

TOWN OF PORT HEDLAND

HERITAGE INVENTORY 2017

Town of
Port Hedland



**HERITAGE INTELLIGENCE (WA)
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EXECUTIVE SUMMARY

The review of the Municipal Inventory of Heritage Places is a requirement of the Heritage Act (1990).

The assessment criteria detailed in the State Heritage Office's guidelines entitled Criteria for the assessment of local heritage places and areas (Appendix 1) as recommended in State Planning Policy 3.5 Historic Heritage Conservation, has been the primary guiding document for the Heritage Inventory review for the Town of Port Hedland.

The review has been undertaken in 2 stages. Stage One completed in December 2015 reviewed the 2007 inventory and determined a proposed Heritage List. Stage Two completed the entire review and produced this Draft report for Council consideration for public comment and contribution.

The review references the thematic frameworks developed for the 1996 inventory, and the 2007 review of the Heritage Inventory to provide a check for a broad ranging inclusion of relevant places of heritage significance. No specific historical research has taken place for this review.

The Town of Port Hedland's Municipal Inventory of Heritage Places (2007 review) listed 60 places and sites in four categories. Categories 1 and 2 were recommended for inclusion in the Town of Port Hedland's Town Planning Scheme, and categories 3 and 4 were places of note.

Every place listed in the 2007 inventory has been reviewed, including taking site photographs of most places, excluding places that were not visible from the public space and/or required entry to private property, and regional places, and have been assessed against the relevant criteria.

The 2017 review proposes 77 place listings and one formal Heritage Area that comprises 7 places.

In summary;

The following 2007 Heritage Inventory review listings have not been included in the Heritage Inventory 2016:

LISTING	ADDRESS	REASON	LISTING
Nissan Hut	3A Kingsmill St	Demolished	15
Dwelling	9 Kingsmill St	Demolished	16

Fifteen places have been added; places of historical importance and also places that demonstrate the ongoing development of communities in the Town of Port Hedland and region;

- Freemasons Masonic Lodge
- Port Hedland Police Station
- Town of Port Hedland Civic Centre
- Gratwick Aquatic Centre
- Marapikurrinya Park
- Port Hedland Yacht Club & RSL
- RSL War Memorial
- Goldsworthy Rear Lead;
- TS Pilbara Building
- Dampier Salt
- Cape Thouin (first landfall)
- Turner River Water Scheme
- Goldsworthy townsite
- Shay Gap townsite
- Hillside Homestead complex

The 2016 Heritage Inventory review has amended the reference numbers from the 2007 inventory. The 2007 reference numbers are included on each place record.

The Heritage List is numbered first, with Grade A places preceding the Grade B places, and then the Grade C places that are not part of the Heritage List.

Grade C places have no implications other than the opportunity to record the place prior to development or demise, and a recognition of their cultural heritage significance.

The Heritage Inventory review 2017 comprises the following places with Grades A and B forming the Heritage List and Grade C places not on the Heritage List.

1.0 HERITAGE LIST

(A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is either in the Heritage Council of Western Australia's Register of Heritage Places, or worthy of consideration for entry into the Register).

Grade A – HERITAGE LIST

1. Dalgety House
2. St Mathews Church Site
3. Medical Officer's Quarters (fmr) [DOME]
4. Mundabullangara Homestead

Grade B – HERITAGE LIST

A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.

5. Esplanade Hotel
6. Wilson's Shipping Agents (fmr)
7. Pier Hotel
8. Lightkeeper's Quarters (fmr)
9. Midi bin Brahim's tree
10. Glass House (fmr)
11. Bangers House (fmr)
12. Courthouse (fmr)
13. Port Hedland State School (fmr)
14. Ellery Cottage (fmr)
15. Pioneers & Pearlers Cemetery
16. Lock Hospital (fmr)
17. Du Pont explosives bunkers (Pippingarra)
18. Convent (fmr)
19. MMA Building (fmr)
20. Post Office
21. Roads Board Building
22. Picture Gardens
23. Dempster's Store
24. Crameri's Billiard Saloon

Grade C - NO IMPLICATIONS

A place (including a site with no built remains) of some cultural heritage significance to Town of Port Hedland.

25. The Tamarind Tree
26. Freemasons, Masonic Lodge
27. Port Hedland Police Station
28. Sculpture Park
29. Charlie Souey's Store (fmr)
30. Lions Park
31. Pensioner Dwelling
32. Methodist Church (fmr)

33. Hospital quarters (fmr)
34. Clark's East End Store (fmr)
35. Koombana Lookout
36. Town of Port Hedland Civic Centre
37. Gratwick Aquatic Centre
38. Port Hedland Turf Club
39. A Richardson's place (fmr)
40. Charlie Bayman's (fmr)
41. Charlie's Store (fmr)
42. Country Womens' Association
43. Marapikurrinya Park
44. Royal Flying Doctor Service (fmr)
45. St Cecilia's Catholic Church
46. Port Hedland Yacht Club & RSL
47. Port of Port Hedland
48. RSL War Memorial
49. Port Hedland Railway Station remnants
50. Don Rhodes Museum Park
51. Jacoby Residence (fmr)
52. Detention Centre (fmr)
53. Cooke Point Recreation Club
54. World War Two Rifle Range/Merv's Lookout
55. Pretty Pool Recreation Reserve
56. Causeway original
57. Dampier Salt
58. Kuriykannya- Aboriginal water source/Afghan well
59. South Hedland town plan
60. Water tank
61. Goldsworthy Rear Lead
62. Finucane Island town SITE
63. Boodarie Station
64. Condon Townsite
65. De Grey Station
66. Indee Station- plane crash SITE
67. Mail Stop Over SITE
68. Strelley Homestead & Don McLeod's grave
69. North West Coastal Highway SITES
70. Tantalite mine, Strelley River SITE
71. Wallarenya Station
72. Cape Thouin SITE
73. Turner River Water Scheme
74. Goldsworthy townsite
75. Shay Gap townsite
76. Hillside Homestead complex
77. Yarrie Homestead

The 2017 review of the Town of Port Hedland's Heritage Inventory further reiterates the considerable significance of the rich heritage and history of the Port Hedland town and region, and provides strategic guidance to conserve those places of assessed as having a high level of cultural significance, on the Heritage List.

2.0 HERITAGE

Heritage means different things to different people, and can be quite subjective. However, objective consideration has been provided through the State Heritage Office guidelines: Criteria for the assessment of local heritage places and areas (Appendix 1) that provide a consistency of assessment and comparative significance both within the local government area and to other places throughout the state.

3.0 PROCESS

The scope of stage one review submitted in December 2015, was:

INCEPTION & REVIEW

Desktop review and summary to discuss at the inception meeting.

Meet with relevant staff and Project Steering Committee to discuss proposition and develop a refined scope for the Stage One budget.

DESKTOP REVIEW of entire inventory with particular regard to the management categories (Gradings) with consideration of the Heritage List inclusion.

Strong recommendation that ONLY the HERITAGE LIST is appended to the Town Planning Scheme (not the entire Inventory).
DEVELOP DRAFT HERITAGE LIST

The lower category places could also be listed for any further information and nominations could also be sought for any other places of heritage interest during the community engagement process.

CONCURRENT with the Council endorsement and advertising; prepare the place records for the proposed Heritage List, per redesigned place record sheets and in accordance with the Criteria for assessing local heritage places and areas.

Liaise with staff and community working group re the HERITAGE LIST DRAFT and support information to go to Council consideration for public advertising and comment.

STAGE TWO

In response to the review and findings in the Stage One, all 2007 category 3 and 4 places have been updated against Criteria to Grade C places with new place records.

Incorporate Stage One and Stage Two to form DRAFT review 2017.

Draft review report for Officer Review and further amendment as required in preparation for the draft document to be considered by Council.

Council endorsement will activate community comment/consultation process.

Community comment will be attentioned, document amended as required, and final submission to Council.
Submit final Heritage Inventory Review 2017.

The draft, as for the final version of the Heritage Inventory Review 2017 is a dynamic document with an electronic version to manage the Town of Port Hedland's heritage inventory in-house for the future.

4.0 DOCUMENTARY RESEARCH

The Town of Port Hedland's history is a time-lined thematic overview and historical summary of events and development detailed in the 1996 inventory and updated in the 2007 review.

No further specific research has been undertaken for the 2016 review.

5.0 CRITERIA FOR SIGNIFICANCE

Every place either previously listed or proposed for inclusion in the Town of Port Hedland's Heritage Inventory Review 2016, has been assessed within the State Heritage Office's guidelines; Criteria for the assessment of local heritage places and areas (Appendix 1). The four criteria for the assessment are summarised hereunder:

ASSESSMENT OF SIGNIFICANCE

*Aesthetic value**

Criterion 1 - it is significant in exhibiting particular aesthetic characteristic.

Historic value

Criterion 2 - It is significant in the evolution or pattern of the history of the local district.

Research value

Criterion 3A - It has demonstrable potential to yield information that will contribute to an understanding of the natural or cultural history of the local district.

Criterion 3B: It is significant in demonstrating a high degree of technical innovation or achievement.

Social value

Criterion 4 - It is significant through association with a community or cultural group in Western Australia for social, cultural, education or spiritual reasons.

* For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present, Angus and Robertson, North Ryde, 2002.

DEGREE OF SIGNIFICANCE

Rarity

Criterion 5 - It demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district.

Representativeness

Criterion 6 - It is significant in demonstrating the characteristics of a class of cultural places or environments in the local district.

Condition refers to the current state of the place in relation to each of the values for which the place has been assessed.

Condition reflects the cumulative effects of management and environmental effects.

Integrity is a measure of the likely long-term viability or sustainability of the values identified, or the ability of the place to restore itself or be restored, and the time frame for any restorative process.

Authenticity refers to the extent to which the fabric is in its original state.

6.0 LEVELS OF SIGNIFICANCE

For each place deemed to be of heritage value, a level of significance and consequent grading is applied.

The following table from the State Heritage Office's Criteria for the assessment of local heritage places and areas (Appendix 1 p.22) illustrates the details, and the draft proposed grading's are listed against them with respect to the Town of Port Hedland's 2016 review.

Each place assessed was graded on the basis of the following levels of significance:

LEVEL OF SIGNIFICANCE	DESCRIPTION	DESIRED OUTCOME
A. Exceptional significance	Essential to the heritage of the locality. Rare or outstanding example.	The place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one exists for the place).
B. Considerable significance	Very important to the heritage of the locality. High degree of integrity/ authenticity.	Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place.
C. Some/Moderate significance	Contributes to the heritage of the locality. Has some altered or modified elements, not necessarily detracting from the overall significance of the item.	Conservation of the place is desirable. Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible. Interpret the site, ruin or archaeological remnants

7.0 GRADINGS

Further to State Heritage Office's Criteria for the assessment of local heritage places and areas (Appendix 1), an important part of the recognition and understanding of cultural heritage significance of a place, is that some guidance is provided to the owners, managers and statutory authority, to respond to that assessed significance.

Grading's have been determined relevant to the assessed level of significance for each place. Implications for each recommendation are also summarised.

GRADING A

A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is either in the Heritage Council of Western Australia's Register of Heritage Places, or worthy of consideration for entry into the Register.

A place worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme. Planning application needs to be submitted to Town of Port Hedland for any proposed development.

The development application needs to be submitted to State Heritage Office (SHO) for approval for any proposed development, and Town of Port Hedland cannot approve contrary to SHO recommendation.

Recommend: Maximum encouragement to owners to retain and conserve the place. Full consultation with property owner prior to making the recommendation.

IMPLICATIONS OF REGISTRATION

A Memorial is lodged on the Certificate of Title of the registered place under the provisions of the Heritage Act (1990). By virtue of the Heritage Act (1990), the owner is bound to conserve the place.

ALL development (including demolition) MUST be referred to State Heritage Office for consideration PRIOR to undertaking any works. The Town of Port Hedland cannot approve anything contrary to State Heritage Office recommendations.

Private owners of registered places qualify for the State Heritage Office's Heritage Grants Funding. A Conservation Management Plan or Conservation Management Strategy is a pre-requisite for conservation works funding assistance from the State Heritage Office.

Local Government, churches and community (not-for-profit) owners qualify for Lottery west conservation funding. It is funded loosely on a \$ for \$ basis, although 'in kind' contributions are encouraged. Benefit to the community is a significant factor in assessment for funding. A Conservation Management Plan or Conservation Management Strategy is a pre-requisite for conservation works funding, and can also be funded.

Local Government owned registered places qualify to claim for \$10,000 per annum 'Disability allowance' through the Grants Commission. Up to a maximum of \$50,000 is allowed for 5 buildings or more.

GRADING B

A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.

Planning application needs to be submitted to Town of Port Hedland for any proposed development.

Recommend: Retain and conserve the place. Undertake photo record of the place prior to any development.

IMPLICATIONS

Planning applications must be submitted to Town of Port Hedland for approval prior to undertaking any works. Private owners do not qualify for any funding.

Local Government, churches and community (not-for-profit) owners qualify for Lottery west conservation funding. It is funded loosely on a \$ for \$ basis, although 'in kind' contributions are encouraged. Benefit to the community is a significant factor in assessment for funding. A Conservation Management Plan or Conservation Management Strategy is usually a pre-requisite for conservation works funding, and may also be funded on same basis as works funding assistance.

GRADING C

A place (including a site with no built remains) of some cultural heritage significance to Town of Port Hedland.

No constraints.

Recommend: Encourage retention of the place, or where there are ruins, archaeological findings or no built remains: Interpret the place.

IMPLICATIONS

If a planning application is submitted to the Town of Port Hedland for approval, if approved a condition of development will require documentation and a photographic record of the place prior to any development or if retention is not possible.

There are no statutory requirements pertaining to heritage issues. Private owners do not qualify for any funding.

Local Government, churches and community (not-for-profit) owners qualify for Lottery west conservation funding, although at a lower priority. It is funded loosely on a \$ for \$ basis, although 'in kind' contributions are encouraged. Benefit to the community is a significant factor in assessment for funding. A Conservation Management Plan or Conservation Management Strategy is usually a pre-requisite for conservation works funding, and may also be funded on same basis as works funding assistance.

8.0 PLACE LISTINGS

The Heritage Inventory review 2017 Draft proposes 77 place listings

Stage One of the review, ascertained the Heritage List.

The Heritage List comprises the places of the highest levels of heritage significance to the Town of Port Hedland. Assessed against the Criteria for assessing local heritage places and areas, it identifies Grade A places as those of State significance, recognised by into the Register of Heritage Places (Heritage Council of Western Australia), and Grade B places of a high level of significance to the Town of Port Hedland.

Together, places of Grades A and B, form the Heritage List and are subject to the provisions of the Town Planning Scheme to ensure consideration of their significance for the future. All other places to be included in the Heritage Inventory will be Grade C places with no statutory implications.

Stage Two of the review, in determining the draft Heritage List, re-considered the context of the entire 2007 inventory.

9.0 REFERENCES

- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997.
- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981.
- Weller, H. (ed) North of the 26th, The Nine Club, East Perth, 1979.
- Hardie/Mt Goldsworthy Iron Ore Project/The Pilbara Story.
- Historical notes for Port Hedland Road Board, compiled by K C Cammilleri.
- Town of Port Hedland Cultural and Heritage trail.
- Marble Bar Heritage Trail: Conservation Plan. L Gray, 2003.
- S238 Aboriginal History Reader Volume 2.

Other

- Town of Port Hedland: Municipal Inventory of Heritage Places 1996, review 2007.
- National Trust of Australia (WA) classification assessments
- State Heritage Office: assessment documentation.
- State Heritage Office: Criteria for the assessment of local heritage places and areas.
- Information provided by Mr Vincent Lockyer

DALGETY HOUSE

PLACE No.1

Level of significance: Grade A

State Register; Heritage List; TPS



PLACE NAME

Dalgety House

ADDRESS

6 Anderson Street Port Hedland, South Corner of Anderson and Wedge Street Intersection

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 74	Plan/Diagram 223065	C.T. Vol 1926 Fol 114
Lot 264	Plan/Diagram 206059	C.T. Vol 1390 Fol 906
Lot 462	Plan/Diagram 208641	C.T. Vol 466 Fol 37

STATEMENT OF SIGNIFICANCE

Dalgety House, has cultural heritage significance for the following reasons:

- The place is a rare extant example of a relatively intact residence in the north of Western Australia dating from the early twentieth century, designed in response to local climatic influences. It represents a type of vernacular architecture, fast disappearing, which had an influence on the development of contemporary building styles in the region;
- Built to house employees of the Dalgety Company, the place is associated with the historic development of Port Hedland. The Dalgety Company provided essential shipping, stock and merchandising agencies, as well as communication services, to the north-west settlements;
- As one of the few residential buildings remaining in the commercial environment of the town centre, the place is an important element in the Port Hedland townscape which contributes to the variety and interest of the town centre and is a modest landmark; and,
- The place is representative of company housing provided for employees in rural, mining and forestry districts.

GRADE A

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve. Listed on State Heritage Office's 'Register of Heritage Places'.

CONSTRUCTION DATE

c.1901, c.1970, c.2000

USES

Original: Dalgety Manager's House. Current: Museum

CONSTRUCTION MATERIALS

Walls: Single storey timber framed corrugated iron clad bungalow raised on stumps with verandas enclosed by dado walls and shutters.

Roof: Hipped roof clad with corrugated iron with cyclone battens

ARCHITECTURAL STYLE	Federation northwest vernacular
CONDITION	Good
INTEGRITY	Moderate: residential to museum
AUTHENTICITY	Moderate

HISTORICAL NOTES

Dalgety's established an agency in Port Hedland in 1899, to service the pearling and shipping industries. Dalgety House was constructed in c.1901 for the Dalgety Company, to provide housing for the Manager stationed in Port Hedland. By the 1930's and 1940s Dalgety's business was predominantly associated with the pastoral industry. In c.2000 with the assistance from Heritage Council funding, the place was extensively restored and re-opened as the Museum, facilitating public access and appreciation of the museum collection and the house.

