

Hopetoun Jetty

Maritime Heritage Site Inspection Report

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June 1994

Report - Dept. of Maritime Archaeology
WA Maritime Museum, No 83.

This project was partially funded under the National Estate Grants Program, administered by the Australian Heritage Commission and the Heritage Council of Western Australia.

Contents

Acknowledgments.....	1
Introduction	1
Background	1
Technical Data.....	5
Management Considerations	6
Description of Site.....	6
Site Identification Comments.....	9
Associated Shipwrecks and Land Sites	10
Assessment of Site Significance	11
Recommendations	12
Further Comments.....	12
References.....	13

Figures

Figure 1.	Chart Excerpt: BA 1059, <i>Doubtful Island to the Head of the Bight</i>	1
Figure 2.	Chart Excerpt: BA 2973, <i>Mary Ann Haven</i>	2
Figure 3.	Chart Excerpt: AUS 116, <i>Mary Ann Haven</i>	3
Figure 4.	Chart Excerpt: DMH 575, <i>Hopetoun</i>	4
Figure 5.	Land remnants of the Hopetoun Jetty looking north.....	6
Figure 6.	Land remnants of the Hopetoun Jetty looking south.	7
Figure 7.	Land remnants of the Hopetoun Jetty.	7
Figure 8.	Stone pitching on the approach to the Hopetoun Jetty.....	8
Figure 9.	Photo transit showing the position of the jetty.	8
Figure 10.	<i>Locality Plan</i> . Phillips River gold fields.	9
Figure 11.	The SS <i>Eucla</i> alongside Hopetoun Jetty.	10
Figure 12.	Hopetoun Jetty, pre 1940.....	11
Figure 13.	Hopetoun Jetty, c 1970s.....	12

Acknowledgments

This project was partially funded under the National Estate Program, a Commonwealth-financed grants scheme administered by the Australian Heritage Commission (Federal Government) and the Heritage Council of Western Australia, (State Government).

Introduction

The purpose of this site inspection was to make a preliminary assessment of the extent of the remains of the Hopetoun Jetty and to produce a photographic record of the site and any associated material on land.

Background

Compiled from the records of the Department of Maritime Archaeology, (MA).

Site Name: Hopetoun Jetty, (Mary Ann Haven)

