
T001		L	D	
T002		L	D	
T003				
T004				In line side of ship, cluster
T005				Middle of ship cluster
T006				End of ship cluster
T007		M	D	Large Deg (?)
T008				Start of ship cluster
T009				End of ship cluster
T010				Start of Jetty cluster
T011				End of Jetty cluster
T012				Start of Jetty cluster
T013				End of Jetty cluster
T014				Start of ship cluster
T015				End of ship cluster
T016		M	D	Dug. Ring.
T017		S	S	Ferrous
T018				Bottle cap
T019				Start of ship cluster
T020				End of ship cluster
T021				Start of Jetty cluster
T022				End of Jetty cluster
T023		L	D	Start Jetty Pile (?)
T024		L	D	End Jetty Pile
T025	Y	S	S	Bottle cap
T026	N			Start of ship cluster
T027	N	L	D	End of ship cluster

T028	N	L	D	Beer bottle top
T029	N	S	S	Beer bottle top
T030	Y	L	S	Star picket
T031	N	L	D	Start of ship
T032	N	L	D	End of ship
T033	Y	S	S	Copper wire
T034	Y	S	S	Beer bottle top
T035	N	L	D	Start of Jetty
T036	N	L	D	End of jetty cluster
T037	W	L	L	Isolated Artefacts
T038	N	L	L	Start of jetty
T039	N	L	L	End of jetty
T040	Y	S	S	Bottle cap
T041	N	L	D	Start of ship
T042	N	L	D	End of ship
T043	N	L	D	Start of ship
T044	N	L	D	End of ship
T045	N	M	S	Scissors
T046	N	L	D	Ship
T047	N	L	D	Ship

## 10.1.2 Metal Detector Report



### Summary of metal detecting survey Robb's Jetty Western Australia by Heritage Detection Australia

**Date:**  
2/12/11

**Client:**  
Danielle Wilkinson, Flinders University.

**Aims:**  
To locate structural remains of the unidentified barge, the *Wyolo* and the Robbs Jetty and any artefacts in the vicinity of the above.

**Equipment used:**  
Minelab SD2000 metal detector with 18 inch coil.

**Operators:**  
Bob Sheppard and Zack Sheppard.

**Summary of operations:**  
A metal detecting survey was carried out to establish the extent of the structural remains of the unidentified barge, the *Wyolo* and the Robbs Jetty.

The 18 inch coil was chosen in order to locate structural remains at depth.

The metal detecting methodology is in line with the use of metal detectors on archaeological sites as devised by McCarthy, Ford and Sheppard following the 2006 Cape Inscription National Heritage Listing Archaeological Survey (see appendix for a list of applications, especially 1 and 2) and has been used on sites such as the Glenrowan Kelly gang siege site (2008) and the Bunbury car park whalers (2011).

The survey commenced around 10 m south of the jetty and extended 10 m north of the barge.

The survey was carried out above the watermark and up to the foredune, as the high salinity and mineralisation made detecting near the waterline difficult. The area was gridded using the "chaining methodology".

All targets located were marked using non-metallic pin markers and numbered tags. A brief description of each target was recorded on the Metal Artefact Recording Sheet (MARS) and these were logged using a total station. 47 targets were recorded. A number of smaller and shallower targets were identified by digging. As these targets are in the unstable tidal/wave zone no stratigraphy was recorded.

The survey took approximately two hours.

**Observations:**

The survey enabled a delineation of the *Wyolo* and Robbs Jetty structures, where these were not visible, to the estimated metal detection limit of 1.5 to 2 m depth.

The metallic debris from the *Wyolo* extended in a halo to the northern side of the visible structure.

One isolated metal artefact of considerable size was detected between the *Wyolo* and the unidentified barge. A hole dug to approximately 700mm failed to locate the metallic material which was below the water table. The water in the small pit was brackish (by taste) with significantly less salinity than the ocean.

Numerous small artefacts such as bottle tops, were located around the site.

The *Wyolo* structure was traced into the foredune to the beach access walkway.

**Conclusions:**

The survey appeared successful in locating structural remains. This will be cross referenced by the magnetometer survey..

