



TOWN OF PORT HEDLAND

MUNICIPAL INVENTORY of HERITAGE PLACES

REVIEW

2007

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TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

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EXECUTIVE SUMMARY

The review of the Municipal Inventory of Heritage Places is a requirement of the Heritage Act (1990). The Town of Port Hedland engaged consultants to undertake a community consultative review with members of the community who were previously involved in the 1996 Inventory process.

The review primarily:

- consolidated the 1996 database;
- updated the historical overview from 1997-2004;
- updated photographs of all places on the list (not regional);
- reviewed the 1996 list;
- nominated additional places for inclusion;
- researched and documented additional places; and,
- assigned management categories to all listed places.

As an outcome of the review of the Municipal Inventory of Heritage Places, two places have been deleted from the original 31 places on the 1996 inventory:

- | | |
|-------------------------------------|-------------------|
| Mundabullangana Woolshed | due to demolition |
| Transitional houses (Morgan Street) | due to demolition |

A number of places were identified in the 1996 Inventory as being worthy of further consideration, and have been included in the review lists that have been assessed:

- | | |
|--|-------------------------------------|
| 10 Edgar Street, Port Hedland | Glass House (fmr) – duplex dwelling |
| 16 Edgar Street, Port Hedland | Court House |
| 9 Kingsmill Street, Port Hedland | Dwelling ocean front |
| 19 Kingsmill Street, Port Hedland | Ellery Cottage (fmr) |
| Kingsmill Street NE cnr Crowe Street, Port Hedland | Clark's East End Store (fmr) |
| McGregor Street, Port Hedland | Racecourse |
| McKay Street, cnr Kingsmill Street, Port Hedland | Dwelling (A Richardson fmr) |
| Morgan Street (cnr Crowe St), Port Hedland | Clarke's General Store (fmr) |
| Richardson Street, Port Hedland | Harbourmaster's dwelling (fmr) |
| Richardson Street, Port Hedland | RFDS complex (Site of radio hut) |
| The Esplanade, Port Hedland | Pier Hotel |
| Athol Street, Cooke Point | World War Two Rifle Range/Merv's |
| Finucane Island | Original townsite SITE |

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REGIONAL

Condon (Shellborough)
Decca Communications
Du Pont ammunition bunkers
Indee Homestead
Strelley Homestead & Don McLeod's grave
Wallarenya Homestead

Other places on the review list have not been assessed at this time due to lack of initial information:

Site of Gerald Clarke's house
Jinker's House
McDonald's Store
Mosque
Don Rhodes' Shed
Richardson Reserve

A number of other places have been identified, researched and included in the preliminary review list:

17 Edgar Street, Port Hedland	Hospital quarters (fmr)
McGregor Street, Port Hedland	Koombana lookout
McKay Street	Nissan hut
Moore Street, Port Hedland	CWA
Sutherland Street, Port Hedland	St Cecilia's Catholic Church
The Esplanade, Port Hedland	Port of Port Hedland
Wedge Street, Port Hedland	MMA House
	Post Office orig (SITE) Post office
	Roads Board building (SITE)
	Picture gardens (SITE)
	Dempster's store (SITE)
	Crameri's Billiard Saloon (SITE)
Wedge Street E cnr Richardson Street, Port Hedland	Convent (fmr)
Wedge Street E cnr Anderson Street, Port Hedland	Sculpture Park
Bayman Street (cnr Keesing St) Port Hedland	Uniting Church manse
Dempster Street, Cooke Point	Detention Centre (fmr)
Keesing Street, Cooke Point	Recreation Club
South Hedland Town	Planning concept
North Circular Road, South Hedland	Water tank

Potentially there are more places that should be included, and reference to the historical overview highlights a number of places that could be considered for inclusion;

Mining sites

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Asian quarter

Town of Port Hedland Civic Centre

Freemasons, Masonic Lodge

REGION

Cape Thouin (first landfall 1628)

Gorge Creek grave/rail?

Management categories are critical to providing some guidance to the owners, managers and the Town of Port Hedland, to respond appropriately to each heritage place. Based on the assessed significance, management categories have been determined, consistent with the assessed level of significance for each place. The 1996 Town of Port Hedland's Municipal Inventory of Heritage Places did not assign management categories to the listed places.

The review of the Town of Port Hedland's Municipal Inventory of Heritage Places further reiterates the significance of the heritage and history of the Town of Port Hedland and provides a foundation from which to implement incremental updates of the Town of Port Hedland's Municipal Inventory of Heritage Places.

The following places are recommended for inclusion in the reviewed Town of Port Hedland's Municipal Inventory of Heritage Places.

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List of Places

Address	Place name	Ref No.	Category
Port Hedland Town			
Acton Street (cnr Anderson)	Tamarind tree	1	2
Anderson Street			
Lot 1, N cnr Esplanade	Hedland Emporium	2	2
E cnr Esplanade	Esplanade Hotel	3	2
S cnr Wedge Street	Dalgety House	4	1R
10 Anderson	Charlie Souey's Store (fmr)	5	2
cnr Darlot Street	Lions Park	6	4
Darlot Street	Pensioner dwelling & ablutions	7	3
Edgar Street			
4 Edgar Street	Midi bin Brahim's tree	8	2
10 Edgar Street	Glass House (fmr) – duplex dwelling	9	2
12 Edgar Street	Banger's House (fmr)	10	2
14 Edgar Street	St Mathew's Anglican Church SITE	11	1R
15 Edgar Street	Methodist Church (fmr)	12	3
16 Edgar Street	Court House (fmr)	13	3
17 Edgar Street	Hospital quarters (fmr)	14	3
Kingsmill Street			
3A Kingsmill Street	Nissan hut	15	3
9 Kingsmill Street	Dwelling	16	2
19 Kingsmill Street	Ellery Cottage (fmr)	17	2
NE cnr Crowe Street	Clark's East End Store (fmr)	18	3
McGregor Street			
	Racecourse SITE	19	4
	Koombana lookout	20	3
McKay Street			
cnr Richardson Street	Charlie Bayman's (fmr)	21	2
McKay Street	Primary school (fmr)	22	2
cnr Kingsmill Street	Dwelling (A Richardson fmr)	23	3
Meiklejohn Street			
Thru to Anderson & Taplin Streets	Lock Hospital & burial ground	24	1
Moore Street	CWA	25	3
Morgan Street (cnr Crowe St)	Charlie's General Store (fmr)	26	3
Richardson Street			
cnr McKay	Harbour & Light Cottage (fmr)	27	2
	Medical Staff Quarters (fmr)	28	1R
	RFDS (fmr)	29	3
cnr Withnell Street	Jacoby Residence	30	3
Sutherland Street			
	St Cecilia's Catholic Church	31	3
	Pioneers & Pearlers Cemetery	32	1
The Esplanade			
	Port of Port Hedland	33	3
	Pier Hotel	34	3
Wedge Street			
W cnr Anderson Street	MMA House (fmr)	35	3
Wedge Street SITES	Post Office orig (SITE) <i>Post Office</i>	36	4
	Roads Board building (SITE) <i>Visitors centre</i>		
	Picture Gardens (SITE)		
	Dempster's Store (SITE)		

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	Crameri's Billiard Saloon (SITE)		
E cnr Richardson Street	Convent (fmr)	37	2
E cnr Anderson Street	Sculpture Park	38	4
Wilson Street	Port Hedland railway station	39	1 recommend
	Don Rhodes Museum	40	4
	Aboriginal water source/Afghan well	41	1 recommend
	Causeway original SITE	42	4
Cooke Point			
Athol Street	World War Two Rifle Range/Merv's Lookout	43	4
Dempster Street	Detention Centre (fmr)	44	3
Kessing Street	Recreation Club	45	3
Finucane Island			
	original townsite SITE	46	4
Pretty Pool			
Matheson Street	Recreation reserve	47	4
South Hedland			
Town	Planning concept	48	4
North Circular Road	Water tank	49	3
REGIONAL			
	Boodarie Station	50	2
	Condon (Shellborough) SITE	51	4
	De Grey Station	52	3
	Indee Station- plane crash SITE	53	4
	Mail Stop Over SITE	54	4
	Mundabullangara Homestead	55	1R (interim)
	North West Coastal highway (Mung-deGrey) SITES	56	4
	Du Pont ammunition bunkers (Pippingarra)	57	2
	Strelley Homestead & Don McLeod's grave	58	3
	Tantalite mine, Strelley River SITE	59	4
	Wallarenya Homestead	60	3

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HISTORICAL OVERVIEW UPDATE

The historical overview provides a foundation from which to understand Port Hedland's history and identify places significant to development, events, people and phases of the history.

HISTORY-1997-2004

By 1997, the development of BHP's Hot Briquette Iron Plant, begun in 1996, made the Port Hedland the location of Australia's largest industrial construction project. The associated commercial, residential and industrial development led to a 50% increase in population between mid 1996 and 1998, and by mid 1997 BHP was the town's largest employer with over 5000 employees. At 8:20pm on October 3 1997, BHP's \$85 million tunnel from Finucane Island to Nelson Point broke through. The first of its type in Western Australia, the 1160 metre tunnel, of which 600 metres is under the sea bed, houses an 1.8 m wide conveyor belt, access way, and water, lighting and ventilation services for the conveying of iron ore from Nelson Point to the HBI plant and Finucane Island ship loading berth in order to increase the shipping capabilities of the port. Construction of the plant experienced some lengthy delays and problems however the HBI plant, costing \$2.3 billion, was officially opened on 21 July 1999. By this time the workforce had been reduced to 600 employees, later reduced to 240 permanent staff. The first shipment of 25,000 tonnes of hot briquette iron left for Asia in May 1999, the first of an anticipated 50-60 shipments per year. Throughout 2000, safety and technical problems delayed production and threatened to close the plant. Millions of dollars were spent to fix the problems, and productivity was below target. By October 2001 the HBI plant had been renamed Boodarie Iron, and production and financial targets were achieved for the first time since production commenced. Union disputes over workers agreements from 1999 also affected productivity at a number of worksites at Port Hedland, including BHP Iron Ore, and companies further throughout the northwest.

The increase in population within the town during the plant's construction phase necessitated an increase in accommodation, and led to an increase in building activity within the town. During 1997 \$28 million worth of building applications were approved, and the Town of Port Hedland's council application structure was altered to cater for the increase in applications. BHP constructed an accommodation village adjacent to the international airport, and early in 1997 a new motel, The Lodge, opened in Port Hedland, however a shortage of accommodation was still an issue, remaining at a premium, with rental prices increasing. By mid 1998 Port Hedland's gross rental values had almost doubled. By 1998 the construction phase was nearing an end, with consolidation beginning in 1999. The population of the town as a result decreased from a peak of 18,000 to plateau of around 15,000, relieving some of the accommodation pressure of the previous couple of years. Accommodation was still at a crisis point however, and a 213 bay caravan park was approved on Stanley Street in South Hedland. Illegal temporary accommodation was rife throughout the residential areas of Port Hedland, with council issuing notices to many illegal occupants advising to find suitable quarters. During the peak construction phase of

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the HBI plant, up to 1000 unauthorized accommodation units existed, with around 300 still remaining by November 1998.

The development of the HBI plant provided significant employment and business opportunities. A multi-million dollar marina, resort complex, golf course and residential lots on 150 hectares south of Pretty Pool, east of Port Hedland, bounded by Wilson Street, Cooke Point Drive, Styles Road and Four Mile Creek was also proposed. The entrance to the marina would be via a canal constructed to the north, about 1000 metres downstream of Four Mile Creek. Council favoured the proposal as the marina would boost tourism in the town, provide employment, ease land shortages and provide an environmentally aesthetic outlook and recreational facilities, however the land was Crown land, and there were concerns that the development would impact on the marine system.

The establishment of the HBI plant also resulted in a significant increase in traffic at the port, and as an alternative for the public, in June 1998 the Port Hedland Port Authority sought approval for the construction of a small two-tier jetty near the BHP transport area on Richardson Street. The \$400,000 small craft jetty was opened to the public on December 16, 1998. Located at the north end of Wedge Street, the jetty was designed to berth boats up to 25 metres long, and comprised the top level and three lower landings, suitable also for fishing and recreational purposes.

The size of the ships berthed at the port demonstrated the potential of the region to attract new, and expand existing, industries. The live cattle trade experienced increasing numbers of head exported per year, and industries such soil processing and offshore servicing also became viable. In July 2002, the Port Authority's \$8 million bulk shiploader was opened at No 1 Berth. It was designed to have less environmental impact than the previous shiploader, preventing spillage and wind blown dust. In 2003 plans for the expansion of the town's port facilities met with community opposition. Plans were made for the construction of a copper concentrate storage shed at the port, with long term plans to develop additional berths and petrochemical and other industries around the port area.

In mid 2003 the Town's defence facilities were upgraded with a new customs boat and surveillance cameras at the port. These upgrades were accompanied by renewed calls for the establishment of a naval base in the north west to defend the shores between Port Hedland and Darwin, which were perceived as vulnerable to illegal immigrants, trafficking and quarantine evasion.

Asylum seekers arriving in the region became national news from 1999, with large numbers of people arriving illegally on boats. In November 1999, the 153 people arriving on north west shores was the largest number to arrive so far in the Kimberley, adding to over 900 arriving in the few previous weeks. In 1999 alone, 86 boats arrived on Australian shores carrying 3722 illegal immigrants. From January to July 2000, 25 boats with 1345 people and 61 crew arrived. In July 1999 the media were allowed into the Immigration Reception Processing Centre for the first time since it's opening in 1991, at BHP's former single men's quarters. In November 1999 the Department of Immigration failed to approve a second

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Reception and Processing Centre for illegal immigrants in Port Hedland, with additional facilities established in Derby.

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

Escapes, protests and riots continued over the months, with protests largely against deportations and processing and detention times, and protests were also staged by anti-detention activists visiting the centres. A planned security upgrade and previous money spent on the Port Hedland Detention Centre meant that a move was unlikely. In the interim however, refugees whose status was refused were moved elsewhere. In September 2002 the Baxter Detention Centre near Port Augusta was opened and detainees were transferred from Woomera, Port Hedland and Curtin Detention Centres, except for emergencies. At this time Port Hedland had 170 detainees. In July 2002 a \$3.3 million isolation block upgrade commenced at the Port Hedland Detention Centre, and was completed in June 2003. By the end of 2003 there was a significant fall in numbers of detainees in detention centres around Australia, with only 1176 around Australia and 145 at Port Hedland. No new asylum seekers had arrived illegally on the mainland since August 2001, and none offshore since December 2001.

Overcrowding was also experienced at Port Hedland Regional Hospital, with patients being turned away. In July 2001, the last bulk billing doctors left the town, leaving only Port Hedland Regional Hospital and Wirraka Maya Aboriginal Medical Centre remaining for free treatment, which added further pressure on the hospital. By mid 2001 Port Hedland had lost three GP's, and soon after South Hedland's only GP left. There was a two week wait to see a doctor, with Port Hedland Regional Hospital seeing between 275-345 patients per week. This pressure was relieved early in 2002 with a GP returning to South Hedland, and the opening of Gemini Medical Services in South Hedland after a four month absence. In June 2002 a recommendation was made to State Government to upgrade the Port Hedland Regional Hospital, although it was undecided as to whether to upgrade or build a new hospital. Other health services to open during the period included free family planning services at the Port Hedland Regional Hospital in 2003. A crisis accommodation centre, Bunara Maya, located in South Hedland, was opened in August 2001 by the Department of Housing and Works and the Bloodwood Tree Association. The 20 bed hostel provided short term accommodation for Aboriginal people visiting from the wider region. In early 2002 the old fibro cement Women's Refuge building was also replaced.