File Name: Jetties and Port Related Structures

File Name: Heritage Council of WA

File Name: Hopetoun Jetty

File No: MA 2.93

File No: MA 13.93

File No: HCWA 2323

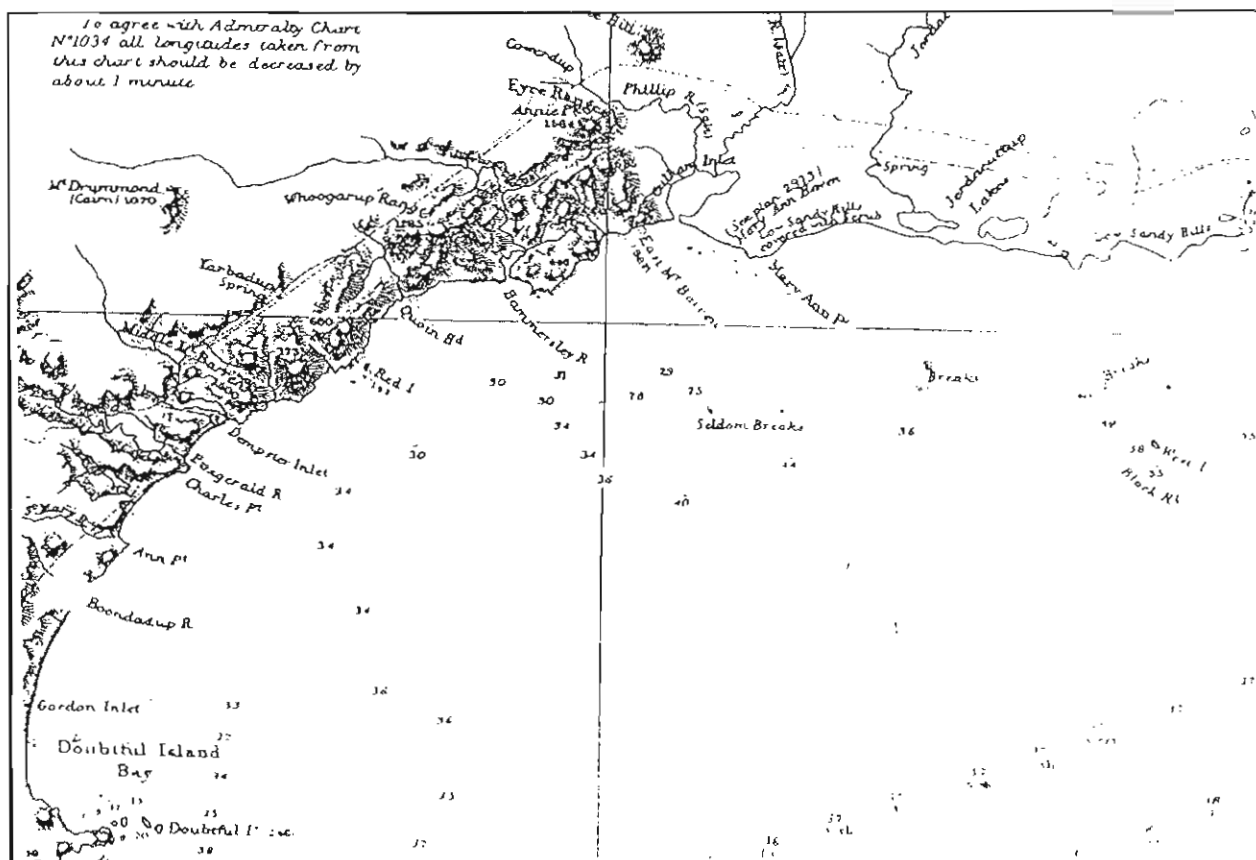


Figure 1. Chart Excerpt: BA 1059, Doubtful Island to the Head of the Great Australian Bight. 1881; 1897; 1901. 1: 610 000 (enlarged to 1: 305 000).

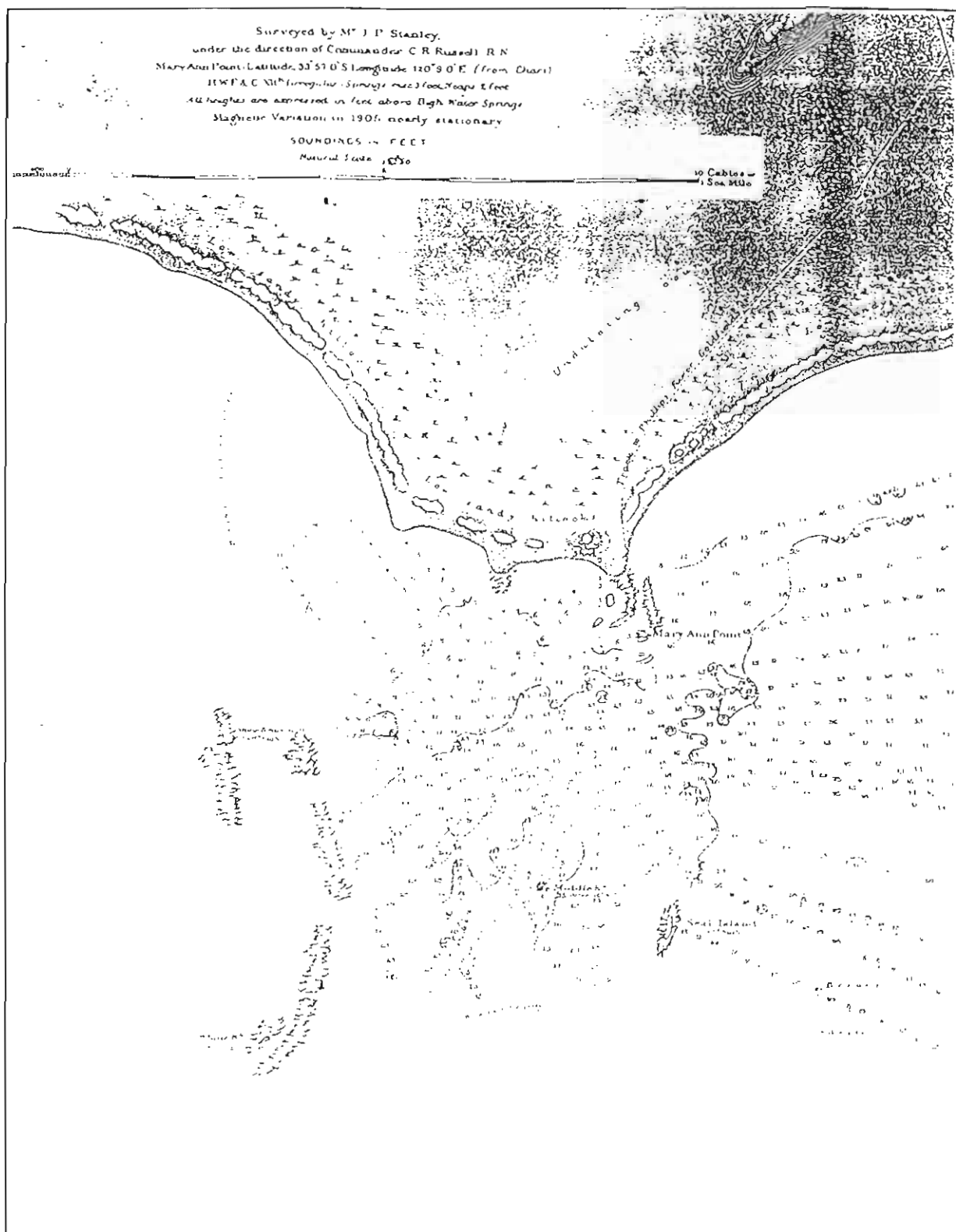


Figure 2. Chart Excerpt: BA 2973, *Mary Ann Haven*. 1897, 1905, 1: 12 130, (enlarged by 0.7 to 1: 17 000).

