

Port Welshpool 'Long Jetty' Conservation Management Plan

**Final Draft
17th August 2011**

CONTEXT

**Prepared for
Gippsland Ports**

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ACKNOWLEDGEMENTS

Our thanks are extended to the following individuals whose assistance and advice was invaluable in the preparation of this CMP:

Greg Hatt, Gary Lugton and Alan Smith at Gippsland Ports

Gareth Jelenich at Hyder Consulting

Jeremy Smith, Brandi Bugh and Rhonda Steel at Heritage Victoria

Paul Stampton and Christian Stefani at South Gippsland Shire Council

Bob McDonald at Natural History Network

Cr. Jeanette Harding

Trevor Butt at VRFish

John Woolley and David Voce at Port Welshpool and District Maritime Museum

Bill Black at Port Albert Maritime Museum

PREFACE TO THIS REPORT

The consultants understand that Gippsland Ports Committee of Management Incorporated (Gippsland Ports) is the asset manager of the Long Jetty, through a management agreement with the Department of Transport and on behalf of the Victorian government. The Long Jetty is owned by the Crown.

Throughout this draft report, certain roles and responsibilities have been noted as those of Gippsland Ports, but recognising that responsibility for the management of the Long Jetty rests with a number of agencies, or may be transferred, the policy and management strategy have been worded to apply to the relevant 'managing agency'.



Figure 1: The Long Jetty at the height of its use for the oil industry in the mid 1980s.

1 INTRODUCTION

1.1 Purpose

The Shipping Pier at Port Welshpool (generally, and hereafter, referred to as the ‘Long Jetty’) was closed in 2003 in response to reduced use, escalating maintenance costs and fears for public safety. Although it has been damaged by several fires since that time, current proposals envisage its rehabilitation and re-opening for at least pedestrian use.

At the end of March 2011, Context was engaged by Gippsland Ports Committee of Management Incorporated (‘Gippsland Ports’) to develop a Conservation Management Plan (CMP) to inform rehabilitation options.

The goals of the CMP are as follows:

- Prepare a historical and physical analysis of the Long Jetty.
- Assess the jetty’s heritage significance.
- Make recommendations, as appropriate, for its inclusion on statutory heritage registers.
- Identify conservation issues which threaten, or may threaten, its heritage significance
- Develop policies which identify the most appropriate ways in which significance can be maintained.
- Generate a management strategy/action plan, based of these conservation policies, to inform rehabilitation options and the decision making process.

1.2 Approach

This CMP does not consider the future of the Long Jetty in terms of cost but rather makes recommendations based upon the heritage significance of the structure and its constituent elements. The CMP considers only the cultural heritage values of the Long Jetty. It does not consider potential values associated with natural heritage.

The assessment has been prepared in accordance with *The Burra Charter: the Australia ICOMOS Charter for Places of Cultural Significance* (1999) and its guidelines.

The CMP recognises that the conservation policies contained within it need to carefully balance conserving heritage significance against the need to ensure a sustainable future for the structure and the statutory responsibilities of Gippsland Ports as the current manager of the structure.

In the words of the NSW Heritage Office:

Retaining the value of a heritage asset presents certain constraints and opportunities on development but should not be seen as a block to future development. If heritage significance is fully understood, then works can be proposed that achieve the item’s continuing use, including new development. Adaptation and development may in fact be inspired by and enhance heritage significance, or at least minimise negative impacts.

1.3 Structure of the CMP

This CMP comprises two main sections that together address the goals listed above.

The first section provides an assessment of the cultural (historic) heritage values of the Long Jetty, including:

- A thematic history (Chapter 2)
- A physical description of the Long Jetty and its component parts (Chapter 3).

- A heritage assessment for the Long Jetty, including a summary of existing heritage listing and a comparative analysis (Chapter 4).

This section of the CMP concludes with a Statement of Significance for the Long Jetty and a recommendation for its inclusion on the Victorian Heritage Register (Chapter 4).

The assessment of significance provides the basis for the conservation policies and management strategy which comprise the second section of the CMP. This includes the following:

- A review of the management framework surrounding the Long Jetty, and the factors other than significance that must be considered in its future use, development and management (Chapter 5)
- Conservation policy setting out the most appropriate way of dealing with the heritage fabric and setting of the Long Jetty arising out of the statement of significance and other constraints (Chapter 6)
- A management strategy, including recommended actions to implement the CMP and employ its findings in the decision making process (Chapter 7).

A bibliography forms Chapter 8 of this report, and supporting information is included in the Appendices.

1.4 The decision making process

In order to inform the current decision making process, the conservation policy section in section two is divided into two parts:

- Conservation policy - setting out conservation policies which should inform all future management decisions and actions concerning the Long Jetty
- Prioritised options - Recognising that decisions need to be made concerning the future use and management of the Long Jetty, the second section comprises a table describing the retention of the Long Jetty structure to various degrees. It is intended that this will provide a scale of heritage preservation for consideration in relation to other factors such as alternative use, condition and cost.

It is hoped that these two sections together will provide the bodies involved in determining the future of the Long Jetty with sufficient direction with regard to retaining the heritage significance of the structure.

2 THEMATIC HISTORY

The following thematic history of the Long Jetty at Port Welshpool draws on the research of Bob McDonald of the Natural History Network.

2.1 The Origins of the Shipping Pier

Victorian Historic Themes:

3.2 Connecting Victorians by water

4.2 Living from the sea

4.6 Exploiting other mineral, forest and water resources

5.8 Working

6.6 Marking significant phases in development of Victoria's settlements

The shipping pier at Port Welshpool, also known as the 'Long Jetty', was constructed in 1936-8, following prolonged lobbying by the local community. It was supported by local MLA (Member of the Legislative Assembly) (Sir) Herbert Hyland and also by a recommendation by the 1928 Royal Commission on Outer Ports and a 1934 inquiry by the Public Works Committee.

The aim of the project was to develop Port Welshpool as a deep water port for the Gippsland region and to provide work for the unemployed in the context of the Great Depression. The project thus responded to both a long running ambition in the region to develop deep water port facilities and to the shorter term demand for economic stimulus and employment, at a time of economic and social crisis. The realisation of the project was made politically possible by the advocacy of Hyland, who was in the early part of a forty-one year career in state parliament, and at this time among a number of Country cross-benchers upon whom the minority coalition governments relied during a chronically unstable period in Victorian politics.

2.1.1 Local Context: A jetty breathes life into Port Welshpool

At a local level, the prosperity of Port Welshpool was long and inextricably intertwined with the condition of its jetty. The town's first jetty, built in 1858, ushered in a decade of growth based on the stock trade to New Zealand. The destruction of the original jetty by fire in the 1870s, however, led to stagnation by the mid 1880s. It was a time recalled by old residents 'when not a house existed and only the charred piles of the original jetty remained' (Toora & Welshpool Ensign 19th May 1938).

Agitations for a new Shipping Pier were partly founded upon the belief, based on local historical experience, that it would substantially enhance the local economy and breathe yet more life into Port Welshpool. For a coastal town, the establishment of a jetty was an important element in the foundation of the township as well as a great advance in the capacity to exploit natural resources and in particular to make a living from the sea.

As forecast, the building of a second jetty upon the site of the first brought about a new period of growth for the town, with a tramway constructed in 1891 that connected the jetty to the sawmill at Hedley. Besides becoming once more connected to trading routes, Port Welshpool was also able to develop a fishing industry based on crayfishing. These early jetties were on the site of the present day Fisherman's Jetty.

Early in the history of the region, a jetty also served as a vital piece of transport infrastructure for the more general needs of the community.

2.1.2 Regional Context: Attempts to develop ports in Gippsland

At a regional level, the ambitions of Port Welshpool to expand its jetty expressed an aspiration of Gippsland to develop and maintain a deep water port that was independent from those around Melbourne.

Seafaring played a pre-eminent role in the European exploration and subsequent colonisation of the Gippsland region. Much of the early exploration of the area was by sailing vessels, commercial shipping and maritime commerce and transport. Until the coming of the railways, the ports remained the easier point of access into the region, in comparison to the roads from Melbourne. Piers and wharves at Port Welshpool, Toora, Port Franklin, Foster Landing, Millers Landing, Walkerville and Anderson's Inlet were all significant transport and commercial links between the region and the world beyond, at various times. This was particularly true during the period from the 1840s and 1850s through to the 1910s and 1920s when overland transport was slow and difficult (Helms 2004).

This regional and transport infrastructure context was clear in the minds of the Royal Commission on Outer Ports. In 1928 the Royal Commission recommended in a report that Port Welshpool should be developed as a deep sea port so that the 'territories of South Gippsland might be adequately served by means of water transport'. The Commission was interested in the reducing the amount of handling produce, that was being transported from South Gippsland to Melbourne, and in developing the shipping trade between King and Flinders Islands and Victoria. The Commission evaluated and compared the possible locations for the Long Jetty structure between Foster, Toora, Port Albert and Welshpool, eventually choosing Welshpool on the basis of cost, proximity to Bass Strait and the sheltered nature of the location. Witnesses before the Commission spoke in favour of the new port as it would provide reliable transport of timber, agricultural products and fish to the Melbourne market (The Argus 4th June 1926).

In 1927, Harry Bodman, a local Member of Parliament, set up a South Gippsland Development League to advocate for the construction of the Long Jetty (Adams 1990). This league became the first group of Gippsland shire councils, which totalled six at the time, to work in partnership and develop projects over several Local Government Areas. The Gippsland Development League continued into the 1960s.

While the Royal Commission report at first languished, the various influences were soon fortuitous for the project, for in the following years the aspirations of Gippsland aligned with the desire of the state government to create employment through large infrastructure projects. The project was also assisted by the increasing political influence of regional MPs, who were flexing their muscle on the cross-benches of an unstable parliament. In 1935 local MLA (Sir) Herbert Hyland used the Royal Commission report to advocate for the construction of the jetty as a means of providing relief work to the unemployed (Helms 2010). Hyland also later gained approval from the Country Roads Board for the construction of a connecting road to Port Welshpool, constructed in 1936 (Helms 2004).

Toward the end of 1935 a Public Works Committee was established to investigate the Royal Commission's recommendations in its 1928 report, and conducted several hearings. On 22 November 1935 the *Age* reported on a speech made by Mr Fowler of the Commonwealth Department of Scientific and Industrial Research (the forerunner of the CSIRO), to the Public Works Committee. Fowler identified that the Welshpool jetty and facilities would be the key to developing Eastern Bass Strait fisheries and the supply of Tasmanian fish to Victoria.

After a number of hearings, the Public Works Committee found in favour of it. It was determined that the jetty would be constructed on the site recommended by the Royal Commission in 1928, which was approximately $\frac{3}{4}$ mile to the west of the existing Fisherman's Jetty. It was to be 2,660' long, comprising a 10' wide gangway, which was widened to 21' feet at the end. No sheds or rail tracks were included in the original plan, but the Committee considered they could be added at a later date (Helms 2004).

In January 1936 the Public Works Committee visited Welshpool (Welshpool on the coast became Port Welshpool in 1952) informally to scout and 'make further inquiries' regarding the value of a jetty. Among its considerations was the capacity of the jetty to export 'primary products and particularly root crops ... to other States' (Argus 8th January 1936).

2.1.3 Economic Context: Shipping Pier and the Great Depression

The popular agitation for the jetty can be understood when discussed in the context of the Great Depression. The Great Depression began as a financial crisis caused by the collapse of banks, and the resulting scarcity and difficulty in obtaining credit. This fed through into the collapse of businesses, mass unemployment and a downward spiral in consumer and investment spending. At the peak of the Depression in 1932 almost thirty-two per cent of Australians were unemployed. Government projects became one method of injecting much needed funds into infrastructure, which in themselves became necessary sources of employment.

2.1.4 Political Context: Shipping Pier and the legacy of Sir Herbert Hyland

Sir Herbert Hyland (1884-1970) was instrumental in bringing the longstanding vision of a shipping pier at Port Welshpool to fruition. Others had advocated for the project before him, but it was his position in parliament which gave him an added influence, and the time was ripe during his term. Hyland was born in Prahran and worked as a storekeeper, including a stint at the Welshpool general store, before establishing his own business at Leongatha. Diversifying into dairy farming, he became a major landowner in the Gippsland region and entered politics through local government in the Woorayl Shire. He entered parliament for the Country Party in the seat of Gippsland South in 1929, a seat he held until his death, winning fifteen consecutive elections; including winning by a record margin for any member of the Legislative Assembly in 1967. This was in spite of his residence in St Kilda throughout his parliamentary career, as he visited his electorate weekly and became known as a vocal advocate of local interests, both in parliament and the press. The shipping pier at Welshpool was an early and spectacular demonstration of his advocacy of local interests. In this he was helped by holding often crucial cross-bench positions in an unstable Victorian parliament. For his political support, Hyland was rewarded by successive governments with ministerial portfolios including transport (1938-43). At the time of the jetty's construction, Hyland served as a minister without portfolio in the minority Country Party government of Sir Albert Dunstan.

Hyland was knighted in 1952 and later served as parliamentary leader of the Country Party from 1955-1964. He served on the Public Works Committee from 1964-67 where he 'took a particular interest in the improvement of the facilities at Parliament House' (Costar 1996). He died at his home in Prahran in 1970 and was accorded a state funeral.

2.2 Construction of the Shipping Pier

Victorian Historic Themes:

3.2 Connecting Victorians by water

5.8 Working

2.2.1 Work commences

The Public Works Committee visited Welshpool in January 1936 and preparations for construction of the Welshpool New Jetty (Long Jetty) began in March. The engineer in-charge from the Public Works Department was Mr Masters, and Mr Flett was the overseer of the project. The Country Roads Board surveyed a new roadway to the jetty site and in April Paragreen & Sons was awarded the contract for its construction, one week after tenders were called on 7 May 1936. The local press reported on the advancing progress, and would follow development closely over the coming months, promoting the community benefits and further developments that were anticipated upon completion (Heritage Alliance 2003).

2.2.2 Local timber supply

The existing timber industry in the area included logging of yellow stringy bark timber at Hodgkinson (now Hedley), east of Welshpool, which was transported by tramway to Port Welshpool for export (Figure 2). Hodgkinson was named after the State Harbour Trust

Commissioner who first realised the value of the area's timber to the State's wharves and jetties, as it did not rot in water. Locals Alaric and Robert Hodgson used bullock teams to transport the logs from the forests for use by the Public Works Department in Melbourne. This included forty to forty-five feet logs which were used for piles for jetties, and a sixty foot long log was apparently once supplied to replace a damaged pile on a jetty at Port Melbourne (Guatta 2005).

A receipt in the collections at the Port Albert Maritime Museum records a payment of £35 to Mr A. Hodgson of Hedley for a consignment of stringy bark piles in December 1936 (Figure 3). Timber was also sourced from Woodside where teams used adzes to cut the planks for Long Jetty which were then delivered weekly by truck (McDonald 2011).

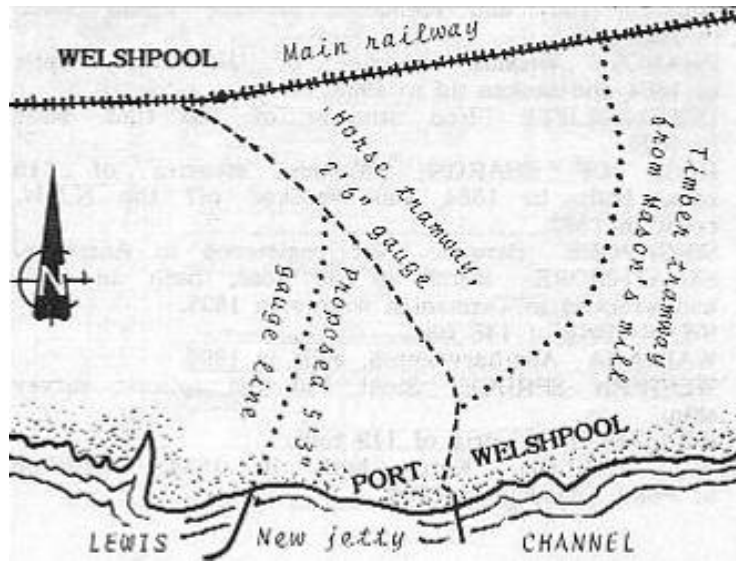


Figure 2: Map showing the timber mill tramway, horse tramway and proposed rail connection from main railways to the Port Welshpool Long Jetty (left) (Loney, 1992).

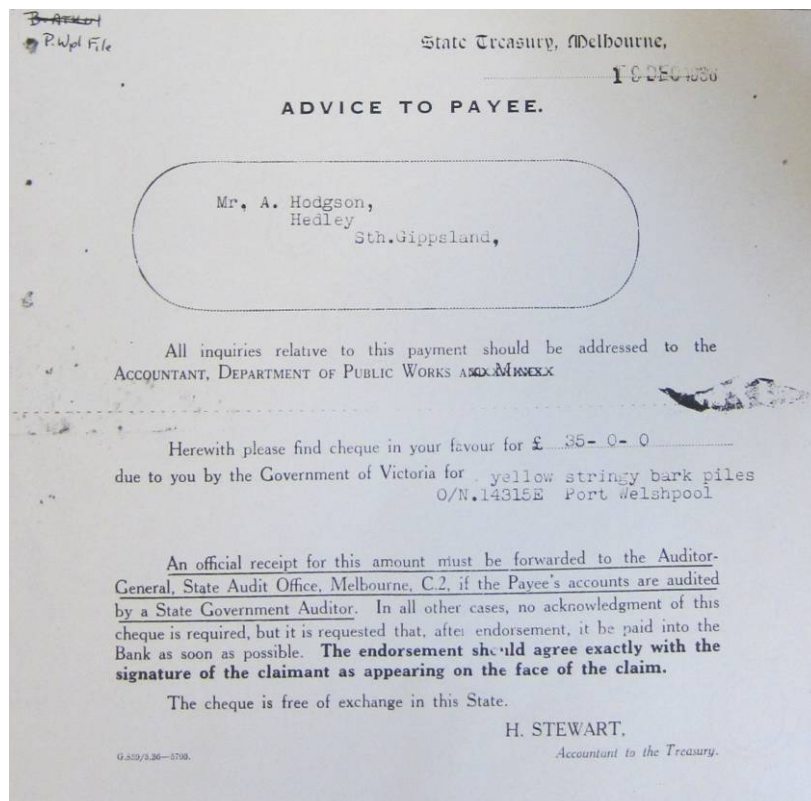


Figure 3: Receipt in Port Albert Maritime Museum recording payment to Alaric Hodgson for a consignment of yellow stringy bark piles used at Port Welshpool.



Figure 4: Scrub is cleared to create the new road, extending the Midland Highway to meet the Long Jetty (photo source: Norry Rossitter).



Figure 5: The site of the Long Jetty is prepared (photo source: Norry Rossitter).

A public ceremony was held at the commencement of construction of the jetty, on 10 July 1936. A local naturalist Norry Rossitter was present and captured the event on his Box Brownie camera (Figure 6). The ceremony included a public picnic and speeches that were chaired by Shire President Cr. P J Keane and attended by G L Goudie, the Minister of Public Works and A D Mckenzie, Chief Engineer of the Ports & Harbour Department. (Sir) Herbert Hyland took part in the ceremony of driving the first pile and breaking the bottle of champagne against it, as he declared that the first pile was driven (Figure 7).

The 16 July 1936 edition of the *Mirror* described the ceremony to mark the occasion of the driving of the first pile, and quoted Cr. Keane, who declared in the opening proceedings:

Today we are celebrating an event, which will be a great forward movement in the history of Gippsland. From this day forward I feel that Gippsland will progress as it should have progressed for many years past.

The structure was constructed in stages, with the approach trestle being opened to public use before the loading area had been completed (see Figure 32 in the following Chapter).



Figure 6: The view looking north at the Midland Highway. Norry Rossitter stands on the pile driver to take this photo (photo source: Norry Rossitter).

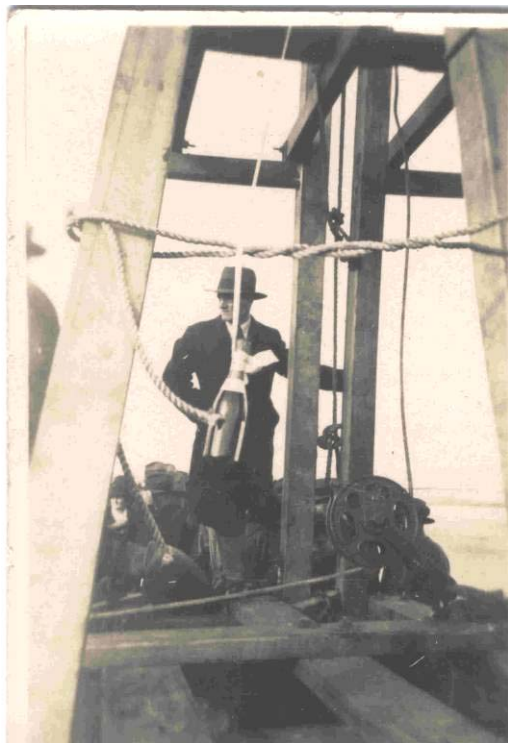


Figure 7: (Sir) Herbert Hyland drives in the first pile and breaks the champagne (Argus Tuesday 14 July 1936; photo source: Norry Rossitter).



Figure 8: Construction takes place following the ceremony. Note the length of the logs lying next to the jetty (photo source: Norry Rossitter).

2.3 Opening of the Shipping Pier

Victorian Historic Themes:

3.2 *Linking Victorians by water*

4.2 *Living from the sea*

5.8 *Working*

6.4 *Making regional centres*

6.6 *Marking significant phases in the development of Victorian settlements and towns*

The construction of the jetty took two years and was officially opened on 14 May 1938, at an eventual cost of £25,000 (Helms 2010). The press reported that the completed jetty measured half a mile (800m) in length. After a special luncheon at the Welshpool Hotel, guests and honourees including Hon G L Goudie, the Minister of Public Works and the Hon H J Hyland, by now the Minister of Transport, attended the ceremony. The wife of the South Gippsland Shire President, Mrs Schmidt, cut the ribbon and declared the jetty officially open (Heritage Alliance).

As forecast, the opening of the jetty resulted in an increase in shipping activity, with growth particularly evident in Gippsland's fishing and timber trades. Gippsland sawmills were able to satisfy demand as far as King Island, experiencing a timber shortage at the time. As a result of the additional shipping, commercial development ensued in Port Welshpool and in the surrounding areas. In 1938 the local press reported the opening of a number of businesses, including a refrigeration plant and cannery for a fishing company based on Flinders Island, and a glass factory (Heritage Alliance 2003).

2.4 The Fishing Industry

Victorian Historic Themes:

4.2 *Living from the sea*

During the mid-1930s, at the time of the jetty's construction, the offshore fishing industry was in its infancy and pioneered by a fleet of small crayfishing boats (Kerr). Over the winter months, a significant portion of the fleet moored at Welshpool, as Wilsons Promontory provided shelter from westerly winds. Crayfish were stored in cauffs (wooden crates to store live crayfish underwater) off Welshpool. It was reported that in 1935 thirty crayfish boats were based at Port Welshpool during the summer period, which increased over the winter months (The Age 16th October 1935 in McDonald 2011).

The boats were generally moored, and the catches landed, at the Fisherman's Jetty, to the east of the Long Jetty at the other end of Lewis Street. But the slip on the Long Jetty was the only such maintenance facility in Corner Inlet, and it also serviced many of the boats from Bass Strait and the north coast of Tasmania. The construction of the Long Jetty thus enabled ships to continue to transport catches from Corner Inlet, Western Port and Lakes Entrance to Melbourne. This ensured that fresh crayfish was available for the Melbourne fish market, with minimal wastage.

2.5 The Second World War

Victorian Historic Themes:

4.2 *Living from the sea*

5.2 *Developing a manufacturing capacity*

7.4 *Defending Victoria and Australia*

The Bass Strait and Wilsons Promontory were strategically important to Australia during the Second World War due to the heavy shipping traffic from the Port of Melbourne, and were known to be vulnerable. Via these routes, Australia was linked to the supply lines of the British Empire and to the world. This made the pier at Welshpool of particular strategic importance, especially as it was the only deep water jetty in Victoria to the east of Melbourne.

The jetty was a relatively recent addition when war broke out, and it appears that efforts were made to conceal the presence of a deep water jetty in the area, with the facility being omitted from, or inaccurately represented on, contemporary maps of the time (Figure 9). German and Japanese accounts of activities in Bass Strait suggest that their commands were aware that a deep water jetty must have existed in the area but that they were not sure where. (Bob McDonald, pers. comm.).

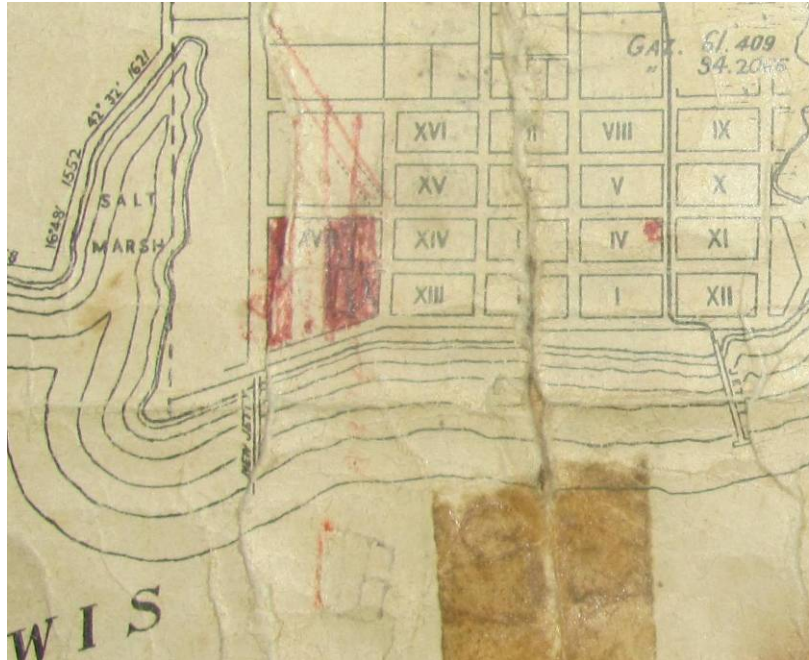


Figure 9: Plan of 1939 showing the Long Jetty (marked here as 'New Jetty') as no longer than the Fisherman's Jetty.

2.5.1 The German raiders

Raiders took the form of armed merchant ships that were disguised to enable them to enter 'enemy' waters undetected, and even come in to contact with allied commercial and war ships, which they would capture or attempt to destroy. The most famous raider was the Kormoran that was sunk by the Australian warship, HMAS Sydney. It was the two German raiders Pinguin and Passat that worked cooperatively to lay mines in Bass Strait (Figures 10 & 11).

