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Heritage Assessment
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TABLE OF CONTENTS

1. INTRODUCTION	1
1.1. BACKGROUND.....	1
1.2. SITE LOCATION AND DESCRIPTION	1
1.3. AUTHORSHIP	1
1.4. LIMITATIONS	1
1.5. METHODOLOGY	1
1.6. TERMINOLOGY AND DEFINITIONS	2
1.7. ACKNOWLEDGMENTS	2
1.8. EXTENT OF SEARCHES.....	3
1.9. COPYRIGHT	3
2. HISTORICAL DOCUMENTARY ANALYSIS	4
2.1. HISTORY OF THE STUDY AREA AND BUILDING.....	4
2.2. RELEVANT HISTORICAL THEMES.....	9
2.3. GENERAL	9
2.4. EVIDENCE OF ABORIGINAL OCCUPATION	9
2.5. EVIDENCE OF EARLY EUROPEAN OCCUPATION SQUIRES BREWERY.....	9
2.6. EVIDENCE OF EUROPEAN OCCUPATION HALVORSENS.....	10
3. PHYSICAL ANALYSIS	11
3.1. DESCRIPTION OF THE SITE & SETTING	11
3.2. DESCRIPTION OF BUILDING 1	11
3.3. DESCRIPTION OF POST 1930'S TIMBER WHARF.....	11
4. ASSESSMENT OF CULTURAL SIGNIFICANCE	12
4.1. GENERAL	12
4.2. CRITERION A – HISTORICAL SIGNIFICANCE	12
4.3. CRITERION B – SOCIAL SIGNIFICANCE	12
4.4. CRITERION C – AESTHETIC VALUES	12
4.5. CRITERION E – TECHNICAL/RESEARCH VALUE	12
4.6. CRITERION F - RARITY	13
4.7. CRITERION G - REPRESENTATIVE	13
4.8. INTACTNESS	13
4.9. GRADING OF SIGNIFICANCE	13
4.10. DISCUSSION OF THE GRADING OF SIGNIFICANCE	15
4.11. SUMMARY STATEMENT OF SIGNIFICANCE	15
5. CONSTRAINTS & OPPORTUNITIES.....	16
5.1. GENERAL	16
5.2. CONSTRAINTS & OPPORTUNITIES ARISING FROM THE CULTURAL SIGNIFICANCE OF THE PLACE	16
5.3. CONSTRAINTS & OPPORTUNITIES ARISING FROM THE CULTURAL SIGNIFICANCE OF ITEMS IN THE VICINITY..	16
5.4. CONSTRAINTS & OPPORTUNITIES ARISING FROM HERITAGE PLANNING REQUIREMENTS	16

6.	STATEMENT OF CONSERVATION POLICY	18
6.1.	REVIEW OF THE CONSERVATION MANAGEMENT POLICIES	18
6.1.1.	POLICY - CONSERVATION MANAGEMENT	18
6.2.	CONSERVATION OF BUILDING FABRIC	18
6.2.1.	POLICY - FABRIC CONSERVATION	18
6.3.	INTERVENTION.....	18
6.3.1.	POLICY - RESTRICT INTERVENTION	19
6.3.2.	POLICY - MINIMISE IMPACT OF INTERVENTION.....	19
6.4.	INTERPRETATION	19
6.4.1.	POLICY – APPROPRIATE INTERPRETATION	19
6.4.2.	POLICY – INTERPRETATION OF ORIGINAL USE.....	19
6.4.3.	POLICY – RETENTION OF ORIGINAL BUILDING NAME.....	19
6.4.4.	POLICY.....	19
6.5.	FUTURE USE	20
6.5.1.	POLICY - FUTURE USE	20
6.5.2.	POLICY - INCREMENTAL CHANGES OF USE	20
6.6.	ARCHAEOLOGY MONITORING.....	20
6.6.1.	ARCHAEOLOGY PERMIT	20
6.6.2.	POLICY - ARCHAEOLOGY	20
6.6.3.	POLICY – ARCHAEOLOGY	20
6.6.4.	POLICY – ARCHAEOLOGY DURING CONSTRUCTION	20
6.7.	APPROPRIATE SKILLS AND EXPERIENCE	21
6.7.1.	POLICY – SKILLS AND EXPERIENCE	21
7.	STATEMENT OF HERITAGE IMPACT – HALVORSEN SITE.....	22
7.1.	THE PROPOSAL	23
7.2.	SIGNIFICANCE (STATEMENT OF SIGNIFICANCE).....	23
7.3.	ASSESSMENT OF HERITAGE IMPACT	24
7.4.	ALTERNATE ASSESSMENT OF HERITAGE IMPACT USING THE HERITAGE OFFICE GUIDELINES	24
8.	STATEMENT OF HERITAGE IMPACT – 1930’S WHARF	26
8.1.	THE PROPOSAL	26
8.2.	SUMMARY HISTORY OF THE STUDY AREA AND BUILDING.....	26
8.3.	EVIDENCE OF EUROPEAN OCCUPATION HALVORSENS.....	27
8.4.	DESCRIPTION OF THE SITE AND SETTING.....	27
8.5.	DESCRIPTION OF POST 1930’S TIMBER WHARF.....	28
8.6.	SUMMARY STATEMENT OF SIGNIFICANCE.....	28
8.7.	ASSESSMENT OF HERITAGE IMPACT	28
9.	BIBLIOGRAPHY	29
10.	LIST OF ILLUSTRATIONS.....	30
11.	LIST OF APPENDICES	32

1. INTRODUCTION

1.1. BACKGROUND

The site of the former Halvorsen's Boat Yard is currently the subject of a Planning Proposal. Removal of the derelict 1930's Wharf will soon be subject of a development application. The building and its immediate environs are identified as heritage items in Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005. The Planning Proposal has assessed five options in the JBA Planning Proposal Report but there is one preferred option identified as the 'JBA Scheme 2013'.

Architectural Projects were commissioned by Lilac Pty Ltd to prepare a report in March 2001 and to update the 2001 report in March 2014 to reflect the new scheme as outlined in the Planning Proposal. Appendix 1 attaches Cosmos Archaeology Pty Ltd Report on Maritime Archaeological Condition Inspection of Halvorsen's Shipyard Slipway. Appendix 2 attaches Australian Museum Consulting Report of Former Halvorsen's Boatyard 20 Waterview St Putney Archaeological Assessment and research design. Appendix 4 attaches previous referral to Metropolitan Local Aboriginal Council. Appendix 5 attaches previous referral to National Parks & Wildlife Service.

The purpose of this report is to reassess the pre European and early European significance of the site given the 13 year period since the initial reports and to assess the potential heritage impacts of JBA Scheme 2013 and wharf removal, and to make recommendations, where appropriate to mitigate potential impacts.

1.2. SITE LOCATION AND DESCRIPTION

The Assessment relates to a study area defined by Waterview Street Putney with specific focus on the Halvorsens Boat Shed. The site is located on the south side of Waterview Street.

1.3. AUTHORSHIP

The report has been prepared by a team consisting of the following key members:

Jennifer Hill – Architectural Projects Pty Ltd – Heritage Architect

Elizabeth Gibson – Architectural Projects Pty Ltd – Heritage Architect

Theodora Woodward – Architectural Projects Pty Ltd – Architectural Historic Research Assistant

1.4. LIMITATIONS

Access was given to the site. No access was given to the wharf as it is dilapidated and has been closed off by order of the RMS. No physical intervention was undertaken to prepare this report. No historical archaeological work other than the site surveys provided herein was commissioned for the report. The Archaeological Assessment report deals with the original James Squires Wharf which is located below the water level.

1.5. METHODOLOGY

The Assessment has been prepared in accordance with the methodology outlined in, *The Conservation Management Plan* by Dr James Semple Kerr (6th Edition 2004). The report complies with the principles of the Australian ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) and its Guidelines. The methodology used in the evaluation of the place is that recommended by the Heritage Branch of the Office of Environment and Heritage.

It seeks to identify from documentary and physical evidence any historic aesthetic social and technological values of each component building and to determine their level of representativeness or rarity by comparison with other identified examples. The analysis also looks at the overall character of the adjoining area to determine if the buildings and the site

development pattern contribute to a characteristic grouping or cohesive streetscape that is unique or of sufficient importance to require protection.

1.6. TERMINOLOGY AND DEFINITIONS

The terms fabric, place, preservation, reconstruction, restoration, adaptation and conservation used throughout this report have the meaning given them in Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter).

The terminology used to described building styles follows the nomenclature set out in Apperly, R., Irving, R. and Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture*, 1989.

In order to achieve a consistency in approach and understanding of the meaning of conservation by all those involved a standardised terminology for conservation processes and related actions should be adopted. The terminology in the *Burra Charter* is a suitable basis for this. Article 1 of the *Burra Charter* gives the following definitions:

Place means site, area, building or other work, group of buildings or other works together with associated contents and surround.

Cultural significance means aesthetic, historic, scientific or social value for past, present or future generations.

Fabric means all the physical material of the place.

Conservation means all the processes of looking after a place so as to retain its cultural significance. It includes maintenance and may, according to circumstance include preservation, restoration, reconstruction and adaptation and will be commonly a combination of more than one of these.

Maintenance means the continuous protective care of the fabric, contents and setting of a place, and it is to be distinguished from repair. Repair involves restoration and reconstruction and it should be treated accordingly.

Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.

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

Reconstruction means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric. This is not to be confused with either recreation or conjectural reconstruction, which are outside the scope of the Burra Charter.

Adaptation means modifying a place to suit propped compatible uses.

Compatible use means a use, which involves no change to the culturally significant fabric, changes that are substantially reversible, or changes which require a minimal impact.

1.7. ACKNOWLEDGMENTS

Kevin Shaw, Ryde Historical Society

Paul Houston, National Parks and Wildlife Service
Allen Madden, Aboriginal Sites Officer, Metropolitan Local Aboriginal Land Council
James Spath, City Management Information Officer, Ryde City Council
Angela Phippen, Local Studies Librarian, Ryde City Council

1.8. EXTENT OF SEARCHES

- The NSW Land Titles Office
Specific subdivision / title information.
- Ryde City Council Local Studies Collection
- Council archives
- National Parks and Wildlife Service
- National Trust
- Heritage Council of NSW
- NSW Government Department Heritage Register
- Ryde Historical Society

The Metropolitan Local Aboriginal Land Council were separately commissioned in 2001 to assess the significance of the site to the local indigenous community. National Parks and Wildlife Service carried out a search on the site and its environs for the purpose of this report. These documents are included in the Appendix.

1.9. COPYRIGHT

This report is copyright of Architectural Projects Pty Ltd and was prepared specifically for the owners of the site for the 2001 submission and updated for the 2014 submission. It shall not be used for any other purpose or later submission and shall not be transmitted in any form without the written permission of the authors.

2. HISTORICAL DOCUMENTARY ANALYSIS

2.1. HISTORY OF THE STUDY AREA AND BUILDING

Pre European Settlement

The Wallumedegal clan of the Dharug tribe occupied the Wallumatta area, now known as Ryde, prior to European settlement.

The Dharug are believed to have lived in the Darling Mills Creek Valley for at least 10,000 years according to recent archaeological work by the Australian Museum. Several Dharug clans occupied the catchment area and two distinct dialects of the language were spoken (Coastal and Inland).

The Wallumedegal clan is believed to have occupied a territory extending from Neutral Bay to Ryde.

The Parramatta River Catchment area contains much evidence of artefacts suggesting that it was used by the Aboriginal people for thousands of years before the arrival of Europeans.

Early European Settlement

James Squire and Kissing Point

James Squire came from Kingston upon Thames, a hop growing district in Surrey, England. He was sentenced to transportation for seven years in Kingston in 1785, for theft of "four cocks live hens and divers other goods and chattels the property of John Stacey". Squire arrived in Sydney on the "Charlotte" in 1788, with the First Fleet.

By 1795 Squire had been conditionally pardoned and was granted thirty acres of land at Kissing Point, Ryde. This grant was located one kilometre from the Parramatta River and was not part of the subject site.

In 1796 Squire purchased Kissing Point Farm, twenty-five acres with Parramatta River frontage for five pounds from John Pollard. Pollard had been granted this land by Governor Hunter that same year. Squire resold his original thirty acres in 1799.

By 1800 Squire's property at Kissing Point carried ten sheep, eighteen pigs and thirty-five goats, five acres sown in wheat with another forty-five ready for planting maize and barley. Two years later his land had expanded to 291 acres with 120 cleared and twenty-eight in grain. He had eighteen sheep, twenty-five goats and fourteen pigs, his household was self-supporting with eighty-six bushels of grain in hand in 1806, when he was credited with 986 acres by grant and purchase, at least ten men in the muster were indentured to him as servants. By 1820 Squire held 750 acres, 350 by purchase, 400 by grant.

Development of Brewing in New South Wales

In an effort to control liquor traffic, Governor King supported the production of colonial beer, believing that the introduction of beer into general use would lessen consumption of spirits.

In response to King's plan, Lord Hobart sent out ten tons of porter, six bags of hops and two complete sets of brewing utensils. Hobart also promised to supply "a quantity of hop plants" sent at an appropriate time of year. It is not known whether Squire was the recipient of this supply.

Beer was rationed and prices fixed by a Government Order, 25/9/1804 which stated, "Licensed keepers of drinking-houses can get, at one time 32 gallons at 1/4 a gallon wholesale, which must be retailed at not more than 6d. a quart".

The Brewery at Kissing Point

James Squire's earliest ventures into brewing in the colony are described by Squire himself in evidence to the Bigge Inquiry into New South Wales and Van Diemens land in 1820. Squire stated that he had made some beer "from hops

that I got from the 'Daedalus'. I also brewed for General Grose and Col. Paterson for their own consumption from English malt". (ref: Journal of the Royal Historical Society December 1996). This may have been as early as 1793.

By 1797, Squire was establishing himself at Kissing Point as a commercial brewer. The brewery comprised a brew house with two sets of coppers and a cellar. Early Sydney Town News Sheets reported Squire's beer to be of excellent quality. By 1799 Squire was the licensed proprietor of the Malting Shovel Tavern at Kissing Point near where Ryde Wharf now stands. The Inn had regular custom from the river boats. The Squires Inn appears to have been acquired by the Smalls whose establishment was destroyed by fire in 1870. (Squire's eldest daughter, Priscilla married Thomas Small after the death of her first husband Arthur Devlin).

Surgeon Peter Miller Cunningham describes Squire's establishment in a series of letters dated 1827:

"About seven miles up, to the right, is Squire's tavern, with its boat-wharf, and adjoining cleared enclosures and ample orchards. Its enterprising proprietor, now no more, was the first colonial brewer, and long too the only one who prepared a colonial solatium for our drouthy population. Squires's beer therefore was as well known and as celebrated in this as Meux and Co.'s in your hemisphere. An epitaph on one of its votaries in Parramatta church-yard, (which the jocos compounder of the beverage took a pleasure in quoting) records its virtues in these two expressive lines: "Ye who wish to lie here, Drink Squires's beer!"

By 1802 Squire was experimenting with hop growing and he went on to establish Australia's first hop plantation. Squire's hops were used for brewing and he also prepared yeast for bread making. His success in this venture is reported in the Government Gazette of 16 March 1806:

"On Friday, Mr James Squire, settler and brewer at Kissing Point, waited upon His Excellency the Governor, at Government House, with two vines of hops taken from his own grounds. On a vine from last year's cuttings were numbers of very fine bunches and upon the two-year-old cutting, the clusters, mostly ripe, were innumerable...and of a most exquisite flavour. As a public recompense for the unremitting attention shown in bringing this valuable plant to such a high degree of perfection, His Excellency has directed a cow to be given to Mr Squire from the Government herd".

In 1810 Squire offered 1000 hop plants for sale. By 1819-20 his business had extended so much that he closed his wharf to passenger boats and requested one ton of hops from the Government to supplement his own supply.

The Government Gazette of 21 March 1812 described his hop-making at Kissing Point:

"Mr Squires' hop-planting at Kissing Point, comprising 5 acres, has, the present year, produced 2500lbs weight of fine hops which have been gathered this month (ie March, 1812). As a proof of the fecundity of the plant in this Colony, when tolerably managed, we are assured that from 750 hills, planted the 10th October last, 150 lbs. Weight has been gathered. The exertions of Mr Squires in rearing the hops have been progressively successful for the last five years, the preceding five have been wasted in experiments which failed for want of sufficient information in the treatment of this tender plant. After a series of disappointments that much weakened the hope of eventual success, the animating season arrived to cheer him with the prospect of turning his labours to account. This was in 1806 when he produced a single vine from the cuttings of which he extended his plantation. In 1807 he produced a few pounds of perfect hops. In 1808 he produced 50lbs., and the following year 250lbs. In 1810 he gathered 500lbs.; in 1811, 750lbs.; and in 1812 his crop has increased to double the last year's produce".

Another description of Kissing Point accompanies a view of Kissing Point, New South Wales, by J. Lycett:

"The Point, called Kissing Point, is that which is seen next below the house, on the same side of the water. At the back of the house are several large paddocks, of very good land, which have been several years in a state of cultivation, having

produced excellent crops of Wheat, Indian Corn, Hops, potatoes etc. etc. On the left of the house appears an extensive Hop-ground: and numerous Lime and Lemon Trees, of very large growth, with which these gardens at the back of the house abound, are seen rising luxuriantly above the buildings."