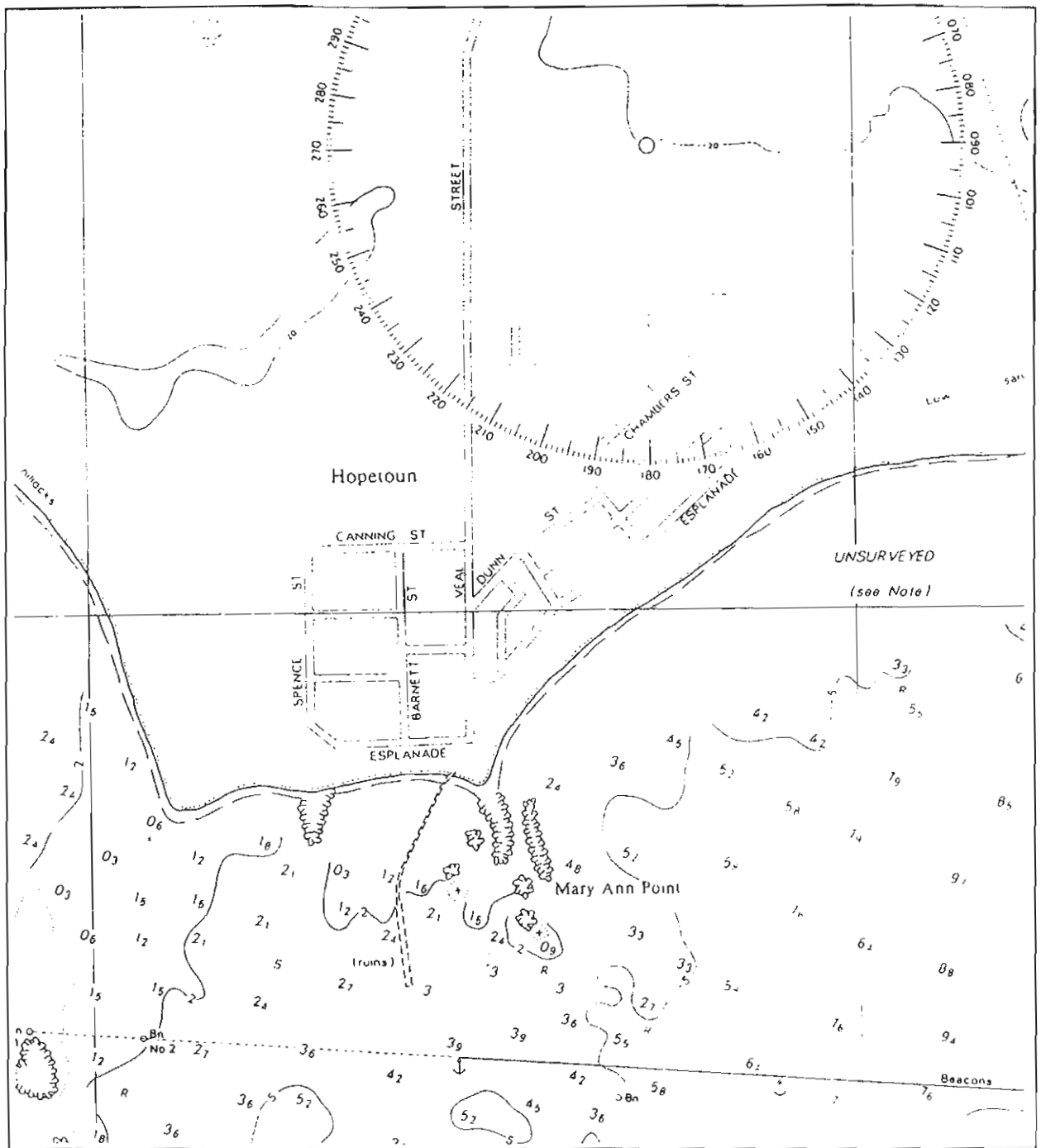


Figure 3. Chart Excerpt: AUS 116, *Mary Ann Haven*, 1981, 1: 12 500.