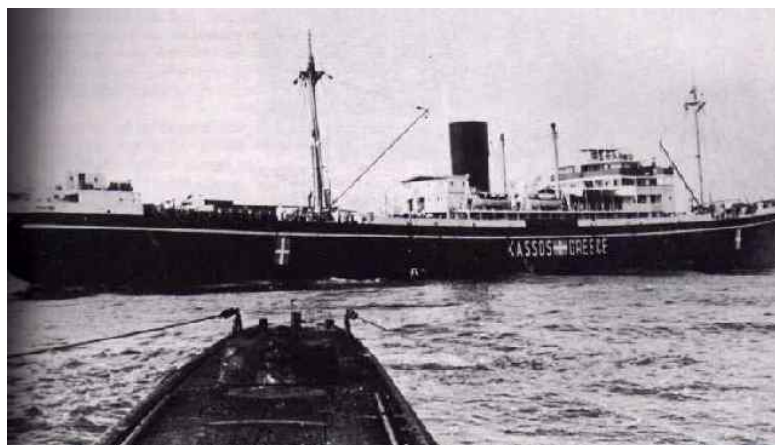


Figure 10: The German raider Pinguin, photographed from a German submarine as it was re provisioning. Note the Greek name, Kassos (Photo: Mackenzie J Gregory's website, Ships Ahoy - Naval, Maritime, Australian History).

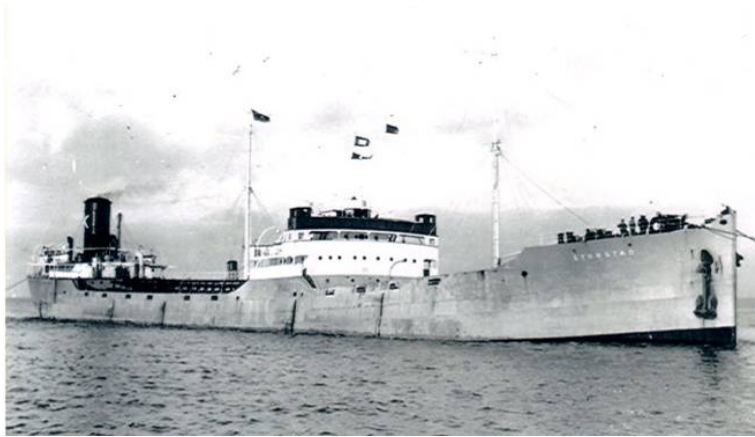


Figure 11: The German raider Storsstad, the tanker renamed the Passat and used to lay mines in Bass Strait (Photo: Mackenzie J Gregory's website, Ships Ahoj - Naval, Maritime, Australian History).

2.5.2 The sinking of the SS Cambridge off Wilsons Promontory

On 7 November 1940, the British steamer Cambridge was outbound from Melbourne, heading to Sydney and Brisbane under the command of Captain Paddy Angell. At 11:00PM, two and a half miles south-east of Wilsons Promontory, she struck a German laid mine in Bass Strait. The mine exploded towards the aft of the ship, flooding the engine room. A distress signal was broadcast, but received no reply, before Captain Angell ordered the ship to be abandoned. The ship cast three lifeboats, which were rescued by the auxiliary minesweeper HMAS Orara and the survivors taken to the Port Welshpool Long Jetty (Figure 17).

The first American shipping loss of World War II occurred the very next day off Cape Otway, when the US registered vessel, the City of Rayville, struck another mine laid by the German raider Passat.

2.5.3 Minesweepers based at the Long Jetty

As a protective measure against raiders and other enemy activity, a minesweeper fleet was created to sweep for mines laid by raiders, particularly in Bass Strait. Ships were commissioned to be built and existing ships were requisitioned to be fitted out for the purpose of minesweeping. Due to the slow pace of the construction of purpose-built minesweepers, the bulk of the fleet were requisitioned from civilian use.

Port Welshpool became the base for the Bass Strait minesweeper fleet. According to 1941 minutes from the Department of the Navy (National Archives 2026/14/240):

Welshpool is required as a base for sweepers employed maintaining the searched channel around Wilson's Promontory. [...] the maximum force for which the base I required is "Doomba" and "Orara" as at present, or three to four small auxiliary M/S vessels.

In that year, a shed to store coal and an extension of the electric lighting and telephone were approved by the Navy in order to facilitate the Long Jetty's use by mine sweepers. In fact the existing Fishermen's Shed, clearly visible at the end of the Long Jetty in Figure 12, was used to store coal to fuel the minesweepers and other naval boats. The old coal-burning engines of the vessels made them highly visible, and there are accounts of fires being lit on Snake Island to disguise their presence at the jetty (Bob McDonald pers. comm.).

The jetty was in high demand, with up to four minesweepers at a time loading coal, and during the war a local woman, Mary Ellis, provided a taxi service along the jetty for the crews of the minesweepers.

The requisitioned ships which used the Long Jetty included the HMAS navy ships Whyalla, Swan, Warrego, Doomba and Orara. HMAS Durraveen operated in Bass Strait, in cooperation with these ships, but was based at Port Melbourne. The Orara was at times the flagship of the fleet and was stationed at the Long Jetty when the SS Cambridge hit a mine near Wilsons Promontory (see below).

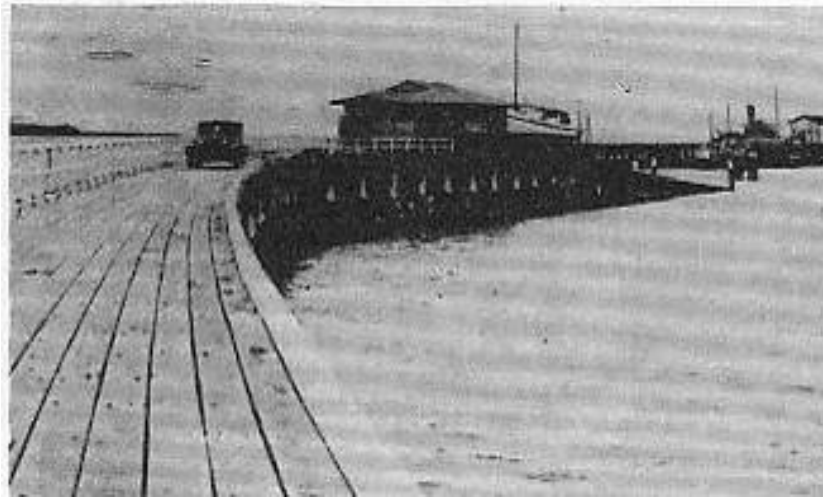


Figure 12: A view of the Long Jetty during World War II with the fishermen's shed and a minesweeper berthed at the end (Photo: Loney 1990)



Figure 13: A member of the crew of the auxiliary minesweeper HMAS Goorangai, adjusts the serrated edge of the sweep gear. This apparatus would sever the moorings of the mines (Australian War Memorial naval historical collection).



Figure 14: Clifford Bottemley, the official photographer on board the HMAS Orara, taking moving footage of a German mine off Wilsons Promontory, after its mooring had been severed. The HMAS Durraween is seen in the background (Photo: Clifford Bottemley).



Figure 15: Crew shooting at the 'horns' of the mines, to explode them (Photo: Clifford Bottemley).

HMAS Orara

The HMAS Orara (RAN 1939-1944) was an auxiliary minesweeper built in Kinghorn, Scotland in 1909 for the North Coast Steam Navigation Co of NSW (Figure 16). The 1,297 ton vessel was commissioned into the RAN at the very beginning of the war, in September 1939, becoming a unit of the 20th Minesweeping Flotilla. She was armed with a single 4-inch gun forward, two Lewis machine guns and four depth charges.

The first mine detection and explosion in Australian waters was credited to the Orara and her chief gunner Petty Officer J Renwick (World Naval Ships Forums <http://www.worldnavalships.com/forums/archive/index.php/t-3756.html>). In January 1940 with the HMAS Doomba, Orara swept off Wilsons Promontory in advance of US1, the first of the big troop convoys heading for Europe, and, two days after the loss of the Cambridge, the Orara and the Durraween commenced minesweeping operations off Wilsons Promontory, destroying forty-three mines in Bass Strait (Heritage Alliance 2003).



Figure 16: The HMAS Orara at Williamstown. Most of her after deckhouse has been removed and replaced with a winch and minesweeping gear (naval historical collection).



Figure 17: The SS Orara alongside the Long Jetty after landing survivors from the mined steamer Cambridge (Photo: Loney 1990)

The Whyalla

The Whyalla minesweeper used the Long Jetty during and after World War II. On 10 February 1947 Whyalla was sold to the Victorian Public Works Department, refitted and renamed RIP, now employed as a lights maintenance vessel. It continued to use the Long Jetty when sweeping eastern Bass Strait and ceased service as RIP in 1984. When the Whyalla City Council became aware that the ship was to be sold as scrap, successful negotiations resulted in the Council purchasing her for \$5,000. She returned to Whyalla under her own power later in 1984 and ceased service as RIP in the same year.



Figure 18: The Whyalla minesweeper moored at the Long Jetty (Photo: John Woolley photo collection).

2.5.4 Wartime supply of shark livers

The Long Jetty not only contributed towards the naval defence of Australia during the war, but also towards its wartime economy. The severe disruption of the cod fishing industry in the North Sea contributed to a shortage in supply of cod liver oil, commonly used as a source of vitamin A. The Council for Scientific and Industrial Research (CSIR - the forerunner of the CSIRO) searched for a substitute and Port Welshpool developed a new wartime industry based around the shark liver industry, fishing particularly the school, or snapper, shark. This new industry substantially increased the monetary return to shark fisherman, a majority of whom used their craft for crayfishing before the war (Kerr 1993).

Again the Long Jetty was not usually used for landing the catch, but the fishing boats sailing Bass Strait used the Long Jetty for maintenance. These included some of the finest boats to sail Bass Strait; the Terralina, Mary Norling, Bernadette and Surprise.

This industry was of special interest to the war effort, as a major demand for the supply was from the Department of the Army for the provision of the troops. T C Roughly in his book *Fish and Fisheries of Australia* notes that:

'...during the Second World War one firm alone in Melbourne supplied the Department of the Army with 80,000 gallons per year of this oil. In addition it was made available to the civilian population, while higher vitamin A concentrates were supplied to the manufacturers of margarine, and for chocolates intended for issue to the armed forces.'

2.6 Postwar fishing industry

Victorian Historic Themes:

4.3 Living from the sea

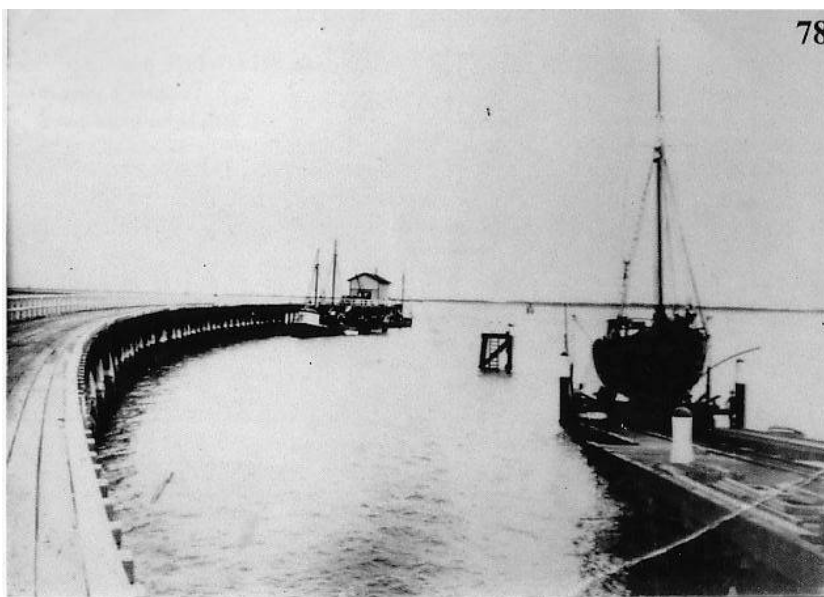
While the wartime trade in shark livers was never again as vital as during the war, Victorians' peace time taste for shark flesh, or flake, contributed to an ongoing industry in the region.

As predicted by the Royal Commission in 1927 and supplementary Inquiries in 1936 fisheries expanded after WW2, with both road and rail access to the fish market then based at East Flinders Street Station. Bolstering the expansion was the fact that boats that were requisitioned during the war, or used for the war effort, returned to the fishing industry with more powerful motors. However, many boats, especially cray boats, retained sail.

The market for shark liver oil persisted into the early 1960s, but it was the market for flake that grew most rapidly, challenging that for barracouta which had dominated Victorian fisheries since the late 1800's (Kerr 1993). The catches of school shark were reliable all year round and the fishery grew.

Larger fishing boats increasingly used the Port Welshpool Long Jetty to access fishing grounds along the chain of islands stretching from Wilsons Promontory to the northern Tasmanian coastline. By the early 1970's a boat could be geared up for sharking, trawling, seining or scalloping in one or two days and the Long Jetty, with its slipway, associated moorings and heavy vehicle access, was ideal for this development. The Fisherman's Jetty still hosted the greater number of boats, but the Long Jetty continued to be used by the larger visiting boats that could not fit at the former.

The fishing industry used the Long Jetty sporadically, as described above, but it continued to maintain its value to the crayfishing industry, still being an ideal place for 'storing' crayfish in cauffs, the triangular wooden crates which allowed sea water to flow through. Crayfish need plenty of oxygen to stay in prime condition for sale at market and the strong tides and clean water that passed the Long Jetty daily was ideal for keeping crayfish.



78 *Figure 19: The Long Jetty with the boat Elida R on the slip and Terralina at the end of the jetty (Photo: John Woolley collection).*

2.7 Postwar trade

Victorian Historic Themes:

3.2 Travelling by water

4.6 Exploiting other mineral, forest and water resources

The Long Jetty became a key centre for Bass Strait trade. As Australia's most southerly town, and the closest port to Tasmania, many hours of steaming time was saved for vessels crossing these dangerous waters. The Shallow water and short fetch to the south west prevented the development of big waves and the Long Jetty provided shelter from the westerly weather for traders and passenger boats en route to Tasmania, enabling a regular shipping service from Flinders Island to Launceston and Bridport.

From the end of the war the jetty serviced the livestock trade from the Bass Strait Islands; including the Hogans, Kent Group, and coastal islands of the Furneaux Group, the biggest of which is Flinders Island (McDonald 2011). Until the roll-on/roll-off facility was built in 1996/7 the jetty received an average of six semi-trailer loads of sheep and cattle per week, at all hours of the day and night, and this continued sporadically until the closure of the jetty in 2003. The Long Jetty was also used to transport superphosphate fertilizer to the islands.

The length and seclusion of the jetty is deemed sufficient to satisfy strict regulations on the shipment and landing of hazardous goods including explosives, and the Long Jetty became an important facility for the transportation of these materials, particularly for the supply of explosives to the Tasmanian and King Island mines.

2.8 Gateway to the gas fields

Victorian Historic Themes:

4.6 Exploiting other mineral, forest and water resources

2.8.1 Exploration of the Bass Strait gas fields

In 1964 Port Welshpool was declared a point of entry, which meant visits from ships that were navigating around Bass Strait in search of oil. This included the drilling ship Glomar III which stopped at the Long Jetty en route from the Gulf of Mexico to discovering the Barracouta and Marlin gas field, Australia's first offshore natural gas and oil reserves.

Port Welshpool was ideally situated to provide both shelter and access to the Bass Strait oil field and had the Long Jetty, which could provide for all but the largest of vessels. In 1963, to encourage oil exploration in the State's waters, the Bolte Government had made wharfage free to the oil industry and the Long Jetty was central to the exploration of Bass Strait oil fields from 1964. While low cost was advantageous to the development of the industry, the lack of income from wharfage had implications for the jetty's maintenance during this time.

Supply ships that frequented the Long Jetty included the Global Marine Exploration Company's Miss Freeport, the Point Coupe, an oil search supply ship which made 37 trips into Port Welshpool in the first half of 1965, the San Pedro which made 30 trips, as well as the SB Walker, Miss Freeport, Avalon Star and Wendy Maree, all carrying explosives (Mirror 8th July 1965 in McDonald 2011).

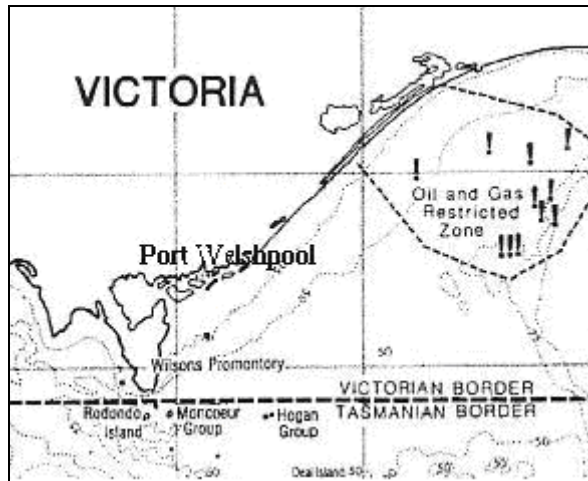


Figure 20: Map showing northern Bass strait and the oil and gas field

2.8.2 The Long Jetty expands

The jetty slipway was removed in the early 1980s after the current Gippsland Ports slipway was constructed closer to the Fisherman's Jetty at the main port area, and the Long Jetty was largely geared for use by the oil industry from that time until the development of separate wharf facilities at the Barry Beach Marine Terminal.

In 1982, an agreement was signed by the Minister for Public Works and four companies; Australian Aquitaine Petroleum Pty Ltd, Cultus Pacific N.L., Shell Development (Australia) Pty. Ltd. and Phillips Australian Oil Company, to undertake upgrading works on the jetty at a total cost of \$1.24 million. The agreed works involved 'pier works'; including extension of the jetty by 60m, extension of the turning bay and the construction of a tank support structure, and repair and strengthening works which comprised reinforcing the structure to carry 18.3 tonne loads on dual axles, replacement of decking, addition of new passing bays (although in the event this was limited to construction of the single existing bay) and the installation of electricity, water and telephone services. The 'pier works' were to be undertaken by contractors employed by the companies – the engineering firm Hornibrook's undertook this work, whilst the other works were to be carried out by day labour under the management of the Ports and Harbors (sic.) Division of the Public Works Department.

Port correspondence dating to 25th September 1984 between a port officer and a representative of Diamond M Exploration Company concerns berthing priorities at the jetty and states that, whilst the original section of the pier was designed for general purpose berthing and priority for this area would be given to vessels with livestock or requiring a berth to load or discharge cargo, these constraints did not apply to the new 60m extension where supply vessels associated with the oil industry would have first call.



Figure 21: Hornibrook's Construction of the extended turning bay in 1982.

2.9 Fires, accidents and incidents at the shipping pier

A key reason why the Long Jetty suited the oil industry was the distance from the shore that the boats moored, which was more than 500m. This enabled the safe handling of dangerous goods away from the population and homes. However fatal accidents did occur.

2.9.1 The Western Spruce disaster

At 7.30pm on March 22nd 1969 the 400 ton seismic survey ship 'Western Spruce' owned by the American based Western Geophysical Co. on a contract for Esso-B.H.P. for work in Bass Strait and off Tasmania was the subject of a series of explosions while the ship was taking on a supply of liquid oxygen at the Long Jetty. A faulty valve caused a leak which ignited a drum of oil standing next to the LPG tank, and the resulting explosion killed three men and injured twenty (Loney 1990). The explosions were heard fifteen miles away and shook buildings in the township.

The ship was cut loose and drifted for an hour before running aground at Snake Island where it lay rusting until it was purchased and dismantled in June 1970 (Peterson 1978).

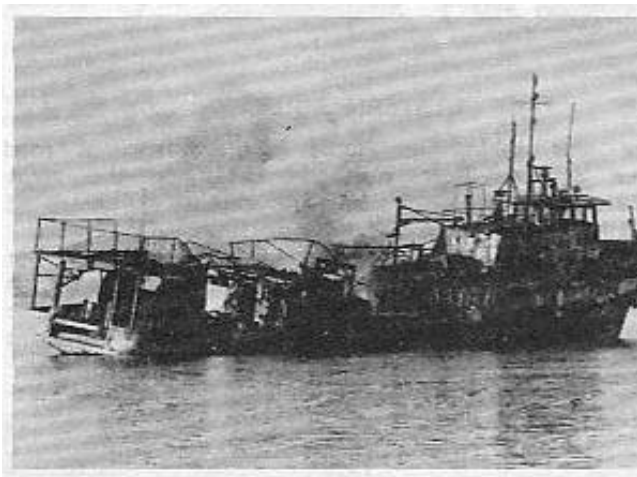


Figure 22: The Western Spruce, burnt out and grounded on Little Snake Island.

2.9.2 Minor incidents

Port records show that on Thursday 23rd June 1977 Lady Winneke, the wife of the Governor of Victoria, was injured on the jetty while visiting Port Welshpool. Lady Winneke boarded the M V Sydney Side from the Long Jetty and, as she reached the top of the gangway of the ship, a sharp metal protrusion gashed her Ladyship's left leg. Her Ladyship was rushed to hospital by police car and nineteen sutures were required to close the wound.



Figure 23: Damage to the jetty decking and transoms after a fire in 1998.

Incident reports indicate that the jetty has historically been prone to fire. Fires broke out on the jetty in August 1997 and in February and November of 1998 with unknown causes, whilst others in January and February 2001 and February 2003 were attributed to cigarette butts. A fire in July 1998 was started when a recreational visitor lit a fire in a 20 litre drum.

2.10 Tourism and recreation

Victorian Historic Themes:

6.5 *Living in country towns*

9.1 *Participating in recreation*

5.7 *Catering for tourists*

The Long Jetty has been an important hub for naval craft, traders, oil industry vessels and passenger ships, but it has also served as a recreational site for local hobby fisherman and weekend walks and it was a popular and busy place in the warmer months and holidays prior to its closure (see below). It attracted recreation anglers from the local region and further afield providing access to the deep channel and shore fishing which is not dependent on the tide.

In his 2009 feasibility study for an underwater observatory, Bob McDonald claims indicative jetty visitation rates prior to 2003 of 30,000-40,000 'visitor days' annually prior to its closure (McDonald 2009). General estimated visitor spending rates suggest that the recreational values of the jetty made a significant contribution to the local economy.

The Long Jetty was identified as one of Port Welshpool's 'strengths' in the Welshpool and District Development Plan (South Gippsland Shire Council 2002).

2.11 Closure of the Long Jetty

Victorian Historic Themes:

7.5 *Protecting Victoria's heritage*

8.4 *Forming community organisations*

2.11.1 Closure

By the early 1990s, the 60m extension of the Long Jetty, which was built in 1982, had deteriorated to the point that it had to be closed and fenced off from the rest of the jetty (Helms 2010), but oilrig tenders and crew boats continued to use the Long Jetty to relieve shipping pressure at Barry Beach Marine Terminal.

Following another fire on the pier in June of 2003, Worksafe Victoria issued a prohibition notice to close the Long Jetty, requiring that the structure be made safe before it could be reopened. The structural integrity of the jetty had been the subject of investigation previously, and around the same time the concerns of plant users and various reports of trips and falls on the jetty were raising questions about its safety. Together these events confirmed the belief of Gippsland Ports that further extensive repairs were needed, and in the interim sections of the decking were removed to prevent access to more remote parts of the jetty and a fence was erected across the approach.

Gippsland Ports did not derive income from shipping related to oil exploration as the State Government had exempted oil and gas exploration from paying 'wharfage' in the 1960's. Since 1996, when Gippsland Ports had inherited responsibility for the Long Jetty, expenditure on maintenance had outweighed income from berth fees. A consultant study by Maunsell was commissioned by the State Government to identify the social and economic benefits of a range of alternative uses for the jetty, and this concluded that to bring the structure back to 'serviceable standard' would cost around \$500,000, at a time when the budget for maintenance of all South Gippsland wharves and jetties was below \$200,000.

The Long Jetty was thus becoming a financial liability to a management body which had to justify its expenditure and manage the jetty for the income it could generate from shipping. After inspections of the decking, Geoff Kohlman, Gippsland Ports CEO at the time, is quoted

as stating that ‘the pier has come to the end of its safe and useful life for commercial shipping’ (Gippsland Ports update 20th November 2003) and the Gippsland Ports Board resolved to close the jetty pending a Government determination on its future, an appropriate capital upgrade and an ongoing maintenance budget (Greg Hatt, Gippsland Ports Operations Manager, pers. comm.).



Figure 24: Gates erected across the jetty approach.

2.11.2 The campaign to re-open the Long Jetty

In response to the closure of the jetty, a group of local people formed the Port Welshpool Working Group based at the Ferry Terminal building which had previously served the SeaCat Ferry to Tasmania. One of the first acts of the group was to have the Long Jetty site included on the Victorian Heritage Inventory (VHI), and the group was also responsible for inaugurating the annual ‘SeaDays’ Festival to draw attention to the Long Jetty and celebrate Port Welshpool’s maritime history and marine environment.

In the years since the jetty’s closure, the community has continued to campaign for Government funding to support restoration of the jetty through the Working Group, the Welshpool and District Advisory Group and other bodies, including the Victorian recreational fishing representative organisation VRFish in particular. Its closure had been described as ‘crippling the small town’s efforts to lure tourist off the South Gippsland Highway’ and anglers have continued to illegally gain access to the jetty, often cutting holes in fences and pulling down gates (The Age 7th January 2006).

The campaign has met with some success. In 2009 the Welshpool and District Advisory Group was awarded a Community Enterprise Start-Up Grant to commission a feasibility study for an underwater observatory to be installed at the Long Jetty. The report (McDonald 2009), which emphasises that the restoration and management of the jetty is essential to the success of the project, was prepared in consultation with Marine and Civil, the company that had built the underwater observatory on the jetty at Busselton in Western Australia in 2003. John Neylon, Director of the company, is reported to have commented that to restore the Long Jetty and build an underwater observatory would be easier and cheaper than at Busselton, partly because the Busselton Jetty was in a worse condition.

In March 2010 South Gippsland Shire Council voted to reallocate \$10,000 of its Planning and Building budget to develop a business case for the Long Jetty (Great Southern Star 10th March 2010), with local Councilor Mohya Davies quoted as saying that ‘I think we have enormous opportunities in our shire to expand tourism in terms of fishing and boating, and I think it’s very appropriate council allocate some funds toward developing a case to support the redevelopment of the Long Jetty’.

The lack of funding was attributed by some to a ‘Melbourne-based government’ focusing on the city at the expense of country facilities, a suggestion that was exacerbated by the re-opening of the St Kilda Pier in January 2006 after restoration works championed by Premier Steve Bracks (South Gippsland Sentinel-Times 17th January 2006, The Age 15th May 2010). The jetty has acquired an important political as well as social significance over time, through its association with a long history of local agitation and struggle for recognition and funding on a par with the city. It has become a symbol of regional identity.

Deputy Premier and Nationals Member for Gippsland South Peter Ryan, a long time advocate for the Long Jetty, confirmed the election pledge by the newly elected Victorian Coalition Government of \$3million towards the redevelopment of the jetty. This commitment relates to the re-opening of the Long Jetty as a recreational asset for pedestrian access only.

3 PHYSICAL DESCRIPTION

3.1 Introduction

Following a presentation to Cabinet by the Public Works Committee, in March 1936 the Premier announced that its recommendation for the construction of a new shipping pier at Port Welshpool had been approved. The Royal Commission of 1926 had shown Corner Inlet to comprise mudflats scored by a few channels of deeper water, including Lewis Channel which approaches Port Welshpool from the west.

