

# HERITAGE South Australia

NEWSLETTER

JULY 2002 • NUMBER 21

ISSUES AND INFORMATION ON HERITAGE CONSERVATION IN SOUTH AUSTRALIA



Heritage South Australia  
Government of South Australia

## NEW MINISTER

### for Environment and Conservation



The State Government's Heritage SA has a vital role in identifying, conserving and protecting South Australia's built and maritime heritage as well as its archaeological sites. South Australia has an international reputation for its heritage sites including many historical buildings and it is my aim as the Minister responsible for heritage to enhance this reputation. To make sure this happens I am encouraging cooperation between government and the community on heritage issues.

I also want Heritage SA to have a new status and a new focus on the integration of heritage, economic development and planning issues. This process is already underway, along with a series of other changes which are part of ALP policy.

These include:

- establishing a heritage advisory committee consisting of representatives of relevant Government authorities, departments and community organisations,
- ensuring linkages between the State heritage Authority and the Development Assessment Commission on matters of planning and policy,
- inviting local government, community and industry to cooperate in the establishment of annual Celebrating Our Heritage awards to recognise the best examples of interpreting or reusing heritage sites,
- and, setting up a cemetery fund which will enable communities to pay for preservation works at historical sites.

**Hon. John Hill**  
Minister for Environment  
and Conservation

## 20TH CENTURY HERITAGE

### Nominate your favourite places

Later this year Heritage SA will be engaging consultants to undertake the first of a series of State-wide 20th century heritage surveys to identify places eligible for entry in the State Heritage Register.

The first survey will target the period 1946-59, and we invite readers to nominate structures from that period that might be judged to meet one or more of the assessment criteria, which are contained in the *Heritage Act 1993*.

- (a) It demonstrates important aspects of the evolution or pattern of the State's history
- (b) It has rare, uncommon or endangered qualities that are of cultural significance.
- (c) It may yield information that will contribute to an understanding of the state's history, including its natural history.
- (d) It is an outstanding representative of a particular class of places of cultural significance.
- (e) It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding

representative of particular construction techniques or design characteristics.

(f) It has strong cultural or spiritual associations for the community or a group within it.

(g) It has a special association with the life or work of a person or organisation or an event of historical importance.

Structures which are notable architecturally or technologically might include dwellings, tall buildings or reinforced concrete structures. Uncommon structures might include shop fronts or service stations in near original condition, while post-war immigration could be reflected in significant churches or social club venues.

Nomination forms are enclosed with this issue and can also be downloaded from our web site: [www.heritage.sa.gov.au](http://www.heritage.sa.gov.au). All nominations will be acknowledged, but it may be some months before they are assessed. If you are unsure as to whether a place would meet the criteria, please phone Senior Heritage Officer **Hamish Angas** on 8204 9246.

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### Newsletter of Heritage South Australia

Department for Environment and Heritage

ISSN 1443-9719

July 2002 Number 21

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Francesca Stropin

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### Front Cover:

*The former Eudunda Farmers Store in the main street of Jamestown, now trading as Foodland, is significant as a rare example of a large, early twentieth century shopfront and is an outstanding architectural representative of large commercial premises of the period.*

*The Store is also important for its association with two organisations of historical importance – the South Australian Farmers Co-operative Union and the Eudunda Farmers Co-operative Society.*

*The supermarket was entered in the State Heritage Register in 2002, along with other places of cultural significance (see back page).*

## THE STORE : NORTH ADELAIDE



Saturday morning at The Store in North Adelaide is a lively place – cyclists, joggers, gym addicts and ardent café goers crowd this popular corner location to enjoy the delights of fine coffee and robust cooked breakfasts. The customers would be surprised to know that in 1973 this two storey building was devoid of its elegant concave roof verandah and very different to its current appearance.

The building was constructed in 1894 by James Schmidt, a baker. It is a typical Victorian commercial building, matched on the opposite corner by the Old Lion Hotel, retaining its bush hammered sandstone ashlar walling with red brick dressings. Whilst only the shell is original, the former shop is of great environmental significance as a highly distinctive prominent corner building. After 1973, the western section of the building was converted to the ANZ bank and Melbourne Street Meats operated in the eastern section. Now into the fourth year of operation its current use as a café/bar

and local store makes it a well loved destination by local residents.

Internally the shop shelves are stacked with everyday necessities through to sushi chef bonito flakes! Carbonara, vegetable couscous and Thai crunchy beef serve as exotic ready-made takeaways. The kitchen to the café section is set up in the former bank vault. Underneath the store is a substantial cellar now used to store wines, and hearsay has it that the cellars of The Store, the Old Lion and other buildings were connected by underground passages!

