

6. THE PROJECT ENVIRONMENT

Section 6.8 Social and Cultural Environment

Section 6.8.1 Non-Indigenous Culture and Heritage

A desktop search has been conducted of the Albany Port Expansion Proposal footprint through the following sources to identify any heritage sites within the vicinity of the Project that may potentially be impacted:

- Register of the National Estate Database;
- Register of Heritage Places; and
- City of Albany Municipal Inventory List.

A search of the Register of the National Estate Database revealed that the King Point Lighthouse is listed as a Registered place and that the King George Sound/ Princess Royal Harbour Marine Area is an Indicative place on the Register of National Estate Database (Table 6.28).

No sites within the proposal footprint were listed on Register of Heritage Places or the City of Albany Municipal Inventory List.

Section 6.8.2 Maritime Heritage

The proposed reclamation along the northern shore at the entrance of Princess Royal Harbour lies to the east of the existing wood chip loading facility and includes the embayment between the edge of the existing eastern break water and King Point.

Historical evidence indicates that the shoreline and adjoining seabed have cultural heritage significance and may contain land and maritime archaeological sites. In particular the area was associated with the:

- Construction and operation of the King Point Lighthouse (1858) (the existing lighthouse keepers cottage sits several hundred metres to the east of the Project area).
- Operations of the Albany Pilot Station (1852-C1960).
- Princess Royal Harbour mine defences (C1890).
- Submarine defence boom (1943-C1963).
- Fish Landing Jetty.
- Multiple shipwrecks with various levels of protection are registered on both, the State and Federal Shipwreck Registers.

The City of Albany Municipal Heritage Inventory List of Maritime Sites lists the entrance to Princess Royal Harbour as a heritage area as it was the site of a marine defence boom built in 1942 during World War II. This boom, which was supported by wooden dolphins and made of steel wire, was demolished in 1961 with no surviving evidence of this structure (Wolfe, 1994). Anecdotal reports from local mariners suggest that the booms and chains were recovered and sold to agriculturists for land clearing purposes.

The area may also contain material associated with the operations of the former and nearby Deepwater, Torpedo and Hunts/ Vital Food Jetties. There is also evidence from the journal of Captain Collette Barker suggesting that Albany's first wreck occurred on this shore; the loss of the settlement's long boat. It was subsequently recovered and repaired.

A list of known shipwrecks in the Albany area has been retrieved from the Department of Maritime Archaeology Shipwrecks Register and is outlined in Table 6.27. The wooden boat 'Elvie' is protected at a Federal level and the Lady Lyttleton, Fanny Nicholson and Runnymede wrecks are protected at a State



6. THE PROJECT ENVIRONMENT

level. The locations of the wrecks, shown in Figure 6.30, provided by the Department of Maritime Archaeology indicate that the channel will not directly impact any known shipwreck sites. One of the wrecks will be exposed to an average TSS of 10 mg/L for the duration of the dredge programme.

Table 6.27 Ship Wrecks in Albany Waters and Predicted TSS Impacts.

Ship Wreck Name	Type	Date Sunk	Protection Level	Potential Impact: Average TSS
Athena	Wooden Barque	1908	Federal	5 mg/L
Awhina	Wooden steam ship	1932	Not protected	10 mg/L
Lady Lyttleton	Barque	1867	State	5 mg/L
Cheyne II	Iron Steamer	1990	Not protected	None. Vessel grounded.
Fanny Nicholson	Wooden Barque	1872	State	5 mg/L
Runnymede	Wooden Barque	1881	State	5 mg/L
Elvie	Wooden	1923	Federal	5 mg/L
Rip	Schooner	c. 1900	Not protected	5 mg/L
Cheyne IV	Steam ship	1960	Not protected	None Vessel ashore.
HMAS Perth	Warship	1997	Not protected	None

Dredging and reclamation activities within Princess Royal Harbour and King George Sound may potentially disturb unidentified maritime heritage sites. A survey of relevant registers has been undertaken to determine the position of any heritage sites potentially impacted by the proposed activities. Investigations have been aided by various discussions with experienced local mariners and advice from the Western Australian Department of Maritime Archaeology (Mr Jeremy Green, Head Curator and Ms Corioli Souter, Assistant Curator).