Squire became known as "friend and protector of the lower class of settlers...his assistance always accompanies his advice to the poor and unfortunate".

Squire was also sympathetic to the local indigenous population. He befriended Bennelong, a Dharug man of the Wangal clan. Bennelong is reported to have lived his last years and was buried on Squire's property in 1813. Nanbaree, called Andrew Sneap Hammond Douglas White and his mother are also reported to have been buried on Squire's property in Kissing Point.

The Sydney Gazette of September 8, 1821 describes the death of Nanbaree:

"a black native of this Colony. He was about 37 years old, and was taken from the woods in a few months after the first establishment in 1788 by Dr White, after whom he was named. His mother died just before of the small pox ... and was buried by Mr Squire.... He lies interred in the same grave with Bennelong and his wife in Mr Squire's garden."

The exact location of the graves is disputed by historians, but no evidence to suggest that they are within the subject site has been found.

James Squire continued to operate his brewery at Kissing Point until his death at the age of 67 in 1822. His eldest son, James, carried on the business.

Following the death of James Squire junior in 1826, the business closed temporarily and the Estate was divided. At that time, the Estate comprised some 1,500 acres in Kissing Point and elsewhere. Most of the local land went to the Farnell Family. (Thomas Farnell married Squire's youngest daughter Mary Ann in 1824. Thomas and Mary Ann's eldest son James Squire Farnell was to become the first Australian-born Premier of New South Wales).

The Kissing Point brewery was re-opened by Thomas Charles Farnell in 1828 and is believed to have closed in 1830. Remains of the brew house were demolished to accommodate a sheet makers shop when Lars Halvorsen Sons Pty Ltd established itself on a portion of James Squire's original holding.

Lars Halvorsen Sons

Lars Halvorsen Sons established their yards at Drummoyne in 1925 and expanded to Careening Cove in 1927, Neutral Bay in 1927, Ryde in 1940 and Bobbin Head in 1946. The normal activities of Lars Halvorsen Sons, were the designing building and servicing of pleasure and commercial craft of wood construction, including motor yachts and Pacific Island trading. During the war however Halvorsen resources were occupied in the construction of service craft.

Lars Halvorsen was born in 1887. He travelled to America to study boat building and returned to Norway to work in 1909. He had a prosperous business with a large work force due to Norway's neutrality. After the war this prosperity ended. In 1922 aged 35 he chose to leave Norway having suffered financial ruin in a sudden disaster. The family settled in Capetown before moving to Sydney via Adelaide in 1922. The family lived in Gladesville.

Halvorsen first rented sheds at Drummoyne but relocated to Careening Cove near the present day Ensemble Theatre and then Neutral Bay in 1927. In 1928 they produced the first trailer boat. During the depression he built a speedboat

Kangaroo and took 'thrill' rides to supplement his income as no market existed for pleasure boats.

Lars Halvorsen died suddenly at the age of 49 in 1936 and the firm continued to be run by his sons Harold, Bijarne, Carl, Trig and Magnus. The three sisters were not involved in the business.

The Lars Halvorsen site opposite the former Gas Company continued to be used by Halvorsens and remains a marine area today. The move to Ryde was prompted by the approval difficulties faced by North Sydney Council. Council attempted to rescind the permission to build a boat shed but were defeated. It was suggested that Halvorsen move further up Port Jackson where there was an area zoned for ship building. They purchased land in Gladesville and relocated in 1940 retaining Neutral Bay only as a service area. They continued to manufacture boats from this site until 1978.

War Activity

The outbreak of World War II changed Ryde's industrial development. Ryde possessed a minor industrial component, in the 1940's. Harold Meggitt Ltd. on the old Bedlam Point Road, now Looking Glass Bay, made linseed oil and protein meal on that site from 1923. Lars Halvorsen Sons Pty Ltd established itself on a portion of James Squire's original holding, when the old wharf and brewery was still in evidence. The remains of the brew house were demolished to accommodate the new Lars Halvorsen sheet-metal shop.

No sooner had Halvorsen's yard commenced operations in 1940 than it was diverted to wartime production, including 112 foot "Fairmiles" for the Pacific Islands campaign and the firm's own design of crash-boats for the R.A.A.F. In four and a half years no less than 240 boats of various types were built at Ryde and a sizeable labour force, numbering more than 350 men, was engaged.

During the war, Halvorsens were primarily occupied in the production of war vessels. 237 craft ranging from 22ft. to 112ft. in length were constructed. The majority of these, including 38ft. and 62ft. service craft were designed by Halvorsen. Although producing service craft, the company was never subsidised by Government assistance. 24-knot, 38-footers, were mainly constructed, originally designed for the R.A.A.F. as a seaplane tender they were subsequently used as command craft and for fast supply by the U.S. Army and for air-sea rescue, torpedo recovery and patrol work by Australian Forces. The 62-footer supplied to the U.S. Army for use as a fast supply and ambulance craft, were used in the Philippine and New Guinea campaigns.

While other companies were formed to cater for this need such as Slazenger and Concrete Construction on the Parramatta River they did not continue to produce boats after the war. Other existing marine yards such as Williams of Drummoyne or W. Holmes of Milsons Point were not actively involved in the production of service boats. Halvorsen and Sons had also produced boats for World War I. The boat production shared a similar priority to the construction of aircraft. No restrictions occurred with regard to the provision of materials or labour. After World War II the firm returned to the production of pleasure craft but continued Navy contracts. The war had resulted in significant changes to production techniques and material. The introduction of fibreglass was significant. The lightness of this material also allowed boats to be produced away from water sites.

Gladesville Yard

On the 5th March 1941 Ryde Council approved BA 551/41 Proposed boat building factory on Lot B, Waterview. The BA proposed a timber frame factory, 212' x 150' and office quarters 48' x 30', six W.C.'s and a septic tank system. The roof was corrugated fibro cement. The Gladesville boatyard replaced the firm's original headquarters at Neutral Bay which was maintained as a service branch. The number of people employed at the yard was generally 40 but expanded to 340

during wartime when contractors with no previous marine experience were trained.

The initial work of building these 38-footers was carried out with the hull upside down. After planking the hull was turned and placed on a mobile cradle on rails which ran right through the building and extended to form slipways into the water. The boat moved along the track from one construction crew to the next as each section of the work was done and on completion rolled down the launching ways still resting on the original cradle. They were completed at the rate of two boats per week. In all, no fewer than 147 of these 38-footers were constructed during a 4 1/2 year period during wartime.

The yard occupied five acres of land on the northern bank. All construction work carried out completely under cover inside the main building, which measured 310ft. long by 150ft. in width. Walls were made of Asbestos Cement sheet over wooden framing, with a corrugated roof of similar material. Mezzanine floors provided space for the machinery shop, paint shop, electricians and riggers section and offices. The engineering section, together with blacksmith's and lumber's shops and stores, occupied a space of 150ft. by 150 feet. The machine shop had six drilling machines, a milling machine, and seven lathes ranging from 4ins. to 12ins. centre capacity. This equipment enabled the company to produce most of the boat fittings it required. Castings were received in the rough and suitable provision was made for these to be machined on the premises. The sheet metal shop had a guillotine and bending machine, both of 6ft. capacity, and other gear necessary for the fabrication of fuel and water tanks. With an adjoining shed which occupied a separated building 100ft. by 30ft. All buildings have level wooden floors complete with the production-line method of construction applied to the Halvorsen 38 defence boats. This production line technique played a big part in maintaining rapid production at a time when boats were required.

Neutral Bay

From October 1943, to September 1945, 500 slippings were carried out at the servicing branch, Neutral Bay. The branch had fueling facilities, five slipways for craft up to 90ft. length and 100 tons weight, a three-ton crane equipment for engineering jobs of all kinds, including complete motor overhauls, and both electric and oxy-acetylene welding plant. U.S. Army craft serviced included 27 Flat Tops and a large number of barges. All were completely reconditioned, cleaned and painted, while in some cases extensive repairs were carried out.

Efficient slipway gear, high-pressure hoses for cleaning decks and the application of spray painting combined to speed up the work to the stage where two 45ft. punts per day could be slipped, cleaned, hosed and painted throughout.

Altogether 267 servicing jobs were carried out for the U.S. Army and 57 for the Australian Forces.

Lars Halvorsen Sons Boat Builders

Their reputation as boat builders spread beyond Australia to islands of the Pacific as well as to America. The construction of boats for the missionary assisted this. Lars Halvorsen also undertook extensive work for Burns Philp.

Lars Halvorsen's Sons were associated with the construction of many famous boats due to their clientele or their racing success. While at Neutral Bay they constructed the pleasure craft of Stuart Doyle head of Union Theatres. The internal fitout of the boat was completed by the employees of the State Theatre.

The company concentrated on the production of motor cruisers in the 30-80 foot range. Some well-known yachts, Sydney-Hobart race winners, Anitra and Freyer, Solveig and Gretel, were made by Halvorsen. Anitra, Freyer and Solveig were winners of the Sydney to Hobart races and Halvorsen's three time victory in this race has not been matched. Gretel was Australia's first challenger for the coveted America's Cup in 1962. They constructed the Gretel in high security situation the boat being clad in hessian to conceal the hull. Carl Halvorsen's last task was to construct the mast of the

Katherine Gillette on display at the Sydney Maritime Museum. Their association with pleasure craft brought them in contact with many celebrities, Errol Flynn, Ted Turner, Lex Albert, Bob Hope and Jack Lang were among their clients. The King of Norway visited the Ryde site in the 1970's.

Navy Occupation

The Navy purchased the site in 1978 amidst protest from the Council and residents. During this time additional structures such as toilets and mess halls were constructed. Four of the six slipways were removed and the concrete apron constructed. The site was sold in 1991 to Australian Defence Industries in then in 1998 to Lilac Pty Ltd, which currently owns the site.

2.2. RELEVANT HISTORICAL THEMES

NATIONAL	STATE	LOCAL
Building, settlements, towns and cities	Towns, suburbs and villages: Activities associated with creating, planning and managing urban functions, landscapes and lifestyles in towns, suburbs and villages.	
Building, settlements, towns and cities	Land tenure: Activities and processes for identifying forms of ownership and occupancy of land	

2.3. GENERAL

The site has been subject to clearance and intensive ground disturbance from the early nineteenth century with early agricultural use and occupation of the brewery (Refer Fig 2.1) and through the twentieth century with Halvorsen's occupation. The site currently supports marine related uses.

2.4. EVIDENCE OF ABORIGINAL OCCUPATION

The local Aboriginal community is represented by the Metropolitan Local Aboriginal Land Council (MLALC). Aboriginal Sites Officer, Allen Madden is recognised as a traditional ancestral land owner for the Dharug area and has inspected the site and prepared a report assessing the Aboriginal heritage significance of the site. No Aboriginal engravings or relics were found. This report is included at Appendix 4. The National Parks and Wildlife Service Inventory Sheet have not identified any Aboriginal sites within the Boat Yard but two sites are identified in the locality. (Refer Appendix 5).

The site of the former Halvorsen's Boatyard is not currently identified as an Aboriginal site on Ryde City Council's Heritage Register. (13 sites are identified, the closest being Item 251 Kissing Point Park, and Item 252, Settlers Park). Council also holds a map which identified sixty Aboriginal sites of significance, including sites in Kissing Point, Kissing Point Park and Settlers Park, but the subject site is not identified.

2.5. EVIDENCE OF EARLY EUROPEAN OCCUPATION SQUIRES BREWERY

Remains of the brew house are recorded as being demolished to accommodate a sheet makers shop during the period of occupation of the site by Halvorsen. There is no visible evidence on site of occupation by James Squire's Brewery, although a monument erected in 1988 on Waterview Street commemorates this association. The map prepared by Dr Peter B Mitchell, December 2013 (Fig 2.2) indicates that the brew house was located on the site.

2.6. EVIDENCE OF EUROPEAN OCCUPATION HALVORSENS

Building 1, the main Halvorsens shed is the main visible evidence of occupation of the site by Halvorsen. Retention of marine related activities will enable this use to be interpreted. The timber wharf, constructed between 1930 and 1945 is associated with this period of occupation. Retention of the timber wharf, which is dilapidated, is not possible.

3. PHYSICAL ANALYSIS

3.1. DESCRIPTION OF THE SITE & SETTING

The site fronts Waterview Street Putney and is located on the north bank of the Parramatta River. It is approximately to the east of the Rhodes Bridge. The subject land consists of eleven lots held as freehold title, one lease from Roads and Maritime Services (RMS) and a Road Permit of Land and Water Conservation to use an unmade road (Princess Street). The title is: Lot 1 DP 430647, lot 2 DP 704878, Lot 1 DP 70489, Lot 440-447 DP 15224, with a freehold land area approximately 1561 ha and a lease from the RMS of 2,231sqm.

The site was inspected on 1 July 2014 by Jennifer Hill and Elizabeth Gibson. (Fig 1.1)

It currently has a boat building and repair shed with attached workshops. It has an attached dilapidated caretaker's unit on the north west side of the building. There is a mess hall with associated facilities such as toilets and change rooms also on the south east part of the site. To the rear of the mess hall is an on-grade asphalt car park with another similar carpark further north. On approximately the middle of the site is a freestanding fibro dwelling with a detached garage. On the south of the main boat shed is a large concrete hard stand area with two slipways to the east of the hard stand area.

There is extensive vegetation on the north-eastern side which bounds Waterview Street. On the foreshore there are mangroves surrounded by extensive mature vegetation.

The site currently houses marine related uses with an associated carpark at the western end of Waterview Street frontage. The site boundaries extend over the water and the land includes two jetties.

The site is extensively disturbed due to the construction of the large industrial building, and no physical evidence of any pre European or early European occupation is evident. There is potential that archaeological deposits relating to these periods of occupation may occur as noted in Australian Museum Consulting Report of Former Halvorsen's Boatyard 20 Waterview Street Putney Archaeological Assessment and research design Appendix 2.

3.2. DESCRIPTION OF BUILDING 1

Building 1 is the focus of the Halvorsen occupation of the site

The existing 1939 building can be defined as 2 key areas which reflect the historical development of the site.

Generally, the building was built as a basic industrial building and features simple timber columns (mast blanks). The original building has a structural logic, which exhibits a repetitive character. The structure and elevated timber working platforms remain insitu. The original AC sheet walling has been removed. The additions to the main buildings, which are concurrent with it and later, exhibit little of the structural logic of the original. The level of integrity of building 1 primarily relates to its structure. The wall cladding, fenestration treatment, door treatment and roof sheeting have all been replaced over time although the form of the building is retained. The significant fabric of the building relates to the original structural timber and the original structural timber fenestration treatment, which should be retained.

3.3. DESCRIPTION OF POST 1930'S TIMBER WHARF

There is a timber wharf constructed between 1930 and 1945, which is dilapidated and access to it was not possible.

4. ASSESSMENT OF CULTURAL SIGNIFICANCE

4.1. GENERAL

A statement of cultural significance is a declaration of the value and importance given to a place or item, by the community. It acknowledges the concept of a place or item having an intrinsic value that is separate from its economic value.

There are a number of recognised and pre-tested guidelines for assessing the cultural significance of a place or item established by organisations including among others, the ICOMOS (International Committee on Monuments and Sites, Australia), The National Trust of Australia, The Australian Heritage Council (Australian Government) and in New South Wales by the NSW Heritage Council (The Heritage Branch of the Office of Environment and Heritage).

The Heritage Council's criteria 'NSW Heritage Assessment Criteria' are based on the Australian Heritage Commission criteria and encompass the five values in the Australia ICOMOS Burra Charter; Historical Significance, Historical Association Significance, Aesthetic Significance, Scientific Significance, Social Significance and 'two' grading level Rarity and Representativeness. These criteria were gazetted following amendments to the Heritage Act, which came into force in April 1999 and further amended in 2004.

This report uses the NSW Heritage Assessment Criteria to assess the significance of the study area.

4.2. CRITERION A – HISTORICAL SIGNIFICANCE

The site has historical significance for its association with James Squire, pioneer of Australia's brewing industry and important early settler of Ryde. Squire and his brewery also have associations by marriage to other important pioneer families notably, the Devlins and the Farnells.

The site has considerable historical significance as the site of Australia's first hops brewery. Squires brewery operated at Kissing Point from around 1797 through to 1830.

The site and the production facilities best embodied by the production shed has considerable significance as the site of wartime production and the location for Greta and other significant racing boats.

The timber wharf has moderate significance and has a low level of integrity.

The concrete apron modification to the wharf and various structure, including mess hall and toilet blocks have low significance as evidence of the naval occupation from 1978.

4.3. CRITERION B – SOCIAL SIGNIFICANCE

The research has not revealed particular significance of the site to the local Aboriginal community.

4.4. CRITERION C – AESTHETIC VALUES

This research has not revealed any further significance under this criteria.

