

# BATTERY POINT SLIPYARDS

## CONSERVATION MANAGEMENT PLAN



**Prepared for Hobart City Council**

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**FINAL REPORT**

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## 1.0 INTRODUCTION

### 1.1 AIM

The aim of the report is to establish the cultural heritage significance of the Battery Point Slipyards and provide guidance for future management and potential development that protects the significance of the site.

### 1.2 THE STUDY AREA & SCOPE OF THE REPORT

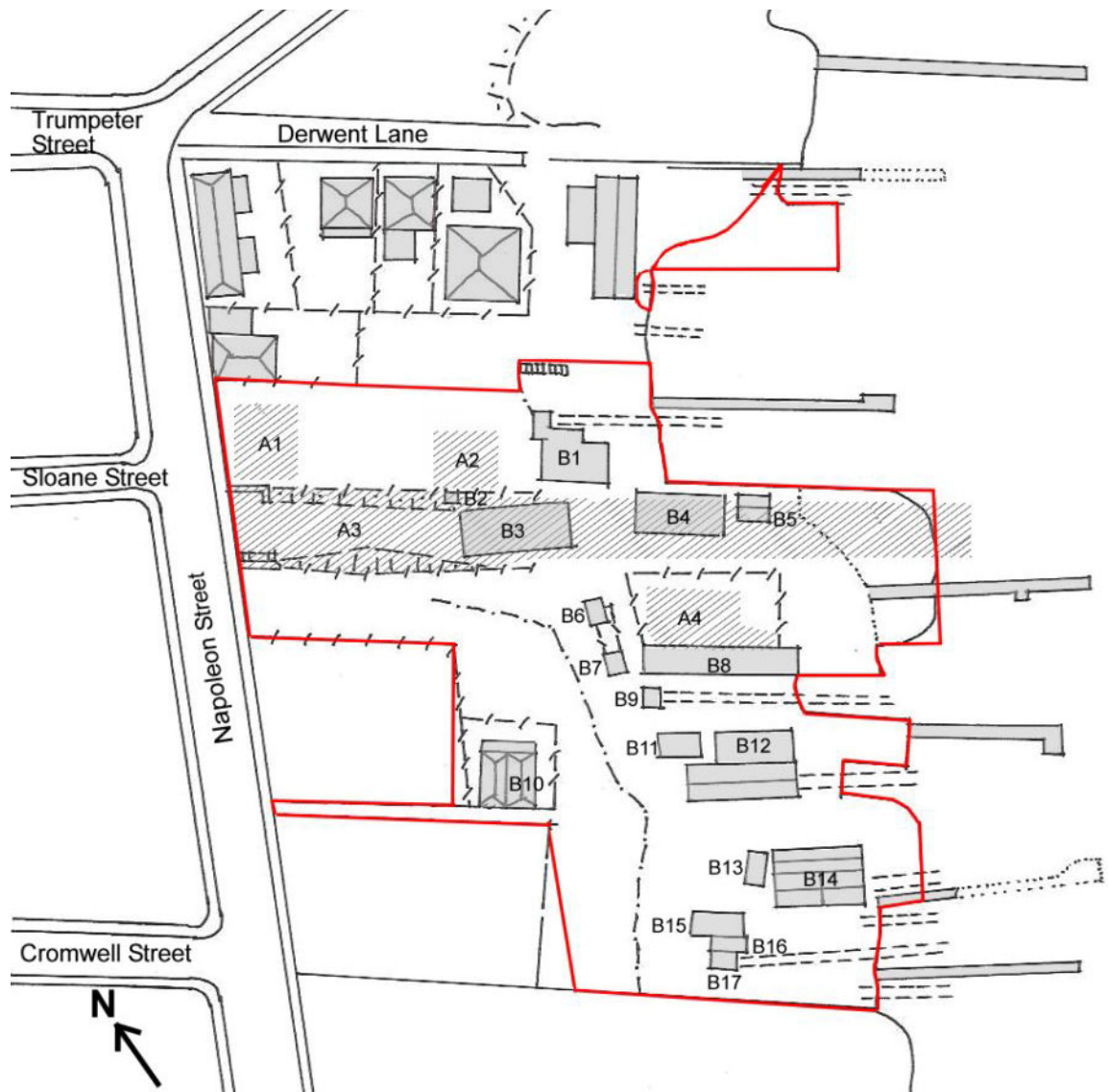
Battery Point Slipyards is located along Napoleon Street, Battery Point between Trumpeter Street and Cromwell Street and down to the Derwent River shoreline. This Report has been commissioned by Hobart City Council who is the owner and manager of the site. The Study Area is known as the Slipyards Zone in the Battery Point Planning Scheme. The location and boundaries of the study area are provided in the figure below:



**Figure 1:** Aerial view of the site with yellow line defining study area boundaries  
**Source:** Hobart City Council



### 1.3 SITE PLAN



- |  |   |  |
|--|---|--|
| <b>B1</b> Creese's Workshop              | <b>B10</b> Mariners Cottage                   | <b>A1</b> Site of 3 conjoined cottages |
| <b>B2</b> Toilet                         | <b>B11</b> Muirs Storage Shed                 | <b>A2</b> Site of cottage              |
| <b>B3</b> Powercraft Marine Shed         | <b>B12</b> Muirs Workshops                    | <b>A3</b> Site of Ross Patent Slip     |
| <b>B4</b> Powercraft Marine Shed         | <b>B13</b> Taylor Bros Storage Shed           | <b>A4</b> Site of Smokehouses          |
| <b>B5</b> Kiosk                          | <b>B14</b> Taylor Bros Workshops              |  |
| <b>B6</b> Muirs Engineering Storage Shed | <b>B15</b> Engineering Shop                   |  |
| <b>B7</b> Muirs Engineering Storage Shed | <b>B16</b> Shipping Container                 |  |
| <b>B8</b> Muirs Engineering Workshop     | <b>B17</b> Taylor Bros Slip Winch and Shelter |  |
| <b>B9</b> Muirs Slip Winch and Shelter   |   |  |

Figure 2: Site Plan

## 1.4 METHODOLOGY AND DEFINITIONS

The structure and contents of this report have been written with reference to the key relevant cultural heritage documents in Australia. These are:

- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*, Revision November 1999
- Peter Marquis-Kyle & Meredith Walker, *The Illustrated Burra Charter, Good Practice for Heritage Places*, Australia ICOMOS, Burwood, Victoria, 2004
- James Semple Kerr, *The Conservation Plan, Fourth Edition*, The National Trust of Australia (NSW), 1996

### Definitions:

The terms '**place**', '**cultural significance**', '**fabric**', '**conservation**', '**maintenance**', '**preservation**', '**restoration**', '**reconstruction**', '**adaptation**', and '**compatible use**' are used throughout this report with their specific meaning as defined in the ICOMOS *Burra Charter*, rather than meanings drawn from common usage.

The **fabric** of a **place** includes all the physical aspects of the place and its surroundings that are experienced while being there. With careful study, the fabric of the place can convey information which may be interpreted. Combined with further research, it may provide information about **cultural significance** that is aesthetic, historic, scientific or social value of the place.

Based on an understanding of the cultural significance of the place, conservation policies can be established to protect the significance of the place. **Conservation** may include the following types of actions:

**Maintenance** is defined as the continuous protective care of the fabric, the contents and the setting of a place. **Preservation** means maintaining the fabric of a place in its existing state and retarding deterioration. Maintenance has to do with the overall management of the place. Preservation may be one of the actions required.

**Restoration** means returning the existing fabric of a place to a known earlier state. It can be done by the removal of additions or by reassembling the components of the existing fabric. It does not involve the introduction of new material.

**Reconstruction** does involve the introduction of new materials into the existing fabric to return it as nearly as possible to an earlier state. Hence reconstruction and restoration share the same aim of achieving an earlier state but differ in that only reconstruction involves the introduction of new materials.

**Adaptation** is the process of modifying a place to suit proposed **compatible uses**. These are uses which involve no change, changes which have minimal impact or are reversible. Adaptation is acceptable only when necessary to conserve a place and when it does not detract from cultural significance.

## 1.5 STUDY TEAM & ACKNOWLEDGEMENTS

The authors of this report are Helen Lardner, Samantha Westbrooke, Amy Egan and Kimberley Meagher of HLCD Pty Ltd with Industrial Archaeologist Iain Stuart of JCIS Consultants.

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The authors would like to acknowledge the contribution made by the following people:

Helen Knight, Planisphere

Barry Holmes, Hobart City Council

Brendan Lennard, Hobart City Council

John Muir, Muirs

## 1.6 CURRENT HERITAGE LISTINGS

The entire Slipyards Zone (the study area) at Battery Point is not included on the Tasmanian Heritage Register but is included as a separate zone in the Battery Point Planning Scheme.

Only the section of the site encompassing the former Ross Patent Slip area is included on the Tasmanian Heritage Register. The former Ross Patent Slip Site has the following Statement of Significance:

*The Ross Patent Slip site is of historic heritage significance because of its ability to demonstrate the development of the ship building and maritime industries of Battery Point. The Ross Patent Slip was important in demonstrating a high degree of technical achievement because of its huge lifting capacity and size. When it was built it was the largest slip in Tasmania and one of two largest slips in Australia. As a patent slip it was uncommon. The site is of historic heritage significance for its associations with prominent early ship builders and entrepreneurs in Tasmania, especially John Ross, John Lucas, and R. Kennedy and Sons. This site is of historic heritage significance because its historical associations are regarded as important to the community's sense of place. The Ross Patent Slip Site has yielded (and still has the potential to yield) important information, of an archaeological nature, that may contribute to a greater understanding of Tasmania's history.*

## 2.0 HISTORICAL INFORMATION

This section briefly describes the history of the Battery Point Slipyards. It is based on the previous histories of the area undertaken by Amy Rowntree,<sup>1</sup> Audrey Hudspeth and L. Scripps<sup>2</sup> and Robert Vincent, Audrey Hudspeth, Anne McConnell, Peter Spratt and Sue Small.<sup>3</sup> Although now part of one site, the slipyards that make up the study area were historically in separate ownership. In order to provide a clear history of the different areas and for discussion purposes the slipyards have been divided into precincts which roughly represent the boundaries between the historically separate slipyards.

It is important to view the slipyards within the context of Tasmania's maritime history. Ship building, repair and maintenance are part of the overall use of shipping for transport, whaling and fishing. The high point of the industry was 1849-53 during the whaling boom but the industry at Battery Point has been continually active until the present.<sup>4</sup> It is notable how many of the builders were also prominent in the yachting world,<sup>5</sup> as well as how many long term family connections there are to ship building.

## 2.1 SLIPS AND SLIPYARDS

The construction of a ship required a place for the ship to be built out of the water and then launched into the water once completed. There were two main ways of doing this – dry dock or a slip. Upon completion of a ship in a dry dock the water would be let into the dock and the ship floated out. With construction of a ship on a slip, typically a cradle would be constructed on the slip to take the weight of the hull. The cradle with the hull on it would then slide down greased rails into the water to launch the ship.

The important activity of repair and maintenance of ships hulls would also be undertaken in dry dock, on convenient tidal flats (often identified in early maps as “Careening Bay”) or on a slip. Repair and maintenance was important as ships needed careening to remove marine growth or repair the copper sheathing protecting the hull. Repair was needed particularly for coastal shipping as the ships often scraped and bumped their way around the largely uncharted coast.

The patent slip was invented by a Scottish Engineer Thomas Morton (1781-1832). The essence of this invention was the use of a movable cradle to support the ship. The cradle was mounted on wheels which ran on cast iron tramways running under the sea and up onto the land. A ship would sail into the cradle and be aligned over the supports built into the cradle so that the ship was supported in an upright position. A capstan or winch was used to haul the ship and cradle up the tramway and out of the water to a position where the hull can be inspected, repaired and maintained. The procedure can be reversed to launch the ship once repaired.<sup>6</sup>

The advantage of this patent was its simplicity. A slip could have several ships on it. The open space allowed more efficient work through improved materials handling than working in a dry dock. Raising and lowering a ship was quick and put little strain on the hull structure. Construction of a slip was easier than a dry dock. Morton was optimistic about the size a vessel could be to sit on a slip although there would have been practical limits on the size of vessel able to be slipped.<sup>7</sup>

<sup>1</sup> Amy Rowntree, *Battery Point: Today and Yesterday*, Education Department Tasmania, Hobart, 1951

<sup>2</sup> Audrey Hudspeth, and L. Scripps, *Battery Point Historical Research*, Report to City of Hobart, Hobart, 1990

<sup>3</sup> Robert Vincent, Audrey Hudspeth, Anne McConnell, Peter Spratt, and Sue Small, *Conservation Plan: Ross Patent Slip and Environs: Battery Point Slipyard, Napoleon Street*, Report to Hobart City Council, Hobart, 1995

<sup>4</sup> *ibid.*

<sup>5</sup> See Chris Hudson, and Jocelyn Fogagnolo, *Jock Muir: Maritime Reflections*, Moonstone Art Printers, Hobart, 1991

<sup>6</sup> Thomas Morton, An Account of Mr Morton's Patent Slip for hauling Vessels out of the water to be repaired. Drawn up from information communicated by the Inventor. *Edinburgh Philosophical Journal* III (Article XXII) 1820, pp.124-129

<sup>7</sup> *ibid.*

Morton constructed a slip at his own dock yard at Burrowstones Leith and patented his invention in 1819 (UK Patent No 4342). In 1832 Morton petitioned the House of Commons for permission to extend his patent and the evidence presented to the Committee is an important source of information regarding the early history of the patent slip. Unfortunately the House of Commons did not extend Morton's patent. The term "Patent slip" seems to have entered the language to refer to a slip where ships can be raised and lowered rather than slips where ships are built and launched with no facility for hauling ships up the slip.

The technical requirements for a patent slip included: land with a slight grade; a firm foundation for the slip itself (as it will take several hundred tons of weight); room at the end of the slip for the winch; and an engine to power it. There also needs to be space around the slip to allow the movement of workers and materials to undertake the maintenance and repair works.

The slip (also sometimes known as a slipway) is generally part of a ship yard (also known as a slip yard or boat yard) that constructs and/or repairs ships so typically the slip is surrounded by buildings containing machinery for fabricating material, repairing equipment (including engines) and containing necessary stores. Raw material such as steel and timber might be stored in the open until required for use.

The Battery Point Slipyards Zone is referred to as a slipyards as the Zone is made up of a number of individual slipping (or slip) sites used predominantly now for ship and boat repair rather than ship construction.

## 2.2 CONTEXTUAL HISTORY

This Contextual History is a direct extract of Section 3 *Historical overview of the Battery Point Slipyards of the Ross Patent Slip & Environs, Battery Point Slipyard, Napoleon Street, Conservation Plan*, prepared by Robert Vincent, Audrey Hudspeth, Anne McConnell, Peter Spratt and Sue Small, November 1995.