6. THE PROJECT ENVIRONMENT

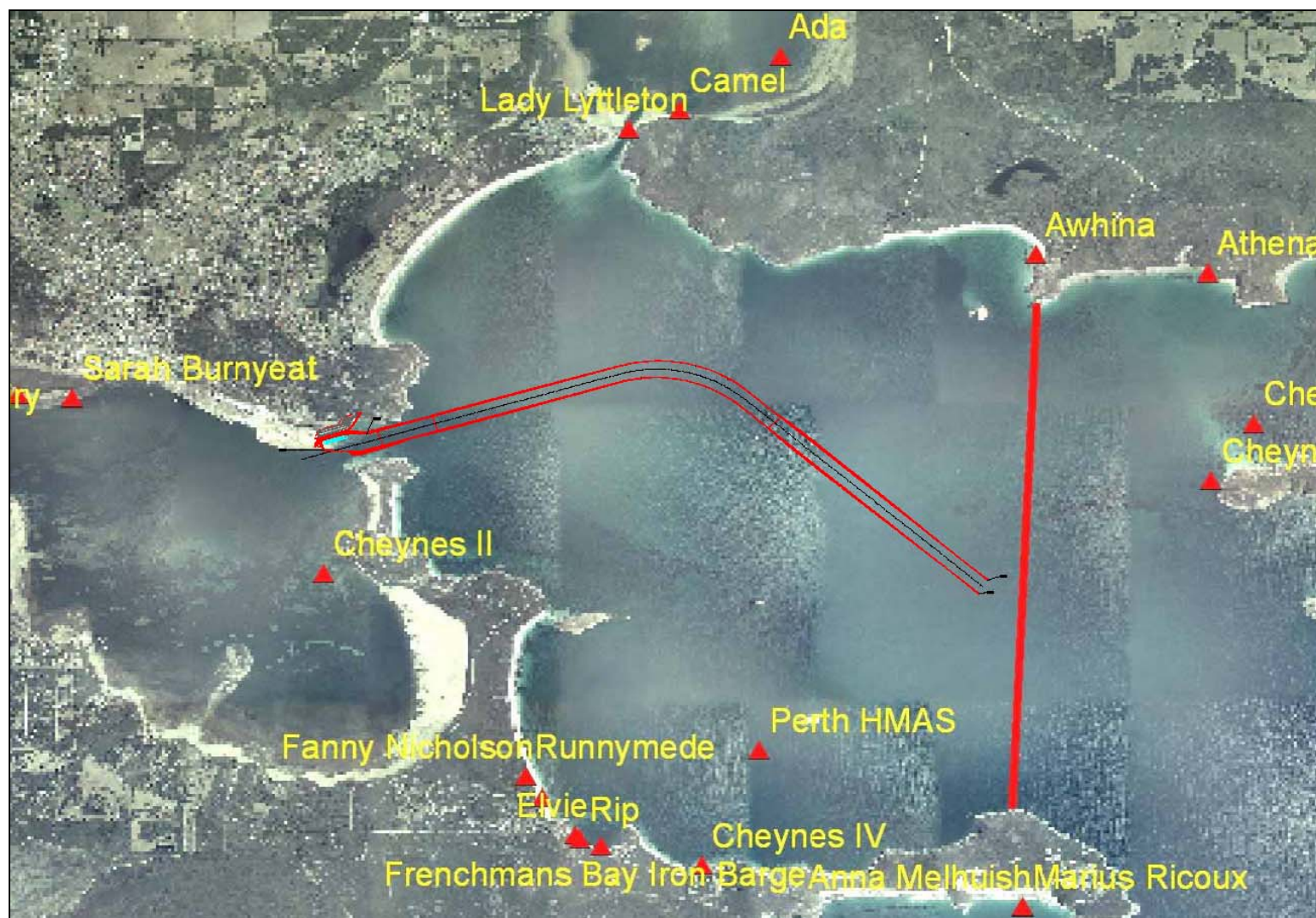


Figure 6.30 Locations of Known Shipwrecks in Albany Waters.
Provided by the Western Australian Department of Maritime Archaeology.



6. THE PROJECT ENVIRONMENT

This page has been left intentionally blank.



6. THE PROJECT ENVIRONMENT

Table 6.28 Heritage Sites Potentially Within or Adjacent to the Proposal Footprint, Listed on the Register of National Estate Database.

Site Name	Place ID	Class	Legal Status	Distance from Project works.	Site Significance
King George Sound / Princess Royal Harbour Marine Area, Albany, WA	100360	Natural	Indicative	Project works within King George Sound	King George Sound and the two related inlets, Princess Royal Harbour and Oyster Harbour comprise one of the principal landform features of the south coast. The sheltered deep basin in Frenchman Bay is a rare feature on the south coast of WA. There is a wide range of habitats in the area resulting in an exceptionally rich and diverse marine and estuarine flora and fauna. The seagrass beds on either side of Vancouver Peninsula and in Frenchman Bay are important to ecosystem function. The intertidal sand flats are another important habitat that support a diverse community of invertebrate infauna. In combination, these habitats along with similar systems in Oyster Harbour support an estimated summer population of 2000 – 3000 migratory waders.
King Point Lighthouse	18832	Historic	Registered (22/06/1993)	Site 450 metres from land reclamation activities.	This lighthouse, built in 1858 is significant as the second lighthouse to be built in Western Australia and a rare example of a combined lighthouse and keeper's residence in Australia. Situated in the heart of Albany, below the Princess Royal Fortress, it is significant as an important element in the townscape and is one of the town's most important tourist attractions. The proposal will not impinge on this important historic site.