LISTINGS

- State Heritage Office inHerit database number: 3357
- State Heritage Office: Register of Heritage Places: 1999
- Town of Port Hedland: Heritage Inventory 2007: Number 4
- Town of Port Hedland Reference Number: Place number 1

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Conservation Plan, B Callow & Associates, 1998
- Town of Port Hedland Municipal Inventory of Heritage Places 1996, and review 2007.

ST MATHEW'S ANGLICAN CHURCH SITE & RECTORY

PLACE No.2

Level of significance: Grade A

State Register; Heritage List; TPS



PLACE NAME St Mathew's Anglican Church SITE Rectory at rear
ADDRESS 14 Edgar Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 37 Plan/Diagram 223062 C.T. Vol 1857 Fol 907

STATEMENT OF SIGNIFICANCE

The site and rectory are significant for the associations with the Anglican Church in Port Hedland from 1908 and for the sense of place.

GRADE A

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve. Listed on State Heritage Office's 'Register of Heritage Places'.

CONSTRUCTION DATE

Rectory: 1916. Destroyed by cyclone in 1939. Existing constructed c.1940.

USES

Original: Rectory.

Current: vacant.

Other: Art associations.

CONSTRUCTION MATERIALS

Walls: The rectory is a single storey timber framed and corrugated iron clad cottage. Roof: Gable roof with break pitch veranda clad with colorbond corrugated iron roof.

ARCHITECTURAL STYLE Rectory- vernacular

CONDITION Fair

INTEGRITY Low degree

AUTHENTICITY

Low degree

HISTORICAL NOTES

Originally built in 1908, by 1916 a rectory was constructed at the rear of the church. In 1917, fire destroyed the church and it was rebuilt in 1918. The roof was replaced in 1977 after a cyclone. The place continued to be a place of worship for the Anglican congregation until 1989 when the property was sold to the Port Hedland Tourist Bureau. It was extensively restored in 1993 and opened as 'The Olde St Matthew's Art Gallery' and exhibition centre. The church building subsequently fell into disrepair and in 2002, extensive termite damage was evident. Despite Lotterywest funding for restoration, the termite damage was extensive and the church was demolished in 2003.

LISTINGS

- State Heritage Office inHerit database number: 2285
- State Heritage Office: Register of Heritage Places: 1994
- National Trust classified: 1983
- Town of Port Hedland: Heritage Inventory 2007: Number 11
- Town of Port Hedland Reference Number: Place number 2

SUPPORTING INFORMATION/BIBLIOGRAPHY

- HCWA Register documentation Place No 2285
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

DISTRICT MEDICAL OFFICER'S QUARTERS (FMR)

PLACE No.3

Level of significance: Grade A

State Register; Heritage List; TPS



PLACE NAME District Medical Officer's Quarters (fmr)
ADDRESS 22 Richardson Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 500 Reserve R8402 Plan/Diagram 064541 C.T. Vol 3158 Fol 762

STATEMENT OF SIGNIFICANCE

The District Medical Officer's Quarters (fmr) is significant for the associations with the provision of medical and health services in Port Hedland, including the first resident Doctor, the AIM Hospital and Flying Doctor Service, and for the continuous use associated with medical staff. The place is an excellent representative example, of an intact and authentic northwest bungalow, and makes a significant contribution to the streetscape and character of Port Hedland town. The more recent association with Dome Coffee marks a milestone in Port Hedland.

GRADE A

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve. Listed on State Heritage Office's 'Register of Heritage Places'.

CONSTRUCTION DATE

c1930

USES

Original: Medical Officer's quarters.
Current: Dome Coffee. Other: Medical staff quarters.

CONSTRUCTION MATERIALS

Walls: Single storey timber framed corrugated iron clad bungalow raised on concrete stumps with perimeter verandas enclosed by lattice dado walls and shutters. Roof: Hipped roof clad with corrugated iron

ARCHITECTURAL STYLE	Interwar-North west vernacular Bungalow
CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	Moderate / High degree

HISTORICAL NOTES

The Australian Inland Mission Hospital (AIM) was established in Port Hedland in 1915, and developed in association with the Flying Doctor service. The AIM Hospital was located in Richardson Street, to the east of, and in close proximity to the Medical Officer's Quarters and Royal Flying Doctor service radio huts. Constructed in 1930 and housed the town's first doctor and his surgery.

The Australian Inland Mission Hospital nursing staff included a matron and two sisters, whose duties rotated between nursing and domestic duties. The government took over the hospital from the Australian Inland Mission during the war. Nursing staff volunteered their services for two years at a time. Until the existing doctors residence was converted into staff quarters, the nurses' quarters consisted of two small rooms and beds on the veranda.

Originally housing Port Hedland's first doctor, and his surgery, the District Medical Officer's Quarters (fmr) remained the doctor's residence until 1965, when it was renovated for accommodation for Port Hedland's nurses and hospital staff.

In March 2015, Dome Coffee opened their latest franchise in the extensively restored District Medical Officer's Quarters (fmr) with a contemporary two-storey addition along the McKay Street frontage.

LISTINGS

- State Heritage Office inHerit database number: 2286
- State Heritage Office: Register of Heritage Places: 1992
- Town of Port Hedland: Heritage Inventory 2007: Number 28
- Town of Port Hedland Reference Number: Place number 3

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981.
- The West Australian 12 March 2015.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

MUNDABULLANGANA HOMESTEAD

PLACE No.4

Level of significance: Grade A

State Register; Heritage List; TPS



PLACE NAME	Mundabullangana Homestead Also known as: Mundabullanga, Munda (Aboriginal for 'the end of the stony country')
ADDRESS	North West Coastal Highway
TOWN/REGION	MUNDABULLANGANA

STATEMENT OF SIGNIFICANCE

Mundabullangana Homestead is significant as a fine representative example of a pastoral homestead. It has significant associations with pioneering pastoralists MacKays, in the 1870s and their organised labour, with the use of Asian indentured labourers, mainly Malays and Cantonese Chinese, and was the first station in the Pilbara to introduce the payment of award wages for Aboriginal workers.

GRADE A

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve. Listed on State Heritage Office's 'Register of Heritage Places'.

CONSTRUCTION DATE

c.1878-1879, 1927

USES

Original: pastoral station homestead

Current: pastoral station homestead

Other: wool shed destroyed in cyclone

CONSTRUCTION MATERIALS

Walls: Single storey bluestone and concrete homestead features include a large concrete arch entrance and full-length shuttered doors open onto the perimeter verandas.

Roof: An expansive hipped roof with a surrounding separate skillion roofed veranda supported by cast iron posts.

Other: Oasis. The homestead group comprising: the homestead, the windmill room, store, old kitchen, grave, and other more utilitarian structures are located around an expansive grassed area.

ARCHITECTURAL STYLE	Northwest vernacular (HCWA: Victorian Georgian)
CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

It is recorded that a sealed history is stored in a bottle built into a corner of the building. The bluestone blocks were (ballast) from Scotland. Mundabullangana Homestead was the first pastoral lease taken up in the region south west of Port Hedland by European settlers, the MacKays, who between 1872 and 1923 developed it into one of the largest and most successful enterprises of its kind that has continued pastoral use into the twenty-first century. The MacKays organised labour in the latter part of the nineteenth century, with the use of Asian indentured labourers, mainly Malays and Cantonese Chinese. This was not a widespread practice in the pastoral industry, and was the first station in the Pilbara to introduce the payment of award wages for Aboriginal workers, in the mid-1940s, under the management of R. F. Lukis, and maintained a longstanding use of Aboriginal labour, from the 1880s to the 1960s. It was the first pastoral station in the North-West of Western Australia at which Birdwood Grass was sown and, following success it became widely used in the region.

The significant shearing shed and woolstore were demolished in cyclone in recent decades.

LISTINGS

- State Heritage Office inHerit database number: 4004, 18455
- State Heritage Office: Register of Heritage Places: 2008
- Town of Port Hedland: Heritage Inventory 2007: Number 55
- Town of Port Hedland Reference Number: Place number 4

SUPPORTING INFORMATION/BIBLIOGRAPHY

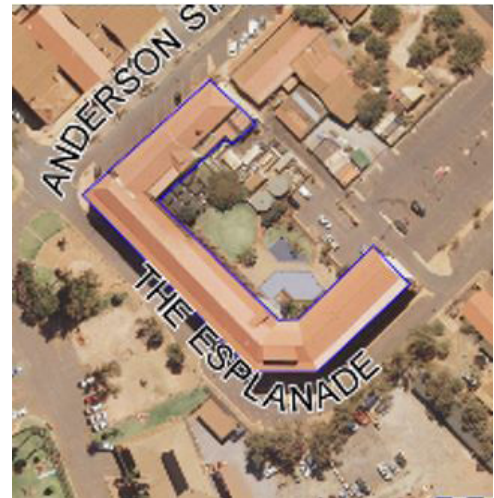
- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

ESPLANADE HOTEL

PLACE No.5

Level of significance: Grade B

Heritage List; TPS. Retain & conserve



PLACE NAME	Esplanade Hotel		
ADDRESS	2-4 Anderson St, cnr of The Esplanade		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 100	Plan/Diagram 064787	C.T. Vol 2075 Fol 65

STATEMENT OF SIGNIFICANCE

Esplanade Hotel is significant as the last of the original three hotels in Port Hedland, and for its continuous hotel and hospitality trade since 1904. It anchors a corner of a primary intersection, opposite the Port entry, and makes a significant contribution to the streetscape and character of Port Hedland town.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve.

CONSTRUCTION DATE

c.1904, 1939/1940 and c.1970 after cyclones. Ongoing development, 2013.

USES

Original: Hotel/hospitality

Current: Hotel/hospitality

CONSTRUCTION MATERIALS

Walls: Face stone construction of original ground floor and all the 2013 additions.

Roof: Not visible.

ARCHITECTURAL STYLE	Federation Filigree (originally)
CONDITION	Good
INTEGRITY	High: continuous hotel and hospitality
AUTHENTICITY	Low

HISTORICAL NOTES

Constructed at a cost of £5000, McKenzie's Hotel (later known as the Esplanade Hotel) was the most prestigious of Port Hedland's 3 hotels in the 1900s. The hotel was the focus of many social occasions, and since 1904 has offered hospitality to generations of travellers. Originally the top storey (first floor) provided open air sleeping accommodation to escape the sand flies at ground level. The second floor was a later addition. The hotel was extensively restored in 1939/40, and again after a cyclone in the 1970. In 2013 the hotel was extensively restored and significantly extended to provide high quality hospitality in Port Hedland.

LISTINGS

- State Heritage Office inHerit database number: 5946
- Town of Port Hedland: Heritage Inventory 2007: Number 3
- Town of Port Hedland Reference Number: Place number 5

SUPPORTING INFORMATION/BIBLIOGRAPHY

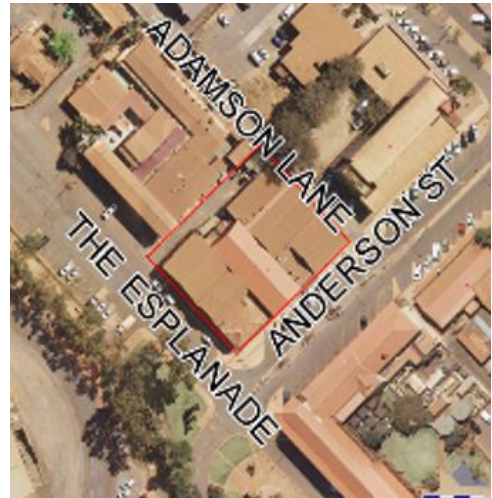
- The Esplanade Hotel website: www.theesplanadehotelporthedland.com.au
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

WILSON'S SHIPPING AGENTS (FMR)

PLACE No.6

Level of significance: Grade B

Heritage List; TPS; Retain & conserve



PLACE NAME	Wilson's Shipping Agents (fmr)	Hedland Emporium
ADDRESS	2-4 The Esplanade	
TOWN/REGION	PORT HEDLAND	
RESERVES:	Lot 1	Plan/Diagram 223062 C.T. Vol 1113 Fol 892
	Lot 401	Plan/Diagram 300239 C.T. Vol 1669 Fol 557

STATEMENT OF SIGNIFICANCE

Wilson's Shipping Agents (fmr), now known as Hedland Emporium, is significant for the site being Lot 1 sold as early as 1896, and has elements of the original 1898 building. It has significant associations with Wilson's Shipping Agents and Elders Smith and Co, and continuous commercial trade since 1898. It anchors a primary corner, and contributes to the streetscape and character of Port Hedland town.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve

CONSTRUCTION DATE

1898, 1948

USES

Original: Commercial / Retail

Current: Commercial / Retail

CONSTRUCTION MATERIALS

Walls: Single storey masonry (painted concrete blocks with decorative quoin openings) with stepped parapets concealing two gable roofs on The Esplanade frontage and boxed fascias on the Anderson Street frontage

Roof: The roofs are clad with corrugated iron.

Other: The roof form of the 1898 structure on the corner (lot 1) is evident. The external walls and gable roof are evidence of the 1948 development.

ARCHITECTURAL STYLE	Not specific- Ongoing minimal alterations to facilitate functions
CONDITION	Fair/good
INTEGRITY	High degree
AUTHENTICITY	Low degree

HISTORICAL NOTES

The site is Lot 1, reportedly the first lot surveyed in the Port Hedland townsite, and sold on 23 December 1896. Wilson's Shipping Agents constructed their premises in 1898 and operated from the site until 1948 when they sold it. At that time, Elders Smith & Co purchased the property, and adjacent lot 2, and developed the place. In more recent years it changed hands and the Hedland Emporium was established.

LISTINGS

- State Heritage Office inHerit database number: 5945
- Town of Port Hedland: Heritage Inventory 2007: Number 2
- Town of Port Hedland Reference Number: Place number 6

SUPPORTING INFORMATION/BIBLIOGRAPHY

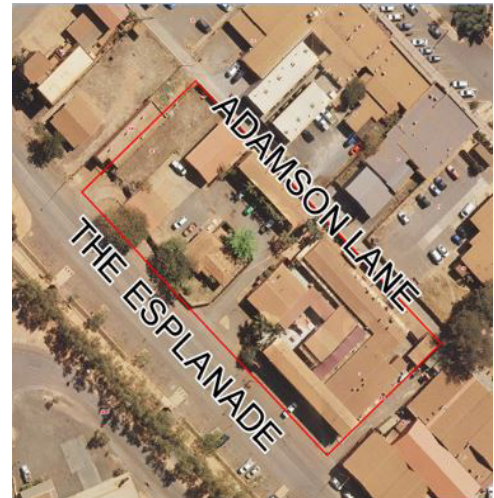
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

PIER HOTEL

PLACE No.7

Level of significance: **Grade B**

Heritage List; TPS; Retain & conserve



PLACE NAME

Pier Hotel

ADDRESS

25 The Esplanade

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 3	Plan/Diagram 223062	C.T. Vol 1692 Fol 985
Lot 4	Plan/Diagram 223062	C.T. Vol 950 Fol 189
Lot 5	Plan/Diagram 223062	C.T. Vol 987 Fol 89
Lot 6	Plan/Diagram 223062	C.T. Vol 1313 Fol 778
Lot 7	Plan/Diagram 223062	C.T. Vol 1314 Fol 601

STATEMENT OF SIGNIFICANCE

The Pier Hotel is significant for associations with the original Pier Hotel. It demonstrates a sense of place for the social activities and hospitality over the decades. It typifies development in the 1970s and makes a contribution to the character of the town.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve

CONSTRUCTION DATE

1890s, 1960s

USES

Original: Hospitality

Current: Hospitality

CONSTRUCTION MATERIALS

Walls: Steel frame, fibrocement clad.

Roof: Gable pavilion. Cladding not visible

ARCHITECTURAL STYLE	Functional
CONDITION	Fair/good
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

Constructed during the 1890s, the Pier Hotel was one of the first two hotels constructed in Port Hedland, along with the Port Hedland Hotel. At the settlement of the town, Port Hedland comprised the two hotels, a blacksmiths shop, and a jetty. The original proprietors of the hotel were Wallace and Robertson, who in 1900 left the district, and the hotel was taken over by George Pilkington. The Pilkingtons owned the hotel until the 1920s.

Initially a single storied corrugated iron hotel overlooking the harbour, an additional storey was added in 1906. The Pier Hotel was considered to be the upmarket hotel in town, often frequented by station owners, commercial travellers and pilots. Both the Pier and Esplanade hotels were frequented by flight crews staying overnight in Port Hedland. The ventilation in the dining room was by way of a slat system, with weights in the ceiling to keep the air moving. The area around the hotel was open, with a fenced grassed area.

The new Pier Hotel was constructed during the 1960s.

LISTINGS

- State Heritage Office inHerit database number: 18429
- Town of Port Hedland: Heritage Inventory 2007: Number 34
- Town of Port Hedland Reference Number: Place number 7

SUPPORTING INFORMATION/BIBLIOGRAPHY

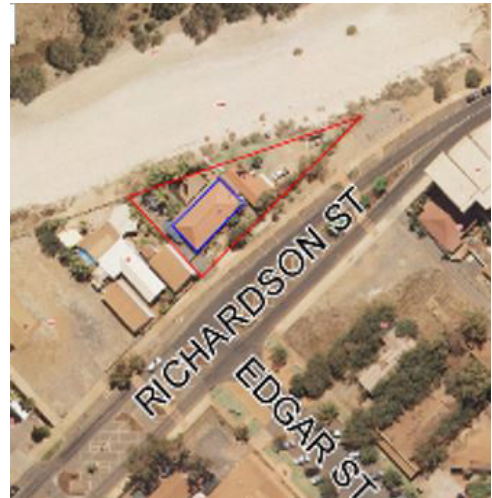
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

LIGHTKEEPER'S QUARTERS (FMR)

PLACE No.8

Level of significance: Grade B

Heritage List; TPS; Retain & conserve



PLACE NAME Lightkeeper's quarters (fmr)
ADDRESS 10 Richardson Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 61 Plan/Diagram 223002 C.T. Vol 1475 Fol 73

STATEMENT OF SIGNIFICANCE

The Lightkeeper's quarters (fmr) is significant for associations with Bert Clark, a well-known resident and pioneer of Port Hedland. The Lightkeeper's quarters (fmr) is a modest landmark on the foreshore in Port Hedland, surviving cyclones, and demonstrating ways of life for various government agency employees at different times. It makes a contribution to the character and streetscape of the Port Hedland town.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve

CONSTRUCTION DATE

c.1901, c.1970, c.2000

USES

Original: Light keeper's quarters Current: private residence
Other: Harbour Master's House

CONSTRUCTION MATERIALS

Walls: Single storey timber framed asbestos and corrugated iron clad bungalow raised on stumps with verandas enclosed by dado walls and shutters.