*Ship building has been described as the first important manufacturing industry to develop in Van Diemens Land. From an early date the merchants of Hobart Town owned or chartered ships which they used for sealing, whaling, trading with Sydney, the South Sea islands and Mauritius, and later exporting wheat, wool, livestock and timber to, other Australian colonies, and oil to Britain and China. Hobart was one of the world's greatest whaling ports, and apart from having a sizable fleet of its own, mostly built locally, it was used by many American, French and English whalers which required repairs and provisioning. It was the whaling industry which provided the impetus for the development of the Hobart shipbuilding industry and which initially provided most of the work for the Hobart Slipyards.*

*Initially ships and boats were built in the bays and coves where timber used in their construction was felled. The earliest slipyards were situated on the Hobart Rivulet, and vessels were built at Sarah Island, Cygnet, Franklin, Shipwrights Point and Port Arthur in the early days of the colony. By 1847 the Battery Point slipyards were relatively extensive, with the main area being at Secheron Bay, and with two slips in the Battery Point slipyard area. The slipyards at Battery Point were at this stage owned by Risbys and John Watson. Watson had also built vessels at Port Arthur and in 1847 also owned a slip in Sechron Bay. There appears to have been a lot of movement of slips and of boat builders and it was not uncommon for some shipbuilders to own more than one slip, or building on neighbouring slips where space was available at busy times or better facilities were available.*

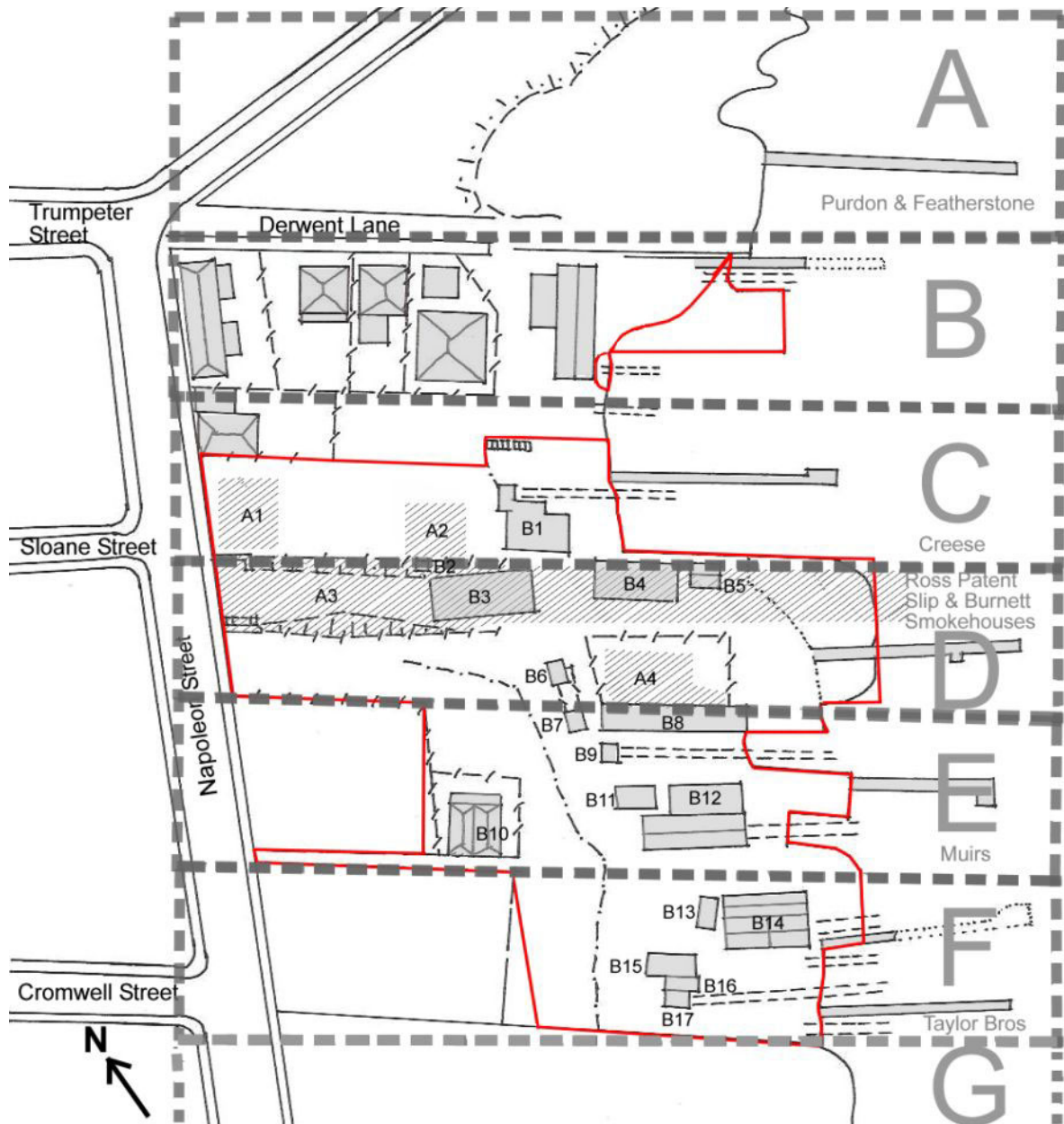
*The height of the shipbuilding industry in Tasmania was in 1849-53, despite the beginning of the decline in whaling. As there was still a demand for trading vessels, there was a steady increase in Tasmanian shipbuilding from the 1850s to 1880s although the earlier levels of shipbuilding of*

1849 -53 were never achieved again. The 1850s and 1860s saw a concentration of slipyard activity and shipbuilding at Battery Point. This included the removal of the Ross Patent Slip from Secheron Bay to the Battery Point slipyards in 1866. The introduction of the Patent Slips arose from the need to build and slip larger vessels. By this time there were at least 7 major slip owners and shipbuilders operating in Battery Point area, often owning or building on more than one slip. Well known early shipbuilders who operated at Battery Point at about this time or earlier were of course Risbys and Watson, but also Kelly, Cullen and Mackey, Abel, Purdon and Featherstone, Batt, Inches and Ross. Later major nineteenth shipbuilders of the area were Lucas, Kennedys, Coverdale, Williams and Jones & Co IXL. The boat building tradition has been carried on in Battery Point area by people such as Creese and most recently Muirs.

The Battery Point slipyards, like other slipyards, did not just produce and repair ships. Many associated activities such as provision of ship chandlery, coopering, sailmaking, ship design and more general engineering tasks were also carried out in the slipyards, as well as at least one fish processing operation. Also, almost up to the present the tradition of the owners living at the site was maintained and the slipyards today contain the archaeological remains of a small number of Battery Point shipbuilder's cottages.

At Battery Point the activity generated by the slipyards, although suffering from periods of economic depression, has been continuous from the early 1840s, and possibly earlier. Many of the Tasmanian built boats were built in these slipyards, including vessels of very high tonnage for their day. Shipbuilding has been an individualistic enterprise, and the diversity and adaptability of the small Battery Point operations allied with the maritime nature of Hobart has enabled them to keep going right up to the present day.

## 2.3 PRECINCT PLAN



Precincts A – G have been established to assist with analysis and discussion in this Report and roughly represent the boundaries between the historically separate slipyards.

- |  |   |  |
|--|---|--|
| <b>B1</b> Creese's Workshop              | <b>B10</b> Mariners Cottage                   | <b>A1</b> Site of 3 conjoined cottages |
| <b>B2</b> Toilet                         | <b>B11</b> Muirs Storage Shed                 | <b>A2</b> Site of cottage              |
| <b>B3</b> Powercraft Marine Shed         | <b>B12</b> Muirs Workshops                    | <b>A3</b> Site of Ross Patent Slip     |
| <b>B4</b> Powercraft Marine Shed         | <b>B13</b> Taylor Bros Storage Shed           | <b>A4</b> Site of Smokehouses          |
| <b>B5</b> Kiosk                          | <b>B14</b> Taylor Bros Workshops              |  |
| <b>B6</b> Muirs Engineering Storage Shed | <b>B15</b> Engineering Shop                   |  |
| <b>B7</b> Muirs Engineering Storage Shed | <b>B16</b> Shipping Container                 |  |
| <b>B8</b> Muirs Engineering Workshop     | <b>B17</b> Taylor Bros Slip Winch and Shelter |  |
| <b>B9</b> Muirs Slip Winch and Shelter   |   |  |

**Figure 3:** Precinct Plan

**Source:** Plan prepared by HLCD, primarily derived from an aerial photograph supplied by Hobart City Council



## 2.4 PRECINCT A (PURDON & FEATHERSTONE)

This section of land is outside the study area but was historically part of the slipyards area and is worthy of discussion to provide context to the whole site.

This yard was established in 1857 by Messrs Mackey and Cullen, and was located at the bottom of Derwent Street. Lawson lists 15 sailing vessels constructed at this yard between 1858-1876. There is a reference to the construction of a patent slip in 1858 with a lifting capacity of 200 tons. A 10HP Tangye steam engine was installed about 1860 which was not replaced by an electric winch in 1927. The patent slip attracted repair work to the yard.<sup>8</sup>

In 1900 when Mackey died, Henry Featherstone his nephew wanted to lease the yards but Mackey's daughter insisted on a sale. Tom Purdon joined with Henry Featherstone to purchase the yard. In 1910 the slip was re-laid and lengthened and its capacity was increased to 300 tons. A smaller slip of 40 tons was also laid down. Later the capacity of this slip was increased to 60 tons and a further two 40 ton slips were laid down. The firm of Purdon and Featherstone mainly built wooden steamships as well as some sailing craft, in addition to undertaking repair work.<sup>9</sup> Tom Purdon sold out of Purdon and Featherstone in 1920 and purchased an adjacent site.

In 1973 the site was sold and the site was cleared in 1976. It is now used as a park and contains a State Government jetty. (Refer to Image 6 & 7, Appendix 1)

## 2.5 PRECINCT B

The cadastral plan shows that a James Risby applied to construct a breakwater at Slip Site B in 1855 to help improve the working of his boat yard. The yard which included a slip was supervised or leased by Jacob Chandler between 1860 and 1890. Jacob Chandler built the ferry steamers *Enterprise*, *Success*, *Result* and *Victory*. After 1890 the slip was used by Bayes. In 1920 when Tom Purdon sold out of Purdon and Featherstone he purchased this site. The site was then sold to the Royal Yacht Club of Tasmania in 1936 but was eventually repurchased by the Purdon family in 1962. The site was leased to Taylor Bros (lessees of Slip Site F) in 1990 who tried unsuccessfully to develop it as a Marina.<sup>10</sup>

Most of the land formerly making up this slip site is now privately owned as a residence, however an area of land in front of the recent house forms part of the study area. (Refer to Image 9, Appendix 1)

## 2.6 PRECINCT C (CREESE'S)

The Abel family were long term residents of Battery Point. They acquired a slip owned by J Clinch in 1900. Abel is reported as being active as a ship/boat builder at the site between 1900 and 1917 in which time six boats were produced. Max Creese took over Abel's slip next to the Royal Tasmania Yacht Club property in the 1940s. Creese is reported to have built at least five ships there from 1949-1966.<sup>11</sup> (Refer to Images 10-13, Appendix 1)

There were three conjoined cottages constructed along Napoleon Street at the west end of this site between 1897 and 1910 (unlikely to be constructed prior to 1903). From 1920 to the 1940s the cottages were owned by F. Harvey Latham. Management of the cottages was taken over by the Marine Board in 1946. Occupation of the cottages ceased in 1969 and it is likely that the cottages were demolished soon

<sup>8</sup> Rowntree, op.cit., p.74 and Hudspeth and Scripps, op.cit., p.60

<sup>9</sup> ibid.

<sup>10</sup> ibid.

<sup>11</sup> Rowntree, ibid., p.75 and Hudspeth and Scripps op.cit., p.61

after this.<sup>12</sup> (Refer to Image 14, Appendix 1) Early plans of this area show a number of slips on the site.<sup>13</sup>

This yard is still operational.

## 2.7 PRECINCT D (ROSS PATENT SLIP)

The area known as Slip Site D was acquired for £800 by John Ross in 1866 when he decided to move his patent slip from its original location at Finlay Street, Battery Point. Considerable site work was required to establish the slip on the site including substantial excavation of land. The move was completed in August 1866 and the first ship slipped was the steamship *Tasmania*. The slip was the largest in Tasmania capable of taking a vessel of 1,250 tons. The cost of the move, reportedly £18000, meant that Ross was mortgaged to the Commercial Bank which foreclosed in 1870.<sup>14</sup>

After the foreclosure the slip was leased to John Lucas who used it to construct at least five ships.<sup>15</sup>

The Ross Patent Slip was purchased by R Kennedy and Sons in 1885. The Kennedy family were shipwrights and ironworkers who moved to Tasmania from Melbourne in 1883. The firm had established an ironworks and engineering works at Salamanca Place. They used the slip for construction and repair of iron ships. It is not surprising that a foundry and blacksmiths are reported to have been erected on the site as these would have been required for any work on an iron ship.<sup>16</sup>

Around 1903 the slip was purchased by Harry Wood with the aim of moving the slip to a new location. Information from the archives is not clear but it seems that Wood's partners Finlayson Brothers sold the slip (or part of the site) to the Hobart Marine Board in 1914.<sup>17</sup>

Some slipping was still being undertaken as Harry Moore used the slip while building the ferry *Rosny* and later Henry Jones IXL leased the site from the Kennedy family and had Moore construct the schooner *Amelia J* in 1920. It is not clear precisely when the slip went out of use.<sup>18</sup> (Refer to Image 15 & 19, Appendix 1)

By 1930 it seems that the Tasma Fishing Company had been established on the foreshore. In the 1930s W.J. Burnett converted some sheds formerly used at the slip yard to smokehouses and constructed a jetty. They were a smokehouse and jetty for the Coutta boats. The Coutta boats landed their catch at the jetty and the catch was taken by trolley line into the sheds for smoking.<sup>19</sup> (Refer to Images 16-17, Appendix 1)

On 13th July 1959 the old Foundry Building over the slip at Napoleon Street was burnt out and in 1960 it was mostly demolished.<sup>20</sup>

Muir's Engineering (the same Muir family currently at Slip Site E) was established in 1966 at Slip Site D as Muir Diesel Services and constructed a workshop adjacent and sharing a wall of the smokehouses. Muir's Engineering relocated to a new factory in 1977 (off site) but retained use of part of Slip Site D. Powercraft Marine, another company related to Muir's was established at this time on another part of Slip Site D and used sheds constructed over the site of the patent slip.<sup>21</sup> (Refer to Image 20, Appendix 1)

The smokehouses were demolished in 1985, they had not been in use for 35 years (tentative dates of operation are therefore 1930-1950). The remnant wall of the smokehouses which formed part of the Muir's Engineering workshop remains.

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<sup>12</sup> Vincent et al., op.cit., p.72

<sup>13</sup> ibid. Plan 3.3

<sup>14</sup> Hudspeth and Scripps, op.cit., pp.61-64 and Vincent et al., ibid., pp.22-27

<sup>15</sup> ibid.

<sup>16</sup> Vincent et al., op. cit. pp.28-30

<sup>17</sup> ibid., p.34

<sup>18</sup> ibid.

<sup>19</sup> Hudspeth and Scripps, op.cit., p.69

<sup>20</sup> Vincent et al., op. cit., p.34

<sup>21</sup> Hudson and Fogagnolo, op.cit., 1991

There is a small kiosk at the front of the site. It was moved to the site in 1965 but the date and provenance of this kiosk is unknown. (Refer to Image 18, Appendix 1)

## 2.8 PRECINCT E (MUIRS)

John Watson came free to Tasmania in c1830 or 1831 and worked at Port Arthur teaching boat building. He moved to Hobart in 1840 and established a yard at the "old wharf" and at Degraives Slip. Later with his brother George Watson he purchased Williamsons slip (no date given). According to Rowntree this was located on land granted to John Watson between Cromwell and Sloan Street, being an area equivalent to and around Precinct E. George Watson and his brother built *Flying Childers* at this slip yard.<sup>22</sup>

In 1856 Watson subdivided and sold his property with John Lucas and R.A. Jeffery occupying the slip yard until c1891.<sup>23</sup> The cottage (known as Mariners Cottage)<sup>24</sup> located at Precinct E is likely to have been constructed by Watson prior to subdivision and sale of the site. (Refer to Image 24, Appendix 1)

Muir's Boatyard was founded by Ernest Jack "Jock" Muir in 1948. Jock Muir concentrated on construction of yachts and other pleasure craft.<sup>25</sup> (Image 21 -23, 25, Appendix 1)

Two slips were constructed by Muir on Precinct E, one in 1948 and the main slip was laid down in 1953 which could take vessels up to 75ft in length and up to 70 tons. This allowed Muir to diversify into construction, repair and maintenance of fishing vessels.<sup>26</sup>

The main workshop buildings were substantially constructed in 1949 shortly after Muir took over the site. The northern most gable section was added after 1965<sup>27</sup> and the sail loft was added in 1982.