6. THE PROJECT ENVIRONMENT

This page has been left intentionally blank.

6. THE PROJECT ENVIRONMENT

Section 6.8.3 Indigenous Culture and Heritage

Prehistory

A considerable amount of research has been conducted in the south-west corner of WA (see Dortch, 1977, Hallam, 1986; Ferguson, 1985; Pearce, 1982) and as a consequence the archaeological patterning of the region is well developed.

The Harbours of King George Sound and the rivers running into them have been found to have formed the focus of traditional Aboriginal domestic life and are also important areas of traditional mythological significance (Corsini, 1997). The most significant site is the set of stone fish traps at the northern end of Oyster Harbour (Corsini, 1997; Brown, 1980).

Registered Sites

A desktop survey revealed no registered Aboriginal sites recorded within the Albany Port Expansion Proposal footprint.

Aboriginal Heritage Survey Method and Results

A site investigation was undertaken on the 4th August 2005 by qualified archaeologists and assisted by members of the local indigenous community (Technical Appendix 16.4). The investigation did not identify any heritage or other issues associated with the development of the land reclamation area or the Port infrastructure, as the Port area has already undergone extensive modification and previous reclamation, this work will not affect the integrity of the area.

Section 6.8.4 Native Title

The Albany Port was proclaimed in 1949 thereby extinguishing Native Title for all of Princess Royal Harbour, King George Sound water and seabed.

The land adjacent to the Port is covered by two registered Native Title claims, the:

- Southern Noongar (Tribunal Number WC96/109); and the
- Wagyl Kaip (Tribunal Number WC98/070).

Under the future acts regime, any agency planning to do an act that has the potential to affect native title, need to consider the requirements of the *Native Title Act 1993*, including acknowledging the claimants right of consultation and right to negotiate. Any developments impacting the land adjacent to the Port, including the land reclamation area, must engage with the claimants' legal representative.

Section 6.8.5 Aquaculture and Commercial Activities

There are 12 Albany Port Authority aquaculture leases and Department of Fisheries (DoF) licences issued in King George Sound with the majority being sited adjacent to Mistaken Island. These sea based sites are used to cultivate mussels on long lines. A land based aquaculture facility is also situated at Frenchman's Bay. It extracts seawater from King George Sound to service abalone and mussel hatcheries. A local growers group is represented by the Great Southern Aquaculture Association which is also affiliated with the Aquaculture Council of WA.

King George Sound is also an important area for commercial fishermen operating in the South Coast Purse Seine Managed fishery. The key target species of the South Coast Purse Seine Managed Fishery is the Australian pilchard or sardine (*Sardinops sagax*), with a quota of about 1,500 tonnes of pilchards



6. THE PROJECT ENVIRONMENT

taken in the waters of the Sound each year. Most of the catch is used as angling bait, with some used for tuna aquaculture feed, pet food as well as human consumption (Department of Fisheries, 2006). A small fish trap fishery for leatherjackets has also operated in the waters of the Sound for many years.

There are four boat charters in Albany that operate whale watching cruises from June to October. Two scuba diving companies also operate out of Albany.

On a regular basis and at any hour, fishing vessels including charter operators, trawlers and deep sea crab and crustacean fishing vessels also transit through the waters of the Sound from anchorages at Emu Point and the Albany Town jetty.