Roof: Hipped roof clad with corrugated iron

ARCHITECTURAL STYLE Federation bungalow-northwest vernacular
CONDITION Good

INTEGRITY
AUTHENTICITY

High degree
Moderate degree

HISTORICAL NOTES

Officially the Lightkeeper's quarters, later known as the Harbour Master's House, was occupied by Bert Clark, a well-known resident and pioneer of Port Hedland. Bert Clark arrived in Port Hedland from London in 1910, leaving in 1956. In addition to his role as lighthouse keeper and tide signalman, Bert Clark was also the Fisheries Inspector, Clerk of Courts, Registrar of Births and Deaths, as well as a truck driver, watchmaker, gravedigger, and a barman at the Commercial Hotel. The house survived the 1939 cyclone. In 1953 the place was owned by the Harbour and Lights Department, associated with supplying of a reliable water source to the town.

LISTINGS

- State Heritage Office inHerit database number: 18443
- Town of Port Hedland: Heritage Inventory 2007: Number 27
- Town of Port Hedland Reference Number: Place number 8

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

MIDIBIN BRAHIM'S TREE

PLACE No.9

Level of significance: Grade B

Heritage List: TPS: Retain & conserve



PLACE NAME	Midi Bin Brahim's Tree		
ADDRESS	6 Edgar Street		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 6092	Plan/Diagram 223062	C.T. Vol 1367 Fol 366

STATEMENT OF SIGNIFICANCE

Midi bin Brahim's Tree is of significance for the associations with early Asian pearling workers, particularly Midi bin Brahim, and the social history of indentured Indonesian pearl workers, an Aboriginal woman living in 'town', and an ongoing reminder of Port Hedland's multicultural history.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve.

CONSTRUCTION DATE

1920-1930s

CONSTRUCTION MATERIALS

Other: The last of 8 trees varying in height from 15- 25 metres in height, with the lush foliage that provides broad shady canopies.

CONDITION	Seems healthy
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

Midi bin Brahim and family lived in the dwelling on the site and planted the trees (Albizia lebbek- natives of South East Asia and Northern Australia). Midi bin Brahim was a well-known town identity having been an indentured pearl worker from Indonesia. He was a practicing Muslim with a prayer house (Musolah) constructed at the rear of the dwelling. Midi's wife

Elsie (nee Talbot), an Aboriginal woman of the Fitzroy crossing Banuba tribe, was one of the first Aboriginal people allowed to live in the town. Midi died in 1953 and is buried in the Pioneer and Pearlys Cemetery. Subsequently the dwelling was demolished, and the site was developed.

LISTINGS

- State Heritage Office inHerit database number 5950
- Town of Port Hedland: Heritage Inventory 2007: Number 8
- Town of Port Hedland Reference Number; Place number 9

SUPPORTING INFORMATION/BIBLIOGRAPHY

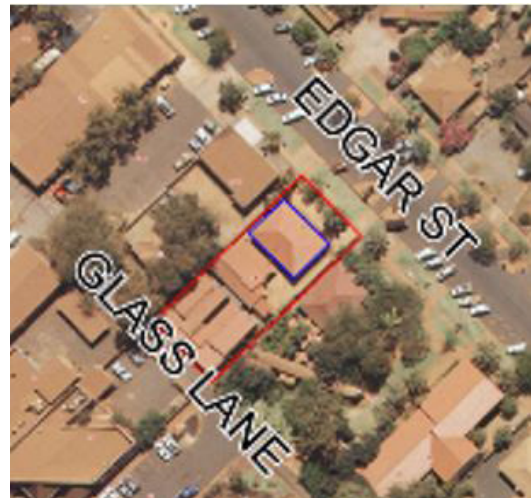
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

GLASSHOUSE (FMR)

PLACE No.10

Level of significance: Grade B

Heritage List; TPS; Retain & conserve



PLACE NAME	Glass House (fmr)
ADDRESS	Lot 35, Edgar Street
TOWN/REGION	PORT HEDLAND
RESERVES:	Lot 35 Plan/Diagram C.T. Vol Fol

STATEMENT OF SIGNIFICANCE

Glass House, has cultural heritage significance for the following reasons:

- Glass House (fmr) is significant as a representative example of typical North West bungalow housing of the period. It makes a contribution to the character and streetscape of Port Hedland town.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve

CONSTRUCTION DATE

c.1935

USES

Original: Residences

Current: Residences

CONSTRUCTION MATERIALS

Walls: Single storey timber framed Asbestos clad duplex bungalow raised on round concrete stumps with enclosed verandas.

Roof: Hipped roof clad with corrugated iron

ARCHITECTURAL STYLE Interwar bungalow-northwest vernacular

CONDITION Good

INTEGRITY High degree

AUTHENTICITY

Low-moderate degree

LISTINGS

- State Heritage Office inHerit database number: 18413
- Town of Port Hedland: Heritage Inventory 2007: Number 9
- Town of Port Hedland Reference Number: Place number 10

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

BANGERS HOUSE (FMR)

PLACE No.11

Level of significance: Grade B

Heritage List: TPS: Retain & conserve



PLACE NAME Bangers House (fmr)
ADDRESS 12 Edgar Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 201 Plan/Diagram 70572 C.T. Vol 2777 Fol 221

STATEMENT OF SIGNIFICANCE

Bangers House (fmr) is significant for associations with W.T. Banger, the Western Pearl Trading Company and the pearling industry in the early 1900s. It is a fine representative example of typical North West bungalow housing of the period. Bangers House (fmr) contributes to the character and streetscape of Port Hedland town.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve

CONSTRUCTION DATE

1918- relocated to this site 1930s.

USES

Original: Residences

CONSTRUCTION MATERIALS

Walls: Single storey timber framed fibro cement clad bungalow raised on round concrete stumps with verandas enclosed by dado walls and shutters.

Roof: Hipped roof clad with pre-painted corrugated steel sheeting and 1993 central gable portico on the street front.

ARCHITECTURAL STYLE Interwar bungalow-northwest vernacular
CONDITION Good
INTEGRITY High degree
AUTHENTICITY Low-moderate degree

HISTORICAL NOTES

Built in the early 1900s by Charlie Bayman for William Theodore Banger, the place was originally located on the foreshore as accommodation for Banger's Western Pearl Trading Company workers. It was the only reputable pearl fleet operator in Port Hedland at the time. Relocated to Edgar Street in the 1930s, it remained dilapidated until refurbishment in 1993. Charlie Bayman built many early buildings in Port Hedland including the Post Office (1910 – demolished 1967).

LISTINGS

- State Heritage Office inHerit database number: 5941
- Town of Port Hedland: Heritage Inventory 2007 Number: 10
- Town of Port Hedland Reference Number Place number: 11

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

COURTHOUSE (FMR)

PLACE No.12

Level of significance: Grade B

Heritage List; TPS; Retain & conserve



PLACE NAME Courthouse (fmr) Courthouse Gallery
ADDRESS 16 Edgar Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 38 Plan/Diagram 223062

C.T. Vol 1021 Fol 989

STATEMENT OF SIGNIFICANCE

Courthouse (fmr) is significant for the court function between 1970 and 1999 and the social, law and order and cultural events that have taken place. The joint association with the Town of Port Hedland and the Pilbara Arts Craft Design Aboriginal Corporation in the ownership, conversion and establishment of a community arts centre is significant in the history of the place and the town. The Courthouse (fmr) is a significant element of the 1970s prosperity of the Port Hedland town that makes a contribution to the streetscape and town character.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve.

CONSTRUCTION DATE

1970

USES

Original: Courthouse 1970-1999

Current: Art gallery

Other: Site of original Anglican rectory

CONSTRUCTION MATERIALS

Walls: Single storey masonry construction with decorative brick gabled frontage.

Roof: Low-pitched gable roof clad with corrugated asbestos roof.

Other: Refurbishment as a gallery space

ARCHITECTURAL STYLE	Post war modern
CONDITION	Good
INTEGRITY	Moderate degree
AUTHENTICITY	Moderate degree

HISTORICAL NOTES

The original Port Hedland Courthouse was constructed c.1905 in Wedge Street. It was replaced by this building on a different site, in 1970. The first jury trial was presided over by Sir Lawrence Jackson, former Chief Justice of Western Australia. His son, Judge L.A. Jackson presided over last jury trial on Friday 13 August 1999. The courthouse was decommissioned by the Ministry of Justice in September 1999, and in October 1999 a new upgraded justice complex was opened in South Hedland. In 2000 the Town of Port Hedland and the Pilbara Arts Craft Design Aboriginal Corporation jointly purchased the former Courthouse to convert into a community arts centre, including studios, gallery and retail shop. Funding was obtained through the shire council, ATSIC, the Commonwealth Government Regional Assistance program and the Regional Arts Fund.

LISTINGS

- State Heritage Office inHerit database number: 18414
- Town of Port Hedland: Heritage Inventory 2007 Number: 13
- Town of Port Hedland Reference Number Place number: 12

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

PORT HEDLAND STATE SCHOOL (FMR)

PLACE No.13

Level of significance: Grade B

Heritage List; TPS; Retain & conserve



PLACE NAME	Port Hedland State School (fmr)		
ADDRESS	10 McKay Street		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 55	Plan/Diagram 223062	C.T. Vol 3099 Fol 470
	Lot 564	Plan/Diagram 223062	C.T. Vol 3102 Fol 762

STATEMENT OF SIGNIFICANCE

Port Hedland State School (fmr) is significant as the first education facility in Port Hedland, and associations with staff and students between 1906 to 1942, and 1953 to 1961. The World War Two period of associations when utilised as a mess is significant, as is the use by community organisations. The place makes a significant contribution to the historic character and streetscape of the town of Port Hedland.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve

CONSTRUCTION DATE

1906, 1959

USES

Original: School

Current: Volunteer Sea Rescue & Game Fishing Club, & part vacant. Other: Army mess, community organisations

CONSTRUCTION MATERIALS

Walls: Single storey timber framed Asbestos clad raised on round concrete stumps with verandas.

Roof: Hipped roof clad with corrugated iron

ARCHITECTURAL STYLE	Functional: Bungalow-northwest vernacular (1906)
CONDITION	Poor

INTEGRITY
AUTHENTICITY

Low / moderate degree
Moderate degree

HISTORICAL NOTES

Established in 1906, the school served the Port Hedland community as the only education facility until 1942. During World War Two the school was closed due to bombing threats, and did not reopen until 1953. During that time, the Army used the building as a mess. During the closure period the Catholic Presentation Sister's took responsibility for education and opened St Cecilia's Catholic College.

In 1959 two rooms were added to the original one room of the Primary School, but in 1961 it closed and a new junior high school opened in Acton Street. In 1992 the property was vested to Town of Port Hedland, and has since been used by various community organisations, including the Red Cross and Playhouse Theatre Group. More recently it has been occupied by the Volunteer Sea Rescue and Game Fishing Club, to whom the property is now vested.

LISTINGS

- State Heritage Office inHerit database number: 2289
- Town of Port Hedland: Heritage Inventory 2007 Number: 22
- Town of Port Hedland Reference Number Place number: 13

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

ELLERY COTTAGE (FMR)

PLACE No.14

Level of significance: Grade B

Heritage List; TPS; Retain & conserve



PLACE NAME Ellery Cottage (fmr)
ADDRESS 19 Kingsmill Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 91 Plan/Diagram 223065 C.T. Vol 1303 Fol 721

STATEMENT OF SIGNIFICANCE

Ellery Cottage (fmr) is significant for associations with Bob Ellery. It is one of the few of remaining original, direct oceanfront cottages along the foreshore that contributes to the character and streetscape of Port Hedland town.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve

CONSTRUCTION DATE

c.1920's

USES

Original: Residential

Current: Residential / Offices

CONSTRUCTION MATERIALS

Walls: Single storey timber framed with fibrocement wall cladding.

Roof: Gable roof clad with colorbond steel sheeting. Break pitch over enclosed veranda

ARCHITECTURAL STYLE Bungalow-northwest vernacular

CONDITION Fair / good

INTEGRITY Moderate degree

AUTHENTICITY Low / moderate degree

HISTORICAL NOTES

Bob Ellery followed father Bob, also in railways, as a fettler in the 1930s, on the Port Hedland to Marble Bar railway. In his youth, Bob Ellery was one of Len Taplin's drivers between 1923-1930. Taplin pioneered the use of trucks in the Pilbara, servicing outlying stations.

LISTINGS

- State Heritage Office inHerit database number: 2290
- Town of Port Hedland: Heritage Inventory 2007 Number: 17
- Town of Port Hedland Reference Number Place number: 14

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

PIONEERS & PEARLERS CEMETERY

PLACE No.15

Level of significance: Grade B

Heritage List; TPS; Retain & conserve



PLACE NAME	Pioneers & Pearlers Cemetery		
ADDRESS	Sutherland Street		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 829 Plan/Diagram 209337	C.T.	Vol 3013 Fol 615
	Lot 831 Plan/Diagram 209337	C.T.	Vol 3007 Fol 91

STATEMENT OF SIGNIFICANCE

Pioneers and Pearlers Cemetery is of considerable significance in providing a historical record of the development of Port Hedland between 1912 and 1974, including Aboriginal people and pastoral identities, the Asian associations with the pearling industry, and it generally reflects the pioneering spirit of Port Hedland. The setting, identity and design of the headstones and palisades and grave markers are of significance and aesthetically contribute to the character of Port Hedland.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve.

CONSTRUCTION DATE

1912

USES

Original: Port Hedland Cemetery

Current: Pioneers & Pearlers Cemetery Other: Ashes placed at Cemetery since 1974

CONSTRUCTION MATERIALS

Other: Arched central entry on Sutherland Street. The cemetery site slopes up from Sutherland Street to a commanding position overlooking the ocean. The cemetery is divided into 4 sections: Protestant, Roman Catholic, Native and Asiatic. The Japanese section is particularly distinctive. Palisades and headstones of various designs throughout. There is an Aboriginal shell midden within the cemetery.

CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

From 1912, 522 burials were recorded until the last burial took place in 1974. The cemetery formally closed in 1968. Of those burials, 387 were in the General Register, and 135 'Native' burials. Only about 90 of the graves are marked with headstones or by other means.

LISTINGS

- State Heritage Office inHerit database number: 5890
- Town of Port Hedland: Heritage Inventory 2007 Number: 32
- Town of Port Hedland Reference Number Place number: 15

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

LOCK HOSPITAL (FMR)

PLACE No.16

Level of significance: Grade B

Heritage List; TPS; Retain & conserve



PLACE NAME Lock Hospital (fmr) & Aboriginal burial site
ADDRESS Meiklejohn Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 841 Plan/Diagram 171785 C.T. Vol 3148 Fol 849

STATEMENT OF SIGNIFICANCE

The remains of Lock Hospital, and Aboriginal burial ground, are of considerable significance in representing issues of Aboriginal health and social conditions in the Pilbara up to the 1960s when the hospital was closed. The site also represents associations with the Missionary Annie Lock.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve

CONSTRUCTION DATE

1919 hospital building, 1 x c.1920s house, 1x 1950s house

USES

Original: Isolation hospital

Current: vacant except one house: Aboriginal community organisation Other: Isolation hospital, Native Hospital

CONSTRUCTION MATERIALS

Walls: The two houses facing Meiklejohn Street are single storey timber framed structures clad with fibrocement sheeting.

The 'hospital' building is a ground level pavilion clad with corrugated iron roof.

Hospital: curved corrugated iron with a skillion veranda along the "front".

Houses: hipped roofs clad with corrugated iron.

Other: The extensive site comprises three buildings, and many concrete slab remains of buildings. The site is flat, although there is a steep rise at the north end of the site where other hospital development has taken place in recent decades, fronting Sutherland Street. Those buildings are not part of this 'place'. There is no indication of where any of the graves are located.

ARCHITECTURAL STYLE	Vernacular
CONDITION	Poor
INTEGRITY	Low / moderate degree
AUTHENTICITY	High degree

HISTORICAL NOTES

Established in 1919, the Lock Hospital took over after the closure of Dorre and Bernier Islands hospitals in providing hospital and isolation nursing for Aboriginal people. The island hospitals, off the coast of Carnarvon, had provided isolation for Aboriginal people suspected of having venereal disease between 1908 and 1918. Lock Hospital was located on the 'outskirts' of the Port Hedland town, and accepted venereal cases from throughout the Pilbara. It was originally intended to build the hospital on Finucane Island, but there was a lack of water supply. The hospital patients (all Aboriginal men and women) were locked and segregated in barbed wire compounds at Lock Hospital. The name 'Lock' alludes to the compound conditions of the hospital. Many Aboriginal people died and were buried on the site in unmarked graves. The Lock Hospital operated through until the early 1960s, although venereal disease decreased as a problem in the 1930s. The Lock Hospital became a general hospital.

Additional information: The many local Aboriginals who had survived the introduced measles and smallpox epidemics were then confronted with other introduced diseases, including STDs. These victims were isolated from the rest of the people, and those who died were buried outside of the fenced area of the Lock Hospital in the sand hill. They were in unmarked graves on the north side, where Moorgunyah Hostel now stands, and the east side street near the Catholic Church.

The name 'Lock' may be Annie Lock, a missionary who was associated with the funding of these hospitals. Lock did missionary work in central Australia. Because Lock was a middle-aged single white woman who mingled freely with naked Aboriginals, she was ridiculed when she gave evidence into the Coniston massacre.