Currently both slips are decommissioned and the buildings are still used by the Muir family with some sections sub leased for various marine related activities.

## 2.9 PRECINCT F (TAYLOR BROS)

This slip was established at Battery Point by Robert Inches in 1878. Inches' slip occupied the site which was part of the Sorell grant at the foot of Cromwell Street. In 1904 the slip was sold to William (or Charles) Lucas (presumably after Robert Inches death in 1904) who sold it in turn to Percy Coverdale about 1914.<sup>28</sup>

Percy Coverdale was well respected as one of Tasmania's leading boat builders of his generation. He was active as a boat builder between 1912 and 1936. Coverdale used to allow the young Jock Muir onto the site and answer all of Muir's questions.

Taylor Bros was established in 1936 by Brothers Norman and Athol Taylor, and working from their Battery Point site (Precinct F) they were highly regarded for the fine yachts and river craft they built. This slip site is still occupied by Taylor Bros.<sup>29</sup> (Refer to Image 26-30, Appendix 1)

## 2.10 PRECINCT G

As with Precinct A, this section of land is outside the study area but was historically part of the slipyards area and is worthy of discussion to provide context to the whole site.

<sup>22</sup> Rowntree, op.cit., pp.70-72

<sup>23</sup> Hudspeth and Scripps, op.cit. p.64

<sup>24</sup> Vincent et al. op.cit., Figure 4.3.

<sup>25</sup> Hudson and Fogagnolo, op.cit., pp.27-31, 62 and Jim Muir pers. com. October 2007

<sup>26</sup> ibid.

<sup>27</sup> ibid.

<sup>28</sup> Rowntree, op.cit., p.75 and Hudspeth and Scripps, op.cit., p.65

<sup>29</sup> Taylor Brothers website, <<http://www.taylorbros.com.au/about.php>> accessed 18<sup>th</sup> October 2007

The Batt family occupied the site continually since purchase. A jetty was constructed and a small slip was established. Little historical detail has been found regarding this site.<sup>30</sup>

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<sup>30</sup> Hudspeth and Scripps, op.cit., pp.65-66

## 3.0 PHYSICAL ANALYSIS

This section of the report discusses the built and archaeological evidence remaining in the study area. In the analysis both the industrial archaeological aspects as well as sub-surface archaeological potential is considered.

### 3.1 OVERALL DESCRIPTION & ANALYSIS

The Battery Point Slipyards consists of five historically separate slip sites (Precincts B to F) that are now under the one ownership of Hobart City Council. Despite the historically separate ownership of different slip sites the overall site has historically been, and is still, viewed as one open slip yard with generally no physical barriers between the sites. Two slip sites that were historically part of the same slip yard area (Precincts A & G at either end) are in different ownership and are now visually separated from the other slip sites.

A strong quality of the site is the ability to wander around the collection of slip sites, viewing the slip operations and accessing the jetties across the site.

The site is visually and physically divided by a ridge running north south across the site. This is only broken by the cutting in the land running east west which was established as part of the Ross Patent Slip.

The sheds and slip operations are generally located on the lower ground below the ridge and towards the shoreline. The exception to this is the former Ross Patent Slip which, due to the cutting originally extended from the shoreline to Napoleon Street.

The upper area of the site contains little built fabric, with the main building being Mariners Cottage in Precinct E. This area therefore has a different aesthetic to the lower industrial area and has a generally open landscape providing views from the ridge over the rooftops of the slip yard buildings and out to the River Derwent.

Although the slip yard buildings and structures along the shoreline are of differing ages, there is a consistent industrial aesthetic with the combination of slips, jetties, machinery, workshops and simple shed structures. Each Precinct contains a combination of sheds, slips (both operational and remnant) and jetties. The east west orientation of the slips extending from the shoreline has created a consistent linear patterning of buildings and features which are also generally orientated east west.

The sheds/workshops on the site have gable or skillion roofs clad in corrugated iron or other metal sheeting and walls are also generally clad with corrugated metal cladding. The exceptions to this are the toilet and kiosk in Precinct D and the Engineering shed and Main Workshops at Precinct F which all have some form of timber cladding.

### 3.3 PRECINCT A (PURDON & FEATHERSTONE)

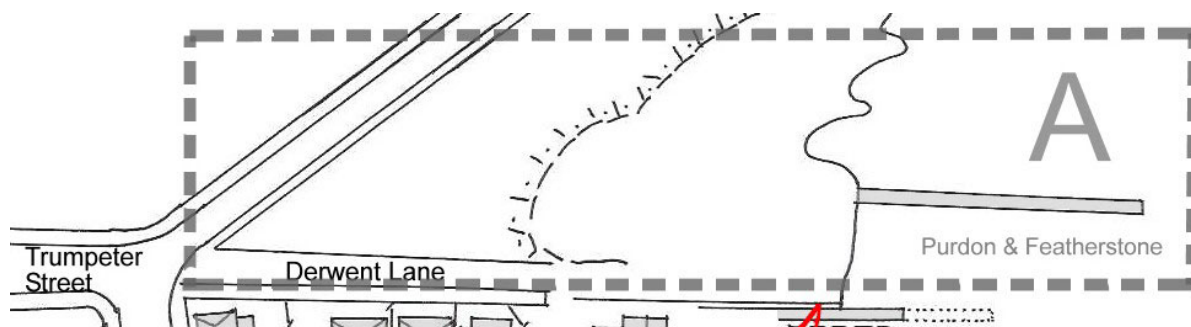


Figure 4 Precinct A

The site of the former Purdon and Featherstone slip yard is outside the study area, but it is evident that a considerable amount of archaeological evidence is located on this site. There are no remaining buildings on the site.

There is a State Government concrete jetty at the site and the area is now a public park (refer to Images 6 & 7 in Appendix 1).

### 3.4 PRECINCT B

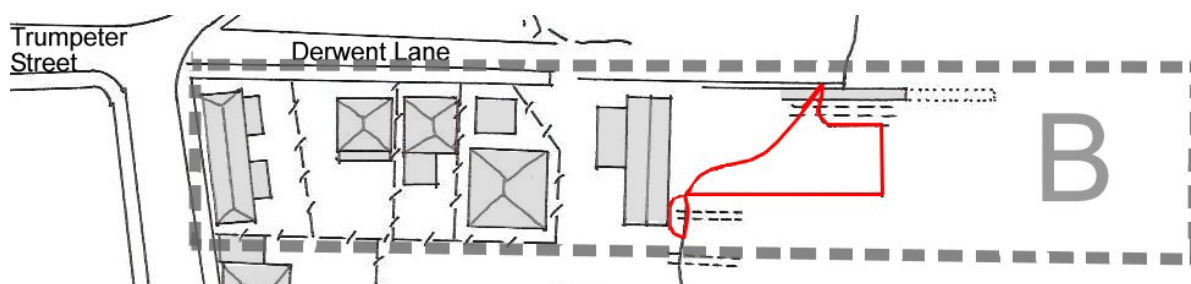


Figure 5 Precinct B

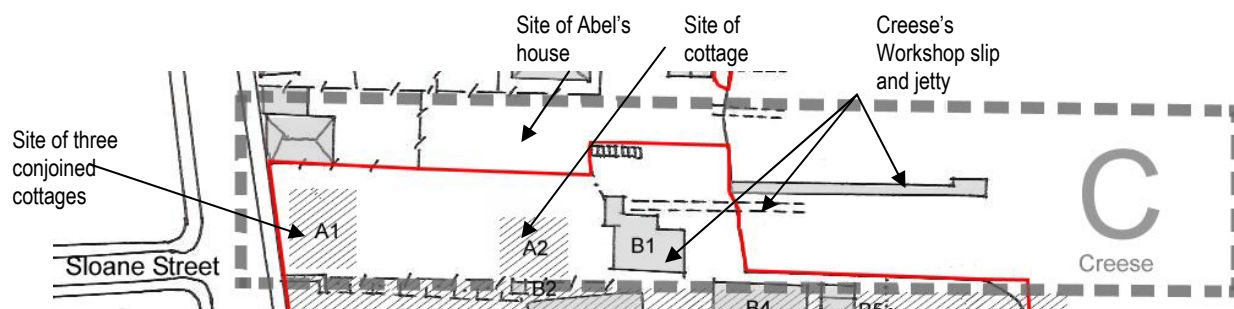
Both the existing slip and jetty to the north side of this Precinct are outside the study area. There are remnants of another slip on the south side of the site which is partially within the study area. Whilst part of the Slipyards Zone under the Battery Point Planning Scheme 1979, this land is in private ownership.

This area was constructed out over the foreshore to create a flat area, probably as hard standing for yachts. The aerial photographs from 1957 and 1965 reproduced in Vincent et al<sup>31</sup> show this quite clearly. However an earlier undated oblique aerial seems to show a slip in this area. It is assumed that if this area was excavated archaeological remains of this slip might exist.

A residence has been recently constructed to the east of the study area which uses the raised foreshore area as a front lawn. Access between the two recreation parks is obtained on the west side of this residence.

<sup>31</sup> Vincent et al., op.cit.,

### 3.5 PRECINCT C (CREESE'S)



**Figure 6** Precinct C

This site has two different archaeological areas. Firstly there are the foundations of the three conjoined cottages fronting Napoleon Street and a smaller building<sup>32</sup> down hill on the site. These have previously been identified as areas of archaeological sensitivity in the Vincent report.<sup>33</sup> Refer to Appendix 2 Figure 2.

There is what appears to be another house site downhill from identified on Figure 6 as the site of Abel's house.<sup>34</sup> This is also shown as an area of archaeological sensitivity in the Vincent Report but is outside the study area of this Report.

The second archaeological area consists of the remains of slips. There is an area where the ground surface has been excavated and there appear to be remains of a slip on the north eastern edge of the study area. This area is also shown as an area of archaeological sensitivity in the Vincent report.<sup>35</sup>

To the south of this area is Creese's slip. This is still an active working site. According to Vincent et al the workshop and slip on this site were constructed in the 1940s and therefore relate to Creese's occupation of the site.<sup>36</sup> The workshop (B1) has a timber frame and is substantially clad in corrugated iron with a skillion roof. Inspection of the shed suggested that there was evidence of an earlier shed incorporated into the later building (an observation previously made in the Vincent report). There is also a winch at the end of the slip. The Vincent et al Report has previously identified Creese's Slip as an area of archaeological sensitivity.<sup>37</sup> Refer to Appendix 2 Figure 2.

<sup>32</sup> Identified as a cottage, No 20 Napoleon Street in Vincent et al report Figure 4.3

<sup>33</sup> *ibid.*

<sup>34</sup> Identified as a cottage, Abel's house - No 18 Napoleon Street in the Vincent report Figure 4.3

<sup>35</sup> *ibid.*

<sup>36</sup> *ibid.*, Figure 4.6.

<sup>37</sup> *ibid.*



### 3.6 PRECINCT D (ROSS PATENT SLIP)

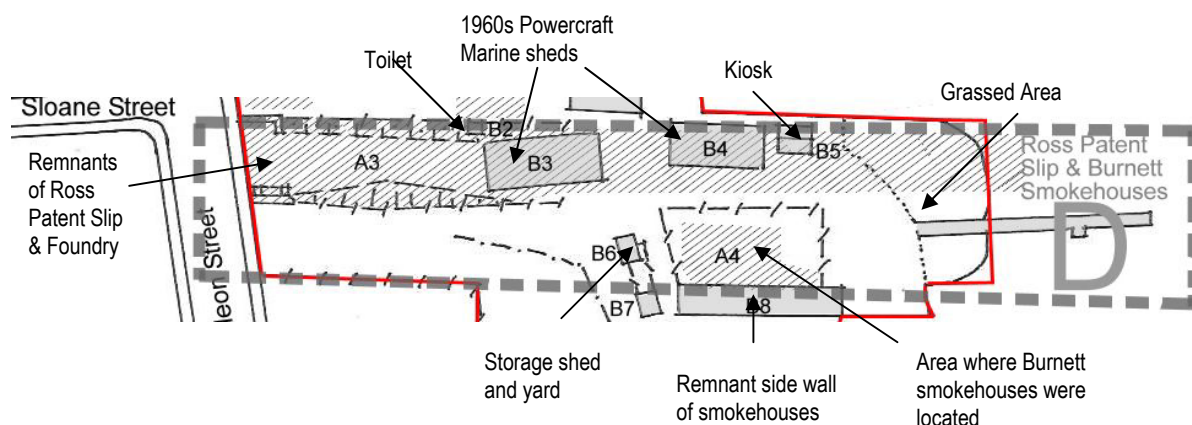


Figure 7 Precinct D

The whole of Precinct D and associated buildings is of archaeological sensitivity as there is a considerable amount of surface archaeological evidence of the Ross Patent Slip and associated foundry building visible in the area at the Napoleon street end of the site. Refer to Appendix 2, Figures 1 & 2.

There are two sheds towards the centre of this site (B3 and B4). These were constructed in the mid 1960s<sup>38</sup> and relate to Powercraft Marine who currently leases the site. These seem to be resting on a bed of fill over the slip site and there seems to be a reasonably prospect of archaeological remains occurring under this layer of fill.

There is a weatherboard clad toilet (B2) located centrally on the embankment to the north. It is unknown whether this relates to the slip yard operations or was formerly a toilet related to the residences in Precinct C. There is a wrought iron staircase leading from the lower ground of the former slip to the toilet.

The fenced off area to the south west of this zone is the former location of the Burnett smokehouses. The smokehouses themselves are of archaeological interest and it appears that remains of building footings and the tramway are visible on the surface in this area. The fabric of the surviving wall on the southern most side of this fenced area (side wall of a building in Precinct E) seems older than the 1930s date of the smokehouses and may indeed be part of a shed related to the patent slip which implies that the footings may date to that time as well.

There is a storage area containing two storage sheds (B6 & B7) which relate to Muirs Engineering and bridges Precincts D and E.

There is a grassed area to the foreshore with a timber jetty.

<sup>38</sup> *ibid*

### 3.7 PRECINCT E (MUIRS)

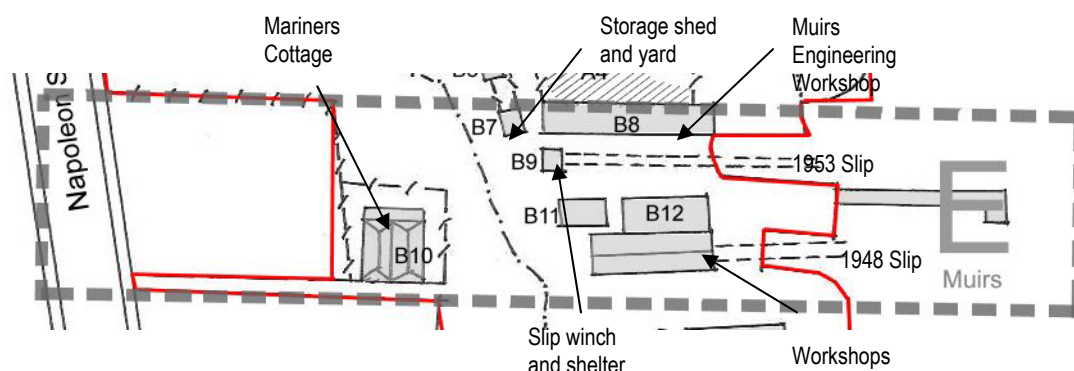


Figure 8 Precinct E

Although the infrastructure at Muir's is comparatively recent in origin, the oblique aerial photograph of the study area reproduced in Vincent et al<sup>39</sup> shows some indication of earlier slips on the site. Some of this area has been filled and it is possible that some archaeological evidence of earlier slips may exist in the filled areas.