Signage to the building is clear and restrained. So often, stores and restaurants can become unrecognizable underneath a jumble of corporate advertising signs vying for attention. The philosophy at The Store is a refreshing change with carefully positioned clear signs readily visible to patrons and passers by. An above verandah sign projects at right angles to the balcony and with its

above left: *Signage to the building is clear and restrained*

above: *Whilst only the shell is original, the former shop is of great environmental significance as a highly distinctive prominent corner building*

contemporary design and clear typography is sufficient to identify the building and the nature of the business.

The heritage listing of the building provides an appropriate framework for ensuring that any changes to the building are undertaken in a sympathetic manner. It is not seen as an onerous constraint by the proprietors, Alison and Adam, who chose this building and the location in anticipation of it becoming a focal point for the local community. They are committed to retaining the character and heritage qualities of the building and have been delighted with the response and support by local residents.

**Elizabeth Vines**  
Heritage Consultant & Adviser



*Internally the shop shelves are stacked with everyday necessities through to sushi chef bonito flakes!*

## Rejuvenation of a local church : Port Adelaide Uniting Church

Port Adelaide Uniting Church is an imposing landmark building on Commercial Road in Port Adelaide. Opened on Sunday 13 December 1868, the building has since been in continuous use as a place of worship up to the present day. The parishioners of the time had engaged James MacGeorge, a notable South Australian architect, to design for them an imposing church in the Gothic Revival style and it is a tribute to the architect and builder that 134 years later this building still stands in good condition. The church now survives as one of the few remaining examples of MacGeorge's work. Constructed in Dry Creek sandstone and highlighted externally by elaborate brickwork, the church is entered by a magnificent flight of steps leading up to the porch with its three wide arches.

The daunting task of maintaining a substantial heritage building with limited resources is a familiar problem for many churches. The Port Adelaide congregation with its Minister, Howard Groom leading this project commissioned a Conservation Plan undertaken by McDougall & Vines in 1999. This document has been used by the church to guide its activities. External maintenance works have been undertaken and in 2001 it was decided to draw up a plan for the interior upgrading of the church.

Internally the church preserves many special characteristics of nineteenth century Protestant churches. Of particular note is the pipe organ built in 1884 by Fincham & Hobday. It is considered to be of major importance by the Historical Society of South Australia and is the only surviving example in regular use in South Australia.

The church interior was last painted in 1962. The aim of the most recent internal works has been to repair the internal fabric of the building and restore it as much as possible to its original appearance on a limited budget. The project has been an exciting one involving many members of the local church community. It was agreed that new paintwork should reflect as closely as possible the original paint scheme, and paint scrapings were undertaken by heritage architect Elizabeth Vines, to expose the original layers and colour scheme. A striking dado frieze was uncovered which was traced, professionally painted in a small section (training local parishioners) and completed by a

team of artists from within the congregation who stencilled on the new frieze. A sample of the scraping has been preserved on one of the walls. The existing paint on the 25 external organ pipes was carefully scraped back to expose the original decoration which included striking colours of blue, deep red, gold and grey. These were also fully restored by a team of artists from within the congregation, and the pipes were reinstated after a major overhaul of the organ itself.

Other works included improved lighting, carpentry and joinery works and provision of additional natural daylight – all undertaken on a voluntary basis by tradesmen within the congregation.

The outcome of the works to the interior of the church is a transformation of the worship space of the church which has captured the imagination and commitment of the local congregation. Virtually

every member of the congregation has had some semi-skilled or skilled contribution to the work which has given great satisfaction. The church complex itself is a valuable community resource and it possesses exceptional acoustic qualities which makes it ideal for small concerts and recitals. Wedding parties have expressed delight and appreciation at the transformed interior of the church.

The project was made possible by funding from the Cultural Heritage Projects Program, receiving a \$26,000 grant. It has also been assisted from Heritage SA's volunteers fund and the State Heritage Fund.

### Elizabeth Vines

Heritage Consultant & Adviser

*below: Minister Howard Groom pointing at original sections of the frieze*



above: Exterior of Church



below: Volunteers painting the organ pipes



Heritage South Australia has completed two major surveys of the heritage of the South Australian outback in 2002 – the Year of the Outback – one along the Oodnadatta Track and the other covering the Birdsville and Strzelecki Tracks.

Since 1981 Heritage SA has been pursuing a systematic program of heritage surveys in South Australia, known as the Regional Heritage Survey Program. The purpose of this Program is to identify and record all the non-Aboriginal heritage of the State.

The Regional Heritage Survey Program has identified places of State heritage value for entry in the State Heritage Register and potential State Heritage Areas. As part of these heritage surveys local heritage places and local heritage areas have also been identified and documented. In order to record all the non-Aboriginal heritage of South Australia, the State has been divided into fourteen regions. Surveys of thirteen of the fourteen regions have now been completed.