LISTINGS

- State Heritage Office inHerit database number: 5948
- Town of Port Hedland: Heritage Inventory 2007 Number: 24
- Town of Port Hedland Reference Number Place number: 16

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981.
- Town of Port Hedland MI1996. Additional information provided by Mr Vincent Lockyer and Information for Annie Lock obtained from S238 Aboriginal History Reader Volume 2
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

DUPONT EXPLOSIVES BUNKERS (2)

PLACE No.17

Level of significance: Grade B

Heritage List: TPS: Retain & conserve



PLACE NAME Du Pont Explosives Bunkers (2)
ADDRESS 20 km north of Port Hedland
TOWN/REGION PIPPINGARRA
RESERVES: Lot 63 Plan/Diagram 172079 Reserve 29232

STATEMENT OF SIGNIFICANCE

Du Pont explosives bunkers are significant for their association with the iron ore development in the region.

GRADE B

Town of Port Hedland 'Heritage List.' TPS: Development Application. Retain & conserve.

CONSTRUCTION DATE

1967-c.1982

USES

Original: Explosives Storage
Current: Vacant

CONSTRUCTION MATERIALS

Walls: Curved corrugated iron covered with earth

Roof: Curved corrugated iron with ventilators along the top.

Other: The bunkers are located above ground with earth coverings. The external view is natural earth with a series of ventilators central along the roof of both bunkers. The entry reveals the Nissan hut form and material of the bunkers, with corrugated iron interiors with no structural elements. Concrete retaining is in place each side.

CONDITION Fair to good (vandalism)
INTEGRITY Moderate degree
AUTHENTICITY High degree

HISTORICAL NOTES

The Imperial Chemical Industries of Australia and New Zealand (ICI) constructed Australia's first explosives plant near Port Hedland in 1967.

ICI were contracted by Goldsworthy Mining Ltd to supply explosives for the iron ore project. The first production of explosives at the plant, costing \$500,000 including planned extensions to the plant, was scheduled for December 1967. They stored mining explosives used throughout the area. They needed to be located away from the town area in case of accidental explosions. They were in use for about 15 years before safer alternative explosives were introduced.

LISTINGS

- State Heritage Office inHerit database number: 19844
- Town of Port Hedland: Heritage Inventory 2007 Number: 57
- Town of Port Hedland Reference Number Place number: 17

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981.
- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

CONVENT (FMR)

PLACE No.18

Level of significance: Grade B

Heritage List; TPS



PLACE NAME

Convent (Fmr)

ADDRESS

Lot 71 Wedge Street

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 63

Plan/Diagram 172079

Reserve 29232

LEVEL/ REASON RE CONTRIBUTORY SIGNIFICANCE

CONSIDERABLE

Convent (fmr) is significant for associations with the Catholic Church, the Presentation Sisters and the provision of Port Hedland's only school during World War Two. It is a modest landmark on the foreshore in Port Hedland, and makes a significant contribution to the character and streetscape of Wedge Street and the Port Hedland town, as an original dwelling, bookending the Wedge Street commercial centre in partnership with Dalgety House in Anderson Street.

STATE HERITAGE OFFICE

InHerit database No 18440

CONSTRUCTION DATE

c.1920s, 2005

ARCHITECTURAL STYLE

Federation bungalow-northwest vernacular

DESCRIPTION

Single storey timber framed corrugated iron clad bungalow raised on stumps with verandas enclosed by dado walls and shutters. Hipped roof clad with pre-painted corrugated steel sheeting.

HISTORICAL NOTES

The first Port Hedland Catholic Church was constructed in the 1930s, and was described as 'small and hot'. Prior to this the Mechanics hall in Wedge Street was used to celebrate mass, as well as the Convent (fmr).

With the threat of Japanese bombing attacks during World War Two, the Education Department closed the Port Hedland State School due to the risk to the teaching staff. The majority of women and children in the town were relocated inland to Marble Bar, however those families that chose to remain required a school. Many Aboriginal families stayed in Port Hedland. Families such as the Clarkes and Danns lobbied intensely for a school, with appeals sent to both the Presentation Sisters and Dominican Sisters.

St Cecilia's School was established by the Catholic Education Department for Port Hedland, and opened by the Presentation Sisters of Northampton. With the arrival of the Presentation Sisters, a school was opened on the veranda of the CWA building on the corner of Richardson and Edgar Street, with equipment borrowed from the closed State School. Established in July 1942, by 1948 St Cecilia's school had 40 students.

The Catholic School was later moved to the convent on the corner of Wedge and Richardson Streets, with rooms at the back of Cramer's billiard saloon used to accommodate additional children. The State School room was then used for a year, until some Nissan huts were obtained by the Church for use until the new church and presbytery were constructed in 1966. Father Edward Bryan was Port Hedland's first parish priest, appointed by Bishop Collins in 1941. He also served Marble Bar and Roebourne, which he accessed in his tiger moth plane 'Loreto' as Australia's only flying parish priest. He served the parish for 11 years.

In 1963 land on Sutherland Street was acquired by Father Harold Middleton, who was the third parish priest. The last two Presentation Sisters residing in Port Hedland departed for Geraldton in June 2002. BHP Billiton acquired the property and fully restored it in 2005.

MMA BUILDING (FMR)

PLACE No.19

Level of significance: Grade B

Heritage List; TPS



PLACE NAME MMA Building (Fmr)
ADDRESS Lot 20 Wedge Street
TOWN/REGION PORT HEDLAND

LEVEL/ REASON RE CONTRIBUTORY SIGNIFICANCE

SOME CONTRIBUTION

MMA building (fmr) has associations with MMA and the provision of air services in Port Hedland and the broader northwest region. The establishment of headquarters in Port Hedland demonstrates the strategic position of the town. MMA building (fmr) is a rare example of Post war brutalist architecture in regional Western Australia, and forms a landmark in Wedge Street and anchors the corner.

STATE HERITAGE OFFICE

InHerit database No 18428

CONSTRUCTION DATE

c.1970

ARCHITECTURAL STYLE

Post war brutalist architecture

DESCRIPTION

Two storey commercial building constructed in off form concrete.

HISTORICAL NOTES

When recently widowed Mrs Mary Meiklejohn was approached by visitors to Port Hedland for a cup of tea, she established her store to support her young family. During World War Two the site was occupied by Moseley & Son 'Quality House'. MMA (Mac Roberston Miller Airlines) were the major airline servicing the northwest, from Perth.

POST OFFICE

PLACE No.20

Level of significance: Grade B

Heritage List; TPS



PLACE NAME Post Office
ADDRESS Lot 18 Wedge Street
TOWN/REGION PORT HEDLAND

STATE HERITAGE OFFICE

InHerit database No 18441

CONSTRUCTION DATE

1910 – 1967

DESCRIPTION

SITE- occupied in 1967 by post office.

HISTORICAL NOTES

Prior to the Post Office, Port Hedland initially had a telegraph office at Boodarie Station between 1892 and 1897, then a temporary post office at the causeway near Redbank Bridge.

One of the original buildings constructed in the town, the post office was built in 1910 by Charles (Charlie) Bayman, who was responsible for a number of the town's early buildings. Built of sandstone with a low veranda and lattice surrounded attached bungalow, the post office was also one of the several places in town with a 'crow's nest'. Crows nests were sleeping towers designed to sleep in during hot weather to catch the breeze and escape from sandflies and mosquitoes. By the 1930s gardens had been established around the verandas. The Glass family operated the Post Office from the late 1930s, at which time there was the Post Master, Postal Clerk, Postal Assistant and a messenger. The Post Office existed here until it was replaced by the existing post office in 1967.

ROAD BOARD OFFICE

PLACE No.21

Level of significance: Grade B

Heritage List; TPS



PLACE NAME Road Board Office
ADDRESS Lot 24 Wedge Street
TOWN/REGION PORT HEDLAND

STATE HERITAGE OFFICE

InHerit database No 18441

CONSTRUCTION DATE

c1906

DESCRIPTION

SITE- occupied by Visitors centre and steel tower (at the rear).

HISTORICAL NOTES

The Port Hedland Roads Board was established in 1906. In the sociology of the town the Roads Board secretary was amongst the police and doctors in importance, overseeing the rates, vehicle licensing and the construction and maintenance of roads. A single storey timber framed asbestos building with a corrugated iron roof and wide surrounding verandas, the Roads Board building accommodated the whole shire building in one room. During council meetings a curtain would be drawn across the room for privacy. This building operated as such until the late 1950s.

PICTURE GARDENS

PLACE No.22

Level of significance: Grade B

Heritage List; TPS



PLACE NAME Picture Gardens
ADDRESS Lot 26 Wedge Street
TOWN/REGION PORT HEDLAND

STATE HERITAGE OFFICE

InHerit database No 18441

CONSTRUCTION DATE

1936 m- ?

DESCRIPTION

SITE- occupied by ANZ bank

HISTORICAL NOTES

The picture gardens were built by Charles Bayman in 1936. Charlie Bayman operated the picture gardens for children, who initially saw the shows for free, whilst adults paid 30 shillings. The movies were operated at first by the motor mechanics from Len Taplin's garage on a timber and flat iron screen, with Mr Bayman repairing the screen and the perimeter fence regularly due to cyclones, until 1942, when the Australian Army took over the operation of the picture gardens. Silver coin donations covered expenses, but during this period the perimeter fence was not re-erected, and movies were screened on a painted wall of the adjacent courthouse. From about 1946 Fred Hull took over the management of the picture gardens for Charles Bayman, and in the early 1960s the business was sold to Jack and Joyce Glass.

During the iron ore boom of the 1960s, the 350 capacity gardens became inadequate, so the twice-weekly movies were screened nightly, with three movie changes. For many years after World War Two, annual Christmas parties were also held at the picture gardens for the local children.

DEMPSTERS STORE

PLACE No.23**Level of significance: Grade B**

Heritage List; TPS

PLACE NAME	Dempsters Store
ADDRESS	Lot 250 Wedge Street
TOWN/REGION	PORT HEDLAND

STATE HERITAGE OFFICE

InHerit database No 18441

CONSTRUCTION DATE

1899-1960s

DESCRIPTION	SITE-
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HISTORICAL NOTES

Built by Tom Traine about 1899, the two-storey building with a cellar was originally the Port Hedland Hotel, the first hotel in Port Hedland. From the 1920s the place became the garage of Len Taplin, who pioneered truck driving in the Pilbara and operated a wool trucking and mail run from the premises. Following this the building became Dempster's store. The general store stocked a variety of goods including farming equipment and clothing. The building was demolished with a number of other buildings during the 1960s industrial boom.

CRAMERI'S BILLIARD SALOON

PLACE No.24**Level of significance: Grade B**

Heritage List; TPS

PLACE NAME	Crameri's Billiard Saloon
ADDRESS	Corner of Richardson and Wedge Street
TOWN/REGION	PORT HEDLAND

STATE HERITAGE OFFICE

InHerit database No 18441

CONSTRUCTION DATE

C1920's

DESCRIPTION

SITE-

HISTORICAL NOTES

William Leonard (Will) Crameri worked on the trams between Roebourne and Cossack, where he lost a leg, and following this he established a shop on the corner of Wedge Street. Will Crameri made knits, and was a bootmaker and barber in addition to running the billiard saloon, which was operating by the early 1920s. During the early 1940's, rooms at the back of the billiard salon were used to accommodate the spillover of children from the Catholic school until more facilities became available.

THE TAMARIND TREE

PLACE No.25

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME The Tamarind Tree
ADDRESS Acton Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 406 Plan/Diagram 207898 C.T. Vol 2167 Fol 414

STATEMENT OF SIGNIFICANCE

The Tamarind Tree is of significance for the associations with early Asian pearling workers, Afghan cameleers, the Chinese community, and as an ongoing reminder of Port Hedland's multicultural history.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation

CONSTRUCTION DATE

c.1900

USES

Tamarind tree (*Tamarindus Indica*) Other names Tree of knowledge

DESCRIPTION

Approximately 20 metres in height, the foliage of the tree has a shady canopy. An early well is reported to be in close proximity.

CONDITION Seems not in a healthy condition
INTEGRITY Low degree
AUTHENTICITY High degree

HISTORICAL NOTES

It is thought that the tree, native to South East Asia, was planted by an indentured Malay or Indonesian worker off the pearling luggers. Pearlery camped at the site, and Afghan camel teams occupied the site for stopovers and water supply. During the 1930s an elderly Chinese man (nicknamed 'Oujiji') had a dwelling under the tree, and had nearby vegetable garden, before Port Hedland Primary School was developed in the early 1960s and closed in 1998, relocating to Cooke Point.

LISTINGS

- State Heritage Office inHerit database number: 5957
- Town of Port Hedland: Heritage Inventory 2007 Number: 1
- Town of Port Hedland Reference Number Place number: 18

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places 1996, and review 2007.

FREEMASONS' MASONIC LODGE

PLACE No.26

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Freemasons Masonic Lodge
ADDRESS Moore street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 1628 Plan/Diagram 211128 C.T. Vol 1384 Fol 439

STATEMENT OF SIGNIFICANCE

Masonic Lodges throughout Western Australia are an important philanthropic fellowship. This Lodge represents social and cultural significance to the Masonic order and the Port Hedland and regional members

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c.1970's

USES

Original: Masonic Lodge Current: Masonic Lodge

CONSTRUCTION MATERIALS

Walls: Painted concrete block

Roof: Low pitched gable

ARCHITECTURAL STYLE 1970s contemporary
CONDITION Good
INTEGRITY High degree
AUTHENTICITY Moderate/high degree

HISTORICAL NOTES

Lodge No 174. Established between 1968-1974

LISTINGS

- State Heritage Office inHerit database number: 23641
- Town of Port Hedland: Heritage Inventory 2007 Number:
- Town of Port Hedland Reference Number Place number: 19

PORT HEDLAND POLICE STATION

PLACE No.27

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Port Hedland Police Station
ADDRESS 3 Anderson Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 500 Plan/Diagram 58137 C.T. Vol 3154 Fol 940

STATEMENT OF SIGNIFICANCE

Port Hedland Police Station represents the development of the police presence in the Port Hedland region, and the way of life for the serving officers since the 1970s

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c.1970's

USES

Original: Police station and residence

Current: Police station and residence

CONSTRUCTION MATERIALS

Walls: Concrete block

Roof: Low pitched corrugated sheeting

Other: Concrete columns support the first floor offices with the undercroft under at street level.

Decorative concrete blocks form a decorative wall on the front.

ARCHITECTURAL STYLE Functional

CONDITION Good

INTEGRITY
AUTHENTICITY

High degree

High degree

HISTORICAL NOTES

Lodge No 174. Established between 1968-1974

LISTINGS

- State Heritage Office inHerit database number: 17361
- Town of Port Hedland: Heritage Inventory 2007 Number:
- Town of Port Hedland Reference Number Place number: 20

LEAP PARK

PLACE No.28

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Leap Park
ADDRESS Wedge street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 315 Plan/Diagram 165059 C.T. Vol 3099 Fol 334

STATEMENT OF SIGNIFICANCE

Leap Park is significant as a commemorative tribute to 1946 pastoral strike, a pivotal event for Aboriginal rights. It is a green oasis landmark adjacent to commercial centre of Port Hedland.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

USES

Current: Park

CONDITION Good
INTEGRITY High degree
AUTHENTICITY High degree

HISTORICAL NOTES

The sculptures interpret and commemorate the 1946 pastoral strike. The pastoral strike was industrial action by the Aboriginal pastoral workers for respect and appropriate pay and conditions. 800 Aboriginal workers abandoned the pastoral stations and travelled to Port Hedland. The strike is widely recognised as a pivotal event for Aboriginal rights in an era of inferior treatment.

LISTINGS

- State Heritage Office inHerit database number: 18442
- Town of Port Hedland: Heritage Inventory 2007 Number: 38
- Town of Port Hedland Reference Number Place number: 21

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007. L. Gray

CHARLIE SOUEY'S STORE (FMR)

PLACE No.29

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME

Charlie Souey's Store (Fmr)

ADDRESS

10 Anderson Street

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 4

Plan/Diagram 32983

C.T. Vol 1315 Fol 896

STATEMENT OF SIGNIFICANCE

Charlie Souey's Store (fmr) is significant as a representation of typical 1930s structure in the town, and for the associations with Charlie Souey and various businesses since the 1930s. It contributes to the character and streetscape of Port Hedland town.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c.1935

USES

Original: Store and residence Current: Residence Other: Liquor store, diner, wine saloon

CONSTRUCTION MATERIALS

Walls: Vertical corrugated Colorbond sheeting

Roof: Hipped roof clad with Colorbond corrugated sheeting

Other: Perimeter verandas fully enclosed under break pitch roof

ARCHITECTURAL STYLE

Interwar bungalow-northwest vernacular

CONDITION

Good

INTEGRITY
AUTHENTICITY

Moderate degree
Low degree

HISTORICAL NOTES

Charlie Souey, a prominent community member and local businessman during the 1930s and 1940s, ran a general store and lived on the premises. In the late 1940s and into the 1950s, liquor sales and a meals diner were operated at the place. During the manganese boom time, Cliff and Trixie Edwards ran a wine saloon. Many local businesses have operated from the premises over the years.

LISTINGS

- State Heritage Office inHerit database number: 5953
- Town of Port Hedland: Heritage Inventory 2007 Number: 5
- Town of Port Hedland Reference Number Place number: 22

SUPPORTING INFORMATION/BIBLIOGRAPHY

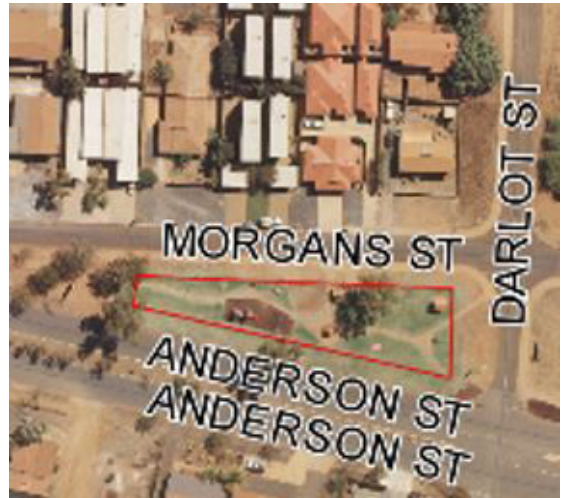
- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007. L. Gray

LIONS PARK

PLACE No.30

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	Lions Park		
ADDRESS	Anderson Street		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 325	Plan/Diagram 208641	C.T. Vol 3013 Fol 613

STATEMENT OF SIGNIFICANCE

Lions Park is significant as the first demonstration of co-operation between Mining associated companies and the Port Hedland community. A vertical monumental rock is a landmark

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

USES

Original: Park Current: Park

CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

Lions Park was a community project involving the Port Hedland Lions Club members in association with Utah Jild. Utah Jild was the company contracted to dredge the Port Hedland harbour for the construction of the iron ore export facility at Finucane Island. It was the first example of Mining associated companies interacting and contributing to the community of Port Hedland.