Mineralisation along the beach caused difficulty for metal detection. A different coil configuration may have solved this problem.

The survey provided archaeologists with a rapid assessment of the spread of structural material and artefacts in the vicinity of the three identified structures.

**Appendix:**

Following the 2006 Cape Inscription Survey, McCarthy, Ford and Sheppard developed a list of applications for the use of metal detectors on archaeological sites. These included ...

- 1 Pre-disturbance assessment and reconnaissance
- 2 Metal detecting survey to ascertain metal material spread for predicting best areas to test/excavate
- 3 Salvage archaeology/ cultural resource management tool
- 4 During excavation to provide information as to what lies beneath the excavation floor
- 5 Post excavation check
- 6 Checking spoil heaps
- 6 Checking rehabilitation

**References:**

Ford, Adam 2010, Glenrowan Siege Archaeological Project, Dig International, Cultural Heritage Management, Rural City of Wangarrata, Victoria.

Green, Jeremy (ed)., 2006. Report on the 2006 Western Australian Museum, Department of Maritime Archaeology, Cape Inscription National Heritage Listing Archaeological Survey, Australian National Centre of Excellence for Maritime Archaeology, Department of Maritime Archaeology, Western Australian Maritime Museum, Fremantle

Bob Sheppard  
Heritage Detection Australia  
1100 Lacey Rd  
Mundaring  
WA 6073  
08 92950891

## 10.2 Western Australian Museum

A second field trip was conducted on September 29, 2012, with WAM. Objectives of this fieldwork were to repeat the magnetometer survey to determine the extent of *Wyola* and jetty remains buried in the beach. A total station and GPS were used to record the magnetometer grid and features of the beach.

Participants of this fieldwork included:

- The author
- Hunter Brendel (Flinders University student)
- Kevin Edwards
- Leigh Gilchrist (Flinders University student)
- Madeleine McAllister (WAM)
- Jennifer McKinnon (Flinders University)
- Mark Polzer (University of Western Australia)
- Jason Raupp (Flinders University)
- Caitlin Riewe (Flinders University student)
- Kate Robinson (WAM)
- Peter Taggot (WAM volunteer)

Again, the magnetometer results from this survey did not return any usable results.

The total station battery also died before all features could be recorded. Fortunately, the GPS points of features are usable.

### 10.2.1 GPS Results

**Table 10-2** GPS points of features of C. Y. O'Connor Beach

<b>Description</b>	<b>Easting</b>	<b>Northing</b>
Northern corner of barge	382503	6449066
Western corner of barge	382506	6447048
Southern corner of barge	382507	6449044
Eastern side of barge (end of visible remains)	382509	6449050
Most south-eastern jetty pile	382516	6449004
North-eastern corner of top section of <i>Wyola</i>	382514	6449027
Midsection of western edge of <i>Wyola</i>	382515	6449027

## 11 APPENDIX E—ARTEFACTS FROM *WYOLA*

The following images and information is reproduced with permission from WAM.

See Table 11-1 for a list of artefacts, followed by WAM listings on the following pages for images and details.