The remaining region – Far North & Far West (Region 13) – comprises two-thirds of the area of South Australia and is sparsely populated. Consequently a conventional regional survey is considered not appropriate for this region and therefore it is proposed to undertake targeted area surveys to ascertain its heritage resources. The proposal is to identify and document heritage places within Region 13 along known transport corridors, such as the Oodnadatta Track, the Birdsville & Strzelecki Tracks, the Stuart & Barrier Highways and the Indian Pacific Railway Line (Port Augusta to SA-WA border).

### **Oodnadatta Track Heritage Survey:**

The first 'outback' heritage survey along the Oodnadatta Track was commissioned in March 2000 following the route of the former Ghan Railway Line from west of Marree to the SA-NT border. It was undertaken by Austral Archaeology, in partnership with Historical Research Pty Ltd, and funded by the South Australia Government through the State Heritage Fund and the Capital Investing Program. The Minister for Environment and Conservation, Hon John Hill MP has recently launched the final report of the Oodnadatta Track Heritage Survey.



Quoting from the Historical Background of the final report:

*The project area for this heritage survey of the Oodnadatta Track in the north of South Australia is the overland transport and communications corridor running west and then north from the township of Marree to the Northern Territory border. This was the route of John McDouall Stuart's 1861 journey of exploration, and later the Overland Telegraph which in 1872 connected Adelaide and the Southern Ocean shore through Alice Springs in the heart of Australia, to Darwin on the tropical north coast 3,000km away. Later still the same corridor was the route of the Great Northern Railway to Oodnadatta in 1890, which became the Central Australian Railway to Alice Springs in 1929. The axis of the project area is the line of the Central Australian Railway, which most people today refer to as the 'Old Ghan'. Today the railway is closed, superseded by the modern railway through Tarcoola and the Stuart Highway further west, and all that remains is an unsealed road mainly used by tourists headed for the Simpson Desert or the Northern Territory.*

Places illustrating the heritage of this survey area encompass such themes as Aboriginal contact, exploration, pastoralism, transport and communications, social life and organisations (hotels, settlements and outback general stores) and geology and natural history (mound springs).

### **Birdsville and Strzelecki Tracks Heritage Survey:**

The Birdsville & Strzelecki Tracks Heritage Survey, which is about to be published, both in hard copy and on the internet, has

been a joint project between Heritage SA and the Australian Heritage Commission. It was undertaken by Historical Research Pty Ltd, in association with Austral Archaeology, Lyn Leader-Elliot and Iris Iwanicki. The survey commenced in mid-April 2001 with the final report of the survey being presented to Heritage SA and the Australian Heritage Commission at the end of June 2002. The survey was managed by Heritage SA and jointly funded by the South Australian Government through the State Heritage Fund and by the Australian Heritage Commission.

In the case of the Birdsville Track, the survey area began at Marree and finished in Birdsville in Queensland and for the Strzelecki Track it commenced at Lyndhurst in the Flinders Ranges and finished north of Innamincka at the end of the Cordillo Downs Road on the SA-QLD Border near the Cadelga Ruins.

The Australian Heritage Commission was particularly interested in testing thematic approaches for assessing and identifying heritage places on a national scale. It is currently conducting a number of research projects into national themes and national places. In this context the Commission pursued a theme related to pastoralism, beef growing and outback communication routes. The data collected during the Birdsville & Strzelecki Tracks project should put the significance of the tracks, and the heritage places located along them, in a national context.

Along with the Oodnadatta Track Heritage Survey, the Birdsville & Strzelecki Tracks project is part of a much larger undertaking entitled the Inland Rivers – Outback Tracks : a regional heritage tourism strategy for the Lake Eyre Basin. In addition to assessing and documenting the historic heritage resources of the Birdsville and Strzelecki Tracks, recommendations about the potential and suitability of heritage places for use in heritage tourism itineraries have been prepared. The documentation for this heritage survey and its methodology should be suitable for use in developing heritage tourism products as part of the Inland Rivers – Outback Tracks project.

**Hamish Angas**  
Senior Heritage Officer



2002 Year of the Outback<sup>®</sup>

## Wine with a dash of Lime: Heritage SA Conservation Seminar

On 24 May, 2002 professionals from diverse backgrounds, owners of heritage places, lime industry members and tradespeople met at the Yalumba Winery for a seminar on lime and its application in building conservation.

The use of lime has been an integral part of building construction in South Australia for over 150 years. Lime is not one constant material and there may be many different varieties and ways to describe their features and performance. The one day seminar attracted 60 delegates and included a number of people from interstate. The interest from those that attended showed the need for further research and training in this area.