4.5. CRITERION E – TECHNICAL/RESEARCH VALUE

The site has potential to yield archaeological information about the:

- Brewing practices in the Colony of New South Wales from the early nineteenth century, through to 1830.
- Pre-European occupation by Wallumedegal Clan.

Information relating to pre European occupation is available from less disturbed sites in near vicinity.

The slipway is one of a remaining group of slipways within the Sydney Harbour which exhibit a curved arc.

4.6. CRITERION F - RARITY

The site represents a rare aspect of the early European settlement of Ryde and the history of brewing in Australia.
The site continued usage as a centre of marine activity is rare within the Parramatta River Basin.

4.7. CRITERION G - REPRESENTATIVE

The slipway is one of a remaining group of slipways within the Sydney Harbour which exhibit a curved arc.

4.8. INTACTNESS

The site is extensively disturbed.

4.9. GRADING OF SIGNIFICANCE

	GRADING	JUSTIFICATION	STATUS
A	EXCEPTIONAL	Rare or outstanding element directly contributing to an item's local and State significance.	Fulfil criteria for local or State listing
B	HIGH	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfil criteria for local or State listing.
C	MODERATE	Elements of typical representative quality. Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfil criteria for local or State listing.
D	LITTLE	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
E	INTRUSIVE	Damaging to the item's heritage significance.	Does not fulfil criteria for local or State listing.

Schedule of significant fabric

The schedule of existing fabric notes the relevant area and its level of significance.

ELEMENT	GRADING
The Site	C
The 1939 Building 1	B
The Exterior	C
North Façade	C
South Façade	C
East Façade	C
West Façade	C
Structure	B
The Interior	C
The roof structure	C
The wall structure	C
The wall cladding	D
The wall opening	C
The timber fenestration treatment	B/C
Flooring - concrete slab	D
Flooring – timber	C
The Additions	C
Building 2 F C Building	D
Building 3 F C Building	D
Building 4 F C Building	D
Building 5 Concrete Building	D
Building 6 Log Building	D
Building 7 F C Building	D
Building 8 F C Garage	D
Building 9 F C Building	D
Building 10 Shed	D
Building 11 Shed	D
Building 12 Shadecloth Garage	D
Building 13 Concrete Block Building	D
Building 14 Concrete Block Building	D
Building 15 F C Building Winch Housing	D
Concrete Apron	D
The 1930-45 remnant Jetty	C
The Squires Wharf	B
The slipways within Building 1	C
The slipways beyond Building 1	C

4.10. DISCUSSION OF THE GRADING OF SIGNIFICANCE

The significance of the original structural timber and the original structural timber of fenestration treatment of Building 1 warrant retention.

The significance of the remaining buildings on the site does not warrant retention.

The significance of the remnant jetty on the site does not warrant retention and its condition is deteriorated to a point that it is not feasible to retain it.

Retention of the slipways, beyond the building 1 footprint, that are still in use warrant retention.

4.11. SUMMARY STATEMENT OF SIGNIFICANCE

The site has low significance for its potential to reveal information relating to occupation of the area by the Wallumedgeal Clan.

The site is significant for its associations with James Squire, an important early settler of the Ryde district and pioneer of Australia's brewing industry. The site also has some significance in its association with the Devlin and Farnell families, who were important early settlers.

The site has considerable significance as the site of the first hops brewery in Australia, which operated from 1797 to 1880.

The site has potential to yield archaeological information about the early brewing practices in the Colony of New South Wales.

The site is significant as the site of Lars Halvorsen Sons. The production shed Building 1 has high significance. The post 1930's Timber Wharf has moderate significance but has a low level of integrity. Lars Halvorsen Sons was an important forerunner in the development of industry in the Ryde Area. Lars Halvorsen Sons was important in the development of marine industry on the Parramatta River and generally. Their period of boat production continues from 1925 and 1940 on the site. The hire service continued at Bobbin Head. They were responsible for the construction of the mast of the Katherine Gillette now housed in the Maritime Museum. Lars Halvorsen Sons were the only marine producers who operated before and after the war to provide production of service boats for war effort in both World Wars. Their production rated a high priority status during wartime. Halvorsen and Sons were prominent in Sydney society. Their involvement with the Norwegian community was recognised by a special visit by the King of Norway and a knighthood to Carl Halvorsen. The original timber structure and elevated timberwork platforms have significance as evidence of earlier boat construction techniques.

5. CONSTRAINTS & OPPORTUNITIES

5.1. GENERAL

A general policy for the preservation of a building and site is based on recognition of its significance and the relevant constraints, the chief constraint being the Statement of Significance. These constraints may extend to development on site in the vicinity.

5.2. CONSTRAINTS & OPPORTUNITIES ARISING FROM THE CULTURAL SIGNIFICANCE OF THE PLACE

- 5.2.1. Any archaeological evidence of occupation of site by James Squire's brewery should be recorded and assessed.
- 5.2.2. Any archaeological evidence of pre-European occupation of the site should be recorded and assessed.
- 5.2.3. The association of the place with James Squire, his brewery and the early development of Ryde should be interpreted.
- 5.2.4. Given that Lars Halvorsen Sons ceased operation on the site in 1978, it is important that interpretation of their occupation on the site occur. The best interpretation of this occupation is through a continuation of marine related uses.

5.3. CONSTRAINTS & OPPORTUNITIES ARISING FROM THE CULTURAL SIGNIFICANCE OF ITEMS IN THE VICINITY

5.3.1. NATIONAL PARKS AND WILDLIFE SERVICE

The building and site is not included in the Aboriginal Sites Register. Two Aboriginal sites are recorded in the area. These sites are not in the close vicinity of the boat yard. All Aboriginal sites are protected under the National parks and Wildlife Act 1974, regardless of their inclusion on the Sites Register.

5.3.2. RYDE CITY COUNCIL

The building and site is not included in the Council's heritage Inventory or database of Aboriginal sites.

5.4. CONSTRAINTS & OPPORTUNITIES ARISING FROM HERITAGE PLANNING REQUIREMENTS

5.4.1. Australian Heritage Council

The building and site is not included on the National Heritage List, The Commonwealth Heritage List nor on the list of items nominated for evaluation. The building and site is not covered by statutory protection provided pursuant to the EPBC Act

5.4.2. Heritage Council of NSW / NSW Heritage Act

The building and site is not covered by statutory protection provided pursuant to the NSW Heritage Act 1977. No constraints apply as at 05.08.2014.

5.4.3. National Trust (NSW)

The building and site is not classified by the National Trust (NSW). Listings in this register impose no legal restrictions. No constraints apply.

5.4.4. AIA Register of Significant Buildings

The building is not listed as a heritage item by the AIA. Listings in this register impose no legal restrictions. No constraints apply.

5.4.5. Australian Institute of Engineers

The building is not listed as a heritage item by the RAIE. Listings in this register impose no legal restrictions. No constraints apply.

5.4.6. Art Deco Register of NSW

The building is not listed as a heritage item by the Art Deco Society of NSW. Listings in this register impose no legal restrictions. No constraints apply.

5.4.7. Section 170 Register

The site and building is not listed as a heritage item on any 170 Register of any Government Body. Listings in this register impose no legal restrictions. No constraints apply.

5.4.8. Ryde Council

The site and building is not listed as a heritage item in Ryde LEP Schedule 5.

5.4.9. SYDNEY HARBOUR CATCHMENT REGIONAL ENVIRONMENTAL PLAN 2005

The Sydney Harbour Catchment Regional Environmental Plan 2005 lists the site as a heritage item of state significance under Schedule 4.

The Sydney Harbour Catchment Regional Environmental Plan 2005 is now deemed a State Environmental Planning Policy (SEPP).

6. STATEMENT OF CONSERVATION POLICY

A Statement of Conservation Policy is a document that provides guidelines to assess many different proposals. Policies for the preservation of a Conservation Area or Heritage Item are based on recognition of its significance and the relevant constraints. Conservation can be regarded as the management of change and can be applicable whether or not the building has reached the threshold for listing as a heritage item or as a contributing component of a streetscape or Conservation Area.

The future conservation and development of the place should be carried out in accordance with the principles of the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter) as revised in 1999.

The Statement of Cultural Significance together with any more detailed assessments of individual items in the policy section should be accepted as one of the bases for future planning and work on the place.

The policies recommended in this document should be endorsed by all parties as a guide to future conservation and development of the place.

All work in the building shall be undertaken on the basis of known evidence.

All work affecting significant fabric should be designed and constructed under the constant supervision of a qualified conservation practitioner approved by the Heritage Council of New South Wales. Assessment of cultural significance, and consequent decisions on conservation, should be modified if necessary in the light of further information obtained during conservation work.

This document should be reviewed regularly as the need arises or when new information comes to light.

These policies are additional to those outlined in the Heritage Assessment dated May 2000.

6.1. REVIEW OF THE CONSERVATION MANAGEMENT POLICIES

6.1.1. Policy - Conservation Management

The Statement of Conservation Management Policy Section 5 should be adopted to guide all work to the building and continually reviewed.

6.2. CONSERVATION OF BUILDING FABRIC

6.2.1. Policy - Fabric Conservation

No significant item identified in this plan should be despoiled and/or removed from the building prior to understanding the significance of the item and its contribution to the significance of the place.

6.3. INTERVENTION

Background

Article 3 of The Burra Charter indicates that conservation is based on a respect for the existing fabric of a place and should therefore involve the least possible physical intervention in order not to distort the evidence provided by the fabric.

Adaptations of existing fabric for practical reasons such as installation of new services and equipment, and the need to meet fire safety and other statutory requirements may be required in terms of securing a viable use for the building components as a whole, and satisfying the changing needs of the general public.

Guidelines

- Intervention into any building fabric should respect the integrity of the extant material, be carefully controlled, and be limited to that required by the proposed works.
- Limited intervention for exploratory or research purposes should generally be restricted to approved programs of re-use, or upgrading of service areas and facilities.
- Intervention should not be detrimental to the original fabric.
- Existing service areas may be upgraded. Any upgrading is subject to the proper approval process.
- New internal floor coverings are permissible, but should have minimal impact on the floor structure.

6.3.1. Policy - Restrict Intervention

It is desirable that intervention into building fabric for non-conservation purposes should generally be restricted to approved programs of re-use or upgrading of service areas and facilities.

6.3.2. Policy - Minimise Impact of Intervention

It is desirable that where intervention in significant fabric is unavoidable, the loss of cultural significance should be minimised. Such intervention should occur in areas of lower rather than higher significance.

6.4. INTERPRETATION

6.4.1. Policy – Appropriate Interpretation

The heritage significance of the building should be interpreted on site by appropriate methods making reference to existing / extant evidence that can be utilised in interpretation as the starting point in preference to relying on introducing new material).

This would include the retained structure and identified elements of building 1 which was the primary focus of the Halvorsens occupation.

6.4.2. Policy – Interpretation of Original Use

The association of the site with James Squire, his brewery and the early development of Ryde should be interpreted. The site's significance as the Lars Halvorsen Sons Boatsheds should also be interpreted.

6.4.3. Policy – Retention of Original Building Name

Consideration should be given for the continued use of the Lars Halvorsen name given its 70 year presence in area and the period of occupation of the building. The building was purposely built for its use and the building facades continued to display the original signage. The building continued to be used for marine activities. Naming of other elements associated with the site could occur. (See Appendix 8 for potential naming options).

6.4.4. Policy

A plaque, consistent with others in the area, could be fixed to the external facade adjacent to the original entrance of the building noting the building's construction date and original use.

6.5. FUTURE USE

6.5.1. Policy - Future Use

The future use of the building should be compatible with its conservation and ideally part of the site should remain as marine related activities.

The policies set out in this document should be applied irrespective of the uses that occupy the building.

6.5.2. Policy - Incremental Changes of Use

Proposed changes of use to any part of the building should only be considered in the context of a coordinated plan for the whole building.

Background

The original use of the building has not been changed. It is preferable that the building encompasses some marine activities such as marine and dry boat storage. New uses should be selected which are most compatible with the retention and recovery of the character and significance of the building. The approach should be sufficiently flexible to ensure that the building and setting retain the identified cultural significance of the place.

Suitable uses would include commercial uses, marine activities such as marine and dry boat storage and residential use so long as these don't restrict the ability to maintain marine activities.

6.6. ARCHAEOLOGY MONITORING

6.6.1. Archaeology Permit

In accordance with the Heritage Act 1977, any excavation where relics may be disturbed requires an excavation permit.

6.6.2. Policy - Archaeology

All work involving excavation of a site that has archaeological potential should be carried out under archaeological supervision by a qualified archaeologist.

6.6.3. Policy – Archaeology

Based on the significance of the site, any ground disturbance on the property should be subject to archaeological monitoring.

6.6.4. Policy – Archaeology During Construction

The site should be monitored by an archaeologist during periods of demolition and earth works for potential archaeological remains pertaining to pre-European and early European occupation of the site. (Refer Appendix 9 City of Ryde Council Files, Archaeological potential of 20 Waterview Street, Ryde, Notes prepared by Dr P.B. Mitchell, Dec 2013) The proposed development should not detrimentally impact upon Aboriginal sites. If any Aboriginal sites or relics are unearthed during any stage of development, work should cease and the Metropolitan Local Aboriginal Land Council and NSW National Parks and Wildlife Service should be notified.

Prior to the commencement of ground disturbance, a permit to monitor the site is required. A detailed Archaeological assessment and cross-referencing of historic maps is required. Test pits are required to be undertaken prior to the existing concrete slab being removed. Removal of the existing concrete in specific areas identified in the Archaeological Assessment need to be undertaken by saw cutting and removal of the slab to ensure no disturbance of the ground area. A period of two months is required to allow an assessment of the uncovered area in identified specific areas.

6.7. APPROPRIATE SKILLS AND EXPERIENCE

6.7.1. Policy – Skills and Experience

Relevant and experienced professional conservation advice should be provided for all conservation, maintenance, adaptation and repair work proposals and programs on the building. Detailed design should be carried out in consultation with a heritage consultant to ensure the new buildings additions are sympathetic to the main building.

7. STATEMENT OF HERITAGE IMPACT – HALVORSEN SITE

Figure 6.01. Original Building, Original Timber Structure Mast Posts,
Looking Northeast

IMG_2029 Architectural Projects



Figure 6.02. Original Building, Original Timber Glazing Framing, Looking
West

IMG_2030 Architectural Projects



7.1. THE PROPOSAL

The Proposal includes mixed use comprising:

- Marina with 50 floating berths
- Adaptive (mixed) reuse of large industrial shed for:
 - Retail: ground floor (1,860m²) including Food and drink premises
 - Business premises, Shops, and Kiosk
 - Residential apartments
 - Boat storage (dry storage: vertical stacking 100 boats)
- 19 x 2 storey townhouses
- 3 storey Residential flat building containing 27 units
- At grade Car parking comprising 30 spaces for non residential, and 114 basement: spaces for residential
- Vehicular access via dual access points (separating residential and non residential uses)

Detailed design of the proposed buildings are yet to be undertaken. This will occur at the Development Application stage should the site be rezoned.

The area in front of the wharf is to be dredged. The concrete apron is to be extended and the slipways partially retained in a non-operational status, below the concrete apron. The tracks are to be removed from the interior of the shed which does not impact on the retention of the site for marine activities. Various structures associated with the period of Navy occupation are to be removed.

The production shed remains and continues as a place of marine activity. The retention of the operation of the slipways in part. Plaques and photographs and memorabilia which indicate the period of occupation by Halvorsen will be located on the site. Components of the new proposal will be named to interpret the various phases of European occupation of the site as recommended in Appendix 8.

7.2. SIGNIFICANCE (STATEMENT OF SIGNIFICANCE)

The site has low significance for its potential to reveal information relating to occupation of the area by the Wallumedgeal Clan.

The site is significant for its associations with James Squire, an important early settler of the Ryde district and pioneer of Australia's brewing industry. The site also has some significance in its association with the Devlin and Farnell families, who were important early settlers.

The site has considerable significance as the site of the first hops brewery in Australia, which operated from 1797 to 1880.

The site has potential to yield archaeological information about the early brewing practices in the Colony of New South Wales.

The site is significant as the site of Lars Halvorsen Sons. The production shed Building 1 has high significance. The post 1930's Timber Wharf has moderate significance but has a low level of integrity. Lars Halvorsen Sons was an important forerunner in the development of industry in the Ryde Area. Lars Halvorsen Sons was important in the development of marine industry on the Parramatta River and generally. Their period of boat production continues from 1925 and 1940 on the site. The hire service continued at Bobbin Head. They were responsible for the construction of the mast of the

Katherine Gillette now housed in the Maritime Museum. Lars Halvorsen Sons were the only marine producers who operated before and after the war to provide production of service boats for war effort in both World Wars. Their production rated a high priority status during wartime. Halvorsen and Sons were prominent in Sydney society. Their involvement with the Norwegian community was recognised by a special visit by the King of Norway and a knighthood to Carl Halvorsen. The original timber structure and elevated timberwork platforms have significance as evidence of earlier boat construction techniques.

7.3. ASSESSMENT OF HERITAGE IMPACT

Pre European Phase of Occupation

The proposed development will not impact upon areas of bushland or undisturbed ground as the site has been extensively cleared and disturbed. Buffer zones will provide protection for the foreshore and mangrove community during the construction period.