LISTINGS

- State Heritage Office inHerit database number: 5947
- Town of Port Hedland: Heritage Inventory 2007 Number: 6
- Town of Port Hedland Reference Number Place number: 23

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Plaques on site; Town of Port Hedland Municipal Inventory of Heritage Places review 2007. L. Gray

PENSIONER DWELLING

PLACE No.31

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Pensioner Dwelling
ADDRESS Darlot Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 5823 Plan/Diagram 189940 C.T. Vol 3092 Fol 949

STATEMENT OF SIGNIFICANCE

Pensioner Dwelling (fmr) is representative of the austere lifestyle offered to elderly single men in Port Hedland in the 1960s.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1959 - 1960

USES

Original: Pensioners' cottage
Current: Vacant

CONSTRUCTION MATERIALS

Walls: Timber framed vertical corrugated iron cladding
Roof: Corrugated iron

ARCHITECTURAL STYLE

Post-war northwest vernacular

INTEGRITY Low Degree
CONDITION Poor

AUTHENTICITY

High degree

HISTORICAL NOTES

Pensioner dwelling (fmr) is the last remaining of 8 pensioner cottages that were constructed to provide housing for single elderly men pensioners in Port Hedland. Each of the 8 units provided accommodation for two men by virtue of a central dividing wall. The amenity was basic with a bed, chair table and cooktop, with a sink on the back veranda, and the communal ablutions were a separate building. The other dwellings were demolished in the 1970s and early 1980s, although a resident remained in residence in this dwelling until his death in 1980. Since 1979, the BMX club has leased the property from the Town of Port Hedland. The dwelling and ablutions are vacant and vandalised.

LISTINGS

- State Heritage Office inHerit database number: 5953
- State Heritage Office: Register of Heritage Places: ~
- National Trust classified: ~
- Town of Port Hedland: Heritage Inventory 2007 Number: 7
- Town of Port Hedland Reference Number Place number: 24

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007. L. Gray

METHODIST CHURCH (FMR)

PLACE No.32

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Methodist Church (Fmr)
ADDRESS 13 Edgar Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 43 Plan/Diagram 223062 C.T. Vol 2806 Fol 627

STATEMENT OF SIGNIFICANCE

Methodist Church (fmr) is significant for the associations with the beginnings of the Methodist Church in Port Hedland.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1934-1935, 1939, 1966

USES

Original: Methodist Church

Current: Residence

Other: Alan Greg Memorial Church, restaurants

CONSTRUCTION MATERIALS

Walls: Timber framed fibrocement and colorbond clad

Roof: Corrugated sheeting

Other: Steel posted timber pergola across the front

ARCHITECTURAL STYLE

Interwar northwest vernacular

CONDITION	Fair
INTEGRITY	Low degree
AUTHENTICITY	Low degree

HISTORICAL NOTES

Originally built in 1934, by the Methodist Church incumbent Reverend A.K. Greg, who died from appendicitis before the construction was completed. In 1935 the church was opened, only to be destroyed by a cyclone in 1939. After reconstruction, during World War Two army personnel occupied the church building, and from the 1990s to late 2010s, it has been a number of restaurant businesses.

LISTINGS

- State Heritage Office inHerit database number: 5949
- Town of Port Hedland: Heritage Inventory 2007 Number: 12
- Town of Port Hedland Reference Number Place number: 25

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007. L. Gray

HOSPITAL QUARTERS (FMR)

PLACE No.33

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME

Hospital quarters (Fmr)

ADDRESS

15 Edgar Street

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 42

Plan/Diagram 223062

C.T. Vol 1921 Fol 538

STATEMENT OF SIGNIFICANCE

Hospital Quarters (fmr) is likely associated with the Australian Inland Mission hospital that established in 1915 on Richardson Street (ref 37). It is representative of the traditional scale and form of the early settlement in the town of Port Hedland and makes a contribution to the character and streetscape.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c.1920

USES

Original: Hospital staff accommodation

Current: Commercial

Other: Residence

CONSTRUCTION MATERIALS

Walls: Horizontal corrugated Colorbond cladding

Roof: Corrugated Colorbond cladding

Other: Fully enclosed perimeter veranda with window shutters.

ARCHITECTURAL STYLE	Interwar bungalow-northwest vernacular
CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	Low degree

LISTINGS

- State Heritage Office inHerit database number: 18415
- Town of Port Hedland: Heritage Inventory 2007 Number: 14
- Town of Port Hedland Reference Number Place number: 26

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007. L. Gray

CLARK'S EAST END STORE (FMR)

PLACE No.34

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Clark's east end store (fmr)
ADDRESS 65 Kingsmill Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 210 Plan/Diagram 223066 C.T. Vol Fol

STATEMENT OF SIGNIFICANCE

Clark's East End Store (fmr) is significant as a commercial operation outside of the main commercial centre of Port Hedland, and has a sense of place and social significance for people who patronised the store for several decades from the 1950s

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c.1950

USES

Original: Store

Current: Residence at rear

CONSTRUCTION MATERIALS

Walls: Masonry- face brick

Roof: Not visible behind parapet- likely corrugated steel sheeting.

ARCHITECTURAL STYLE

Post war functional

CONDITION Fair

INTEGRITY
AUTHENTICITY

Moderate degree
Moderate/high degree

HISTORICAL NOTES

With the expansion of Port Hedland's population due to the iron ore industry and mining at Mount Goldsworthy, Don and Shirley Clark built a larger shop named East End Store to supplement the store they had already bought: Charlie's Store (ref 41). After they sold East End Store, they renamed Charlie's store as the End Store after this store.

LISTINGS

- State Heritage Office inHerit database number: 18436
- Town of Port Hedland: Heritage Inventory 2007 Number: 18
- Town of Port Hedland Reference Number Place number: 27

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Additional information provided by Mr Vincent Lockyer.
- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007. L. Gray

KOOMBANA LOOKOUT

PLACE No.35

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Koombana Lookout
ADDRESS McGregor Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 501 Plan/Diagram 076803 C.T. Vol 3164 Fol 280

STATEMENT OF SIGNIFICANCE

Koombana lookout is a landmark in Port Hedland

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONDITION Good
INTEGRITY High degree
AUTHENTICITY High degree

HISTORICAL NOTES

The Harbour and Lights Department began its role in the supplying of a reliable water source to the town. Prior to this time, Port Hedland's water supply was limited and unreliable. In 1953 the Port Hedland Water Supply had begun pumping the town's water supply from the Turner River, a significant development in the town leading up to the mineral boom of the 1960s.

During the mineral boom the Yule River water source was also developed and in 1968 was commissioned to meet the demands of the town. Following this, in 1976, a new bore field at the De Grey River was commissioned, which was located 65 km east of Port Hedland, and in the 1980s the Turner and Yule River supplies were discontinued.

LISTINGS

- State Heritage Office inHerit database number: 18434
- Town of Port Hedland: Heritage Inventory 2007 Number: 20
- Town of Port Hedland Reference Number Place number: 28

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

TOWN OF PORT HEDLAND CIVIC CENTRE

PLACE No.36

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME

Civic Centre

ADDRESS

13 McGregor Street

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 1483

Plan/Diagram 211241

C.T. Vol 3013 Fol 019

STATEMENT OF SIGNIFICANCE

The Town of Port Hedland Civic Centre represents the development of the civic, cultural and administrative centre of Port Hedland.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1971

USES

Original: Civic Centre Current: Town Administration

CONSTRUCTION MATERIALS

Walls: Face masonry

Roof: Not visible

Other: External structural elements with recessed walls

ARCHITECTURAL STYLE

Functional

CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

Opened on the 21st August 1971, the new \$700,000 civic centre was built by Hobbs and Walters to replace the existing shire offices in Wedge Street. At the time of its construction, the two storey Town of Port Hedland Civic Centre was the biggest local government building north of Perth, consisting of a main hall, foyer, lesser hall and kitchen on the top floor, and shire offices, council chambers, and meeting rooms on the lower floor. The Civic Centre was refurbished in 1999. In 1989 the Shire became the Town of Port Hedland.

LISTINGS

- Town of Port Hedland Reference Number Place number: 29

GRATWICK AQUATIC CENTRE

PLACE No.37

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME

Gratwick Aquatic Centre

ADDRESS

13 McGregor Street

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 1483

Plan/Diagram 211241

C.T. Vol 3013 Fol 019

STATEMENT OF SIGNIFICANCE

Gratwick Aquatic Centre demonstrates a sense of place and a social and recreational element associated with family life in Port Hedland.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1973, upgrade 2003

USES

Original: Gratwick Olympic Memorial Pool

Current: Gratwick Aquatic Centre

CONSTRUCTION MATERIALS

Walls: Masonry

Roof: Hipped roofs with gablet detailing. Corrugated Colorbond cladding

ARCHITECTURAL STYLE

Functional

CONDITION Good
INTEGRITY High degree
AUTHENTICITY Low degree

HISTORICAL NOTES

Underwent a \$1.5 million upgrade in 2003

LISTINGS

- Town of Port Hedland Reference Number Place number: 30

A RICHARDSON'S PLACE

PLACE No.39

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	A Richardson's Place	
ADDRESS	2 Kingsmill Street	
TOWN/REGION	PORT HEDLAND	
RESERVES:	Lot 127 Plan/Diagram 223065	C.T. Vol 1784 Fol 327

STATEMENT OF SIGNIFICANCE

Now demolished, the former dwelling was Angus Richardson's dwelling. The site is of some significance for the association with Angus Richardson. A public art feature and gardens feature on the north-western boundary of the site. The site is now vacant with the dwelling demolished. Prior to demolition the dwelling was a single storey residence with considerable refurbishment and extensions.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

USES

Original: Residence

CONSTRUCTION MATERIALS

Walls: Timber framed and fibrocement clad
Roof: Hipped roof clad with colourbond steel sheeting.

ARCHITECTURAL STYLE

Bungalow-northwest vernacular

INTEGRITY	High degree
AUTHENTICITY	Low degree

HISTORICAL NOTES

A third generation member of pioneering family that arrived in Port Hedland in 1865 to establish a pastoral industry, Angus Richardson made a significant contribution to the development of the town during the early years of the iron ore boom, and played a key role in the decision of Port Hedland's harbour being developed as the iron ore industry's export port. He was Roads Board chairman, then President, for 19 of his 21 years in the civil service. Angus Richardson was awarded an OBE in 1966 for his contribution to the town.

LISTINGS

- State Heritage Office inHerit database number: 18439
- Town of Port Hedland: Heritage Inventory 2007 Number: 23
- Town of Port Hedland Reference Number Place number: 32

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

AVIATION HOUSE (FMR)

PLACE No.40

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME

Aviation house (fmr)

ADDRESS

2 McKay Street, south corner of Richardson Street

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 89

Plan/Diagram 62091

C.T. Vol 2835 Fol 199

STATEMENT OF SIGNIFICANCE

Aviation House (fmr) is significant for associations with Thomas Traine, a Port Hedland pioneer, and various aviation identities and WA Airlines. It is a singular example of a mud brick dwelling in Port Hedland, and makes a contribution to the character and streetscape of the town. There is a minimal setback to the 'front' on McKay Street frontage with a multistorey residential development along the Richardson Street frontage, and a double storey carpark to the rear. The single storey mud brick dwelling was originally symmetrical with central passage and surrounding verandas (added in 1909). Verandas, supported by concrete pillars, have been enclosed at different times, with various materials including brick cladding dado walls, with hinged shutters above. Concrete block kitchen added at the rear.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1901, 1909, c.1950, 2007, 2013 site developed

USES

Original: Residence

Current: Offices

Other: Airline House, MMA House

CONSTRUCTION MATERIALS

Walls: Mud brick, concrete blocks, render

Roof: Corrugated fibrocement sheeting

Other: 2013 Multi storey residential development and double storey carpark adjoins the side and rear of the place.

ARCHITECTURAL STYLE

Federation bungalow-northwest vernacular

CONDITION	Fair
INTEGRITY	Moderate degree
AUTHENTICITY	Moderate degree

HISTORICAL NOTES

Built in 1901 by Thomas Traine after he relocated from Condon and became one of the pioneers of Port Hedland. Later Charlie Bayman resided at the house. In the 1920s, Athol Moseley, WA Airlines agent occupied the house, and pilots and aircrew used it for overnight accommodation, including Sir Norman Brierley and Charles Kingsford Smith. Vacant in 2003. Part of the redevelopment of the site in 2013.

LISTINGS

- State Heritage Office inHerit database number: 5942
- Town of Port Hedland: Heritage Inventory 2007 Number: 35
- Town of Port Hedland Reference Number Place number: 33

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

CHARLIE'S STORE

PLACE No.41

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME	Charlie's Store		
ADDRESS	Morgan Street, north east corner of Crowe Street		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 191 Plan/Diagram 076803	C.T.	Vol 3164 Fol 280

STATEMENT OF SIGNIFICANCE

Charlie's Store (fmr) is significant as a commercial operation outside of the main commercial centre of Port Hedland, and has a sense of place for people who patronised the store before and during the time of the Clark's East End Store

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c. 1920

USES

Original: Charlie's Store Current: Residence Other: End Store, Clark's Store

CONSTRUCTION MATERIALS

Walls: Timber framed fibrocement

HISTORICAL NOTES

This shop was originally built and owned by Charlie Hoskins and was known as Charlie's Store. There was an outside jukebox and partitioned timber dance floor that was popular with teenagers. Mick Hayter and Bill Jones operated the store until Don and Shirley Clark bought it. With the expansion of Port Hedland's population due to the iron ore industry and mining at Mount Goldsworthy, Clarks built a larger shop named East End Store. After they sold the East End Store (Kingsmill Street), they renamed Charlie's Store as the East End Store after this store. A second shop building was built where the dance floor was located

LISTINGS

- State Heritage Office inHerit database number: 18432
- Town of Port Hedland: Heritage Inventory 2007 Number: 26
- Town of Port Hedland Reference Number Place number: 34

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Additional information provided by Mr Vincent Lockyer.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

COUNTRY WOMEN'S ASSOCIATION (CWA) ROOMS

PLACE No.42

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Country Women's Association (CWA) Rooms
ADDRESS 4 Moore Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 5802 Plan/Diagram 191285 C.T. Vol 1961 Fol 826

STATEMENT OF SIGNIFICANCE

CWA rooms is of significance for associations with Country Women's Association and the social importance for women in the Port Hedland region. Single storey pavilion with shade cloth enclosure of the full width front veranda at break pitch from the main low pitched gable roof

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1977

USES

Original: CWA rooms Current: CWA rooms

CONSTRUCTION MATERIALS

Walls: Timber framed and clad with Fibrocement sheeting

Roof: Corrugated fibrocement sheeting

ARCHITECTURAL STYLE

Bungalow-northwest vernacular

CONDITION	Fair
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

Port Hedland CWA formed in 1935, and in 1937 purchased Pilbara House on the corner of Richardson and Edgar Streets from the Nursing Association. During the war the CWA moved to Marble Bar, whilst the building was used as a school building. The CWA building was used for pregnant women from the stations to reside at during the last couple of weeks of their pregnancies, as a place for station people to reside whilst visiting family in hospital, as a holiday facility, and during the mining boom as single female accommodation.

During World War Two, after the school closed, the Presentation Sisters commenced a Catholic school, held on the verandas of the CWA building.

Opened in December 1977, the CWA was constructed to replace the previous facilities at Pilbara House, which was demolished in 1982.

LISTINGS

- State Heritage Office inHerit database number: 18433
- Town of Port Hedland: Heritage Inventory 2007 Number: 25
- Town of Port Hedland Reference Number Place number: 35

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Weller, H. (ed) North of the 26th, The Nine Club, East Perth, 1979; Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

MARAPIKURRINYA PARK

PLACE No.43

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	Marapikurrinya Park		
ADDRESS	Richardson Street		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 65 Plan/Diagram 223062	C.T. Vol	Fol
	Lot 67 Plan/Diagram 223062	C.T. Vol 1143	Fol 510
	Lot 66 Plan/Diagram 223062	C.T. Vol	Fol

STATEMENT OF SIGNIFICANCE

Marapikurrinya Park demonstrates a sense of place linking the main commercial precinct of the town with contribution from BHP Billiton, recognition of the Aboriginal associations, and providing a landmark appreciation of the Port operations. Grassed areas, a boardwalk along the ocean frontage, seating, lighting, viewing platform, and a reconciliation sundial, with the adjacent land used as a carpark.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

2001

USES

Original: CWA rooms Current: CWA rooms

CONDITION

Good

INTEGRITY

High degree

AUTHENTICITY

High degree

HISTORICAL NOTES

In 2001, after ten years of planning, the Town Council began work on establishing the park following BHP Billiton's \$1 million contribution. The site of the former Coral Trout restaurant was transformed.