The council's ongoing program of capital expenditure was highlighted during this period of growth, with the upgrading of the town facilitated largely through the South Hedland Enhancement Scheme and the Port Hedland Mainstreet project. The South Hedland Enhancement Scheme, a joint project between Port

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Hedland Council, WA Govt and BHP established in 1996, was recognised through the Premier's award in the 1997 Community Services Industry Award. The South Hedland Enhancement Scheme involved improvements to both South Hedland and Shellborough, with key projects including the creation of a town centre based around Throssell Street and the South Hedland shopping complex, increased security, improved access and more parks. In 1997 the South Hedland Enhancement Scheme spent \$62,500 on the upgrading of Lawson Street, and in early 1998 the South Gate Business Centre opened in the expanding service and light industrial area of South Hedland. In February 1998 the Town of Port Hedland established a permanent presence in the locality of South Hedland for the first time, with the Council opening an office on Tonkin Street. During 1998 \$50,000 was also spent on upgrading the lighting in South Hedland, to allow for stronger wattage and all night lighting.

In November of 1998, \$40,000 worth of artworks were commissioned throughout South Hedland as part of the South Hedland Enhancement Scheme, with funding sourced equally from the scheme and Homeswest. The artworks by south-west artist Pip Sawyer included the South Hedland roundabout wall, brick pillars with signs at the entrances to the different localities of South Hedland, and other works around town. Soon after their installation however, the council voted to have the sculptures of a sinking ship at the entrance to Koombana and the man under a tree depicting the area of Lawson removed due to their perceived insensitive nature and difficulty in discerning.

The South Hedland Enhancement Scheme wound up at the end of June 1999, and at its conclusion had spent \$7 million on infrastructure and facilities in South Hedland, with additional funding from external sources. It had also significantly improved conditions, with cleaner and greener and better youth, sporting and community facilities. Projects undertaken in 1999 included the construction of a new road linking Hamilton Road, the main entry to South Hedland, to Collier Drive, which provided a new entry into the main shopping area and a bypass into Koombana. Projects completed by mid 1999 included Lotteries House (\$2.2m), Lawson Street Youth Centre (\$438,000), Police & Citizen's Youth Centre upgrade (\$862,000), South Hedland sport precinct (\$518,000), Centenary Park and the roundabout entry statement (\$200,000). Projects yet to be completed at closure included the extension of Hamilton Road from the police station to the back of Koombana and the oval upgrade, which were overseen by the Port Hedland Council.

The Mainstreet Program is a community project that began operating in Australia in the late 1980s, aimed at revitalising and promoting town centres throughout Western Australia. It was adopted in Port Hedland in 1997, involving the Town of Port Hedland, the Chamber of Commerce and businesses, and the community. The Port Hedland Mainstreet Program focused on business developments, physical environment and marketing and promotions, and followed on from South Hedland's Enhancement Scheme adding to the normal development processes of council as well as the introduction of a sewerage system to the older parts of Port Hedland. In November 1997 draft plans for the Port Hedland centre

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improvements were released to the public, with the Mainstreet committee funding including a \$20,000 State Government Grant and \$15,000 from the Town of Port Hedland.

Mainstreet Program activities included a number of cleanup activities throughout in 1998/9, and the enhancement of attractions to Wedge Street and surrounds. This involved ongoing foreshore improvements, further development of a park at the McGregor St water tower, more road, footpath and drainage construction, provision of water and power to the landfill site, upgrading of South Hedland Cemetery, tree planting, and the refurbishment of the Civic Centre. Murrambine, Wedgefield and Peawah Streets were also upgraded in 1999, and foreshore rehabilitation along Sutherland Street in Port Hedland. In April 2000 plans were made to seal the Port Hedland to Marble Bar road if funding became available, with this project completed in 2005.

In 1996 Port Hedland celebrated its Centenary, with projects for the occasion including the featured town at the Royal Show, and the construction of the Sealanes wall mural, depicting 100 years of Port Hedland's history. Undertaken by local artists, the mural, along the outside wall of the Sealanes building, took six months to complete. By February 2000 however, the region's extreme weather conditions had taken their toll on the mural, which was by now beyond repair and due to be removed.

In October 2001, after ten years of planning, the town council began site preparation for a new town park in Port Hedland, following BHP Billiton contributing \$1 million for the project. The need for a park was identified in the 1991 townscape study. The carpark on Richardson Street adjacent to Sealanes, on the site of the former Coral Trout restaurant, was transformed with shade and grassed areas, a boardwalk along the ocean frontage, seating, lighting, viewing platform, and a reconciliation sundial, with the adjacent land used as a carpark. The development of the site included the removal of an old toilet block with additional funds to be sought for the construction of new toilet block in the future. BHP Billiton further contributed to the enhancement of Port Hedland with the approval by council in June 2002 of the Products and Capacity Expansion project (PACE), to involve a greening and streetscape program and, at a later date, facilities enhancement. Funding of over \$156,000 was also sourced in May 2002 from the Pilbara Regional Development Scheme towards the development of Port Hedland, with over \$96,000 to be spent on beautifying the town square.

During the 1997/1998 financial year, the Water Corporation's Infill Sewerage Program began in Port Hedland, involving the construction of reticulation sewers, a pumping station and pressure main to the cost of \$3.1 million. This program supplied deep sewerage to 216 residential lots with the future works required to service remaining lots. Due to the cyclone risk in the Port Hedland region, the town also became the second regional centre to receive funding from the State Government for the installation of underground power, which would replace all overhead infrastructure in Port Hedland and regional areas, but not including Wedgefield or South Hedland. The \$6.8 million project to be jointly funded by Western Power and the Town of Port Hedland involved supplying power to 1048 Port Hedland lots. This project is to be complete in 2007.

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Improvements to the town during this period included the construction of Port Hedland's new \$7 million primary school located on the oval of the Cooke Point Primary School. The new primary school was to replace and amalgamate the Cooke Point and Port Hedland primary schools, both of which buildings were infected with concrete cancer. The new Port Hedland Primary School was to be constructed specifically to cater for the cyclonic conditions of the region, with 14 permanent classrooms, three pre-primary rooms, library, art music, administration and staff rooms, covered assembly area and canteen, with full air-conditioning, and sharing a reticulated oval with the Port Hedland Council. Named Port Hedland Primary School, and located in Cooke Point, the new primary school opened in August 1998. Other school developments during this period included, in August 2002, a proposal to upgrade St Cecilia's Primary School on Sutherland Street, which in turn received response from the Catholic Education office that a new school be constructed instead.

Additional educational and support facilities were also provided for the wider population, to encompass all groups within the community. In September 2003 Kurtakalku Maya, an Aboriginal education centre, opened in South Hedland. In 1997 Pundulmurra College began a course in Aboriginal languages, and external studies through the Central Metro College of TAFE provided a course for interpreters to assist in providing services for the ethnic population and those in the town's immigration complex. The Pilbara Community Living Association was formed in late 1997 to support those with disabilities, an employment service was established for those with disabilities, and a recreation club was established for children with and without disabilities to encourage integration.

Employment opportunities were further increased during 1998, especially for the town's youth, with the opening of a McDonald's store on Oct 15, which initially employed around 90 locals. Further youth facilities were also developed during this period included the construction of new clubrooms for the South Hedland Scouts, Cubs and Brownies on Stanley Street following a fire in 1997, and the construction of a Youth Centre located on the site of the old Lawson Street tennis courts, which was underway by April 1998 at a cost of \$400,000. Early in 1998 the police had opposed a proposal for an amusement centre in South Hedland, believing that it may affect the area's successfully decreasing crime rate. Recreational facilities were further increased with the formation of the Port Hedland Dirt Bike Club in June 1998 to cater for the more than 70 motorbike events held in the region each year, and plans were discussed to secure 50 hectares of land for this purpose near Deepwater. In late 1999 a skate park was planned by the Town of Port Hedland and the Youth Involvement Council, and constructed at the corner of Throssell Road and Colebatch Way in South Hedland. A skate park had been identified in 1997 as the most wanted youth facility in the region. A youth outreach program in South Hedland was also initiated in February 2000, and opened in June 2000. Entertainment also returned to Port Hedland in 2000 by way of the re-broadcasting of SBS television and radio stations Triple J and Classic FM, following more than six years of efforts by the local council and residents to regain transmission.

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As community facilities increased to meet the increase in population, a variety of the community's needs were catered for. In August 2001 Port Hedland's first official nudist beach was approved by the Port Hedland Council, just east of Pretty Pool, and as a result of a community re-naming competition in July 2002, Port Hedland's unfortunately named recreation area Spoil Bank became known as Mystery Bay. In 1997 it had also been proposed to re-name South Hedland as part of the town's upgrade. Suggested names had included Pundulmurra and Pippingarra, however the council had opposed the change.

The State Government budget announced in May 1999 declared a \$50 million boost for the Pilbara, to include \$200,000 spent on developing and selling horticultural lots in Port Hedland, the upgrading of teaching facilities at Hedland College, the upgrading of Port Hedland's town water supply scheme and the upgrading of the town's power distribution systems, and the new justice complex.

Construction began on the South Hedland Justice Complex, designed by Spowers Architects, in December 1998. The new complex located next to the South Hedland Police Station and lock-up was estimated to cost \$4.7 million, and would include 2 courtrooms, administration area, judicial chambers and a community based services administration area, and would be equipped with the latest technology. Due to be completed in October 1999, the new courthouse complex was designed to replace the outdated facilities in Port Hedland built in the 1960s. The former courthouse, now Courthouse Gallery, received free renovations in June 2002 as part of the community Global Service Event. Employees from Duke Energy undertook works including floor treatments, electrical works, and paintwork to the workshop area and also the gallery area.

A number of other of Port Hedland's older buildings and structures were renovated during this period. Conservation of one of Port Hedland's oldest houses, Dalgety House, began in 1999 and after completion was opened to the public on Australia Day 2000. The place was then developed as a museum, and Dalgety House Museum opened officially on June 15, 2003. BHP Billiton assisted the Historical Society by incorporating a garden plan into the works and assisting in rejuvenating downtown Port Hedland. The restoration of the Port Hedland Turf Club was undertaken in 2000 as a Work for the Dole project, and work was undertaken on the stables, main grandstand and the side rail. The Don Rhodes Mining Museum was also upgraded by Work for the Dole participants. The museum's upgrade was the largest over the past 15 years, and included the construction of a park, and the cleaning of machinery for within the museum. The official opening of the Don Rhodes Mining Museum was in January 2001. Early in 2003, a change of ownership of the Esplanade Hotel resulted in interior renovations, and plans for the exterior to also be renovated, and in July 2003 the 30 year-old Gratwick Olympic Memorial Pool on McGregor Street re-opened following a \$1.5 million upgrade. The Aboriginal Church of Christ in South Hedland was also rebuilt during 2003 after a fire had destroyed the building in 1991. Whilst not the subject of renovation or conservation,

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St Matthew's Church on Edgar Street was agreed for sale by the Port Hedland Council in May 1999 as the owners of the former church, the Port Hedland Tourist Bureau, were having difficulties finding a permanent tenant to lease the premises. The Church was demolished in 2004.

Larger renovation projects were also undertaken during this period of increasing building applications and accommodation concerns. In March 1999 the Port Hedland Council agreed to borrow \$1.8 million to total \$2.23 to be spent on the upgrade of staff housing in the town. A total of 30 homes were to be upgraded, with existing facilities refurbished and a number of new homes constructed on vacant lots in South Hedland. In 2001 the 20 year old Port Hedland Retirement Village units were renovated as a joint venture between Town of Port Hedland and the Department of Housing and Works. Single roomed bedsits were converted into single bedroom units with verandahs, and enclosed gardens. Renovation of the 22 units cost more than \$500,000.

The Port Hedland Cattle Yards also received an upgrade, beginning in June 1999. Funding of \$10,414 from the Premier was intended to cover 75% of the costs, with the remaining funding from the sourced from the shire. Improvements to the yards were to include connecting the yards to the main power grid to allow for night operations, increasing the holding capacity from 1000 to 3500 head, the installation of a second loading ramp, 6 lighting towers and improved sprinklers and feeding troughs. Upgrading of the cattle yards was in response to the boost in the cattle market, with live exports through Port Hedland increasing from 2400 head in 1993/1994 to 28,700 in 1998/1999, with new markets opening in China, Indonesia and the Phillipines. By 1999/2000 figures has risen to 31,807 head of live cattle exported through Port Hedland.

Along with the new improvements to the town, a number of the older aspects of the town ceased operations during this period. The South Hedland branch of the Commonwealth Bank closed its doors after 22 years in August 1999. It was the last in a string of branches and resulted in the closest bank being located 20km away in Port Hedland.

Early in 1999 Port Hedland International airport experienced financial difficulties, with the Pilbara MLA suggesting that the airport, owned by the Town of Port Hedland, be sold. Over \$3.9 million had been spent on the airport over the previous five years, including improvements to the runway, buildings and grounds. In July 1999 Port Hedland's International Airport control tower was operated for the last time, after 30 years of operation. Air traffic control was replaced by mandatory broadcast zone procedures despite Port Hedland's continuing weekly international flight to Bali. Its closure was marked by a small ceremony, and plans were made by the Town of Port Hedland to preserve the tower. In July 1999 Airlink ceased flights from the airport, leaving only Ansett operating until Ansett flights were suspended 14 Sept 2001. Soon after Qantas added Port Hedland to its flight network, making it one of seven regional centres in Western Australia. Shortly after, in October 2001 Port Hedland became a two-airline town, with Skywest beginning Perth flights. After a period of lapse, the reintroduction of direct flights between Port Hedland and Bali were threatened with the removal of the emergency firefighters from the airport by Air

TOWN OF PORT HEDLAND MUNICIPAL INVENTORY OF HERITAGE PLACES

Services Australia in 2003, as Port Hedland's annual visitor numbers of 85,000 fell below the threshold requiring such services. Other transport facilities within the town were also affected when McCafferty's Greyhound Coach service, which had been operating since 1979, ceased operating the inland service via Newman, and the state government started a subsidised service with Integrity Coachlines as a twice weekly service that subsequently reduced to a weekly service.

As a result of a heritage research and publications focused on the Port Hedland region, on May 3, 1998, a three stage heritage trail opened in Port Hedland, focusing on a number of sites both within the townsite and within the wider district. Further research on the town's heritage included a concept plan developed for the Pioneers and Pearlers Cemetery by the Research Institute of Cultural Heritage that would include the construction of a shelter and the provision of additional historical information. Family liaison work was also undertaken to assist in determining the names of a number of Aboriginal people buried at the cemetery whose graves are without headstones. On the first weekend of May 1999, over 300 Aboriginal people from surrounding areas arrived at Strelley Station for the funeral of Don McLean.

The following year, 2000, was The Year of Reconciliation. Reconciliation projects in Port Hedland had begun in 1997 with a landmark community meeting to discuss issues such as native title. This meeting was organised by Ngarda Ngarli Yarndu Regional Aboriginal and Torres Strait Islander Community Council and the Town of Port Hedland. Port Hedland Australians For Reconciliation also worked with families to include Aboriginal people who served in WWII on an honour roll in Gratwick Hall, and the Listen to the Old people project began, which compiled local histories to be made into a book, brochure, displays and a heritage trail in Port Hedland. This project by the Town of Port Hedland and Wangka Maya Pilbara Aboriginal Language Centre was one of seven reconciliation projects to be funded across Australia, and Port Hedland Australians For Reconciliation were named the best reconciliation group in the state for their efforts. Almost 300 Port Hedland residents participated in the national walk for reconciliation. Racial tolerance and understanding within the town's multicultural population was also promoted within the large Muslim community, with open days at the Mosque, organised by the Hedland and Islamic Association of North Western Australia.