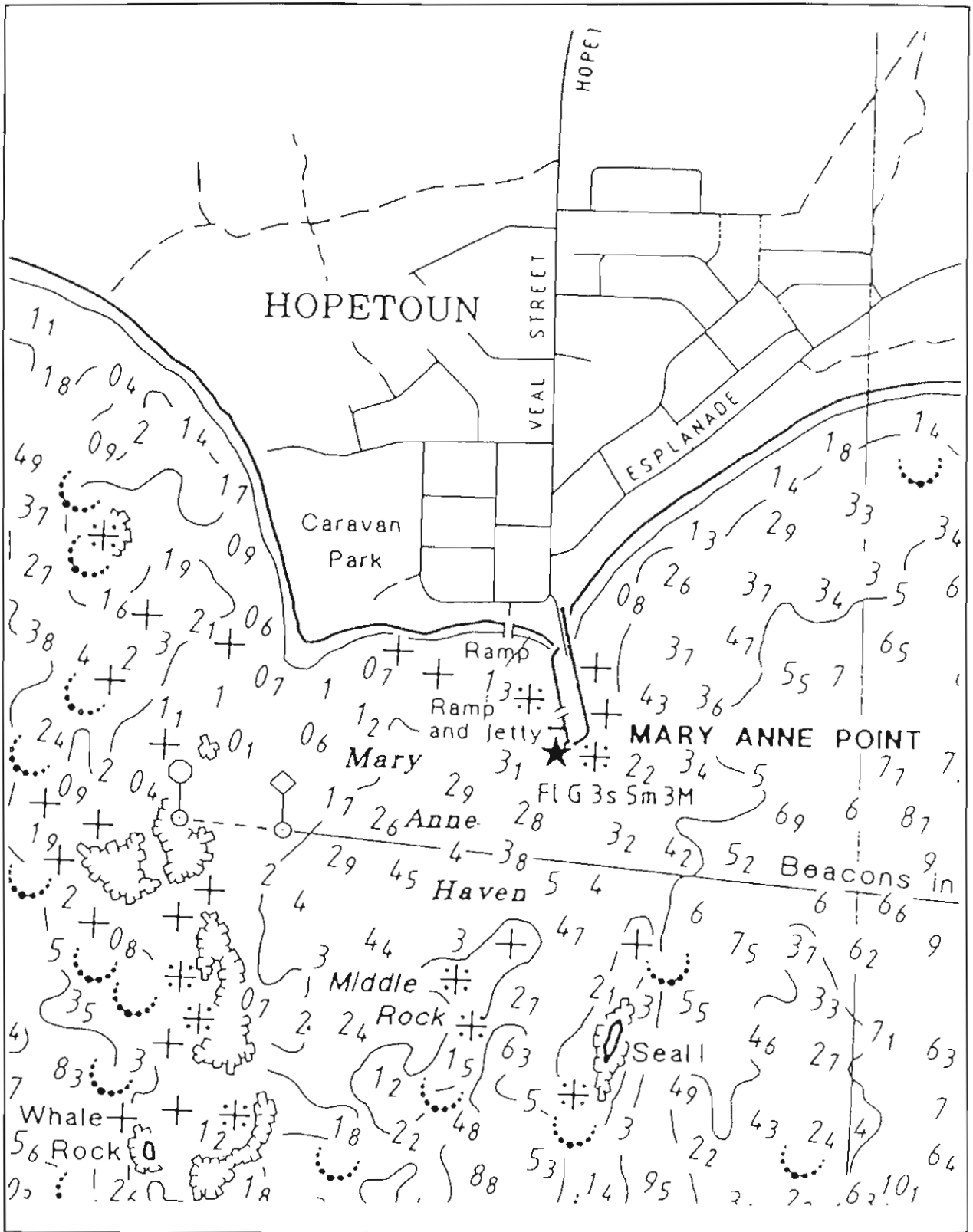


Figure 4. Chart Excerpt: DMH 575, Hopetoun. 1990, 1: 25 00, (enlarged to 1: 12 500), with the orientation of the Hopetoun jetty superimposed.

Technical Data

Date of Inspection: 4 April 1994

Personnel: Denis Cumming, Dena Garratt, Bob Richards, Ray Shaw

Approximate Location: The remains of the jetty lie between the small boat harbour and the launching ramp at Mary Anne Point, Hopetoun, (see Figure 4.).

Charts: BA 1059, *Doubtful Island to the Head of the Great Australian Bight*. 1881; 1897; 1901, 1: 610 000
BA 2973, *Mary Ann Haven*. 1897, 1905, 1: 12 130.
AUS 116, *Mary Ann Haven*. 1981, 1: 12 500.
DMH 575, *Hopetoun*. 1990, 1: 25 000.

Maps: *Ravensthorpe* SI 51-5, 1: 125 000.
Ravensthorpe 2930, 1: 100 000.

Historic Plans: *Hopetoun Locality Plan..* Phillips River Gold Fields, 1": 20 miles.

Latitude: 33° 56' 48"S **Longitude:** 120° 08' 30"E

Directions: The jetty remains lie approximately 20m to the east (left) of the boat launching ramp.

Site Photographs: (Held in File No. MA 2.93 awaiting accessioning)

B/W: Neg. Nos. 20-36, (D. Cumming)

U/W: Neg. Nos. 1-18, (D. Garratt)

Colour: (Neg. No. 24, (D. Garratt)

Slides: H/1-4 Leading Marks (D. Cumming)

Video: 3 mins 40 secs, 1:19:00 (R. Richards)

Historic: 4 prints No negs., (Elsie Penglase, Hopetoun)

Site Conditions on inspection:

Swell: Nil

Visibility: 3m

Current: Nil

Sea-bed coverage: Sandy seabed with patches of *Posidonia* seagrass and weed.