Discussions ranged from the constituents of historic lime mortars to their performance and specifications. Traditional and modern plastering methods

were explained, as were traditional lime washing recipes. A tour of Adelaide Brighton Cement lime making plant at Angaston, helped delegates to understand

modern methods of lime production. Below is a transcript from one of the speakers.

*Delegates at the seminar*



## Lime in South Australian Buildings

Lime has been an essential part of building construction in South Australia from the beginning of European settlement, forming part of the everyday fabric of our lives. Nearly every historic building in South Australia uses lime somewhere in its structure; even a house built entirely of timber will have lime mortar joints between the bricks of its chimney and fireplace. This dependence on lime is not new. The Romans used lime mortar in their masonry structures, and their recipe was not much different from that used by Australian bricklayers today.

### Mortar

Many people misunderstand the function of mortar, thinking it acts like glue to hold stones or bricks together. Mortar is not glue, although it does have some adhesive effect. Its two other important functions are weatherproofing – keeping out wind and rain – and evening out the forces acting so that the wall does not act like hundreds of pieces of stone trying to roll sideways off one another, but as a single monolithic mass with its forces directed downwards.

To make traditional mortar, sand is added to slaked lime. The architect Vitruvius in the first century AD recommended: "lime must be very strong, and making it into

mortar, five parts of sand are to be added to two of lime". The recipe changed only slightly in the next two thousand years. James Nangle wrote in *Australian Building Practice* in 1900: "Lime mortar is generally composed of two parts of sand and one part of lime".

### What is lime?

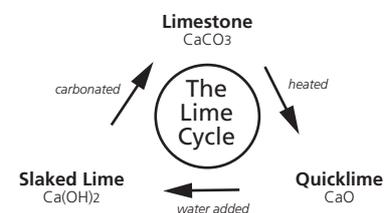
Lime is dead animals. Millions of dead animals. Or to be more accurate, bits of dead animals; the external shells of marine creatures – mostly coral and molluscs – which have the trick of building themselves a calcareous exoskeleton for protection from predators.

There are two forms of limestone in South Australia. Along the southern coasts of Yorke Peninsula, Kangaroo Island and the West coast are aeolian limestone deposits, blown there by the wind. These are too contaminated with silica and iron to be much use to the building industry. But in many places in the Adelaide Hills and the east coast of Yorke Peninsula there are massive ancient limestone deposits which were formed on the seabed. Almost all of our good quality limestone was formed in warm shallow seawater. It is difficult to imagine what South Australia looked like when these were laid down – probably something like the Great Barrier Reef,

made up of millions of tons of limestone built by the *Scleractinia*, the reef-building corals.

### The lime cycle

The raw material for lime mortar is limestone or calcium carbonate ( $\text{CaCO}_3$ ). To make mortar this is first burned or calcined in a kiln. The limestone releases carbon dioxide ( $\text{CO}_2$ ) as it is heated, and what is left is quicklime or calcium oxide ( $\text{CaO}$ ). To make mortar, this is slaked by mixing it with water, and it becomes slaked lime or calcium hydroxide ( $\text{Ca(OH)}_2$ ). Sand is added and the mortar is incorporated into a building. What happens next is quite remarkable, for the slaked lime has a strong affinity for carbon dioxide, and it slowly absorbs it, directly from the air and from gas dissolved in rainwater. In this process of carbonation, the mortar hardens as it slowly turns back into limestone. The end product of the lime cycle is the same calcium carbonate that was laid down by the coral polyps.



### Lime Production

The process of producing lime for the building industry created a thriving industry in nineteenth century South Australia. The limestone has to be burned for several hours at over 880°C to form quicklime. In colonial South Australia nearly every town had a lime kiln, at first just a primitive hole in the ground. Within two years of European settlement there were kilns along the banks of the Torrens in the Adelaide parklands, at Port Adelaide, Walkerville and Prospect.

In later years lime-burning became an organised industry, mainly exploiting the rich limestone deposits of the east coast of Yorke Peninsula, with ketches bringing quicklime across from the ports of Stansbury, Edithburgh and Port Vincent. Other major kilns were built along the railways at Kulpara and Taillem Bend.

Most of the kilns were massive masonry structures, square in plan, which were loaded with mallee firewood and lumps of

limestone and allowed to burn for a day. In later decades most of them converted to gas burners. The old traditional industry in the farmlands survived into the 1960s, but then wound down in the face of competition from more efficient modern industrial plants. South Australia's building lime today comes from Adelaide Brighton

Cement's mechanised kilns at Angaston.