LISTINGS

- State Heritage Office inHerit database number:
- Town of Port Hedland: Heritage Inventory 2007 Number:
- Town of Port Hedland Reference Number Place number: 36

ROYAL FLYING DOCTOR SERVICE (FMR)

PLACE No.44

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Royal Flying Doctor Service (fmr)
ADDRESS 23 Richardson Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 78 Plan/Diagram 223065 C.T. Vol 2110 Fol 577

STATEMENT OF SIGNIFICANCE

RFDS (fmr) is significant for the associations with the AIM Hospital and radio huts, the Flying Doctor Service and provision of medical services in Port Hedland region. Set back from the street with a circular drive through a port couchere. The single storey masonry building with aluminium framed windows, presents a rectangular form with flat boxed fascias.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1971

USES

Original: AIM Hospital (SITE), RFDS radio huts (SITE) Current: Commercial

CONSTRUCTION MATERIALS

Walls: Face brick (dark brown)
Roof: Concealed behind steel profile fascia

ARCHITECTURAL STYLE

Functional

CONDITION	Fair
INTEGRITY	Moderate to High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

The Australian Inland Mission Hospital (AIM) was established in Port Hedland in 1915, and developed in association with the Flying Doctor Service. The AIM Hospital was located in close proximity to the Royal Flying Doctor service radio huts (east of Medical Staff Quarters fmr). The hospital was demolished/destroyed at a time unknown, and new hospital constructed at a different location.

Port Hedland's Royal Flying Doctor Service base, established in 1933, was the first to be operated in Western Australia, beginning as a radio communication between the Pilbara and Kimberley Stations on 30 October 1935, and on the same day Dr Alan Vickers flew the first Royal Flying Doctor service to Marble Bar. The plane arrived at 10:30am, one hour after departure, as opposed to an 8 hour journey by train.

By June 1936 there were 19 stations connected to Port Hedland, ranging from a Kimberley outpost to the North of Carnarvon. Fred Hull operated the base. The North West School of the Air was established as part of the Royal Flying Doctor Service in 1964/5. In August 2003 the site on Richardson Street was put up for auction.

LISTINGS

- State Heritage Office inHerit database number: 18444
- Town of Port Hedland: Heritage Inventory 2007 Number: 29
- Town of Port Hedland Reference Number Place number: 37

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

ST CECILIA'S CATHOLIC CHURCH

PLACE No.45

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME

St Cecilia's Catholic Church

ADDRESS

35 Sutherland Street

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 226 Plan/Diagram 209337

C.T. Vol 1317 Fol 676

STATEMENT OF SIGNIFICANCE

St Cecilia's Catholic Church is significant for the associations with the Catholic Church, the community who constructed the church in 1964, and the ongoing social and religious significance for the events and worship. Elevated position overlooking the ocean. Single storey, double volume structure with a flat roof entry porch.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1964

USES

Original: Church Current: Church

CONSTRUCTION MATERIALS

Walls: Concrete block

Roof: High pitch hipped roof. Steel clad.

ARCHITECTURAL STYLE

Contemporary

CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

The first Port Hedland Catholic Church was constructed on site in the 1930s, and was described as 'small and hot'. Prior to that the Mechanics Hall in Wedge Street was used to celebrate Mass, as well as the building on the corner of Richardson and Wedge Streets which would later house the Presentation Sisters.

Father Edward Bryan was Port Hedland's first parish priest, appointed by Bishop Collins in 1941. He also served Marble Bar and Roebourne, which he accessed in his tiger moth plane 'Loreto'. As Australia's only flying parish priest, he served the parish for 11 years.

In 1963 land on Sutherland Street was acquired by Father Harold Middleton, who was the third parish priest. The new church and school were constructed in 1964. Money for the construction was raised by fundraising. Father Harold Middleton, construction workers and townspeople assisted with the complex by making bricks in the old presbytery. Working day and night, over 86,000 bricks were made using three machines to compact the bricks. An architect designed the building. When the school opened it was attended by over 50 children, with four nuns teaching. Most of the children were Aboriginal; their families originating from Beagle Bay Mission north of Broome.

LISTINGS

- State Heritage Office inHerit database number:
- Town of Port Hedland: Heritage Inventory 2007 Number: 31
- Town of Port Hedland Reference Number Place number: 38

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

PORT HEDLAND YACHT CLUB

PLACE No.46

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	Port Hedland Yacht Club		
ADDRESS	Sutherland Street		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 5550	Plan/Diagram 240246	C.T. Vol 3060 Fol 414
	Lot 5178	Plan/Diagram 214191	C.T. Vol 3060 Fol 410

STATEMENT OF SIGNIFICANCE

Port Hedland Yacht Club is significant in representing a unique way of life associated with Port Hedland. Elevated position overlooking the ocean. Double volume with undercroft with sweeping curved corrugated steel roof and low pitched skillions. Expansive first floor decks overlooking the ocean.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c. 2010

CONSTRUCTION MATERIALS

Walls: Masonry

Roof: Colorbond sheeting

ARCHITECTURAL STYLE

Contemporary

CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	High degree

LISTINGS

- Town of Port Hedland Reference Number Place number: 39

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

PORT OF PORT HEDLAND

PLACE No.47

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	Port of Port Hedland
ADDRESS	The Esplanade
TOWN/REGION	PORT HEDLAND
RESERVES:	Lot 6098 Reserve 29082 C.T. Vol Fol

STATEMENT OF SIGNIFICANCE

The Port of Port Hedland is a landmark and integral element of the town, and demonstrates the continuous development of Port Hedland. The Malay grave represents associations with the pearling history of Port Hedland. Entry statement at The Esplanade and Anderson Street 'T' section. The Port tower located within the entry. Extensive port facility. Malay grave (located at Harbour turning basin)

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

In 1886, the first jetty and first lots sold in townsite. 1901 second jetty. 1910 two jetties joined. Only one pearling master, WT Banger, used the port as his main operating base. The tidal port necessarily had a tide indicator tower with cane balls that showed depth of water in the harbour, as the tide rose and fell up to 16 metres.

In November 1900 the first commercial shipment of Pilbara gold left Port Hedland. Before reliable roads had been established, supplies to the town, including clothing and fruit, arrived on Blue Funnel boats trading between Fremantle and Singapore. A bar across the harbour made it impossible to enter unless it was high tide. The largest boat during this period capable of entering the port was about 3000 tonnes.

Until the 1950s, the site of the Malay grave was frequented by the pearling luggers during the pearling boom. The Port Hedland harbour was a safe anchorage because of the sand bar. The repairs to the beached luggers would take place at low and neap tides, and the crews would camp on the sandy beaches. A Malay crewman was subsequently buried in the vicinity of this site on the small island.

Between 1957 and 1960 all the timber on the wharf was renewed, and No1 berth widened by eleven feet. Until the 1960s, over different periods, the port was used mainly for loading sheep, wool, gold, cattle and stores.

With the lifting of the iron ore ban in 1960 and the formation of the Mt Goldsworthy Mining Company in 1962, Port Hedland's harbour was developed as the region's port. Mt Goldsworthy and Mt Whaleback mines were linked to the port by railway. In June 1965 the Utah Mining and Construction Company began dredging the harbour. It was the biggest dredging operation ever undertaken in Australia, and at completion the harbour had been deepened to allow for bulk carriers, and the island increased by 200 acres. The 30,000 tonne ore carrier, Harvey S Mudd, entered the harbour on 27 May 1966. The first shipment of iron ore left the port in March 1969.

During the early 1970s further dredging allowed for 10,000 tonne ships to enter the port, and 29 acres of mangrove beach was reclaimed to make a land-backed berth. Between 1965 and 1975 the throughput of the port increased 40 fold. The harbour was dredged again between 1985-7.

By the late 1990s over 60 million tonnes of iron ore were being shipped annually from the port, from BHP's operations at Nelson Point and Finucane Island. The Nelson Point wharf contains two berths and two ship loaders, each capable of loading more than 10,000 tonnes per hour to a limit of 260,000 tonnes per ship, and the Finucane Island wharf contains a single berth and ship loader capable of loading up to 180,000 tonnes of ore. In 2002 a new \$85 million bulk ship loader was opened at no1 Berth, having less environmental impact than the previous ship loader.

Western Australia's salt industry, also developed during the 1960's, added to traffic at the port, exporting approximately 2 million tonnes per year. The live cattle trade also utilises the port.

Port Hedland is Australia's largest iron ore shipping port, capable of accommodating some of the world's largest bulk carriers.

LISTINGS

- State Heritage Office inHerit database number: 18430
- Town of Port Hedland: Heritage Inventory 2007 Number: 33
- Town of Port Hedland Reference Number Place number: 40

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997; Town of Port Hedland Cultural and Heritage trail; Mr Vincent Lockyer re Malay grave.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

WAR MEMORIAL

PLACE No.48

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	War Memorial			
ADDRESS	The Esplanade near the Port entry			
TOWN/REGION	PORT HEDLAND			
RESERVES:	Lot	Plan/Diagram	C.T.	Vol Fol

STATEMENT OF SIGNIFICANCE

The War Memorial is socially and culturally significant for the commemoration of those who served Australia in times of war and conflict throughout the world.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

Original 1991 Vietnam veterans memorial

USES

Original: War memorial

Current: War memorial

CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

In 1991 the Vietnam War memorial was opened.

LISTINGS

- Town of Port Hedland Reference Number Place number: 42

PORT HEDLAND RAILWAY STATION (REMNANTS)

PLACE No.49

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	Port Hedland Railway Station (remnants)
ADDRESS	Wilson Street (parallel with and between Anderson & Wilson Sts)
TOWN/REGION	PORT HEDLAND
RESERVES:	Lot 6043 Plan/Diagram 221011 C.T. Vol 3113 Fol 417

STATEMENT OF SIGNIFICANCE

The remains of the railway station represents the significant association with the railway connection to Marble Bar (goldfields) opened in 1911 and operating until 1951. The railway was pivotal in the development of the region. The site evidences various footings and slab remains in the road reserve. On the Wilson Street side is evidence of stone retaining walls, extensive concrete slab and low stone walls on the Anderson Street side of the site, possibly the remains of the locomotive shed.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

ARCHITECTURAL STYLE

Contemporary

CONDITION	Poor
INTEGRITY	Low degree
AUTHENTICITY	Low degree

HISTORICAL NOTES

A railway linking Port Hedland to the goldfields (Marble Bar as well as Nullagine and Bamboo Creek) was first advocated in 1892. After a Pilbara local, Walter Kingsmill, was elected to the Legislative Assembly for Pilbara, as Commissioner of Railways he continued his support and the Pilbara Railway League, formed in 1902. Despite agreement that the railway was essential for the development of the region, the government suggested it be built by private enterprise.

Legislative support continued, and in 1907, the Bill was passed.

Construction of the 124 miles of railway between Port Hedland and Marble Bar began in 1909, with Smith & Timms the successful tenderers at £123, 212-12s-8d, which was later altered to £140 584. By July 1910 the track was opened as far as Coongan Siding. On January 2, 1911, whilst still under the management of the contractors, trains began the full journey from Port Hedland to Marble Bar, for the purpose of a race meet, returning the passengers the following day. The official opening occurred on 15 July 1911. The train was called the 'Spinifex Express'.

The service was initially fortnightly, and the 1913 demand for a weekly service with an overnight stopover was flatly refused. With the ship berthing at the port only a day later, mail and goods were constantly late. It was not until 1925/6 that a weekly service began.

During World War Two the railway was important in transporting ammunition to the Corunna Downs airfield. Also transporting water from the Shaw River to Port Hedland prior to the Turner River scheme opening in 1953.

The track suffered due to climatic conditions, and in 1947 the Government appointed a committee to investigate the possibility of closing the line, and in 1951 it was closed, with the last train running on 27 October. 'The locomotive hauling the last Spinifex Express carried an effigy of local Legislative Assembly Member on the front reading 'Our MLA who gave the railway away'.

LISTINGS

- Town of Port Hedland Reference Number Place number: 43

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981; Marble Bar Heritage Trail: Conservation Plan. L Gray, 2003. Ref No 18.
- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007.

DON RHODES MINING MUSEUM PARK

PLACE No.50

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Don Rhodes Mining Museum Park
ADDRESS Wilson Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 5527 Plan/Diagram 186083 C.T. Vol 3008 Fol 468

STATEMENT OF SIGNIFICANCE

Don Rhodes Mining Museum Park is significant as a commemorative tribute to evolution of the mining industry, and a pioneer of the manganese industry in Don Rhodes. It is a landmark in Port Hedland. The Park is a level gravelled area with a considerable collection of mining machinery and railway locomotives and interpretations and memorials. Additions to the equipment collection and incremental upgrade to the passive recreational elements of the park.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

2001

CONDITION Good
INTEGRITY High degree
AUTHENTICITY High degree

HISTORICAL NOTES

Manganese mining was pioneered by Len Ives' Northern Minerals Syndicate, which he formed in 1947 his son, Bill Grayden, Malcolm Scott, Rod Fletcher and Bert Hawkins. Due to the embargo on iron ore, they turned their attention to manganese mining at Woodie Woodie.

Manganese mining began in 1952 at Woodie Woodie, 300km from Port Hedland. The first export occurred the following year.

During the 1950s and 1960s manganese mining boosted the economy and population of Port Hedland, which at the time was surviving on pastoralism and small-scale mining. Manganese mining peaked in the 1960s, but by 1972 the quality had decreased and operations ceased.

Don Rhodes was employed by Northern Minerals to mine and transport, by truck, the manganese from Woodie Woodie mine to Port Hedland for export. Don Rhodes later took up manganese leases for his company, D.F.D. Rhodes. Initially 15 trucks were used to transport the ore, with roads having to be upgraded to facilitate the traffic.

The machinery from all periods of development demonstrate the evolution of the mining industry in Port Hedland. The recent locomotive additions demonstrate the rail associations during the iron ore period of 1960s-1980s, including original iron ore locomotives used in the Mt Newman mining venture.

The museum's upgrade in 2000 was the largest over the past 15 years, and included the removal of the perimeter fence, redefinition of pathways, tree planting and reticulation, the construction of a gazebo and seating, and the cleaning of machinery. The official opening of the Don Rhodes Mining Museum was in January 2001.

LISTINGS

- State Heritage Office inHerit database number: 5944
- Town of Port Hedland: Heritage Inventory 2007 Number: 40
- Town of Port Hedland Reference Number Place number: 44

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997; Town of Port Hedland MI 1996, Town of Port Hedland Cultural and Heritage trail, Plaques on site.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

JACOBY RESIDENCE (FMR)

PLACE No.51

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME

Jacoby Residence

ADDRESS

1 Withnell Street (north end of Richardson Street)

TOWN/REGION

PORT HEDLAND

RESERVES:

Lot 84 Plan/Diagram 049018

C.T. Vol 2621 Fol 901

STATEMENT OF SIGNIFICANCE

Jacoby Residence (fmr) is significant for associations with generations of the Jacoby family, and as one of the few remaining direct ocean-front dwellings along the foreshore strip. Its traditional form and scale makes a contribution to the character and streetscape of Port Hedland town.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c. 1940

CONSTRUCTION MATERIALS

Walls: Not visible from the street.

Roof: Hipped roof at low pitch. Corrugated steel sheeting.

Other: Colorbond hinged shutters over windows

ARCHITECTURAL STYLE

Bungalow-northwest vernacular

CONDITION

Good

INTEGRITY

High degree

AUTHENTICITY

Low - Moderate degree

HISTORICAL NOTES

Julius Jacoby was the first of three generations of the Jacoby family in Port Hedland. The Jacobys were notable builders during the 1930s and 1940s.

LISTINGS

- State Heritage Office inHerit database number: 2288
- Town of Port Hedland: Heritage Inventory 2007 Number: 30
- Town of Port Hedland Reference Number Place number: 46

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007

DETENTION CENTRE (FMR)

PLACE No.52

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Detention Centre (fmr)
ADDRESS 15 Dempster Street
TOWN/REGION PORT HEDLAND
RESERVES: Lot 2 Plan/Diagram 082673 C.T. Vol 1954 Fol 448

STATEMENT OF SIGNIFICANCE

Port Hedland Detention Centre is significant as a marker in modern Australian history, demonstrating Australia's refugee and 'boat people' policies and human rights issues. It also demonstrates a way of life for the BHP single men employees in the 1960s and 1970s. It was leased to Auscorp and operated as a TWA until 2014.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c. 2010

USES

Original: BHP single men's quarters
Other: Detention Centre

CONSTRUCTION MATERIALS

Walls: Painted concrete block
Roof: Low pitched gable with sheet steel cladding.

ARCHITECTURAL STYLE Functional
CONDITION Good
INTEGRITY High degree

AUTHENTICITY

Low-moderate degree

HISTORICAL NOTES

The BHP single men's quarters, built by the Mt Newman Mining Company to ease accommodation difficulties in the boom years of the 1960-1970 period, were converted into an immigration centre in 1991.

In 1992, Chinese Boat people at the detention centre staged a protest and jumped from the 8 metre high roof, and in 1995, 60 Sino-Vietnamese boat people protested on the roof for 15 days before being lifted from the roof by cherry picker and suffering exhaustion.

In July 1999 the media were allowed into the Immigration Reception Processing Centre for the first time since its opening. In November 1999 the Department of Immigration failed to approve a second Reception and Processing Centre for illegal immigrants in Port Hedland, with additional facilities established in Derby.

In June 2000 a number of detainees escaped the Port Hedland Detention Centre at Cooke Point, and the Curtin Detention centre, with detainees both taken into custody and deported. Following the breakout locals renewed calls to re-locate the centre to near the airport, away from the residential area and schools. There was widespread support for the Detention Centre being moved, backed by council votes and petitions. In April 2001 the Port Hedland Detention Centre, with a holding capacity of 820, housed 400 detainees, with 669 by August.

Escapes, protests and riots continued over the months, with protests largely against deportations and processing and detention times, and protests were also staged by anti-detention activists visiting the centres. A planned security upgrade and previous money spent on the Port Hedland Detention Centre meant that a move was unlikely. In the interim however, refugees whose status was refused were moved elsewhere.

On 31 December 2001, 20 ringleaders set fire to the building causing \$3 million damage. In September 2002 the Baxter Detention Centre near Port Augusta was opened and detainees were transferred from Woomera, Port Hedland and Curtin Detention Centre's, except for emergency's. At this time Port Hedland had 170 detainees. In July 2002 a \$3.3 million isolation block upgrade commenced at the Port Hedland Detention Centre, and was completed in June 2003. By the end of 2003 there was a significant fall in numbers of detainees in detention centres around Australia, with only 1176 around Australia and 145 at Port Hedland. No new asylum seekers had arrived illegally on the mainland since August 2001, and none offshore since December 2001.