Chemical Measurements:

Temperature: No measurements were deemed necessary in this instance, however all chemical measurements should be recorded if a full archaeological investigation of the site is undertaken.

Salinity: Ditto

pH: Ditto

Dissolved O₂: Ditto

Corrosion Potential: Ditto

Biological Data:

Colonising fauna and flora: The artefacts have been colonised by several species of seaweed that will be identified if further research is undertaken.

Site Condition and Integrity: A vast array of material lies on the seabed along the orientation of the jetty, however little remains of the jetty structure, as the piles were either removed or cut down to the level of the seabed. The remains of some jetty piles and the abutment earthworks and rail line can still be seen on the beach, although most of the shore-based structure is now obliterated by the road verge and parking bays.

Management considerations

(i) Natural Forces: The archaeological remains are not subjected to the damaging forces of ocean swells, due to a protective reef barrier across much of the Mary Ann Haven anchorage.

(ii) Present and future Human forces: The close proximity of a launching ramp to the jetty site is of some concern as it is possible that the activities of high speed craft in the area may disturb some of the artefacts lying in the shallows. It was noted at the time of the inspection that jet skis were being operated in the vicinity of the jetty remains.

(iii) Projected general site stability: If the use of this type of recreational vehicle becomes prevalent, there is the distinct possibility that the most fragile material on the site will be damaged by propeller wash. The site is also at risk from the considerable pressure for redevelopment, in particular, a proposal to construct a marina in the area.

Description of Site

The remains of the Hopetoun Jetty extend out to sea from The Esplanade, between the groyne of the small boat harbour and the boat ramp. It is situated approximately 70 metres to the west (right) of the groyne and 20 metres to the east (left) of the boat ramp. Very little of the jetty structure still in place. The remains of four jetty piles, abutment earthworks and parts of the rail line can be seen on the beach, although most of the shore-based structure is now obliterated by the road verge and parking bays. The piles on the beach indicate the original alignment of the jetty. Although nothing of the jetty can be seen from the shore, the seabed is covered with a vast array of material, much of which is associated with the jetty railway. Items noted include; a large bogey wheel and approximately 100m of rail line. Apart from jetty timbers, there are numerous small artefacts such as bottles and pieces of machinery.



Figure 5. Land remnants of the Hopetoun Jetty looking north. (D. Cumming, April 1994.)