In 2003 plans were proposed which would alter the boundaries of the Town of Port Hedland, and would incorporate a wider Aboriginal community within the region. The Local Government Advisory Board received a proposal from the Minister of Local Government and Regional Development to transfer the Mugarinya Community and its associated lands from the Shire of East Pilbara to the Town of Port Hedland. Community submissions in response to this proposal were received until late 2003.

Within the existing Port Hedland shire during this period, a number of changes were made to the existing environment. Following 18 months of Mundabullangana Station being closed to public access by the station manager due to trespassing and vandalism, the station was re-opened for five weeks in November 1998 before consideration to re-close. On January 1, 2001 access to Purracumurra Creek fishing area was again closed for a period of at least 12 months following continued vandalism, littering,

**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**

shootings and leaving gates open. During this period it was proposed by the Town of Port Hedland to exclude a number of high recreation areas from pastoral leases once they expired in 2015. Areas to be excluded would include Mundabullangana Beach, Cowrie Creek and the area near the mouth of the DeGrey River. In September 2001 the town's residents opposed a proposal by CRS to quarry limestone opposite the Finucane Island boat ramp and along the adjacent limestone ridges. Reasons for the opposition rested on the place not only being a popular fishing and boating area, but also due to concerns of the proposal's effect on the area's ecosystem.

Cyclones common to the region continued as always, with their effects damaging the town's buildings and infrastructure. These included Cyclone Gwenda in April 1999 which caused localised flooding and minor damage, and cyclone John in December 1999, causing considerable road damage, and Cyclone George in 2007.

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

LIST OF PLACES

Ref No.	Address	Place name	Orig ref no
Port Hedland Town			
1	Acton Street (cnr Anderson) Anderson Street	Tamarind tree	30
2	Lot 1, N cnr Esplanade	Hedland Emporium	9
3	E cnr Esplanade	Esplanade Hotel	10
4	S cnr Wedge Street	Dalgety House	6
5	10 Anderson	Charlie Souey's Store (fmr)	5
6	cnr Darlot Street	Lions Park	12
7	Darlot Street Edgar Street	Pensioner dwelling & ablutions	22
8	4 Edgar Street	Midi bin Brahim's trees & house (SITE)	16
9	10 Edgar Street	Glass House (fmr) – duplex dwelling	-
10	12 Edgar Street	Banger's House (fmr)	2
11	14 Edgar Street	St Mathew's Anglican Church SITE	28
12	15 Edgar Street	Methodist Church (fmr)	15
13	16 Edgar Street	Court House (fmr)	-
14	17 Edgar Street	Hospital quarters (fmr)	-
Kingsmill Street			
15	3A Kingsmill Street	Nissan hut	-
16	9 Kingsmill Street	Dwelling	-
17	19 Kingsmill Street	Ellery Cottage (fmr)	-
18	NE cnr Crowe Street	Clark's East End Store (fmr)	-
19	McGregor Street	Racecourse (SITE)	-
20	McGregor Street	Koombana lookout	-
McKay Street			
21	2 cnr Richardson Street	Charlie Bayman's (fmr)	4
22	McKay Street	Primary school (fmr)	21
23	cnr Kingsmill Street	Dwelling (A Richardson fmr)	-
Meiklejohn Street			
24	Thru to Anderson & Taplin Streets	Lock Hospital & burial ground	13
25	Moore Street	CWA	-
26	Morgan Street (cnr Crowe St)	Charlie's General Store (fmr)	-
<hr/>			
Ref No.	Address	Place name	Orig ref no
27	Richardson Street	Harbour & Light Cottage (fmr)	-

**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**

28	cnr McKay	Medical Staff Quarters (fmr)	14
29	RFDS (fmr)		-
30	cnr Withnell Street	Jacoby Residence	11
	Sutherland Street		
31	St Cecilia's Catholic Church		-
32	Pioneers & Pearlers Cemetery		23
	The Esplanade		
33	Port of Port Hedland		-
34	Pier Hotel		-
	Wedge Street		
35	W cnr Anderson Street	MMA House (fmr)	-
36	Wedge Street SITES	Post Office orig (SITE) <i>Post office</i>	-
		Roads Board building (SITE) <i>Visitors centre</i>	-
		Picture Gardens (SITE)	-
		Dempster's Store (SITE)	-
		Crameri's Billiard Saloon (SITE)	-
37	E cnr Richardson Street	Convent (fmr)	-
38	E cnr Anderson Street	Sculpture Park	-
	Wilson Street		
39	Port Hedland Railway Station remains		26
40	Don Rhodes Museum		8
41	Aboriginal water source/Afghan well		1
42	Causeway original SITE		20
	Cooke Point		
43	Athol Street	World War Two Rifle Range/Merv's Lookout	-
44	Dempster Street	Detention Centre (fmr)	-
45	Kessing Street	Recreation Club	-
	Finucane Island		
46		Original townsite SITE	-
	Pretty Pool		
47	Matheson Street	Recreation reserve	25
	South Hedland		
48	Town	Planning concept	-
49	North Circular Road	Water tank	-

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

REGIONAL

Ref No.	Place name	Orig ref no
50	Boodarie Station	3
51	Condon (Shellborough) SITE	-
52	De Grey Station	7
53	Indee Station- plane crash SITE	-
54	Mail Stop Over SITE	-
55	Mundabullangara Homestead	17
56	North West Coastal highway (Mung-deGrey) (SITES)	27
57	Du Pont ammunition bunkers (2) Pippingarra	24
58	Strelley Homestead & Don McLeod's grave	-
59	Tantalite mine, Strelley River SITE	-
60	Wallarenya Homestead	-

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

MANAGEMENT CATEGORIES

It is an important element of the recognition and understanding of cultural heritage significance of a place, that some guidance is provided to the owners, managers and statutory authority, to respond to the assessed significance. Based on the assessed significance, management categories have been determined consistent with the assessed level of significance for each place.

The hierarchy of management categories is as follows:

MANAGEMENT CATEGORIES & IMPLICATIONS

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

Some places are currently on the Heritage Council's assessment program. (a)

A place worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.

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

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

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

IMPLICATIONS of REGISTRATION:

A Memorial is lodged on the Certificate of Title of the Registered place under the provisions of the Heritage Act (1990).

By virtue of the Heritage Act, the owner is bound to conserve the place.

ALL development (including demolition) MUST be referred to Heritage Council for consideration PRIOR to undertaking any works.

The Town of Port Hedland cannot approve anything contrary to Heritage Council recommendations.

Private owners of Registered places qualify for the Heritage Council's Heritage Grants Funding. \$1,000,000 is available annually. A Conservation Plan is a pre-requisite for conservation works funding, but a Conservation Plan can also be funded on same basis.

**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**

Local Government, churches and community owners qualify for Federal Cultural Heritage program administered by Environment Australia. \$3,000,000 is available annually to the nation for built heritage, the environment and Indigenous heritage. It is funded on a \$ for \$ basis. A Conservation Plan is a pre-requisite for conservation works funding.

Local Government, churches and community owners qualify for Lotterywest conservation funding. \$1,500,000 is available annually. It is funded loosely on a \$ for \$ basis, although 'inkind' contributions are encouraged. Benefit to the community is a significant factor in assessment for funding. A Conservation Plan is a pre-requisite for conservation works funding, but a Conservation Plan can also be funded on same basis.

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

Category B

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

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

Recommend: Retain and conserve the place.

IMPLICATIONS:

Planning applications must be submitted to Town of Port Hedland for approval prior to undertaking any works.

Private owners do not qualify for any funding.

Local Government, churches and community owners qualify for Lotterywest conservation funding. \$1,500,000 is available annually. It is funded loosely on a \$ for \$ basis, although 'inkind' contributions are encouraged. Benefit to the community is a significant factor in assessment for funding. A Conservation Plan is a pre-requisite for conservation works funding, but a Conservation Plan can also be funded on same basis.

Category C

A place of some cultural heritage significance to Town of Port Hedland.
No constraints.

Recommend: Encourage retention of the place, and document the place if retention is not possible.

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

IMPLICATIONS:

Town of Port Hedland officers available to discuss any proposals affecting the cultural heritage significance of the place, but there are no statutory requirements pertaining to heritage issues.

Private owners do not qualify for any funding.

Local Government, churches and community owners qualify for Lotterywest conservation funding, although at a lower priority. \$1,500,000 is available annually. It is funded loosely on a \$ for \$ basis, although 'inkind' contributions are encouraged. Benefit to the community is a significant factor in assessment for funding. A Conservation Plan is a pre-requisite for conservation works funding, but a Conservation Plan can also be funded on same basis.

Category D

A site without built features that is of some cultural heritage significance to Town of Port Hedland.

No constraints.

Recommend: Interpret the place.

IMPLICATIONS:

Town of Port Hedland officers are available to discuss any proposals affecting the cultural heritage significance of the site, but there are no statutory requirements pertaining to heritage issues.

Private owners do not qualify for any funding.

Local Government, churches and community owners qualify for Lotterywest interpretation funding. \$1,000,000 is available annually. It is funded loosely on a \$ for \$ basis, although 'inkind' contributions are encouraged. An Interpretation Plan is a pre-requisite for any interpretation works or initiatives funding, but an Interpretation Plan can also be funded on same basis.

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

MANAGEMENT CATEGORY RECOMMENDATIONS

(based on site inspections and previous listings)

<u>Address</u>	<u>Place name</u>	<u>Ref No.</u>	<u>CATEGORY</u>
Port Hedland Town			
Acton Street (cnr Anderson)	Tamarind tree	1	2
Anderson Street			
Lot 1, N cnr Esplanade	Hedland Emporium	2	2
E cnr Esplanade	Esplanade Hotel	3	2
S cnr Wedge Street	Dalgety House	4	1R
10 Anderson cnr Darlot Street	Charlie Souey's Store (fmr)	5	2
	Lions Park	6	4
Darlot Street	Pensioner dwelling & ablutions	7	3
Edgar Street			
4 Edgar Street	Midi bin Brahim's tree	8	2
10 Edgar Street	Glass House (fmr) – duplex dwelling	9	2
12 Edgar Street	Banger's House (fmr)	10	2
14 Edgar Street	St Mathew's Anglican Church SITE	11	1R
15 Edgar Street	Methodist Church (fmr)	12	3
16 Edgar Street	Court House (fmr)	13	3
17 Edgar Street	Hospital quarters (fmr)	14	3
Kingsmill Street			
3A Kingsmill Street	Nissan hut	15	3
9 Kingsmill Street	Dwelling	16	2
19 Kingsmill Street	Ellery Cottage (fmr)	17	2
NE cnr Crowe Street	Clark's East End Store (fmr)	18	3
McGregor Street	Racecourse (SITE)	19	4
McGregor Street	Koombana lookout	20	3
McKay Street			
cnr Richardson Street	Charlie Bayman's (fmr)	21	2
McKay Street	Primary school (fmr)	22	2
cnr Kingsmill Street	Dwelling (A Richardson fmr)	23	3
Meiklejohn Street			
Thru to Anderson & Taplin Streets	Lock Hospital & burial ground	24	1
Moore Street	CWA	25	3
Morgan Street (cnr Crowe St)	Charlie's General Store (fmr)	26	3
Richardson Street	Harbour & Light Cottage (fmr)	27	2

**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**

cnr McKay	Medical Staff Quarters (fmr)	28	1R
	RFDS (fmr)	29	3
cnr Withnell Street	Jacoby Residence	30	3
Sutherland Street	St Cecilia's Catholic Church	31	3
	Pioneers & Pearlys Cemetery	32	1
The Esplanade	Port of Port Hedland	33	3
	Pier Hotel	34	3
Wedge Street			
W cnr Anderson Street	MMA House (fmr)	35	3
Wedge Street SITES	Post Office orig (SITE) <i>Post office</i>	36	4
	Roads Board building (SITE) <i>Visitors centre</i>		
	Picture Gardens (SITE)		
	Dempster's Store (SITE)		
	Crameri's Billiard Saloon (SITE)		
E cnr Richardson Street	Convent (fmr)	37	2
E cnr Anderson Street	Sculpture Park	38	4
Wilson Street			
	Port Hedland railway station	39	1 recommend
	Don Rhodes Museum	40	4
	Aboriginal water source/Afghan well	41	1 recommend
	Causeway original SITE	42	4
Cooke Point			
Athol Street	World War Two Rifle Range/Merv's Lookout	43	4
Dempster Street	Detention Centre (fmr)	44	3
Keesing Street	Recreation Club	45	3
Finucane Island	original townsite SITE	46	4
Pretty Pool			
Matheson Street	Recreation reserve	47	4
South Hedland			
Town	Planning concept	48	4
North Circular Road	Water tank	49	3

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

REGIONAL

Boodarie Station	50	2
Condon (Shellborough) SITE	51	4
De Grey Station	52	3
Indee Station- plane crash SITE	53	4
Mail Stop Over (SITE)	54	4
Mundabullangara Homestead	55	1R (interim)
North West Coastal highway (Mung-deGrey)	56	4
Du Pont ammunition bunkers (Pippingarra)	57	2
Strelley Homestead & Don McLeod's grave	58	3
Tantalite mine, Strelley River (SITE)	59	4
Wallarenya Homestead	60	3

**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**

DRAFT MANAGEMENT CATEGORY RECOMMENDATIONS

Category 1

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

Planning application needs to be submitted to Town of Port Hedland for any proposed development- and when Registered, must be submitted to Heritage Council for approval.

Recommend: Retain and conserve the place.
Encourage a Conservation Plan

Full consultation with property owner prior to making the recommendation.

Port Hedland Town

Anderson Street	Dalgety House	4	REGISTERED
14 Edgar Street	St Mathew's Anglican Church SITE	11	REGISTERED
Meiklejohn Street	Lock Hospital & burial ground	24	recommended Richardson
Street	Medical Staff Quarters (fmr)	28	REGISTERED
Sutherland Street	Pioneers & Pearlers Cemetery	32	recommended
Wilson Street	Port Hedland railway station	39	recommended
Wilson Street	Aboriginal water source	41	recommended

REGIONAL

Mundabullangara Homestead	55	REGISTERED (interim: 2007)
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**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**

DRAFT MANAGEMENT CATEGORY RECOMMENDATIONS

Category 2

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

Planning application needs to be submitted to Town of Port Hedland for any proposed development, to consider impact on heritage significance.

Recommend: Retain and conserve the place.

Port Hedland Town

Acton Street (cnr Anderson)	Tamarind tree	1
Anderson Street		
Lot 1, N cnr Esplanade	Hedland Emporium	2
E cnr Esplanade	Esplanade Hotel	3
10 Anderson	Charlie Souey's Store (fmr)	5
Edgar Street		
4 Edgar Street	Midi bin Brahim's tree	8
10 Edgar Street	Glass House (fmr) – duplex dwelling	9
12 Edgar Street	Banger's House (fmr)	10
Kingsmill Street		
9 Kingsmill Street	Dwelling	16
19 Kingsmill Street	Ellery Cottage (fmr)	17
McKay Street		
cnr Richardson Street	Charlie Bayman's (fmr)	21
	Primary school (fmr)	22
Richardson Street	Harbour & Light Cottage (fmr)	27
Wedge Street	Convent (fmr)	37

REGIONAL

Boodarie Station	50
Du Pont ammunition bunkers (Pippingarra)	57

**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**

DRAFT MANAGEMENT CATEGORY RECOMMENDATIONS

Category 3 A place of some cultural heritage significance to Town of Port Hedland.
No constraints.
Recommend: Encourage retention of the place. Photograph and document the place if retention is not possible.