The construction of the slips for Muir's in 1948 and 1953 are likely to have removed some archaeological evidence as they would have required excavation to create a solid foundation for the slip structure.

The 1948 slip is decommissioned and mostly removed. The 1953 slip is decommissioned but substantially intact and is a good representative example of a slip and associated winch.

Muir's Engineering Workshop (B8) to the north of this zone is of archaeological significance for its fabric as it uses the surviving wall from the Burnett smokehouses on its north side. The fabric of the surviving wall seems older than the 1930s date and may indeed be part of a shed related to the patent slip. The front section of the Engineering shop was constructed in 1967 and the rear section was added circa 1977. The machinery inside is a good collection of metal working machinery and is of industrial archaeological interest. There are two storage sheds at the rear of this building with a small storage yard.

The main workshop (B12) was substantially constructed in 1949 when Muir's took over the site. The northern most gable section was added after 1965<sup>40</sup> and the sail loft was added in 1982. The building has a main gable roof, steel frame and is clad in corrugated metal sheet. There is a more recent storage shed (B11) at the north western corner separated from the building. The date of this building is unknown.

Further to the rear of the site above the embankment is Mariners Cottage (B10). This building consists of two semi detached cottages, each with two rooms. It is constructed of brick with a hipped roof over each cottage clad in corrugated iron. There is a front door into each cottage on the south side and each cottage has the more recent addition of a rear porch and steps.

There is also a timber jetty related to the site, the date of which is unknown.

<sup>39</sup> *ibid.*

<sup>40</sup> *ibid.*

### 3.8 PRECINCT F (TAYLOR BROS)

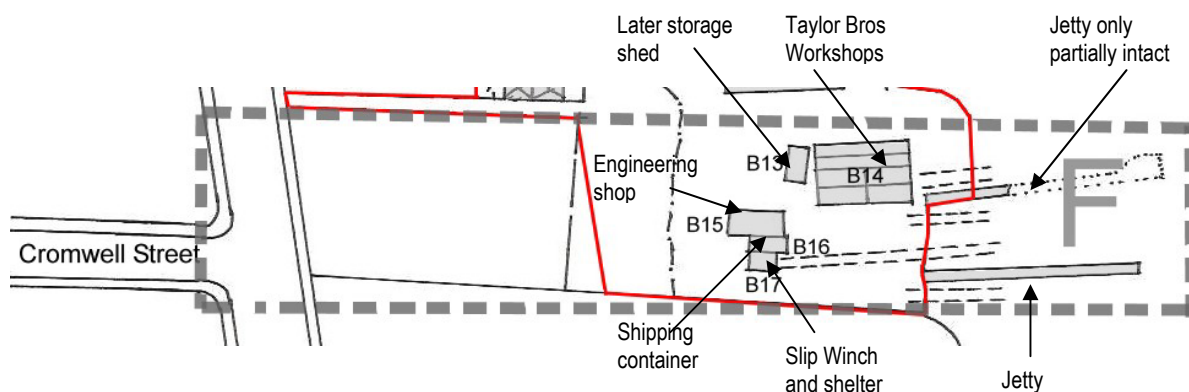


Figure 9 Precinct F

Taylor Bros slip is still operational but in a modernised form, it is a good example of its type. The interior of the workshop buildings (B14) were not able to be inspected but appear to contain some machinery. The slip and associated buildings are of industrial archaeological interest.

These workshops (B14) appear to date from the 1930s. The main gabled shed which has a double storey section to the rear is most likely earlier than the smaller gabled section to the north. The building is clad in corrugated iron to the side walls and vertical timber cladding to the end walls. The gable ends are of particular interest with their diagonal timber cladding. There is a more recent single storey gabled shed at the rear of the main building.

To the south west of Precinct F are three small buildings. A slatted timber structure houses a power saw and was probably an early Engineering Shop (B15) related to the Percy Coverdale occupation. Adjacent to this is a shipping container (B16) used for storage and adjacent to the container is a winch (at the end of the slip) covered by a shelter (B17).

There is evidence of a dismantled earlier slip on the southern boundary of the site consisting of rails and timbers. These are in a deteriorated condition.

There are two timber jetties on this site, however the jetty to the north is only partially intact.

### 3.9 PRECINCT G

The aerial photos in the Vincent report show that extensive slipyards were located in this area but these have since been removed and the area is now covered by a tennis court. This site is outside the study area, but it is likely that there is archaeological evidence remaining of the previous slip yard use.

## 4.0 ARCHAEOLOGICAL SIGNIFICANCE

Archaeological Potential is defined as the degree of physical evidence present on an archaeological site.<sup>41</sup> This archaeological physical evidence can relate to above ground or below ground remains of buildings or structures that have been demolished, substantially deteriorated or removed from the site. These could be within cleared areas or incorporated into later buildings in the same location. Therefore a new building may have high archaeological potential because it has been constructed over the remains of an earlier building.

For this site archaeological evidence also includes industrial machinery, plant and equipment or features that do not constitute a former building or structure but demonstrate how a site operated. For example this includes the remnant boiler to the now removed Ross Patent Slip Foundry, the dismantled slip components to the south side of the site, plant and equipment within existing buildings, trolley tracks and slip rails.

Archaeological research potential refers to the ability of the archaeological evidence to provide information about a site that could not be derived from any other source and which contributes to the archaeological significance of that site.

### 4.1 ARCHAEOLOGICAL POTENTIAL

Archaeological potential can be subdivided into the following categories based on the likely occurrence of archaeological material. These are:

High Potential	Areas with known archaeological remains
Medium Potential	Areas that may have archaeological remains based on other lines of evidence such as maps or documents
Low Potential	Areas that are likely to have minimal archaeological remains based on analysis of known or likely disturbance
No Potential	Areas where it is known that archaeological remains will not occur.

Figure 10 in Section 6.5 shows the levels of archaeological potential identified for the study area.

### 4.2 ARCHAEOLOGICAL RESEARCH POTENTIAL

Archaeological significance has long been accepted as linked directly to archaeological (or scientific) research value. A site or resource is said to be scientifically significant when its further study may be expected to help answer questions; that is scientific significance is defined as research potential. Archaeological evidence may not solely be significant for its research potential, for example remains may have little research potential but be important for interpretative reasons.

This is a concept that has been extended by Bickford and Sullivan (1984) in the Australian situation and redefined as the following three questions which can be used as a guide for assessing the research potential of an archaeological site within a relative framework:

1. Can the site contribute knowledge that no other resource can?
2. Can the site contribute knowledge that no other site can?

<sup>41</sup> NSW Heritage Office Archaeological Assessment Guidelines

3. Is this knowledge relevant to general questions about human history or other substantive questions relating to Australian history, or does it contribute to other major research questions?

The research potential of a site is also affected by the integrity of the archaeological resource within a study area. If a site is disturbed then vital contextual information that links material evidence to a stratigraphic sequence may be missing and it may be impossible to relate material evidence to activities on a site. This is generally held to reduce the ability of an archaeological site to answer research questions.

Assessment of the research potential of a site also relates to the level of existing documentation of a site and of the nature of the research done so far (the research framework), to produce a pool of 'knowledge' to which research into archaeological remains can add to.

In the absence of a research agenda for a particular site type, three general research questions can be posed for industrial archaeological sites:

- a. Do the remains demonstrate stages of technological development of an individual item or process?
- b. Do the remains aid understanding of the history of society and the influences on its growth and development?
- c. Do the remains demonstrate the nature of work and changes in working conditions and practices?

The application of these questions to the areas within the study area is discussed below.

## **Precinct B**

The condition of potential archaeological remains in this location is unknown, but it is likely that they will be fragmentary as it is likely all salvageable material would have been removed before filling. The remains are simply likely to be useful to demonstrate the location of a slip in this area which is something a map would do just as well.

Therefore the archaeological research potential for this site is assessed as being low.

## **Precinct C**

The assessment only covers the sections of this site within the study area.

The foundations of the three terraces fronting Napoleon Street and the remains of No 20 Napoleon Street are considered to have potential archaeological remains including foundations and remains of artefacts possibly used by the occupants of the houses. These houses have the potential to demonstrate how people working in and around the slipyards precinct lived. The proximity of the houses to the slipyards gives a rare opportunity to look at where people lived and where they worked.

Therefore the archaeological research potential for the three conjoined cottages fronting Napoleon Street and the remains of No 20 Napoleon Street is assessed as being high.

Creese's slip demonstrates the nature of work and changes in working conditions and practices at a small boat slip site. It is likely that the workshop on this site contains sections or remnants of earlier slip related buildings in this location.

Therefore the archaeological research potential for this site is assessed as being high.

### **Precinct D (Ross Patent Slip)**

The site of Ross's slip demonstrates the early phase of patent slip technological development, particularly as it was one of the largest slips in its time and demonstrates the nature of work and changes in working conditions and practices.

The remains of the Burnett smokehouses is considered to have high archaeological research potential firstly as possible remains of ancillary buildings related to Ross's slip and secondly in themselves for their ability to demonstrate the nature of work and smokehouse practices and changes in working conditions and practices over time.

Therefore the area identified in Precinct D is also assessed as having high archaeological research potential.

### **Precinct E (Muir)**

Muir Boatyard is seen as demonstrating the most recent of technological development of a small boat slip and demonstrates the nature of work and changes in working conditions and practices at a slip since the 1940s. Muir Slip Yard was established on an earlier slip yard owned by Williamson and Watson respectively and the site is likely to contain remnants from these earlier slip related occupations.

Therefore the archaeological research potential for this site is assessed as being high.

Muir Engineering Workshop demonstrates the nature and working conditions of a small engineering workshop. It is not clear how important the internal machinery is in terms of its technological development but its spatial arrangement shows how the workshop operated. This area also contains a slip and winch and is also likely to contain remnants of earlier slip operations on the site.

Therefore the archaeological research potential for this site is assessed as being high.

### **Precinct F (Taylor Bros)**

Taylor Bros slip is seen as demonstrating the most recent of technological development of a small boat slip site and demonstrates the nature of work and changes in working conditions and practices at a slip since the 1930s. The site is likely to retain archaeological evidence of earlier slip operations on the site by Percy Coverdale and the Engineering Shop (B15) extant on the site probably dates from this occupation. This site contains a substantial amount of above ground industrial archaeology including a dismantled slip.

Therefore the archaeological research potential for this Precinct is assessed as being high.

## 5.0 COMPARATIVE ANALYSIS

### 5.1 COMPARATIVE EXAMPLES

Comparative analysis is important in understanding how a place may meet criterion (b) of the Tasmanian Heritage Assessment criteria. This relates to whether a place is significant because it is rare or a common or representative type of place.

In undertaking such an analysis it is important to be aware of the dangers of comparing like with unlike. Much depends on the availability of information about similar places so that an accurate comparison can be made. Slips in particular are very common along the coast, estuaries and rivers of South-Eastern Australia but are poorly documented and while some information on shipbuilding is available there is little information available on the technology of slips and associated yards.

In undertaking a comparative analysis for the Battery Point Slipyards only two other documented slip yard comparisons were found, and information available on these was limited. These are as follows:

**Name:** Slip (Aquatic Club)  
**Location:** Cornelian Bay Road, Cornelian Bay, Tasmania  
**Description of Site:** Not available  
**Why Significant:** Not available  
This site is included on the Tasmanian Heritage Register.

**Name:** Port Arthur's Dockyards  
**Location:** Port Arthur Historic Site, Arthur Highway, Port Arthur, Tasmania  
**Description of Site:**  
The Port Arthur Dockyard was once the busiest and most productive in Van Diemens Land. Convict labour was used to build both the yard and ships. Today remnants of this once bustling site remain in the form of rusted steel outlines of former buildings, these include boat sheds, steamers, a sawpit, overseer's hut and a blacksmith's shop. Two houses are also located on the site whilst fences around former gardens held define the site. A 25m long sculpture of a ship now sits in the larger of the two slips representing some of the bigger ships once made here.  
**Why significant:** The individual significance of the dockyards is unknown, however the dockyards are significant in contributing to the important elements that make up the Nationally significant Port Arthur site.

The limited number of comparative examples found either indicates the lack of assessment of slipyards or the possible rarity of surviving early slipyards in Tasmania; however some comparisons can be drawn between the examples.

The above comparative examples relate to one slip site whereas Battery Point Slipyards is made up of a number of slip sites. The Battery Point Slipyards are therefore more extensive than the other examples and provide a rare surviving example of an intact grouping of a number of slip sites. The intactness relates to the number of slips, buildings, machinery and jetties retained on site as well as the archaeological and archaeological research potential of the site. Neither of the other two slip yard examples is as extensive in demonstrating the ship building history of Tasmania as the Battery Point Slipyards.

The Battery Point Slipyards appear to be a rare example of a slip yard which has been in continuous use from establishment and is still operational. Due to its extensive nature and longevity of use, Battery Point Slipyards is important for its association with a number of important shipwright families.



The Ross Patent Slip & Environs Conservation Plan has identified that the Ross Patent slip was one of the longest slips in the southern hemisphere for part of the 19<sup>th</sup> century. It was reported as having a lifting capacity of 1000 tons. It also identified that there were many slips in Australia, the larger Patent Slips are uncommon, and the Ross Patent Slip is one of the few to retain any evidence of the function today. The large excavation and remaining sandstone walls, provide evidence of the size and extent of the Ross Patent Slip.<sup>42</sup>

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<sup>42</sup> Vincent et al., op.cit. p. 10

## 6.0 CULTURAL SIGNIFICANCE

### 6.1 METHODOLOGY AND CRITERIA FOR CULTURAL SIGNIFICANCE

Assessment of cultural significance endeavours to establish why a place or item is considered important and why it is valued by the community. Cultural significance is embodied in the fabric of the place (including its setting and relationship to other items), the records associated with the place and the response that the place evokes in the community.

#### Tasmanian Heritage Assessment Criteria

The Tasmanian *Historic Cultural Heritage Act* (1995) defines historic cultural heritage significance as follows:

*historic cultural heritage significance in relation to a place, means significance to any group or community in relation to the archaeological, architectural, cultural, historical, scientific, social or technical value of the place.*

The criteria for assessing whether a place is of historic cultural significance or not is set out in Section 16 of the *Historic Cultural Heritage Act* as being:

- a) it is important in demonstrating the evolution or pattern of Tasmania's history;
- b) it demonstrates rare, uncommon or endangered aspects of Tasmania's heritage;
- c) it has potential to yield information that will contribute to an understanding of Tasmania's history;
- d) it is important as a representative in demonstrating the characteristics of a broader class of cultural places;
- e) it is important in demonstrating a high degree of creative or technical achievement;
- f) it has strong or special meaning for any group or community because of social, cultural or spiritual associations;
- g) it has a special association with the life or work of a person, a group or an organisation that was important in Tasmania's history.

These criteria have been used to assess the cultural heritage significance of the Battery Point Slipyards.

### 6.2 SIGNIFICANCE ANALYSIS

- a) *It is important in demonstrating the evolution or pattern of Tasmania's history;*

The Battery Point Slipyards has been associated with shipbuilding in Tasmania since 1866 and is part of an extensive shipbuilding operation that continues to the present day.

The place is significant in terms of the role it played in the industrial development of Tasmania and Hobart in particular. In terms of the maritime heritage of Hobart, the place is important as a construction and launching site of a considerable number of vessels.

The complex of structures, archaeological remains and machinery demonstrates a response to changing techniques in construction of slipyards operation in Tasmania over 140 years. The built fabric

on the site from the differing owners has been progressively demolished, replaced and adapted to suit the changing slip yard requirements however significant parts and archaeology of structures from differing periods are extant to demonstrate an evolution of slip yard operation over 140 years.

Because of the continuous use of the slip sites for their original purpose, a lot of original fabric (such as slips and winches) has been upgraded and altered to meet with the changing owners and slip yard operational requirements. This means that less early fabric has been retained on the sites, but that the Battery Point Slipyards is significant for demonstrating the changing nature of ship building and maintenance for over 140 years with retention of elements from a number of phases in Tasmania's ship building industry history.