### Peter Bell

Heritage Consultant

*The Kulpara Lime Kiln*  
Keith Johns, Limestone Resources of South Australia, *Geological Survey of SA Bulletin 38*, 1963.



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## National Trust and BankSA Icons List

This is the second year of the BankSA Heritage Icons List, and once again an array of unusual items and events have graced the list. The items and events are not protected under heritage legislation but instead are markers of things of value to the community. Through their listing, entities that are valued by our community are recognised. The following are the entities listed for 2003:

### Haigh's Chocolates

'Meet me at Haigh's' has been a typical South Australian statement since the founder of Haigh's Chocolates, Alfred Ernest Haigh, established his firm-long regarded as an Adelaide institution-at the Beehive Corner. Now in its fourth-generation, Haigh's is the oldest surviving chocolate-making firm in Australia, and one of only a handful of chocolate manufacturers world-wide making chocolate directly from cocoa beans.

Haigh's only use SA grown apricots, oranges and almonds, while about a third of the chocolate production is dipped by hand. Among over 200 products, their floral-scented rose and violet chocolate creams topped with a crystallised flower, uphold a long Anglo-Saxon tradition. A chocolate Bilby, based on the SA's endangered native marsupial, has replaced the bunny as Haigh's popular Easter symbol.

### Green and Gold Cookery Book

For over 77 years, the *Green and Gold Cookery Book* has been a ubiquitous feature of most South Australian (and Australian) households. Conceived in 1923 to raise funds to help the establishment and ongoing development of King's College (now Pembroke School), sales of the book have now exceeded

400,000 copies. Its original recipes were collected from Congregational and Baptist Church members in Adelaide and rural SA. For many SA women, the *Green and Gold Cookery Book* was their first cookbook, a copy often presented to them by their mothers or grandmothers.

As well as recipes and cooking hints, the book includes domestic advice ranging from how to boil an egg to removing lipstick marks from shirt collars! Australian recipe classics include Lamingtons, Jubilee cake, Anzac crisps, meat pie, tomato sauce and Broken Hill Steam Pudding.

The *Green and Gold Cookery Book* is more than simply a recipe book, documenting the history of South Australian family culinary traditions and household life. Now in the thirty-sixth edition, the *Green and Gold Cookery Book* continues to make a contribution to Pembroke College, and although revised, it is little changed from its original edition.

### Adelaide Christmas Pageant

Adelaide's annual Christmas Pageant has been a spectacular and cherished event heralding the advent of the Christmas season since 1933. With the exception of a 4 year break during World War II, the Adelaide Christmas Pageant – the largest of its kind in the world – has delighted

hundreds of thousands of children and adults. To ensure that he had an audience for the first parade, the founder, Sir Edward Hayward (an owner of John Martins), hired a plane to fly low over Adelaide's suburbs announcing the procession.



Around 1000 'inside' volunteers make up the characters of the pageant, while 'outside' volunteers include band musicians, police troopers, marching girls, indigenous participation and dance trays. An extra 120 volunteers work behind the scenes – as well as 57 or so children. The pageant is the only one world-wide that has no commercial advertising apart from the acknowledgment of its current sponsor, the state's Credit Unions, which appears at the beginning. At one point, the 3.3 kilometre route from South to North Terrace is occupied by the entire pageant of 12 bands, 54 extravagant floats and 4 walking sets.

### Ligurian Bees

Kangaroo Island is the only place in the world where a pure strain of Ligurian bees survives. Named by Roman historians after the Italian province in which they were first found, Ligurian bees were introduced to Kangaroo Island in 1884 by the secretary of the SA Chamber of Manufactures Mr A. Bonney.

As well as being better suited to SA's Mediterranean climate, the yellow and black striped Ligurian bee is renowned for its docile nature. Highly productive, Ligurian bees supply a very high quality honey, mostly exported interstate and overseas, notably to Singapore and Japan.



Ligurian queen bees have also bred as a valuable genetic resource, and sold throughout Australia and overseas since 1887. With the passing of the SA Government Ligurian Bee Act in September 1885, Kangaroo Island became a Ligurian bee sanctuary and is the world's oldest bee sanctuary.

### Stump Jump Plough

The stump jump plough was a South Australian invention that revolutionised broad acre tillage world-wide. Much of South Australia's marginal farming land was once covered by vast expanses of mallee scrub. A difficult tree to remove with traditional axe and fire-clearing methods, the mallee stump resisted removal and hindered farming, and the opening up of new lands during the SA land rush of the 1870s.



Although Richard Bowyer Smith (1837-1919) is credited with its invention, George Whittaker is also acknowledged as having contributed to its development.