In order to reach this channel, the new facility was to be built three-quarters of a mile (1.2kms) to the west of the existing Fishermen's Jetty. It was to be approximately half a mile (800 metres) in length, allowing for 26 feet (7.9 metres) of water at high tide and 18 feet (5.4 metres) at low tide, and to be mostly 10 feet (c. 3 metres) in width, with the last 100 feet being 30 feet (9.1 metres) wide, thus providing 200 feet (61 metres) of working berthage.

The Long Jetty of today is a timber structure of c. 930 metres in length which is curved in response to the need to provide access along the deep water channel which runs roughly perpendicular to the shore. The extant structure comprises the original jetty of 1936-39, which actually extended to c. 870 metres in length, together with the c. 60 metre extension added by Hornibrook's in 1982 to service the oil exploration industry. This upgrading work also involved an extension to the loading area to form an extended turning bay, and the addition of a raised tank stand and a passing bay on the approach.

3.1.1 Jetty construction

The original structure was built from Yellow stringybark, employing the whole trunks of trees more than 100 years old for the piles. These were cut in batches as required and driven into place green and often with the bark, as curing in seawater lent extra strength (Graeme Wattley pers. comm. with Bob McDonald). The 1982 extension was constructed in Messmate provided for the purpose by the Public Works Department from their stocks.

The original jetty approach and slipway employ raked piles (driven in at a slight angle). This measure was intended to make the structure strong and wide enough to bear a 5' 2" gauge rail line and rolling stock and to resist the lateral force of large swells and the strong currents generated through the channel.

The geology of the area plays a significant role in the strength of the jetty structure (Trevor Huggard, engineer, pers. comm.) and contemporary sources record difficulties with driving the piles into what proved to be a very hard substrate (Toora and Welshpool Ensign 30th July, 27th August & 5th November 1936).

3.1.2 Note on chainages

All of the chainages used in this report are according to the most recent feature survey – that completed by Beveridge Williams in April 2011, and these differ somewhat from figures given in previous studies. It is understood that the origin for the 2011 survey was the beginning of the jetty decking, and other measurements may be based on the use of different points of origin.

The following chapter comprises a description of the individual parts of the extant jetty, all of which are shown on Plan 1 (on page 35), together with their dates of construction, at the end of the chapter.

For reference, reproductions of representative drawings showing the structure of each section are included in the Hyder *Condition Assessment Validation* report (2011). Unless otherwise stated, all information regarding the identification of the various timber species employed in the structure's construction are also derived from this report.

3.2 Original jetty approach

The original jetty approach trestle consists of pile bents (piles in line) of two raked Yellow stringybark piles spaced at 3m centres. These piles are essentially whole tree trunks and there is therefore some variation in their width, but they are nominally of c. 500mm diameter just above high water mark (Terraculture 2010). The length in feet of each pile, which also varies somewhat, is stamped onto the outside of the pile in Roman numerals just beneath the level of the crossheads.

The pile bents running past the slipway (around the 650m chainage, see below) and on to the loading area feature transverse Yellow stringybark braces, or ‘crossbraces’ (c. 300mm x 150mm) bolted to each side. Diagonal bracing is usually intended to stiffen a structure against lateral loads, by carrying the force from the top of the nearer pile downwards through the further. Maunsell (2003) speculated that as no large vessels berthed against the approach trestle itself, the bracing here was intended to strengthen the structure against the loads experienced by the abutting slipway, but the insubstantial connection between these components (Gary Lugton, Gippsland Ports Project Manager, pers. comm., and below) discounts this. A more likely explanation is that bracing was added in deeper water, and this would seem to be confirmed by its continuing to the end of the approach.

Towards their top, each pair of piles is clamped between a pair of transverse crosshead timbers (approximately 300mm x 150mm) which are well checked into, and bolted to, the piles. The crossheads are generally of Messmate, with Silvertop ash examples probably representing replacements. Over the crossheads a pair of longitudinal timber beams (each c. 350mm x 175mm) clamps the top of each pile. These beams, which are generally of Yellow stringybark or Messmate with Blue gum replacements, are bolted down into the crossheads, and bolted and checked in to the piles. There are thus four beams running between each pile bent. The beams are nominally 6m in length, covering two spans, and they are joined by scarf joints over alternate piles so that one of each pair of beams extends over each pile.

Parallel to the crossheads, transoms (c. 225mm x 175mm) spaced nominally at 750mm run over the beams, into which they are fixed with ‘dumps’ (blunt ended spikes) which were driven into a pre-drilled slightly undersize hole. Wooden kerb timbers (nominally c. 200mm x 150mm but prone to shrinkage) run along the ends of the transoms, providing an outside lip to the longitudinal (“running”) deck which is thirteen planks (each nominally c. 225mm x 75mm) in width. The deck and kerbing planks, which together are 3.35m in width, were all originally approximately 6m in length and joined at the same location. The deck planks are spiked into the transoms, while the kerbs are bolted to them.

A white-painted wooden handrail runs along the eastern side of the jetty, originally extending as far as the loading area, and the handrail and decking are built out to provide a series of five small pedestrian refuges along this side. These are spaced roughly every 60 metres as far as the c. 300m chainage, with one further refuge located at the 550m chainage.

Individual planks are bolted to the eastern side of the jetty at various intervals. The purpose of these features is unclear, but they may be intended to serve as fenders in the event that small boats moored alongside the jetty approach.

The original jetty approach extended almost as far as the 800m chainage before the structure broadened out to form a loading area. When the extended turning bay was constructed in 1982 it incorporated the original loading area and also ten pile bents of the approach on its landward side which were re-decked as part of the new structure (see 3.5 below).

3.2.1 Later changes

The approach structure has been subject to some superficial alterations relating to its ongoing maintenance and to the operational upgrades made in the early 1980s – probably in 1982 when the jetty was extended.

No major alterations have been made to the structure, although the furthestmost section of the original approach structure was damaged during the 2010 fire and partially dismantled, as described below.

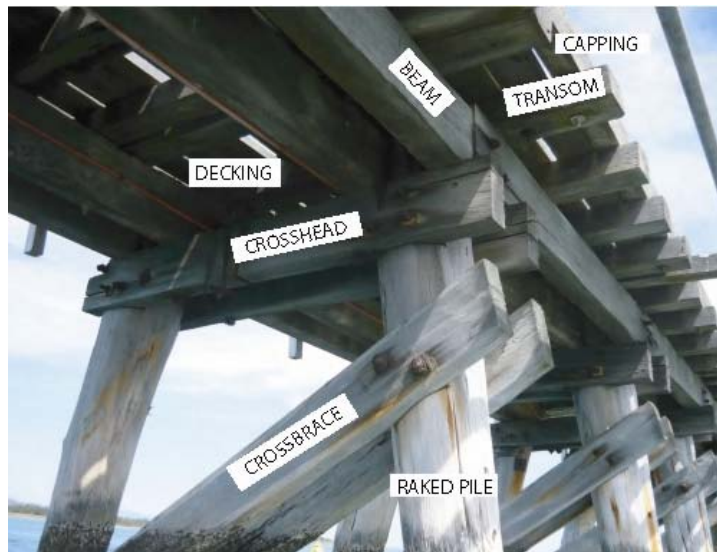


Figure 25: Illustration of the components of the Long Jetty approach (after Terraculture 2010). Note the extended transom carrying the service pipe.

Maintenance

Some of the original transoms, which are the width of the decking, have deteriorated, the transoms being most susceptible to deterioration due to water trapped between the deck planking. In places where this has occurred, duplicate timbers have been laid alongside the original which has been left *in situ*. Beams and crossheads have also been replaced.

The bolts used in the original construction were square-head and made of iron. More recent replacement and additional bolts have modern hexagonal heads and some are galvanized.

Steel plates have been screwed over every join in the deck planking (every c. 6m) to protect against disturbance caused by vehicles moving along the jetty. It is unclear when these were installed. The decking has probably been replaced several times during the life of the jetty, as jetty decking has a life expectancy of around 10-15 years. The replacement decking often comprises shorter planks than the original c. 6m lengths, and these are therefore staggered rather than aligned. Replacement decking is fastened with galvanized spikes which were not used in the original construction.

Pile jacketing has been undertaken at various times on deteriorated piles throughout the structure. This process involves the construction of a sleeve around the base of the pile which is then injected with marine concrete to form a collar, the process being repeated in stages up the pile, as required.

Upgrades

In addition to replacement transoms, during the upgrading works of the early 1980s longer examples extending out to the western side of the jetty were inserted at regular intervals to support service pipes and cables running to the loading area. Port management documents dating to July 1990 record that at that time these comprised 4" and 3" pipes carrying fuel and bore water respectively, and another 4" pipe carrying power cables.

Additional power cables were suspended under the jetty, and these were probably what supplied the electric lights which were installed on wooden poles along the eastern side of the jetty approach as part of the early 1980s upgrades. In each case the poles are bolted to a pair of horizontal braces spanning the pile bent beneath.

Passing bay

The 1982 upgrades included the construction of a passing bay which began at the c. 420m chainage and extended for c. 50m.

Public Works Department plan 82-2010-W1 entitled '*Proposed Passing Bay General Arrangement*' indicates that all of the piles used in the construction of the passing bay between CH 381 and 427 were to be Yellow Stringy Bark ('Y.S.B'), in common with the original jetty approach.

The passing bay increases the width of the approach to 7.85m. This is achieved through a single row of pile bents which replicate those of the approach, except that the piles are vertical rather than raked and that fifteen planks are accommodated within the kerbing of the passing bay, as opposed to thirteen.

As part of the approach structure, the passing bay has been re-decked at least once.

Helms (2010) states that passing bays at c. 90m chainage and at the slipway were demolished at around the same time as the extant bay was constructed. This is probably on the evidence of Public Works Department drawing 78-2159-01 entitled '*Welshpool Shipping Pier General Arrangement*' but this appears to actually show proposed alterations. There is however evidence, in the form of at least six piles cut off at the water line alongside pile bents 136 to 141, for an earlier structure where the northern part of the extant passing bay now stands.

3.2.2 Fire damage

As a result of the January 2010 fire and subsequent dismantling, a small amount of original fabric at the seaward end of the original approach structure has been lost. The last pile bent of the approach before the original loading area is still beneath the decking of the extended turning bay added in 1982, but this has been cut back to reveal the eight bents to its landward side. Of these, the piles of the furthest landward bent have been cut down, but the rest remain, as do virtually all of their supporting crossbraces. In the next bent the tops of the piles have been removed, together with the crossheads which they supported, but, whilst charred by the fire, all except one of the others remain. All of the beams and transoms in this section have been removed.



Figure 26: The pile bents of the original approach extending towards the original loading area. The surviving piles of the 1982 extended turning bay can be seen to the right.

Removal of the fire damaged fabric was the subject of archaeological recording undertaken by Terraculture in April 2010. Plans from the Terraculture report illustrating the elements removed are included as Appendix A).

3.3 Slipway

The slipway facility was designed as part of the original jetty and built as the final stage of its construction in late 1938 and 1939, the piles having been driven at the same time as those of the main jetty structure. At the c. 620 – 650m chainage the slipway extends at an angle from the western side of the jetty approach, as it curves in this direction. It originally comprised an expanse of decking supporting a large shed above a wooden slipway, the foot of which was flanked by two finger jetties.



Figure 27: The slipway section in 1982. This would appear to show the slipway during its dismantling as the decking of the finger jetties has already been removed but the crossheads can still be seen at the tops of the piles.

As the slipway first branches from the approach trestle, 'filler' piles bear its decking before its full width is supported on three and four pile bents which then stepped down progressively after the shed to support the slipway. These comprise raked piles flanking a central vertical pole or poles, over which cross two transverse braces. The upper structure is the same as the approach except that no transoms are employed and the decking is laid straight onto the beams, which means that it is arranged perpendicularly to that of the jetty approach. The slipway structure is thus essentially independent of the approach trestle, only being connected in a manner sufficient to provide continuity for the decking.

Hand rails line the northern side of the slipway deck, stopping at its junction with the approach trestle.

The jetty shed is a roughly square wood framed structure clad in corrugated metal with external timber banding. It has a Dutch gable roof which is also clad in corrugated metal. Internally, the roof is supported by two wooden trusses, between which is suspended a lifting beam. Access from the jetty approach is via a large set of double doors, and a single door at the side of the building, whilst a sliding door provided access from the shed to the slipway.



Figure 28: The slipway shed today.

3.3.1 Later changes

The landings and the slipway structure were demolished in the early 1980s, after a replacement slipway facility was constructed at the main port area, and their supporting piles either removed or cut off below the water line. The decking and shed remain, and the truncated upper portion of the slipway structure can still be seen adjoining a section of decking behind the building.



Figure 29: Truncated remains of the slipway to the rear of the slipway shed.

In common with that of the rest of the original jetty, the decking around the slipway has been replaced, probably on a number of occasions. However, for obvious reasons, that beneath the shed has probably not been replaced as frequently, and this is also suggested by a continuous join in the decking along the side of the shed where the decking outside the shed is independent from that beneath it.



Figure 30: Join between the decking beneath the slipway shed and that on the surrounding deck, suggesting that the latter has been replaced more recently.

3.4 Original loading area

At the end of the approach trestle, this section provided the original berthage for the Long Jetty. It comprised a platform 9.2m in width against which vessels would berth and load or unload. The original loading area, which extended from chainage c. 790–870m, was incorporated into the extended turning bay in 1982 and its substructure survives as part of that addition today.

Figure 32 shows the construction of the original loading area as a uniform rectangular feature. However, Public Works Department drawing 81-2091-D3, which shows the proposed 1982 extension to the turning area, shows that a widened turning area already existed on the jetty prior to these works.

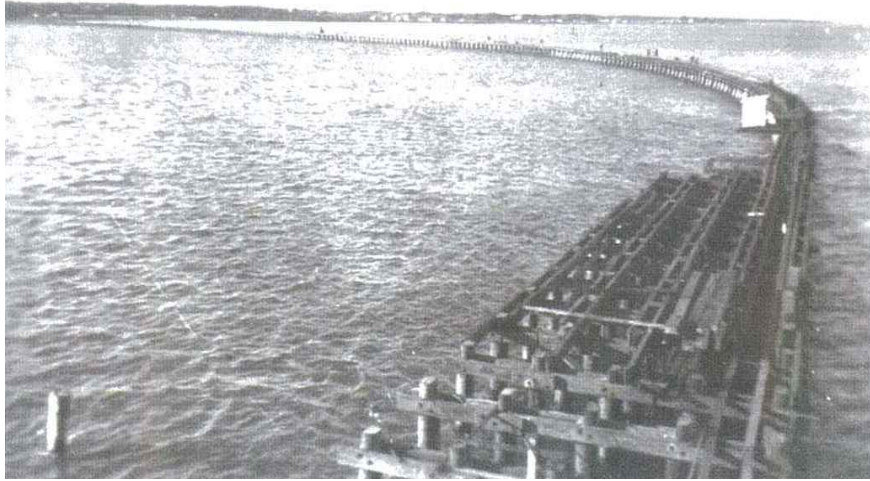


Figure 32: The original loading area under constructions.

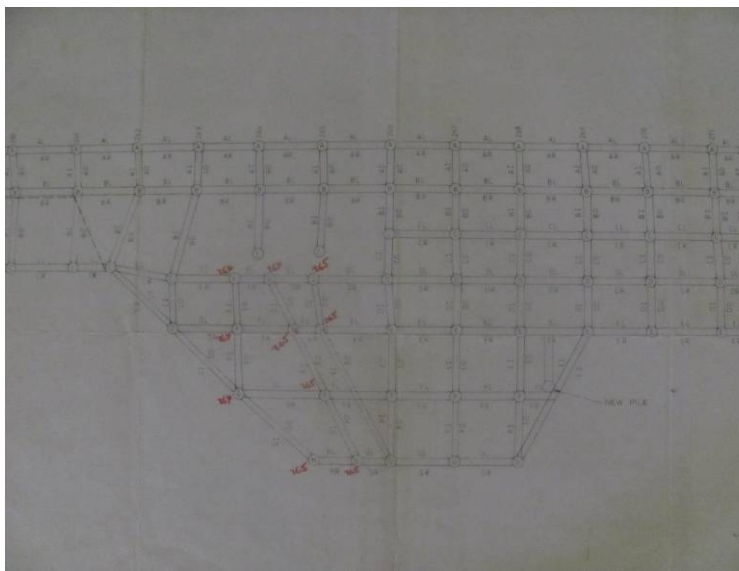


Figure 33: Extract from Public Works Department drawing 83-2001-W showing the portion of the original structure added after Figure 32 was taken.

Note the slightly irregular arrangement of replacement piles.

Public Works Department drawing 83-2001-W entitled 'Port Welshpool Shipping Pier Details Component Replacement Schedule' (Figure 33) post-dates the 1982 extension but shows the final extent of the original loading area (shown mid-construction in Figure 32). This original turning area looks to have been approximately the same width as the extant 1982 extension to the turning area, c. 15m (see 3.5 below). The out-of-date drawing (Figure 33) was evidently used to record replacement piles, and these can be seen to have been inserted in a somewhat irregular fashion.

The construction of the original loading area structure is consistent with that of the approach trestle, except that all of the supporting piles were vertical. The wider deck is supported on bents of five piles across, and these are braced both diagonally and horizontally against the force of large vessels pushing into their berths. Public Works Department drawing 81-2091-D3 entitled 'Welshpool Shipping Pier Turning Bay Extension and Tank Farm' appears to show that fender piles were only installed on the jetty from the point at which these works were

instigated in 1982, prior to which, as drawing 78-2159-O1 shows, fender planks were employed.

The section of the original loading area investigated by the Hyder *Condition Assessment Validation* report (2011) report (Inspection Area 4) included crossheads of Messmate and beams of Messmate and Yellow stringybark. The pile tested in this area was also of Messmate, rather than Yellow stringybark, and this is probably therefore a replacement.

The outer faces of the piles at the end of the original loading area are clad with multiple horizontal bracings to create a ‘bulls-nose’. The purpose of this was to provide a buffer against which large ships could turn with the tide, so removing the need for tug boats.



Figure 31: The ‘bullnose’ at the end of the original loading area (centre of the picture), now concealed by the 60m extension of 1982.

3.4.1 Fishermen’s shed

A large wooden storage shed was erected at the end of the loading area on its completion. Funded by the local Fishermen’s Association, this was intended to store fishing equipment, but it was later used to store coal for navy vessels during the Second World War. The shed, which can clearly be seen in Figure 17, was removed when this part of the jetty was extended in 1982.

3.4.2 Later changes

The original loading area was incorporated into the 1982 extension, but its outline can be seen in the extant deck planking – this being governed by the position of the beams between the earlier piles shown in drawing 83-2001-W. Whereas the decking in the majority of the approach is nominally 225mm x 75mm in size, timbers in the turning area have been replaced with 225mm x 100mm planks in an effort to increase the lifetime of the decking.

Original features which have been removed from the loading area include a wooden cattle ramp which was positioned immediately past the turning area. A drawing of 1978 shows that at that time the end of the original jetty featured a gas-powered navigation light, whilst the loading area was lit by four electric lights powered by a generator. These were upgraded in 1982.

3.4.3 Original Low level landing

A low level landing formed part of the original jetty. This was positioned on the north side of the approach trestle, immediately landward of the turning area.

The northern side of this structure was supported on five low piles whilst on its south side its deck beams were bolted onto the piles of the adjacent piles of the approach trestle. This original low landing was partially dismantled when the 1982 extension was built, but the southern half of its deck beams and its original piles are still *in situ*.



Figure 34: Remains of the original low landing (centre of the picture) beneath the 1982 extended turning bay.

3.5 Extended turning bay

In 1982 the original loading area, and the section which appears to have been added later, were extended landward to create a larger turning bay, approximately 50m in length and 15.3m in width.



Figure 35: The remains of the extended turning bay showing the planking of the extended area butting against that of the original loading area.

This was achieved by the introduction of up to four additional vertical piles, spaced 3m apart, alongside the approach trestle to create bents of up to six piles. The design of the new structure followed that of the approach trestle, with the long crossheads linked by timber fish plates of similar dimensions. Drawing 81-2091-D3 directs that the crossbraces of the incorporated approach trestle bents be removed during the works, but these remain in the extant structure. The additional piles do not feature bracing however.

As part of the extension works, fender piles and steel I-beam walers were added to this section of the jetty to facilitate the berthing of large oil exploration vessels. Services, including electric lighting were also extended to the loading area, and, in addition to the light poles installed along the jetty (see above), a large light mast was erected at the north west corner of the turning bay. This is anchored to a concrete plinth set into the deck and supports three large flood lights.

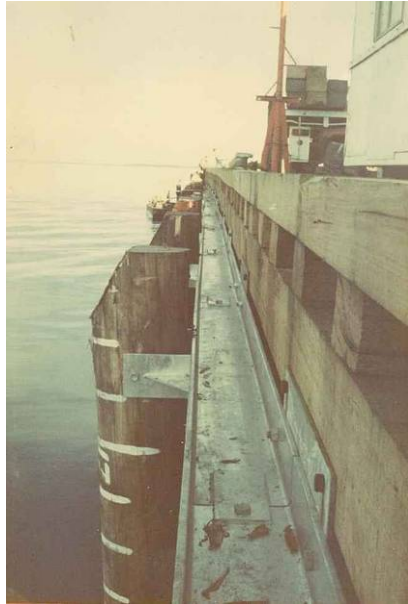


Figure 36: Fender piles and I-beam walers added to the extended 1982 structure.

3.5.1 1982 Low landing

A replacement low landing was built at the landward end of the extended turning bay, from which it was accessed by steps, to replace the earlier example that was partially removed and covered to allow for the extension's construction. (The 1982 low landing is shown on Plan 2.)

Constructed at 1.86m below the approach trestle deck level, this comprises crossheads supported to the north on a row of four short piles and bolted to the piles of the approach trestle to the south. The crossheads support two longitudinal beams which bear the decking.



Figure 37: 1982 low landing today, having been damaged by the 2010 fire and partially dismantled.

3.6 Burnt area

The 2010 fire affected a section of about 30m in length, between chainages c. 760m and c. 790m. Most of the damage was thus focussed on the turning bay extension, but this section also included a length of the original approach trestle (described above). It was necessary to remove fire damaged material in order to make the structure safe.

Within the burnt section, decking, transoms, beams and crossheads were removed. Of the piles relating to the turning bay extension, thirteen piles were cut off below low tide mark by divers at a maximum depth of 400 mm above the sea floor, and seven, including the corner piles which mark the extent of the turning bay extension, were cut above the high water mark and left standing.

The steps and decking of the 1982 low landing were also removed (see Appendix A)

3.7 Tank stand

The 1982 extensions included the construction of a raised tank stand on the northern side of the extended turning bay. This supported six tanks which held bentonite clay, barium sulfate ('barite') and cement to be taken on board the tenders for resupply of the oil rigs.

The stand is independent from the main structure. It comprises eight bents, each of two vertical piles with crossbraces, regularly spaced at 3,550mm, with a ninth inserted between the two furthest seaward, apparently to support a heavier tank at this end. The structure is similar to the adjacent turning bay, with crossheads, beams and transoms supporting longitudinal decking. Three rows of horizontal braces support vertical fender boards on its northern side.



Figure 38: The 1982 tank stand, raised above the adjacent turning bay.

3.8 60 metre extension

The 1982 extension loading section (chainage c. 870-930m) was added to increase the berthage of the jetty in order to service the oil exploration industry – Figure 1 shows the jetty with this extension in use. The extension was constructed using largely Blue gum and Coast grey box timber that has deteriorated at a much faster rate than the yellow stringy bark of the original structure (Helms 2010), although the pile tested by Hyder in this part of the structure (Inspection Area 5) was found to be of Yellow stringybark.

It is constructed similarly to the original loading section, except that there is no diagonal bracing between the piles, and the end of the structure is not reinforced to form a 'bullnose'.



Figure 39: The 60m extension under construction in 1982.



Figure 40: The 60m extension today having deteriorated significantly.

With the introduction of services to the jetty, as a result of the 1982 upgrades, a new electric navigation light was installed at the end of the jetty extension. A light mast like that erected on the turning bay was installed at the end of the extension, but this has since been removed, probably for safety reasons.

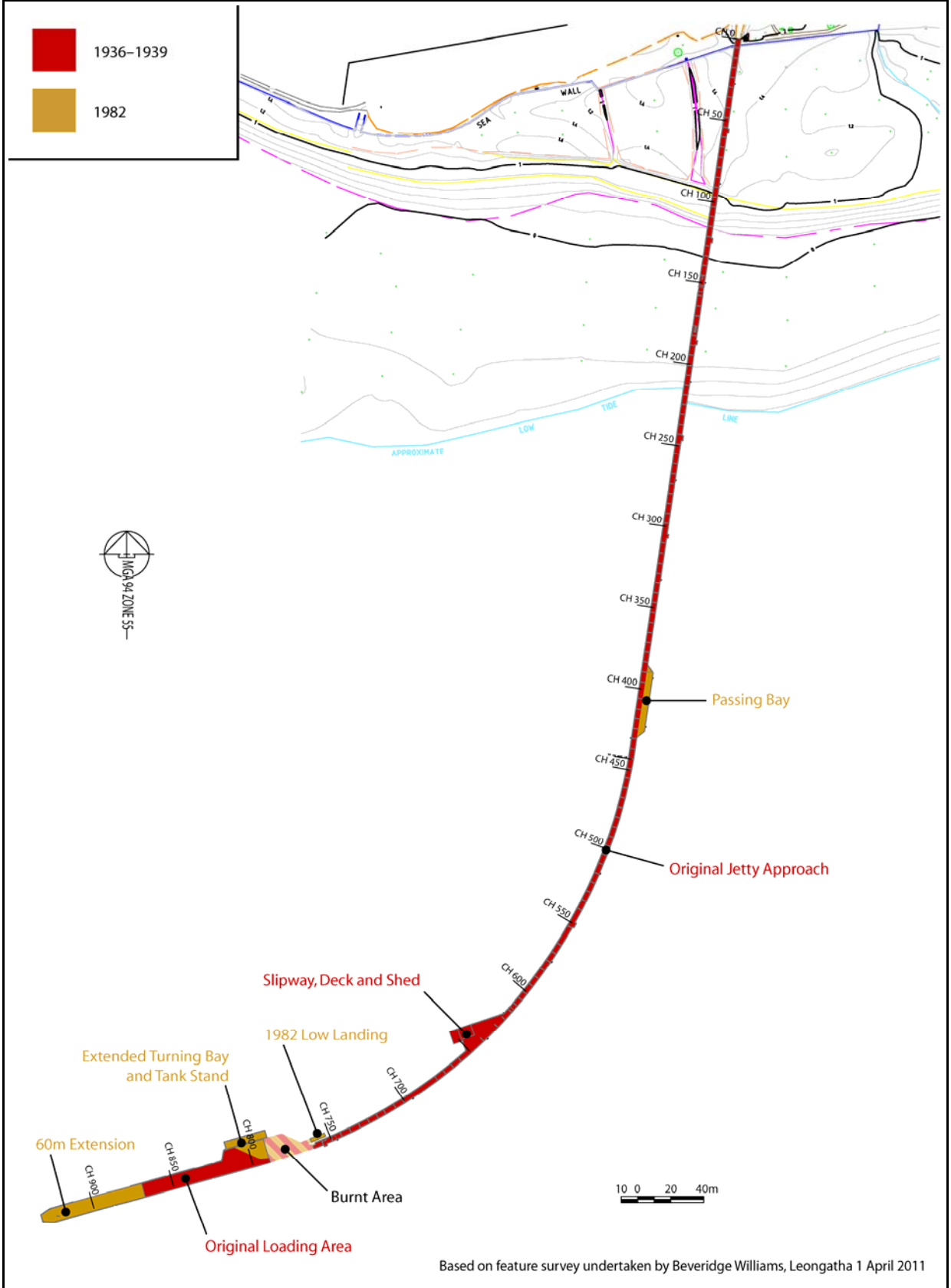
3.9 Related features on the shore

Public Works Department Drawing 83-2015-WI, entitled '*Port Welshpool As Built Details*' depicts the service pipes running along the eastern side of the jetty (see Figure 25 above) and indicates that they ran to the jetty from a compound to the north. This compound, which is shown as a Ports and Harbors reserve at the corner of Port Welshpool Road and Lewis Street on a plan of 1963, was a fuel depot and it was from here that tanks fed fuel and drilling mud to the end of the jetty (see Figure 41). The site has since been cleared and become the home of Corner Inlet Boat Club.