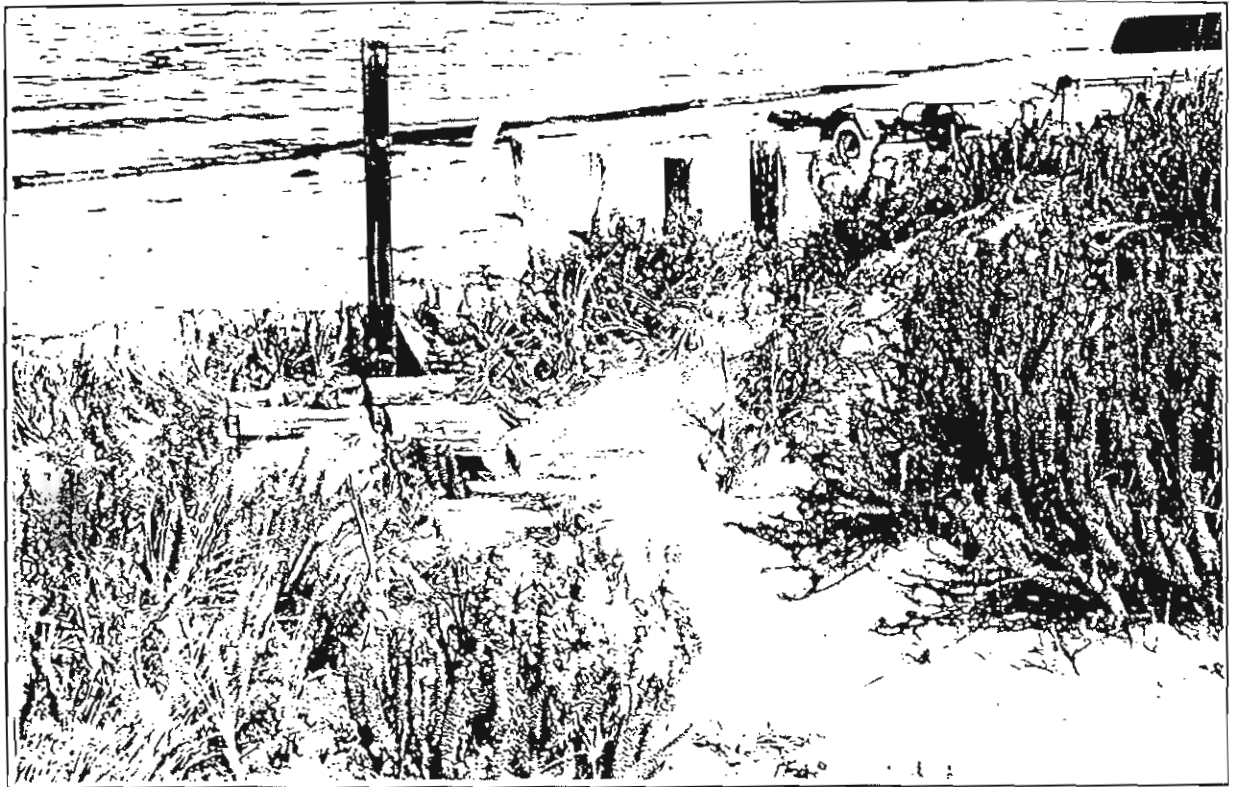


Figure 6. Land remnants of the Hopetoun Jetty looking south. (D. Cumming, 1994.)



Figure 7. Land remnants of the Hopetoun Jetty. (D. Cumming, 1994.)



Figure 8. Stone pitching on the approach to the Hopetoun Jetty. (D. Cumming, 1994.)



Figure 9. Photo transit showing the position of the jetty. (D. Cumming, 1994.)

Site Identification Comments: (From research notes compiled by D. Cumming).

When gold was discovered at the Phillips River in 1898, the small community at Mary Ann Haven grew rapidly. Hopetoun was proclaimed a port in 1890's and the township was surveyed in 1900. A short lightering jetty was built in 1901 at which machinery for the Floater Mine was landed from the schooner *Grace Darling*. The government extended this to 195.7 metres (642 ft) into 2.4 metres (8 ft) of water in 1902 and subsequently to 183 metres (600 ft) with a breadth of 3 metres (10 ft), leading to a tee-head 15 metres (50 ft) long and 6.7 metres (22 ft) wide. It was equipped with a boat landing 6 m x 6m (20 ft x 20 ft) and a goods shed. In 1907 the Hopetoun Jetty was again extended out to its final length of 431.7 metres (1416 ft) in 3.4 metres (11 ft) of water at the head. The jetty now curved in a south-easterly direction. A crane was installed in 1907-8 and a navigation light was erected in 1909. The jetty was demolished 1983.

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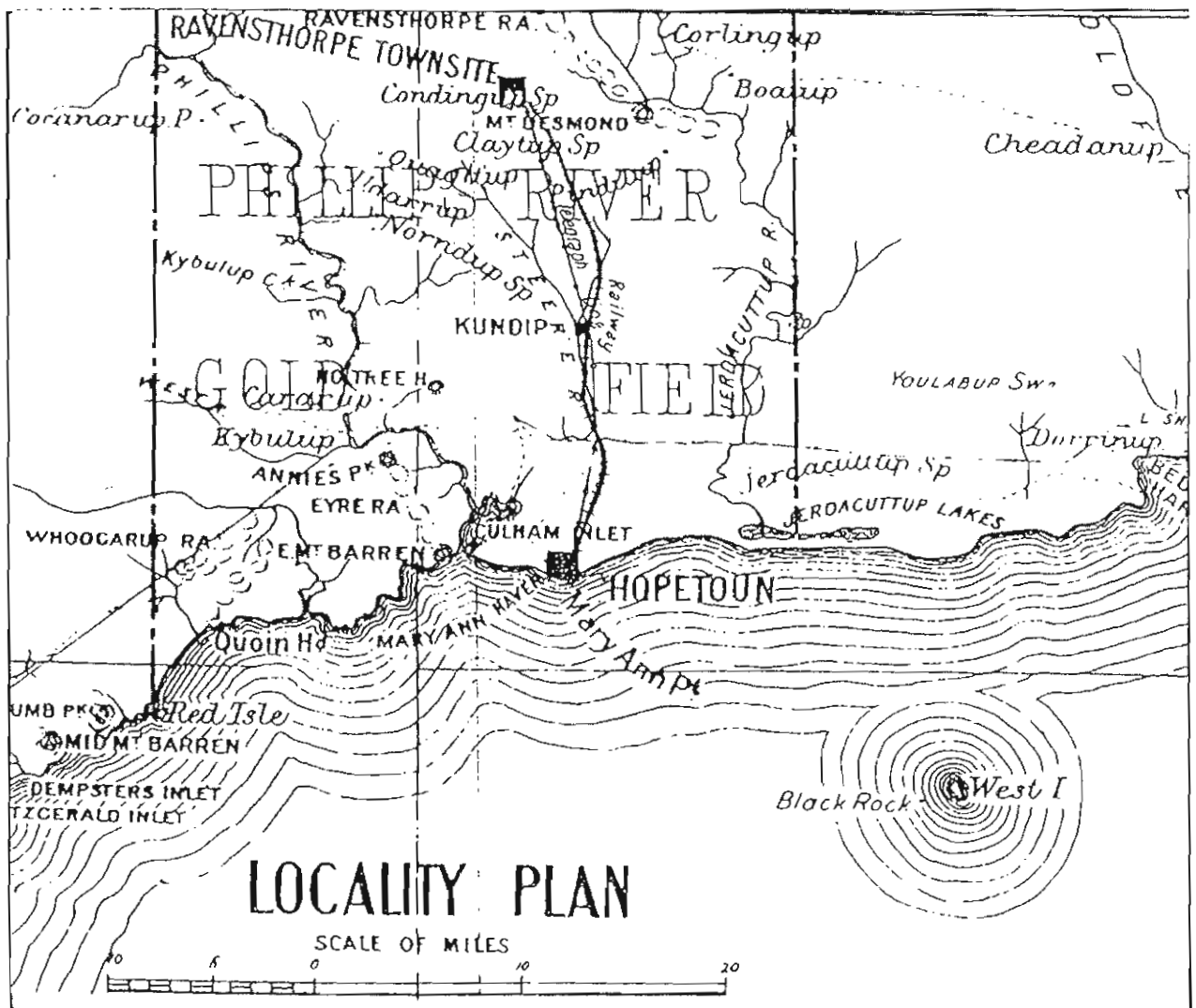