**Table 11-1** List of artefacts from *Wyola* held by the Western Australian Museum.

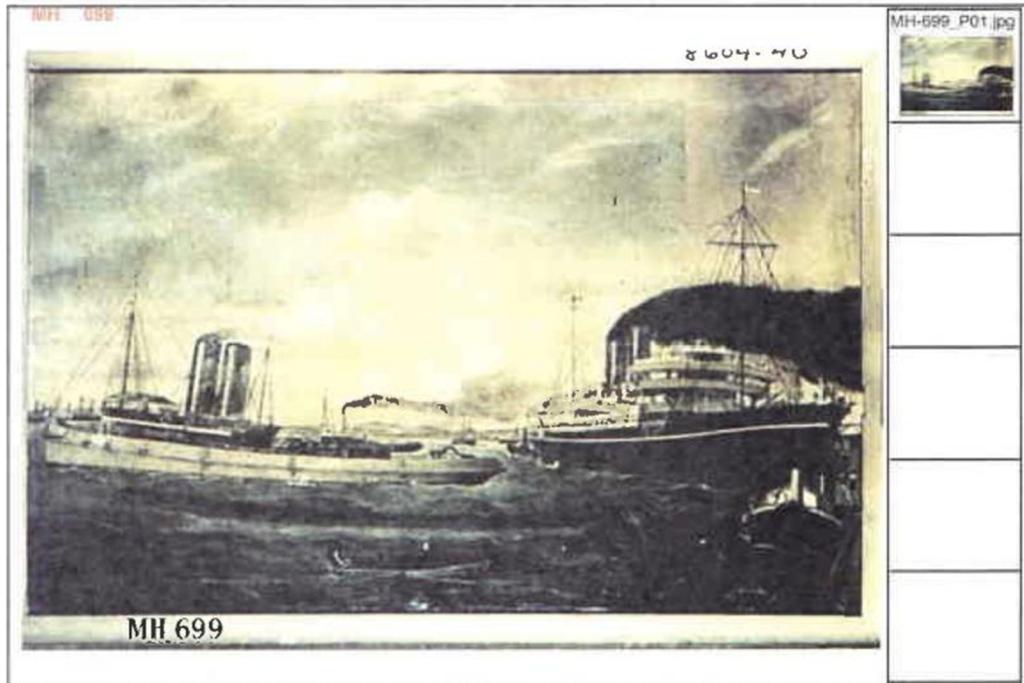
<i>Wyola</i> Artefacts	
Registration Number	Artefact Description
MH 49	Electric masthead light
MH 639	Watercolour painting c. 1970
MH 699	Oil painting
MH 1011	Steam whistle
MH 1016	Lifebuoy
MH 1022	Glass face for telegraph
MH 1023	Telegraph
MH 1086	Navigation lamp
MH03 52	Mounted photograph
Loan 33	Ash hoist engine
Loan 34	Generator engine
Loan 35	Generator set
T70 747	Steam gauge
T80 82	Ship's lantern



REGISTRATION DETAILS		Field No
Regn	MH 49	Status
Item	Lamp	Receipt No
Type	Masthead, electric	Donor/Lender: F H Purcell
Locn	FSR3/B - A Shed (Stocktake 10 December 2003)	Date Donated: 1988?
Description:	Electric Masthead Light. Damaged glass. Used on board tug 'Wyola' 1912-1970	Date Expires:
Comment:		Dimensions: 30x15
Provenance:		



REGISTRATION DETAILS		Field No	(T 80 10083)
Regn	MH 639	Status	
Item	Watercolour	Receipt No	
Type	WATER COLOUR M.D. 1970 ca	Donor/Lender:	DR. & MRS C. FORTUNE
Locn	Cold Room SHELF4/A - A Shed 16/05/02	Date Donated:	30/04/1980
Description:	Fremantle tug WYOLA with fishing boats Watercolour painted by A E Hill, circa 1970		
Comment			
Provenance:			



**REGISTRATION DETAILS**

Regn	MH 699	Status		Field No	T70/0757
Item	OIL PAINTING			Receipt No	
				Donor/Lender:	MR M.DONNES
Type	View of Fremantle, showing 'Lady Forrest'.			Date Donated:	19/7/1971
				Date Expires:	
Locn				Dimensions	59 X90 SIGHT FRAME 79.5 110
Description:	<p>OF HISTORICAL VALUE - FREMANTLE HARBOUR 1918. NUMBER OF SHIPS &amp; TUGS. CENTRE RIGHT LARGE 2 FUNNEL P &amp; O MALWA AT DOCK SIDE WITH PILOT BOAT LADY FORREST MOORED IN FRONT. TUG (2 FUNNEL)"WYOLA" PULLING "MALWA" FROM DOCK DONOR WAS SENIOR COXSWAIN PORT AUTHORITY</p>				
Comment					
Provenance:					