Figure 41: The Long Jetty in the mid-1980s, when it was instrumental to the development of the Bass Straight gas fields. Note the slipway had been removed by this time (Photo: John Woolley collection).

Plan 1 - Dates of Construction



4 HERITAGE ASSESSMENT

4.1 Introduction

This section provides an assessment of the cultural heritage significance of the Long Jetty. Previous heritage assessments, including local or municipal heritage studies, have indicated that the structure is potentially significant at a State level.

Accordingly, the focus of this assessment is to establish the significance of the Long Jetty at a State level in order to support a potential nomination for inclusion on the Victorian Heritage Register. This analysis may in turn provide the basis for a future assessment of the values of the Long Jetty at a National level, but that is outside the scope of this project.

The Burra Charter defines ‘cultural significance’ as:

‘... aesthetic, historic, scientific, social or spiritual value for past, present or future generations’

The Burra Charter further clarifies that:

‘Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individual or groups’

This section describes existing heritage listings which apply to the Long Jetty, and the findings of previous studies. Beginning with a comparative analysis that examines other similar structures in Victoria and Australia, it then presents a ‘Statement of Significance’, and an assessment against the nationally adopted HERCON criteria for the Port Welshpool Long Jetty.

4.1.1 HERCON Criteria

The HERCON criteria were adopted by the National Environment Protection and Heritage Council (EPHC) at its meeting on 17 April 2008, at which the EPHC agreed to adopt a consistent set of national criteria to identify and manage heritage across Australia.

The HERCON criteria are listed again in Appendix B for ease of reference.

4.2 Existing heritage listings

This section provides a summary about existing heritage listings which apply to the Long Jetty. Information on the statutory implications (e.g. permit requirements) of these designations is provided in section 5.3.

4.2.1 Local planning schemes

Places of local or State heritage significance can be protected by inclusion in the Heritage Overlay (HO) of local government planning schemes. The purpose of the HO is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To conserve and enhance heritage places of natural or cultural significance.
- To conserve and enhance those elements which contribute to the significance of heritage places.
- To ensure that development does not adversely affect the significance of heritage places.
- To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.

South Gippsland Shire Heritage Overlay

Port Welshpool lies within the South Gippsland Shire Local Government Area (LGA).

Although the Port Welshpool Long Jetty is within the Shire boundary, it is currently not zoned and is therefore not covered by any planning overlays, although the first 10m may be in the Public Conservation and Resource Zone (PCRZ) and covered by Schedule 3 of the Environmental Significance Overlay Coastal (Paul Stampton, Planning Department Manager at South Gippsland Shire Council, pers. comm.).

The Long Jetty is therefore not currently included in the South Gippsland Shire Heritage Overlay.

4.2.2 Victorian Heritage Register & Victorian Heritage Inventory

The Victorian Heritage Register (VHR) provides a listing of places or objects, including buildings, structures and areas/precincts. Such places have been assessed as being of State Cultural Heritage Significance using assessment criteria established by the Heritage Council. The Victorian Heritage Inventory (VHI) lists all known archaeological sites and relics. Places may be on one or both lists. All places on the VHR and the VHI are legally protected under the *Heritage Act 1995*.

The requirements of the Act and inclusion on the two lists are described in section 5.3.2.

Victorian Heritage Register (VHR)

The Long Jetty is not currently included on the VHR.

Victorian Heritage Inventory (VHI)

The Long Jetty was included on the VHI in 2003 as the site is considered to have historical and archaeological significance (VHI no. H8120-0018).

However, this archaeological designation relates only to sub-surface deposits. In the case of the Long Jetty, this means any material relating to the jetty or its construction lying on or beneath the sea bed. The jetty's piles are therefore included, but the designation does not relate any other part of its structure.

4.2.3 Other heritage lists

National Trust of Australia (Victoria) Register

The National Trust of Australia (Victoria) Register provides a list of places that are either listed or classified by the Trust. Classification or listing by the Trust does not impose any legal restrictions on private property owners or occupiers and the Trust does not have any statutory legal powers.

The National Trust of Australia (Victoria) maintains a file on the Port Welshpool Long Jetty (File no. B1379), but it is not included on the Trust's Register.

Register of the National Estate

The Register of the National Estate (RNE) is a national inventory of natural and cultural heritage places. It was compiled by the now defunct Australian Heritage Commission, and is currently kept by the Australian Heritage Council. It will be maintained until February 2012 but was frozen in February 2007 having been replaced by other heritage lists.

The Long Jetty is not included on the Register of the National Estate.

National Heritage List

The National Heritage List includes places of natural, historic and Indigenous significance that are of outstanding heritage value to the Australian nation.

Each place in the List is assessed by the Australian Heritage Council as having national heritage values, which can be protected and managed under a range of Commonwealth powers. A place entered in the National Heritage List is a *national heritage place*.

Places on the list are protected under the *Environment Protection and Biodiversity Conservation Act 1999*. This requires that approval is obtained before any action takes place which has, will have, or is likely to have, a significant impact on the national heritage values of a listed place. Proposals for actions which could affect such values will be rigorously assessed.

The Long Jetty is not currently included on the National Heritage List.

4.3 Previous heritage assessments

In recent years the Long Jetty has been the subject of several heritage assessments commissioned in various circumstances. These are as follows:

4.3.1 South Gippsland Shire Heritage Study

In 2000 the jetty was assessed as part of the South Gippsland Shire Heritage Study, which has since been revised (Helms 2004). The study assessed the jetty as of 'Local 1' significance and recommended that it be included in the Shire Heritage Overlay.

4.3.2 Heritage Assessment, October 2003 (Heritage Alliance)

In 2003 Heritage Alliance were commissioned by Maunsell Australia Pty Ltd to undertake a heritage assessment of the Long Jetty in support the economic study they were conducting on behalf of Gippsland Ports Committee of Management. The Heritage Alliance study assessed the jetty as of historical and technological significance at a State level and of local historical and social significance to the Shire of South Gippsland.

4.3.3 Heritage Advice, February 2010 (Helms)

In February 2010 David Helms was engaged by Gippsland Ports to provide heritage advice to inform works required in response to the fire of the previous month which had damaged part of the Long Jetty. His report discussed management issues relating to the fire damage and provided guidelines for the proposed remedial works. These were made on the basis that the jetty was of local historic, technical and aesthetic significance to South Gippsland Shire and the Gippsland Region.

4.3.4 Archaeological recording of dismantling works, April 2010 (Terraculture)

In April 2010, Terraculture Heritage Consultants were commissioned by Gippsland Ports to make an archaeological record of the dismantling works required for safety reasons on that section of the jetty damaged by the fire. There was no statutory requirement for the recording works as the proposed dismantling did not impact on the sub-surface material covered by the jetty's VHI listing, but they were requested by Heritage Victoria in recognition of the interest in the site and that Heritage Victoria were discussing the jetty's inclusion on the VHR (email from Hannah Steyne, Heritage Victoria Maritime Archaeologist, to Carl Hodgkins, Gippsland Ports, 26th February 2010).

The stated aim of the Terraculture involvement was to record the works, noting any construction details, and to ensure that care was taken to avoid impacting timbers that had not suffered fire damage. Their report outlines the results of this archaeological recording and includes a contemporary photographic record of the section of the jetty where the demolition works occurred. In the light of the recording works, the report concluded that the previous assessments had underestimated the significance of the port Welshpool Long Jetty. A revised statement of significance was included which assessed the jetty as of historical and technological significance at a State level and of aesthetic and social significance at a regional level.

4.4 Other relevant studies

4.4.1 'Jetties and Piers' thematic history (Barnard 2003)

In 2003, the Maritime Heritage Unit of Heritage Victoria initiated the preparation of a thematic study to present an account of maritime infrastructure in the State. Within the study several mentions are made of the first jetty in Welshpool – that constructed in 1858, but, in perhaps something of an oversight, the Long Jetty is only mentioned once in passing.

4.5 Comparative analysis

For the purposes of this comparative analysis, the focus is upon establishing the significance of the Long Jetty at a State level. It thus considers similar places within Victoria, but also interstate examples, some of which are recognised at the State or Commonwealth level, to illustrate the basis on which these have been attributed with that designation.

As far as possible, the examples are comparable coastal jetties which date from the late nineteenth and early twentieth century. No other comparable timber structures remain in corner inlet (Gary Lugton, pers. comm.), and in fact there are few direct comparisons to the Long Jetty in terms of its age, scale and integrity in the State. Indeed, the majority of surviving Victorian examples lie on bays rather than the sea coast, and it is necessary to look beyond Victoria to find other examples where structures have needed to compensate for the extremely shallow waters in Australian coastal areas.

4.5.1 Victorian examples

Flinders Pier

Listed on the Mornington Peninsula Shire Heritage Overlay, HO81

This pier was first constructed in 1866 with an extension in 1869. It was probably substantially reconstructed during the 1960s with further modifications in 1980 and 2002 and it is considered that very little of the original fabric remains. As it now stands it consists of vertical piles with crossheads, beams and transverse decking. As well as the double row of beams running next to the piles an extra single beam runs down the centre of the jetty, presumably to give extra support to the transverse decking.

Queenscliff Pier

Listed on the Victorian Heritage Register, H1515

Queenscliff Pier was built between 1884 and 1889 and features a lifeboat shed that was built between 1926 and 1929. The pier and lifeboat shed are considered of historic significance arising because of their association with the lifeboat service and the Bay Steamer trade, but the pier and its buildings are also considered of aesthetic significance as a prominent landmark on the bay representing a bygone era in Queenscliff's history.

Upgrading works valued at over \$2 million are currently proposed for Queenscliff Pier.

Station Pier and Princes Pier, Port Melbourne

Listed on the Victorian Heritage Register, H0985 & H0981

Constructed between 1912 and 1915, Princes Pier, which was named after the Prince of Wales following his visit in 1920, was 1,902ft (c. 580m) long and 186ft (c. 57m) wide when it was completed. The first section of Station Pier, constructed between 1922 and 1926, was 1,460ft (445m) long, and this had been extended to 2,210ft (c. 674m) by 1930.

Station Pier and Princes Pier are described as of historic and scientific significance as respectively the largest and second largest timber piled wharf structures in Australia, and because of their ability to reflect important phases of Melbourne's and Victoria's, economic, scientific, political, social and cultural development. Both are also deemed of social and

political historical importance because of their association with Australia's involvement in the Second World War, as embarkation and arrival points for Australian and United States troops.

4.5.2 Examples from elsewhere in Australia

Busselton Pier, Western Australia

Listed on the Register of the National Estate, ID 9483, and the WA Register of Heritage Places, Interim Entry 00423

Busselton Pier in Western Australia is the longest timber jetty in the Southern Hemisphere. The jetty was originally erected in 1865, but drifting sands and the shallowness of the bay, necessitated continual extension until the 1960s when it reached its current length of 1,841m. On 21 July 1972, the jetty was closed to shipping, at which time government maintenance of the jetty ceased. The structure began to deteriorate through attack by wood borers, rot and the occasional fire, and in April 1978 Cyclone Alby destroyed a large part of the shore end of the jetty.

The Jetty Preservation Society was formed in 1987 and over the next 15 years in excess of \$9million was committed to jetty restoration and development projects. In December 1999, a large fire burnt 65m of jetty to the water line, incurring \$900,000 damage in the process, but the jetty was again refurbished and an underwater observatory near the end of the jetty was opened at a cost of \$3.5million on 13 December 2003.

By 2008 over 300,000 people had visited the attraction, and a \$27.1 million contract for the refurbishment of the jetty was awarded on the 15th May 2009 (<http://www.busseltonjetty.com.au/>).

Port Germein Pier, Southern Australia

Listed as a SA State Heritage Place, ID 10176

The longest timber pier in South Australia is located at Port Germein, which was the largest grain loading port in Australia in the late nineteenth and early twentieth centuries. Erected in 1883, the pier was originally 1,680m long, although subsequent storm damage has reduced it to its present length of 1,532m.

Carnarvon One Mile Jetty, Western Australia

Listed on the Register of the National Estate, ID 17038

The Carnarvon One Mile Jetty, built 1897-98 and extended 1900, 1903-04, 1912, 1937 and 1959 is the second longest timber jetty in WA, after Busselton. It is significant as one of the few remaining timber jetties constructed during the most active period in the provision of marine facilities in WA, between 1880 and 1910, most of the others having been replaced by steel or concrete jetties or been abandoned or demolished.

The jetty is a relatively intact example of the large former Public Works Department (PWD) of WA and was essential to the development of coastal shipping around Carnarvon and the surrounding north-west of WA. The jetty enabled the development of pastoralism in the region by providing transport for livestock and goods, and in November 1941 the jetty received survivors from the German raider Kormoran following its clash with the HMAS Sydney. By the late 1960s the delivery of bulk fuel supplies was its main role, and in 1984 the last oil tanker visited the jetty.

The One Mile Jetty is highly valued by the community of Carnarvon and the surrounding region and was used by tourists and locals, with pedestrian access was provided to the jetty for fishing and sightseeing. However, in December 1993 the Department of Transport removed a section of the jetty which disconnected the narrow neck section from the wider head, and in 1994 a gate was erected to prevent access for safety reasons. The timber piles were originally replaced by maintenance crews on as-required basis as decay occurred, and pile records suggest this maintenance ceased thirty years ago, with many of the piles in the sea section now failing.

Steam Wharf, Merimbula NSW

No longer extant

The deep water wharf was constructed at Merimbula between 1901 and 1904, and extended in 1910, under contract of the NSW Public Works Department. It was built for the Illawarra & South Coast Steam Navigation Company to transport people and goods up and down the coast. This service came to an end in 1952 in the face of competition by road and rail. The wharf fell into disrepair and was eventually demolished in 1979 by the Department of Public Works, who set fire to the decking and destroyed the remaining structure with explosives.

The piles of the wharf were of turpentine (*Syncarpia glomulifera*), measuring 50cm at the top, and were placed in a 6m grid. Of the 64 piles recorded by Kerr in 2003, 14 were raked to provide horizontal stability. Copper sheathing was placed around the piles between high and low tide marks to prevent damage by marine borers.

Urangan Pier, Queensland

Not heritage listed

Queensland's longest pier is a former deep-water, cargo-handling facility, built for the export of sugar, timber and coal between 1913 and 1917, located at Dayman Point, Urangan.

Constructed from 1,000 metal-sheathed ironbark piles, each 22.5m in height, it originally extended to a length of 1,107m, but 239m of it was demolished following its closure in 1985. However, following public outcry, the land was handed to the Hervey Bay City Council, and by 2009 the last section of the remaining 868m of the pier had been fully restored, the original timber pylons having been replaced with steel pylons with a plastic covering.

4.5.3 Comparisons

It can be seen that similar structures elsewhere in Victoria have been deemed of sufficient significance for inclusion on the local Heritage Overlay, this even being the case for Flinders Pier in which most of the historic fabric has been replaced. Queenscliff Pier is an example of the aesthetic significance of a pier being recognised in such a listing.

Comparison between the structure of the Port Welshpool Long Jetty and the examples above reveals a number of aspects in which it is rare and significant from a technological point of view. A major difference is its curved shape, designed to provide mooring in deep water along the channel. This is shared to a lesser degree by the Carnarvon One Mile Jetty, but the more usual method of a 'T' construction is used in examples such as the Queenscliff Jetty and the Merimbula Wharf.

The Long Jetty also varies from the above example in several aspects relating to its individual structural components, such as the jetty being the only one found to use running decking and transoms rather than transverse decking attached directly to the beams. The most obvious difference is the raked piles, employed along the entire length of the 1938 construction to provide horizontal stability, which are absent in all of the other examples except the now demolished Merimbula steam wharf. As all of the examples examined pre-date the Long Jetty it may be the case that these variations reflect an advance in technology – the Merimbula is the closest in date, apart from Urangan Pier, the pylons of which have been replaced but may have included raked piles.

Raked piles have been more commonly used in the construction of railway viaducts, example of which can be seen throughout Gippsland on lines dating to the late nineteenth and early twentieth centuries. Given the original intention to install railway tracks along the Long Jetty, it may be that this was the inspiration for the design and that comparison with rail projects of the era is necessary.

The Long Jetty is certainly the longest in Victoria, with its nearest contenders being Station Pier and Princes Pier at 674m and 580m respectively. It is not the longest timber jetty in the Southern Hemisphere, but it is one of the longest in Australia.

The similar uses to which all of the above structures have been put is unsurprising as they share a common purpose, but the parallels between the history of the Long Jetty and Carnarvon Pier are particularly striking. The two are roughly contemporary and the construction of each boosted their local economy by providing transport for livestock and goods and later service to the oil industry. Both are highly valued by the local community as an amenity resource and both are currently under threat, although the Carnarvon Pier has been allowed to deteriorate further. It is therefore interesting to note that the Carnarvon Pier has been recognised at the Commonwealth level.

Carnarvon's role in the Second World War is recognised in its citation for the RNE, whilst this figures prominently in the significance assessment of Princes and Station Piers, both of which are on the Victorian Heritage Register. The Long Jetty's role in that conflict was arguably more important.

The degree to which local communities value jetty structures is demonstrated by most of the above examples and by the piers at Busselton and Urangan in particular. The recent pasts of these jetties demonstrate how, with public support and the appropriate management, structures which have reached the end of their commercial lives can be successfully rejuvenated, even after significant setbacks.

4.6 Statement of significance

Statements of significance are intended to briefly and clearly state the principal basis for the significance of the place. A statement of significance should be:

'... a brief, pithy but comprehensive statement of all the ways in which the place is significant. It should not just be a list of every conceivable reason for significance that the assessor can think up, however, it must state clearly and unequivocally the major reasons why the place is important. It must be supported by the presentation of sufficient evidence to justify the assessment judgement.' (Pearson & Sullivan 1995)

The statement of significance provides a description of:

- **What** is significant (in terms of the features that demonstrate the historic development of the Long Jetty);
- **How** it is significant (in terms of its historic, aesthetic, technical, scientific or social values); and
- **Why** it is significant (in terms of what the Long Jetty demonstrates or reveals about the historical development of the local area, the region and the State of Victoria).

The following statement of significance for the Long Jetty is based upon the detailed history and assessment and comparative analysis contained above. It is intended to enlarge upon and supersede those developed by previous studies.

The appropriate HERCON criteria have been inserted below where relevant. It should be noted that the Long Jetty is assessed as fulfilling all eight of these criteria.

4.6.1 What is significant?

Port Welshpool's first jetty, built in 1858, ushered in a decade of growth based on the stock trade to New Zealand, but its destruction by fire in the 1870s had led to stagnation by the mid 1880s. The shipping pier at Port Welshpool, also known as the 'Long Jetty', was constructed following prolonged lobbying by the local community who believed construction of a deep water pier would once again substantially enhance the local economy. Construction of the pier was supported by local MLA (Member of the Legislative Assembly) (Sir) Herbert Hyland and also by a recommendation by the 1928 Royal Commission on Outer Ports and a 1934 inquiry by the Public Works Committee. The aim of the project was to develop Port Welshpool as a

deep water port for the Gippsland region and also to provide work for the unemployed in the context of the Great Depression.

The Public Works Committee visited Welshpool in January 1936 and preparations for construction of the Welshpool New Jetty (Long Jetty) began in March. Construction of the jetty, which was curved in order to run along the deep water channel and reported by the press to be half a mile (800 metres) in length, took two years. As forecast, its opening on 14 May 1938 did result in an increase in shipping activity and commercial development in Port Welshpool and in the surrounding areas by providing a means to transport timber, coal and agricultural products to Melbourne.

At the time of the jetty's construction, when the offshore fishing industry was in its infancy, a significant portion of the crayfishing fleet moored at Welshpool, as Wilsons Promontory provided shelter from westerly winds. The fishing industry at Port Welshpool developed, and it attained greater importance during the Second World War when the severe disruption of the cod fishing industry in the North Sea contributed to a shortage in supply of cod liver oil and prompted the growth of the local industry in shark livers as a substitute. The fishing boats were generally berthed at the Fisherman's Jetty, but the slip on the Long Jetty, which was constructed at the same time as the main structure, was one of few suitable maintenance facilities serving Corner Inlet, Bass Strait and the north coast of Tasmania. After the war, although the Fisherman's Jetty still hosted the greater number, the larger fishing boats increasingly utilised the facilities of the Long Jetty to access fishing grounds along the chain of islands stretching from Wilsons Promontory to the northern Tasmanian coastline.

Bass Strait and Wilsons Promontory were strategically important to Australia during the Second World War, due to the heavy shipping traffic by which Australia was linked to the rest of the British Empire and the world. Their vulnerability was highlighted by the sinking in November 1940 of the British steamer *Cambridge* and the first American shipping loss of the war; the *City of Rayville*, both having struck mines laid by German raiders. A minesweeper fleet was created and based at the Long Jetty to sweep for mines and escort convoys along Bass Strait, and the jetty was of such importance that attempts appear to have been made to conceal its existence. The Fishermen's Shed which used to stand at the end of the original Long Jetty was used to store coal to fuel the minesweepers and other naval boats.

From the end of the war the jetty serviced the livestock trade from the Bass Strait Islands, and provided a terminal for the shipment of explosives and other dangerous goods for the mining industry on the islands and in Tasmania. From 1964 it became central to the oil exploration in the Bass Strait oil field, providing berths for exploration vessels and the supply ships that serviced the rigs. In 1982 a series of alterations was made to the jetty, including a 60m extension to its length and the demolition of the slipway, as the facility became specifically geared to the needs of the oil industry. The jetty continued to be used regularly until the development of separate wharf facilities at Barry Beach.

The 60m extension was closed and fenced off from the rest of the jetty in the early 1990s (Helms 2010), but the jetty continued to be used by rig tenders and crew boats to relieve shipping pressure at Barry Beach. In 2003, following a small fire, the decision was made to close the jetty to public use and Gippsland Ports erected fences and removed decking sections to prevent access.

Throughout its life, the Long Jetty has provided an amenity to the local community, not least to recreational anglers who come from some distance to gain access to the different fish species in the deep water channel. Since the closure of the jetty the local community and politicians have campaigned for its reopening and restoration, and more determined elements have continued to access the jetty illegally.

4.6.2 How is it significant?

The Port Welshpool Long Jetty is of historical significance to the State of Victoria, and to the Commonwealth of Australia. It is of technological significance to the State of Victoria and of aesthetic and social significance to the Shire of South Gippsland and the wider region.

4.6.3 Why is it significant?

State (and Commonwealth) historic significance

The Long Jetty at Port Welshpool is of historical significance to the State of Victoria as a product of the Victorian Government attempts to upgrade harbours in regional areas, and in Gippsland in particular, to assist in the resettlement of remote rural areas. At the local and regional level, its construction enabled the development of local industries including the supply of timber, fish, crayfish, potatoes, coal and other produce. Furthermore, Port Welshpool is the most southerly port in Victoria and, whilst assisting the regional development of Gippsland and enhancing the deep water fishing industry, the construction of the jetty opened up regional transport networks to the islands of the Bass Strait, including Flinders Island and King Island, and inter-state routes, particularly to Tasmania. By facilitating the shipment of livestock from many of these locations, and the supply of vital materials such as explosives, the Long Jetty has also had no small influence on the maintenance of their economies.

The Long Jetty is historically and socially significant to the State as an example of the major infrastructure projects undertaken during the 1930s which provided unemployed relief work after the Great Depression. It is also important for its particular associations with Sir Herbert Hyland, and stands as a monument to his influence on the development of Gippsland during his term in State parliament. (*HERCON Criterion A - Importance to the course, or pattern, of Victoria's cultural history & Criterion H - Special association with the life or works of a person, or group of persons, of importance in Victoria's history.*)

During the Second World War the Long Jetty was an invaluable resource in the struggle to protect the strategically important Bass Strait shipping lanes, particularly against German merchant raiders. The Jetty witnessed the rescue of survivors of the mined British steamer Cambridge in 1940 and, by providing a base at which up to four minesweepers could be serviced and refuelled, it likely had a hand in saving many more vessels. Indeed, the jetty appears to have been considered of sufficient importance for the authorities to attempt to conceal its presence, and it should perhaps be considered of significance on a national level on this basis. (*HERCON Criterion A*).

In 1964 the Glomar III drilling ship stopped at the Long Jetty on route to discovering Australia's first offshore gas and oil reserves in the Barracouta and Marlin fields. From that time until its closure in 2003 the jetty provided berthing to oil industry's support vessels. Although much of the shipping passed to Barry Beach Marine Terminal in more recent years, the Long Jetty was the only suitable facility in the region prior to the construction of that facility and it should be considered to be of at least State significance in relation to oil exploration and the subsequent development the Bass Strait oil fields from the 1960s. (*HERCON Criterion A*).

State technological significance

The Port Welshpool Long Jetty is by a wide margin the largest surviving jetty in the Gippsland region, and it is of State significance as the longest timber pier in Victoria, within which its nearest contenders are Station Pier (680 metres) and Princes Pier (480 metres) in Port Melbourne. It is considerably shorter than the huge piers which survive at Busselton and Carnarvon (Western Australia), Port Germein (South Australia) and Urangan (Queensland), all of which are well over one kilometre in length, but at 930m it remains a very substantial example of a timber-framed pier. (*HERCON Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places and objects*).

While modified, the Long Jetty retains much of its early fabric when compared to some of the other jetties mentioned above which have been extensively rebuilt. The workmanship employed in the construction of the Long Jetty is evident in the strength and clarity of its lines, which suggest that whilst the materials of its component parts may have deteriorated, the structure as a whole is sound. (*HERCON Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period*).

Apart from the Steam Wharf at Merimbula, which is now demolished, raked piles have not been observed in the maritime context, and the employment of raked piles in a jetty of this size would seem to be unique, warranting an assessment of State significance. (*HERCON Criterion B - Possession of uncommon, rare or endangered aspects of Victoria's cultural history*).