Port Hedland Town

Darlot Street	Pensioner dwelling & ablutions	7
Edgar Street		
15 Edgar Street	Methodist Church (fmr)	12
16 Edgar Street	Court House (fmr)	13
17 Edgar Street	Hospital quarters (fmr)	14
Kingsmill Street		
3A Kingsmill Street	Nissan hut	15
NE cnr Crowe Street	Clark's East End Store (fmr)	18
McGregor Street	Koombana lookout	20
McKay Street		
cnr Kingsmill Street	Dwelling (A Richardson fmr)	23
Moore Street	CWA	25
Morgan Street (cnr Crowe St)	Charlie's General Store (fmr)	26
Richardson Street	RFDS (fmr)	29
cnr Withnell Street	Jacoby Residence	30
Sutherland Street	St Cecilia's Catholic Church	31
The Esplanade	Port of Port Hedland	33
	Pier Hotel	34
Wedge Street		
W cnr Anderson Street	MMA House (fmr)	35

Cooke Point

Dempster Street	Detention Centre (fmr)	44
Kessing Street	Recreation Club	45

South Hedland

North Circular Road	Water tank	49
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REGIONAL

De Grey Station		52
Strelley Homestead & Don McLeod's grave		58
Wallarenya Homestead		60

**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**

DRAFT MANAGEMENT CATEGORY RECOMMENDATIONS

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. Some sites have built features, but the historical building that has long since demolished is the focus of the interest. There are no implications for the existing building.
No constraints.
Recommend: Interpret the place.

Port Hedland Town

Anderson Street	Lions Park	6
McGregor Street	Racecourse (SITE)	19
Wedge Street	SITES	36
	Post Office orig (SITE) <i>Post office</i>	
	Roads Board building (SITE) <i>Visitors centre</i>	
	Picture Gardens (SITE)	
	Dempster's Store (SITE)	
	Crameri's Billiard Saloon (SITE)	
E cnr Anderson Street	Sculpture Park	38
Wilson Street	Don Rhodes Museum	40
	Causeway original SITE	42

Cooke Point

Athol Street World War Two Rifle Range/Merv's Lookout 43

Finucane Island original townsite SITE 46

Pretty Pool

Matheson Street Recreation reserve 47

South Hedland

Town Planning concept 48

REGIONAL

Condon (Shellborough) SITE 51

Indee Station- plane crash SITE 53

Mail Stop Over (SITE) 54

North West Coastal highway (Mung-deGrey) 56

Tantalite mine, Strelley River (SITE) 59

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY of HERITAGE PLACES

REVIEW

2007

PLACE RECORDS

REVIEW 2007

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

LIST OF PLACES

Address	Place name	Ref No.	Category
Port Hedland Town			
Acton Street (cnr Anderson)	Tamarind tree	1	2
Anderson Street			
Lot 1, N cnr Esplanade	Hedland Emporium	2	2
E cnr Esplanade	Esplanade Hotel	3	2
S cnr Wedge Street	Dalgety House	4	1R
10 Anderson	Charlie Souey's Store (fmr)	5	2
cnr Darlot Street	Lions Park	6	4
Darlot Street	Pensioner dwelling & ablutions	7	3
Edgar Street			
4 Edgar Street	Midi bin Brahim's tree	8	2
10 Edgar Street	Glass House (fmr) – duplex dwelling	9	2
12 Edgar Street	Banger's House (fmr)	10	2
14 Edgar Street	St Mathew's Anglican Church SITE	11	1R
15 Edgar Street	Methodist Church (fmr)	12	3
16 Edgar Street	Court House (fmr)	13	3
17 Edgar Street	Hospital quarters (fmr)	14	3
Kingsmill Street			
3A Kingsmill Street	Nissan hut	15	3
9 Kingsmill Street	Dwelling	16	2
19 Kingsmill Street	Ellery Cottage (fmr)	17	2
NE cnr Crowe Street	Clark's East End Store (fmr)	18	3
McGregor Street			
	Racecourse SITE	19	4
	Koombana lookout	20	3
McKay Street			
cnr Richardson Street	Charlie Bayman's (fmr)	21	2
McKay Street	Primary school (fmr)	22	2
cnr Kingsmill Street	Dwelling (A Richardson fmr)	23	3
Meiklejohn Street			
Thru to Anderson & Taplin Streets	Lock Hospital & burial ground	24	1
Moore Street	CWA	25	3
Morgan Street (cnr Crowe St)	Charlie's's General Store (fmr)	26	3
Richardson Street			
cnr McKay	Harbour & Light Cottage (fmr)	27	2
	Medical Staff Quarters (fmr)	28	1R
	RFDS (fmr)	29	3
cnr Withnell Street	Jacoby Residence	30	3
Sutherland Street			
	St Cecilia's Catholic Church	31	3
	Pioneers & Pearlys Cemetery	32	1
The Esplanade			
	Port of Port Hedland	33	3
	Pier Hotel	34	3
Wedge Street			
W cnr Anderson Street	MMA House (fmr)	35	3
Wedge Street SITES	Post Office orig (SITE) <i>Post Office</i>	36	4
	Roads Board building (SITE) <i>Visitors centre</i>		
	Picture Gardens (SITE)		
	Dempster's Store (SITE)		

**TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES**

	Crameri's Billiard Saloon (SITE)		
E cnr Richardson Street	Convent (fmr)	37	2
E cnr Anderson Street	Sculpture Park	38	4
Wilson Street	Port Hedland railway station	39	1 recommend
	Don Rhodes Museum	40	4
	Aboriginal water source/Afghan well	41	1 recommend
	Causeway original SITE	42	4
Cooke Point			
Athol Street	World War Two Rifle Range/Merv's Lookout	43	4
Dempster Street	Detention Centre (fmr)	44	3
Kessing Street	Recreation Club	45	3
Finucane Island			
	original townsite SITE	46	4
Pretty Pool			
Matheson Street	Recreation reserve	47	4
South Hedland			
Town	Planning concept	48	4
North Circular Road	Water tank	49	3
REGIONAL			
	Boodarie Station	50	2
	Condon (Shellborough) SITE	51	4
	De Grey Station	52	3
	Indee Station- plane crash SITE	53	4
	Mail Stop Over SITE	54	4
	Mundabullangara Homestead	55	1 R
	North West Coastal highway (Mung-deGrey) SITES	56	4
	Du Pont ammunition bunkers (Pippingarra)	57	2
	Strelley Homestead & Don McLeod's grave	58	3
	Tantalite mine, Strelley River SITE	59	4
	Wallarenya Homestead	60	3

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 1

PROPERTY IDENTIFICATION

Name of place/s Tamarind tree (*Tamarindus Indica*) **Other names** Tree of knowledge
Address Port Hedland Primary School oval, Acton Street, cnr Anderson Street, Port Hedland **Lot No 406 Reserve 25539**

Construction Date/s c.1900

Designer/s n/a **Builder/s** n/a

Heritage listings Town of Port Hedland MI 1996. **HCWA Database No** 5957

PHYSICAL DESCRIPTION

Architectural Style n/a

Setting Viewed in the round, on a level playing field of the school oval. No other plantings in the vicinity. An early well is reported to be in close proximity.

Description Approximately 25 metres in height, the heavy foliage tree has a shady canopy of considerable diameter, and a short trunk.

Condition The tree is in a healthy condition and still produces fruit **Integrity** High degree **Authenticity** High degree

Changes to place Setting changed over the years with development of the school on the site.

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme. **Implications:** Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES

Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 2

PROPERTY IDENTIFICATION

Name of place/s Hedland Emporium
Former names Elders Smith Store, Stocker's Store, Wilson's Shipping Agent
Address Anderson Street, north cnr of The Esplanade, Port Hedland **Lot No** 1, 2
Construction Date/s 1898, 1948
Designer/s **Builder/s**

Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 5945

PHYSICAL DESCRIPTION

Architectural Style Post War vernacular

Setting Located on the primary intersection in the town of Port Hedland, opposite the main entry to the port, with the Esplanade Hotel on the opposite corner, it has a zero setback to both street frontages, and a small truncated corner.

Description Single storey masonry (painted concrete blocks with decorative quoin openings) with a stepped parapets concealing two gable roofs on The Esplanade frontage and boxed fascias on the Anderson Street frontage. The roofs are clad with corrugated iron.

Condition Fair **Integrity** High: continuous commercial trading **Authenticity** Moderate degree

Changes to place The roof form of the 1898 structure on the corner (lot 1) is evident, but the external walls and gable roof are evidence of the 1948 development. Ongoing minimal alterations have taken place to facilitate functions.

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.

Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 3

PROPERTY IDENTIFICATION

Name of place/s Esplanade Hotel **Former names** McKenzie's Hotel
Address Anderson Street, south corner of The Esplanade, Port Hedland
Lot Nos 75, 168, 170, 222, 1 (579)

Construction Date/s 1904, reconstructed 1939-1940, after a cyclone

Designer/s **Builder/s**

Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 5946

PHYSICAL DESCRIPTION

Architectural Style Federation Filigree (originally)

Setting Located on the primary intersection in the town of Port Hedland, opposite the main entry to the port and Hedland Emporium, it has a zero setback to both street frontages, and a small truncated corner.

Description Predominantly two storey, there is a third storey extension on the corner. The two storey masonry (original stone with brick quoined openings) construction has ceramic tiles on the two street frontages. The former verandahs have been replaced with boxed suspended awnings to the ground floor, and similar fascias on the first and second floors. The first floor roofs are clad with corrugated iron. The third floor is a framed construction clad with Asbestos.

Condition Fair **Integrity** High: continuous hotel and hospitality **Authenticity** Low degree

Changes to place Significant: predominantly rebuilt in 1939/1940, and again in the early 1970s after cyclone damage. Ongoing development.

HISTORICAL BACKGROUND

Constructed at a cost of £5000, the Esplanade Hotel was the most prestigious of Port Hedland's 3 hotels in the 1900s. The hotel was the focus of many social occasions, and since 1904 has offered hospitality to generations of travelers. Originally the top storey (first floor) provided open air sleeping accommodation to escape the sand flies at ground level.

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.

Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 4

PROPERTY IDENTIFICATION

Name of place/s Dalgety House Museum **Former names** Dalgety Manager's House
Address Anderson Street, south corner of Wedge Street, Port Hedland
Lot No 74, 264, 462
Construction Date/s 1901, c.1970, c.2000
Designer/s **Builder/s**
Heritage listings Heritage Council registered 1999; Town of Port Hedland MI 1996
HCWA Database No 3357

PHYSICAL DESCRIPTION

Architectural Style Federation-North west vernacular

Setting Minimal setbacks to both street fronts, with some plantings.

Description Single storey timber framed corrugated iron clad bungalow raised on stumps with verandahs enclosed by dado walls and shutters. Hipped roof clad with corrugated iron.

Condition Good **Integrity** Moderate: change from residential to museum **Authenticity** Moderate

Changes to place Extensively restored in c.2000. No additions to original structure and form.

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

Dalgety House is of exceptional significance as a rare extant example of early twentieth century north west housing designed to respond to the climate. It has significant associations with Dalgety Company and their role in the pastoral and other north west industries, and represents the north west lifestyle in provision of employee housing. Dalgety House one of the few original residences of the period in the town or the commercial district, and presents a modest landmark that contributes to the character and streetscape of the town.

MANAGEMENT CATEGORY

Category 1 A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is in the Heritage Council of Western Australia's Register of Heritage Places.

Implications: A development application needs to be submitted to Town of Port Hedland and Heritage Council for approval for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Conservation Plan, B Callow & Associates, 1998; Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 5

PROPERTY IDENTIFICATION

Name of place/s	Charlie Souey's Store (fmr)	Former/other names
Address	10 Anderson Street, Port Hedland	Lot No 72
Construction Date/s	c.1935	
Designer/s		Builder/s
Heritage listings	Town of Port Hedland MI 1996; HCWA Database No 5943	

PHYSICAL DESCRIPTION

Architectural Style	Interwar bungalow-northwest vernacular
Setting	Setback from street with low perimeter fence and plantings.
Description	Single storey timber framed asbestos and corrugated iron clad bungalow raised on stumps with verandahs enclosed by dado walls and shutters. Hipped roof clad with corrugated iron.
Condition Good	Integrity Moderate to high Authenticity Moderate
Changes to place	Minimal evident.

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme. **Implications:** Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 6

PROPERTY IDENTIFICATION

Name of place/s Lions Park **Other names** Lions Club Park
Address Anderson & Morgans streets, cnr Darlot Street, Port Hedland **Lot No** 313
Construction Date/s 1960
Designer/s & Builders Lions Club of Port Hedland & Utah Jild
Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 5947

PHYSICAL DESCRIPTION

Architectural Style n/a
Setting The park is a level grassed area with various shady plantings and playground equipment.
Description The park has a perimeter fence and features a vertical monumental rock outside the fence on the west end of the park.
Condition Good **Integrity** High degree **Authenticity** High degree
Changes to place Recent perimeter fence upgrade

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES Town of Port Hedland MI 1996, plaques on site

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 7

PROPERTY IDENTIFICATION

Name of place/s Pensioners' quarters & ablutions **Other names** Pensioners' cottage
Address Darlot Street, Port Hedland **Lot No** 1416 Reserve 41711/5823?

Construction Date/s 1959-1960

Designer/s

Builder/s

Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 5953

PHYSICAL DESCRIPTION

Architectural Style Post war north west vernacular

Setting The dwelling and is located close the road verge on the outside of the fenced BMX facility. The ablution facility is separate towards the side rear of the quarters, and behind the fence within the BMX facility.

Description The single storey timber framed and vertical corrugated iron clad dwelling has a gable corrugated iron roof with break pitch skillion extensions at the front and rear. Ablutions are also a single storey timber framed corrugated iron clad structure with mesh wire at top of walls and a painted corrugated iron skillion roof.

Condition Fair to poor **Integrity** Moderate- redeemable **Authenticity** Moderate degree

Changes to place The front verandah has been enclosed, and window and door openings covered with corrugated iron. The interior dividing wall has been removed.

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

Pensioners' quarters & ablutions are representative of the austere lifestyle offered to elderly single men in Port Hedland in the 1960s.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 8

PROPERTY IDENTIFICATION

Name of place/s Midi bin Brahim's Trees **Other names**
Address 8 Edgar Street, Port Hedland **Lot No** 34
Construction Date/s 1920s-1930s
Designer/s n/a **Builder/s** n/a
Heritage listings Town of Port Hedland MI 1996. **HCWA Database No** 5950

PHYSICAL DESCRIPTION

Architectural Style n/a
Setting Located near the ROW at the rear of a residential site with a recent dwelling
Description 8 trees varying in height from 15- 25 metres in height, with the lush foliage that provides broad shady canopies.
Condition The trees seem to be in healthy condition **Integrity** Impacted by construction **Authenticity** High degree

Changes to place Setting: demolition of the associated house, and recent development.