The proposed development will not impact on areas of importance to the local Aboriginal community, nor on Aboriginal sites identified by the NPWS and Ryde Council, which are well removed from the subject site.

European Phase of Occupation Squires Brewery

A monument funded by Ryde City Council and located on Waterview Street commemorates the occupation of the site by James Squire and the Brewery.

Archaeological Potential

Monitoring of the site during demolition and earthworks period will provide protection for potential archaeological remains. With the above measures set in place during construction period, there should be no impact upon Aboriginal or early European heritage significance of the site and surrounds. The carparking extends within an area identified as having archaeology potential. Clause 5.6 Archaeology Monitoring of the Statement of Conservation Policy identifies appropriate strategies in the event that significant finds are identified.

European Phase of Occupation Halvorsens

The proposal which retains the site for marine activities combined with residential will continue to allow the significance of the site to be interpreted. The adaptive reuse of the Production Shed Building 1 will retain the most important structure associated with the Halvorsen's period of occupation. The timber wharf, dating from 1930 to 1943, which remains in a fragile and remnant condition, is to be demolished in accordance with the requirements from RMS guidelines.

7.4. ALTERNATE ASSESSMENT OF HERITAGE IMPACT USING THE HERITAGE OFFICE GUIDELINES

7.4.1. How is the impact of the new development on the heritage significance of the item or area to be minimised?

The impact of the new development on the heritage significance of the site is minimised by the adaptive reuse of the main building on the site, Building 1 including the retention of marine related uses, and by the proposed scale of new buildings on the site which will be subservient to the main structure.

7.4.2. Can the additional area be located within an existing structure? If not, why not?

The new development area is partially located within an existing structure however additional area is required beyond this retained building. The additional area in part reflects the demolition of various non significant buildings on the site which will be subservient to the main structure.

7.4.3. Will the additions visually dominate the heritage item?

The additions do not dominate the main building on the site and are located fronting Waterview Street and separated by a landscape buffer from Building 1. A second building is set perpendicular to the main building but is subservient to the scale of the main building.

7.4.4. Is the development sited on any known, or potentially significant archaeological deposits? If so, have alternative sites been considered? Why were they rejected?

The development is sited on known, or potentially significant archaeological deposits which is addressed in an archaeological management strategy. (Appendix 2) Australian Museum Consulting (AMC).

7.4.5. Are the additions sympathetic to the heritage item?

The additions are subservient in scale to the existing building. The additions can be designed to be sympathetic to the heritage item at the DA stage and should be designed in consultation with a heritage consultant.

7.4.6. Why is the new development required to be adjacent to a heritage item?

The new development is separated from the Building 1

7.4.7. How does the curtilage allowed around the heritage item contribute to the retention of its heritage significance?

The separation of new development from Building 1 will enable it to be understood as the original Halvorsens Boat shed.

7.4.8. How does the new development affect views to, and from, the heritage item? What has been done to minimise negative effects?

The location of development ensures that the views of Building 1, from the water and shoreline opposite, (which is the primary view) are retained.

7.4.9. Will the public and users still be able to view and appreciate its significance?

The retention of Building 1, the retention of marine related activities will enable public and users to view and appreciate the site's heritage significance, subject to detailed design and interpretation strategies.

8. STATEMENT OF HERITAGE IMPACT – 1930'S WHARF

View southeast of two remnant Halvorsen's slipways and partially collapsed wharf

AM Consulting



8.1. THE PROPOSAL

The Proposal includes demolition of the post 1930's wharf due to its deteriorated condition

8.2. SUMMARY HISTORY OF THE STUDY AREA AND BUILDING

Lars Halvorsen Sons

Lars Halvorsen Sons established their yards at Drummoyne in 1925 and expanded to Careening Cove in 1927, Neutral Bay in 1927, Ryde in 1940 and Bobbin Head in 1946. The normal activities of Lars Halvorsen Sons, were the designing building and servicing of pleasure and commercial craft of wood construction, including motor yachts and Pacific Island trading. During the war however Halvorsen resources were occupied in the construction of service craft.

The Lars Halvorsen site opposite the former Gas Company continued to be used by Halvorsens and remains a marine area today. The move to Ryde was prompted by the approval difficulties faced by North Sydney Council. Council attempted to rescind the permission to build a boat shed but were defeated. It was suggested that Halvorsen move further up Port Jackson where there was an area zoned for ship building. They purchased land in Gladesville and relocated in 1940 retaining Neutral Bay only as a service area. They continued to manufacture boats from this site until 1978.

War Activity

The outbreak of World War II changed Ryde's industrial development. Ryde possessed a minor industrial component, in the 1940's. Harold Meggitt Ltd. on the old Bedlam Point Road, now Looking Glass Bay, make linseed oil and protein meal on that site from 1923. Lars Halvorsen Sons Pty Ltd established itself on a portion of James Squire's original holding, when the old wharf and brewery was still in evidence. The remains of the brew house were demolished to accommodate

the new Lars Halvorsen sheet-metal shop.

No sooner had Halvorsen's yard commenced operations in 1940 than it was diverted to wartime production, including 112 foot "Fairmiles" for the Pacific Islands campaign and the firm's own design of crash-boats for the R.A.A.F. In four and a half years no less than 240 boats of various types were built at Ryde and a sizeable labour force, numbering more than 350 men, was engaged.

While other companies were formed to cater for this need such as Slazenger and Concrete Construction on the Parramatta River they did not continue to produce boats after the war. Halvorsen and Sons had also produced boats for World War I. The boat production shared a similar priority to the construction of aircraft. No restrictions occurred with regard the provision of materials or labour. After World War II the firm returned to the production of pleasure craft but continued Navy contracts. The war had resulted in significant changes to production techniques and material. The introduction of fibreglass was significant. The lightness of this material also allowed boats to be produced away from water sites.

Gladesville Yard

On the 5th March 1941 Ryde Council approved BA 551/41 Proposed boat building factory on Lot B, Waterview. The BA proposed a timber frame factory, 212' x 150' and office quarters 48' x 30', six W.C.'s and a septic tank system.

Lars Halvorsen Sons Boat Builders

Their reputation as boat builders spread beyond Australia to islands of the Pacific as well as to America. The construction of boats for the missionary assisted this. Lars Halvorsen also undertook extensive work for Burns Philp.

Lars Halvorsen's Sons were associated with the construction of many famous boats due to their clientele or their racing success.

The company concentrated on the production of motor cruisers in the 30-80 foot range. Some well-known yachts, Sydney-Hobart race winners, Anitra and Freyer, Solveig and Gretel, were made by Halvorsen. Gretel was Australia's first challenger for the coveted America's Cup in 1962.

Navy Occupation

The Navy purchased the site in 1978 amidst protest from the Council and residents. During this time additional structures such as toilets and mess halls were constructed. Four of the six slipways were removed and the concrete apron constructed. The site was sold in 1991 to Australian Defence Industries and then in 1998 to Lilac Pty Ltd, which currently owns the site.

8.3. EVIDENCE OF EUROPEAN OCCUPATION HALVORSENS

Building 1, the main Halvorsen's shed is the main visible evidence of occupation of the site by Halvorsen. Retention of marine related activities will enable this use to be interpreted. Retention of a timber wharf associated with this period of occupation constructed between 1930 and 1945 is difficult given its highly dilapidated state.

8.4. DESCRIPTION OF THE SITE AND SETTING

The site fronts Waterview Street Putney and is located on the north bank of the Parramatta River. It is approximately to the east of the Rhodes Bridge.

8.5. DESCRIPTION OF POST 1930'S TIMBER WHARF

There is a timber wharf constructed between 1930 and 1945 which is dilapidated and access to it was not possible.

8.6. SUMMARY STATEMENT OF SIGNIFICANCE

The site is significant as the site of Lars Halvorsen Sons. The production shed Building 1 has high significance. The post 1930's Timber Wharf has moderate significance but has a low level of integrity. Lars Halvorsen Sons was an important forerunner in the development of industry in the Ryde Area. Lars Halvorsen Sons was important in the development of marine industry on the Parramatta River and generally. Their period of boat production continues from 1925 and 1940 on the site. The hire service continued at Bobbin Head. They were responsible for the construction of the mast of the Katherine Gillette now housed in the Maritime Museum. Lars Halvorsen Sons were the only marine producers who operated before and after the war to provide production of service boats for war effort in both World Wars. Their production rated a high priority status during wartime. Halvorsen and Sons were prominent in Sydney society. Their involvement with the Norwegian community was recognised by a special visit by the King of Norway and a knighthood to Carl Halvorsen. The original timber structure and elevated timberwork platforms have significance as evidence of earlier boat construction techniques.

8.7. ASSESSMENT OF HERITAGE IMPACT

European Phase of Occupation Halvorsens

The proposal which retains the site for marine activities combined with residential will continue to allow the significance of the site to be interpreted. The adaptive reuse of the Production Shed Building 1 will retain the most important structure associated with the Halvorsen's period of occupation. The timber wharf, dating from 1930 to 1943, which remains in a fragile and remnant condition, is to be demolished in accordance with the requirements from RMS.

The fragile and remnant condition limit the ability to be retained. The building should be archivally recorded.

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10. LIST OF ILLUSTRATIONS

Fig 1.1	Site and Building Location Plan
Fig 2.1	Kissing Point, New South Wales The Property of the Late Mr James Squire, J. Lycett Published 1825
Fig 2.2	Map prepared by Dr Peter b. Mitchell, Dec 2013
Fig 3.1	The main building of the Halvorsen boating yard at Ryde, Sydney, New South Wales. The boat on the slip is a 62-footer for the Australian Army.
Fig 3.2	A Halvorsen 38
Fig 3.3	A 112ft Fairmile
Fig 3.4	62 footer Halvorsen
Fig 3.5	Halvorsen 38-footer R.A.A.F.
Fig 3.6	Halvorsen "62's" under construction
Fig 3.7	New Halvorsen's standard 25-foot cruiser
Fig 3.8	Head office and yard at Ryde, Sydney, where all Halvorsen boats were built
Fig 3.9	Halvorsen "47"
Fig 3.10	Halvorsen "47"
Fig 3.11	Halvorsen "50"
Fig 3.12	Halvorsen "60"
Fig 3.13	Carl Halvorsen sailing at Bobbin Head
Fig 3.14	Exterior view of Halvorsen's on the Parramatta River at Ryde 1945. E B Studios Photographers, M C I Levy's "Wallumetta: a history of Ryde and its district 1792 to 1945"
Fig 3.15	Halvorsen's workforce at Ryde 1970's. E B Studios Photographers
Fig 3.16	View of Halvorsen's boat-building works on the Parramatta River at Ryde 1980. E B Studios Photographers
Fig 4.1	View of wharf adjacent to Halvorsen Boat Shed from water looking northeast
Fig 4.2	View of Halvorsen Boat Shed and adjacent wharf looking northeast
Fig 4.3	Southern Elevation Halvorsen Boat Shed from water looking northeast
Fig 4.4	Detail of Southern Elevation Halvorsen Boat Shed from water looking northeast
Fig 4.5	Entry Gate to Halvorsen Boat Shed from Waterview Street looking South
Fig 4.6	Fibrocement residence North Elevation looking South
Fig 4.7	View of Halvorsen Boat Shed from entry North Elevation looking south
Fig 4.8	View of Halvorsen Boat Shed North Elevation looking north west
Fig 4.9	Corner of Halvorsen Boat Shed North East Elevation looking west
Fig 4.10	Metal Structure East Elevation looking west
Fig 4.11	Toilet and Change room Halvorsen Boat Shed East Elevation looking south west
Fig 4.12	Toilet and Change room detail
Fig 4.13	Toilet and Change room (Opposite Halvorsen Boat Shed) looking south
Fig 4.14	West Elevation of Halvorsen Boat Shed opposite shed looking north east
Fig 4.15	South Elevation of Halvorsen Boat Shed sliding doors looking north
Fig 4.16	Interior of Halvorsen Boat Shed looking north east
Fig 4.17	Interior of Halvorsen Boat Shed looking north

FIGURE	DESCRIPTION	IMAGE	SOURCE
Figure 6.01.	Original Building, South Façade, Southwest Corner	IMG_1991	Architectural Projects
Figure 6.02.	Original Building, South Façade	IMG_1992	Architectural Projects
Figure 6.03.	Original Building, South Façade	IMG_1993	Architectural Projects
Figure 6.04.	Original Building, South Façade	IMG_1994	Architectural Projects
Figure 6.05.	Original Building, South Façade, View to Interior	IMG_1995	Architectural Projects
Figure 6.06.	Original Building, South Façade	IMG_1996	Architectural Projects
Figure 6.07.	Original Building, South Facade, Later Addition	IMG_1997	Architectural Projects
Figure 6.08.	Original Building, East Façade	IMG_1998	Architectural Projects
Figure 6.09.	Original Building, East Façade	IMG_1999	Architectural Projects
Figure 6.10.	Original Building, East Façade	IMG_2001	Architectural Projects
Figure 6.11.	Original Building, East Façade	IMG_2002	Architectural Projects
Figure 6.12.	Original Building, View to Interior, Looking North	IMG_2003	Architectural Projects
Figure 6.13.	Original Building, View to Interior, Looking North	IMG_2004	Architectural Projects
Figure 6.14.	North Facade, Later Addition	IMG_2005	Architectural Projects
Figure 6.15.	View of out Buildings, Looking West	IMG_2006	Architectural Projects
Figure 6.16.	Later Addition, North Facade	IMG_2007	Architectural Projects
Figure 6.17.	Later Addition, North Facade	IMG_2008	Architectural Projects
Figure 6.18.	Later Addition, North Facade	IMG_2009	Architectural Projects
Figure 6.19.	Later Addition, Interior, Looking South	IMG_2013	Architectural Projects
Figure 6.20.	Later Addition, Interior, Looking West	IMG_2015	Architectural Projects
Figure 6.21.	Mezzanine, Looking North	IMG_2016	Architectural Projects
Figure 6.22.	Detail of Mezzanine	IMG_2017	Architectural Projects
Figure 6.23.	Ceiling Treatment	IMG_2018	Architectural Projects
Figure 6.24.	Ceiling Treatment	IMG_2019	Architectural Projects
Figure 6.25.	Original Building, Timber Floor and Concrete Slab	IMG_2020	Architectural Projects
Figure 6.26.	Original Building, Timber Floor	IMG_2021	Architectural Projects
Figure 6.27.	Original Building, Original Timber Glazing Framing, Looking West	IMG_2022	Architectural Projects
Figure 6.28.	Original Building, Original Timber Structure Mast Posts, Looking East	IMG_2023	Architectural Projects
Figure 6.29.	Original Building, Original Timber Glazing Framing, Looking West	IMG_2025	Architectural Projects
Figure 6.30.	Original Building, Original Timber Structure Mast Posts , Looking Northwest	IMG_2028	Architectural Projects
Figure 6.31.	Original Building, Original Timber Structure Mast Posts, Looking Northeast	IMG_2029	Architectural Projects
Figure 6.32.	Original Building, Original Timber Glazing Framing, Looking West	IMG_2030	Architectural Projects
Figure 6.33.	Original Building, Original Timber Glazing Framing, Looking Northwest	IMG_2031	Architectural Projects
Figure 6.34.	View From Mezzanine, Looking North	IMG_2036	Architectural Projects
Figure 6.35.	View From Mezzanine, Looking East	IMG_2037	Architectural Projects

Figure 6.36.	New Addition, North Façade	IMG_2038	Architectural Projects
Figure 6.37.	Early Addition, Eastern Façade	IMG_2039	Architectural Projects
Figure 6.38.	Early Addition, Eastern Façade	IMG_2040	Architectural Projects
Figure 6.39.	Original Building, Eastern Facade	IMG_2041	Architectural Projects
Figure 6.40.	Original Building, Eastern Facade	IMG_2042	Architectural Projects
Figure 6.41.	Original Building, Southern Facade	IMG_2043	Architectural Projects

11. LIST OF APPENDICES

APPENDIX 1	Maritime Archaeological Condition Inspection of Halvorsen's Shipyard Slipway Report by Cosmos Archaeology Pty Ltd
APPENDIX 2	Australian Museum Consulting Report of Former Halvorsen's Boatyard 20 Waterview St Putney Archaeological Assessment and research design.
APPENDIX 3	NSW Heritage Office Inventory Sheet
APPENDIX 4	Metropolitan Local Aboriginal Land Council (MLALC) Report
APPENDIX 5	National Parks and Wildlife Service Inventory Sheet
APPENDIX 6	Architectural Projects Building 1 Floor plans and Elevations
APPENDIX 7	Architectural Projects Photographic record
APPENDIX 8	Suggested Naming to interpret previous phases of occupation
APPENDIX 9	City of Ryde Council Files, Archaeological potential of 20 Waterview Street, Ryde, Notes prepared by Dr P.B. Mitchell, Dec 2013