Regional aesthetic significance

The Port Welshpool Long Jetty is of regional aesthetic significance for the long curving vista which it presents from the shoreline, and for the unique aspect that it provides to some of Victoria's most beautiful views, including Wilsons Promenade and the Gippsland Coast. The jetty is a major landmark within Corner Inlet that contributes to the historic maritime character of Port Welshpool. (*HERCON Criterion E - Importance in exhibiting particular aesthetic characteristics*).

Regional social significance

The Port Welshpool Long Jetty is of regional social significance as a widely known historical landmark and features prominently in the lives and recollections of people from the local and wider community.

Before its closure the jetty represented a highly valued community amenity, providing a focus for coastal recreation, including fishing and promenading, over several decades. The jetty attracted tourists and anglers from significant distances who contribute to the economic well being of Port Welshpool, and it was a popular fishing spot with young families and disabled people wanting to cast into deep water without using a boat (The Age 7th January 2006).

Leading up to its closure, and in subsequent years, the jetty has become a focus for community pressure and political lobbying at both a local and State level. (*HERCON Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons*).

Archaeological significance

As recognised by the inclusion of the Long Jetty on the Victorian Heritage Inventory, the Long Jetty site has the potential to yield information, in the form of buried deposits, about the construction of the jetty, and its use throughout its lifetime. A number of archaeological studies have been carried out on pier sites in recent years (e.g. Garratt 1994, Kerr 2003, Khan 2006, Tucker & Hyett 2007 and Hewitt & Tucker 2009).

In addition, in-depth analysis of the structure would provide information on the various construction techniques and materials employed in the various periods of construction. (*HERCON Criterion C - Potential to yield information that will contribute to an understanding of Victoria's cultural history*).

4.7 Levels of significance

The whole of the extant Long Jetty structure is significant inasmuch as it represents the summation of the place's historical development.

However, it is anticipated that future management of the Long Jetty may have to prioritise some sections of the structure over others and therefore, in order to inform these decisions, its components have been rated according to the relative degree to which they reflect the significance of the place as described above.

It is important to note that these levels are not objective and that even components assessed here as of lower significance may, for example, be worthy of inclusion on a heritage list in their own right.

The levels of significance which have been attributed to the various components of the jetty are set out below, together with the rationale in support of these grades, and illustrated in Plan 2 at the end of this section.

4.7.1 Exceptional significance

The original jetty approach structure is considered of relatively exceptional significance, and therefore of primary importance within the whole of the extant structure.

It is recognised that a portion of the approach trestle is incorporated within the Loading Area, and that part of it was damaged in the 2010 fires. However, the general structure of these elements survives, and this should be reflected in any management strategy.

The approach is the oldest component of the structure, dating to the original 1936 – 1938 construction, and the part which was first opened. It therefore most strongly represents the results of the political decisions which created the jetty.

Of the individual components identified, the approach is the largest. It is also this element which provides access to the deep water channel, thereby reflecting the intention of the structure and the roles for which the jetty is significant – i.e. enabling a berth to be provided for larger vessels to facilitate trade, during the Second World War and during its service to the oil industry. Its length has also been advantageous in its use for the shipment of dangerous materials.

The approach structure features the raked piles and longitudinal decking which are peculiar to the Long Jetty design. It is the approach trestle which manifests the characteristic curve of the Long Jetty, and therefore this component to which the aesthetic significance of the jetty can be most attributed.

The approach structure continues to provide access to the deep water channel for recreational fishermen (albeit illegally at present), and it is this component that provides most of the amenity aspects of the jetty, in providing a promenade and views. It is also the approach which achieves most of the structure's aesthetic appeal. For these reasons, it is anticipated that it is this section of the jetty to which the community would be most attached, if challenged.

4.7.2 High significance

Three components of the Long Jetty are deemed of relatively high significance, and so of secondary importance within the whole extant structure. These are the original loading area, the slipway and the original passing bay.

The original loading area provided the working platform of the jetty until it was extended in 1985, at which point it continued in use as part of the large structure. It represents the part of the jetty alongside which vessels would berth, without which the structure would be largely useless as a functioning facility. In common with the approach trestle, it thus reflects most aspects of the jetty's historical significance described above. It is also beneath this part of the

jetty that most archaeological deposits would be anticipated as a result of material falling from the platform during its construction and use.

The structure of the loading area appears to reflect alterations made in response to operational requirements prior to the 1982 upgrades in the form of additional piles under the original turning bay. It does also feature longitudinal decking, but otherwise its design is fairly standard, incorporating vertical piles rather than the raked examples seen in the approach trestle.

The slipway was perhaps the most important component of the Long Jetty during the years to either side of the Second World War. It was the slipway that helped to maintain the crayfish and shark fleets and continued to provide a crucial maintenance facility to smaller boats until the last quarter of the 20th century.

The slipway section was constructed as part of the original jetty and is also supported on raked piles. However, the slipway itself was removed in the early 1980s, and only the shed and deck area around it survive, together with the remnant of the slipway itself,

4.7.3 Moderate significance

The elements assessed as of moderate significance, and therefore of tertiary importance within the structure as a whole, all relate to the upgrades of 1982 which were undertaken to meet the needs of the oil industry. These include the extended turning bay and tank stand, the 60m extension and the passing bay.

These sections are of some significance in that they relate directly to the use of the Long Jetty in relation to the oil industry, when the jetty reached its greatest capacity.

The structures are though of standard design and the degree to which they have deteriorated is testament to the inferior materials which were employed in their construction – the 60m extension was closed around 10 years after its construction.

4.7.4 Low significance

The low landing which was added as part of the 1982 upgrade works, when the original low landing was subsumed within the extended turning bay structure, is considered of low significance.

This structure was added to provide continued access to the jetty for small boats. It does not relate directly to any of the roles for which the Long Jetty is assessed as significant.

4.7.5 Burnt area

The area which was damaged by the 2010 fire and subsequently dismantled has not been assigned a level of significance because it contains elements which relate to more than one of the above sections. It is envisaged that management decisions concerning surviving fabric in the area will be made on the basis of the section to which the fabric relates, as rated above.

4.8 Heritage assessment recommendations

4.8.1 VHR nomination

It is recommended that the Long Jetty be nominated for inclusion on the Victorian Heritage Register (VHR). If the structure is added to the VHR then consideration may be given to nominating it for inclusion on the National Heritage List.

Extent of registration

As discussed above, for management purposes it is necessary to assign levels of significance to the separate components of the jetty, with the original approach trestle deemed to be of primary importance, with the remainder of the structure of lesser.

However, it is important that the register nomination include the whole of the extant structure in order to reflect its historical extent and purpose, even where this includes elements which are of lower or no significance or areas in which significant elements have been degraded or removed.

The varying levels of significance of the component parts of the jetty should be reflected in the permit exemption policy to facilitate appropriate and practical management of the structure (see Chapter 6).

4.8.2 Inclusion on other heritage lists

The significance of the Long Jetty is especially strong at a local level, and this should be reflected by its inclusion on the South Gippsland Shire Heritage Overlay. In fact, the Victorian Planning Provisions dictate that the place's inclusion on the VHR confers inclusion on the local HO automatically.

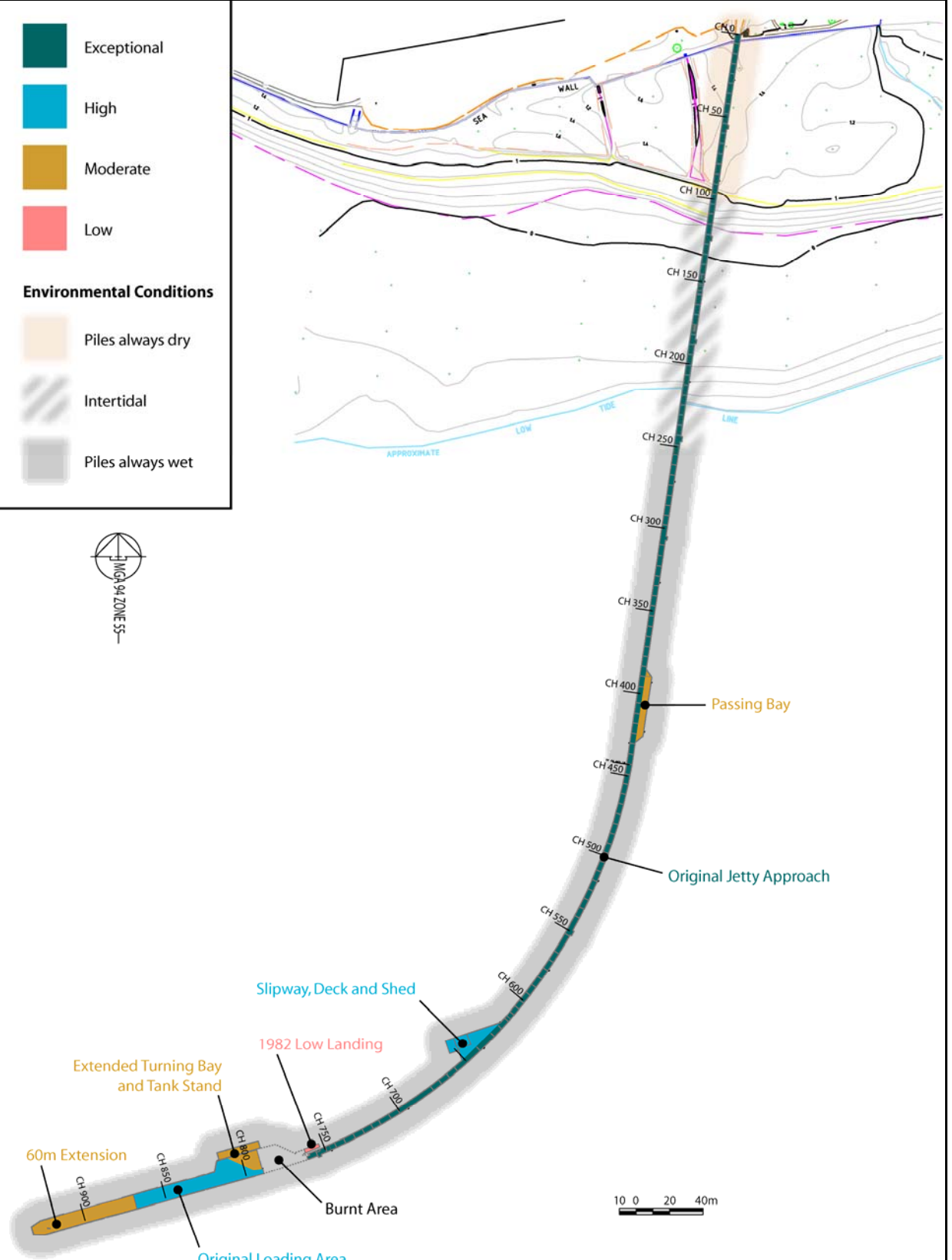
However, as described above, the jetty is not actually zoned at present, and this will need to be the subject of discussion between Gippsland Ports, the Department of Transport, the Department of Sustainability and Environment, and South Gippsland Shire Council.

Plan 2 - Levels of Significance

- Exceptional
- High
- Moderate
- Low

Environmental Conditions

- Piles always dry
- Intertidal
- Piles always wet



Based on feature survey undertaken by Beveridge Williams, Leongatha 1 April 2011

5 MANAGEMENT FRAMEWORK

5.1 Introduction

This chapter provides an overview of the factors other than significance that must be considered in the future use, development or management of the Long Jetty. These include:

- The statutory and operational responsibilities of Gippsland Ports and the DoT
- The Long Jetty's current use and management
- Future works proposed by Gippsland Ports
- The implications of the proposed future listing of the Long Jetty on the Victorian Heritage Register and other heritage lists
- Condition of the structure and management issues.

5.2 Management

5.2.1 Ownership and management bodies

The Long Jetty is a Crown asset which is controlled by the Department of Transport (DoT) which is responsible for managing the overall funding programme for local ports and providing broad strategic planning services for local port facilities across the State.

The Long Jetty is managed by Gippsland Ports through its Management Agreement with the DoT which covers the ports of Anderson Inlet, Corner Inlet and Port Albert, Gippsland Lakes, Snowy River and Mallacoota. This agreement designates Gippsland Ports as the organisation responsible for the management, maintenance and operation of scheduled fixed and non fixed assets.

Paragraph 4.3 of the Management Agreement states that 'The Port Manager must manage, repair, maintain in good condition and, where necessary, replace all assets to the best of its ability in accordance with good business practice' whilst paragraph 4.1.5 states that 'The Port Manager must not dispose, remove, close or change the use of any Fixed Assets unless it has notified, consulted with and obtained the prior written approval of DoT'.

Day to day operation and maintenance of the Long Jetty has been historically through Gippsland Ports' South Gippsland operations which are based in the Bairnsdale Office and locally undertaken through the Port Welshpool depot, located 1km to the east of the jetty.

5.2.3 Gippsland Ports

Established in 1996, Gippsland Ports Committee of Management Incorporated ('Gippsland Ports') is the local Authority responsible for the application of the Marine Act (1988) and other related legislation across five designated Local Ports; Mallacoota, Snowy River (Marlo), Gippsland Lakes, Corner Inlet and Port Albert and Anderson Inlet (Inverloch), and two waterways; Lake Tyers and Shallow Inlet.

Ports and harbours in Victoria were the responsibility of the Public Works Department from 1900 until 1983 when they were transferred to the Ministry of Transport. The Port of Melbourne Authority (PMA) assumed responsibility for the Ports and Harbors (sic.) division in 1986, and in 1988, when the PMA regionalised its 'outports', the ports of Gippsland fell under the Ports and Harbors Eastern Division. In 1996, when the PMA was devolved, responsibility was transferred to the new Gippsland Ports Committee of Management Incorporated.

Gippsland Ports is now the designated waterway manager of 1,431 sq km of waterways stretching along 720kms of the south-eastern coastline of Victoria from Anderson Inlet to

Mallacoota. Its waterway management responsibilities include navigation, port operations, regulation, security and compliance, boating safety, incident management, emergency response, maritime security, oil spill response and salvage and dredging and sand management.

To fulfil this remit Gippsland Ports employs a team of approximately 50 staff based at four locations including the depot at Port Welshpool. A government appointed committee of management is responsible for the governance of Gippsland Ports, the responsible minister being that for Transport (<http://www.gippslandports.vic.gov.au>).

Corner Inlet and Port Albert

The Port of Corner Inlet and Port Albert is the largest water area of the five ports in Gippsland, encompassing the waters north and east of Wilsons Promontory through to McLoughlin's Beach at the western end of Ninety Mile Beach.

Barry Beach, Port Welshpool, Port Albert and Port Franklin lie on the port waters, Wilsons Promontory National Park lies to the south west, and the port waters also include the Corner Inlet and Nooramunga Marine & Coastal Parks, to the west and east of Port Welshpool respectively. The main channels to Barry Beach and Port Welshpool flow between the two parks, with the latter approaching the Long Jetty from the south west around Little Snake Island.

The Port caters for a wide range of users, including amateur and professional fishermen, leisure boating, charter vessels and larger commercial shipping.

Facilities at the Barry Beach Marine terminal (BBMT) and Port Welshpool support ExxonMobil's oil and gas facilities and Origin Energy's gas facility in Bass Strait, whilst the newly developed supply base called Port Anthony, also located at Barry Beach, is designed to support the local brown coal and bio fertilizer industries. Echoing the sentiment surrounding the Long Jetty's construction over 80 years previously, in 2009 Mr Andrew McEwen, South Gippsland Shire Council's Director of Sustainability stated that 'Not only will Port Anthony alleviate pressure on Hastings [on Western Port Bay] and the road transport system, it will revitalise the South Gippsland economy and provide employment in one of the most disadvantaged areas of the state.'

(http://www.southgippsland.vic.gov.au/Files/PR784_Port_Anthony_vital_to_regional_growth.pdf).

The roll-on/roll-off facility at Port Welshpool provides a base for small cargo vessels operating between Tasmania and the Gippsland region, and the Port also houses a currently unused ferry terminal and associated berthing facility that was constructed in 1991 and previously utilised by the Tasmanian Seacat ferry. Other operational facilities at Port Welshpool include the Ferry Terminal, Slipway and Fisherman's Jetties which provide permanent and itinerate berthing, and the marginal wharf which provides Port Welshpool's main loading and unloading facility.

5.2.4 Management rationale

Gippsland Ports has specific statutory obligations impacting on asset management which are controlled by the Marine Act 1988, Crown Land Reserves Act 1995, the Port Services Act 1995 and, at Port Welshpool, the Marine Transport and Offshore Facilities Security Act 2003. These also include the implementation of its Safety and Environment Management Plans, together with obligations under many other Acts and Codes of Practice.

Implicit in Gippsland Ports' asset management responsibilities is the requirement to not only ensure designated Crown assets are properly managed and maintained into the future but that additional infrastructure to meet forecast needs is appropriately planned for and provided.

The basic asset management philosophy has been, given funding limitations, to maintain existing infrastructure to maximise its useful life, whilst it is cost effective to do so, to a standard commensurate with its use with the focus on preservation and usability of the asset and risk mitigation (Greg Hatt, pers. comm.). This philosophy occasionally results in rationalisation or part removal or closure of an asset, whilst upgrades and new works now

incorporate higher durability materials and alternative technologies to minimise future maintenance requirements.

Asset plans underpin budget bids and business plans to DoT, but often Gippsland Ports is required to recast its budget to one provided by DoT, and it is then that infrastructure criticality influences priorities. There is thus limited opportunity for capital works other than through specific minor grants programs (i.e. Port Upgrade and Transport Safety Victorias Boat Facility grants program) or where a business case substantiates the development of additional berths and moorings.

5.2.5 Management system

Gippsland Ports does not have an integrated asset management system, but its Management Agreement with DoT requires that fifteen year plans be prepared for each class of asset under its control, and that these be used to inform three year plans and budgets for individual assets. These plans consider the known condition of infrastructure based on visual inspections, recommendations in compliance and other audits, but they are not underpinned by comprehensive under and above water condition assessments.

Fifteen year plans were developed for most classes in 2009, and these are reviewed annually as part of the budget process. The Wharves and Jetties plan includes the Long Jetty but, because it had been closed by the 2009 and its future had not been determined, no works are proposed in the plan (Greg Hatt, pers. comm.).

Gippsland Ports employs a Works Inspector whose tasks include undertaking regular comprehensive inspections of all wharves, jetties, navigation aids and slipways for which Gippsland Ports is responsible. Underwater inspections are regularly carried out for slipways and on an as required basis for wharves and jetties (Gary Lugton, pers. comm.).

5.2.6 Use and maintenance regime

The use of the Long Jetty as a functioning part of the maritime infrastructure of Corner Inlet has been part of its significance since it was constructed, but the facility has not been used by shipping since it was closed in 2003. Since its closure, no decision has been made on possible future uses for the jetty.

Regular maintenance on the majority of the structure ceased when it was closed. At its closure, the maintenance budget for the jetty was \$45,000 per year. This sum was itself insufficient for the maintenance of the structure, and historically the lack of funding can at least in part be attributed to a lack of income as a result of the exemption of the oil industry from paying wharfage.

The three year plan and budget for the Long Jetty currently provides a nominal \$15,000 each year for routine maintenance on the accessible section of the jetty to the gates. This is primarily for minimum pedestrian risk mitigation works, including signing and maintenance of the fencing (Greg Hatt, pers. comm.).

5.2.7 Proposed works

No specific works are currently planned in relation to the Long Jetty, but this CMP is one of several studies prepared to inform rehabilitation options for consideration by the State government.

These works are in response to the Victorian Coalition Government's pledge of \$3 million towards the redevelopment of the Long Jetty. To this end, Regional Development Victoria (RDV) has established a Project Control Group to drive the project, comprising representatives from Gippsland Ports, South Gippsland Shire Council and the DoT, as well as three representatives of the local community (Foster Community Online 2011).

5.3 Other relevant authorities

5.3.1 South Gippsland Shire Council

The reconstruction of the Long Jetty is a priority for South Gippsland Shire Council (Paul Stampton, pers. comm.).

At the end of 2010 the Council began development of the Eastern District Structure Plan for the communities of Welshpool, Pt Welshpool, Mt Best, Toora and Pt Franklin. This takes into consideration the future structure planning needs of the townships plus the vision and needs of priority projects in the district such as the Long Jetty. The Port Welshpool Long Jetty is also identified as a District Priority Project on the Eastern Corner Inlet District Community Plan.

Council intends to prepare a Master Plan to maximise the potential value of the jetty, and this is likely to also include the identification of land-based opportunities to build on the location and attraction of the jetty (Paul Stampton, pers. comm.). These could include a marina, although that suggested by a now defunct Master Plan of 2005 did not meet with DSE approval.

There is no current intention to zone the Long Jetty, but should it be rebuilt there may be a case for its zoning and the placement of a Heritage Overlay over the structure (Paul Stampton, pers. comm.).

In accordance with Clause 43.01 of the Victorian Planning Scheme a planning permit is required to develop, subdivide or demolish buildings on any site within the HO. The exception is for places that are listed on the VHR, where a permit would not be required from local councils for components included in the Heritage Overlay provided that:

- A permit for the development has been granted under the *Heritage Act 1995*.
- The development is exempt under Section 66 of the *Heritage Act 1995*.

5.3.2 Heritage Council/Heritage Victoria

This section sets out the statutory obligations imposed by the Victorian Heritage Register (VHR) and the Victorian Heritage Inventory (VHI). All places on the VHR and the VHI are legally protected under the *Heritage Act 1995* – penalties apply for actions that may damage a place listed on the VHR or VHI and any archaeological place (refer to Appendix C).

It should be noted that the Act also confers blanket protection on all significant heritage material of over 50 years in age, regardless of whether it is included on a statutory list.

The Long Jetty is currently included on the VHI, but not the VHR. As noted above, it is though considered that the Long Jetty is of potential State heritage significance and it is recommended that the Long Jetty be nominated for inclusion on the VHR. If the Heritage Council accepts the nomination then the whole of the Long Jetty could be included on the VHR.

Victorian Heritage Inventory

Consent is required from the Executive Director of Heritage Victoria for any works that will impact on a site or place listed on the VHI. A formal notification of intent to conduct an archaeological survey for non-Aboriginal historic sites must be sent to Heritage Victoria, prior to undertaking fieldwork.

An application for a consent to disturb or destroy historic archaeological sites or places listed on the VHI must be made on the prescribed form and should be supported by accompanying details and plans of the proposed works and any other relevant supporting documentation (such as a Consultant's report). There are fees associated with applying for consent that vary according to whether the purpose is archaeological study/removal or whether it's an application to deface, damage or interfere with a site/relic. A conservation bond is required for artefacts from a historic archaeological site.

For the dismantling works which were undertaken following the fire in February 2010, consultation between Gippsland Ports and the Maritime Heritage Unit of Heritage Victoria established that consent was not required as no buried archaeological deposits would be disturbed. However, works which would involve the removal or disturbance of piles would certainly require Heritage Victoria's consent.

Victorian Heritage Register

Changes to a registered place generally require a permit from Heritage Victoria, unless the works are included in permit exemptions identified in the registration for that place. As noted below, it is proposed that the registration for the Long Jetty will include a number of standard permit exemptions that are consistent with the everyday maintenance operations and avoid the need to apply for permits for these types of activities.

Applications for a permit are made to Executive Director of Heritage Victoria. Applications must be made on the prescribed form and *must* be supported by accompanying details and plans of the proposed works and any other relevant supporting documentation. The form asks for details of the place, applicant details, description of the works, cost of the works, and owner and/or occupier consent. Three copies of all documentation need to be submitted. Appendix D provides an explanation of the permit application process.

Funding

Inclusion on the VHR makes a place eligible to apply to heritage funding programs administered by Heritage Victoria. The funding from these programs is directed towards works that will assist with the conservation of a heritage place and may include the preparation of management plans. Works not directly related to the conservation of heritage values, such as routine maintenance or capital works to replace infrastructure, would generally not be eligible. In 2010-11, the grants awarded for conservation works totalled \$1.2 million.

5.4 Condition and threats

A large number of previous condition reports exist for the Long Jetty, many dating to the last decade in which its structural integrity has been the subject of concern. Each of these investigations was undertaken for a different purpose and varied in scope and detail.

5.4.1 Condition Assessment Validation (Hyder Consultants 2011)

As part of the works intended to inform rehabilitation options, which include the preparation of this CMP, Hyder Consulting have been commissioned by Gippsland Ports to assess the findings of the previous investigations and to validate their findings through a detailed condition assessment.

This report should be used to conjunction with this CMP to inform any discussion of rehabilitation options. In line with the Heritage Council's guidance on the preparation of CMPs - set out in *Conservation Management Plans: Managing Heritage Places, a Guide* (2010), the Hyder assessment should be considered to represent a condition survey, establishing the physical conservation needs for the place. Although the CMP has been produced concurrently with this assessment, it has been informed by its findings throughout.

5.4.2 Discussion of heritage fabric condition with Trevor Huggard, engineer

In addition to the detailed intrusive assessment undertaken by Hyder, this CMP has been informed by discussion with engineer Trevor Huggard, whose experience with similar maritime heritage provides valuable insight into the more qualitative aspects of the Long Jetty's condition.

The discussion was held following a day long site inspection, during which the condition of key elements of the structure was visually assessed. It was originally intended that this

inspection would inform a short report to be included with the CMP, but, owing to reasons beyond the consultant's control, this has not been forthcoming.

The impression gained from the visual inspection was that the majority of the significant heritage fabric is in surprisingly good condition, although significant variation in the condition of the structural elements was apparent (Trevor Huggard, pers. comm.). Generally speaking, the condition of the structure appears to deteriorate as it extends further from the shore, and, in addition to the factors identified by the Hyder report, this could be attributed to an increasing amount of sea spray attacking the jetty as you go further out and bird excretion in more isolated sections, particularly on the 60m extension where it has resulted in the growth of large amounts of grass. In addition, ill considered alterations, mostly dating to the 1982 upgrades - such as the concrete pedestals of the light masts, are causing deterioration of planks, and the deterioration of timbers in these areas could be fine in most cases but catastrophic in others.

Mr Huggard agreed with Hyder that the results of some of the previous assessments are questionable, and he further commented that, in his opinion, any reference to 'marine termites' in this context is erroneous.

From his inspection, Mr Huggard was of the opinion that, assuming only pedestrian access (and requisite emergency access), a number of structural components are surplus to requirements. Diagonal braces are relevant when ships are bumping into the structure and causing lateral movement, and the I-beams added in 1982 were also intended to deal with lateral load, but neither is necessary for pedestrian support. Owing to its essentially separate construction, the slipway could be removed entirely without affecting the main jetty structure as it is a separate construction.

Mr Huggard concluded that enough of the original fabric of the 1938 jetty remains to allow for the repair of the original 1938 jetty, especially as original plans showing construction details are still in existence. With appropriate management – including regular inspection and more in-depth periodic monitoring, re-opening for pedestrian access remains a reasonable proposition.

As a footnote to his comments, with reference to recent high-profile examples elsewhere in Victoria, Mr Huggard warned against the adoption of management strategies which are based purely on modern engineering concerns and approaches, especially where the historic structures have successfully stood the test of time. With this in mind, it is worth pointing out that the pile in the original loading area (Inspection Area 4) selected for testing as part of the Hyder assessment was identified as Messmate, and this is probably therefore a replacement or addition positioned amongst original Yellow stringybark examples which, to judge by other components of this timber which have been tested, will have survived in a much better state.