In May 2004, the last 17 detainees were removed from Port Hedland Detention Centre.

LISTINGS

- Town of Port Hedland: Heritage Inventory 2007 Number: 44
- Town of Port Hedland Reference Number Place number: 47

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997; The West Australian 29 May 2004, p.6.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

COOKE POINT RECREATION CLUB

PLACE No.53

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	Cooke Point Recreation Club		
ADDRESS	13 Keesing Street		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 1227	Plan/Diagram 214561	C.T. Vol 1785 Fol 379

STATEMENT OF SIGNIFICANCE

Cooke Point Recreation Club is significant as a recreational and social facility that epitomizes the unique lifestyle and community co-operation in Port Hedland. Set back from the road with car park area and palm trees. Double storey masonry block building.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1977

USES

Original: Recreation Centre

Current: Recreation Club

CONSTRUCTION MATERIALS

Walls: Concrete block

Roof: Steel fascia conceals the roof

ARCHITECTURAL STYLE

Postmodern brutalist

CONDITION	Good
INTEGRITY	High degree
AUTHENTICITY	High degree

HISTORICAL NOTES

The youth centre, completed in July 1977, was constructed to replace the previous youth centre destroyed by Cyclone Joan in 1975. Costing over \$200,000, the new hall included a large main hall for sports and social functions, a gymnasium, and two smaller rooms for various uses, as well as spacious change rooms.

The construction and operation of the recreation centre relied heavily on community support and participation, with an initial committee formed to carry out the construction and operation [project, including shire representatives, the Uniting Church reverend, and Lions Club and general members of the public. Community fund-raising furnished the centre and provided sporting equipment, and volunteers from the public and local service clubs supervised activities and staffed the centre.

LISTINGS

- State Heritage Office inHerit database number: 18425
- Town of Port Hedland Reference Number Place number: 48

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

WORLD WAR 2 RIFLE RANGE / MERV'S LOOKOUT

PLACE No.54

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	World War 2 Rifle Range / Merv's Lookout		
ADDRESS	Athol Street		
TOWN/REGION	PORT HEDLAND		
RESERVES:	Lot 512	Plan/Diagram 073210	C.T. Vol 3162 Fol 318

STATEMENT OF SIGNIFICANCE

The Rifle Range site and Merv's Lookout are significant for the associations with World War Two and the Port Hedland involvement at that time. A picturesque planted area on the road verge, together with a bench seat, overlooking the rifle range site, and Gum trees along the street.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c. 2010

USES

Original: Rifle Range

Current: Merv's Lookout

CONDITION	Fair
INTEGRITY	Low degree
AUTHENTICITY	Low degree

HISTORICAL NOTES

With the increasing threat of Japanese invasion along the North West coast in 1942 came the arrival of the army in Port Hedland. By April 1942 the town was taken over by the 29th Garrison Battalion, North West detachment, which had been formed from Citizen Military Force's reservists the previous month. Houses, shops, schools and town hall were taken over by the army, and defence measures included internal security, guard duty, labouring and coastal defence, including walking along the coastline from Port Hedland to Broome searching for Japanese activity.

A rifle range was established on Athol Street, which was used for target practice.

The remains of the 500 yard firing line are visible from Merv's Lookout. A row of sandstone rocks located to the right of this remain from the training range, and .303 bullets can still be found lodged in the sandstone ridge where the target range was located.

Merv Stanton, who arrived in Port Hedland in 1942 at the age of 16 with the Guerrilla Warfare section of the army, planted gum trees in memory of the battalion.

LISTINGS

- State Heritage Office inHerit database number: 18427
- Town of Port Hedland: Heritage Inventory 2007 Number: 43
- Town of Port Hedland Reference Number Place number: 49

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

PRETTY POOL RECREATION RESERVE

PLACE No.55

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Pretty Pool Recreation Reserve
ADDRESS Matheson Drive
TOWN/REGION PORT HEDLAND
RESERVES: Lot 300

STATEMENT OF SIGNIFICANCE

Pretty Pool Recreation Reserve is significant for the associations with early marine and pastoral industries, and for a focus of social recreation since the 1940s, and is still a popular destination.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation. A grassed area with various shady plantings, is located on the sloping embankments overlooking Pretty Pool. Pretty Pool is a tidal creek estuary with coral and rock formations along several kilometres of coast line. Until recent years, oyster shell encrusted steel post remains of the abattoirs fish traps were visible, but have since been removed.

CONSTRUCTION DATE

c. 2010

USES

Current: Reserve

Other: Site of fish traps, abattoirs, boardwalk

CONDITION Good
INTEGRITY High degree
AUTHENTICITY High degree

HISTORICAL NOTES

There were abattoirs at the site during the 1940s and 1950s, at which time there was a boardwalk. The owner of the abattoirs supplemented income with the fish traps. During the 1950s and 1960s, Pretty Pool was recognised as the town's second swimming pool.

LISTINGS

- State Heritage Office inHerit database number: 5954
- Town of Port Hedland: Heritage Inventory 2007 Number: 47
- Town of Port Hedland Reference Number Place number: 50

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007.

ORIGINAL CAUSEWAY

PLACE No.56

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Original Causeway
ADDRESS Wilson Street
TOWN/REGION PORT HEDLAND

STATEMENT OF SIGNIFICANCE

The site of the original causeway is significant as a reminder that Port Hedland is an island, and access was very restricted in the early years, unlike the significant port and road access it now provides.

Adjacent to the Redbank Bridge that replaced it. Remains of seven mile causeway that connected the Town of Port Hedland Island to the mainland. The remains are sandstone rocks that formed the raised edges for the gravel surface with tar covering.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1895

HISTORICAL NOTES

Finucane Island was the initial choice for the townsite location, but lack of available water meant that the adjacent small island with excellent port facilities was chosen. The town was subsequently developed, after survey in 1895, and a 7-mile causeway was constructed by Port Hedland Road Board to connect the island and mainland. Access to the town was restricted by tidal movements and flooding prior to the causeway construction. The railway line was parallel with the road on the causeway. The Redbank Bridge was constructed, and the causeway no longer used. The causeway has eventually become part of the mining landscape of the environs of Port Hedland.

LISTINGS

- State Heritage Office inHerit database number: 5952
- Town of Port Hedland: Heritage Inventory 2007 Number: 42
- Town of Port Hedland Reference Number Place number: 51

DAMPIER SALT

PLACE No.57

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Dampier Salt
ADDRESS Wilson Street
TOWN/REGION PORT HEDLAND

STATEMENT OF SIGNIFICANCE

Dampier Salt is a landmark in Port Hedland and informs of the diversity of industry and environmental factors in the region. The Port Hedland Salt works also comprises an Important Bird Area of what was originally intertidal land, now containing a saltern: a system of evaporation ponds, the intake zone where seawater enters, and the adjacent intertidal mudflats. The system includes levee banks and scattered mangroves.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

USES

Original: Leslie Salt Current: Dampier Salt

CONDITION Good - Operational
INTEGRITY High degree
AUTHENTICITY High degree

HISTORICAL NOTES

The salt industry contributed to the early 1960s boom in Port Hedland. The Leslie Salt Co built a large solar salt plant to provide domestic and industrial salt for the 2,500 uses including soda ash, chlorine, plastics, textiles etc. At the time, together with salt production in Dampier, Leslie Salt made up 70% of Australia's salt exports or 2 million tonnes per year. In 1989 Leslie Salt Company became Cargill Salt announcing major expansion plans for their salt pans to expand international markets.

Dampier Salt at Port Hedland is one of three salt operations (others at Dampier and Lake McLeod), acquired in 2001. The salt processing facility is operated by Dampier Salt Ltd, part of the Rio Tinto Group.

LISTINGS

- Town of Port Hedland Reference Number Place number: 52

PURIYKANNYA – AFGHAN CAMELEERS WELL

PLACE No.58

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME Puriykannya - Afghan Cameleers Well
ADDRESS Wilson Street- Road verge at the west end of Redbank Bridge
TOWN/REGION PORT HEDLAND

STATEMENT OF SIGNIFICANCE

Aboriginal water source is of considerable significance as an important water source and camp site for the local (and other Pilbara) Aboriginal people. It was traditionally used as a camp site during the 1946 pastoral strike, and later as a source of water and camp site for Afghan cameleers. The site is identified by a single date palm near the stone lined well that has a flat metal grate covering. The well is lined with limestone bedrock. Interpretive signage. Grate covering the well.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

pre-European. c.1920s (well)

USES

Original: Aboriginal Water source

CONDITION Fair
INTEGRITY Low
AUTHENTICITY Moderate-high degree

LISTINGS

- State Heritage Office inHerit database number: 5940
- Town of Port Hedland: Heritage Inventory 2007 Number: 41
- Town of Port Hedland Reference Number Place number: 53

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007.

SOUTH HEDLAND CONCEPT

PLACE No.59

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME South Hedland Concept
TOWN/REGION SOUTH HEDLAND

STATEMENT OF SIGNIFICANCE

South Hedland is of historical significance as a purpose designed and constructed town concept in Port Hedland

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

Proposed 1967, 1st cell 1974

HISTORICAL NOTES

With the influx of population resulting from the iron ore boom in the early 1960s, the original town of Port Hedland quickly spread along from Cooke Point to Pretty Pool, and space was at a premium. In 1968 a decision was made to create a new town, south of the causeway, designed to accommodate 30,000 people. Undertaken as a joint project between The Department of Land Administration and Homeswest, the design was initially based on a quasi-Radburn concept, with four circular residential cells, including cluster housing, built around a central commercial centre, like flower petals. Over the following years the land was resumed and developed, and the first cell was completed in 1974, including extensive landscaping. Following this the Radburn concept was abandoned. Half of the population soon lived at South Hedland which has the potential to accommodate up to 40,000 people.

Construction of the South Hedland Justice Complex, designed by Spowers Architects, in December 1998. Located next to the South Hedland Police Station and lock-up it included 2 courtrooms, administration area, judicial chambers and a community based services administration area, and would be equipped with the latest technology. In January 1996 the Government announced a \$7 million South Hedland Town Site Enhancement Scheme.

LISTINGS

- State Heritage Office inHerit database number: 18422
- Town of Port Hedland: Heritage Inventory 2007 Number: 48
- Town of Port Hedland Reference Number Place number: 54

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

WATER TANK

PLACE No.60

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	Water Tank and Pundul Tree area		
ADDRESS	Stanley Street		
TOWN/REGION	SOUTH HEDLAND		
RESERVES	Lot 89 Plan/Diagram 173380	C.T.	Vol 3013 Fol 600

STATEMENT OF SIGNIFICANCE

South Hedland water tank is a landmark and is of significance in the development of South Hedland. Standing 30 metres high, the tank has a capacity of 500,000 gallons, and is visible from over 20 kilometres away.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1975

CONDITION	Good
INTEGRITY	High Degree
AUTHENTICITY	High Degree

HISTORICAL NOTES

In December 1975, a new \$50,000 pressure tank and headway was completed for use in cells one and two of South Hedland, to allow for better water pressure during peak use periods. The tank was the second of its type constructed in Western Australia, by the Chicago Bridge and Iron Company with the first built in Mandurah earlier the same year. The distinctive shape of the steel tank was designed to maximise its strength and minimise construction and maintenance costs. The area underneath the Tower on Lot 89 Stanley Street presents an excellent area to view mature grown Pundul Trees.

LISTINGS

- State Heritage Office inHerit database number: 18422
- Town of Port Hedland: Heritage Inventory 2007 Number: 49
- Town of Port Hedland Reference Number Place number: 55

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997.
- Town of Port Hedland Municipal Inventory of Heritage Places 1996, review 2007.

GOLDSWORTHY REAR LEAD

PLACE No.61

Level of significance: Grade C

Encourage retention; Archival record; Interpretation



PLACE NAME	Goldsworthy Rear Lead		
ADDRESS	33 Sutherland Street		
TOWN/REGION	PORT HEDLAND		
RESERVES	Lot	Plan/Diagram C.T.	Vol Fol

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

LISTINGS

- State Heritage Office inHerit database number:
- Town of Port Hedland: Heritage Inventory 2007 Number:
- Town of Port Hedland Reference Number Place number: 56

FINUCANE ISLAND TOWN

PLACE No.62

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME	Finucane Island Town	
TOWN/REGION	Finucane Island Town	
RESERVES	Lot 89 Plan/Diagram 173380	C.T. Vol 3013 Fol 600

STATEMENT OF SIGNIFICANCE

Finucane Island was the original site for the town in Port Hedland, and later as the site of Goldsworthy's port town and development of iron ore treatment and shipment, making a significant contribution to Port Hedland's history.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c. 1965

HISTORICAL NOTES

Following the lifting of the iron ore embargo in 1960, Port Hedland was selected as the port for major iron ore export by Mt Goldsworthy Mining Associates, who had secured the first mining lease for iron ore. Following the commencement of the Mt Goldsworthy townsite by the company, work also began on Finucane Island, and on a 113 kilometre railway linking the two towns.

Finucane Island, which guards the harbour from the ocean, was selected as the site of the company town and port by the directing company, Mt Goldsworthy Mining Associates. A causeway connected Finucane Island to the mainland, and soil was transported to the sandy island to support vegetation. The housing development was situated along a ridge, and the buildings placed to allow for panoramic ocean views. More than 60 three and four bedroom houses were constructed, as well as a block of single bedroom flats and single employee's quarters.

Finucane Island became the site of the ore crushing, stockpiling and loading into waiting ships. Ore arrived from Mt Goldsworthy, Shay Gap and Sunrise Hill. The first shipment of iron ore was made from Finucane Island in 1966. Facilities developed at the townsite during the mid to late 1960s included fully air-conditioned accommodation for all levels of employees, and recreational facilities including swimming pools, tennis courts and clubs and grassed ovals. The townsite was managed by Goldsworthy Mining. In 1967 about 30 families of various nationalities resided at Finucane Island, and the initial population of around 1000 grew dramatically until available housing became scarce and the locality of South Hedland was planned to accommodate the expansion. Nine houses at the townsite were destroyed and many damaged in Cyclone Joan in 1975, and a large number of Finucane Island houses were later demolished.

LISTINGS

- State Heritage Office inHerit database number: 18424
- Town of Port Hedland: Heritage Inventory 2007 Number: 46
- Town of Port Hedland Reference Number Place number: 57

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997. Hardie/Mt Goldsworthy Iron Ore Project/The Pilbara Story.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

BOODARIE STATION

PLACE No.63

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Boodarie Station
TOWN/REGION 30 kms south west of Port Hedland

STATEMENT OF SIGNIFICANCE

Boodarie Station is significant for the associations with the early pastoral development and shipping of the wool directly by sea in the Pilbara, the Hardie family, and 1892 telegraph office. Homestead group of single storey buildings. Adjacent stone homesteads with expansive hipped roof at break pitch over surrounding verandas. Numerous changes over time, to facilitate ongoing use, and changes: sheep to cattle.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c.1880, c.1910

HISTORICAL NOTES

One natural and one man made landing exist on the station. In 1880 it was used to load wool onto ships at Boodarie landing. The telegraph line from Roebourne to Derby was opened at Boodarie Station in 1892 and operated until 1897, until it was moved to the Causeway.

Fred Arunder and Charlie Upton took up the Boodarie lease c.1880. A Homestead was known to exist in 1880, but a more substantial dwelling was constructed in c.1910. The Hardie family have been associated with the place since 1901. Following the 1903 subdivision of the property, Boodarie Station was reduced from 242,800 hectares to 74,000 hectares. Other stations were formed on the subdivided land: Pippingarra, Indee and Wallareenya. The station is a cattle station with livestock sent to Malaysia and Indonesia. Currently leased out by the owners, BHP.

LISTINGS

- State Heritage Office inHerit database number: 4002
- Town of Port Hedland: Heritage Inventory 2007 Number: 50
- Town of Port Hedland Reference Number Place number: 58

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Bloemen, Anne & Parker, Trish (eds), Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996, Town of Port Hedland/Port Hedland Historical Society, 1997. Hardie/Mt Goldsworthy Iron Ore Project/The Pilbara Story.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

CONDON TOWNSITE

PLACE No.64

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Condon Townsite
TOWN/REGION 15 km east of mouth of DeGrey River

STATEMENT OF SIGNIFICANCE

Condon Townsite is significant as the first port in the Pilbara and a pivotal town and port in the pastoral and early mining development of the region.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1872 surveyed, 1893 re-surveyed

USES

Original: Shellborough townsite, Condon Creek townsite

HISTORICAL NOTES

Officially called Condon, or Condong, but gazetted as Shellborough, Condon was the first port to be settled in the Pilbara, located between the port of Cossack, 260 kilometres away, and the DeGrey River. Condon was established as a port to service the growing number of pastoral stations developed along the DeGrey, including Warrawagine, Warralong, Coongan, Muccan, Yarrie, Ettrick and Mulyie Stations.

Condon comprised a townsite of one square mile that was partly surveyed in 1872. Initially providing a port for the transport of wool to London, with the discovery of gold at Marble Bar and Nullagine in the 1880s, the port was also used for the delivery of machinery and stores, which were then, carted inland by bullock teams.

By June 1887 the telegraph line from Roebourne to Condon was completed, and a site chosen for the telegraph station. In 1893 Condon was re-surveyed, and Condon became an important link in the Perth-Wyndham telegraph line. During the 1880s Condon was largely built of galvanised iron and wood, and in its heyday in 1898-1899, had a population of 200 people and buildings including two hotels, several stores, a post office providing Morse code for communication, wheelwrights and blacksmiths, and a carpenter.

By 1900-1901 Condon's population had decreased to 50, and in 1905 only 12 people remained, with one hotel and a store. With the development of Port Hedland as the port of the Pilbara, the majority of Condon's population moved, taking their houses and all belongings.

In 1919, two families remained in Condon, the Wallace's, of who Alexander Wallace McGregor was the postmaster at Condon between 1917 and 1919, and the linesman who checked the telegraph lines from south, west and east.