Fig 1.1 Site and Building Location Plan

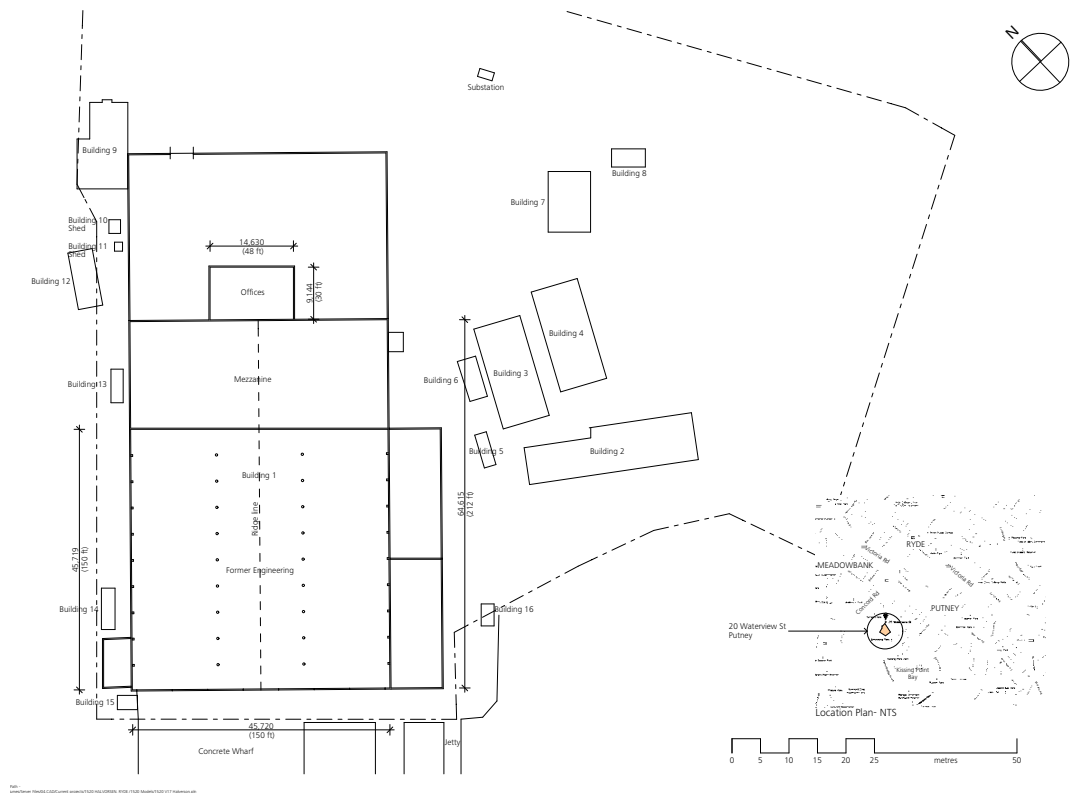


Fig 2.1 Kissing Point, New South Wales
The Property of the Late Mr James Squire, J. Lycett Published 1825



Fig 2.2. Map prepared by Dr Peter B. Michell, Dec 2013

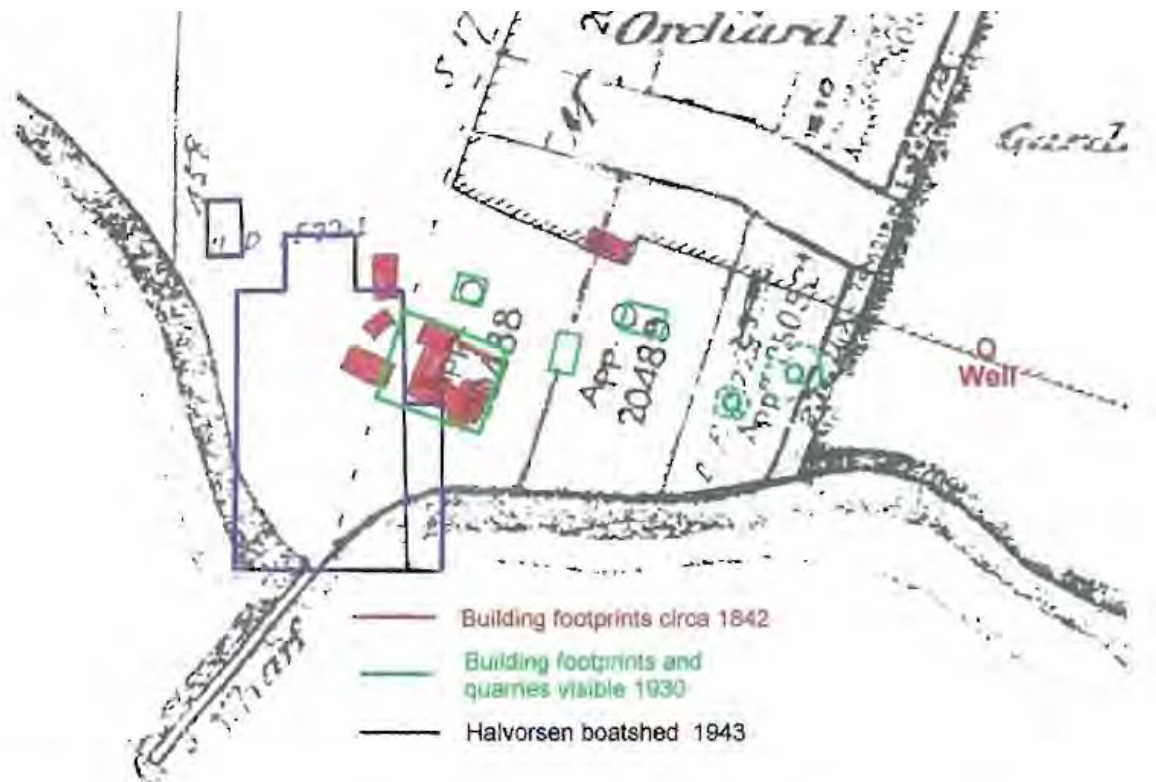


Fig 3.1 The main building of the Halvorsen boating yard at Ryde, Sydney, New South Wales. The Boat on the slip is a 62-footer for the Australian Army

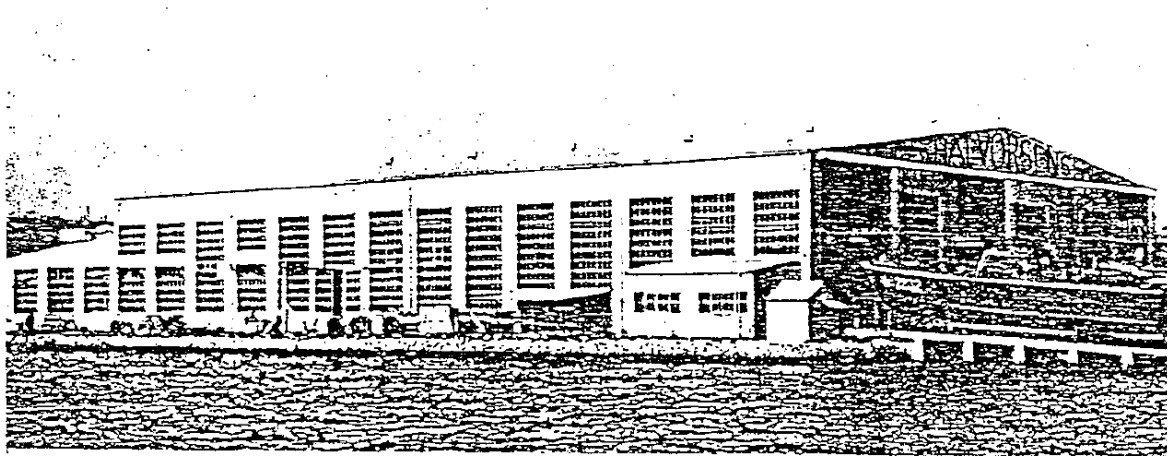


Fig 3.2 A Halvorsen 38

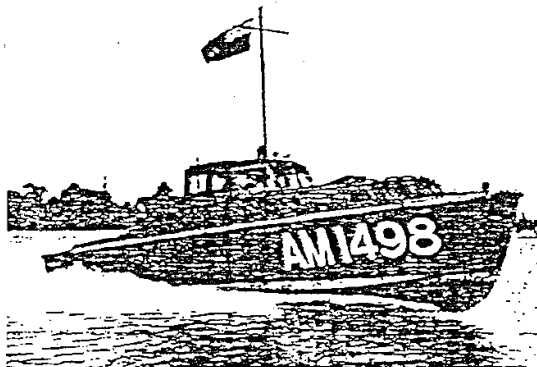


Fig 3.3. A 112ft Fairmile

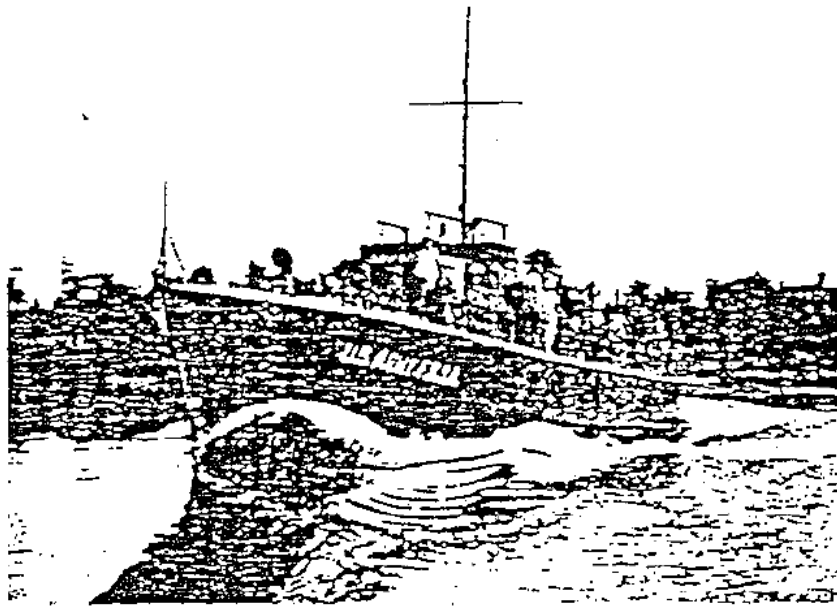


Fig 3.4 62 footer Halvorsen

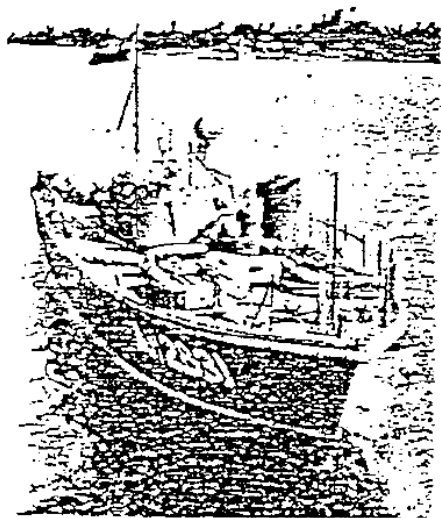


Fig 3.5. Halvorsen 38-footer R.A.A.F.

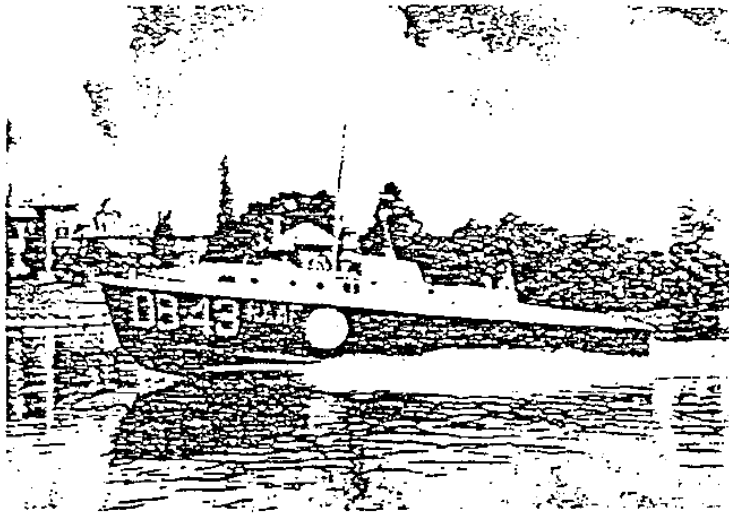


Fig 3.6 Halvorsen "62's" under construction

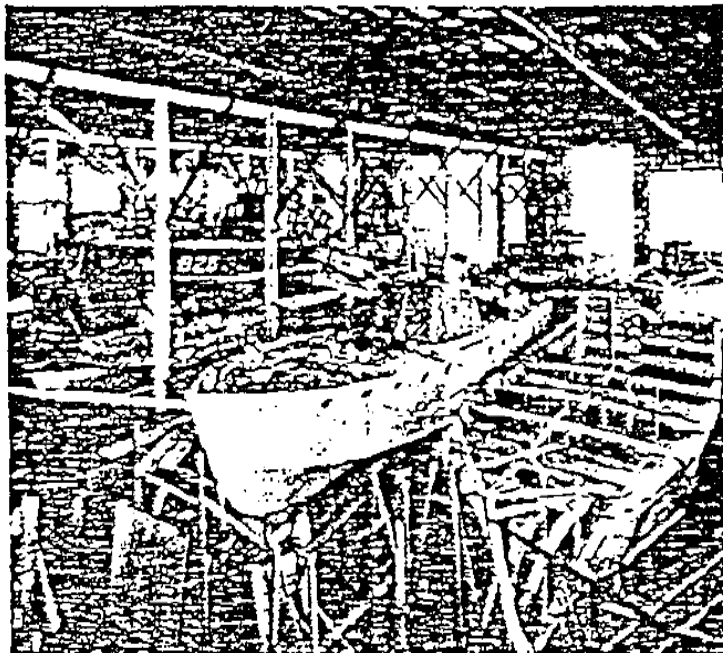


Fig 3.7. New Halvorsen's standard 25-foot cruiser

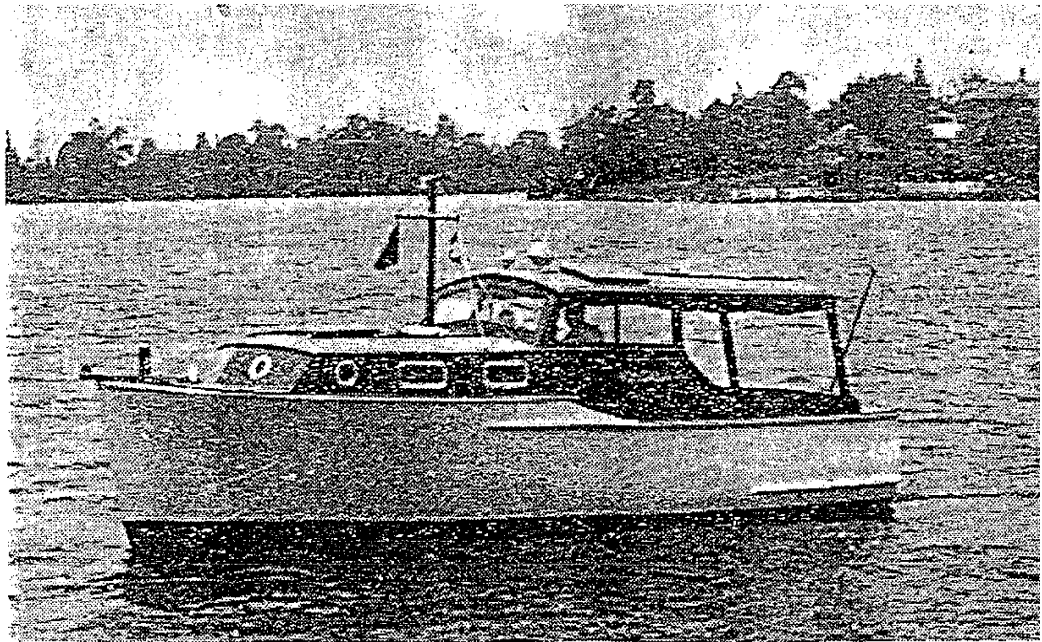


Fig 3.8 Head office and yard at Ryde, Sydney, where all Halvorsen boats were built

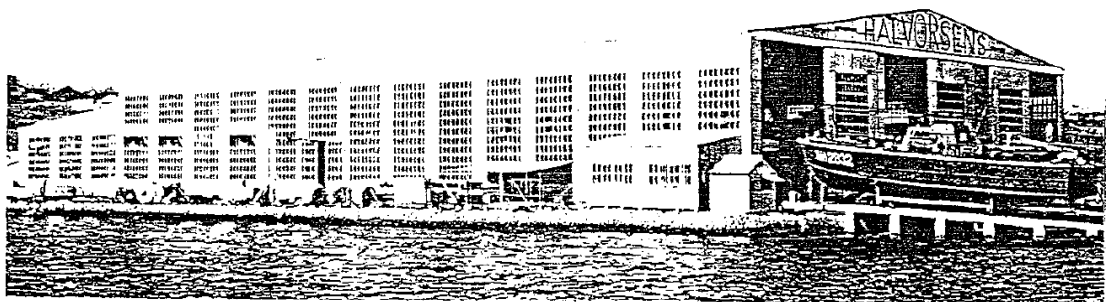


Fig 3.9 Halvorsen "47"