5.4.3 Threats

The main threat to the Long Jetty is that the structure no longer has a specific use. As such it is now prone to vandalism and without a viable use or purpose the long-term maintenance and conservation of the jetty becomes more difficult. The age and sheer size of the Jetty means that the on-going maintenance costs are becoming increasingly onerous, so much so that complete demolition has been raised as a possible solution.

All of these issues have been highlighted by the recent fire, which occurred despite measures taken by Gippsland Ports to restrict access to the Jetty. This created a short-term issue, which required immediate attention, while once again illustrating the need for the medium and longer-term management and conservation issues to be addressed.

5.5 Summary

The following table provides a summary of the key management issues arising from the analysis in this chapter, and the implications for conservation policy arising from each issue.

Table 5.1 - Key issues and relevant policy implications

Key management issues	Policy implications
The future of the Port Welshpool Long Jetty is undecided.	The guidelines and policy need to inform and direct the decision making process.
The structure's on-going conservation would be more easily secured if it could 'earn its keep'.	The condition of the jetty structure is currently well short of meeting Gippsland Ports' statutory obligations. It may therefore be necessary to seek alternative adaptive re-use, but any potential uses need to be carefully examined to ensure that they are consistent with the long-term conservation objectives for the place (i.e. they are compatible uses) and if intended to generate income that their feasibility has been fully examined.
Following a decision on its future, the Long Jetty needs to be included in local government planning	Local government, and other stakeholder organisations, needs to be familiar with the CMP and its policy.
Parts of the Long Jetty have been damaged by fire, and, as is has not being regularly maintained, the condition of the many of its components is deteriorating and this is threatening to impact upon significance.	<p>The policy should reflect the possible need to reconstruct sections of the jetty and provide a clear framework and rationale for the conservation and replacement of structural components.</p> <p>The policy needs to allow that restrictions relating to jetty's inclusion on the VHR could therefore be somewhat relaxed for this section. Permit exemptions would be an appropriate means to achieving this result.</p>
The proposed inclusion of the Long Jetty on the VHR will impose new statutory controls and obligations upon the future use, management and development of the structure	<p>The policy needs to clearly identify how the managing agency will use, manage and develop the Long Jetty in a manner that achieves a balance between heritage values and other management considerations.</p> <p>Failure to carefully manage the Long Jetty in a manner that avoids adverse impacts upon its heritage significance may expose Gippsland Ports and the DoT to liability for penalties in accordance with the <i>Heritage Act 1995</i>.</p>
The inclusion of the Long Jetty on the VHR will create opportunities to seek funding from State and Federal heritage programs to undertake conservation works.	The policy needs to provide a clear and justifiable framework that will support any application for funding for conservation works, whether through a designated 'heritage grants program' or through other government funding sources.
Some features of the Long Jetty are reaching the end of their expected service life or do not meet current operational or safety standards and may not be suitable for adaptive re-use.	The policy needs to provide an appropriate strategy for the conservation of features that have limited potential for adaptive re-use. One option is to encourage the conservation of these features as 'artefacts'. Furthermore, this policy must drive process change, ensuring that heritage management is integrated into asset planning and management.
In accordance with its Management Agreement with DoT, Gippsland Ports must develop and implement plans, systems and	The policy needs to be integrated into an overarching management framework, thereby integrating heritage management into asset planning and management

<p>processes to manage its assets in ways which:</p> <ul style="list-style-type: none">(a) allow the Authority to supply its services sustainably;(b) maintain the prescribed levels and standards of service;(c) minimise the overall whole of life costs of assets; and(d) minimise detrimental social, economic or environmental effects of managing its assets.	<p>processes. This will include repairs, maintenance, renewal or replacement and be designed to minimise impacts upon significant fabric while meeting statutory obligations.</p> <p>Principles developed by this project could then be applied elsewhere for similar heritage places managed by Gippsland Ports.</p>
<hr/> <p>Future works need to be carefully planned and managed to ensure adverse impacts upon the significance of the Long Jetty are minimised.</p> <hr/>	<p>AS ABOVE.</p>

6 CONSERVATION POLICY

6.1 Introduction

This chapter provides the conservation policy for the Port Welshpool Long Jetty. ICOMOS¹ provides the following definition of Conservation Policy:

The conservation policy should identify the most appropriate way of caring for the fabric and setting of the place arising out of the statement of significance and other constraints.

The management issues and realities associated surrounding the survival of the Long Jetty impose a number of constraints. These have come as a result of changes in use and management regime, deterioration of the fabric of the jetty, and through the need to comply with current standards and statutory regulations.

Accordingly, the emphasis of this policy will be upon careful management of the Long Jetty that will include conservation as a primary objective whilst allowing that actions may be necessary that result in the alteration, demolition or removal of significant fabric in certain circumstances. It will specify methods of minimising or mitigating further impacts upon the place and loss of significance, and strategies for ensuring the retention of information that enables the place to be understood and interpreted.

It also identifies constraints on investigation and where further investigation may be required.

6.1.1 Conservation management objectives

This conservation policy and priorities are based upon the achievement of the following overall conservation management objectives:

- To conserve the significant fabric and integrity of the Long Jetty as an outstanding example of a timber shipping pier, the largest in Victoria, which has played a significant role in the history of the South Gippsland region, and the nation as a whole.
- To ensure that a viable and sustainable use can be found for the Long Jetty which ensures its future conservation.
- To ensure that the story of the Long Jetty and its heritage significance is communicated effectively.

Specific objectives are provided for each policy.

6.1.2 Organisations subject to the CMP policy

The policy contained within this CMP is directed towards the ‘managing agency’ for the Long Jetty. As its commissioners, and the current managers of the Long Jetty, this policy is primarily directed to Gippsland Ports, and it is to that organisation that it currently applies first and foremost.

Through its internal management protocols, Gippsland Ports must undertake to ensure that the CMP is firmly associated with the jetty. Accordingly, in the event that future transactions transfer the structure, or any part of it, into the control of another body, that organisation will be required to follow the relevant policy contained within the CMP in respect to that resource, as far as is reasonable. This undertaking is encapsulated in Policy 4.10 below.

¹ ICOMOS (International Council on Monuments and Sites) is an international non-governmental organisation of professionals dedicated to the conservation of the world’s historic monuments and sites.

6.1.3 Policy basis

The conservation of cultural heritage should be recognised as part of an integrated approach to ecologically sustainable development. The conservation and, where appropriate, adaptive re-use of heritage assets has major benefits in terms of promoting the wise use of resources and achieving energy savings.

When undertaking changes it should be recognised that the Long Jetty was constructed to exacting engineering and architectural standards, and therefore any new additions or alterations should aim to meet a similar standard of high quality contemporary design that becomes a valued addition to the structure.

The heritage assessment in Chapter 4 of this CMP found that the Long Jetty contains a significant amount of fabric that dates from its original construction which was opened in 1938, although some of this will have been replaced since. The jetty also contains significant fabric of later date, particularly that relating to the 1982 additions. This high degree of intactness is central to its significance.

6.1.4 Terminology

For the purposes of this CMP, 'non-operational' means not in use for any purpose, be that commercial or recreational.

Restoration versus reconstruction

Conservation by use is an important objective and it is desirable, wherever possible, to conserve significant fabric. However, if the Long Jetty is to survive then elements of the jetty will have to be rebuilt, and there may be situations in the future where interventions that require the alteration, demolition or removal of significant fabric are unavoidable.

Because of the material deterioration of the elements of the historic fabric, it is recognised that in the majority of instances rebuilding works will take the form of reconstruction rather than restoration. The Burra Charter (Australia ICOMOS 1999) defines these terms as follows:

Restoration – *'returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material'.*

Reconstruction – *'returning a place to a known earlier state... distinguished from restoration by the introduction of new material to the fabric.'*

6.2 Informing the decision making process

This conservation policy section is divided into two parts:

- Conservation policy - The first section sets out conservation policies which should inform all future management decisions and actions concerning the Long Jetty
- Prioritised options - Recognising that decisions need to be made concerning the future use and management of the Long Jetty, the second section comprises a table describing the retention of the Long Jetty structure to various degrees. These are arranged according to the amount of significant heritage fabric which would be retained in each instance, and it is intended that this will provide a scale of heritage preservation for consideration in relation to other factors such as alternative use, condition and cost.

It is hoped that these two sections together will provide the bodies involved in determining the future of the Long Jetty with sufficient direction with regard to retaining the heritage significance of the structure.

6.3 Conservation policy

This conservation policy is set out under the following headings:

- Use
- Fabric and setting
- Control of intervention in the fabric
- Management, adoption and review
- Permit exemptions
- Interpretation

6.3.1 Use

Use objectives

- To support the continued historic use of the Long Jetty and its component parts..
- To ensure that each part of the Long Jetty has a use compatible with its heritage significance that is consistent with the long-term conservation of the place.
- To ensure that future uses do not compromise the identified cultural significance of the place.

Policy basis

One of the most effective strategies for conservation of heritage assets is to ensure that they remain in use, preferably for the purpose that they were designed and built for. For the Long Jetty, this would be serving commercial shipping. However, the structure lends itself to a number of non-commercial purposes, including recreational use, and it is therefore not essential that these components retain their original use.

1.0	USE
1.1	<p>Supporting historic use</p> <p>The continued use of an asset is integral to conserving its heritage significance.</p> <p>If possible, the historic use of all components of the Long Jetty should be maintained, as this would allow most of the significant fabric to continue to be used in a sustainable fashion, as set out in Table 6.1.</p> <p>Changes to part of the historic fabric in order to support the on-going viability of the use in accordance with Policy 2.1 would be acceptable. But where supporting the continuation of a historic use would result in the significant loss of historic fabric then a preferable option would be the adaptive re-use of the feature in accordance with Policy 1.2.</p>
1.2	<p>Change of use - adaptive re-use</p> <p>Adaptive re-use should be considered if the structure is no longer required or suitable for its original purpose but it is suitable for a new or different use.</p> <p>In considering adaptive re-use options, preference should be given to uses that:</p> <ul style="list-style-type: none"> ▪ enable the conservation of culturally significant fabric, and cause the minimum degree of change to it (i.e. a compatible use as defined in the Burra Charter). This should consider the significance of all the components of the jetty and its surroundings i.e. its setting, views and vistas; ▪ will require the minimum amount of change to the significant fabric of the jetty. This analysis should consider the rarity of the components to be altered or removed; that is, the number of similar components of the same type to determine the cumulative impact of change; and, the intactness of the component and whether this intactness

1.0	USE
	<p>contributes to the significance of the jetty.</p> <ul style="list-style-type: none"> ▪ ensure that the jetty is continually occupied, or has a continuity of occupation that will ensure its security and maintenance. ▪ provide an economic return that will subsidise the on-going maintenance of the jetty. ▪ provide an opportunity for interpretation. <p>When determining new uses for the jetty, overall considerations should include:</p> <ul style="list-style-type: none"> ▪ the interest of the community in the Long Jetty; ▪ any means for harnessing community interest; and ▪ the potential for community opposition as a result of an unpopular change of use. <p>In the event that a new use cannot be readily found for the Long Jetty, it should be ‘mothballed’ while a strategy to find a new use is developed and implemented. This entails the structure being secured, weatherproofed and regularly monitored and maintained to prevent further deterioration. ‘Mothballing’, however, should be considered as a last resort.</p>
1.3	Change of use - no use
	<p>For assets, or components of assets, that are not suitable for re-use, then the option should be to de-commission the asset and treat it as an artefact. This entails leaving the asset <i>in-situ</i> (i.e., where it is located) wherever possible, making it safe and secure, and taking whatever steps are necessary to prevent deterioration in accordance with Policy 4.8.</p> <p>Removal of the asset should not be allowed except in accordance with Policy 2.2.</p>

6.3.2 Fabric and setting

Fabric and setting objectives

To ensure that all works are planned and undertaken in a manner that:

- conserves or reveals significance, and/or
- minimises the impact upon the significance of the Long Jetty or its components.

Policy basis

Much of the Long Jetty has a high degree of integrity (i.e., there have been few changes to the fabric since it was originally constructed) and this contributes to its authenticity and significance. Reconstruction, repairs and maintenance should therefore follow the Burra Charter principle “do as much as necessary, but as little as possible” using best practice conservation techniques.

2.0	FABRIC AND SETTING
2.1	Altering or adapting the Long Jetty
	<p>The integrity of the Long Jetty is an important part of its significance and contributes to an understanding of how it has functioned since it was constructed. Future changes to the fabric should therefore be minimised.</p> <p>Alterations to a heritage asset (including adaptation) should be planned and carried out in a manner that aims to minimise impacts on its heritage significance. Changes to significant fabric should be minimised and should only be permitted if it can be demonstrated that, as appropriate:</p> <ul style="list-style-type: none"> ▪ The proposed works are necessary to facilitate the efficient and safe working of the Long Jetty by supporting the continued use of the asset, or ▪ It will enable the asset to be adapted it for a compatible use, or ▪ The option of undertaking no changes is not feasible due to technical, safety,

2.0	<p>FABRIC AND SETTING</p>
	<p>operational or other management constraints in accordance with relevant standards, or</p> <ul style="list-style-type: none"> ▪ Any changes are sympathetic to the original fabric, or ▪ There are other examples of the component structure or feature within the Long Jetty, which will remain intact as an example of that structure or feature. <p>Where changes are made records should be made in accordance with Policy 4.11 and consideration should be given to the need for interpretation in accordance with Policy 6.0.</p>
2.2	<p>Demolition or irreversible changes</p> <p>Demolition or making irreversible changes will impact upon the significance of the Long Jetty and should only be carried out in exceptional circumstances, and only after establishing there is no prudent or feasible alternative to demolition.</p> <p>The following management options for heritage assets should be considered and demonstrated not to be viable prior to a decision to demolish a heritage asset:</p> <ul style="list-style-type: none"> ▪ continue use of the asset in its present role; ▪ adaptive re-use by Gippsland Ports or another public or private sector user; ▪ transfer of the asset to a new owner; ▪ use or custodianship by a community group; ▪ stabilisation and mothballing for future use or conservation; ▪ stabilisation in a safe condition as an artefact <p>This assessment of alternatives should be included in project feasibility, assessment and approval documentation.</p> <p><i>Note that the Heritage Act 1995 places restrictions on the total demolition of a heritage asset listed on the Victorian Heritage Register.</i></p> <p>Assuming that the works are unavoidable, records should be made in accordance with Policy 4.11 and Heritage Council guidelines. The record should be lodged in the relevant ports archives and with the State Library, the Public Records Office of Victoria, and the local council library.</p> <p>Consideration should then be given to the need for site interpretation illustrating the demolished element in accordance with Policy 6.0.</p>
2.2	<p>Restoration</p> <p>This approach involves making changes to existing historic fabric to return it to a known earlier state and can assist in revealing significance.</p> <p>Restoration is appropriate only if the original material survives to a sufficient standard (in line with statutory requirements pertaining to its use) and there is sufficient evidence of an earlier state of the fabric.</p>
2.3	<p>Reconstruction</p> <p>This approach involves the addition of new material to replace missing fabric.</p> <p>Reconstruction is appropriate only where a heritage asset is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric. Reconstruction should be identifiable on close inspection or through additional interpretation and, in most cases, should only be applied to a small portion of a heritage asset.</p> <p>Every effort should though be made to source authentic material, e.g. yellow stringy bark for the original jetty structure, and to employ authentic techniques as far as practicable.</p>
2.4	<p>Scope of structural works on the Long Jetty</p> <p>All structural works carried out on the Long Jetty in respect to the above should be undertaken as follows:</p> <ul style="list-style-type: none"> ▪ Prior to commencement of works a full photographic survey should be made of the

<p>2.0</p>	<p>FABRIC AND SETTING</p>
	<p>fabric subject to the works.</p> <ul style="list-style-type: none"> ▪ A plan and/or brief report or specifications should be prepared that broadly identifies the sections/features that are to be removed/demolished and those that may be retained, and the reasons why. ▪ As far as is possible, the substructure, being the piles, should be left <i>in situ</i>, that is, where they are, to demonstrate the previous extent of the structure. ▪ As far as is possible, other elements of the substructure/superstructure being the transoms, cross-braces, beams etc. should also be retained <i>in situ</i>, except where they are so badly deteriorated that this is not feasible for safety – e.g. they are in danger of collapse - or other reasons. ▪ Sections of decking may be removed and replaced, as required, as long as the replacement decking is re-laid in the same orientation as before. This will already have occurred several times in the lifetime of the jetty. ▪ The condition of all removed material should be assessed for potential re-use in future restoration/reconstruction work of the jetty. Any viable material should therefore be retained and stored in a suitable location. ▪ Wherever possible, representative damaged sections of each part of the jetty superstructure – beams, transoms, bracing, etc. - that are proposed for removal and not suitable for re-use should also be retained and stored for further assessment. Elements such as original bolts and fixings within sections of the timber may be of interest for further examination to understand the methods used in the construction of the Jetty.
<p>2.5</p>	<p>Reversibility of works</p> <p>Alterations or extensions that do not contribute to the conservation of the Long Jetty should be undertaken in such a way that they are reversible wherever practical.</p>
<p>2.6</p>	<p>Removed fabric</p> <p>Significant fabric that has been removed from a Long Jetty, including fixtures and objects, should be catalogued and protected in accordance with the heritage significance of the component to which it relates. Where possible, and culturally appropriate, removed significant fabric should be kept at the heritage asset.</p> <p>A record of all relevant documents, decisions and works undertaken on the Long Jetty should be maintained as part of the appropriate management system.</p> <p><i>Refer also to Policy 4.1 – Keeping records.</i></p>
<p>2.7</p>	<p>Services</p> <p>Services such as air-conditioning, lighting and information technology should be installed in ways that minimise negative impacts on heritage significance. Use of existing areas of intervention and installation to enable reversibility should occur wherever possible.</p>
<p>2.8</p>	<p>The setting of the Long Jetty</p> <p>The setting of a heritage asset (sometimes referred to as its ‘context’) often contributes to its significance and should be considered as part of its management.</p> <p>Design and planning decisions should retain an appropriate visual setting, as well as other relationships, such as views and vistas, that contribute to the heritage significance of the Long Jetty. New construction, demolition, intrusions or other changes that would adversely affect the setting are not appropriate.</p> <p>The context of the Long Jetty in terms of its contribution to the cultural landscape should be considered in detailed planning.</p>
<p>2.9</p>	<p>New development</p> <p>New development including additions to the Long Jetty, or new structures or other built features in the vicinity of the Long Jetty, should be identifiable as having been designed and</p>

2.0	FABRIC AND SETTING
	<p>built in the present. New development should relate to, and be complementary in form, scale and materials to significant elements, but be clearly contemporary in design.</p> <p>The siting and design of new development should not overwhelm the historic setting of the Long Jetty by becoming a dominant element or by interfering with key views to and from the asset.</p>
2.10	<p>Undertaking regular repairs and maintenance</p> <p>Undertaking regular repairs and maintenance will assist with protection of heritage values as well as supporting optimal use of funding to carry out works by reducing the need for expensive ‘catch-up’ works and major repairs.</p> <p>The managing agency will monitor, maintain, repair and/or protect the Long Jetty so as to retard or prevent deterioration through use, and also that due to the effects of fire, vandalism, theft or weather.</p> <p>Maintenance will be carried out on a regular basis so that its significance is conserved.</p> <p>Where possible, maintenance should be preventative rather than reactive.</p> <p>Changes to significant fabric should be minimised, and wherever practical, existing components should be conserved (i.e., repaired or restored) rather than replaced.</p> <p>Repairs to the Long Jetty should employ authentic materials and techniques wherever appropriate. Replacement components should match existing components as closely as possible but should, on close inspection, be identifiable as new. Modern materials and techniques should only be used where there is scientific evidence that supports their use over the long term.</p> <p>Care and due diligence must be taken by managers, staff and contractors so as not to destroy related features such as archaeological relics.</p>

6.3.3 Control of physical intervention in the fabric

Control of physical intervention objective

- To ensure that the heritage values of the components are fully understood prior to making decisions that would result in significant changes to significant fabric.
- To ensure that physical disturbance of the fabric of the Long Jetty for research or investigative purposes is minimised.

Policy basis

Investigations that involve disturbing the fabric of the Long Jetty may need to be carried out in order to conserve the structure and ensure regulatory compliance. It is important that this policy does not place unreasonable restrictions on this occurring and also allows opportunities for investigations to be carried out that could reveal more information that would assist in making decisions about its conservation.

The conservation policies set out above may be appropriate to guide day-to-day maintenance and management of the Long Jetty, but it will be necessary to undertake further historic and physical investigations if more major changes are proposed.

3.0	CONTROL OF PHYSICAL INTERVENTION IN THE FABRIC
3.1	<p>Detailed investigation required</p> <p>Prior to undertaking major works that would impact upon significant fabric, the need for detailed investigation of the place should be considered. Detailed investigation should be carried out, unless it is considered that:</p>

3.0	<p>CONTROL OF PHYSICAL INTERVENTION IN THE FABRIC</p> <ul style="list-style-type: none"> ▪ The works are minor and unlikely to have an impact. ▪ The existing information about the place is sufficient and the existing conservation policy provides adequate guidance. ▪ The works are in accordance with any Permit Exemptions endorsed by Heritage Victoria. <p>The detailed investigation may include, as appropriate:</p> <ul style="list-style-type: none"> ▪ Historic research. ▪ A detailed physical survey of all components affected by the proposed works.
3.2	<p>Review of policy</p> <p>Once the detailed research for the component is carried out, the relevant conservation policies should be reviewed and a detailed conservation policy developed for the component, as appropriate.</p>
3.3	<p>Archaeological monitoring</p> <p>The significant fabric of the Long Jetty includes archaeological deposits. Some of these are known and identified, but some remain unknown. Works to the substructure of the jetty have the potential to impact upon archaeological remains and all future physical intervention should take this into account.</p> <p>Archaeological monitoring should be carried out in association with any works to the structure of the Long Jetty, unless it is considered that:</p> <ul style="list-style-type: none"> ▪ The works are minor and unlikely to have a significant impact. ▪ The works are in accordance with any Permit Exemptions endorsed by Heritage Victoria. <p>The archaeological monitoring should include:</p> <ul style="list-style-type: none"> ▪ Historic research, which includes an analysis of the areas of potential sensitivity. ▪ A physical survey, as required, to identify and record key features prior to disturbance. ▪ Monitoring during disturbance ▪ The preparation of a report in a format to the satisfaction of Heritage Victoria that sets out the key findings of the investigation.
3.4	<p>Research proposals</p> <p>Research proposals may be considered where they will provide additional information about the technical aspects of the structure or archaeological evidence about its construction.</p>

6.3.4 Management

Management objective

To ensure that the future management of the Long Jetty conserves or reveals its heritage significance.

Policy basis

Conservation is an integral part of good management of plans of cultural significance. Management decisions for heritage assets should be based on a prior understanding of heritage significance and balanced against other management considerations. The impact of proposed changes on the heritage significance of a heritage asset should be analysed with reference to the statement of significance.

4.0	<p>MANAGEMENT, ADOPTION & REVIEW</p>
4.1	<p>Adoption and review</p> <p>Gippsland Ports will adopt this Conservation Management Plan (CMP) as the basis for the future management, use and development of the Long Jetty.</p> <p>This CMP will be reviewed every five years, unless major alterations necessitate its review earlier in</p>

4.0	<p>MANAGEMENT, ADOPTION & REVIEW</p> <p>accordance with Policy 3.2.</p>
4.2	<p>Incorporation into existing management frameworks</p> <p>On the agreement of a future use for the Long Jetty, it will be fully included in asset management plans. In relation to Gippsland Ports, the Long Jetty will be included in its fifteen year asset plans, and a three year plan will be produced for the jetty, in accordance with the Management Agreement with DoT.</p>
4.3	<p>Using heritage significance to guide changes</p> <p>The consideration of significance is integral to ensuring that the heritage values of the Long Jetty will be conserved in future.</p> <p>The heritage significance of the Long Jetty will be considered as an integral part of any asset management strategy.</p> <p>Future management of the Long Jetty will be carried out in accordance with the relevant policies in this CMP.</p> <p>The assessment of significance of any component of the Long Jetty in this CMP will be confirmed and, where necessary, reviewed prior to undertaking any decisions in relation to asset management. The conclusions of any review will be taken into account in decision making.</p>
4.4	<p>Staff awareness of heritage significance and specialist support</p> <p>For this CMP to be effective it should be understood and accepted by all those who use it. This approach should recognise that specialist advice may be required in some circumstances.</p> <p>Managers, staff, contractors, consultants, lessees, asset-occupiers and anyone making decisions or taking actions that will affect the Long Jetty or any of its components should be familiar with the heritage significance of the jetty and the implication of their actions on that significance. Programs should be in place prior to actions taking place.</p> <p>Specialist expertise will be available, as required, to assist staff, contractors and others with conservation of the Long Jetty.</p>
4.5	<p>Use, management or maintenance by external organisations</p> <p>External organizations or individuals who have a role in the use, management or maintenance of the Long Jetty or its components should be made aware of the heritage significance and conservation requirements of the Long Jetty and be required to comply with the relevant requirements of this conservation policy as part of any relevant lease/contractual arrangement.</p> <p>Gippsland Ports will collaborate with these external organisations to ensure that the heritage significance of the structure is acknowledged.</p>
4.6	<p>Monitoring</p> <p>Regular monitoring of the effectiveness and efficiency of the management of the Long Jetty heritage will ensure optimal outcomes.</p> <p>The managing agency will:</p> <ul style="list-style-type: none"> ▪ Enact processes to monitor and report on the relevance, effectiveness and efficiency of the Long Jetty heritage assets and service delivery, and take prompt action to provide for optimal heritage conservation outcomes. ▪ Continually monitor and report on the physical condition of the Long Jetty heritage assets and take appropriate action to ensure heritage significance is not diminished.
4.7	<p>Managing change</p> <p>Change is undesirable where it reduces heritage significance, however, it can be beneficial if it assists in revealing the significance of a place or in its future conservation.</p> <p>The amount of change to the Long Jetty and its components should be guided by:</p> <ul style="list-style-type: none"> ▪ The heritage significance of the heritage asset, ▪ The need to find a viable use for the structure,

<p>4.0</p>	<p>MANAGEMENT, ADOPTION & REVIEW</p> <ul style="list-style-type: none"> ▪ The relevant heritage management policies, ▪ The opportunities for appropriate interpretation. <p>When change is required to comply with current standards and statutory regulations, to the greatest extent prudent or feasible, the impact on the heritage significance of the jetty will be minimised.</p> <p>Where it is proposed to alter, damage or demolish significant fabric, a Heritage Impact Assessment (HIA) will be prepared that will, as appropriate, consider a range of options, which should include the option of making no changes to the place.</p> <p>A preferred option should be chosen after considering the significance of the place and balancing this against technical, financial, safety and management issues in accordance with this conservation policy.</p> <p>The HIA will also identify appropriate ways of mitigating potential impacts upon significance of the Long Jetty by, as appropriate:</p> <ul style="list-style-type: none"> ▪ The recording of fabric, use and associations, ▪ Storing and conserving remnant fabric as artefacts, ▪ Interpretation to ensure that the significance of the place can still be understood, ▪ Monitoring of works during construction. <p><i>Refer also to Policy 2.0 – Fabric & setting.</i></p> <p>The managing agency will ensure that the heritage significance of the Long Jetty is not compromised by short-term decisions that allow inappropriate development, use, maintenance or refurbishment.</p>
<p>4.8</p>	<p>Management of non-operational assets</p> <p>The significance of many currently non-operational parts of the Long Jetty is under threat as a result of a lack of maintenance.</p> <p>Appropriate management arrangements will be put in place to ensure that non-operational components that form part of the Long Jetty are properly cared for in accordance with this conservation policy.</p> <p>It is recognised that, in the dynamic marine environment, non-operational components of the jetty, which are being treated as an artefact, in accordance with Policy 1.3, could deteriorate to the point that they endanger statutory compliance.</p> <p>An example would be a rotten pile breaking and becoming a navigation hazard.</p> <p>In these instances, the offending part of the deteriorated component may be removed in accordance with Policy 2.2.</p>
<p>4.9</p>	<p>Archaeology</p> <p>Archaeological deposits are recognised as a significant element of the Long Jetty site by the site’s inclusion on the VHI, and these are especially vulnerable to damage, inadvertent or otherwise.</p> <p>The archaeological potential should be adequately assessed prior to the preparation of design options and design development, where development or use may impact on the archaeological resource.</p> <p>New development should be sited to have regard to the archaeological resource. Impacts to the archaeological resource must be considered in the planning stages.</p> <p><i>Refer also to Policy 3.0 – Control of physical intervention in the fabric</i></p>
<p>4.10</p>	<p>Managing transfer or disposal of heritage assets</p> <p>Should the State government decide to transfer ownership or control of the Long Jetty, this transfer needs to be carefully planned and executed so as to conserve its significance.</p> <p>Listing of the Long Jetty , as appropriate, on the Victorian Heritage Register, Victorian Heritage Inventory, and/or as a heritage place within the Heritage Overlay of a local planning scheme prior to disposal is recommended.</p> <p>Prior to transferring components that form part of the Long Jetty, the State government will ensure that a condition is included in the contract of sale that requires, as appropriate:</p> <ul style="list-style-type: none"> ▪ the purchaser/new manager to comply with the relevant requirements of this conservation

4.0	MANAGEMENT, ADOPTION & REVIEW
	<p>management plan, or</p> <ul style="list-style-type: none"> ▪ prepare a new conservation management plan for the component and submit it to the Heritage Council for endorsement within a reasonable timeframe after the sale, and preferably prior to any application for approval of development. <p>The managing agency should consider disposing of heritage assets at a below market valuation where this will demonstrably assist in the conservation of the assets.</p>
4.11	<p>Keeping records</p> <p>Keeping records of changes is an important step in heritage conservation as it will assist in making future decisions about the place.</p> <p>All changes to heritage assets must be documented.</p>
4.12	<p>Consultation</p> <p>Consultation with affected stakeholders is an important part of the decision making process when proposing changes to a heritage place.</p> <p>Where it is proposed to alter, damage or demolish significant fabric, a consultation strategy will be developed to ensure that key stakeholders are informed and have an opportunity to provide feedback, as appropriate.</p>
4.13	<p>Promotion</p> <p>Every opportunity should be taken to celebrate and promote the heritage values of the Long Jetty.</p> <p><i>Refer also to Policy 5.0 - Interpretation</i></p>
4.14	<p>Heritage funding</p> <p>Heritage funding programs can assist with undertaking essential conservation works in accordance with this policy.</p> <p>Conservation works that are eligible for application of funds from relevant heritage programs will be identified.</p>

6.3.5 Permit exemptions

Permit exemptions objective

- To facilitate alterations to the Long Jetty where these are required to ensure the conservation of significant fabric
- To provide guidance as to the types of minor works that may be carried out without the need for formal consent from Heritage Victoria.