HISTORICAL BACKGROUND

Midi bin Brahim and family lived in the dwelling on the site and planted the trees (*Albizia lebbek*- natives of South East Asia and Northern Australia). Midi bin Brahim was a well known town identity having been an indentured pearl worker from Indonesia. He was a practicing Muslim with a prayer house (Musolah) constructed at the rear of the dwelling. Midi's wife Elsie (nee Talbot), an Aboriginal woman of the Fitzroy crossing Banuba tribe, was one of the first Aboriginal people allowed to live in the town. Midi died in 1953 and is buried in the Pioneer and Pearlery Cemetery. Subsequently the dwelling was demolished, and the site was developed.

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.
Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 9

PROPERTY IDENTIFICATION

Name of place/s Glass House (fmr) **Former/other names**
Address 10 Edgar Street, Port Hedland **Lot No** 35

Construction Date/s c.1920

Designer/s **Builder/s**

Heritage listings n/a **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style Interwar bungalow-northwest vernacular

Setting Setback from street.

Description Single storey timber framed Asbestos clad duplex bungalow raised on round concrete stumps with lattice enclosed verandahs. Hipped roof clad with corrugated iron.

Condition Fair **Integrity** High **Authenticity** Moderate

Changes to place Various

HISTORICAL BACKGROUND

STATEMENT OF SIGNIFICANCE

Glass House (fmr) is significant for associations with Glass and as a representative example of typical northwest bungalow housing of the period. Glass House (fmr) contributes to the character and streetscape of Port Hedland town.

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.

Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 10

PROPERTY IDENTIFICATION

Name of place/s Bangers House (fmr) – currently professional offices.
Former/other names Western Pearling and Trading Company (original), Bangers Camp
Address 12 Edgar Street, Port Hedland **Lot No** 36 - strata titled: lot 1
Construction Date/s 1918
Designer/s **Builder/s** Charlie Bayman
Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 5941

PHYSICAL DESCRIPTION

Architectural Style Interwar bungalow-northwest vernacular
Setting Setback from street with plantings with central paved entry path.
Description Single storey timber framed fibro cement clad bungalow raised on round concrete stumps with verandahs enclosed by dado walls and shutters. Hipped roof clad with pre-painted corrugated steel sheeting and 1993 central gable portico on the street front.
Condition Good **Integrity** High **Authenticity** Low to moderate
Changes to place Extensive refurbishment in 1993

HISTORICAL BACKGROUND

Built in the early 1900s by Charlie Bayman for William Theodore Banger, the place was originally located on the foreshore as accommodation for Banger's Western Pearl Trading Company workers. It was the only reputable pearl fleet operator in Port Hedland at the time. Relocated to Egan Street in the 1930s, it remained dilapidated until refurbishment in 1993. Charlie Bayman built many early buildings in Port Hedland including the Post Office (1910-1912- now demolished)

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.
Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 11

PROPERTY IDENTIFICATION

Name of place/s St Matthew's Anglican Church (SITE) & rectory
Other names The Olde St Matthew's Art Gallery
Address 14 Edgar Street, Port Hedland **Lot No** 37
Construction Date/s 1908- destroyed by fire 1917, rebuilt 1918, restored 1989, demolished 2003
Rectory: 1916-destroyed by cyclone 1939. Existing constructed c.1940.
Designer/s **Builder/s**
Heritage listings Heritage Council registered 1994; National Trust classified 1983;
Town of Port Hedland MI 1996 **HCWA Database No** 2285

PHYSICAL DESCRIPTION

Architectural Style Federation Gothic vernacular
Setting The church was set back from the road, central on the site, with the rectory at the rear, with ROW access.
Description The church was a single storey timber framed and weatherboard clad structure with a gable corrugated iron roof. The rectory is a single storey timber framed and fibro cement clad cottage.

Condition Rectory: Fair **Integrity** Rectory: moderate **Authenticity** Rectory: moderate degree
Changes to place Church: demolished in 2003. Rectory- refurbished in 1993.

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

The site and rectory are significant for the associations with the Anglican Church in Port Hedland between 1908 and 1989, and for the sense of place.

MANAGEMENT CATEGORY

Category 1 A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is either in the Heritage Council of Western Australia's Register of Heritage Places, or worthy of consideration for the Register. **Implications:** A development application needs to be submitted to Town of Port Hedland and Heritage Council for approval for any proposed development.

Recommend: Retain and conserve the place.

REFERENCES HCWA Register documentation Place No 2285, Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 12

PROPERTY IDENTIFICATION

Name of place/s Methodist Church (fmr) **Former names** Alan Greg Memorial Church
Address 15 Edgar Street, Port Hedland **Lot No** 43

Construction Date/s 1934-1935, 1939, 1966

Designer/s **Builder/s**

Heritage listings Town of Port Hedland MI 1996; **HCWA Database No** 5949

PHYSICAL DESCRIPTION

Architectural Style Interwar northwest vernacular

Setting Setback from street.

Description Single storey timber framed asbestos (originally corrugated iron) and corrugated iron clad pavilion with a gable roof. There is a steel framed front verandah.

Condition Fair **Integrity** Moderate **Authenticity** Low degree

Changes to place Extensive alterations to accommodate various changes of use, most recently restaurant functions.

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES Town of Port Hedland MI 1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 13

PROPERTY IDENTIFICATION

Name of place/s Court House (fmr)
Other name Court House Arts Centre and Gallery SITE of Anglican rectory
Address 16 Edgar Street, Port Hedland **Lot No** 38 **Reserve** 25308
Construction Date/s c.1970
Designer/s PWD **Builder/s**
Heritage listings n/a **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style Post war moderne
Setting Zero setback with deeply recessed entry on south side.
Description Single storey masonry construction with decorative brick gabled frontage and low pitched gable roof clad with corrugated asbestos roof.
Condition Good **Integrity** Moderate **Authenticity** High degree
Changes to place Refurbishment as a gallery space

HISTORICAL BACKGROUND

The original Port Hedland Courthouse was constructed c.1905 in Wedge Street. It was replaced by this building in 1970s. The first jury trial was presided over by the late Sir Lawrence Jackson, former Chief Justice of Western Australia. His son, Judge LA Jackson presided over last jury trial on Friday 13 August 1999. The courthouse was decommissioned by the Ministry of Justice in September 1999, and in October 1999 a new upgraded justice complex was opened in South Hedland.

In 2000 the Town of Port Hedland and the Pilbara Arts Craft Design Aboriginal Corporation jointly purchased the former Courthouse to convert into a community arts centre, including studios, gallery and retail shop. Funding was obtained through the shire council, ATSIC, the Commonwealth Government Regional Assistance program and the Regional Arts Fund.

The conversion of the courthouse into a community arts centre aims to diversify the economic base of the town and expand the tourism and hospitality sectors, whilst revitalising the town by way of a cultural precinct, which includes Dalgety House.

STATEMENT OF SIGNIFICANCE

Court House (fmr) is significant for the court function between c.1970s and 1999, and contributes to the character and streetscape of Port Hedland town.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 14

PROPERTY IDENTIFICATION

Name of place/s Hospital Quarters (fmr) **Former/other names**
Address 17 Edgar Street, Port Hedland **Lot No** 42
Construction Date/s c.1920
Designer/s **Builder/s**
Heritage listings n/a **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style Interwar bungalow-northwest vernacular
Setting Setback from street.
Description Single storey timber framed Asbestos clad bungalow raised on round concrete stumps with verandahs. Hipped roof clad with corrugated iron.
Condition Fair **Integrity** Moderate **Authenticity** Moderate
Changes to place Extensive refurbishment and reroofed in 2007

HISTORICAL BACKGROUND

Likely associated with the AIM Hospital established in 1915 on Richardson Street. Refer to Place Number 29.

STATEMENT OF SIGNIFICANCE

Hospital Quarters (fmr) is significant for associations with health and medical services and as a representative example of typical northwest bungalow housing of the period and contributes to the streetscape of Port Hedland town.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 15

PROPERTY IDENTIFICATION

Name of place/s Nissan hut

Former name

Address 3A McKay Street, Port Hedland **Lot No** **Reserve**

Construction Date/s c.1942

Designer/s

Builder/s

Heritage listings none

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style

Setting Fronting McKay Street.

Description It is a 12-metre long cylindrical corrugated iron structure, on a concrete pad, with louvered windows.

Condition Fair **Integrity** Low degree **Authenticity** High degree

Changes to place Louvered windows

HISTORICAL BACKGROUND

Nissan huts were used during World War Two. It is claimed that this one was relocated from Corunna Downs World War Two Airbase after the war. Few examples still remain in the town.

STATEMENT OF SIGNIFICANCE

The site is significant for the associations with World War Two (Nissan hut).

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 16

PROPERTY IDENTIFICATION

Name of place/s Dwelling **Former/other names** Maloney's
Address 9 Kingsmill Street, Port Hedland **Lot No** 80? (subdivided)
Construction Date/s
Designer/s **Builder/s**
Heritage listings n/a **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style bungalow-northwest vernacular
Setting Setback from street (south) with ocean frontage to north. The dwelling is obscured from view by extensive mature plantings.
Description Single storey timber framed bungalow.
Condition Fair **Integrity** Moderate **Authenticity** Moderate

Changes to place

HISTORICAL BACKGROUND

STATEMENT OF SIGNIFICANCE

The dwelling is significant as one of the few of many original, direct oceanfront cottages along the foreshore strip, and it contributes to the character of Port Hedland town.

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.
Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 17

PROPERTY IDENTIFICATION

Name of place/s Ellery Cottage (fmr) – currently professional offices **Former/other names**
Address 19 Kingsmill Street, Port Hedland **Lot No** 90?

Construction Date/s

Designer/s

Builder/s

Heritage listings n/a

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style bungalow-northwest vernacular

Setting Setback from street (south) with extensive ocean frontage to north.

Description Single storey timber framed Hardiflex clad bungalow. Break pitch gable roof clad with colourbond steel sheeting.

Condition Good **Integrity** Moderate **Authenticity** Low to moderate

Changes to place Extensive refurbishment

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.

Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 18

PROPERTY IDENTIFICATION

Name of place/s Clark's East End Store (fmr) **Former/other names**
Address Kingsmill Street, north east corner of Crowe Street, Port Hedland
Lot No 210

Construction Date/s c.1950

Designer/s **Builder/s**
Heritage listings n/a **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style Post war functional

Setting Setback from streets, recent residence at rear (north).

Description Single storey masonry construction with stepped parapet to main street frontage, concealing the gable roof.

Condition Fair **Integrity** Moderate **Authenticity** Moderate

Changes to place Vacant

HISTORICAL BACKGROUND

With the expansion of Port Hedland's population due to the iron ore industry and mining at Mount Goldsworthy, Don and Shirley Clark built a larger shop named East End Store to supplement Charlie's Store in Morgan Street. (Place number 25) After Don and Shirley sold they renamed Charlie's store as the End Store after this store.

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES Additional information provided by Mr Vincent Lockyer.

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 19

PROPERTY IDENTIFICATION

Name of place/s Racecourse (SITE) **Former/other names**
Address McGregor Street, Port Hedland **Lot No**
Construction Date/s c.1950
Designer/s **Builder/s**
Heritage listings none **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style

Setting

Description

Condition **Integrity** **Authenticity**

Changes to place

HISTORICAL BACKGROUND

Port Hedland's Race Club was established in 1902, and race meetings first held in this year. Early race meetings included races for cart horses, buggy horses and ponies. In later years races included thoroughbreds, especially from Mundabullangara and De Grey stations, and both Aboriginal and non-Aboriginal jockeys raced in the cups.

The Port Hedland Cup was one of the main social events in the town, providing opportunity for station and town people to socialise, with race balls, tea parties, and a chance to display the fashions women spent much time creating. The racecourse also boasted a patch of lawn rare in Port Hedland.

Following Port Hedland's inclusion in the Geraldton to Derby airmail service in 1921, an appropriate site for an airfield was sought. A rough area 11km out of town was initially selected, but it was decided that the racecourse, located only 3 kilometres out of town and already flat, was better suited. Following a test landing, the racecourse became the site of the weekly landings, and a hangar built at the course. The racecourse was used as the landing ground from 1921 until the current aerodrome was constructed in 1940.

In the 1980s race carnivals still held on the site of the original racetrack.

STATEMENT OF SIGNIFICANCE

Racecourse is significant as for the associations with horse racing and the consequent social activities, in Port Hedland, and as the site of the airstrip between 1921 and 1940.

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 20

PROPERTY IDENTIFICATION

Name of place/s Koombana lookout **Former/other names**
Address McGregor Street, Port Hedland **Lot No**

Construction Date/s

Designer/s

Builder/s

Heritage listings none

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style n/a

Setting Located in a prominent position on the coast. It is accessed by a steep winding bitumen access road, and surrounded by gravel carpark overlooking the ocean.

Description Concrete formed vertical tower.

Condition Good **Integrity** High degree **Authenticity** High degree

Changes to place

HISTORICAL BACKGROUND

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

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

STATEMENT OF SIGNIFICANCE

Koombana lookout is a landmark in Port Hedland.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 21

PROPERTY IDENTIFICATION

Name of place/s Charlie Baymans House (fmr) **Other names** Airline House
Address 2 McKay Street, south corner of Richardson Street, Port Hedland
Lot No 51, 52

Construction Date/s 1901, 1909, c.1950
Designer/s Thomas Traine **Builder/s**
Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 5942

PHYSICAL DESCRIPTION

Architectural Style Federation bungalow-northwest vernacular

Setting Minimal setback from the 'front' on McKay Street where there is a boundary fence, considerable open space setback on the Richardson 'frontage' reveals the rear of the place and various outbuildings. The expansive setback area forms an informal bitumen carpark.

Description Single storey mud brick dwelling. Originally symmetrical with central passage and surrounding verandahs (added in 1909). Verandahs, supported by concrete pillars, have been enclosed at various times, with various materials including brick cladding dado walls, with hinged shutters above. Concrete block kitchen added at the rear. The dwelling has a hipped roof clad with corrugated iron.

Condition Fair **Integrity** High **Authenticity** Moderate

Changes to place Verandah enclosures, outbuildings.

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

Charlie Baymans House (fmr) is significant for associations with Thomas Traine, a Port Hedland pioneer, various aviation identities and WA Airlines. It is a singular example of a mud brick dwelling in Port Hedland, and contributes to the character and streetscape of the town.

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.
Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Town of Port Hedland MI 1996

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MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 22

PROPERTY IDENTIFICATION

Name of place/s Primary School (fmr)
Former/other names Port Hedland State School
Address McKay Street, Port Hedland **Reserve 3557 Lot No 55, 56, 57**
Construction Date/s 1906 (west end) 1959 (east extension)
Designer/s **Builder/s**
Heritage listings none **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style Bungalow-northwest vernacular
Setting Fronting McKay Street.
Description Single storey timber framed Asbestos clad bungalow raised on round concrete stumps with verandahs. Hipped roof clad with corrugated iron.
Condition Fair **Integrity** moderate **Authenticity** moderate
Changes to place Considerable to facilitate changes in use.

HISTORICAL BACKGROUND

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

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

STATEMENT OF SIGNIFICANCE

Primary School (fmr) is significant as the first education facility in Port Hedland, associations with staff and students between 1906 to 1942, and 1953 to 1961. The place makes a contribution to the character and streetscape of the town of Port Hedland.