The slips and jetties are associated with the early commercial activities of the Colony especially the ship building, whaling and fishing industry. They are associated with several important phases in Tasmania's development, especially the development of ferry and river steamers and recreational sailing.

b) *It demonstrates rare, uncommon or endangered aspects of Tasmania's heritage;*

The slipyards are rare as a group of slip sites that have been in continuous use since establishment and retain evidence of this evolution over 140 years.

The Ross Patent & Environs Conservation Plan identified that while there were many slips in Australia, the larger Patent Slips are uncommon, and the Ross Patent Slip is one of the few to retain any evidence of the function today. The evidence consists of the excavation, the stone walls, the boiler, the chimney base, remains of walls on a boundary and sub surface remains.<sup>43</sup>

c) *It has potential to yield information that will contribute to an understanding of Tasmania's history;*

The place has high archaeological, scientific research potential. The place is likely to contain areas of deposits, including both structural elements and stratified archaeological features, covering the period of Hobart's history from the 1850s to the present day. The place is expected to contain material culture which, when analysed in conjunction with available documentary evidence about the place, has potential to yield information about the slip yard operators, the seafaring classes and the developments and conditions of the waterfront, during the nineteenth and early twentieth centuries.

The site has the potential to yield information about the technological developments in the use of slips and slipyards for boat building and maintenance from the 1860s to the present day.

d) *It is important as a representative in demonstrating the characteristics of a broader class of cultural places;*

The site demonstrates key characteristics of slipyards in layout, operation and appearance.

The place demonstrates different approaches to shipbuilding from large timber sailing vessels through to metal, fibre glass and now aluminium construction of today. The place demonstrates different building technologies, different scales of production and responses to changing times and conditions.

With the existing Mariners Cottage and the archaeological remains of another cottage and three conjoined cottages, the site demonstrates the key characteristic in relation to design, appearance, layout and materials of early cottages in the Battery Point area.

e) *It is important in demonstrating a high degree of creative or technical achievement;*

Does not meet criterion

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<sup>43</sup> Ibid.

f) *It has strong or special meaning for any group or community because of social, cultural or spiritual associations;*

The site has a strong historical association to the Tasmanian yachting community through the number of significant yachts constructed at the slipyards (some of which still survive as historic yachts) and through the shipbuilders who sailed some of the yachts in races.

As a continuous place of work from the 1860s, the site is likely to be of social significance to the local community as a major site of employment in the area. It will also have special meaning to the ship building and maintenance community, many of whom would have worked on the site.

The site is likely to hold special meaning for locals and visitors to Battery Point as a landmark which provides a waterfront image so closely linked with the perception of Hobart.

g) *It has a special association with the life or work of a person, a group or an organisation that was important in Tasmania's history.*

The site has strong associational links with prominent early shipbuilders, shipwrights and entrepreneurs in Tasmania and especially with Ross, Lucas, Kennedy, Abels, Creese, Coverdale, Muir and Taylor. Adjoining slips are connected with Purdon, Featherstone and Batt.

### 6.3 STATEMENT OF CULTURAL SIGNIFICANCE

The Battery Point Slipyards is an operational slip yard consisting of sections from five historically separate slip sites. These include the former Ross Patent Slip, established in 1866. Most of the slip sites within the area have been used continuously for ship building and maintenance purposes since their establishment in the mid to late nineteenth Century. Family businesses Muirs and Taylor Bros. who established ship building operations in 1948 and 1936 respectively on pre existing slip sites still operate from the Battery Point Slipyards. The site contains archaeological evidence, slips, jetties, machinery and buildings relating to the ship building use of the site from the mid nineteenth Century to the current day.

The Battery Point Slipyards are of historical significance to the State of Tasmania for its association with shipbuilding in Tasmania since 1866 and as part of an extensive shipbuilding operation that continues to the present day. The place is significant in terms of the role it played in the industrial development of Tasmania and Hobart in particular. In terms of the maritime heritage of Hobart, the place is important as a construction and launching site of a considerable number of vessels.

The complex of structures, archaeological remains and machinery are of historical significance for their demonstration of the response to changing techniques in the construction and maintenance of ships and slip yard operation in Tasmania over 140 years. The slips and jetties are associated with the early commercial activities of the Colony especially the ship building, whaling and fishing industry. They are associated with several important phases in Tasmania's development, especially the development of ferry and river steamers and recreational sailing. Mariners Cottage and archaeological remains of another cottage and three conjoined cottages demonstrate the key characteristics of early cottages constructed at Battery Point.

The Battery Point Slipyards are of significance to the State of Tasmania as a rare group of slip sites that have been in continuous use since establishment and retain evidence of this evolution over 140 years. In addition the Ross Patent Slip is one of the few large patent slips in Australia to retain any evidence of the function today.

The Battery Point Slipyards is of archaeological significance to the State of Tasmania for its potential to yield information about the technological developments in the use of slips and slipyards for boat building and maintenance from the 1860s to the present day.

The Battery Point Slipyards is of significance to the State of Tasmania for its demonstration of key characteristics of slip yard layout, operation and appearance. The place demonstrates different approaches to ship building from large timber sailing vessels through to metal, fibre glass and now aluminium construction of today. The place demonstrates different building technologies, different scales of production and responses to changing times and conditions.

The Battery Point Slipyards is of social significance to the State of Tasmania for its associations with the Tasmanian yachting community, through the number of significant yachts constructed at the slipyards (some of which still survive as historic yachts) and through the shipbuilders who sailed some of the yachts in races. It is also of social significance for its associations with the ship building community and in particular former workers on the site over its 140 year history. The site is likely to hold special meaning for locals and visitors to Battery Point as a waterfront landmark.

The Battery Point Slipyards is of significance to the State of Tasmania for its associations with prominent early shipbuilders, shipwrights and entrepreneurs in Tasmania and especially with Ross, Lucas, Kennedy, Abels, Creese, Coverdale, Muir and Taylor.

## 6.4 LEVELS OF SIGNIFICANCE

### 6.4.1 Significance Scale

Within the Battery Point Slipyards, future consideration of use and management options may involve removal of or alteration to or impact on specific elements within the area. The individual items within the area have been assessed by adopting a scale of three levels of significance: High, Medium and No significance.

The three level ranking system introduces a grading that assists in quantifying the degree to which buildings, structures, items of machinery and equipment contribute to the heritage value of the site overall and how much change can be allowed to the individual elements.

### 6.4.2 Elements of High Significance

**B1** – Creese’s Workshop

**B8** – Muirs Engineering Workshop (incorporating wall of smokehouses)

**B9** – Muirs slip winch and shelter

**B10** – Mariners Cottage

**B12** – Muirs Workshops

**B14** – Taylor Bros Workshops

**B15** – Engineering shop

**B17** – Taylor Bros Slip winch and shelter

All jetties within the study area (regardless of condition)

All operational and remnant slips and associated winches in the study area

The former Ross Patent Slip stone retaining wall and remnant boiler

### 6.4.3 Elements of Medium Significance

**B2** – Toilet

**B5** – Kiosk

#### **6.4.4 Elements of No Significance**

- B3** – Powercraft Marine shed
- B4** – Powercraft Marine shed
- B6** – Muirs Engineering storage shed
- B7** – Muirs Engineering storage shed
- B11** – Muirs Storage Shed
- B13** – Taylor Bros Storage Shed
- B16** – Shipping container used for storage

#### **6.4.5 Significant views from the public realm**

(These views are further described in Section 7.3.1)

- V1** - Views from Napoleon Street over slipyards to the River Derwent
- V2** - Views from the ridge on the site over the slipyards to the River Derwent
- V3** - View from Napoleon Street down the former Ross Patent Slip
- V4** - Views from jetties and the River Derwent toward the slipyards
- V5** - Views across the slipyards site from foreshore areas

#### **6.4.6 Archaeology**

There are four known archaeological sites of high significance as follows.

- A1** - Site of 3 conjoined cottages
- A2** - Site of cottage
- A3** - Site of Ross Patent Slip
- A4** - Site of Smokehouses

**6.5 SIGNIFICANCE PLAN**

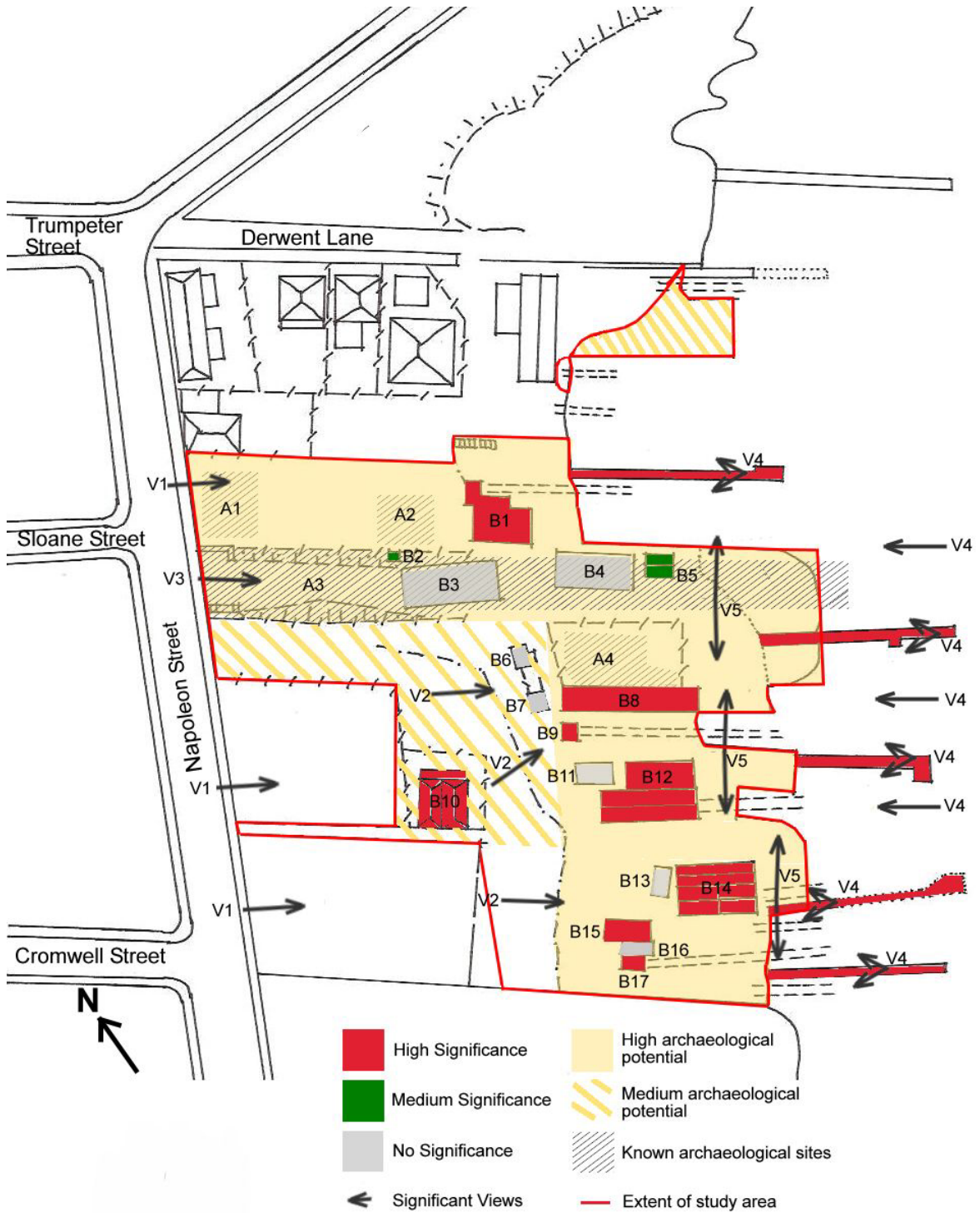


Figure 10. Significance Plan



## 7.0 CONSERVATION POLICY

### 7.1 GENERAL POLICY

A Statement of General Conservation Policy sets out guiding policies for the conservation of the cultural significance of the site. These policies apply to Battery Point Slipyards and their setting and reflect the significance as outlined in the previous section.

#### 7.1.1 Statement of General Conservation Policy

Battery Point Slipyards should be recognised as a site of cultural significance, of importance to the State of Tasmania, with historical, aesthetic, archaeological and landscape significance.

All future conservation or development actions for Battery Point Slipyards should be based on the principles of the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter)*.

Battery Point Slipyards should have a conservation approach applied to all aspects of works and use that affect it. This will ensure that the significance of the site overall is maintained for present and future generations. This Conservation Management Plan provides guidance as to how this shall occur.

#### 7.1.2 Rationale

The Battery Point Slipyards is primarily significant as a collection of individual slip sites that have variously been in use for the same purpose since the 1850s. The site also has high significance for the archaeological remains and archaeological research potential of the site.

The aim of the conservation policy is to retain significance; therefore the rationale is to retain some slipyard use of the site and to conserve and interpret the extant fabric and archaeological remains demonstrating this continuing use.

As a result, in some instances facilitating the ongoing use of the site as a slipyard may be more important than retaining fabric of significant structures.

### 7.2 BUILDING & ARCHAEOLOGICAL FABRIC

#### 7.2.1 Retention of Cultural Significance

##### Buildings/Structures

The significance assessment has identified three levels of significance for structures on the site; high, medium; and no significance. Refer to Figure 12 in Section 7.4.3

For elements identified as being of high and medium significance the structure and exterior form, and materials should be retained. While the overall exterior appearance should remain substantially unaltered there are some opportunities for changes to openings as required for adaptation purposes.

Where elements have been identified as being of no significance retention or removal is possible. Any application for removal to make way for new development should be accompanied by plans for the new

development. Approval for removal should therefore not be given until plans for the replacement development is to the satisfaction of the responsible authority.

If retained on site there are opportunities for adaptation and alterations but the exterior form and materials of buildings of no significance should be retained.

### Archaeological Remains

Archaeological remains in the areas identified as having high or medium archaeological potential should be retained, protected and interpreted. Where possible retain cover over archaeological remains to minimise erosion. Trees and shrubs should not be directly planted where they may impact on known archaeological sites as tree roots have the potential to damage sub-surface remains. New pathways should avoid the known archaeological sites identified as A1 – A4 in Figure 3.

### 7.2.2 Adaptation of Buildings

Adaptation is a conservation process that may involve the introduction of new services, new uses or changes to safeguard the place. Structural works, code requirements and provision of services are common areas where adaptation may be required.

For buildings identified as being of high and medium significance the exterior form, materials and appearance should be retained during adaptation works. The interiors make a minimal contribution to the significance of the site therefore the interiors are available for adaptation. There are some opportunities for changes to openings.

For buildings identified as being of no significance, the overall exterior form and materials should be retained however there is greater opportunity for changes to the exterior appearance such as enlarging existing openings or provision of new openings. The interiors are available for adaptation.

### 7.2.3 Repair, Reconstruction & Restoration

Repair can involve *Restoration* or *Reconstruction*<sup>44</sup>. *Reconstruction* which involves the introduction of new materials however is more commonly used than *Restoration* which does not involve the introduction of new materials but does return fabric to its former state.

It is recommended policy that the extent of *Reconstruction* is limited to repair of small deteriorated sections of fabric rather than reconstruction of a whole element that has been removed/demolished or lost completely through deterioration. For example reconstruction of the Ross Patent Slip Foundry would not be appropriate however replacement of a damaged or deteriorated element of an existing structure or building matching like with like would be appropriate. For example at the Battery Point Slipyards this may include replacement of a deteriorated roof on one of the workshops with a similar material or replacement of only the deteriorated sections of timber on a jetty to match the section being replaced.

While repair of buildings and structures is encouraged (such as repair of the timber jetties is to ensure that no more significant fabric is lost) *Reconstruction* of the Battery Point Slipyards to a previous state or appearance is not required under the Conservation Management Plan.