Policy basis

This policy has been prepared in anticipation of the inclusion of the Long Jetty on the Victorian Heritage Register (VHR).

This policy acknowledges that major management decisions remain to be made with regard to the jetty's future, and that the agreed use will likely result in alterations to its fabric. Ensuring a sustainable future for the jetty is a primary concern, and it is therefore proposed that permit exemptions be discussed with Heritage Victoria when the Long Jetty is nominated and in the light of new proposals – Policy 7.1.

It also provides guidelines for the types of minor works activities that can be carried out without the need for a formal consent from Heritage Victoria in accordance with the recommended permit exemption policy in Appendix F. The exemptions include those that are predominantly associated with specific activities day-to-day maintenance as well as general guidelines that will result in minimal intervention or impacts upon significant fabric.

5.0	PERMIT EXEMPTIONS
5.1	<p>Permit exemptions to be finalised</p> <p>It is proposed that activities which are to be exempt from permit requirements be discussed with Heritage Victoria when the Long Jetty is nominated for inclusion on the VHR, in the light of the latest proposals for its use.</p>
5.2	<p>Permit exempt activities</p> <p>The Permit Exemptions policy in Appendix F should be used as a guide for determining whether or not an activity may be permit exempt under section 66 of the Heritage 1995.</p> <p>The managing agency will confirm with the Executive Director of Heritage Victoria whether an activity is exempt in accordance with the Permit Exemptions policy prior to proceeding with any works.</p>
5.3	<p>Minor works activities</p> <p>The following matters should be taken into account when deciding whether an activity may be considered to be 'minor works' and therefore permit exempt under section 66 of the Heritage Act 1995 in accordance with the Permit Exemptions policy:</p> <ul style="list-style-type: none"> ▪ The works are unlikely to have an impact upon significant fabric. ▪ The works are consistent with the conservation policies in this CMP. ▪ A Heritage Impact Assessment has been prepared, which includes recommendations to mitigate any impact in accordance with Policy 4.7.
5.4	<p>Review of policy</p> <p>The Permit Exemptions policy may be reviewed and additional permit exempt activities added if it can be demonstrated that:</p> <ul style="list-style-type: none"> ▪ The activity is necessary to support the on-going use of the jetty ▪ The activity or action has been chosen after considering a variety of options in accordance with Policy 4.7. ▪ The carrying out of the action will have minimal impact upon the significance when considered either individually or cumulatively.

6.3.6 Interpretation

Interpretation objective

- To ensure that interpretation of the Long Jetty assists in conserving or revealing its significance.

Policy basis

The development and implementation of interpretive programmes must be an integral part of the overall management and planning process for a cultural heritage site (Ename Charter 2004).

The aim of this interpretation policy is to conserve and reveal the significant values of the Long Jetty. It is an integral part of the CMP and provides a firm foundation on which to develop a detailed interpretation plan for the Long Jetty and its component parts should this be required in the future.

The importance of heritage interpretation for the Long Jetty

Interpretation is concerned with communicating the significance of a heritage resource. It assists in fostering public awareness of the resource and in communicating its significance "...including ...tangible and intangible values, natural and cultural setting, social context and physical fabric" (Ename Charter 2004).

The full significance of the Long Jetty is not immediately apparent, and finding ways in which to communicate its heritage significance is integral to its conservation. "*Interpretation*

strengthens and sustains the relationships between the community and its heritage...” (NSW Heritage Office, 2005:4).

Interpretation of the Long Jetty is integral to its conservation in that it is a way of protecting its heritage values. It provides the opportunity to raise public awareness of its significance and to promote understanding of how Gippsland Ports manages the heritage in its care.

6.0	INTERPRETATION
6.1	<p>Interpretation should be based on significance</p> <p>Understanding significance will determine the themes for interpretation.</p> <p>All interpretation of the Long Jetty will be based on significance.</p>
6.2	<p>The role of interpretation in conservation</p> <p>As integral to the conservation process, interpretation assists in protecting and sustaining heritage values by communicating significance.</p> <p>Interpretation of the Long Jetty will contribute to the conservation of heritage values by:</p> <ul style="list-style-type: none"> ▪ Communicating the significance of the Long Jetty, its evolution over time and its role in the wider cultural concerns of its period of development; ▪ Raising awareness of the historic maritime environment; ▪ Enhancing the enjoyment and experience of people using the jetty for recreation; ▪ Promoting public appreciation of, and care for, the extant fabric; ▪ Providing information which is available pre-visit, on-site and post-visit. <p>Interpretation should be integrated into any broader community education strategy.</p> <p><i>“...failure to integrate interpretation and education... with broader agency communication programs is likely to result in inconsistencies between [interpretation and education] messages and other communication activities, inefficiencies and lost opportunities.”</i> (Department of Natural Resources and Environment, Victoria 1999).</p> <p><i>This view acknowledges the need, on balance, to integrate interpretation and education with communications activities but, at the same time, recognising that corporate objectives might be different to interpretation aims.</i></p>
6.3	<p>Location of interpretation</p> <p>The siting of interpretation must be carefully thought through and must be suited to the purpose for which it is needed. It is not desirable to add unnecessary infrastructure which has to be maintained and updated.</p> <p>Where new interpretation infrastructure is necessary, consideration must be given to the following factors in deciding where it is to be located:</p> <ul style="list-style-type: none"> ▪ Is there existing interpretation infrastructure which can be added to or enhanced? ▪ Is there a need to encourage people to stay in particular areas and not others e.g. are there areas of the jetty which have fragile heritage, safety concerns or natural values and which is it preferred that people do frequent? ▪ Are there areas of the jetty where signage would be a visual intrusion and should, therefore be avoided?
6.4	<p>Providing opportunity for both on and off site interpretation</p> <p>Interpretive information about the Long Jetty should be available for pre-visit, on-site and post-visit uses.</p>
6.5	<p>Maintaining and reviewing interpretation</p> <p>Maintaining and updating the interpretation of the Long Jetty and the associated infrastructure so that it remains in good condition will contribute to the reputation of the managing agency as a good custodian of the Long Jetty.</p> <p>The interpretation of the Long Jetty should be reviewed at the same time that this CMP is reviewed</p>

6.0	INTERPRETATION
	(i.e., every 5 years) or when new research or information becomes available.
6.6	Relating the Long Jetty to the wider maritime heritage
	Interpretative information should place the Long Jetty within the wider context of the maritime heritage of South Gippsland and Victoria. It should present the broader historical context within which the Long Jetty was built and utilised.
	Partnership should be sought with the Port Welshpool Museum and Port Albert Maritime Museum to place the Long Jetty in this wider context and improve its interpretation.

6.4 Prioritisation of options

Table 6.1 below sets out the various extents to which the Long Jetty could be conserved, together with a rationale for each. The table, which is based on the heritage assessment in Chapter 4, is ranked according to the amount of significant heritage fabric which would be retained with each option, from most to least. Gippsland Ports is preparing quotes for a selection of these options.

The presumption should be in favour of retaining as much historic fabric as possible. But it is recognised that this may not be achievable, and that it may be necessary to ‘sacrifice’ elements of lesser significance in order to ensure the conservation of the most significant fabric.

In any event, all works should be planned and undertaken in accordance with the conservation policies set out in the previous section.

6.4.1 Basis for prioritisation

It is assumed that financial costs, access problems and other issues will increase with the retention and restoration of greater amounts of fabric, and with the distance of that fabric along the jetty. This table is concerned only with heritage significance and has been formulated without reference to these issues, but it recognises that heritage significance will need to be balanced against other considerations when making decisions about the future of the Long Jetty.

A recommendation has been made in favour of a range of options which are considered to represent the best return in terms of retention of significant fabric against likely cost and other difficulties.

The relationship between retention of heritage fabric and cost is not a direct one and it is likely that the works required to bring the whole jetty up to the standards required for pedestrian access would be less than required to bring a portion up to commercial standards. Likewise, the complete demolition of the Long Jetty would obviously represent the poorest retention of significant fabric, but it does not necessarily follow that this would incur the minimum cost.

The simple presence of a jetty on the site is itself part of the significance of the place. However, this CMP asserts that the retention of historic fabric is of paramount importance. It would therefore be more desirable to retain only half of the original approach trestle than to see the full historical extent of the jetty reconstructed to a new design and in new materials.

It may be the case that to ensure the future use of the Long Jetty, it becomes advantageous to retain components which have been assessed as of less significance. For example, the slipway shed, passing bay or 1982 low landing could each contribute to the usefulness of the structure, depending on the purpose to which it is put.

The above issues should be the subject of community consultation during the planning stage.

Table 6.1 – Prioritisation of options

Retention of Heritage Fabric	Action	Rationale
Maximum	Restore the whole jetty to its full post-1982 extent for commercial use	Retains all the significant fabric of Long Jetty at a specification that will enable it to continue its original function.
	Restore the whole jetty to its full post-1982 extent for pedestrian use	Retains all the significant fabric of Long Jetty and maximises its recreational value.
	Restore the jetty to its post-1982 extent, minus the 60m extension, for commercial use	Retains the majority of the Long Jetty with the loss of the 1982 60m extension which is of moderate significance and in a poor state of repair. Retention of the extended loading bay will enable the jetty to service commercial shipping possibly including that relating to the oil industry.
	Restore the jetty to its post-1982 extent, minus the 60m extension, for pedestrian use	Retains the majority of the Long Jetty with the loss of the 1982 60m extension which is of moderate significance and in a poor state of repair. Retention of the extended loading bay will provide a focus for recreational use of the jetty.
	Restore the jetty to its pre-1982 extent for commercial use	Retains the original loading area which is of high significance at the expense of the moderately significant 1982 additions. Enables the jetty to continue to service shipping as it did prior to 1982.
	Restore the jetty to its pre-1982 extent for pedestrian use	Retains the original loading area which is of high significance at the expense of the moderately significant 1982 additions. The original loading area is of high significance and will provide a focus for recreational use of the jetty. This is the extent of restoration most strongly recommended by this CMP
	Retain and restore all of the jetty fabric as far as the original loading area, reconstructing the portion of the original approach trestle burnt in the February 2010 fire	Reconstructs the exceptionally significant approach trestle to its full extent at the expense of the original loading area which is of high significance. Retains almost the full 1938 extent and shape of the jetty, providing access to the deep water channel for recreational purposes.
	Retain, consolidate and restore all of the jetty fabric as far as the section dismantled following the February 2010 fire	Retains the majority of the exceptionally significant approach trestle to almost its full extent at the expense of the original loading area which is of high significance. Retains almost the full 1938 extent and shape of the jetty, providing some access to the deep water channel for recreational purposes. Retains the slipway for potential reconstruction or adaptive re-use.
	Retain, consolidate and restore the jetty approach as far as the section dismantled following the February 2010 fire, minus the slipway section	Retains the majority of the exceptionally significant approach trestle to almost its full extent at the expense of the original loading area and slipway section, both of which are of high significance. Retains almost the full 1938 extent

Retention of Heritage Fabric	Action	Rationale
		and shape of the jetty, providing some access to the deep water channel for recreational purposes. This is the minimum extent recommended by this CMP
Depending on length of section retained	Retain and restore a proportion of the original approach trestle	Retains a jetty of some form at the site as a landmark and reference to its historic extent. This will provide some recreational value.
	Full demolition of the Long Jetty, leaving piles <i>in situ</i> or cutting them off above the water line	Removes most standing fabric of heritage significance leaving only vestigial evidence of the Long Jetty which can be interpreted and represents something of a landmark.
Minimum	Full demolition of the Long Jetty, removing piles or cutting them off below the water line	Removes all fabric of the Long Jetty, leaving only submerged and sub-surface archaeological deposits.

7 MANAGEMENT STRATEGY

This chapter sets out a management strategy or ‘action plan’ for implementing the conservation policy set out in the previous chapter. It includes:

- Key actions, which should be enacted immediately
- Management strategy for the Long Jetty
- Other actions to implement the strategy, with an indication of sequence and timing.

7.1 Key actions

7.1.1 Adoption

It is recommended that the *Port Welshpool Long Jetty Conservation Management Plan* be adopted to inform the future use, development and management of the Long Jetty.

7.1.2 Victorian Heritage Register

It is recommended that the Long Jetty be nominated for inclusion on the Victorian Heritage Register, generally in accordance with the recommendations made in section 4.8.1.

7.1.3 Determine future use

In consultation with all major stakeholders, Gippsland Ports and the DoT should identify potential compatible uses for the Long Jetty, and where necessary undertake any associated feasibility studies required. The State government is committed to re-opening the Long Jetty as a recreational asset for pedestrian access. This process should be informed by this CMP and the Hyder *Condition Assessment Validation*. It should be made with reference to the conservation policies set out in Chapter 6, and the ‘prioritisation of options’ set out in section 6.4 in particular.

7.1.4 Confirm responsible organisation

Following agreement on the future use of the jetty, the future management agency would be able to be determined and the responsibility for managing the heritage values of the Long Jetty, in accordance with the adopted CMP, would then be transferred to that managing agency, in accordance with Policy 4.10.

The following management strategy is intended to commence when these decisions have been made.

7.2 Management strategy

7.2.1 General approach

- The CMP will be considered as an integral tool in planning for and managing the Long Jetty.
- In accordance with the conservation policy it is allowed that, although it is not the only consideration, heritage significance should be a key consideration when planning future works.
- The conservation policy accepts that works are likely to be required which impact upon heritage significance, possibly including demolition, and it sets out processes so that any impacts can be minimised.

7.2.2 Significant components to be retained in use

- Change will be allowed to occur in accordance with Policy 2.0 *Fabric and setting* where it is required to meet relevant safety or technical standards and would support the on-going viability of the Long Jetty or any of its components. The conservation policy anticipates that there may be some degree of change to these places in order to accommodate new uses, but this should be limited consistent with finding a compatible use in accordance with the specific conservation policies. Of particular relevance are the guidelines contained in Policy 1.2 – *Change of use – adaptive reuse*.
- Significant features will be conserved in accordance with Policy 2.0 *Fabric and setting*. This will require undertaking conservation works for features that are in poor condition in the short term and assessing the condition of all features in the medium term as a basis for developing a maintenance plan.
- Where works are required, the emphasis will be upon maintenance and preservation in accordance with the Burra Charter definitions. That is, they will involve continuous protective care and the maintenance of fabric in its existing state and, where possible, retarding deterioration.
- Where appropriate, restoration or reconstruction may be considered if this will assist in understanding the significance of the jetty or in ensuring its viability.
- Interpretation will be developed in accordance with the Policy 6.0 *Interpretation*.

7.2.3 Significant components to be retained as non-operational

- As part of the Long Jetty's on-going management, appropriate consideration will be given to components which are currently non-operational, and those which may become non-operational as a result of the decisions concerning its future use.
- These structural components will be conserved as 'artefacts' - that is, they will have no use but will be retained for what they tell us about the historic development of the Long Jetty. This will require on-going conservation works to maintain them. For sub-surface (i.e., archaeological) materials, this will require making the asset secure and safe and preventing further damage or intervention except in accordance with the policies in this CMP.
- Interpretation will be developed in accordance with the Policy 6.0 *Interpretation*.
- The above may have some impact upon the operations of the managing agency as the maintenance of non-operational parts of the structure in accordance with the conservation policy may require additional resources and possibly, changes to the structure or responsibilities of relevant teams. It is noted that funding to conserve this infrastructure

may be sought through State or Federal programs if the Long Jetty is included on the Victorian Heritage Register.

7.3 Other actions

The attached table sets out other actions arising from the conservation policy set out in Chapter 6 and the management strategy set out above. They may be summarised as:

- Promotion and review.
- Other statutory register and funding opportunities.
- Further investigation.
- Interpretation
- Management.

The actions are ranked according to priority as follows:

- *High* – These are actions that should be implemented immediately (i.e., ideally within one year of adoption of the Long Jetty CMP).
- *Medium* - These are actions, which should be undertaken within 1-5 years of the adoption of the Long Jetty CMP (i.e., prior to the first review of the CMP).
- *Low* – These are actions that would reinforce the significance of the Long Jetty but can be completed as and when funding opportunities arise.

Comments are also provided in relation to potential costs for these actions, where appropriate.

7.3.1 High priority

These are actions that are considered to be essential to ensuring the effective conservation of the Long Jetty now and in the longer term. They include immediate actions to determine the future of the structure and undertake essential conservation works, as well as actions to put in place appropriate procedures and processes within Gippsland Ports or another future managing agency to ensure the heritage values of the Long Jetty are properly considered in its future management. Failure to undertake these actions may result in further deterioration of significant fabric that will adversely impact upon the significance of the Long Jetty and may also diminish the ability to undertake identified medium term actions.

Table 7.1 - High priority actions

No.	Action	Cost
Promotion and review		
H1a	Once the Long Jetty CMP has been adopted, Gippsland Ports should notify other key stakeholders about the CMP and, as appropriate, provide a copy. The key stakeholders should include any other people or organisations who have an interest in the future heritage management of the Long Jetty or whose actions may impact upon the structure: <ul style="list-style-type: none"> ▪ DoT ▪ South Gippsland Shire Council ▪ Heritage Victoria ▪ Port Welshpool Working Group ▪ Welshpool District Advisory Group ▪ RFVictoria 	Minimal

No.	Action	Cost
Other statutory registers & funding opportunities		
H.2a	If the VHR nomination is accepted, nomination of the Long Jetty to the National Heritage List could be considered	Minimal
H.2b	Once the Long Jetty is added to the Victorian Heritage Register (or the National Heritage List), identify components that would be eligible for funding of conservation works through relevant State or Federal heritage programs (Note: some actions in this table may be eligible as set out below)	Minimal
H.2c	Undertake a review of maintenance procedures for the Long Jetty, to determine the most appropriate ways of undertaking repairs in a manner that minimises impact upon the fabric. This review should consider various options in accordance with the conservation policy. Once an agreed approach has been determined a capital works project approval process should be initiated.	Estimate \$1-2,000
Management		
H.3a	Appoint a management group to direct decisions regarding the ongoing management and use of the Long Jetty. It is anticipated that this should develop from, and have a similar composition to, the existing Project Steering Group.	Minimal
H.3b	Undertake a review of relevant internal management or maintenance plans, procedures and guidelines to determine whether amendments are required as a result of this CMP. This should include, as a priority, the process for seeking approval for capital works.	Difficult to estimate. Depends on scope of review and program and whether it is carried internally or by external consultants. This action may be combined with actions 3c, 3d & 3e.
H.3c	Develop and implement a training program for relevant staff about the heritage values of the Long Jetty and how to use the CMP and conservation policies.	As above
H.3d	Develop a process procedure and/or guidelines to instruct external contractors and other people/organisations that may have involvement with management or maintenance of the Long Jetty of its heritage values and how to follow the conservation policy.	As above
H.3e	Undertake a review of the management and maintenance responsibilities for the Long Jetty. The purpose of this review will be to develop a strategy to ensure its on-going conservation.	As above.
H.3f	Appoint a panel of consultants to provide on-going specialist advice in relation to the conservation of the Long Jetty. While it is anticipated that eventually most of the management and maintenance of the structure will be carried out by using the conservation policy, specialist advice may be required initially to assist with gaining familiarity and in future in particular instances to provide technical advice.	Initial setting up will involve minimal cost. On-going cost will depend upon the scope of services provided.

Capital works

Note: Some of the works listed below may be eligible for funding from Heritage Victoria when the Long

No.	Action	Cost
<i>Jetty is added to the VHR.</i>		
H.5	Responding to proposals for the agreed use of the Long Jetty, prepare a capital works project approval for essential repairs to components whose deterioration could result in the loss of significant historic fabric, in accordance with the conservation policy.	Will depend on the use to which the Long Jetty is put and the extent of works.

7.3.2 Medium priority

These are actions important to ensuring the future conservation of the Long Jetty, but do not have to be carried out immediately. In some cases they are actions that must wait until High priority actions are completed.

Table 7.2 – Medium priority actions

No.	Action	Cost
Adoption and review		
M.1a	This CMP should be reviewed in 5 years or at any time that it is proposed to make major changes to the fabric, operation or management of the Long Jetty.	Estimate \$5,000
Interpretation		
M.2a	Prepare an interpretation plan for the Long Jetty. This should follow the best practice guidelines in Appendix E.	Estimate \$5,000
Management		
H.3a	Prepare a detailed assessment of natural heritage values of the Long Jetty.	Estimate \$50,000

7.3.3 Low priority

These are actions that would reinforce the significance of the Long Jetty but can be completed as and when funding opportunities arise.

Table 7.3 – Low priority actions

Further investigation		
<i>Note: Some of the works listed below may be eligible for funding from Heritage Victoria when the Long Jetty is added to the VHR.</i>		
L.1a	Commission an archaeological survey to determine the presence of archaeological deposits around the Long Jetty which could provide information about its development and past use.	Estimate \$15-20,000 Funding for this study could be sought from Heritage Victoria.
L.1b	Commission a study into the design of the Long Jetty and possible parallels in contemporary railway engineering.	Estimate \$5,000 Funding for this study could be sought from Heritage Victoria.