MH-1011_P01


REGISTRATION DETAILS		Field No	T 198 E
Regn	MH 1011	Status	
Item	Steam whistle	Receipt No	Purchase
Type		Donor/Lender:	Purchased from Goldfields Metal Traders
		Date Donated:	1970
		Date Expires:	
Locn	WA Maritime Museum [SC 49] display (11/11/02)	Dimensions	L 630 x W 330 x H 150 mm
Description:			
Brass whistle with red painted base and handle. At the base of the whistle are four holes, possibly for attaching the whistle with bolts. There are no inscriptions on the whistle.			
Comment Purchased from goldfields metal traders.			
Provenance:			

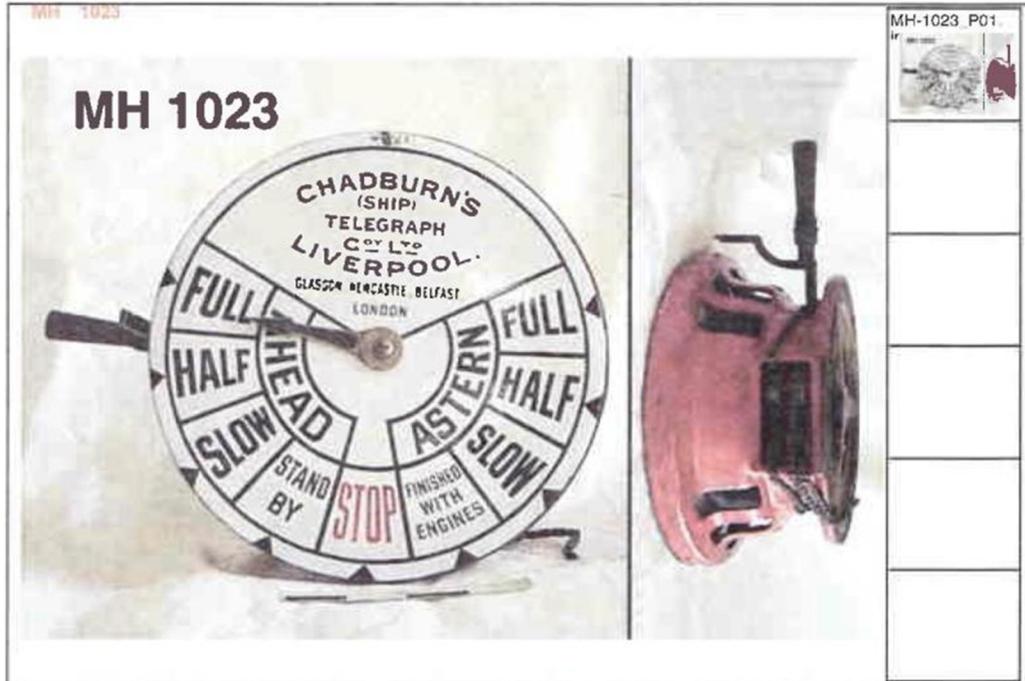


**REGISTRATION DETAILS**

Regn	MH 1016	Status		Field No	T 198 B
Item	Lifebelt			Receipt No	
				Donor/Lender:	Goldfields Metal Traders
Type	Wyola			Date Donated:	1970
				Date Expires:	
Locn	WA Maritime Museum [SC 49] display (11/11/02), rope			Dimensions	740 mm DIAM
Description:	Lifebuoy inscribed 'WYOLA / FREMANTLE'. White canvas outer surface with black lettering. Rope attached.				
Comment					
Provenance:					