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.
Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 23

PROPERTY IDENTIFICATION

Name of place/s Dwelling (formerly A Richardsons) **Former/other names**
Address McKay Street, south east corner of Kingsmill Street, Port Hedland
Lot No 127

Construction Date/s

Designer/s **Builder/s**
Heritage listings none **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style Bungalow-northwest vernacular
Setting Fronting McKay Street.
Description Single storey timber framed Hardiflex clad bungalow. Hipped roof clad with colourbond steel sheeting.
Condition Good **Integrity** Moderate **Authenticity** Low
Changes to place Extensive refurbishment and extensions.

HISTORICAL BACKGROUND

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

Angus Richardson lived in this place.

STATEMENT OF SIGNIFICANCE

Dwelling (formerly Angus Richardsons) is of some significance for associations with Angus Richardson.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

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

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 24

PROPERTY IDENTIFICATION

Name of place/s Lock Hospital (remains), and Aboriginal burial ground
Former name Isolation hospital, Native Hospital
Address Taplin Street bounded by Anderson and Meiklejohn Street, Port Hedland Reserve 17014 **Lot No** 841

Construction Date/s 1918-1919

Designer/s

Builder/s

Heritage listings Town of Port Hedland MI1996 **HCWA Database No** 5948

PHYSICAL DESCRIPTION

Architectural Style Bungalow-northwest vernacular

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

Description The three buildings are single storey timber framed structures. The nursing home building is a ground level pavilion clad with corrugated iron. It is located adjacent to Meikeljon Street midway along the site. The other two buildings are dwellings c.1950s, raised on stumps, clad with Asbestos, with hipped roofs clad with corrugated iron.

Condition Fair **Integrity** Moderate **Authenticity** Moderate

Changes to place Some changes to nursing home building to facilitate changes in use. Current use as a boxing gym has required some modification.

HISTORICAL BACKGROUND

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

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decreased as a problem in the 1930s. The Lock Hospital became a general hospital. The only remaining original building is currently a community facility.

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

The name Lock could be derived from a missionary named Annie Lock who was associated with the funding of these hospitals. Lock went to central Australia to do missionary work. Because Lock was a middle-aged single white woman who mingles freely with naked Aboriginals, she was ridiculed when she gave evidence into the Coniston massacre. (Ref: Aboriginal History Reader Volume 2)

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 1 A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is worthy of consideration for the Heritage Council of Western Australia's Register of Heritage Places. **Implications:** A development application needs to be submitted to Town of Port Hedland and Heritage Council for approval for any proposed development. **Recommend:** Retain and conserve what remains of the place. Undertake archaeological investigations to locate the grave sites and interpret the graves and the site in total, with appropriate Aboriginal consultation.

REFERENCES Hardie, J., *Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia*, The Shire of Port Hedland, 1981; Town of Port Hedland MI1996. Additional information provided by Mr Vincent Lockyer and Information for Annie Lock obtained from S238 Aboriginal History Reader Volume 2, page 410.

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PLACE NUMBER 25

PROPERTY IDENTIFICATION

Name of place/s CWA (Country Women's Association) rooms **Former/other names**
Address Moore Street, Port Hedland **Lot No**

Construction Date/s c.1970s

Designer/s

Builder/s

Heritage listings none

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style Bungalow-northwest vernacular

Setting Minimal street setback.

Description Single storey timber framed Hardiflex clad pavilion with shade cloth enclosure of the full width front verandah. Low pitched gable roof is clad with corrugated asbestos sheeting.

Condition Good **Integrity** Moderate **Authenticity** Moderate

Changes to place

HISTORICAL BACKGROUND

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

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

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

STATEMENT OF SIGNIFICANCE

CWA rooms is of some significance for associations with Country Women's Association.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

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

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PLACE NUMBER 26

PROPERTY IDENTIFICATION

Name of place/s Charlie's Store (fmr) **Former/other names** East End Store, Clark's Store
Address Morgan Street, north east corner of Crowe Street, Port Hedland
Lot No 191

Construction Date/s c.1920

Designer/s **Builder/s**

Heritage listings n/a **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style Post war functional

Setting Minimal setback to Morgan Street, extensive concrete slab behind existing dwelling (former shop), parallel with Crowe Street.

Description Single storey timber framed weatherboard clad construction with gable roof clad with corrugated iron, at break pitch over the front verandah.

Condition Fair **Integrity** Moderate **Authenticity** Moderate

Changes to place Commercial to residential.

HISTORICAL BACKGROUND

This shop was originally built and owned by Charlie Hoskins and was known as Charlie's Store. There was an outside jukebox and partitioned timber dance floor that was popular with teenagers. Mick Hayter and Bill Jones operated the store until Don and Shirley Clark bought it.

With the expansion of Port Hedland's population due to the iron ore industry and mining at Mount Goldsworthy, Clarks built a larger shop named East End Store. (Place number 18)

After Don and Shirley sold the Kingsmill Street store, they renamed Charlie's Store as the East End Store after this store. A second shop building was built where the dance floor was located.

STATEMENT OF SIGNIFICANCE

Clark's Store (fmr) is significant as a commercial operation outside of the main commercial centre of Port Hedland, and has a sense of place for people who patronized the store for several decades.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES

Additional information provided by Mr Vincent Lockyer.

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MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 27

PROPERTY IDENTIFICATION

Name of place/s Harbour & Light Cottage (fmr) **Other names** Lightkeeper's Quarters
Address Richardson Street, Port Hedland **Lot No** 63?

Construction Date/s

Designer/s

Builder/s

Heritage listings None

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style Federation bungalow-northwest vernacular

Setting Minimal setback from Richardson Street on southeast and full ocean frontage on northwest.

Description Single storey timber framed asbestos and corrugated iron clad bungalow raised on stumps with verandahs enclosed by dado walls and shutters. Hipped roof clad with corrugated iron.

Condition Good **Integrity** Moderate to high **Authenticity** Moderate

Changes to place Minimal evident.

HISTORICAL BACKGROUND

Officially the Lightkeeper's quarters, the Harbour Master's House was occupied by Bert Clark, a well-known resident and pioneer of Port Hedland. Bert Clarke arrived in Port Hedland from London in 1910, leaving in 1956. In addition to his role as lighthouse keeper and tide signalman, Bert Clark was also the Fisheries Inspector, Clerk of Courts, Registrar of Births and Deaths, as well as a truck driver, watchmaker, grave digger, and a barman at the Commercial Hotel.

The Harbour Master's House survived the 1939 cyclone. In 1953 the place was owned by the Harbour and Lights Department, associated with supplying of a reliable water source to the town.

STATEMENT OF SIGNIFICANCE

Harbour & Light Cottage (fmr) is significant for associations with Bert Clark, Harbourmaster, the provision of water supplies, and the port. It is a modest landmark on the foreshore in Port Hedland, and contributes to the character and streetscape of the town.

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.

Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 28

PROPERTY IDENTIFICATION

Name of place/s Medical Staff Quarters
Former name Resident Medical Officer's house
Address Richardson Street, (12 The Esplanade) south east corner of McKay Street, Port Hedland **Lot No** 76 **Reserve** 8402

Construction Date/s 1930

Designer/s

Builder/s

Heritage listings Heritage Council registered- Interim 1992; National Trust classified; Register of National Estate; Town of Port Hedland MI1996;
HCWA Database No 2286

PHYSICAL DESCRIPTION

Architectural Style Interwar-North west vernacular

Setting Lawn and garden Richardson Street setback, overlooking the ocean. Rear yard bounded by McKay and Kingsmill Streets vacant.

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

Condition Good **Integrity** High **Authenticity** High

Changes to place 1965 renovation. Rear verandah enclosed and extended.

HISTORICAL BACKGROUND

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

The Australian Inland Mission Hospital was established in 1915, and nursing staff included a matron and two sisters, whose duties rotated between nursing and domestic duties. The government took over the hospital from the Australian Inland Mission during the war. Nursing staff volunteered their services for two years at a time. Until the existing doctors residence was converted into staff quarters, the nurses' quarters consisted of two small rooms and beds on the verandah.

The medical staff quarters were constructed in 1930, originally housing Port Hedland's first doctor, and his surgery. It remained the doctors residence until 1965, when it was renovated for accommodation for Port Hedland's nurses and hospital staff.

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It is also closely associated with the establishment of the Radio Pedal Base and the Flying Doctor Service, in 1953 renamed the Royal Flying Doctor Service.

STATEMENT OF SIGNIFICANCE

The Medical Staff Quarters are significant for the associations with the provision of medical and health services in Port Hedland, including the Resident Doctor, the AIM hospital and Flying Doctor Service, and the continuous use associated with medical staff. The place is an excellent representative example, of an intact and authentic northwest bungalow, and makes a significant contribution to the streetscape and character of Port Hedland town.

MANAGEMENT CATEGORY

Category 1 A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is in the Heritage Council of Western Australia's Register of Heritage Places.

Implications: A development application needs to be submitted to Town of Port Hedland and Heritage Council for approval for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES

Hardie, J., *Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia*, The Shire of Port Hedland, 1981.

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PLACE NUMBER 29

PROPERTY IDENTIFICATION

Name of place/s Royal Flying Doctor Service [RFDS] (fmr)
Former name AIM Hospital (SITE), RFDS radio huts (SITE)
Address Richardson Street, Port Hedland **Lot No** 77 **Reserve** 21720

Construction Date/s 1971

Designer/s

Builder/s

Heritage listings none

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style

Setting

Set back from street with a circular drive through a port cochere.

Description

Single storey timber face brick construction with low-pitched roof concealed by fascias, and aluminium framed windows.

Condition Fair **Integrity** Low degree **Authenticity** High degree

Changes to place

HISTORICAL BACKGROUND

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

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

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

STATEMENT OF SIGNIFICANCE

RFDS (fmr) is significant for the associations with the AIM hospital and Flying Doctor Service.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible. Interpret the history of the site.

REFERENCES Hardie, J., *Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia*, The Shire of Port Hedland, 1981.

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PLACE NUMBER 31

PROPERTY IDENTIFICATION

Name of place/s St Cecilia's Catholic Church **Former/other names**
Address Sutherland Street, Port Hedland **Lot No** 226

Construction Date/s 1964

Designer/s **Builder/s** Father Harold Middleton, construction workers and townspeople

Heritage listings None **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style

Setting Elevated position overlooking the ocean.

Description Single storey, double volume concrete block structure with aluminium framed hopper windows.

Condition Good **Integrity** High **Authenticity** High

HISTORICAL BACKGROUND

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

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

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

STATEMENT OF SIGNIFICANCE

St Cecilia's Catholic Church is significant for the associations with the Catholic Church and the community who constructed the church in 1964.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES

TOWN OF PORT HEDLAND
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PLACE NUMBER 32

PROPERTY IDENTIFICATION

Name of place/s Pioneers and Pearlery Cemetery **Other names** Port Hedland Cemetery
Address Sutherland Street, Port Hedland **Lot No** 829- 831 **Reserve** 27693

Construction Date/s 1912

Designer/s

Builder/s

Heritage listings Town of Port Hedland MI 1996 **HCWA Database No**

PHYSICAL DESCRIPTION

Architectural Style

Setting Arched central entry on Sutherland Street. The cemetery site slopes up from Sutherland Street to a commanding position overlooking the ocean.

Description The cemetery is divided into 4 sections: Protestant, Roman Catholic, Native and Asiatic. The Japanese section is particularly distinctive. Palisades and headstones of various designs throughout. There is an Aboriginal shell midden within the cemetery.

Condition Fair to good **Integrity** High **Authenticity** High

Changes to place Ashes placed at Cemetery since 1974.

HISTORICAL BACKGROUND

The first burial took place on 2 January 1912. Since that time, until it closed in 1968, although the last burial was in 1974, there were 522 burials recorded. Of those burials, 387 were in the General Register, and 135 'Native' burials. Only about 90 of the graves are marked with headstones or by other means.

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 1 A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is worthy of consideration for the Heritage Council of Western Australia's Register of Heritage Places. **Implications:** A development application needs to be submitted to Town of Port Hedland and Heritage Council for approval for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Town of Port Hedland MI 1996

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PLACE NUMBER 33

PROPERTY IDENTIFICATION

Name of place/s Port of Port Hedland
Former/other names Includes a Malay grave (located at Harbour turning basin)
Address The Esplanade, Port Hedland **Lot No** **Reserve**

Construction Date/s

Designer/s **Builder/s**
Heritage listings None **HCWA Database No** n/a

PHYSICAL DESCRIPTION

Architectural Style
Setting

Description Entry statement at The Esplanade and Anderson Street 'T' section. The Port tower located within the entry. Extensive port facility.
 Malay grave: large clearing in the mangroves on a tidal island west of and opposite to BHPBIO extreme south end ship loading berth at Nelson Point.

Condition Good **Integrity** High **Authenticity** High

Changes to place Numerous

HISTORICAL BACKGROUND

First jetty in year of first lots sold in townsite: 1896. 1901 second jetty. 1910 two jetties joined.

Only one pearling master, WT Banger, used the port as his main operating base. The tidal port necessarily had a tide indicator tower with cane balls that showed depth of water in the harbour, as the tide rose and fell as much as 16 metres.

Until the 1960s, over different periods, the port was used mainly for loading sheep, wool, gold, cattle and stores. In November 1900 the first commercial shipment of Pilbara gold left Port Hedland. Before reliable roads had been established, supplies to the town, including clothing and fruit, arrived on Blue Funnel boats trading between Fremantle and Singapore. A bar across the harbour made it impossible to enter unless it was high tide. The largest boat during this period capable of entering the port was about 3000 tonnes. The jetty at this time was Y-shaped to accommodate the cargo locomotives.

Until the 1950s, the site of the Malay grave was frequented by the pearling luggers during the pearling boom. The Port Hedland harbour was a safe anchorage because of the sand bar across the main entrance at low tide. The repairs to the beached luggers would take place at low and neap tides, and

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the crews would camp on the sandy beaches. A Malay crewman was subsequently buried in the vicinity of this site on the small island.

Between 1957 and 1960 all the timber on the wharf was renewed, and No1 berth widened by eleven feet.

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

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

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

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

Below the harbour lays a tunnel, 1.1 kilometres long and 5.2 metres in diameter, connecting BHP's operations at Nelson Point to Finucane Island and to the Hot Briquetted Iron plant. The first of its type in Western Australia, the tunnel broke through on October 3, 1997. Designed to increase the shipping capabilities of the port, the tunnel houses a 1.8 metre wide conveyor able to transport 10,000 tonnes of iron ore per hour. It also contains associated services, and acts as a vantage point to watch Finucane Island operations, and ship movements within the harbour.

STATEMENT OF SIGNIFICANCE

The Port of Port Hedland is significant as the inception of the town of Port Hedland. It is a landmark and integral element of the town, and demonstrates the continuous development of Port Hedland. The Malay grave represents associations with the pearling history of Port Hedland.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

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

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PLACE NUMBER 34

PROPERTY IDENTIFICATION

Name of place/s	Pier Hotel	Former/other names	
Address	The Esplanade, Port Hedland	Lot No	Reserve

Construction Date/s Original: 1890s, existing: 1960s.

Designer/s

Builder/s

Heritage listings None

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style

Setting There are no remains of the original hotel. The existing hotel fronts the Esplanade.

Description

Condition Fair **Integrity** High **Authenticity** Nil

Changes to place Extensive. No original buildings remain on the site.

HISTORICAL BACKGROUND

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

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

The new Pier Hotel was constructed during the 1960s.