Figure 10. Locality Plan. Phillips River gold fields, 1": 20 miles.

Associated Shipwrecks and Land Sites

File Name: Area - Eyre File No: 102.91
File Name: Esperance Wrecks File No: 69.72
File Name: Wreck Inspection Reports File No: 93.73

SS Croydon

The 70-tonne coastal steamer *SS Croydon* was built in Singapore in 1896 and wrecked in Hopetoun Harbour in 1907.

SS Kepler

The 65-tonne coastal steamer *Kepler* was acquired by the Adelaide Steamship Co. in 1909 and was wrecked the following year near the Hopetoun Jetty.

Navigation light

A 5th order light on a steel tower at the inner end of the jetty was commissioned in 1909.

Railway and the gold and copper mines.

The establishment of Hopetoun as a port was directly related to the discovery of the Phillips River goldfields in 1898 and the development of the Ravensthorpe copper mines. The railway to Ravensthorpe was completed in 1909.

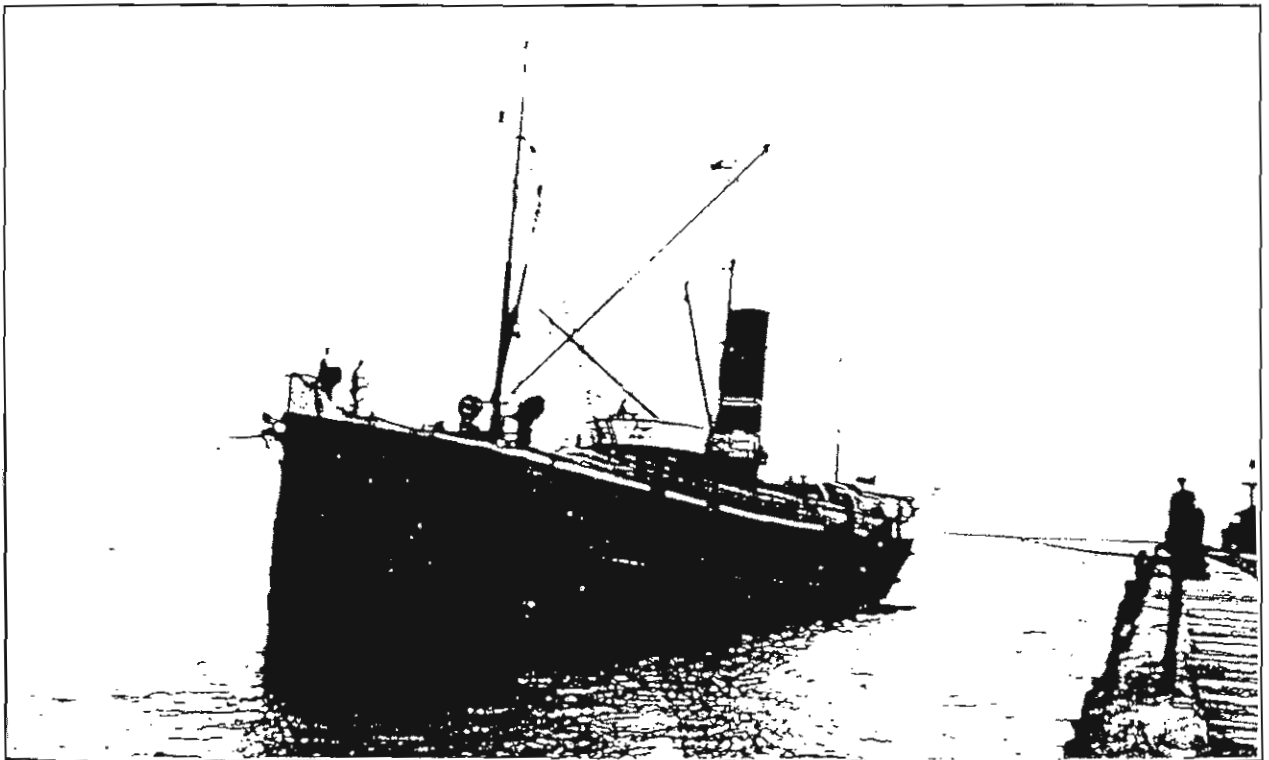


Figure 11. The *SS Eucla* serviced southern ports from 1912 to 1926, seen here coming alongside Hopetoun Jetty. (Esperance Museum)