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<sup>44</sup> *Restoration and Reconstruction* are defined in the *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*, Revision November 1999. Also refer to Section 1.4 Methodology and Definitions.

*Reconstruction* of missing fabric should only be permitted where interpretation of the property would be considerably enhanced and the following conditions are met:

- this would not cause undue anachronism to its immediate context;
- there is appropriate documentary or physical evidence; and
- this accords with priorities outlined in this management plan.

*Reconstruction* of original elements and/or finishes should only occur if the precise original form can be determined. Materials used in reconstruction should be subtly distinguished from original materials, for example by inclusion of their date of construction.

*Reconstruction* should be a lesser priority than the retention and protection of original fabric and is not appropriate where the whole of a structure has been lost.

No elements are recommended for *Reconstruction* however *Restoration* (through building removal) of the uninterrupted views across the full extent of the former Ross Patent Slip (A3) is recommended.

Establishment of this as an open section of land and as an area of potential archaeological investigation would greatly assist in the interpretation of the site (refer to Section 7.8). Therefore at the end of the lease term for this area, the buildings currently on the site (B3, B4 and B5) should be removed and the lease boundaries realigned so the whole A3 area is within the one lease managed by Hobart City Council (refer to Section 7.7.1).

The kiosk (B5) should not be demolished but relocated to a different location on the site. An appropriate location would be the area to the north of the Mariners Cottage B10. If the provenance of this structure is determined, consideration should be given to returning this structure to its original site or a more appropriate site which relates to its history.

## 7.3 LANDSCAPE & SETTING

### 7.3.1 Views

Public views of the Slipyards from within and outside the site should be protected.

The views over and through the site from the River Derwent and the jetties as well as from the top of the ridge on the site and out towards the River contribute substantially to the qualities of the place.

The following outlines the significant views (identified in Figure 10 Significance Plan) in more detail and the views to particular elements that should be retained in any future development:

**V1** *Views from Napoleon Street over slipyards to the River Derwent*

View over the roof tops showing the roof scapes of the buildings in the slipyards and the linear planning of the buildings on the site with the water in the distance. Refer to Appendix 1, Images 1 & 2.

**V2** *Views from the ridge on the site over the slipyards to the River Derwent*

Views over individual slip sites and their building groupings and roof scapes with the water in the distance. Refer to Appendix 1, Images 3, 4 & 23.

**V3** *View from Napoleon Street down the former Ross Patent Slip*

View (currently partially blocked by buildings B3 & B4) down the extent of the former Ross Patent Slip area A3 to the water. Refer to Appendix 1, Images 1 & 16.

**V4** *Views from jetties and the River Derwent toward the slipyards*

Views taking in the collection of slips and buildings showing the spaces between buildings and the linear planning of the site and views to the ridge and the Mariners Cottage. Refer to Appendix 1, Images 5 & 26.

**V5** *Views across the slipyards site from foreshore areas*

Views to the elevations of the workshops facing the River Derwent when standing in the space between the buildings and the foreshore. Views obtained north-south across the site showing the series of slips and jetties in a row. Refer to Appendix 1, Images 31 & 32.

These significant views are currently obtained on and to the site due to the scale of buildings, spaces between the buildings and setbacks of the buildings from the foreshore. The protection of the significant views has been carefully considered in policy for future development on the site and any new development should respect the potential impacts on these views.

### **7.3.2 Landscape**

The differing landscape treatment around the slip operations and around the former residences (extant and demolished) reflects the differing historical use of these areas. The slip operations area has hard landscaping and the former residential areas have softer landscaping. In the case of Mariners Cottage there is a cottage garden with a picket fence. Generally the distinction between the residential garden areas and the industrial areas should be retained as a way of interpreting the history of the site.

The exception to this is the former Ross Patent Slip which, although it was formerly an industrial area now has a gravel and vegetation covering. The vegetation on the embankments to the former slip site is now protecting the archaeological remains and should be retained.

The slipyards area below the ridge has a scattering of smaller separate buildings rather than large buildings that extend north south across the site bridging the historically separate slip sites. This industrial landscape with a scattering and separation of shed like buildings should be retained. The east west linear planning of the buildings which assists in distinguishing the historically separate slip sites and expresses the primary use of the site should be retained.

### **7.3.3 Access, Paths and Car parking**

#### **Access & Paths**

The current car access point from Napoleon Street and roads branching from this and through the site appear to provide sufficient access to sheds and slips for users and visitors to the site (refer to Figure 11)

The ability of visitors to wander through the site along the foreshore, between the different workshop buildings and out onto jetties enhances the experience of the place. This open access for pedestrians across the whole site should be retained noting that risk management issues may need to be addressed.

#### **Car Parking**

Refer to Figure 11 which shows the car parking areas on the site.

While the existing car park (Figure 11 CP3) on the site is not a significant feature of the slipyards, it is appropriately located, unobtrusive and allows visitors to take advantage of significant views. Retention of this car parking area is therefore recommended. Increasing the size of this car parking area however is not recommended.

Informal parking along side buildings by tenants using the sheds and workshops is supported. This includes potential informal parking in front of A4 which if utilised for this purpose should relate to future use of and/or a building on the A4 site.

There are two other informal parking areas on the site, one alongside the entry road (Figure 11 CP1) and another to the north of Mariners Cottage (Figure 11 CP2). While parking in these areas is appropriate, they should not be provided as formalised constructed parking areas with paving and parking space lines.

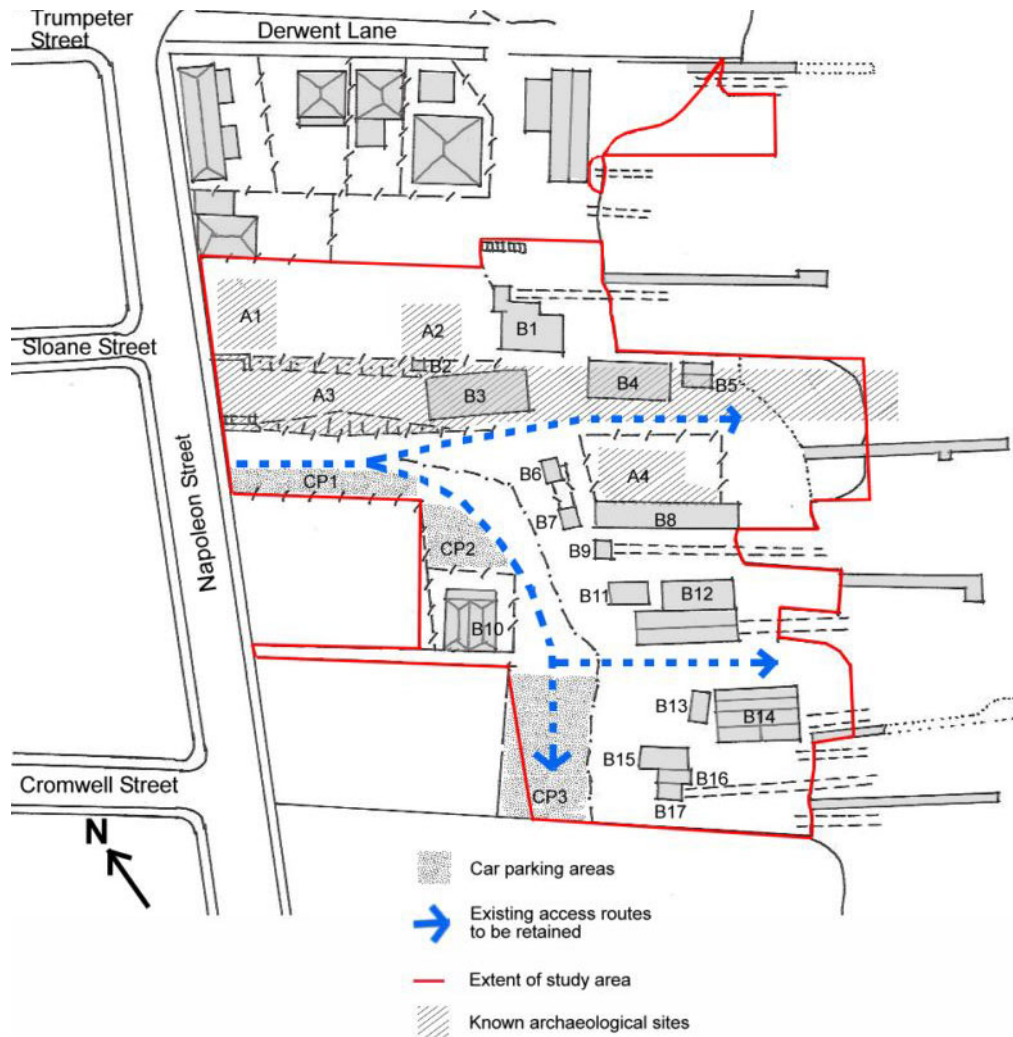


Figure 11. Access and Car Parking Plan

## 7.4 FUTURE DEVELOPMENT

### 7.4.1 Alterations to buildings

The degree of alteration appropriate to a building is directly related to the overall significance of the place as well as the level of significance of the individual elements. Features identified as being of high significance have the tightest controls on change.

Any interior alterations which do not change the exterior appearance of the buildings are allowable without a planning permit.

Any alterations to existing buildings of heritage value must only be permitted where they demonstrate a contribution to the viable and sustainable use of those buildings primarily as part of a working slipyard or for a compatible use (refer to Section 7.5).

There are opportunities for additions to existing buildings of no significance. Any new additions should retain the separation between buildings. New additions should be of an industrial appearance, similar to existing buildings on the site. They should have a shed like simple form and appearance with a skillion or gable roof and be clad in timber or sheet metal.

Alterations introducing new materials or design should be done in a simple contemporary manner not by falsely recreating the appearance of age. They should be done in a manner sympathetic to the existing significant fabric but should involve design excellence and innovation.

### **7.4.2 Subdivision**

Subdivision of the site is not supported while the slipyards remain in the one ownership. If subdivision were to occur as part of a sale, the historical division between sites (as generally defined by the precincts in Figure 3) should be used as a guide. Further subdivision within the historically separate slip sites should not occur.

### **7.4.3 New Building Development**

#### **Opportunities for new development**

Any proposals for new development should demonstrate that they will contribute to the viable and sustainable use of the site primarily as a working slipyard or for a compatible use (refer to Section 7.5 of this report). Figure 12 below identifies areas available for new development (including areas available for additions to buildings of no significance).

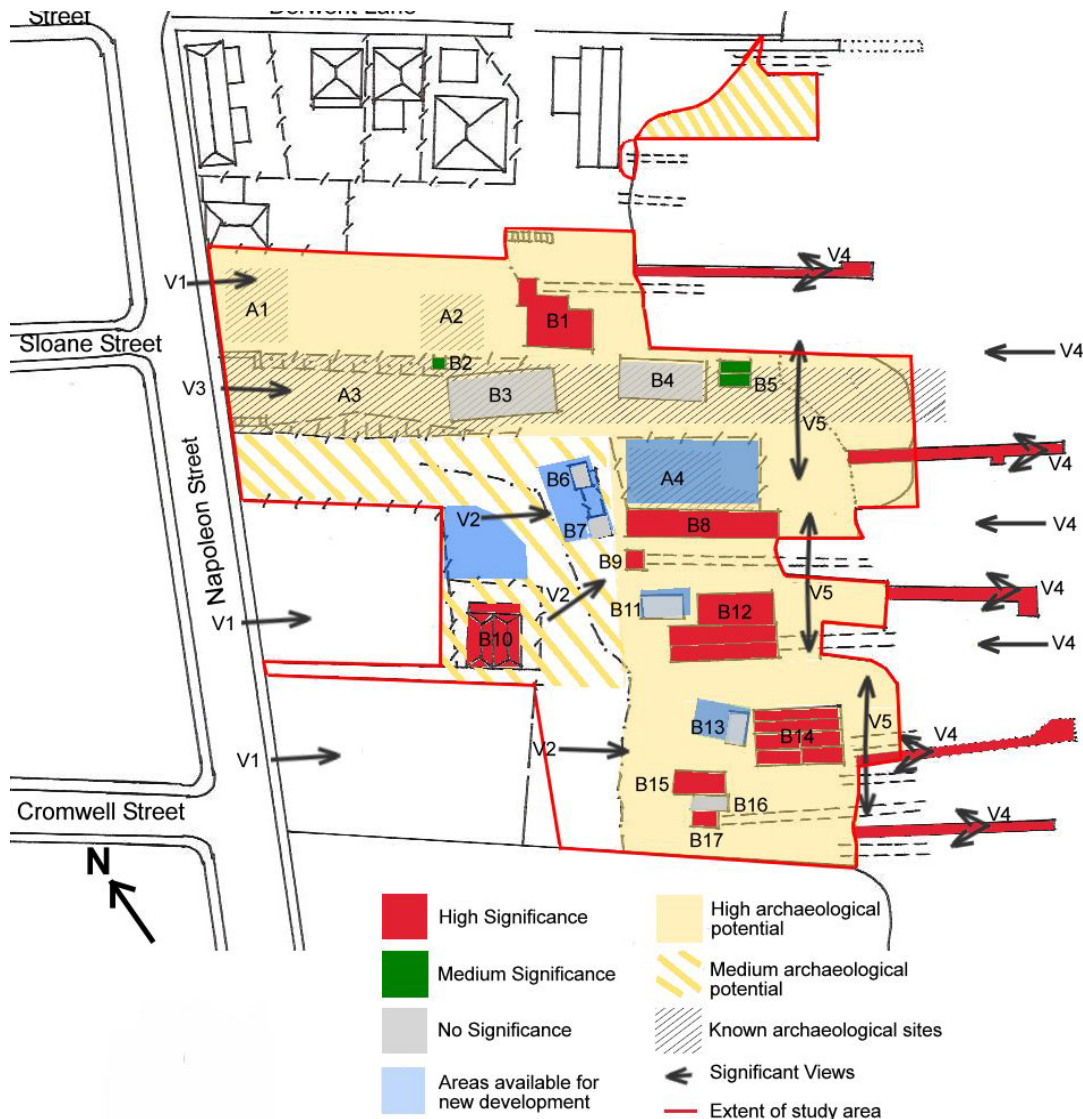


Figure 12. New Development Policy Plan

Generally the same openness and number of buildings should be retained on the site. New buildings should consider the impact on public views to significant buildings, public views to the River Derwent or public views towards the site from the River Derwent.

Whilst the area containing A1 and A2 is currently within the Slipyards Zone the current scheme restricts development to reflect the use and management of the land by Council effectively as open space.

**Orientation & Setbacks**

New buildings within the slipyard area should retain the linear planning of buildings on the site. They should therefore be oriented east-west similar to B12 and B14. The setbacks of new buildings from buildings of high and medium significance should reflect the existing spacing between buildings. A separation of at least one metre would be appropriate.

The separation of buildings between the historically separate slip sites should be retained. New buildings should therefore not be constructed across notional boundaries of the historically separate slip sites (as shown in Figure 3).

## Heights

There is a mixture of single and double storey buildings in the slipyards area. Two storey infill buildings are allowable but the mixture of single storey and double storey buildings should be retained. Two storey development should not dominate significant public views, public views to significant buildings or overwhelm significant buildings.

Only single storey development would be allowable in the area adjacent to the Mariners Cottage as a building of a larger scale would overwhelm the significant cottage.

## Form & Appearance

New buildings in the slipyards area should be of an industrial appearance, similar to existing buildings on the site. They should have a shed like simple form and appearance with a skillion or gable roof and be clad in timber or sheet metal.

Each new building should be detached and provided with a separate roof form.

A similar ratio of openings to solid wall to that of existing buildings should be provided to new buildings. Large areas of glazing to buildings would generally not be appropriate; however large openings facing the foreshore with large doors would be compatible with the boat shed/work shop style of buildings on the site.