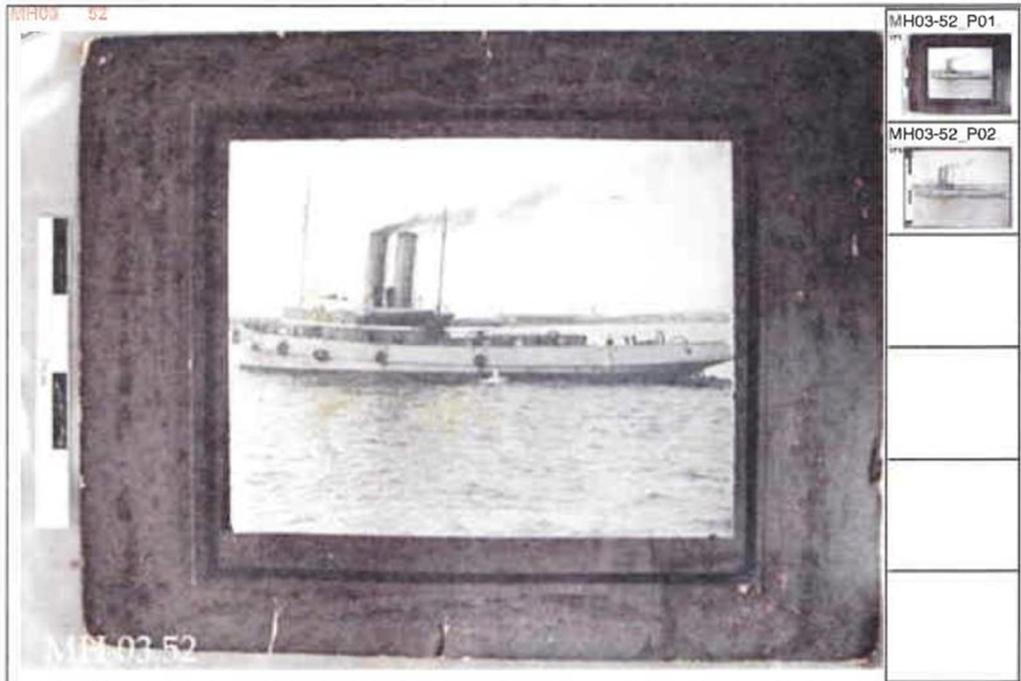
REGISTRATION DETAILS		Field No	T198
Regn	MH 1022	Status	
Item	Glass face	Receipt No	
Type	Wyola telegraph	Donor/Lender:	Purchased from Goldfields Metal Traders
Locn	WA Maritime Museum [SC 49] display (11/11/02)	Date Donated:	1970
Description:	Glass front for ship's telegraph - 'WYOLA' - in circular brass frame. Small engraving on the side of the frame '54574'. Three holes on side of frame for attaching to telegraph.		
Comment			
Provenance:			



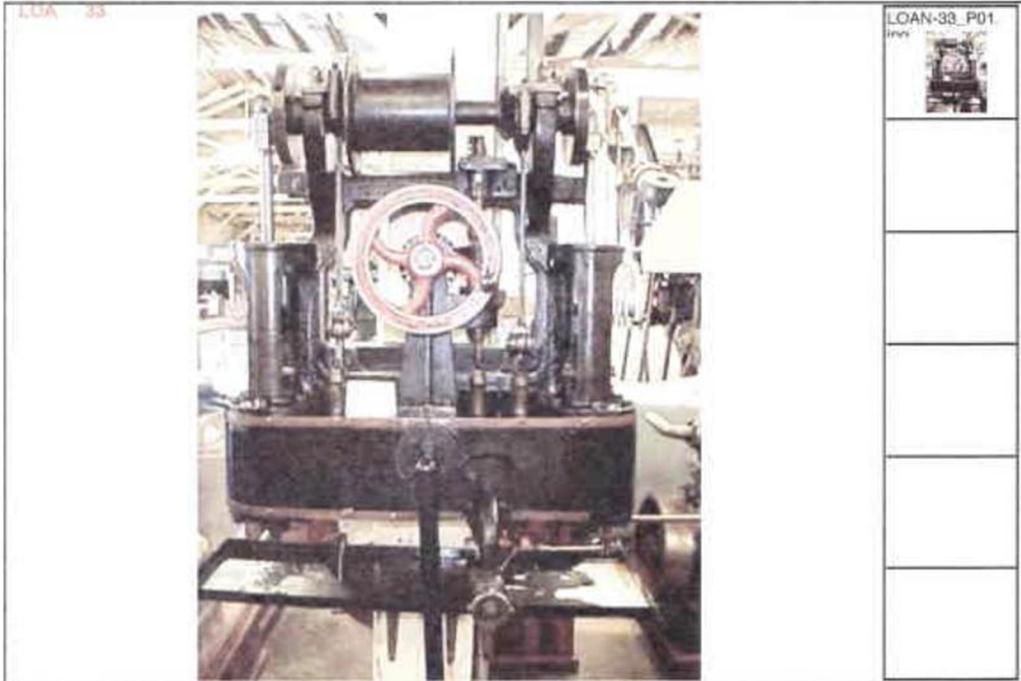
REGISTRATION DETAILS		Field No	T198C
Regn	MH 1023	Status	
Item	Ship's telegraph	Receipt No	
Type	Chadburn's Ship Telegraph Co. Ltd. Liverpool	Donor/Lender:	Purchased from Goldfields Metal Traders
Locn	WA Maritime Museum [SC 49] display (11/11/02)	Date Donated:	1970
Description:	One ship's telegraph - 'Wyola' red casing. Black and white dial on which is inscribed 'CHADBURN'S / (SHIP) / TELEGRAPH / COY LTD / LIVERPOOL / GLASGOW, NEWCASTLE, BELFAST / LONDON'. At the top of the dial is inscribed 'N° 2 F'. Brass handle and arrow inscribed with 'DUPLIX / CONC'.		
Comment			
Provenance:			