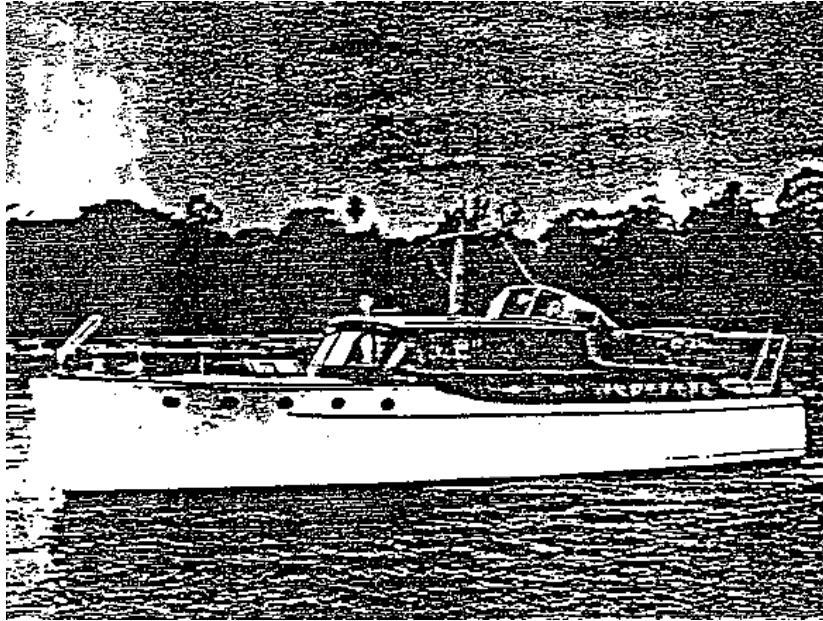


Fig 3.10 Halvorsen "47"

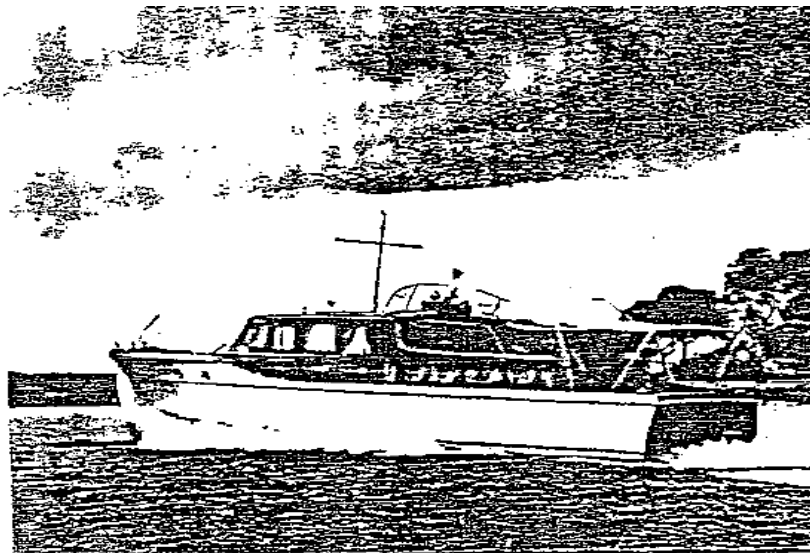


Fig 3.11 Halvorsen "50"

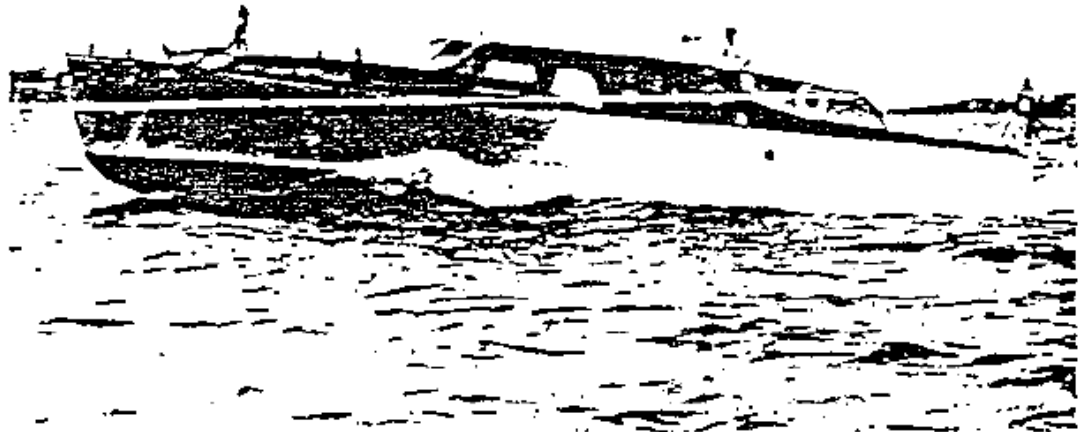


Fig 3.12 Halvorsen "60"

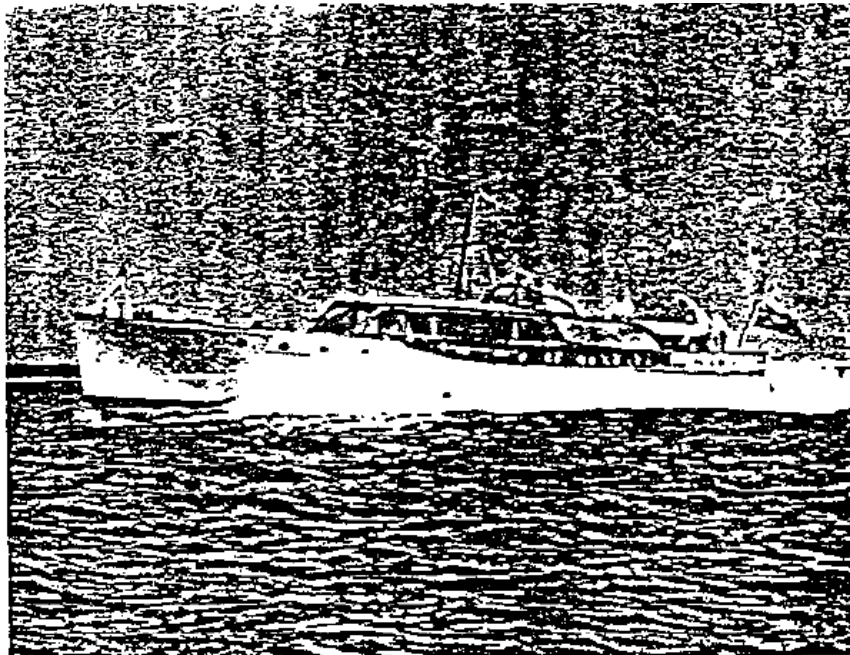


Fig 3.13 Carl Halvorsen sailing at Bobbin Head

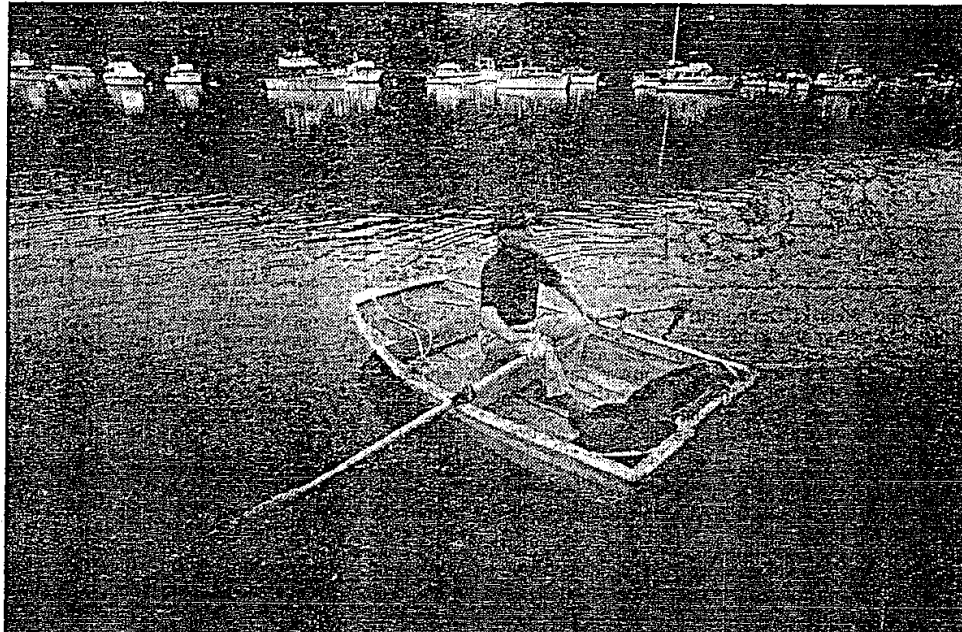


Fig 3.14 Exterior view of Halvorsen's on the Parramatta River at Ryde 1945, E B Studios Photographers, M C I Levy's "Wallumetta: a history of Ryde and its district 1792 to 1945"

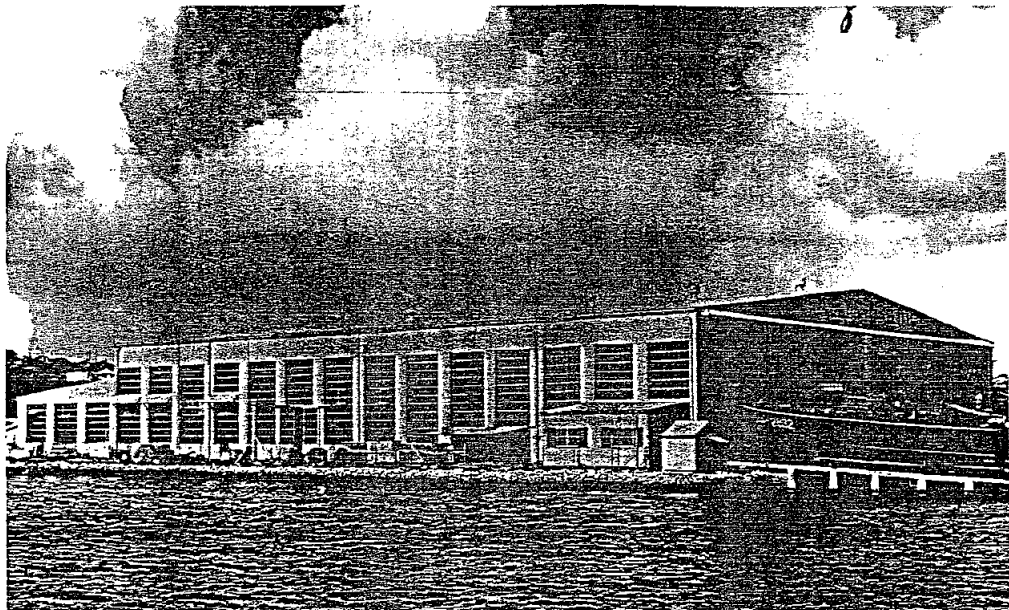


Fig 3.15 Halvorsen's workforce at Ryde 1970's. E B Studios Photographers



Fig 3.16 View of Halvorsen's boat-building works on the Parramatta River at Ryde 1980. E B Studios Photographers

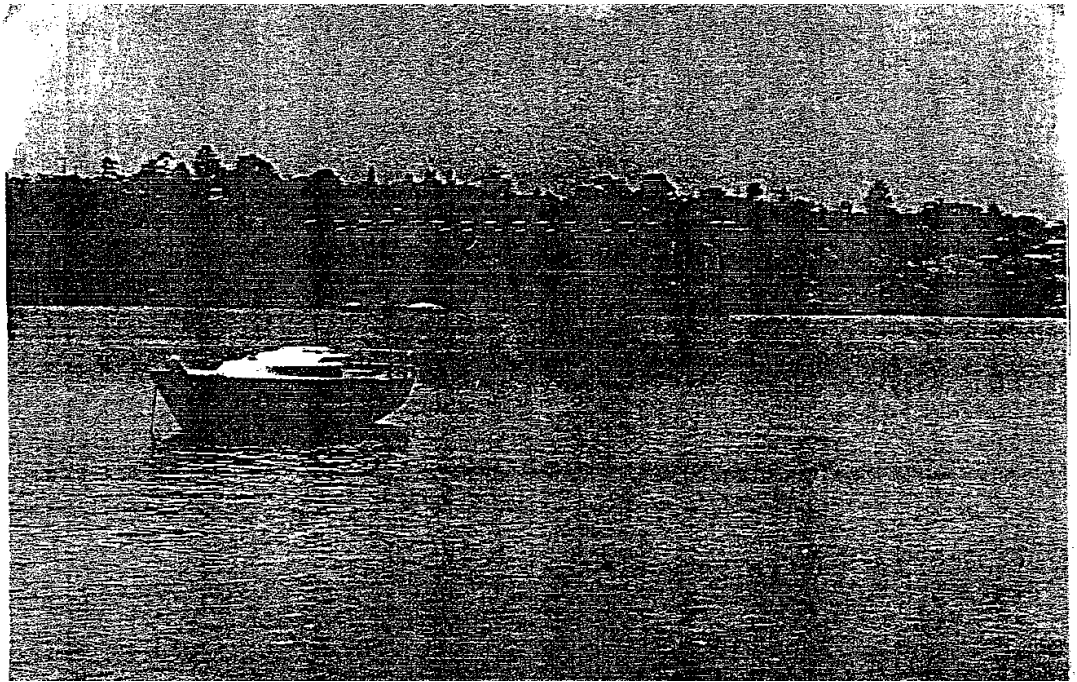


Fig 4.1 View of wharf adjacent to Halvorsen Boat from water looking northeast



Fig 4.2 View of Halvorsen Boat Shed and adjacent wharf looking northeast



Fig 4.3 Southern Elevation Halvorsen Boat Shed from water looking northeast

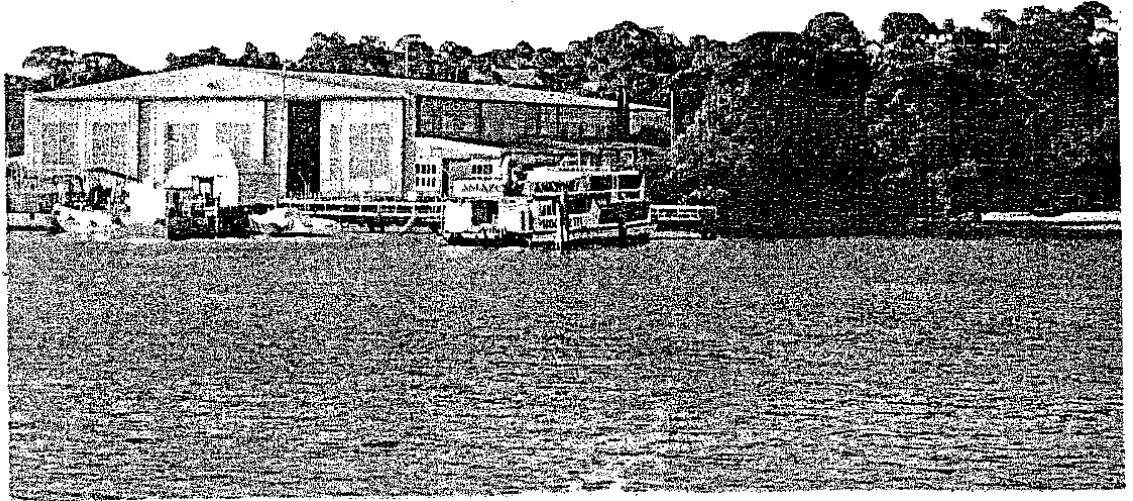


Fig 4.4 Detail of Southern Elevation Halvorsen Boat Shed from water looking northeast