A simple shed type structure would also be appropriate adjacent to the Mariners Cottage, giving it the appearance of an outbuilding rather than a residential appearance which would not be appropriate on a substantially industrial site. A brick structure adjacent to the Mariners Cottage would detract from the distinctive nature of the cottage and lightweight cladding such as timber or sheet metal is therefore also recommended for a building in this location.

New buildings should be designed in a simple contemporary manner not by falsely recreating the appearance of age or a historic style. They should be designed in a manner sympathetic to the existing significant fabric but should involve design excellence and innovation.

## Fences

Introduction of new fences defining boundaries between tenancies are generally not appropriate due to the significance of the openness of the site.

Small fenced off yards would be appropriate.

If new fencing is required it should be of an industrial nature such as chain wire mesh and permeable. New fences should not obstruct views within and across the site as discussed in Section 7.3.1.

### 7.4.4 Archaeology

Identification of an area as having high or medium archaeological potential does not necessarily mean that new development cannot occur in these areas. It means that the potential archaeological values need to be considered and factored into the design and development process.

All new development or works on the site should be assessed for their impact on the archaeological research potential of the proposed development site to evaluate the impact (both positive and negative) on the archaeological research potential of the area.

The assessment should take the form of an archaeological assessment by qualified archaeologists that, among other things, outlines the impact of the proposed development or works on the archaeological research potential of the area and evaluates options for management (including recording, relocation, archaeological monitoring or archaeological excavation).



These assessments may instigate further investigation prior to the works or may impact on the placement and/or design of the development. It is therefore important to undertake the assessment at the early stage of any potential new development project.

New development in areas identified as having high or medium archaeological potential should be consistent with *Practice No 2 Managing Historical Archaeological in the works application process* (Version 2: revised 2006) issued by the Tasmanian Heritage Council.

## 7.5 FUTURE USE

Conservation of the significant elements of the Battery Point Slipyards should continue as the leading priority in future use of the site. Therefore there must be acceptance that there are limitations to the extent of subdivision and development allowed to the site. The current land use of the site does not appear to impact on the archaeological resource.

A key part of the significance of the slipyards is its ongoing use as a slipyards site, link with ship building families and the demonstration of the changing technologies and requirements of a slip yard over a 140 year period. Hence a key aspect to conserving the significance of the Battery Point Slipyards is the retention of the slipyard use and link to the ship building families still related to the site.

The buildings and land should therefore remain primarily as small scale slipyard related use. Slipyard related uses include small scale boat building or maintenance.

If continued slipyard use for all areas and buildings is not possible, then there is a need to examine other compatible uses that can occur on the site. A **compatible use** as defined by the Burra Charter means a use which respects the cultural significance of a place. Such a use involves no, or minimal impact on cultural significance.

Compatible uses for the Battery Point Slipyards include workshop/studio (not necessarily related to ship building or maintenance) uses or uses that encourage appreciation and interpretation of the slip yard use and its significant features.

Some examples of compatible uses include the use of the workshops and sheds as working spaces for artists or tradesmen. A daily use of the buildings is preferable to maintain an active, working site. Therefore, while some storage in smaller buildings is acceptable, the use of buildings on site primarily for storage would not be supported.

The jetties on the site are currently underutilised and as a result are deteriorating. The jetties contribute to the aesthetic significance of the place and retention and repair of these would enhance the significance and assist interpretation. A compatible use that would encourage the use and repair of these jetties is use of them for launching kayaks or other small recreational vessels. This does not include a marina type use where yachts would be moored as it would not suit the small scale appearance and use of the site.

Compatible interpretation uses include a ship building museum, exhibition space or a small cafe to encourage visitation and service visitors and tenants on the site. A new building should not render a significant existing building redundant therefore a number of the existing buildings may be appropriate for these purposes and should be considered as a preference to construction of a new building.

Adaptation of an existing workshop of high significance for a ship building display would be appropriate, and Mariners Cottage could be adapted for use as a café or the kiosk could be used as a kiosk.

For interpretation purposes it is recommended that the former Ross Patent Slip (A3 area shaded) is used for the purposes of Cultural Values Management only.

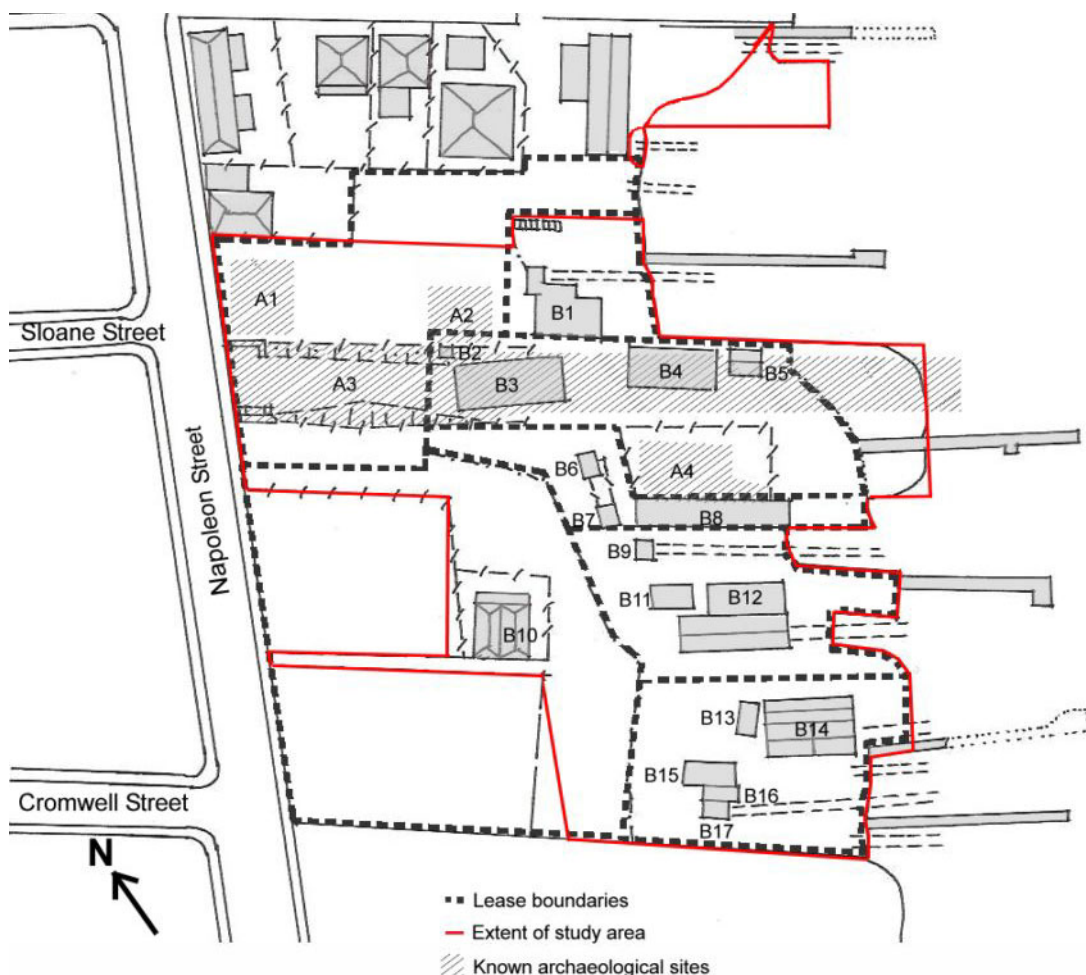
## 7.6 MOVEABLE OBJECTS

There are a number of ship building/maintenance related items located in and around buildings across the site. These include machinery, tools, and a dismantled slip. A Moveable Heritage Survey should be undertaken of all of any historical items including tools retrieved from other sites (eg. Purdon and Featherstone). Modern equipment not related historically to the site does not need to be included in this survey. The Survey should include a photograph of each item, with an associated list including the name of each item, its current location, original location and ownership (if known) and recommendations for its protection, conservation, storage and/or display.

Preparation of this integrated survey should be the responsibility of the owner. The survey is for the purposes and benefit of future interpretation purposes rather than for any statutory reasons and to help decision making regarding loss of significance.

## 7.7 MANAGEMENT

### 7.7.1 Leases and Lessees



**Figure 13** Current lease boundaries on the site.

With the exception of the lease boundary which divides the former Ross Patent Slip area (A3) the current lease boundaries between the different slipyard areas generally reflect the historically separate

ownership of the different slip sites. This lease boundary distinction is appropriate and should continue as it assists with management and interpretation of the site.

It is noted that the areas below the High Water Mark including the jetties are leased by the Crown.

In Section 7.2.3 it is recommended that once the lease expires for area A3 containing B2, B3, B4 and B5, these buildings (with the exception of B2) should be removed and no new development should occur in this area. At the expiration of the lease, the lease boundaries should also be altered so the full extent of the former Ross Patent Slip (A3 area shaded) is included in the one lease and managed by the owners and used for the purposes of Cultural Values Management.

In consideration of this report it is recommended that Lease agreements include but not be limited to the following clauses relating to retaining the significance of the site:

- Agreement that the site will be managed in accordance with the recommendation of the Conservation Management Plan.
- Acceptance that the lease site will be made available for interpretation purposes as required
- Agreement that buildings of high and medium priority will be maintained according to the Maintenance Plan for the site (refer to Section 7.7.2)

## **7.7.2 Conservation Works & Maintenance**

### **Conservation Works**

A condition survey of the buildings or archaeological remains has not formed part of this report, however a condition survey should be undertaken of all buildings of High and Medium significance and known archaeological sites identifying required works. This survey process should be managed by Council as the owners of the site. The condition survey should separate the works into high and medium priority, with other works falling into the Maintenance category discussed in the next Section.

The condition survey should include but not be limited to the following:

#### **Retrieval & Storage of Fallen & Detached Fabric**

In all cases material which has become detached from significant buildings, either in the past or as a result of a new event such as a wind or rain storm should be re-fixed in place immediately if this can be achieved easily. This is particularly important where leaving the fabric detached will allow damage to other exposed parts of the fabric, such as when roof sheets blow off, or when further collapse is likely to occur as a result of loss of structural integrity.

In cases where further damage is not likely to occur, and where reattachment/repair is not simple, the appropriate conservation approach should be investigated before the repair works are undertaken.

Any fabric which is not reattached immediately should be clearly labelled in two positions with its source and stored in an agreed place until conservation works are undertaken in that area.

#### **Roofing/Guttering/Downpipes**

The roof plumbing is a particularly vital element of any heritage building, as its failure, whether catastrophic or by ongoing leakage, has major consequences for the fabric of the rest of the building.

Ensure rain collection goods are in excellent order. Direct the discharge from downpipes away from buildings. After essential works are undertaken further inspection of guttering and downpipes should take place and should form part of the maintenance plan.

Many of the roofs to significant buildings have galvanised corrugated iron cladding which is deteriorating. If replacement is required, this cladding could be replaced with colorbond with a similar profile and colouring. Replacement with a similar colorbond will have little impact on the significance of the buildings and will have longevity.

### **Improve Surface Drainage**

Build up of soil and vegetation near the base of buildings can prevent water from draining away and cause water to pool around the base of the buildings. Pooling of water around buildings accelerates deterioration of fabric in contact with the water. Damp around masonry buildings (Mariners Cottage) will also cause rising damp. If land is sloping towards the buildings without adequate drainage, this can also cause pooling around buildings.

Direct ground water away from buildings and do not allow water to pool around buildings. Do not allow soil/vegetation build up near buildings. Excavate where required to ensure ground slopes away from building. Remove garden beds or earth build up if covering floor vents. Reduce levels to allow for adequate sub floor ventilation.

For any new landscaping work, garden beds should not be built up directly against the base of buildings where they may cover sub floor vents or support retention of water near buildings.

### **External Timberwork Repairs**

This includes timber fascias, eaves, barge boards, verandah posts and other external timberwork. Strip back, make good and repaint all timberwork. In general repairs should be made by replacing sections of rotten timber rather than by replacing the whole building element. Ensure profiles of timber posts and fascias etc match the existing.

Where damage to timber has resulted from poor roof drainage and the like, repairs to those elements should take place before the timber is repaired.

### **Timber Jetties**

The timber jetties should be assessed for works required. Where simple repairs can ensure ongoing use and retention of surviving fabric of the jetty, the works should be undertaken, but where substantial reconstruction is required this type of work should only occur if required by a new use. The cost of reconstruction could then be incorporated into a proposal for new development.

### **External Doors & Windows**

A detailed survey of the condition of exterior windows and doors is required to provide a schedule of repair works. In general repairs should be made by replacing sections of rotten timber rather than by replacing the whole element. All glass to windows should also be cleaned to ensure that the dirt/salt will not be etched into the glass. Replace broken planes of glass to match existing.

All original door furniture should be retained and used as the basis for replacement designs. Reuse existing holes and fixture positions for any new door furniture, if possible.

### **Metalwork**

Some buildings have metal windows. Replacement of windows to match may be required if corrosion is severe or clean back rust, paint with corrosion inhibitor and repaint.

Check condition of lintels above openings where moisture penetration may have led to corrosion of steel lintels. Replacement of lintels may be required or clean back rust and paint with corrosion inhibitor and fix source of moisture penetration.

## Brickwork

The brickwork of the Mariners Cottage is generally in a good condition; however the impermeable paint to the exterior walls is encouraging rising damp. Removal of this exterior paint using a non abrasive method is recommended. Use of the peel-away product for this paint removal would be appropriate and would minimise damage to the brickwork. Once the paint is removed a lime wash should be applied which will act as a sacrificial coating to prevent continuation of the brickwork while the masonry dries. Reapplication of the lime wash is recommended every 3 – 5 years.

## Repainting

Repainting is essential where there is deteriorated paintwork or where timber repairs have been undertaken. The exterior timberwork to the building, including windows and doors need regular repainting. The paint helps to protect the timber from deterioration due to moisture penetration. It is important that surfaces are adequately prepared to provide a good substrate for the paint. Undercoating plus two layers of top coat are required.

## Maintenance

Maintenance of individual buildings is the responsibility of the lessees; however a conservation based maintenance schedule should be devised and systems put in place by the owners of the site, to ensure that both routine maintenance (e.g. regular cleaning of rainwater equipment) and long term maintenance (e.g. painting) is carried out at appropriate intervals. The schedule should take into account priorities in maintenance based on the relative heritage values of different buildings and archaeological areas. This will enable decisions to be made on allocation of resources where resources are limited. This maintenance schedule should include but not be limited to the following items:

### Quarterly

- Checking and clearing out of gutters and downpipes
- Checking and clearing of stormwater drainage and build up of debris around buildings
- Checking of roof for damage etc

### Yearly

- Checking and minor repairs to metal and timber cladding
- Minor repairs to external timberwork
- Minor roof, guttering and downpipe repairs

### 7 - 10 Years

- Repainting of all external timberwork

## 7.7.3 Planning for Disaster

Disaster planning for protection of significant historic elements of the site should be included as part of the overall management of the site by the owners. Fire and storm are possible disaster sources. Appropriate methods of fire detection, containment and fire fighting should be devised which will both protect people and ensure the survival of the historic fabric.

The following outlines the initial steps to be undertaken in the case of destruction or damage (including fire, flood, hail etc):

Secure the site, and identify any perceived imminent hazard, risk or threat. In particular, this action should:

- Protect the site from persons hunting for remnants and souvenirs;
- Avoid demolition of any structures, until the completion of more detailed heritage assessments;

- In cases where the preliminary inspection identifies some parts of the slipyards that are not stable and will require removal or stabilisation, safety to people is the primary consideration.
- In circumstances where the building/s able to be stabilised and there may be an option to rebuild the structure using existing materials or stabilised and strengthened fabric then removal of any fabric should await the assessment report.
- Photographically record the damaged sections of Battery Point Slipyards including the interiors and exteriors of all buildings, archaeological remnants and moveable objects.
- Undertake heritage site assessment(s) of the remaining fabric, including consideration of options for reconstruction, adaptation and ruin stabilisation potential.
- Salvage significant historic fabric and artefacts and arrange for their suitable storage. Salvaged items may be able to be re-used in restoration works, or for future interpretation of the site.
- Consider storing valued moveable items off site as a temporary measure.