LISTINGS

- State Heritage Office inHerit database number: 4552
- Town of Port Hedland: Heritage Inventory 2007 Number: 51
- Town of Port Hedland Reference Number Place number: 59

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

INDEE STATION PLANE CRASH SITE

PLACE No.66

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Indee Station Plane Crash site
TOWN/REGION Finnucane Island

STATEMENT OF SIGNIFICANCE

Indee Station is significant as the site of one of the worst aviation disasters in Australian history.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

HISTORICAL NOTES

Following the 1903 subdivision of Boodarie Station, Pippingarra, Indee and Wallareenya Stations were formed.

On the morning of 31 December 1968, a chartered MMA Viscount 700 plane crashed at Indee Station, becoming one of the worst aviation disasters in Australian history.

The plane was due to arrive in Port Hedland just before midday, having flown from Perth. At 11:34am a fire broke out in one of the plane's engines, and shortly afterwards the plane crashed into the scrub at Indee and subsequently exploded, killing all five crew members and twenty-six passengers on board the plane.

The station owner and station hands who had witnessed the event arrived at the scene half an hour after the impact to search for survivors, but found only charred debris. By noon the temperature had reached 45c. It was not until evening that an investigation squad could arrive at the scene to inspect the wreckage, which was spread over a kilometre.

Mount Newman Mining Company (BHP) sent air-conditioned dongas to the site to house the officials at the scene, and to accommodate the deceased until Port Hedland Hospital was equipped to receive what was the largest number of casualties ever experienced.

The plane, named the Quininup, had been on the Perth-Port Hedland route since September, and the flight captain, Brian Bayley, had served in the RAAF during WWII. The three hostesses were aged 23 and 24, with one of them, Gail Sweetman, having been Western Australia's 1965 Miss Australia entrant.

Despite ideal weather conditions on the day, unusual turbulence was indicated, and later evidence at the inquiry reported that all Viscount 700 aircraft were faulty. The model was soon removed from service in Australia.

LISTINGS

- State Heritage Office inHerit database number: 2295, 18421
- Town of Port Hedland: Heritage Inventory 2007 Number: 53
- Town of Port Hedland Reference Number Place number: 61

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

MAIL STOP-OVER SITE

PLACE No.67

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME	Mail stop-over Site
ADDRESS	One km north of Orico office and magazines lease
TOWN/REGION	Finnucane Island

STATEMENT OF SIGNIFICANCE

The site is significant for the associations with early communication in the region

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

c. 1965

HISTORICAL NOTES

Fred Thuliman, the mail contractor had a living area and place to change over horses at the site. At one time Thuliman owned Lallarookh Station before selling it to Ted Jeffries in 1920.

LISTINGS

- State Heritage Office inHerit database number: 18420
- Town of Port Hedland: Heritage Inventory 2007 Number: 54
- Town of Port Hedland Reference Number Place number: 62

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Information per Mr Vincent Lockyer.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

STRELLEY HOMESTEAD & DONMCLEOD'S GRAVE

PLACE No.68

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME	Strelley Homestead & Don McLeod's Grave
ADDRESS	Port Hedland-Marble Bar Road
TOWN/REGION	Strelley River

STATEMENT OF SIGNIFICANCE

Strelley is significant for the proactive Aboriginal ownership and community development that took place, and for associations with Don McLeod. 'McLeod's mob' as they were known, were desert people remaining loyal to McLeod after the pastoral strikes. In 2007 access was restricted by fallen power lines consequent to a cyclone at that time. One kilometre off the main road were a group of 5 or 6 workers dwellings that had been abandoned.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation,

HISTORICAL NOTES

The earliest known owners of Strelley were Messrs. E A Mitchell, J L Stewart and W M R Corney. In 1905 Hubert Richard Lowe Hardey bought Mitchells' share. In 1910 Stewart left the partnership and Corney and Hardey owned the property until 1947, when it was purchased by Leslie & Edith Miller. In 1975 Strelley was purchased by the Aboriginal group, The Strelley Pastoral Pty Ltd, assisted by Don McLeod. 'McLeod's mob' (also known as Nomad Group), were desert people remaining loyal to McLeod after the pastoral strikes. Following attempts to gain independence by way of taking up mining leases met opposition, they decided to buy Strelley to fulfil their desire to remain on the land, where McLeod and about 600 followers moved. The Strelley Pastoral Pty Ltd then purchased other stations after Strelley including Carlindi, Warralong and Coongan. The Federal Government funded the Strelley Community School independent of the State system. The school then received a grants and funding from various State and Federal education bodies. They emphasised that education is a life-long experience and all learning is done in the Njagumarta language. Four itinerant teachers assist the community. From time to time short term courses, which are given by visiting specialists, instruct the people in different skills which are considered to be useful to station management.

It was bilingual with the community deciding on all programs and the organization of the school. Both adults and children are educated, with Aboriginals teaching their own language. Books are designed written translated and printed at Strelley. On the first weekend of May 1999, over 300 Aboriginal people from surrounding areas arrived at Strelley Station for the funeral of Don McLean who was buried at Strelley.

LISTINGS

- State Heritage Office inHerit database number: 18418
- Town of Port Hedland: Heritage Inventory 2007 Number: 58
- Town of Port Hedland Reference Number Place number: 63

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

NORTH WEST COASTAL HIGHWAY SITES

PLACE No.69

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME North West Coastal Highway Sites
TOWN/REGION Finucane Island

STATEMENT OF SIGNIFICANCE

The remaining sections of the original North West Coastal Highway is evidence of the difficulty in accessing the region prior to contemporary road transport construction and networks. Various sections of the Old North West Coastal Road remain. These include the river crossing at Yule; sections running through 'Munda', 'Boodarie' and 'De Grey' Stations; and a section beyond Pardoo. 4WD vehicles are usually required on the Road. Along the Road are the dotted remains of the telegraph poles which carried communication in the area.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation,

HISTORICAL NOTES

In 1919 road construction was first considered by the Roads Board, allocating £25 to provide better surfaces for 'motor vehicles'. Further allocations were made in 1920-22 to continue with the upgrade of tracks to roads. The section of the Road from Mallina to Munda was gazetted in 1922. The Road is evidence of the struggle to introduce transport to the area. The Road service proved unreliable for regular services from the south.

LISTINGS

- State Heritage Office inHerit database number: 5956
- Town of Port Hedland: Heritage Inventory 2007 Number: 56
- Town of Port Hedland Reference Number Place number: 64

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

TANTALITE MINE

PLACE No.70

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME	Tantalite Mine
ADDRESS	95 kilometres on Old Marble Bar/Pt Hedland Rd (right hand side over Strelley River Crossing) (4-wheel drive vehicles only)
TOWN/REGION	Strelley River

STATEMENT OF SIGNIFICANCE

The significance of Tantalite mine (abandoned), Strelley River is mostly in the remains that represent mine ventures in the 1940s. This place is an abandoned mine and process equipment consisting of timbers, concrete footings, steel supports, associated mechanical shafts and bearing gears. The surrounding area has considerable debris which probably would have been associated with single accommodation sites.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation,

CONSTRUCTION DATE

1940's

HISTORICAL NOTES

In 1919 road construction was first considered by the Roads Board, allocating £25 to provide better surfaces for 'motor vehicles'. Further allocations were made in 1920-22 to continue with the upgrade of tracks to roads. The section of the Road from Mallina to Munda was gazetted in 1922. The Road is evidence of the struggle to introduce transport to the area. The Road service proved unreliable for regular services from the south.

LISTINGS

- State Heritage Office inHerit database number: 18417
- Town of Port Hedland: Heritage Inventory 2007 Number: 59
- Town of Port Hedland Reference Number Place number: 65

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

WALLAREENYA STATION

PLACE No.71

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Wallareenya Station

STATEMENT OF SIGNIFICANCE

Wallareenya Station is significant for the World War Two associations as one of the first stages of departure during Port Hedland's evacuation from the threat of Japanese bombing in 1942.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation,

CONSTRUCTION DATE

c. 1965

HISTORICAL NOTES

Wallareenya Station, along with Pippingarra (abandoned and derelict) and Indee, emerged from Boodarie Station when it was subdivided in 1903. Wallareenya was first developed by Hickmer and Kerr. Following Hickmer's early departure from the lease, the property was run by Charlie Kerr and then by his widow until 1950. Mr and Mrs Henty Hall owned Wallareenya until 1970, when the lease was sold to William and Eileen Manton.

Wallareenya Station was one of the first stages of departure during Port Hedland's evacuation from the threat of Japanese bombing in 1942, with beds and mattresses spread across the verandas and the shearers' quarters. An airstrip was created at the station to fly people into the station on their way to Perth via Nullagine.

LISTINGS

- State Heritage Office inHerit database number: 18416
- Town of Port Hedland: Heritage Inventory 2007 Number: 60
- Town of Port Hedland Reference Number Place number: 66

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, J., Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia, The Shire of Port Hedland, 1981.
- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

CAPE THOUIN

PLACE No.72

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Cape Thouin
ADDRESS South of Port Hedland

STATEMENT OF SIGNIFICANCE

Cape Thouin is historically important as the first landfall in the area.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation,

CONSTRUCTION DATE

1628 First land fall

HISTORICAL NOTES

The Port Hedland area was discovered in 1628 when Captain Gerrit Frederikson De Witt ran his ship "Vyanen" aground near Cape Thouin. He was en route to the Dutch East Indies.

In 1861 F.T. Gregory explored the Pilbara and named the De Grey River. Walter Padbury realised the potential of the area as pasture land.

In 1863, in order to visit the region he chartered the 16 man vessel, "the Mystery", with Peter Hedland as captain. It is after this captain that the town of Port Hedland is named.

LISTINGS

- Town of Port Hedland Reference Number Place number: 67

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007

TURNER RIVER WATER SCHEME

PLACE No.73

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Turner River Water Scheme

STATEMENT OF SIGNIFICANCE

The 1953 Turner River Water Scheme was a significant development in the town leading up the mineral boom of the 1960s.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

HISTORICAL NOTES

Following the establishment of the town, water was obtained from town wells, often brackish from over pumping, and rain water tanks. Scheme water was introduced to Port Hedland early in the 20th century, but was very salty and low in pressure. With the completion of the Port Hedland to Marble Bar railway, water was brought from the tanks at Shaw River to fill the town's water tanks, however this water was also often poor quality. An investigation in 1926 revealed that bores in the Turner River Bed would be sufficient for the town's needs, however this proposal was not deemed economically feasible at the time. The Shaw River continued to supply the town until the introduction of the Turner River Water Scheme in 1953. The water pipeline from the Turner River to Port Hedland was completed in May 1953. This allowed residents for the first time to create gardens and plant trees.

With the onset of the iron ore boom during the 1960s the issue of fresh water supplies re-emerged. In 1967 the water supply section of the Public Works Department became responsible for the supply of the town's water, and the Turner River water mains were enlarged. The following year the Yule River bore fields was established. By 1970 the town's water was supplied from 23 bores on the Yule River and nine from the Turner River. In 1979 the Yule and Turner River water supply was supplemented with the \$5.4 million De Grey River Scheme.

Prior to this time, Port Hedland's water supply was limited and unreliable.

During the mineral boom the Yule River water source was also developed and in 1968 was commissioned to meet the demands of the town. Following this, in 1976, a new bore field at the De Grey River was commissioned. In the 1980s the Turner and Yule River supplies were discontinued.

LISTINGS

- State Heritage Office inHerit database number: ~
- Town of Port Hedland Reference Number Place number: 68

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Hardie, Jennie, Nor'westers of the Pilbara Breed, Shire of Port Hedland, 1981;
- Town of Port Hedland Cultural and Heritage Trai

GOLDSWORTHY TOWNSITE

PLACE No.74

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Goldsworthy Townsite
TOWN/REGION Goldsworthy

STATEMENT OF SIGNIFICANCE

Goldsworthy was the first iron ore town established in the Pilbara.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1963.

HISTORICAL NOTES

Discovered by Government geologists, the Mount Goldsworthy deposits were the first to be mined once the export ban was lifted, put to public tender. Contract conditions specified that the mining company responsible was to meet all infrastructure costs, including that of mines, township, port and railways. The Goldsworthy Mining Company formed in 1962, with its first export licence granted in 1963, to export 4 million tonnes of ore per annum. Once a contract with Japan had been finalised, work began on creating the Goldsworthy townsite. Construction took 15 months, and included the mine and townsite, as well as the port and townsite at Finucane Island, and 113 kilometres of railway to link the two.

Designed to provide comfort in the extreme heat, the town's 3 and 4 bedroom houses and 1 and 2 bedroom flats were all air-conditioned, and were situated in a landscaped setting. Extra accommodation was provided with a caravan park, and sporting and recreational facilities, primary school, medical centre and shopping centre were also provided, and goods sold at a subsidised rate. Water was supplied from underground reserves in the De Grey gravels, pumped to storage tanks in the town. Goldsworthy Mining Limited also pioneered a closed-circuit television transmission service in 1969. By 1976, Goldsworthy had a population of 1020.

LISTINGS

- Town of Port Hedland Reference Number Place number: 69

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Goldsworthy Mining Ltd, Mt Goldsworthy Iron Ore Project, Perth 198

SHAY GAP TOWNSITE

PLACE No.75

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Shay Gap Town site
TOWN/REGION Shay Gap

STATEMENT OF SIGNIFICANCE

The Shay Gap mine was commissioned and townsite was established in 1973, accommodating around 700 people.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1973

HISTORICAL NOTES

Following the establishment of the Finucane Island and Goldsworthy townsites in the early 1960s by Goldsworthy Mining Limited, the Shay Gap mine was commissioned and townsite was established in 1973, accommodating around 700 people. The railway from Goldsworthy was extended 75 km from Goldsworthy to Shay Gap and Kennedy Gap.

The planning of the Shay Gap townsite embodied psychological factors, including the walling in of the town with grassy hills and trees to combat the effects of loneliness, the concealing of parking areas, service areas, and light and power poles from the centre of town, and the reduction of noise and pollution by allowing cars only on the perimeter roads. A bus service also provided transport between Shay Gap, Goldsworthy and Port Hedland.

The houses in the town, consisting of 2, 3 and 4 bedroom with a large number of 2 storey houses, were built in clustered, shadow forming enclosures with easy access to communal areas, which included school, recreation hall, licensed club, and extensive sporting facilities.

A central chilled water air-conditioning plant provided air-conditioning to each house from a main ring, and a vacuum sewerage system was designed to conserve water, drawn from the Canning Basin, 27 km away.

LISTINGS

- Town of Port Hedland Reference Number Place number: 70

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Goldsworthy Mining Ltd, Mt Goldsworthy Iron Ore Project, Perth 198

HILLSIDE HOMESTEAD COMPLEX

PLACE No.76

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Hillside Homestead Complex
TOWN/REGION Goldsworthy

STATEMENT OF SIGNIFICANCE

Hillside Homestead Complex is significant for the historical associations with the Withnells.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

HISTORICAL NOTES

Hillside Homestead Complex was established in 1881 by William George Withnell and his brother John Gregory Withnell. The Withnell's had moved from their farm in Beverley, also called Hillside, in the early 1860's, to establish a pastoral station in the North West. Their landing at Port Hedland failed, so they landed at Cossack instead, establishing a station on the Sherlock River. W. G. and J. G. Withnell then moved to Hillside Station, where W. G. Withnell remained manager until 1902, whilst also purchasing Karratha Station in Roebourne.

LISTINGS

- State Heritage Office inHerit database number: 2295
- National Trust classified: Yes 1984
- Town of Port Hedland Reference Number Place number: 71

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Town of Port Hedland Municipal Inventory of Heritage Places review 2007.

YARRIE HOMESTEAD

PLACE No.77

Level of significance: Grade C

Encourage retention; Archival record; Interpretation

PLACE NAME Yarrie Homestead

STATEMENT OF SIGNIFICANCE

Yarrie Homestead is significant for the historical associations with Christopher Coppin and descendants.

GRADE C

A place/site of some cultural heritage significance to Town of Port Hedland. Recommend: Encourage retention; Archival record; Interpretation.

CONSTRUCTION DATE

1880's

HISTORICAL NOTES

Originally called Eel Creek Station, Yarrie Station was established in the 1880s by Christopher Coppin, who leased 200,500 acres on the DeGrey River. And family Coppin had previously managed Muccan Station for seven years before leasing Yarrie, which contains a small gold mine called Coppin's Patch, and landmark gorge, Coppin's Gap.

Christopher Coppin first stocked the station with sheep, and then imported South Australian rams for breeding, making Yarrie one of the first north west stations to engage in scientific breeding. The station was soon increased to 300,000 acres.

The first house at Yarrie was constructed of mud brick with round poles. Coppin lived here until his retirement in 1914, and it was then used as a store room until it was destroyed by a 'cock-eyed bob' during the 1920s. After Christopher Coppin's son William Coppin married Evelyn Sarah Rose in 1894, a stone house was built. Following this, around 1905, a second stone house was constructed for the other son, Herbert Coppin, and his new wife, Sophia Abbott Hodgson. The harsh climate of the location was taken into account with the construction of this house. White-ant proof cadjeput wood was used, the walls and doors were strengthened and iron bars were placed across the doors to enable them to be barred during storms.

By 1914 there was 120 miles of fencing, and a number of windmills had been built. At this time Christopher Coppin left the station to his sons, and after his death the following year, his share went to his widow Eleanor. William's share was sold to Herbert Coppin, and after Herbert died in 1926 the station passed to his children. The original kitchen was tin plastered with mud, which was washed away in a cyclone in 1941, along with windmills and other infrastructure on the property. All shares of Yarrie were eventually sold to Owen Coppin, and following his death in 1959, his widow, Jean Coppin, became the owner of Yarrie Station.

LISTINGS

- Town of Port Hedland Reference Number Place number: 72

SUPPORTING INFORMATION/BIBLIOGRAPHY

- Tallis, F., Pioneers of the North West, 1989/ Bloeman and Parker, Hedland Voices, 1997

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Town of
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