8 BIBLIOGRAPHY

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APPENDIX A

Pile layout following dismantling of March 2010

(After Terraculture 2010)

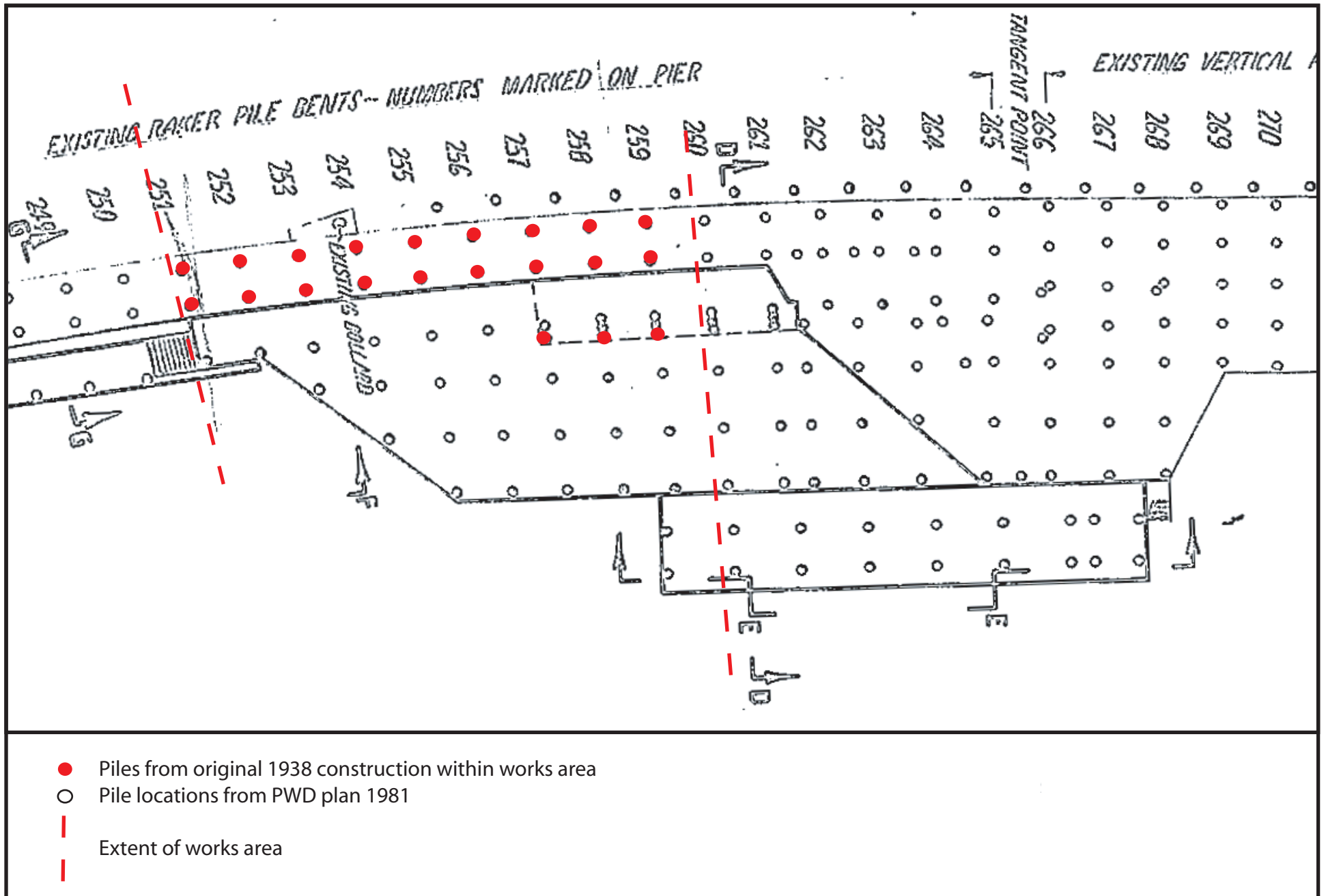


Figure 3: Pile layout prior to remedial works

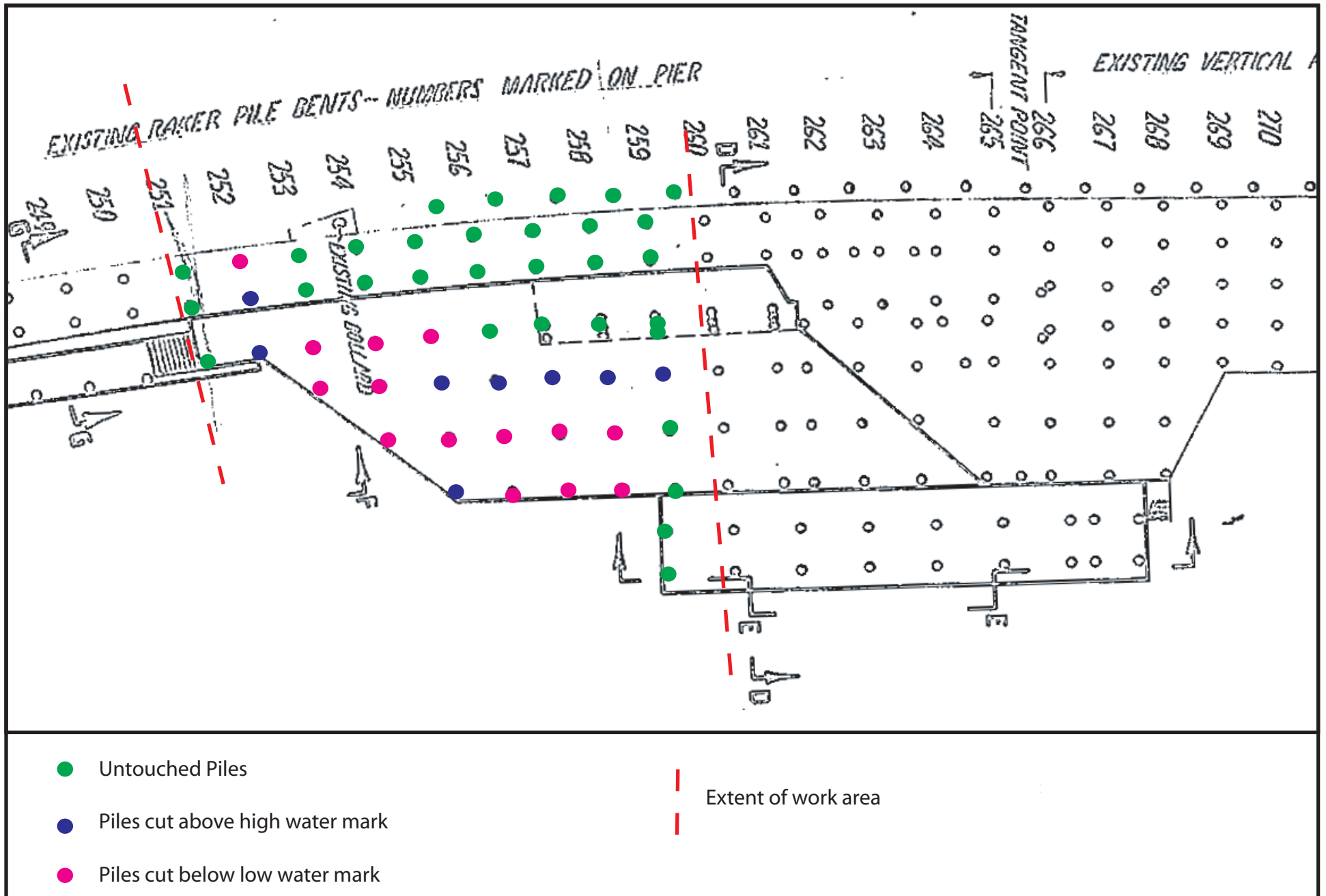


Figure 4: Status of piles following remedial works

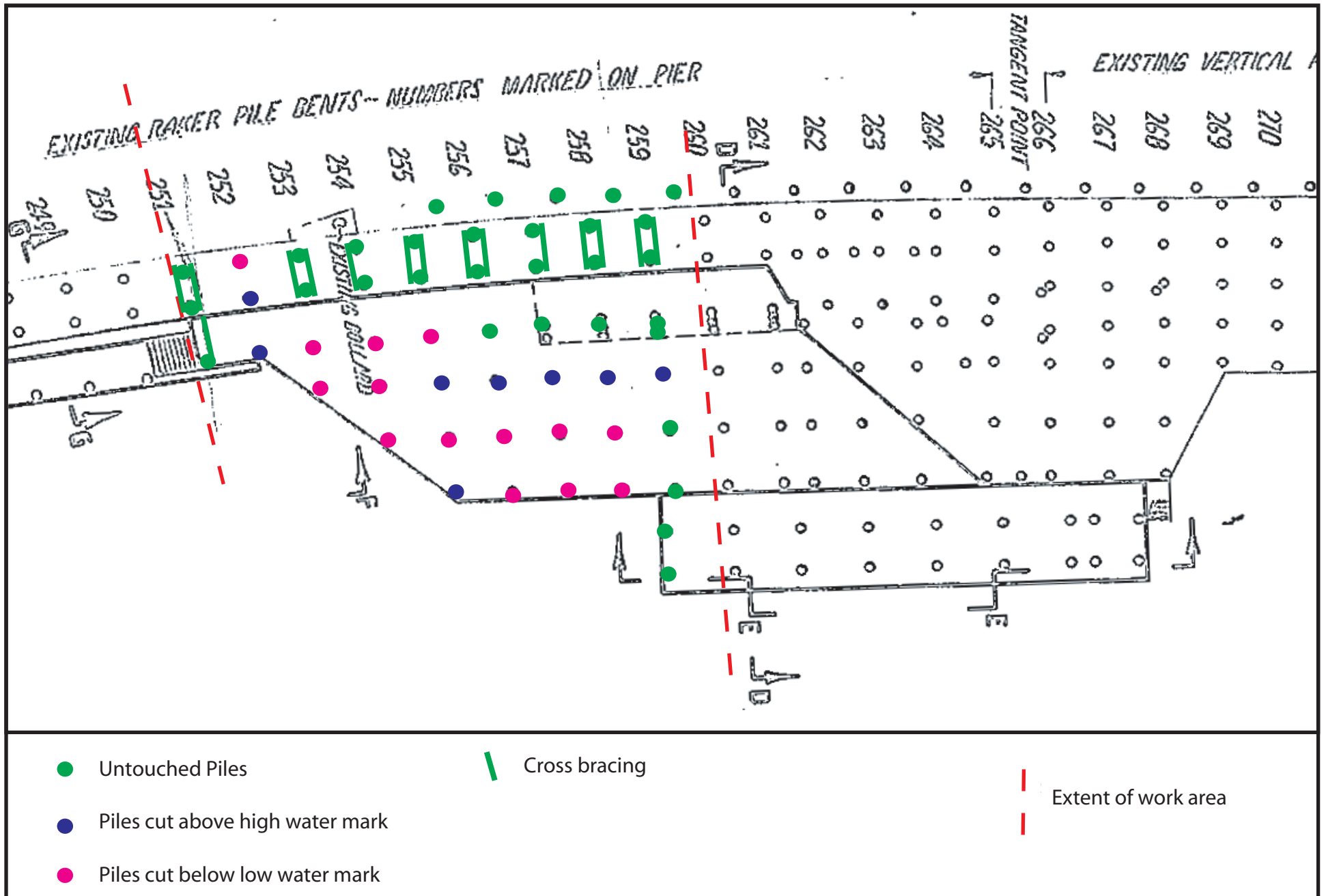


Figure 5: Status of cross bracing following remedial works

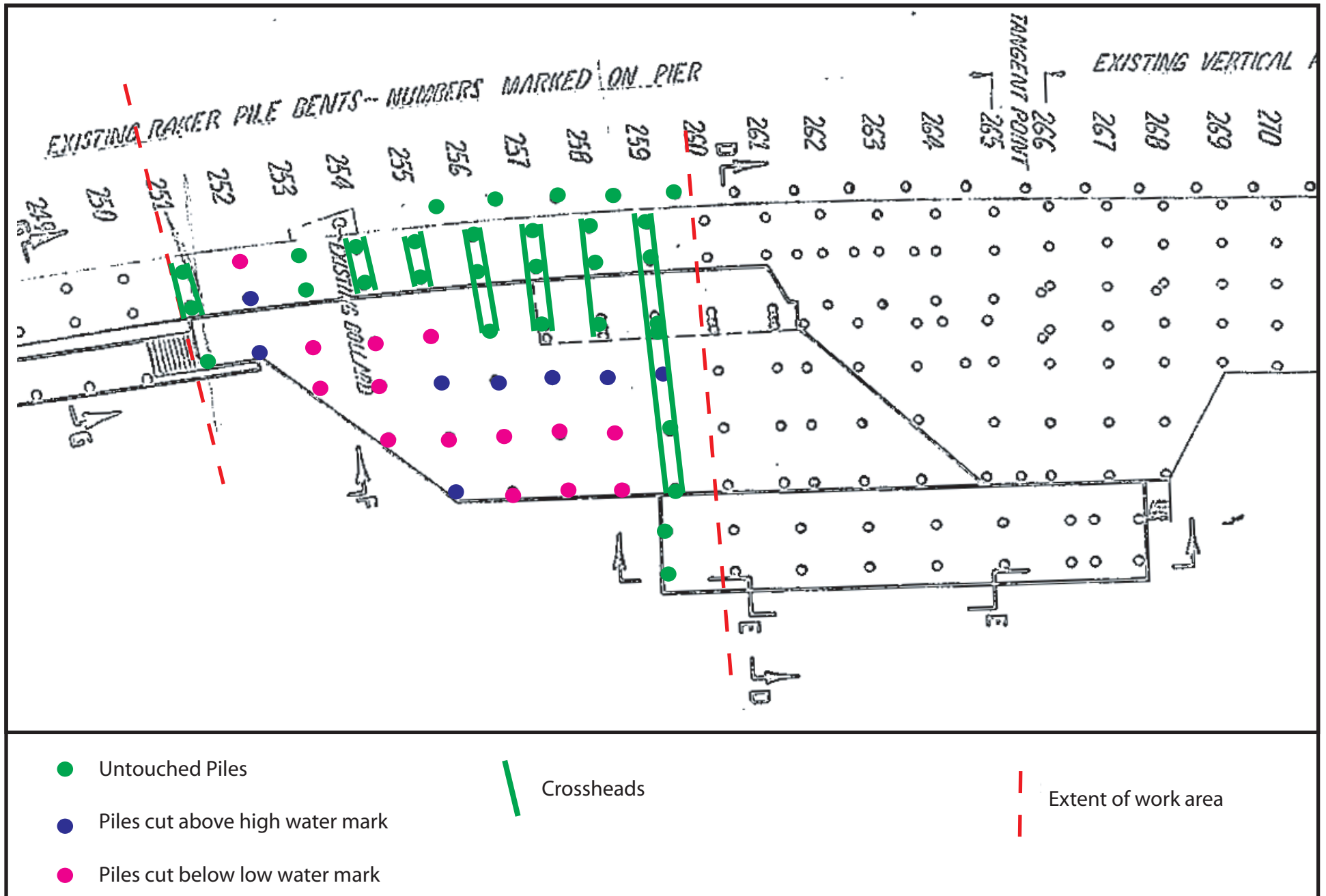


Figure 6: Status of crossheads following remedial works

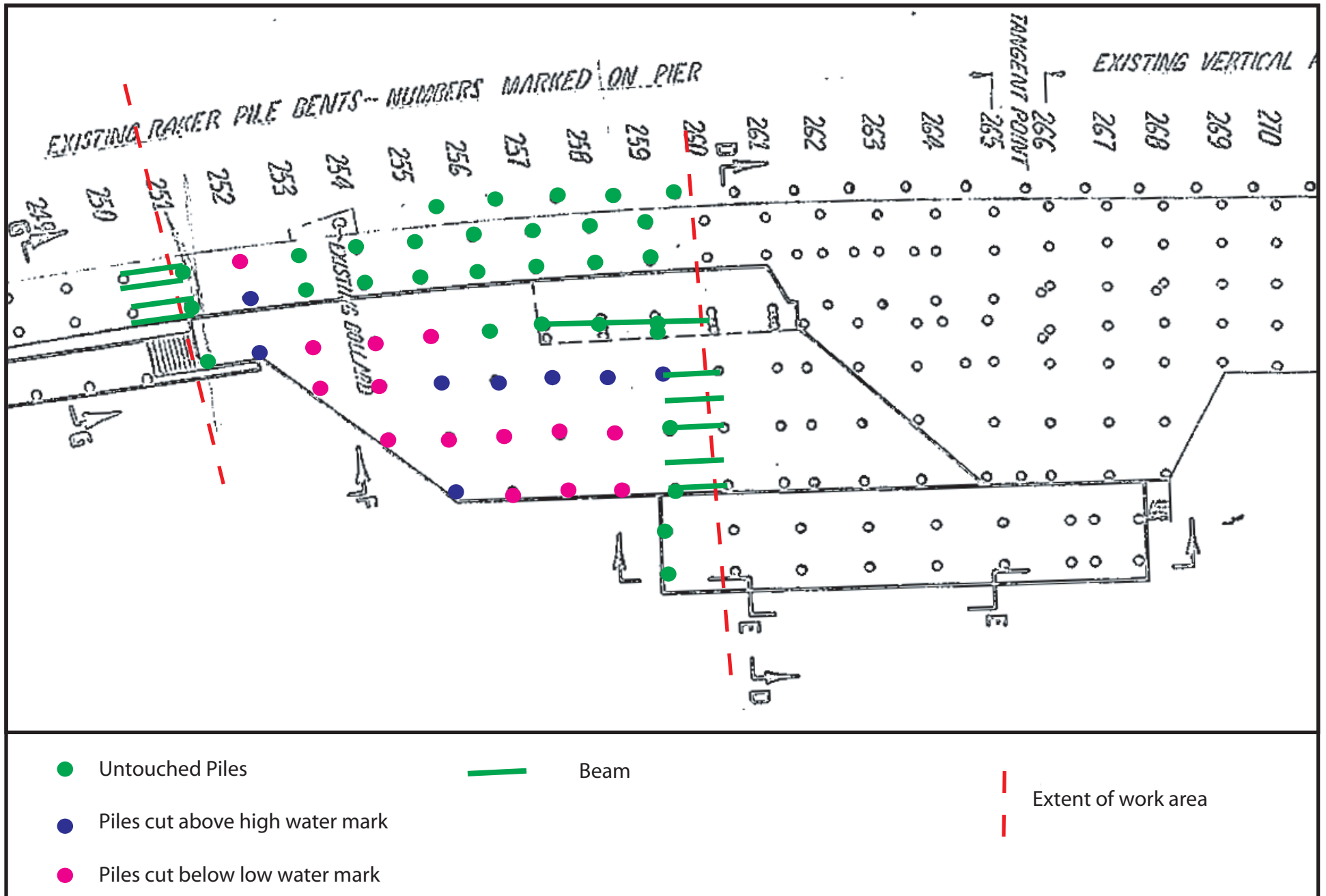


Figure 7: Status of beams following remedial works

APPENDIX B

HERCON criteria

The HERCON criteria were adopted by the National Environment Protection and Heritage Council (EPHC) at its meeting on 17 April 2008, at which the EPHC agreed to adopt a consistent set of national criteria to identify and manage heritage across Australia.

The individual criteria are as follows:

Criterion A:

Importance to the course, or pattern, of Victoria's cultural history.

Criterion B:

Possession of uncommon, rare or endangered aspects of Victoria's cultural history.

Criterion C:

Potential to yield information that will contribute to an understanding of Victoria's cultural history.

Criterion D:

Importance in demonstrating the principal characteristics of a class of cultural places and objects.

Criterion E:

Importance in exhibiting particular aesthetic characteristics.

Criterion F:

Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Criterion G:

Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Criterion H:

Special association with the life or works of a person, or group of persons, of importance in Victoria's history.

APPENDIX C

Heritage Act Penalties

The following summarises some of the key penalties under the *Heritage Act 1995*:

- Section 127 of the Act stipulates that it's an offence to disturb an archaeological site (or object) unless Consent has been obtained from the Executive Director. The penalty is \$60,000 for an individual and \$120,000 for a corporation. Note that this section does not apply only to Heritage Inventory listed places - there is blanket coverage for all historical archaeological sites in Victoria regardless of whether or not they are included in the Inventory.
- Section 64 of the Act specifies that parties may not damage, develop, alter etc a registered place or object unless permit approval has been obtained. The penalty for an individual is \$240,000, imprisonment for 5 years or both. For a body corporate it is \$480,000.
- Section 160 specifies that the owner of a registered place or object must not allow that place to fall into disrepair or fail to maintain a place to the extent that its conservation is threatened.

APPENDIX D

VHR Permit application process

Documentation

The following documentation (in general terms) will need to be provided for VHR permit applications:

- A description of the place in detail - with photographs, a location plan and site plan - and including its significance and status (VHR, RNE, HO, etc)
- A description of the changes proposed to the place including:
 - The existing condition of the place, including photos and drawings.
 - The need for the works.
 - The nature and extent of the proposed works (including plans and drawings), with changes that will impact on significant fabric clearly shown. This may require special annotation of existing plans.
 - The options (i.e., alternatives) that have been considered, and why they have been rejected. Any feasible remaining alternatives should be described in detail.
- A Heritage Impact Assessment Statement that covers:
 - Assessment of the impact of the works against Heritage Victoria's assessed cultural significance of the place.
 - Assessment of the impacts of any feasible alternate approaches.
 - How the impacts will be mitigated or minimised.
 - How the place will be protected from unintended consequences during the works (protection, monitoring, etc).
 - How the works will impact on any other neighbouring place listed on the VHR or included in the local Planning Scheme.
- The cost and class of works. This will dictate the fee to be paid.
- Documentary evidence where a refusal of the permit would affect the 'reasonable or economic use of the place or cause undue financial hardship to the owner'.

The applicant can at any time withdraw the application or, with written approval of the Executive Director, make minor amendments to the application.

Process

Upon receipt of a permit application, the Executive Director will:

- Cause the application to be advertised in a local newspaper/s. The 'clock' stops during advertising for a period of 14 days.
- May require the erection of a notice of the permit application in a prominent place for the advertising period (i.e., 14 days).
- Advise the local government authority for comments and consultation.
- Advise the National Trust of Australia (Victoria).

- Make a copy available to the public at the office of the Executive Director during office hours for a period of no more than 14 days.

Any person or group (e.g., the National Trust, local historical societies) may make a submission in relation to a permit application within 14 days of notification. It is preferable to consult with these organisations prior to making a permit application. If a number of groups make submissions, an interested parties meeting may be held.

The Executive Director must refer certain classes of application, where he or she doesn't have delegated powers, to the Victorian Heritage Council.

Determination of application

The Executive Director must determine an application within **60 days** of its receipt, unless the Executive Director requests additional supporting information (which again 'stops the clock'). The Executive Director may ask the Heritage Council to extend the period of 60 days by a further period of up to **60 days**. If the Executive Director obtains an extension, the applicant must be notified within 7 days of that extension.

Once the Executive Director has made a determination, the permit must be issued (with or without conditions) or refused. A notice of refusal must set out the reasons for the refusal and a statement of the applicant's rights of appeal. Once a permit is granted, there is no further right of appeal by any third party (i.e., the National Trust).

If a permit is refused or granted with certain conditions and has not previously been referred to the Heritage Council, the applicant or owner may lodge an appeal with the Heritage Council. The appeal must be in writing and lodged within 60 days of the issue of the decision by the Executive Director. In this case, the National Trust may request a hearing, at which any interested parties are invited to attend. The appeal must be determined within **60 days** of the appeal being lodged.

If the Permit application was referred to the Heritage Council, an appeal against a decision of the Executive Director must be lodged with the Victorian Civil and Administrative Tribunal.

A permit application model may be, for example:

REAL TIME	HV TIME	
Day 1-5	Day 1-5	Submission received by Heritage Victoria.
Day 6-20	CLOCK STOPS	Advertising period of 14 days. Submissions received.
Day 21-35	Day 6-20	Submissions considered. Interested parties meeting held. Additional information requested, if required.
Day 36-42	CLOCK STOPS	Additional information requested and received by HV. (Presuming a turn-around of 7 days).
Day 43-(83)	Day 20-(60)	Application considered by HV. Permit granted or refused.

APPENDIX E

Best practice in heritage interpretation

Excellent interpretation “*Engages the senses, the imagination and the emotions*” (NSW Heritage Office, 2005:9).

The following general principles, based in best practice, should be applied to developing an interpretation plan for the Long Jetty.

- All interpretation of the Long Jetty is rooted in significance.
- Understand why interpretation is needed and state the aims for interpretation.
- Identify the audiences for the interpretation and take into account their needs and existing knowledge before deciding on the methods of interpretation, which will engage their interest (stimulate interest, relate to the audience, and reveal meaning).
- If there are any groups of people for whom the Long Jetty has special meaning, these people should be sought out in developing the interpretation, e.g., oral histories of fishermen’s families; workers’ families.
- Decide what will be interpreted and where. The challenge for interpretation is to communicate the heritage significance of the Long Jetty. The recognised way in which to do this is to develop interpretation themes, which form the basis of the interpretation content. (Draft interpretation themes are attached for further discussion and development).
- Select appropriate media to match the audiences. Examples of media are: signs in the landscape, retention of fabric (e.g., the piles), posters, brochures, trail guides, presentations, exhibitions, audio guides, events and open days, newspaper articles, etc.
- Consider provision for people with disabilities, e.g., visual impairment, and for those who speak languages other than English.
- The interpretation of the Long Jetty is an educational resource and its design should take into account its possible use by schools as part of Gippsland Ports’ education provision.
- Be selective. Not everything needs to be interpreted everywhere.

APPENDIX F

Permit exemption policy

This is the recommended permit exemptions policy, which should be adopted when the Long Jetty is included on the Victorian Heritage Register. (Note: the term 'Executive Director' refers to the Executive Director of Heritage Victoria)

General conditions

1. All exempted alterations are to be planned and carried out in a manner, which prevents damage to the fabric of the registered place or object.
2. Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible. Note: All archaeological places have the potential to contain significant sub-surface artefacts and other remains. In most cases it will be necessary to obtain approval from the Executive Director, Heritage Victoria before the undertaking any works that have a significant sub-surface component.
3. If there is a conservation policy and plan endorsed by the Executive Director, all works shall be in accordance with it. Note: The existence of a Conservation Management Plan or a Heritage Action Plan endorsed by the Executive Director, Heritage Victoria provides guidance for the management of the heritage values associated with the site. It may not be necessary to obtain a heritage permit for certain works specified in the management plan.
4. Nothing in this determination prevents the Executive Director from amending or rescinding all or any of the permit exemptions
5. Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the responsible authorities where applicable.

Specific conditions

Fire Suppression Duties

The following fire suppression duties are permit exempt under section 66 of the Heritage Act 1995:

- Fire suppression and fire fighting duties provided the works do not involve the removal or destruction of any significant above-ground features or sub-surface archaeological artefacts or deposits;
- Fire suppression activities, provided all significant historical and archaeological features are appropriately recognised and protected;

Note: Fire management authorities should be aware of the location, extent and significance of historical and archaeological places when developing fire suppression and fire fighting strategies. The importance of places listed in the Heritage Register must be considered when strategies for fire suppression and management are being developed.

Public Safety and Security

The following public safety and security activities are permit exempt under section 66 of the Heritage Act 1995:

- Public safety and security activities provided the works do not involve the removal or destruction of any significant above-ground structures or sub-surface archaeological artefacts or deposits;
- The erection of temporary security fencing, scaffolding, hoardings or surveillance systems to prevent unauthorised access or secure public safety which will not adversely affect significant fabric of the place including archaeological features;
- Development including emergency stabilisation necessary to secure safety where a site feature has been irreparably damaged or destabilised and represents a safety risk to its users or the public.

Note: Urgent or emergency site works are to be undertaken by an appropriately qualified specialist such as a structural engineer, or other heritage professional

Signage and Site Interpretation:

The following Signage and Site Interpretation activities are permit exempt under section 66 of the Heritage Act 1995:

- Signage and site interpretation activities provided the works do not involve the removal or destruction of any significant above-ground structures or sub-surface archaeological artefacts or deposits;
- The erection of non-illuminated signage for the purpose of ensuring public safety or to assist in the interpretation of the heritage significance of the place or object and which will not adversely affect significant fabric including landscape or archaeological features of the place or obstruct significant views of and from heritage values or items;
- Signage and site interpretation products must be located and be of a suitable size so as not to obscure or damage significant fabric of the place;
- Signage and site interpretation products must be able to be later removed without causing damage to the significant fabric of the place;

Note: The development of signage and site interpretation products must be consistent in the use of format, text, logos, themes and other display materials.

Note: Where possible, the signage and interpretation material should be consistent with other schemes developed on similar or associated sites. It may be necessary to consult with land managers and other stakeholders concerning existing schemes and strategies for signage and site interpretation.

Minor Works

Note: Any Minor Works that in the opinion of the Executive Director will not adversely affect the heritage significance of the place may be exempt from the permit requirements of the Heritage Act. A person proposing to undertake minor works may submit a proposal to the Executive Director. If the Executive Director is satisfied that the proposed works will not adversely affect the heritage values of the site, the applicant may be exempted from the requirement to obtain a heritage permit. If an applicant is uncertain whether a heritage permit is required, it is recommended that the permits co-ordinator be contacted.