## 7.8 INTERPRETATION

Interpretation is important to this site; however, it should be undertaken as an integral part of the use of the site. The restoration/reconstruction of the property or its establishment as a museum is not required for interpretation to be successfully achieved.

Interpretation and appreciation of the cultural significance of the Battery Point Slipyards is best achieved by the maintenance of the significant fabric of the site and retention of the site primarily as a slip yard. Interpretation is also enhanced by the ability of visitors to see inside buildings and see the working operation of the slipyard. Use of the slipyards for education purposes relating to the shipwright trade is encouraged.

Listed below are some points which have arisen from the conservation analysis with regard to interpretation and should form the basis for preparation of an Interpretation Plan for the site. The Interpretation Plan should provide appropriate interpretive methods and techniques to assist public access and appreciation of the place's significance.

The removal of buildings B3, B4 and B5 from the former Ross Patent Slip will enhance the understanding of the history of the site considerably. Exposing the original extent of the Ross Patent Slip and re-establishing views down the slip from Napoleon Street provides excellent opportunities for interpretation on the site.

An interior space should be set aside to contain interpretation material. The most appropriate areas for this would be in one of the workshop buildings of high significance or in Mariners Cottage. The Moveable Heritage Survey (outlined in Section 7.6) should provide recommendations for the most appropriate objects for display externally on the site and internally.

Provision of interpretation signage adjacent to each of the historically separate slipyards is also desirable. This would provide information to the public regardless of whether there was public access to the buildings or not. Ideally the signage should be linked to a trail that leads visitors through the site. Interpretation should take advantage of views to and from the site and use of the jetties by visitors should be encouraged.

Interpretation on the site must record the current condition of the buildings prior to any conservation, demolition or development works. Any further archaeological work or monitoring should be recorded.

Interpretation on the site should demonstrate that the site is of significance to Tasmania and the range of its values.

Interpretation should, at a minimum, cover those areas identified as significant in the statement of significance including:

- The significance of the site as a collection of slipyards;
- The distinction between the historically separate slipyards;
- The operations of slipyards and the association plant and equipment associated with slipyards;
- The continuous use of the site as a slipyards for over 140 years;
- The association with the numerous important ship building families (these should be listed);
- The high archaeological research potential of the site and what this means;
- The high significance of the former Ross Patent Slip and the reasons for this significance; and
- The importance of the slipyards in the early history of Tasmania.

## 7.9 FURTHER INVESTIGATION & RESEARCH

Further investigation is required to determine the provenance of the kiosk (B5) and to determine whether it is in fact a kiosk.

Further investigation is required into the history of the toilet (B2) building on the site to determine whether it was constructed as part of slip yard operations or was related to a former residence on the park site.

A search for historical plans which cover the whole study area and identify the boundaries of the historically separate ownerships is recommended to help with management and interpretation.

A structural engineer with experience in historic structures should assess the stability of the retaining walls and together with a building conservation specialist should look at options for the long term management of the retaining walls at the head of the Ross Patent slip.

Further archaeological investigation is not recommended unless an area is proposed for disturbance (development). In these cases, as stated in Section 7.4.4 any assessment of the impacts of disturbance should also determine whether archaeological monitoring or archaeological excavation is required at that time.

## 7.10 ADOPTION & REVIEW

A copy of this Conservation Management Plan, and any updates, should be kept in permanent archive by the owners. A copy should also be kept as a readily accessible document for those responsible for making decisions or carrying out works on the site. Copies should also be held by the Tasmanian Heritage Council. It is recommendation of this Report that the whole of Battery Point Slipyards be included (with the former Ross Patent Slip) on the Tasmanian Heritage Register.

The implications of this Conservation Management Plan, and its updates, should be considered in all future decisions for conservation or development actions. All changes should be adequately documented in records held by Hobart City Council. The recommendations of the Management Plan should be regularly reviewed (every 5 years) and any urgent or priority actions identified.

Recommendations of the report should be considered and integrated into any management plans for the adjacent parks.

Lease agreements should be amended to incorporate reference to this Conservation Management Plan and a copy should be provided to each lessee.

## 8.0 SELECT BIBLIOGRAPHY

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### Websites

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## APPENDIX 1 – CURRENT IMAGES

All photographs were taken by HLCD 15<sup>th</sup> and 16 October 2007



**Image 1.** View (V1 & V3) from Napoleon Street over the former Ross Patent Slip and Battery Point Slipyards with B3 Powercraft Marine Shed in the centre of the image and B2 Toilet to the left of this along the fence line



**Image 2.** View (V1) from Napoleon Street towards B10 Mariners Cottage



**Image 3.** View (V2) from embankment over Taylor Bros and Muirs slipyard areas. B13, B14, B15 and B16 are on the Taylor Bros site to the right and B12 Muirs Workshops is to the left of the image.



**Image 4.** View (V2) from embankment over Muirs slipyard area with B11 Muirs Storage Shed to the right and B8 Muirs Engineering Shop to the left.





**Image 5.** View (V4) from Purdon and Featherstone jetty towards the Battery Point Slipyards showing the industrial landscape of groupings of buildings and jetties for each slip site and the Mariners Cottage (B10) on the ridge.



**Image 6.** Precinct A (Purdon & Featherstone), from the jetty



**Image 7.** Precinct A, graffiti wall adjacent to park



**Image 8.** Precinct B



**Image 9.** Precinct B





Image 10. Precinct C



Image 11 Precinct C



Image 12. Precinct C, Slip and B1 Creese's Workshop behind



Image 13. Precinct C, B1 Creese's Workshop



Image 14. Precinct C, A1 Three conjoined cottages remains



Image 15. Precinct D, A3 Ross Patent Slip remains





**Image 16.** Precinct D view (V3) from Napoleon Street over A1 Ross Patent Slip remains and B3 Powercraft Marine Shed



**Image 17.** Precinct D, A4 Burnett Smokehouses with B8 to the right and B4 to the left. B6 and B7 are just below the embankment



**Image 18.** Precinct D, B5 Kiosk



**Image 19.** Precinct D viewed from Muirs jetty (V4)



**Image 20.** Precinct D & E with B8 Muirs Engineering Workshop on the boundary in the centre of the image



**Image 21.** Precinct D, B6 (within the enclosure) behind A4 & B7 (white shed) in Precinct E situated behind B8





**Image 22.** Precinct E, B9 Winch and Shelter at the end of Muirs Slip



**Image 23.** View (V2) of Precinct E from embankment behind, B11 and B12 on the right and B8 on the left side with Muirs slip in between



**Image 24.** Precinct E, B10 Mariners Cottage



**Image 25.** View of B12 Muirs Workshops from embankment behind



**Image 26.** Precincts E, Muirs & F, Taylor Bros from Muirs jetty(V4)



**Image 27.** Precinct F showing B13 Taylor Bros Storage Shed B14 Taylor Bros Workshops





**Image 28.** Precinct F, Taylor Bros Slip and B14 Taylor Bros Workshop to the right



**Image 29.** Precinct F, Taylor Bros Slip



**Image 30.** Precinct F, B15 Engineering Shop

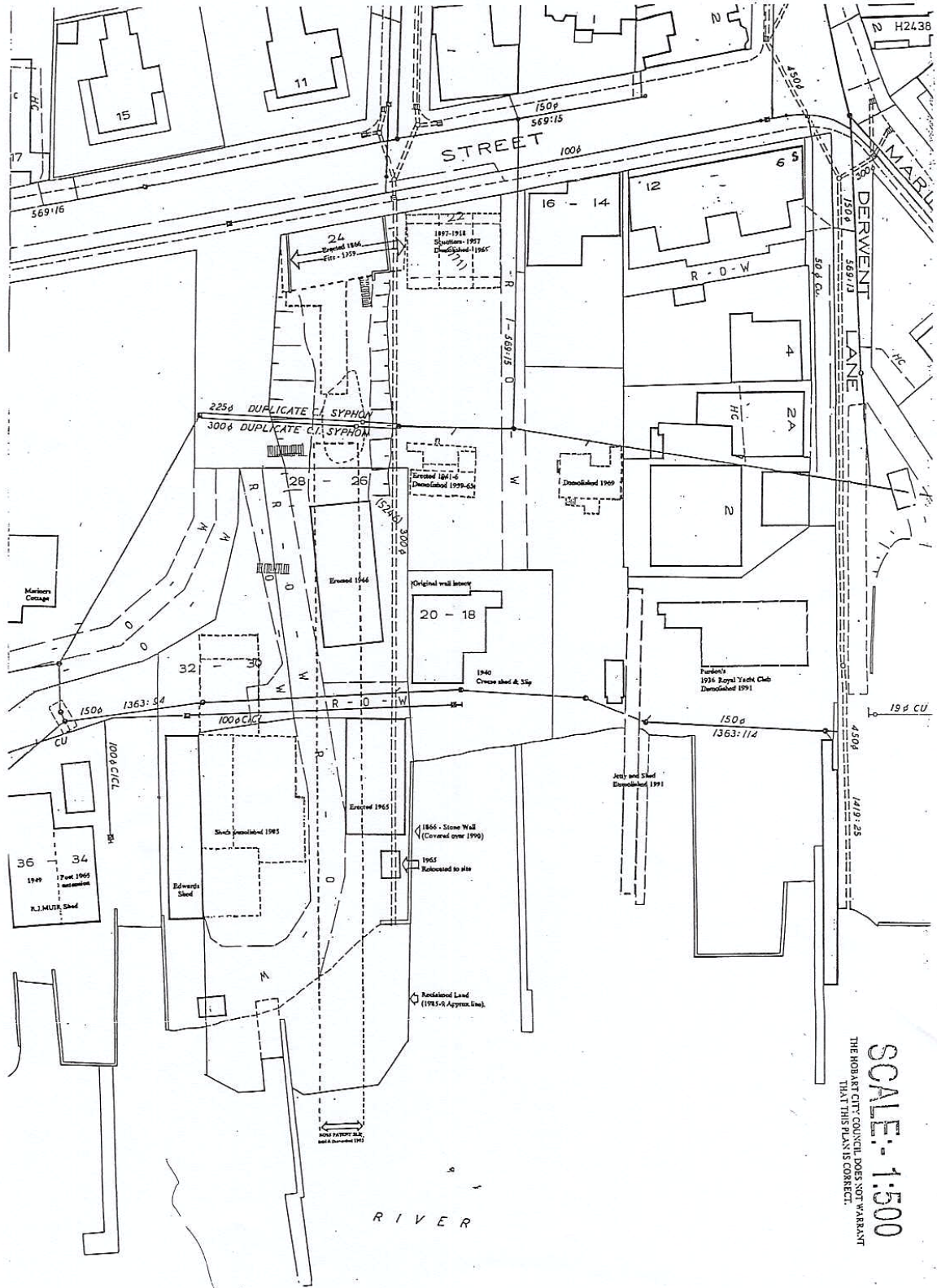


**Image 31.** View (V5) across the slip sites from the foreshore area in front of A4



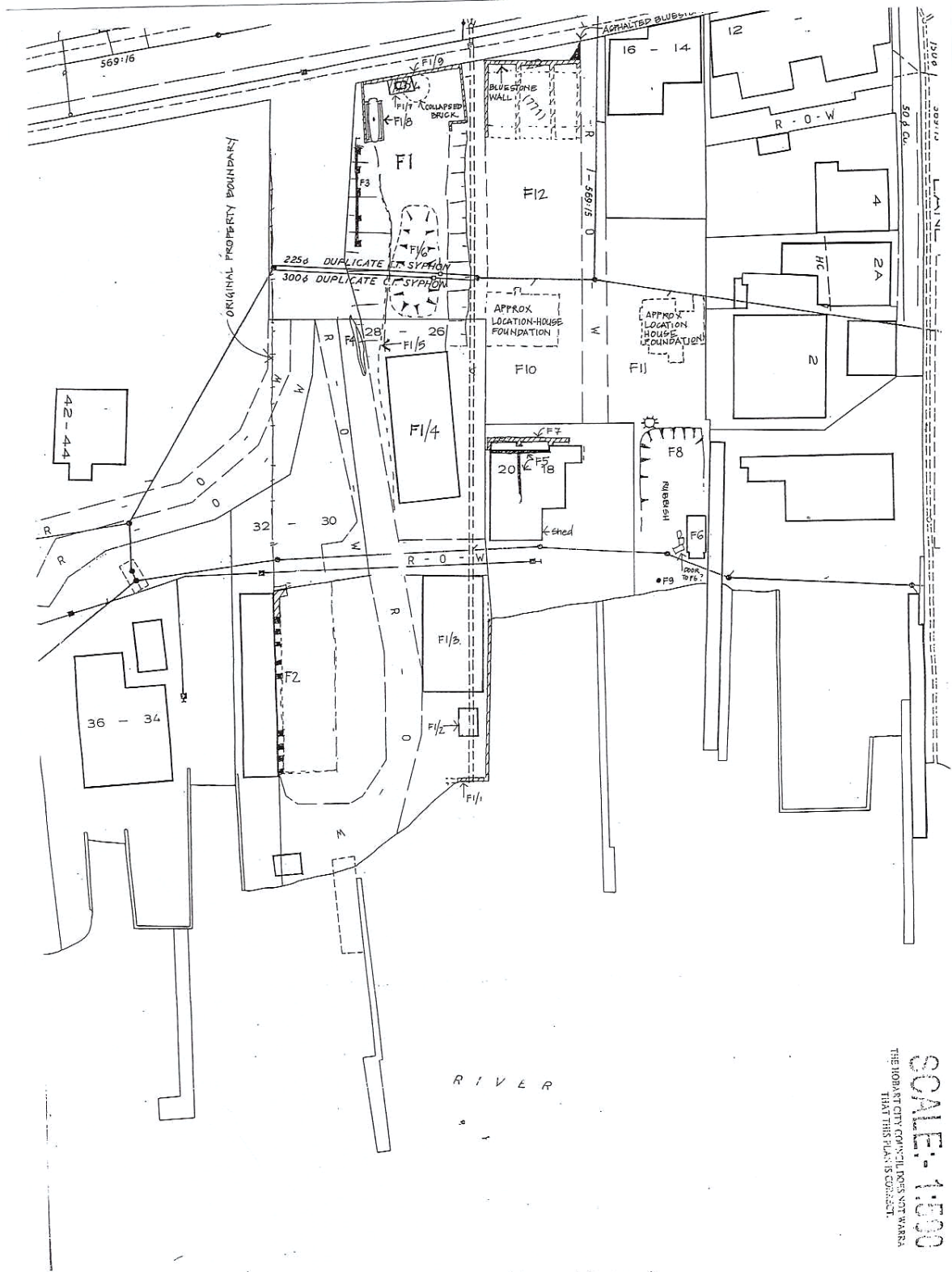
**Image 32.** View (V5) along the foreshore showing slips and jetties

# APPENDIX 2 – HISTORICAL FIGURES



**Figure 1:** Chronology of Buildings on former Ross Patent Slip Site  
**Source:** Figure 4.6 Vincent, R., Hudspeth, A., McConnell, A., Spratt, P., and Small S., *Conservation Plan: Ross Patent Slip and Environs: Battery Point Slipyard, Napoleon Street*, Report to Hobart City Council, Hobart, 1995.





**Figure 2:** former Ross Patent Slip Site features and archaeology

**Source:** Vincent, R., Hudspeth, A., McConnell, A., Spratt, P., and Small S. *Conservation Plan: Ross Patent Slip and Environs: Battery Point Slipyard, Napoleon Street*, Report to Hobart City Council, Hobart, 1995.