In 1884 Smith received a SA government 'reward' of 500 pounds and one square mile of land at Ardrossan 'for the invention of the stump jump plough'. Smith's and Whittaker's principal were applied to other agricultural implements, and today there are even 26-furrow ploughs whereby individual discs jump up independently when they strike any obstructions!

### Stobie Poles

The Stobie pole is an extraordinary innovation that is quintessentially South Australian. It was named after its inventor, James Cyril Stobie (1895-1953) who patented his simple, though highly effective, design in 1924 for a steel and concrete pole which revolutionised and facilitated the distribution of electricity



throughout SA. One of their advantages was the fact that they were termite proof and, unlike wooden poles, they survived bushfires. There are approximately 700,000 Stobie poles in SA – that's almost one tree for every pole that has not been chopped down.

South Australia has remained practically the sole place where the Stobie pole has been used.

A ubiquitous item in South Australia's landscape, derided as ugly, yet economical and easy to make, their practical use endures. The life of a Stobie pole is around 50 years.

### Police Greys

Much loved by the South Australian public, the police greys are the first and oldest world-wide mounted police unit exclusively using grey horses. Greys were favoured for the mounted police from as early as the 1840s, and certainly used exclusively by the SA mounted unit by the turn of the 19th Century, when they were already 'unique and famous throughout Australia'.

The mounted police escort the Governor for the Opening of Parliament, and are used during the Opening of the Adelaide Cup, as well as the Christmas Pageant. As a mark of respect and recognition of their service to the community when retired, greys are allowed to live for the

term of their natural lives in familiar surroundings.

### Checkside Punt

The 'checkside punt' is an emphatically South Australian colloquial term.

The checkside punt describes a kick in Australian Rules Football that permits a player to bend the trajectory of the ball against its normal direction.

Other terms for the kick include the 'checkside kick', 'back screwie', and 'banana or boomerang kick'. The checkside punt had been part of the training routine designed and enforced by Jack Oatey, one-time coach of the Sturt Football Club. Oatey developed a style of football where finesse, skill and technique were promoted above speed and physical strength.

Early in the first quarter of the 1968 Grand Final between Port Adelaide and Sturt, Peter Endersbee kicked a checkside punt, not once but twice, within a few minutes, scoring two goals for Sturt, thus assuring a win for Sturt.

The press noted: 'Port was suddenly and dramatically arrested by two magnificent checkside punt goals from Peter Endersbee'.

## Educational Resources on the Heritage SA Web Site

The Education and Research pages on Heritage SA's web site ([www.heritage.sa.gov.au](http://www.heritage.sa.gov.au)) contain a range of material directing people to useful sources of information, as the following selection illustrates:

### Educational Resources

Our heritage is literally everything we have inherited from the past. Hence we are all custodians of 'heritage', whether it be family memorabilia, the houses we live in, the records of the organisations we belong to or the wider community's inheritance from past generations, which is managed by the various levels of government on our behalf. The challenge in managing heritage lies in deciding what are 'the things we want to keep'.

Heritage South Australia is principally concerned with what is often termed 'built heritage', as opposed to natural and Aboriginal heritage. Built heritage includes buildings, structures and places, as well as maritime heritage such as shipwrecks and whaling and sealing sites.

Developing an understanding of our heritage can be approached in a variety of ways. The personal heritage of individuals or families is one useful approach. So too are approaches based on our immediate localities or on particular types of heritage places.

### Cemeteries

The monuments in cemeteries are interesting in their own right with particularly fine examples of stone masonry, and sometimes headstones made of less common materials such as timber, slate and cast iron. The symbolism featured on some monuments is a study of its own, while the inscriptions contain a great deal of history. Most of the State's cemeteries (over 600) have had their inscriptions transcribed by volunteers from the South Australian Genealogy and Heraldry Society <http://users.chariot.net.au/~saghs/> which maintains a single alphabetical index to them, arranged by surname. The index and a great many other resources for family history research are available in the Society's library.

### Jetties and Landing Places

South Australia has a much larger number of jetties than most of the other Australian States, as the two gulfs put much farming land within easy reach of the sea. A large fleet of small coastal sailing vessels (mainly ketches) were developed to service these landing places and carry cargo to the major ports. The surviving jetties of the Fleurieu Peninsula are reminders of the agricultural development of the area in the

1840s and 1850s. The jetties of Yorke Peninsula followed in the wake of its subdivision for agriculture from the mid-1860s. Several metropolitan jetties were built with shipping, rather than recreation, in mind – most notably the original jetties at Glenelg (1859), Semaphore (1860) and Largs (1882).

### Gaols

Gaols open for public inspection include the Adelaide Gaol (1841) – the first in the State; the Redruth Gaol at Burra (1856) – the first outside Adelaide; the Mount Gambier Gaol (1865) – which now serves as a backpackers hostel; and the Gladstone Gaol (1881).