STATEMENT OF SIGNIFICANCE

The Pier Hotel is significant for associations with the original Pier Hotel, and a place of social activity and hospitality.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES

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PLACE NUMBER 35

PROPERTY IDENTIFICATION

Name of place/s MMA building (fmr)
Former/other names Meiklejohn's Store (SITE), Moseley & Son 'Quality House' (SITE)
Address Wedge Street, north west corner of Anderson Street Port Hedland
Lot No 20

Construction Date/s c.1970

Designer/s

Builder/s

Heritage listings none

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style Post War Brutalist

Setting Zero setbacks to both street frontages

Description Two storey off form concrete construction.

Condition Good **Integrity** Moderate **Authenticity** High degree

Changes to place None obvious

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

MMA building (fmr) is of some significance for associations with MMA and the provision of air services in Port Hedland and the broader north west region. The establishment of headquarters in Port Hedland demonstrates the strategic position of the town. MMA building (fmr) is a landmark in Wedge Street and anchors the corner.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES Town of Port Hedland Cultural and Heritage trail.

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PLACE NUMBER 36

PROPERTY IDENTIFICATION

Name of place/s	Various SITES in Wedge street:	
	Original Port Hedland Post Office (SITE)	Post Office
	Roads Board building (SITE)	Visitors centre
	Picture gardens (SITE)	Carpark next to Visitors centre
	Dempster's store (SITE)	
	Crameri's Billiard Saloon (SITE)	

Address	Wedge Street, Port Hedland	Lot No
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Construction Date/s

Designer/s	PWD	Builder/s PO: Charlie Bayman
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HISTORICAL BACKGROUND

POST OFFICE

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

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

DEMPSTER'S STORE

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

CRAMERI'S BILLIARD SALOON

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

ROAD BOARD BUILDING-SITE (VISITORS CENTRE)

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

PICTURE GARDENS

Located on the site currently occupied by the ANZ Bank, the picture gardens were built by Charles Bayman in 1936. Charlie Bayman operated the picture gardens for children, who initially saw the shows for free, whilst adults paid 30 shillings. The movies were operated at first by the motor mechanics from

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Len Taplin's garage on a timber and flat iron screen, with Mr Bayman repairing the screen and the perimeter fence regularly due to cyclones, until 1942, when the Australian Army took over the operation of the picture gardens. Silver coin donations covered expenses, but during this period the perimeter fence was not re-erected, and movies were screened on a painted wall of the adjacent courthouse. From about 1946 Fred Hull took over the management of the picture gardens for Charles Bayman, and in the early 1960s the business was sold to Jack and Joyce Glass.

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

STATEMENT OF SIGNIFICANCE

Wedge Street is of considerable significance as the main commercial centre of the Town of Port Hedland, located in close proximity to the port it is a uniquely located town centre. The sites of the early development of the town are significant historical reminders of the development of Port Hedland.

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES Bloemen, Anne & Parker, Trish (eds), *Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996*, Town of Port Hedland/Port Hedland Historical Society, 1997; Town of Port Hedland Cultural and Heritage trail.

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MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.

Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Bloemen, Anne & Parker, Trish (eds), *Hedland Voices: a visual and oral record celebrating the first hundred years of the Town of Port Hedland 1896-1996*, Town of Port Hedland/Port Hedland Historical Society, 1997; Town of Port Hedland Cultural and Heritage trail.

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PLACE NUMBER 38

PROPERTY IDENTIFICATION

Name of place/s Sculpture Park **Other names**
Address Wedge Street, south east corner of Anderson Street, Port Hedland
Lot No 315

Construction Date/s

Designer/s & Builders
Heritage listings none **HCWA Database No**

PHYSICAL DESCRIPTION

Architectural Style n/a

Setting The park is a level grassed area with various shady plantings.

Description A central gazebo is located in the park, with steel sculptural elements along the Wedge Street perimeter.

Condition Good **Integrity** High degree **Authenticity** High degree

Changes to place

HISTORICAL BACKGROUND

The sculptures interpret and commemorate the 1946 pastoral strike.

STATEMENT OF SIGNIFICANCE

Sculpture Park is significant as a commemorative tribute to pioneers of Port Hedland. It is a green oasis landmark adjacent to commercial centre of Port Hedland.

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES

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PLACE NUMBER 39

PROPERTY IDENTIFICATION

Name of place/s	Port Hedland Railway Station (remnants)	Former name
Address	Wilson Street, (parallel with, and between Anderson Street and Wilson Street) Port Hedland	
Lot No	Reserve	railway reserve?
Construction Date/s	1911 closed in 1951...demolished?	
Designer/s	Builder/s	Smith & Timms
Heritage listings	Town of Port Hedland MI 1996	HCWA Database No 5955

PHYSICAL DESCRIPTION

Architectural Style	N/a
Setting	The site evidences various footings and slab remains amidst unkempt road reserve.
Description	On the Wilson Street side is evidence of stone retaining walls, extensive concrete slab and low stone walls on the Anderson Street side of the site, possibly the remains of the locomotive shed.
Condition	Fair Integrity Low degree Authenticity High degree (the remains)
Changes to place	Considerable demolition- footings and retaining walls all that remains.

HISTORICAL BACKGROUND

A railway linking Port Hedland to the goldfields (Marble Bar as well as Nullagine and Bamboo Creek) was first advocated in 1892.

After a Pilbara local, Walter Kingsmill, was elected to the Legislative Assembly for Pilbara, as Commissioner of Railways he continued his support and the Pilbara Railway League, formed in 1902. Despite agreement that the railway was essential for the development of the region, the government suggested it be built by private enterprise. Legislative support continued, and in 1907, the bill was passed.

Construction of the 124 miles of railway between Port Hedland and Marble Bar began in 1909, with Smith & Timms the successful tenderers at £123, 212-12s-8d, which was later altered to £140 584. By July 1910 the track was opened as far as Coongan Siding. On January 2, 1911, whilst still under the management of the contractors, trains began the full journey from Port Hedland to Marble Bar, for the

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purpose of a race meet, returning the passengers the following day.¹ The official opening occurred on 15 July 1911. The train was called the 'Spinifex Express'.

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

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

The track suffered due to climatic conditions, and in 1947 the Government appointed a committee to investigate the possibility of closing the line, and in 1951 it was closed, with the last train running on 27 October.

'The locomotive hauling the last *Spinifex Express* carried an effigy of local Legislative Assembly Member on the front reading 'Our MLA who gave the railway away'.

STATEMENT OF SIGNIFICANCE The remains of the railway station are significant for the association with the railway connection to Marble Bar (goldfields) opened in 1911 and operating until 1951. The railway was pivotal in the development of the region.

MANAGEMENT CATEGORY

Category 1 A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is worthy of consideration for the Heritage Council of Western Australia's Register of Heritage Places. **Implications:** A development application needs to be submitted to Town of Port Hedland and Heritage Council for approval for any proposed development. **Recommend:** Retain and conserve the place.

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

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PLACE NUMBER 40

PROPERTY IDENTIFICATION

Name of place/s Don Rhodes Mining Museum Park **Other names**
Address Wilson Street, Port Hedland **Lot No** Railway reserve
Construction Date/s 1960s
Designer/s & Builders
Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 5944

PHYSICAL DESCRIPTION

Architectural Style n/a
Setting The park is a level grassed area with a considerable collection of Mining machinery and railway locomotives and interpretations and memorials.
Description
Condition Good **Integrity** High degree **Authenticity** High degree
Changes to place Additions to the equipment collection and incremental upgrade to the passive recreational elements of the park.

HISTORICAL BACKGROUND

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

Manganese mining began at Woodie Woodie, 300km from Port Hedland, in 1952, with the first export following year. During the 1950s and 1960s manganese mining boosted the economy and population of Port Hedland, which at the time was surviving on pastoralism and small-scale mining. Manganese mining peaked in the 1960s, but by 1972 the quality had decreased and operations ceased.

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

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

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

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STATEMENT OF SIGNIFICANCE

Don Rhodes Mining Museum Park is significant as a commemorative tribute to evolution of the mining industry, and a pioneer of the manganese industry in Don Rhodes. It is a landmark in Port Hedland.

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

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

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PLACE NUMBER 41

PROPERTY IDENTIFICATION

Name of place/s Aboriginal water source **Other names** Afghan cameleers well
Address Wilson Street, Port Hedland **Lot No** **Reserve** Road reserve
Construction Date/s pre-European. c.1920s (well)
Designer/s pre European- nature **Builder/s** 1920s. Afghan cameleers
Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 5940

PHYSICAL DESCRIPTION

Architectural Style

Setting Road verge at the west end of Redbank Bridge
Description The site is identified by a single date palm near the stone lined well that has a flat metal grate covering. The well is lined with limestone bedrock. Interpretive signage.

Condition Fair **Integrity** Low **Authenticity** Moderate to high re 1920s construction. Nil re Aboriginal significance

Changes to place Grate covering the well

HISTORICAL BACKGROUND

The site was originally an important Aboriginal water source (spring) named Puriyakannya. The site was also used by Aboriginal people who moved from Beagle Bay and Broome after 1918, and particularly in the 1920s. Later, the spring was blasted to form a well, and lined with stone. Afghan cameleers camped at the site. In the 1946 pastoral strike, the site was a large temporary camping site for Aboriginal people from all over the Pilbara.

STATEMENT OF SIGNIFICANCE

Aboriginal water source is of considerable significance as an important water source and camp site for the local (and other Pilbara) Aboriginal people, both traditionally and as a camp site during the 1946 pastoral strike, and later as a source of water, and camp site, for Afghan cameleers, as evidenced by the date palm tree.

MANAGEMENT CATEGORY

Category 1 A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is worthy of consideration for the Heritage Council of Western Australia's Register of Heritage Places. **Implications:** A development application needs to be submitted to Town of Port Hedland and Heritage Council for approval for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Town of Port Hedland MI 1996, Town of Port Hedland Cultural and Heritage trail.

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PLACE NUMBER 42

PROPERTY IDENTIFICATION

Name of place/s Original causeway (**SITE**) **Other names**

Address Wilson Street, Port Hedland **Lot No**

Construction Date/s 1899

Designer/s & Builders Port Hedland Road Board

Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 5952

PHYSICAL DESCRIPTION

Architectural Style n/a

Setting Adjacent to the Redbank Bridge that replaced it.

Description Remains of seven mile causeway that connected the town of Port Hedland island to the mainland. The remains are sandstone rocks that formed the raised edges for the gravel surface with tar covering.

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES Town of Port Hedland MI 1996

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PLACE NUMBER 43

PROPERTY IDENTIFICATION

Name of place/s World War Two Rifle Range (SITE) & Merv's Lookout

Former/other names

Address Athol Street, Cooke Point, Port Hedland **Lot No** **Reserve**

Construction Date/s c.1942

Designer/s

Builder/s

Heritage listings None

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style

Setting

Description A picturesque planted area on the road verge, together with a bench seat, overlooking the rifle range site.

Condition Good **Integrity** High **Authenticity** High

Changes to place

HISTORICAL BACKGROUND

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

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

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

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

STATEMENT OF SIGNIFICANCE

The Rifle Range site and Merv's Lookout are significant for the associations with World War Two and the Port Hedland involvement at that time.

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES

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PLACE NUMBER 44

PROPERTY IDENTIFICATION

Name of place/s Port Hedland Detention Centre (fmr)

Former/other names BHP single men's quarters

Address Dempster Street, Cooke Point, Port Hedland **Lot No**

Construction Date/s c.1960s, 1991

Designer/s PWD

Builder/s

Heritage listings none

HCWA Database No n/a

PHYSICAL DESCRIPTION

Architectural Style

Setting

Description Masonry building seat least two stories in height, surrounded by barbed wire topped security fences.

Condition Good **Integrity** High degree **Authenticity** High degree

Changes to place

HISTORICAL BACKGROUND

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

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

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

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

Escapes, protests and riots continued over the months, with protests largely against deportations and processing and detention times, and protests were also staged by anti-detention activists visiting the centres. A planned security upgrade and previous money spent on the Port Hedland Detention Centre

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meant that a move was unlikely. In the interim however, refugees who's status was refused were moved elsewhere.

On 31 December 2001, 20 ringleaders set fire to the building causing \$3 million damage.

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

In May 2004, the last 17 detainees were removed from Port Hedland Detention Centre. In 2007 it is no longer a detention centre.

STATEMENT OF SIGNIFICANCE

Port Hedland detention centre is significant as a marker in modern Australian history, demonstrating Australia's refugee and 'boat people' policies and human rights issues.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

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

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 45

PROPERTY IDENTIFICATION

Name of place/s	Cooke Point Recreation Club	Former/other names	
Address	Keesing Street, Cooke Point, Port Hedland	Lot No	
Construction Date/s	1977		
Designer/s		Builder/s	
Heritage listings	none	HCWA Database No	n/a

PHYSICAL DESCRIPTION

Architectural Style	Post modern brutalist
Setting	Ocean front setting. Set back from the road with carpark area and palm trees.
Description	Double storey masonry block building.
Condition Good	Integrity High degree Authenticity High degree

Changes to place

HISTORICAL BACKGROUND

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

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

STATEMENT OF SIGNIFICANCE

Cooke Point Recreation Club is significant as a recreational and social facility that epitomizes the unique lifestyle and community co-operation in Port Hedland.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

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

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

PLACE NUMBER 46

PROPERTY IDENTIFICATION

Name of place/s Original townsite Finucane Island **SITE** **Other names**
Address Finucane Island **Lot No**

Construction Date/s

Designer/s **& Builders**

Heritage listings none **HCWA Database No**

HISTORICAL BACKGROUND

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

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

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

Nine houses at the townsite were destroyed and many damaged in Cyclone Joan in 1975, and a large number of Finucane Island houses were later demolished.

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

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

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 47

PROPERTY IDENTIFICATION

Name of place/s Pretty Pool **Other names** Site of fish traps, abattoirs, boardwalk
Address Matheson Street, Pretty Pool, Port Hedland **Reserve** 315

Construction Date/s

Designer/s & Builders

Heritage listings Town of Port Hedland MI1996 **HCWA Database No** 5954

PHYSICAL DESCRIPTION

Architectural Style n/a

Setting A grassed area with various shady plantings, is located on the sloping embankments overlooking Pretty Pool.

Description Pretty Pool is a tidal creek estuary with coral and rock formations along several kilometres of coast line. Until recent years, oyster shell encrusted steel post remains of the abattoirs fish traps were visible., but have since been removed.

Changes to place Beautification

HISTORICAL BACKGROUND

As early as 1913, Pretty Pool was identified as an area for oyster culture, by the Port Hedland Road Board. There were abattoirs at the site during the 1940s and 1950s, at which time there was a boardwalk. The owner of the abattoirs supplemented income with the fish traps. During the 1950s and 1960s, Pretty Pool was recognised as the town's second swimming pool.

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES

Town of Port Hedland MI1996

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

PLACE NUMBER 48

PROPERTY IDENTIFICATION

Name of place/s South Hedland town concept **Other names**

Address South Hedland

Construction Date/s 1974

Designer/s & Builders Western Australian government: The Department of Land Administration and Homeswest

Heritage listings **HCWA Database No**

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

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

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 49

PROPERTY IDENTIFICATION

Name of place/s Water tank **Other names**
Address North Circular Road, South Hedland **Lot No**

Construction Date/s 1975
Designer/s & Builders Chicago Bridge and Iron Company
Heritage listings **HCWA Database No**

PHYSICAL DESCRIPTION

Architectural Style n/a

Description Standing 30 metres high, the tank has a capacity of 500,000 gallons, and is visible from over 20 kilometres away.