Assessment of Site Significance

- (i) Historical: The Hopetoun Jetty played a significant role in the commerce of the township and was the outport for the Ravensthorpe and Phillips River gold and copper mines. It served as an important link with the rest of the world for the local population.
- (ii) Technological: The structure is representative of the style of jetty construction from the late 19th century to almost 1930. (See also Hamelin Bay Jetty).
- (iii) Scientific: Information on corrosion rates can be gained from the iron artefacts on the site.
- (iv) Educational: If properly marked and documented, all heritage remains have the potential of being a focus for educational activity.
- (v) Recreational: The close proximity of the small boat launching ramp limits the potential of the site for recreational diving. There is considerable conflict between active recreational uses such as water skiing and jet skis and passive pursuits such as snorkelling.
- (vi) Cultural: There is undoubted cultural significance in the remains of the jetty. It was the point of contact with the rest of the world and a focal point for commerce and social activities for the residents of the district.
- (vii) Archaeological: The site has the potential to be included in a comparative study of jetty sites, particularly with regard to the patterns of deposition and distribution of artefacts along jetties. The Hopetoun Jetty site has some similar characteristics to the Long Jetty in Fremantle and Albany's Town Jetty, in Western Australia and the Glenelg Jetty in Holdfast Bay, South Australia, at which partial excavations yielded over 1500 artefacts respectively. Given the similarities, it can be assumed that this jetty should also be rich in artefacts.
- (viii) Rarity: The only known jetty site with extensive remains of railway machinery.
- (ix) Representativeness: The jetty structure and its associated machinery is representative of jetty construction designs of the early 20th century.

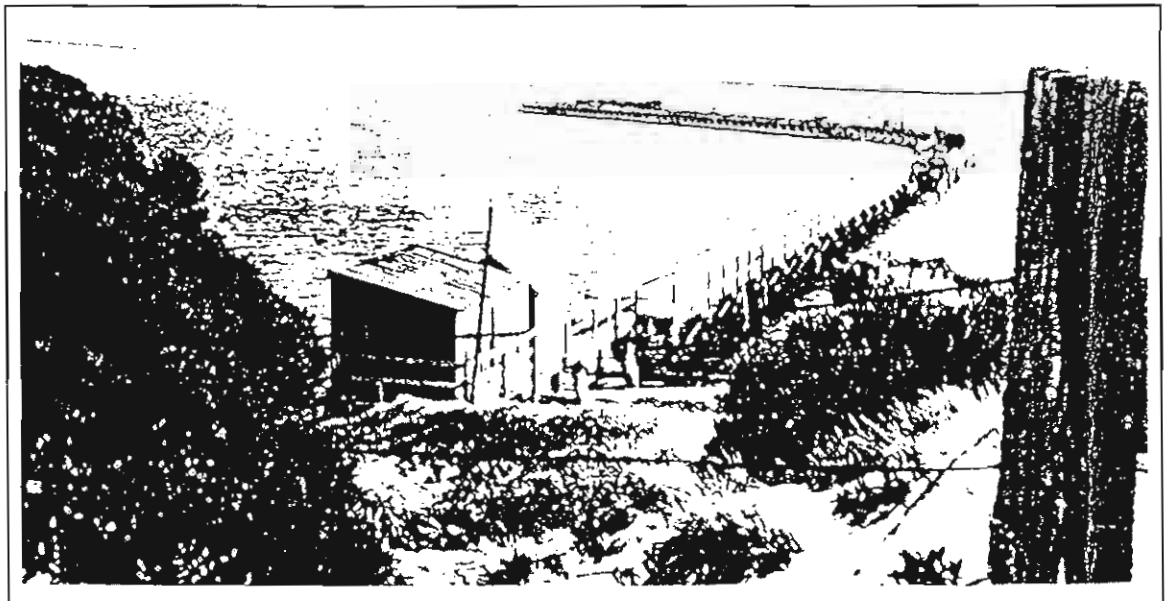


Figure 12. Hopetoun Jetty, pre 1940. (Elsie Penglase, Hopetoun)

Recommendations

The options are:

- (i) Recommend that the jetty remains be gazetted as an Historic Site.
- (ii) Erect a marker at the site that will include suitable interpretive material.
- (iii) Initiate an archaeological survey of the jetty site prior to any redevelopment. This should be mandatory.



Figure 13. Hopetoun Jetty, c 1970s. (Elsie Penglase, Hopetoun)

Further Comments

Regardless of the outcome of the above, it is recommended that the Hopetoun Jetty site be more widely publicised as a reminder of an important era in the development of WA's regional centres. The area encompassing the jetty remains should be designated for passive recreational activities only.

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