REGISTRATION DETAILS		Field No	T198A
Regn	MH 1086	Status	
Item	Navigation lamp - Tug "WYOLA"	Receipt No	
Type	Seahorse Trade Mark. G8 NO. 30776	Donor/Lender:	Purchased from Goldfields Metal Traders
Locn	WA Maritime Museum [Navigation] display (03/12/02)	Date Donated:	1970
Description:	Navigation lamp, glass front with marking C B.LTD 10 X 7 on it. Brass encasing with a handle on the lid. Lid inscribed with metal labels with 'MASTHEAD' 'SEAHORSE / GB / 30776 / TRADE MARK' inscribed on it. Base has three attachments for lamp to be screwed to something.	Date Expires:	
Comment		Dimensions	L335 x W300 x H290 mm.
Provenance:			



REGISTRATION DETAILS		Field No
Regn	MH03 52	Status
Item	Mounted photograph, Wyola	Receipt No
Type		Donor/Lender:
Locn	Document Room - A Shed (Stocktake 17 December	Date Donated:
Description:		Date Expires:
Comment		Dimensions
Provenance:	<p>A large photograph mounted on a brown board with a internal border. The board is quite worn and torn in places. There is no visible identification marks on the board. The photograph mounted in the centre shows the tug boat Wyola in Fremantle harbour. The tug is heading to the west and the north wharf is visible behind the tug, with sailing and steam ships tied up there, alongside the wharves. The wall on the left behind the tug was built during WW1. The tug is underway; there is smoke coming from the double funnels, and there are two lifeboats hanging on davits on the upper deck. There are several figures on the deck. The photograph is torn and stained in several</p>	
	<p>Mr Orton's father was James Frederick Orton, born in Victoria on 14 March 1889 and moved to Western Australia about 1912. Mr Orton senior retired due to health reasons and passed away in 1975. The items belonged to Mr Orton senior.</p>	



REGISTRATION DETAILS		Field No
Regn	LOAN 33	Status Loan IN
Item	Ash Hoist Engine	Receipt No A1170
Type		Donor/Lender: F Jarvis
Locn	Blacksmith (Marine Engineer) Workshop	Date Donated: Apr-92
Description:	METAL	Date Expires:
Comment	Check with Don	Dimensions
Provenance:		