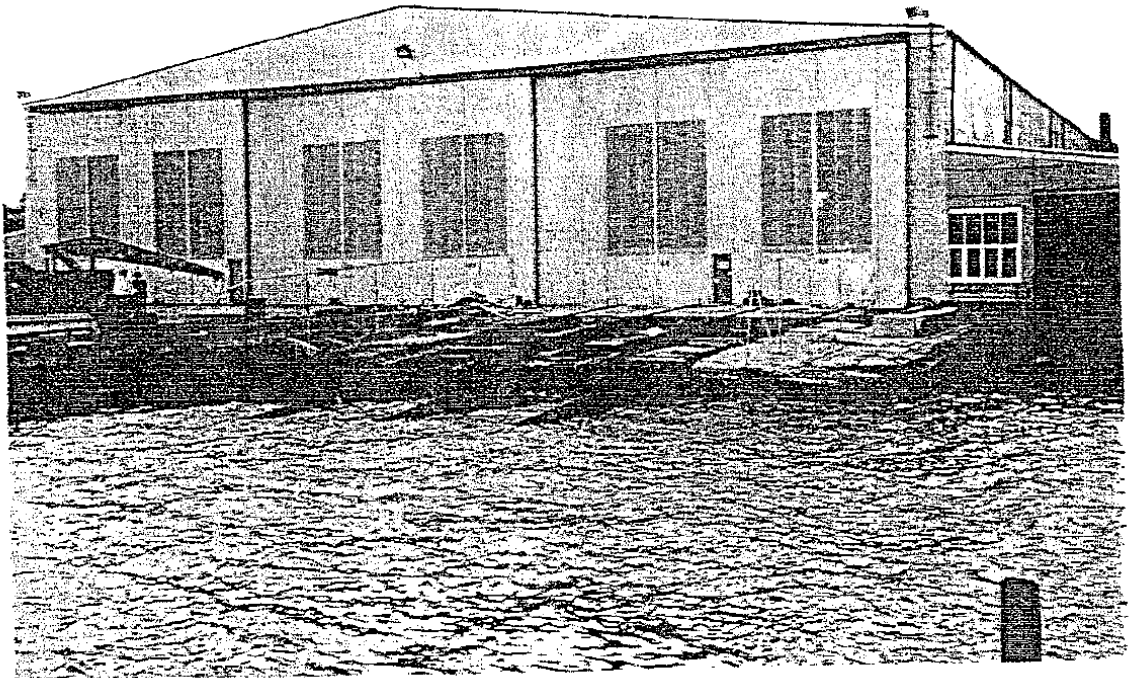


Fig 4.5 Entry Gate to Halvorsen Boat Shed from Waterview Street looking South

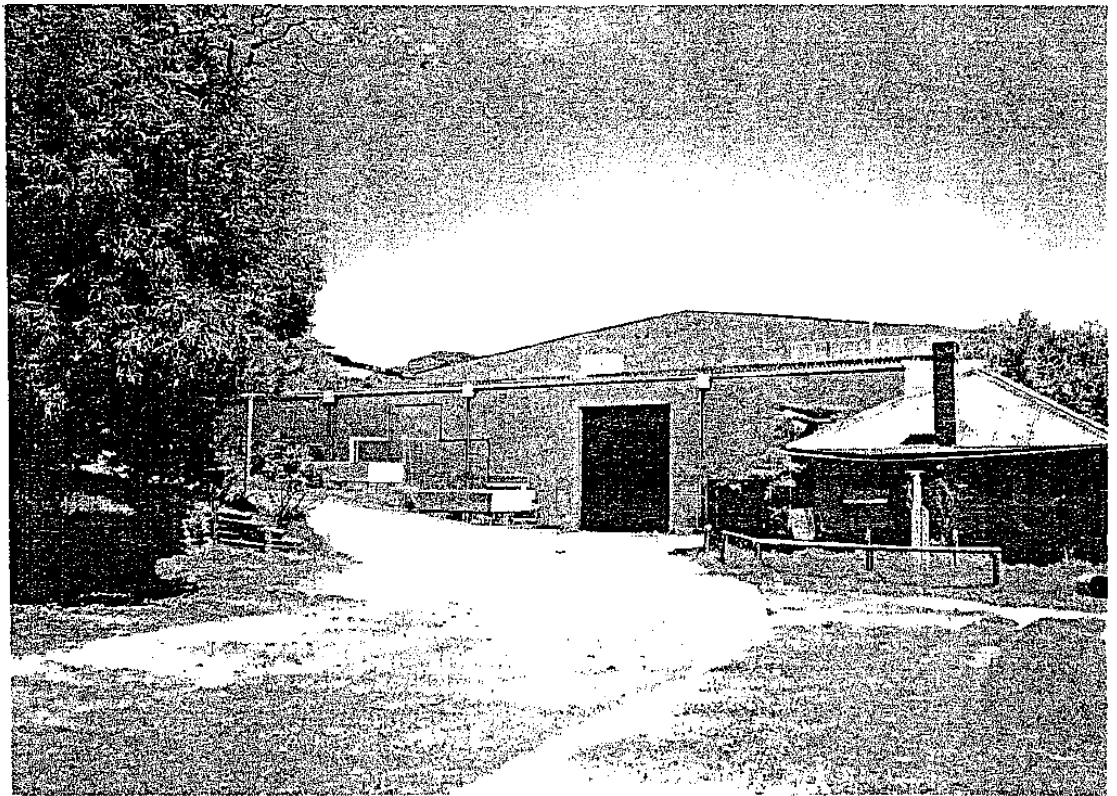


Fig 4.6 Fibrocement residence North Elevation looking South

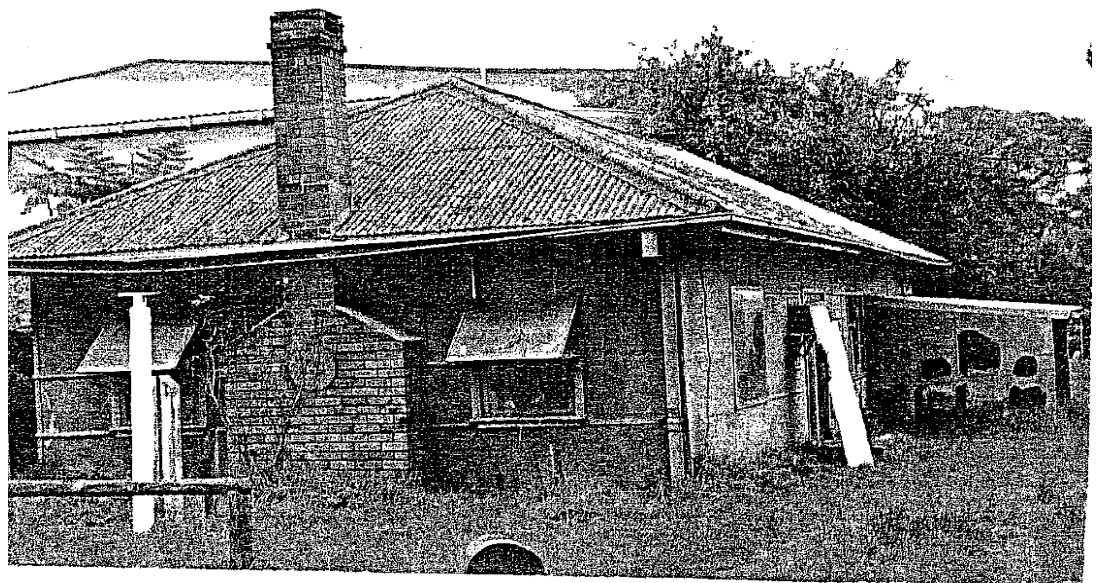


Fig 4.7 View of Halvorsen Boat Shed from entry North Elevation looking South

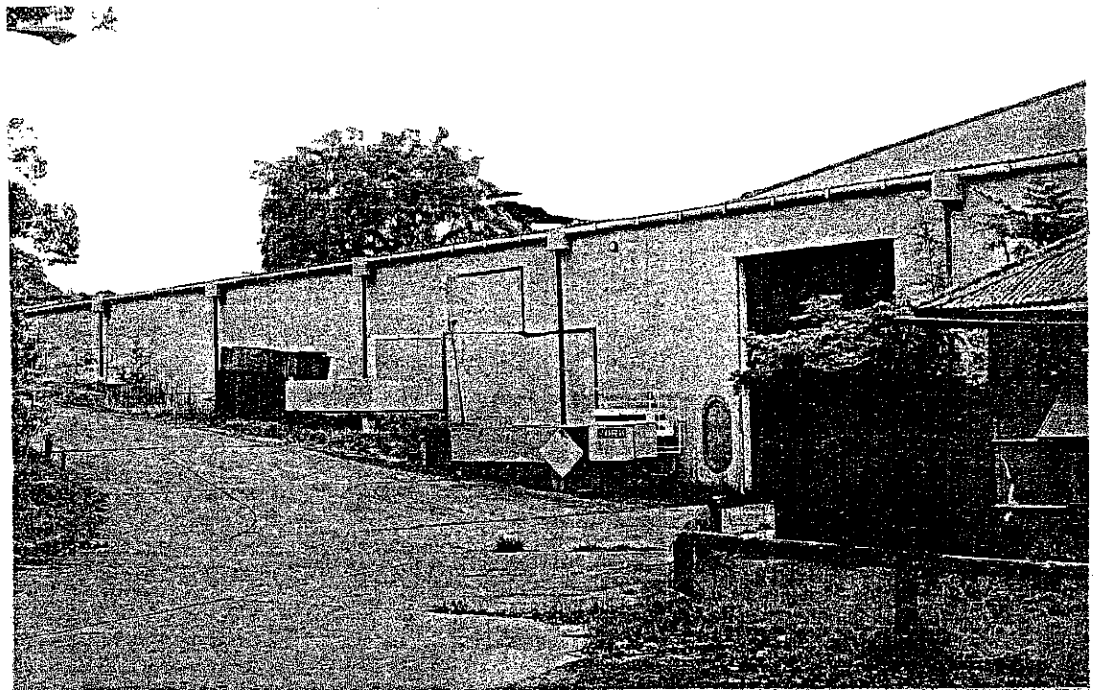


Fig 4.8 View of Halvorsen Boat Shed North Elevation looking Northwest

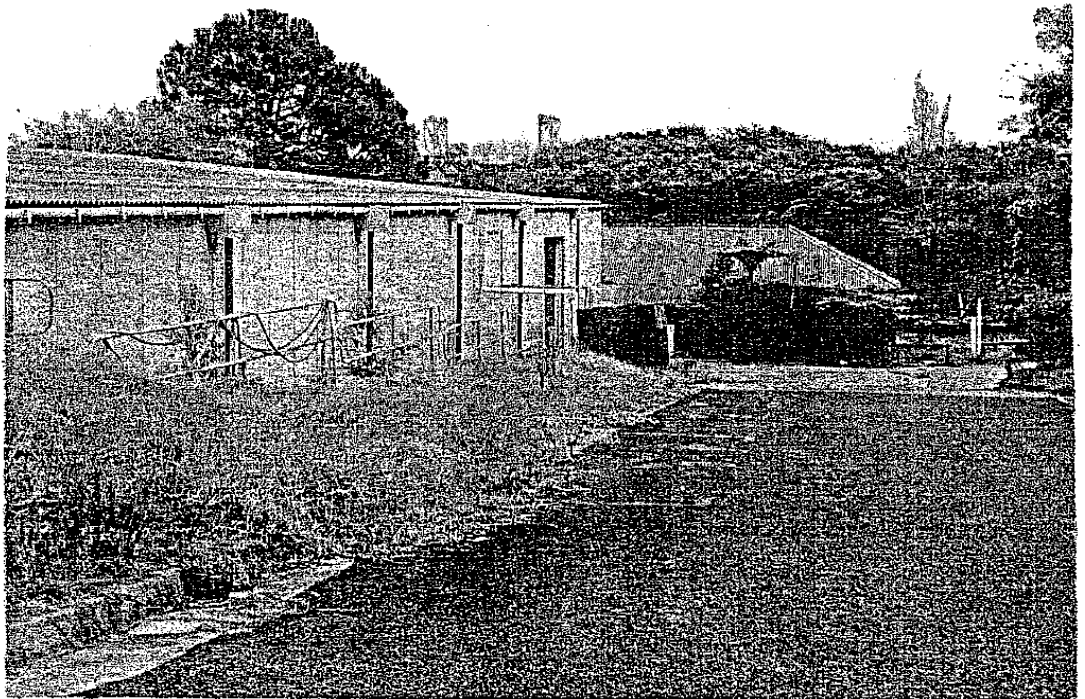


Fig 4.9 Corner of Halvorsen Boat Shed North East Elevation looking West

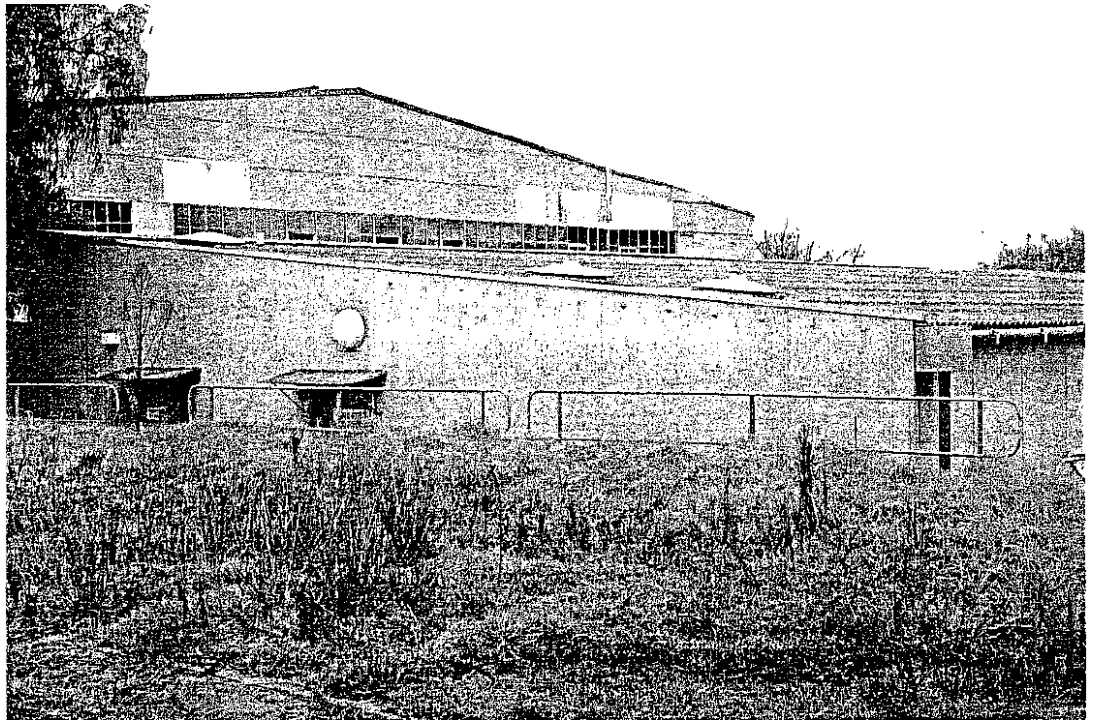


Fig 4.10 Metal Structure East Elevation looking West

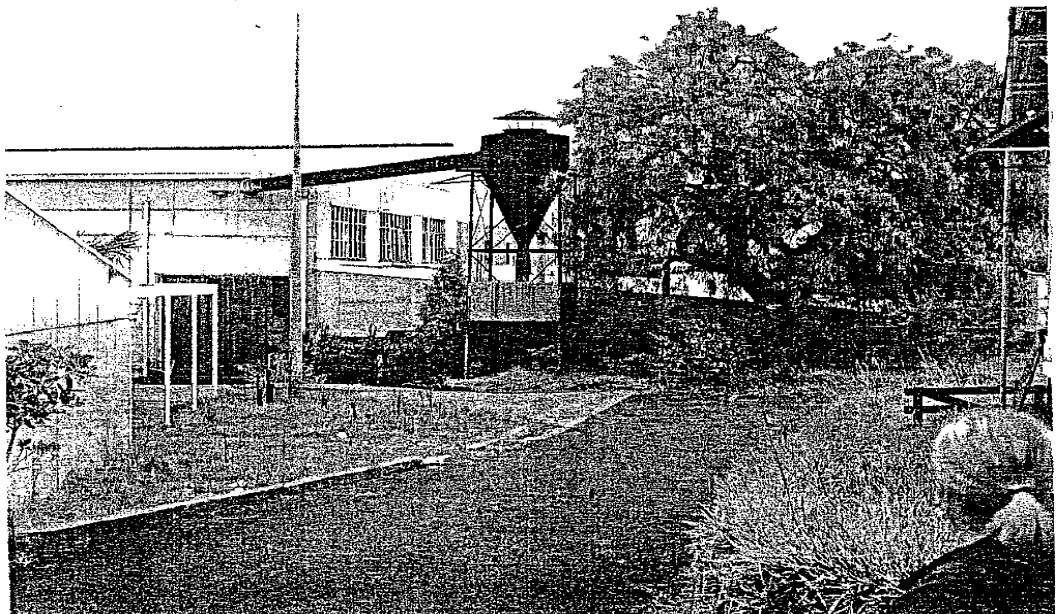


Fig 4.11 Toilet and Change Room Halvorsen Boat Shed East Elevation looking southwest