HISTORICAL BACKGROUND

In December 1975, a new \$50,000 pressure tank and headway was completed for use in cells one and two of South Hedland, to allow for better water pressure during peak use periods. The tank was the second of its type constructed in Western Australia, with the first built in Mandurah earlier the same year. The distinctive shape of the steel tank was designed to maximise its strength and minimise construction and maintenance costs.

STATEMENT OF SIGNIFICANCE

South Hedland water tank is a landmark and is of significance in the development of South Hedland.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

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

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 50

PROPERTY IDENTIFICATION

Name of place/s Boodarie station
Other names Boodary
Address 30 kms south west of Port Hedland (accessible only by 4WD) **Lot No**
Construction Date/s c.1880 original homestead; c.1910 homestead
Designer/s **Builder/s**
Heritage listings Town of Port Hedland MI 1996 **HCWA Database No** 04002

PHYSICAL DESCRIPTION

Architectural Style Federation bungalow- northwest vernacular.
Setting Pastoral
Description Homestead group of single storey buildings. Adjacent stone homesteads with expansive hipped roof at break pitch over surrounding verandahs.
Condition Good **Integrity** Moderate to high degree **Authenticity** High degree
Changes to place Numerous, to facilitate ongoing use, and changes: sheep to cattle.

HISTORICAL BACKGROUND

Two landings, one natural and one man made, exist on the station, initially, 1880, used to load wool onto ships at Boodarie landing. The telegraph line from Roebourne to Derby was opened at Boodarie Station in 1892 and operated until 1897, it was moved to the Causeway. Fred Arunder and Charlie Upton took up the Boodarie lease c.1880. A Homestead was known to exist in 1880, but a more substantial dwelling was constructed in c.1910. The Hardie family have been associated with the place since 1901. Following the 1903 subdivision of the property, Boodarie Station was reduced from 242,800 hectares to 74,000 hectares. Other stations were formed on the subdivided land: Pippingarra, Indee and Wallareenya. The station is a cattle station with livestock sent to Malaysia and Indonesia. Currently leased out by the owners, BHP.

STATEMENT OF SIGNIFICANCE

Boodarie Station is significant for the associations with the early pastoral development and shipping of the wool directly by sea in the Pilbara, the Hardie family, and 1892 telegraph office.

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.
Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

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

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

PLACE NUMBER 51

PROPERTY IDENTIFICATION

Name of place/s Condon townsite (SITE)
Other names Shellborough townsite, Condon Creek townsite
Address 15 kms east of mouth of de Grey River **Lot No**
Construction Date/s
Designer/s **Builder/s**
Heritage listings Town of Port Hedland MI1996

PHYSICAL DESCRIPTION

HISTORICAL BACKGROUND

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

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

By June 1887 the telegraph line from Roebourne to Condon was completed, and a site chosen for the telegraph station. In 1893 Condon was re-surveyed, and Condon became an important link in the Perth-Wyndham telegraph line.

During the 1880s Condon was largely built of galvanised iron and wood, and in its heyday in 1898-1899, had a population of 200 people and buildings including two hotels, several stores, a post office providing Morse code for communication, wheelwrights and blacksmiths, and a carpenter.

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

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES Hardie, J., *Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia*, The Shire of Port Hedland, 1981.

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 52

PROPERTY IDENTIFICATION

Name of place/s De Grey Station
Address Approximately 100 north east of Port Hedland on the northeast side of the de Grey River, at the south end of Ripon Island, 25 km off the highway
Construction Date/s 1863-1868, contemporary
Designer/s **Builder/s**
Heritage listings Town of Port Hedland MI1996 **HCWA Database No** 4001

PHYSICAL DESCRIPTION

Architectural Style Northwest vernacular
Setting The homestead is central amongst a number of outbuildings and distinctive timber post remains of a large building.
Description The homestead is expansive with surrounding verandah with a gable in the expansive roof central on the frontage. Renovations are underway although some stone masonry of the 1800s is still evident in places.

Condition **Poor condition due to** cyclones and vandalism from periods of vacant possession.

Integrity Moderate degree **Authenticity** Low degree

Changes to place Extensive

HISTORICAL BACKGROUND

The De Grey station was the first settled pastoral station in the area. It was taken up by Walter Padbury in 1863, and the next owners were a syndicate of Messrs McKenzie, Grant and A W Anderson, who later sold a one-third share to Charles Harper. The main homestead had four separate eating areas that catered for the class distinction of the early years in the pastoral industry. The owners and syndicates have altered over the years, but De Grey Station has always been significant to the district. Primarily set up as a sheep station, it boasted 74,000 sheep in 1890. In 1979 the owners converted to cattle, as for most of the stations in the area.

STATEMENT OF SIGNIFICANCE

De Grey Station has the distinction of being the first pastoral station settled in the area, and associations with Walter Padbury in the 1860s. It represents the pastoral industry and the influences which settlement had over the land and the Aboriginal people, and the social aspects of the early settlers, having hosted race meeting and other functions for station and town people.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES Town of Port Hedland MI1996; Extracts from the West Australian, 6 April 1886; 29 November 1887, 4 December 1979. Historical notes for Port Hedland Road Board, compiled by K C Cammilleri.

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

PLACE NUMBER 53

NO SITE INSPECTION

PROPERTY IDENTIFICATION

Name of place/s Indee Station (SITE of plane crash)

Other names

Address

Lot No

Construction Date/s.

Designer/s

Builder/s

Heritage listings HCWA Database No 2295

HISTORICAL BACKGROUND

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

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

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

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

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

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

PLACE NUMBER 54

PROPERTY IDENTIFICATION

Name of place/s Mail Stop over SITE

Other names

Address One km north of Orico office and magazines lease. **Lot No**

Construction Date/s

Designer/s

Builder/s

Heritage listings

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES Information per Mr Vincent Lockyer.

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES



PLACE NUMBER 55

PROPERTY IDENTIFICATION

Name of place/s Mundabullangara Homestead
Other names Mundabullanga, "Munda" (Aboriginal for 'the end of the stony country')
Address North West Coastal Highway (15 kms west) **Lot No 206**
Construction Date/s c.1878-1879
Designer/s D McKay: bluestone blocks were (ballast) from Scotland. **Builder/s**
Heritage listings Town of Port Hedland MI 1996 **HCWA Database No 4004**

PHYSICAL DESCRIPTION

Architectural Style Northwest vernacular (HCWA: Victorian Georgian)

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

Description Single storey bluestone and concrete homestead has an expansive single pitched roof and a surrounding verandah supported by cast iron posts. Features include a large concrete arch entrance and full-length shuttered doors open onto the verandahs.

Condition Good **Integrity** High degree **Authenticity** High degree

Changes to place Minimal evident

HISTORICAL BACKGROUND

It is recorded that a sealed history is stored in a bottle built into a corner of the building. Mundabullangara Homestead was the first pastoral lease taken up in the region south west of Port Hedland by European settlers, the MacKays, who between 1872 and 1923 developed it into one of the largest and most successful enterprises of its kind that has continued pastoral use into the twenty-first century. The MacKays organised labour in the latter part of the nineteenth century, with the use of Asian indentured labourers, mainly Malays and Cantonese Chinese, which was not a widespread practice in the pastoral industry, and was the first station in the Pilbara to introduce the payment of award wages for Aboriginal workers, in the mid 1940s, under the management of R. F. Lukis, and maintained a longstanding use of

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

Aboriginal labour, from the 1880s to the 1960s. It was the first pastoral station in the North-West of Western Australia at which Birdwood Grass was sown and, following success it became widely used in the region.

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY Interim Register of Heritage Places: **22/05/2007**

Category 1 A place of exceptional cultural heritage significance to Town of Port Hedland and the state of Western Australia, that is worthy of consideration for the Heritage Council of Western Australia's Register of Heritage Places. **Implications:** A development application needs to be submitted to Town of Port Hedland and Heritage Council for approval for any proposed development. **Recommend:** Retain and conserve the place.

REFERENCES Hardie, J., *Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia*, The Shire of Port Hedland, 1981.

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

PLACE NUMBER 56

NO SITE INSPECTION

PROPERTY IDENTIFICATION

Name of place/s North West Coastal Highway (Mung- de grey) SITE

Other names

Address

Lot No

Construction Date/s 1919

Designer/s

Builder/s

Heritage listings Town of Port Hedland MI1996 **HCWA Database No** 5956

PHYSICAL DESCRIPTION

Architectural Style

Setting

Description

Various sections of the Old North West Coastal Road remain. These include the river crossing at Yule; sections running through 'Munda', 'Boodarie' and 'De Grey' Stations; and a section beyond Pardoo. 4WD vehicles are usually required on the Road. Along the Road are the dotted remains of the telegraph poles which carried communication in the area.

Condition Integrity Authenticity

Changes to place

HISTORICAL BACKGROUND

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

STATEMENT OF SIGNIFICANCE

The remaining sections of the original North West Coastal Highway are evidence of the difficulty in accessing the region prior to contemporary road transport construction and networks.

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES Hardie, J., *Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia*, The Shire of Port Hedland, 1981.

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MUNICIPAL INVENTORY OF HERITAGE PLACES

PLACE NUMBER 57



PROPERTY IDENTIFICATION

Name of place/s Du Pont Ammunition bunkers (2)
Address Pippingarra Station 20 km north east of Port Hedland **Lot No**
Construction Date/s 1967
Designer/s **Builder/s**
Heritage listings Town of Port Hedland MI1996 **HCWA Database No** 4657

PHYSICAL DESCRIPTION

Architectural Style None: utilitarian
Setting The bunkers are located above ground with earth coverings.
Description The external view is natural earth with a series of ventilators central along the roof of both bunkers. The entry reveals the Nissan hut form and material of the bunkers, with corrugated iron interiors with no structural elements. Concrete retaining is in place each side.

Condition Fair to good (vandalism) **Integrity** Moderate degree **Authenticity** High degree
Changes to place Minimal evident.

HISTORICAL BACKGROUND

The Imperial Chemical Industries of Australia and New Zealand (ICI) constructed Australia's first explosives plant near Port Hedland in 1967. ICI were contracted by Goldsworthy Mining Ltd to supply explosives for the iron ore project. The first production of explosives at the plant, costing \$500,000 including planned extensions to the plant, was scheduled for December 1967. They stored mining explosives used throughout the area. They needed to be located away from the town area in case of accidental explosions. They were in use for about 15 years before safer alternative explosives were introduced

STATEMENT OF SIGNIFICANCE

Du Pont Ammunition bunkers are significant for their association with the iron ore development in the area.

MANAGEMENT CATEGORY

Category 2 A place of considerable cultural heritage significance to Town of Port Hedland that is worthy of recognition and protection through provisions of the Town of Port Hedland's Town Planning Scheme.
Implications: Planning application needs to be submitted to Town of Port Hedland for any proposed development. **Recommend:** Retain and conserve the place.

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

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No inspection but believed to be abandoned and vacant.

PLACE NUMBER 58

PROPERTY IDENTIFICATION

Name of place/s Strelley homestead & Don McLeod's grave

Other names

Address Port Hedland-Marble Bar Road **Lot No**

Construction Date/s

Designer/s

Builder/s

Heritage listings

PHYSICAL DESCRIPTION

Architectural Style

Setting

Description The access was restricted by fallen power lines consequent to a cyclone in 2007. 1 kilometre off the main road were a group of 5 or 6 workers dwellings that had been abandoned.

Homestead access was restricted.

Condition Integrity Authenticity

Changes to place

HISTORICAL BACKGROUND

The earliest known owners of Strelley were Messrs. E A Mitchell, J L Stewart and W M R Corney. In 1905 Hubert Richard Lowe Hardey bought Mitchells' share. In 1910 Stewart left the partnership and Corney and Hardey owned the property until 1947, when it was purchased by Leslie & Edith Miller. In 1975 Strelley was purchased by the Aboriginal group, The Strelley Pastoral Pty Ltd, assisted by Don McLeod. 'McLeod's mob' as they were known, were desert people remaining loyal to McLeod after the pastoral strikes. Following attempts to gain independence by way of taking up mining leases met opposition, they decided to buy Strelley to fulfill their desire to remain on the land, where McLeod and about 600 followers moved. The Strelley Pastoral Pty Ltd then purchased other stations after Strelley including Carlindi, Warralong and Coongan.

The Federal Government funded a school at Strelley independent of the State system. The school then received a grants and funding from various State and Federal education bodies. Strelley school was bilingual with the community deciding on all programs and the organization of the school. Both adults and children are educated, with Aboriginals teaching their own language. Books are designed written translated and printed at Strelley.

Following Don McLeod's death, he was buried at Strelley, the funeral attended by hundreds of people from around the region.

STATEMENT OF SIGNIFICANCE

Strelley is significant for the proactive Aboriginal ownership and community development that took place, and for associations with Don McLeod. 'McLeod's mob' as they were known, were desert people remaining loyal to McLeod after the pastoral strikes.

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES Hardie, J., *Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia*, The Shire of Port Hedland, 1981.

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PLACE NUMBER 59

PROPERTY IDENTIFICATION

Name of place/s Tantalite mine (abandoned), Strelley River SITE
Other names Tin mine
Address 60 miles down Old Marble Bar/Pt Hedland Rd (right hand side over Strelley River Crossing) (4-wheel drive vehicles only) **Lot No**
Construction Date/s 1901 equipment
Designer/s **Builder/s**
Heritage listings Town of Port Hedland MI1996

PHYSICAL DESCRIPTION

Architectural Style

Setting

Description This place is an abandoned mine and process equipment consisting of timbers, concrete footings, steel supports, associated mechanical shafts and bearing gears. The surrounding area has considerable debris which probably would have been associated with single accommodation sites.

HISTORICAL BACKGROUND

In the height of the mineral boom of the 1940s this mine employed 45 men and produced 7 tonnes of tantalite. By 1945 it had closed operation and was looked after by a single caretaker. For a short period from 1950-53 a small workforce of 3 or 4 men re-opened the operation though this proved an unsuccessful venture. The significance of these remains lies in the 'on site' heritage of the many earlier mine ventures to extract the mineral worth of the region.

STATEMENT OF SIGNIFICANCE

The significance of Tantalite mine (abandoned), Strelley River is mostly in the remains that represent mine ventures in the 1940s.

MANAGEMENT CATEGORY

Category 4 A site without built features, but of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Interpret the place.

REFERENCES Hardie, J., *Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia*, The Shire of Port Hedland, 1981.

TOWN OF PORT HEDLAND
MUNICIPAL INVENTORY OF HERITAGE PLACES

PLACE NUMBER 60

Photo **NO SITE INSPECTION**

PROPERTY IDENTIFICATION

Name of place/s Wallarenya Homestead

Other names

Address

Lot No

Construction Date/s.

Designer/s

Builder/s

Heritage listings

PHYSICAL DESCRIPTION

Architectural Style

Setting

Description

Condition Integrity Authenticity

Changes to place

HISTORICAL BACKGROUND

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

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

STATEMENT OF SIGNIFICANCE

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

MANAGEMENT CATEGORY

Category 3 A place of some cultural heritage significance to Town of Port Hedland. **Implications:** No constraints. **Recommend:** Encourage retention of the place. Photograph and document the place if retention is not possible.

REFERENCES Hardie, J., *Nor' Westers of the Pilbara breed: The story of brave ancestors who pioneered the outback Pilbara of Western Australia*, The Shire of Port Hedland, 1981.