### Lighthouses

Lighthouses perform a vital role in the guiding of vessels. The State's oldest, Cape Willoughby Lighthouse on Kangaroo Island, was completed in 1852 to mark Backstairs Passage between the Island and the mainland, and was named 'Sturt's Light' in honour of the noted explorer Captain Charles Sturt.

Many of the earlier lighthouses were built in direct response to shipwrecks in waters around Kangaroo Island, Yorke Peninsula and the South East coast. The technology of the lights themselves was generally based on lamps and mechanisms imported from England, but the lighthouse buildings illustrate various designs adapted to the particular environments in which they were built. Covering some of the most rugged and remote coasts of South Australia, lighthouses and their associated quarters and landings are a reminder of the difficulties faced by both the builders and the lighthouse keepers and their families.

After the Commonwealth took over the care and control of all Australian lighthouses in the first decades of the 20th century, lighthouse design became more standardised. More recently, with the advent of automatic lights and satellite navigation systems, many South Australian lighthouses have been demanned.

Lighthouses open for public inspection include the Cape Jaffa Lighthouse, now located on shore at Kingston in the South East and managed by the Kingston Branch of the National Trust, and the former South Neptune Island Lighthouse, now

located at Port Adelaide and forming part of the South Australian Maritime Museum. R.H. Parsons *Lighthouses of South Australia* (The author, 1997) and G. Reid *From Dusk To Dawn: A History of Australian Lighthouses* (MacMillan 1988) are useful resources, as is the web site Lighthouses of Australia <http://www.lighthouse.net.au/lights/default3.htm>.

### Mines

Copper mining was one of the Colony's major nineteenth century industries and literally put many towns on the map, including Kapunda, Burra and Moonta. Mr Greg Drew has produced pamphlets and booklets on several mining towns and sites which are retailed by the Government Information Centre, 77 Grenfell Street, Adelaide. A bibliography of Australian mining history is maintained by the Australian Mining History Association <http://www.econs.ecel.uwa.edu.au/AMH/A/amhamain.htm>.

### Place names

Place names are often overlooked as an aspect of our heritage. Potential studies include the adoption of Aboriginal names, the borrowing of names from settlers' homelands and the abolition of German place names during the First World War. The most authoritative guide is G.H. Manning *Manning's Place Names of South Australia* (1990).

### Ports and Harbours

Following the arrival of the first colonising vessels in South Australia in 1836, development of the new colony was largely dependent on the establishment of a safe harbour and port facilities which allowed the movement of vessels, cargoes and passengers from other Australian colonies and overseas. Port Adelaide was the result. As settlement spread, outports developed to service the transport and communication needs of local farmers and other settlers. Significant ports for the export trade included Port Augusta, Port Pirie and Port Germein. The River Murray developed as a major inland waterway from the 1850s and river ports such as Goolwa, Mannum and Morgan were established.

As technological changes introduced more effective transportation systems many of these ports have fallen into decline, but reminders of their maritime heritage are still evident in buildings, local museum

collections, memorials and shipwrecks. Local histories are generally the most accessible sources for the history of the outports, supplemented by R.H. Parsons *Southern Passages: A Maritime History of South Australia* (Wakefield Press 1986).

## Parks and Reserves (under the National Parks & Wildlife Act)

Parks and Reserves are generally established to protect the natural environment. Nevertheless, there are a considerable number of built heritage places within parks which are entered in the State Heritage Register and listed on ParksWeb <<http://www.environment.sa.gov.au/parks/heritage.html>>

In addition Belair National Park and Cleland Conservation Park are entered in the Register in their entirety. Belair is notable as South Australia's first national park (1891) and was the second in Australia after Royal National Park (1879) near Sydney. Cleland now contains two reserves dating from the nineteenth century, Mount Lofty Summit and Waterfall Gully, which are significant as long established tourist attractions.

## Railway Structures

Railways have been of immense significance to the development of the State. Early lines often linked ports with their hinterlands, and it was not until the 1880s that most country lines were connected to Adelaide. The Colony's first railway, built to connect the River Murray trade to an ocean port, was the horse-powered Goolwa-Port Elliot line, which opened in 1854. The 1852 Railway Superintendent's House and the 1862 stables still stand at Goolwa. The first steam railway was the Adelaide-Port Adelaide line of 1856 and two of the original stations survive at Bowden and Alberton. The oldest country station building is at Kapunda (1860) and dates from the opening of the line from Adelaide via Gawler. The National Railway Museum <http://www.natrailmuseum.org.au/> at Port Adelaide is South Australia's major railway museum. There are also several other historic railway groups which maintain working railways, most notably SteamRanger and the Pichi Richi Railway Preservation Society. The SteamRanger links page <http://members.optusnet.com.au/~steamranger/fan/wwwlinks.htm> provides a good guide to other groups.