Section 6.8.6 Recreational Fishing and Boating

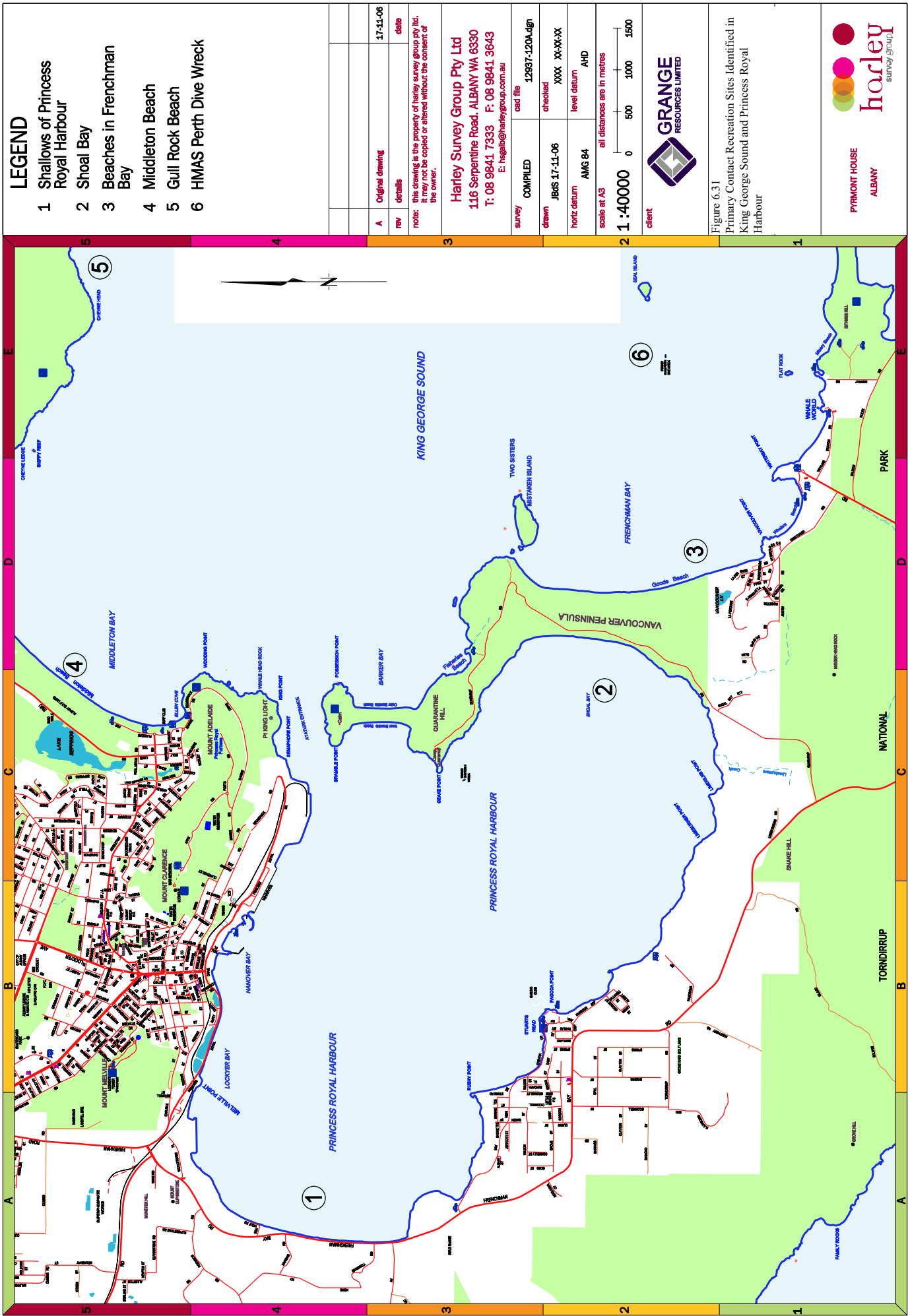
Close proximity to safe anchorages and boat launching facilities ensures that the waters of King George Sound are popular with recreational boat anglers. King George whiting, leatherjacket and trevally are often caught in the deeper waters of the Sound. Closer to the islands, species including pink snapper, queen snapper and blue groper are frequently targeted by anglers and also recreational spearfishermen.

Major recreational marine sites in the Albany area that involve direct (primary) contact with the water have been identified and mapped (Figure 6.31) Areas identified include areas utilised for swimming, diving, crabbing (late summer / autumn) and a horse training locality.

Section 6.9 Ordnance

From the commissioning of the guns on Mt Clarence in the late 1800's to their formal decommissioning in 1959, the Fort batteries regularly fired practice (solid non-explosive) rounds and some live rounds at targets within King George Sound. A proportion of such live ammunition that did not detonate on striking the sea could remain in a live condition of upward of 600 years. Significant tonnages of obsolete or unusable live ammunition were also dumped at sea off Albany in deep water shortly after World War II. Research to locate these dumps has been unsuccessful to date. Anecdotal evidence suggests that some ammunition was dumped in King George Sound when weather conditions made dumping off the continental shelf difficult. Munitions were also spilt from the straight arm and curved jetties (now demolished) into Princess Royal Harbour.

There is a risk that explosive (EXO) and unexploded (UXO) ordnance lies on the seabed. Extensive research has been conducted by the Albany Port Authority on how to manage the UXO and EXO before dredging operations. Advice from specialist ordnance recovery firms has recommended using an underwater magnetometer to locate magnetic anomalies, with divers conducting further investigations. The APA has agreed to this method, which will be implemented before dredging operations.





6. THE PROJECT ENVIRONMENT

This page has been left intentionally blank.