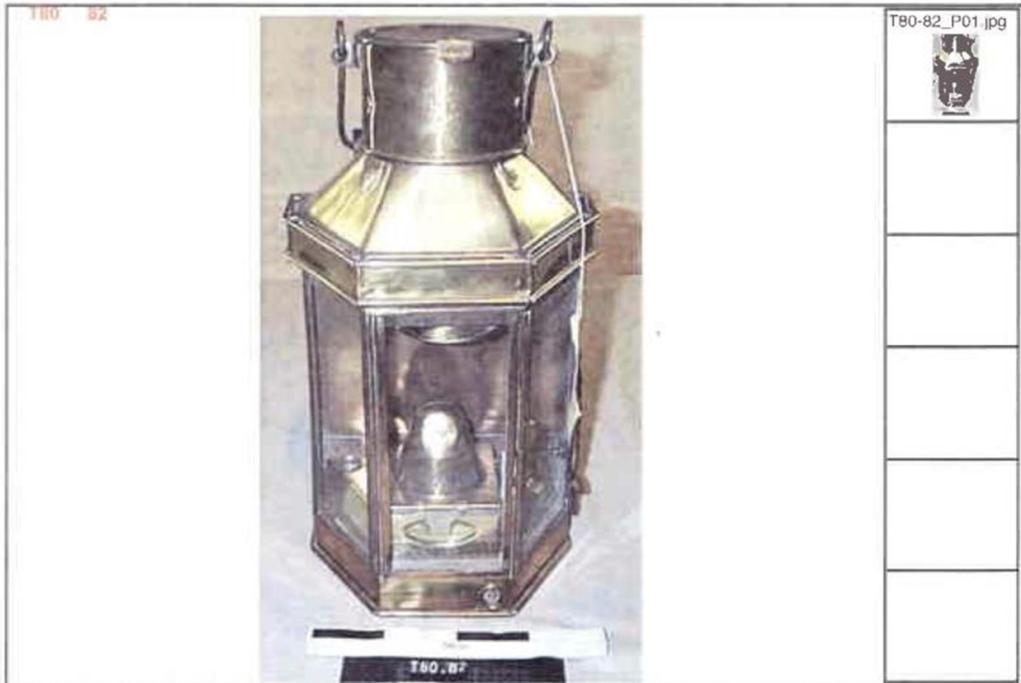
REGISTRATION DETAILS		Field No
Regn	LOAN 34	Status <u>Loan IN</u>
Item	Generator Engine	Receipt No A1170
Type	Bellis & Morcom	Donor/Lender: F Jarvis
Locn	Blacksmith (Marine Engineer) Workshop	Date Donated: Apr-92
Description:	Bellis & Morcome	Date Expires:
Comment	Check with Don	Dimensions
Provenance:		



REGISTRATION DETAILS		Field No
Regn	LOAN 35	Status <u>Loan IN</u>
Item	Generator Set	Receipt No <u>A1170</u>
Type	Sunderland Forge	Donor/Lender: <u>F Jarvis</u>
Locn	Blacksmith (Marine Engineer) Workshop	Date Donated: <u>Apr-92</u>
Description:	Metal	Date Expires: _____
Comment	Check with Don	Dimensions _____
Provenance:	_____	



REGISTRATION DETAILS		Field No
Regn	T70 747	Receipt No
Item	Steam gauge	Donor/Lender: Mr I Nielson
Type		Date Donated: 17/6/1971
Locn	WA Maritime Museum [SC 49] display (11/11/02)	Date Expires:
Description:	Dimensions 24.5 x 21.5cm	
<p>Steam Gauge "WYOLA". Face diameter is 15cm and the overall length is 25cm. Gauge is composed of Brass, glass face and aluminium. The gauge is stamped "FLOYD/ Melbourne Aust." " Pressure/(0-300)/BESTOBELL"</p>		
Comment		
Provenance:		



REGISTRATION DETAILS		Field No
Regn	T80 82	Status Non MH
Item	Ship's lantern, Wyola	Receipt No
Type		Donor/Lender: Dr and Mrs C Fortune
Locn	WA Maritime Museum [SC 49] display (11/11/02)	Date Donated: 29/4/1980
Description:		Date Expires:
	Ships brass and glass lantern from the tug Wyola. Object measures 22cm x 17cm x 43cm and is intact. Object has markings reading: "BULLPIT & SONS LTD /1917/BIRMINGHAM"	Dimensions 22 x 17 x 43 cm
Comment		
Provenance:	Lantern used by crew when going down to their quarters. Donor's father was the ships carpenter.	

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