## Shipwrecks

For the early European settlers sea transport was the life-line for South Australia's development, providing the only link back home and the principal means of transporting people and cargo around South Australia and the other Australian colonies.

With so many vessels either visiting or working in coastal and inland waters, it was inevitable that some would be unlucky. More than 800 vessels are known to have been wrecked in South Australian waters, with approximately 200 of these sites known and identified. The Australian National Shipwrecks Database <<http://dbase.mm.wa.gov.au/WEBFM/Shipwrecks/Shipsearch.html>> and South Australian Atlas <<http://www.atlas.sa.gov.au/>> contain data on these.

The shipwrecks which lie in South Australian waters represent the types of vessels and many of the activities associated with the development of the colony. They range from international

immigrant and cargo vessels to local service and fishing craft. The earliest recorded wreck was the South Australian at Encounter Bay in December 1837, while the earliest located wreck is the Solway, an immigrant vessel, also lost at Encounter Bay in December 1837.

Shipwrecks and shipwreck artefacts offer a fascinating glimpse into the past – each has a story to tell. The remains of vessels provide significant details about ship type and construction, while cargo and the possessions of crew and passengers provide insights into the social and technological history of the era.

## Brian Samuels

Principal Heritage Officer

## COMMUNITY HISTORY FUND

### PUBLICATION GRANTS

This program supports the publication of material related to the history of South Australia. The maximum grant available is \$3,000. Works should be non-fiction and books, pamphlets or other medium will be accepted for consideration.



HISTORY TRUST OF SOUTH AUSTRALIA

### SMALL PROJECT GRANTS

This program supports historical groups, community history museums, National Trust branches, local councils and other voluntary bodies to assist in the preservation and promotion of South Australian history. The maximum grant available is \$1,000. Projects which fit the application criteria include:

- Marking of heritage trails
- Copying of key documents for local research
- Small conservation projects
- Oral history projects
- Digitising of photographic collections
- Acquisition of significant historical documents
- Projects which interpret history in the community

### GUIDELINES

Copies of the guidelines and application forms are available from Margaret Phillips, Community History Fund, History Trust of South Australia, GPO Box 1836 Adelaide SA 5001. Telephone 8226 8576

  
Government of South Australia

HTFS-A0049

**Applications close 30 August 2002**

### Best Community Project Award to Maritime Trail

The Port Elliot Maritime Heritage Trail, produced by Heritage SA in partnership with the Port Elliot Surf Life Saving Club, recently won the best Community Project Award as part of the annual Alexandria Council Heritage Awards. This trail, which includes five interpretive signs and a guide brochure, was launched in November 2000 and has become a recognised tourist attraction on the foreshore of Horseshoe Bay.

*Colin Lovell from the Port Elliot Surf Life Saving Club and Robyn Hartell of Heritage SA with the award.*



### Cultural Heritage Management Plan for National Parks

Heritage SA are managing a project to identify and provide management guidelines for the cultural heritage assets managed by National Parks and Wildlife SA (NPWSA). The project will include places already in the State Heritage Register (over 70) as well as places of value to the local community and the particular park. The management guidelines will cover preparation of statements of heritage value, and assessment of risk management with a state-wide priority for conservation works.

State Heritage places in National Parks currently include such places as:

State Heritage Areas (Belair NP and Innamincka/Cooper Creek);

A number of lighthouses (including cottages, supply routes and cemetery);



*Cantara Homestead, Coorong National Park*

Geological sites (such as Hallett Cove and Koonalda Cave, Nullarbor NP);

Fossil sites (eg Victoria Cave, Naracoorte Caves NP);

Whaling sites (at Coffin Bay and St Peter Island);

Many ruins (Pingle Farm, Onkaparinga River NP);

Homesteads (Wilpena, Flinders Ranges National Park; Coorong National Park);

Mines (Talisker); and

Unusual sites such as Suicide Bridge (Chowilla Game Reserve) and Memory Cove, Lincoln NP).

## WHAT'S NEW IN THE STATE HERITAGE REGISTER

The entries of the following places in the State Heritage Register have been confirmed this year.

#### **Gladstone :**

Former National Bank Gladstone Branch  
Bank SA Building

**Jamestown :** Foodland Supermarket (former Eudunda Farmers Store)

**near Melrose :** Rankine's Hut

**Tarcowie :** Stagg Farm Complex

**Torrensville :** Former Torrensville Uniting Church