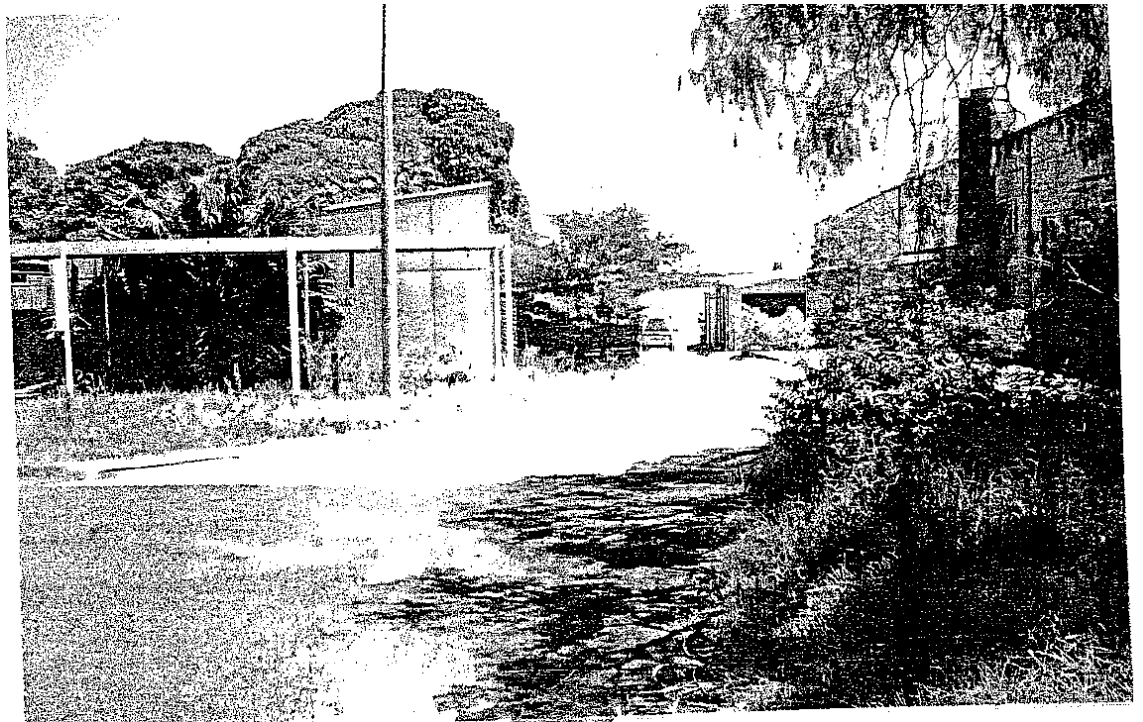


Fig 4.12 Toilet and Change Room detail

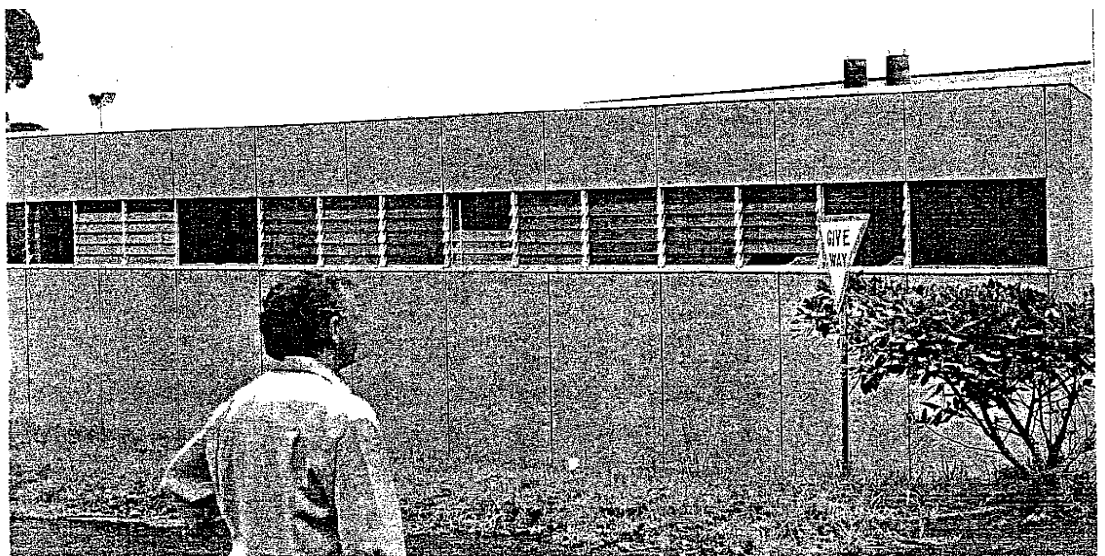


Fig 4.13 Toilet and Change Room (opposite Halvorsen Boat Shed) looking South



Fig 4.14 West Elevation of Halvorsen Boat Shed opposite shed looking Northeast

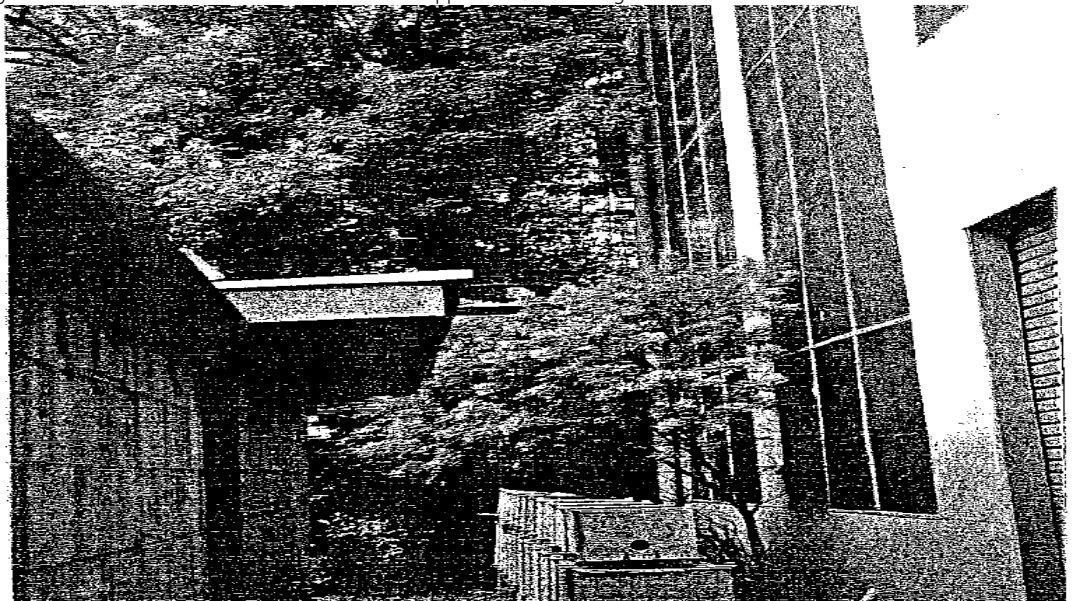


Fig 4.15 South Elevation of Halvorsen Boat Shed sliding doors looking North

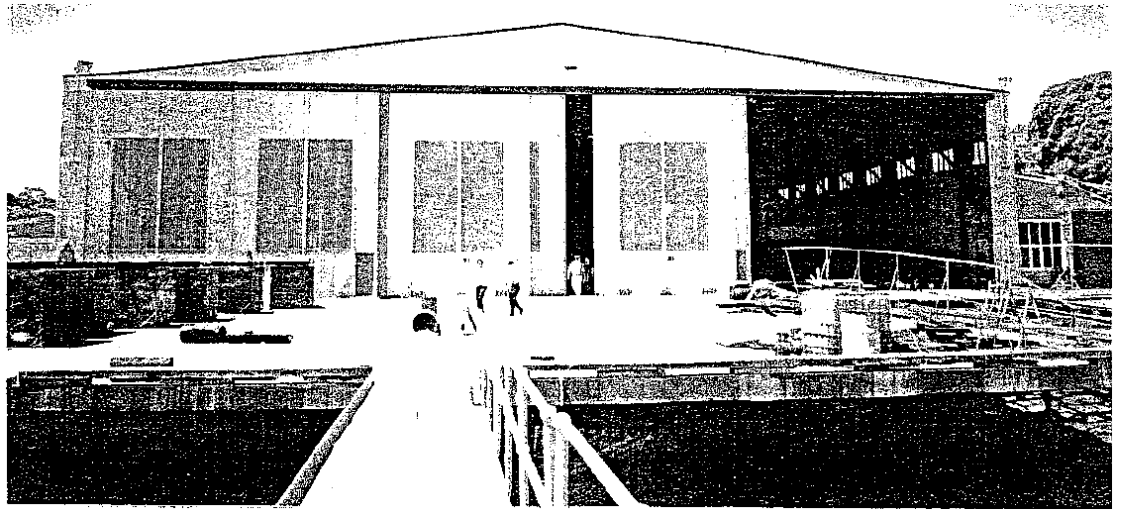


Fig 4.16 Interior of Halvorsen Boat Shed looking Northeast

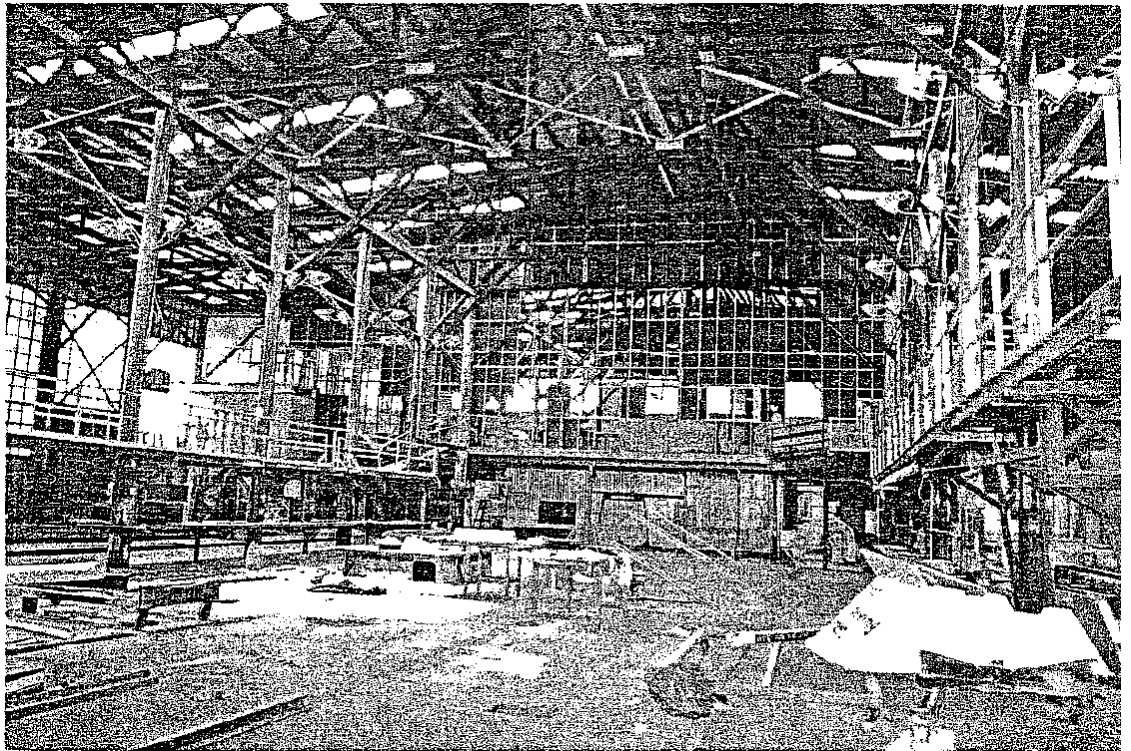


Fig 4.16 Interior of Halvorsen Boat Shed looking North

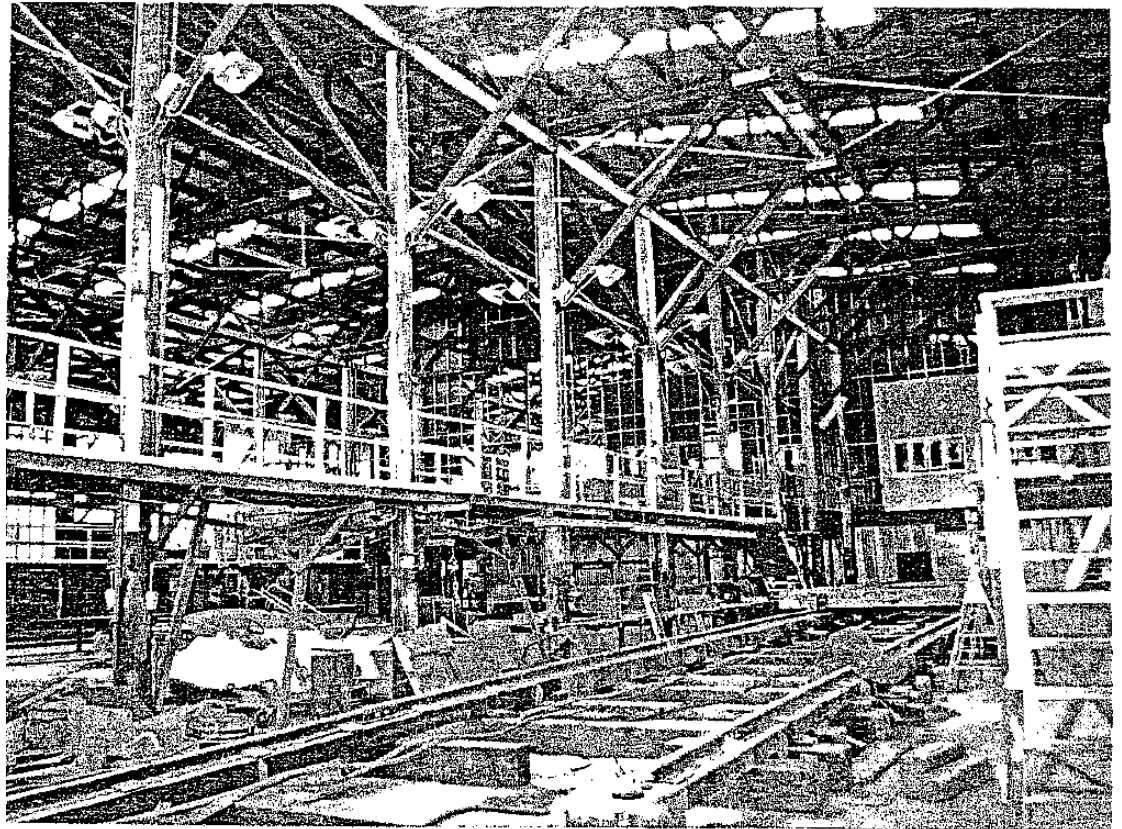


Fig 5.1 Aerial View, 1943



Fig 5.2 Aerial View, 2014



Fig 5.3 Dating of Building Elements, 2014

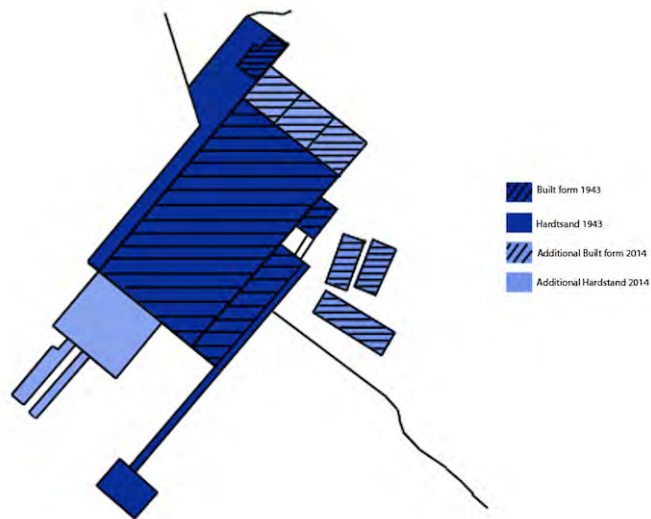


Figure 6.01. Original Building, South Façade, Southwest Corner

IMG_1991 Architectural Projects



Figure 6.02. Original Building, South Façade

IMG_1992 Architectural Projects



Figure 6.03. Original Building, South Façade

IMG_1993 Architectural Projects



Figure 6.04. Original Building, South Façade

IMG_1994 Architectural Projects



Figure 6.05. Original Building, South Façade, View to Interior

IMG_1995 Architectural Projects



Figure 6.06. Original Building, South Façade

IMG_1996 Architectural Projects



Figure 6.07. Original Building, South Façade, Later Addition

IMG_1997 Architectural Projects



Figure 6.08. Original Building, East Facade

IMG_1998 Architectural Projects



Figure 6.09. Original Building, East Facade

IMG_1999 Architectural Projects



Figure 6.10. Original Building, East Facade

IMG_2001 Architectural Projects



Figure 6.11. Original Building, East Facade

IMG_2002 Architectural Projects



Figure 6.12. Original Building, View to Interior, Looking North

IMG_2003 Architectural Projects



Figure 6.13. Original Building, View to Interior, Looking North

IMG_2004 Architectural Projects



Figure 6.14. North Façade, Later Addition

IMG_2005 Architectural Projects



Figure 6.15. View of Out Buildings, Looking West

IMG_2006 Architectural Projects



Figure 6.16. Later Addition, North Facade

IMG_2007 Architectural Projects



Figure 6.17. Later Addition, North Facade

IMG_2008 Architectural Projects



Figure 6.18. Later Addition, North Facade

IMG_2009 Architectural Projects



Figure 6.19. Later Addition, Interior, Looking South

IMG_2013 Architectural Projects



Figure 6.20. Interior, Looking West

IMG_2015 Architectural Projects



Figure 6.21. Mezzanine, Looking North

IMG_2016 Architectural Projects



Figure 6.22. Detail of Mezzanine

IMG_2017 Architectural Projects



Figure 6.23. Ceiling Treatment

IMG_2018 Architectural Projects



Figure 6.24. Ceiling Treatment

IMG_2019 Architectural Projects



Figure 6.25. Original Building, Timber Floor and Concrete Slab

IMG_2020 Architectural Projects



Figure 6.26. Original Building, Timber Floor

IMG_2021 Architectural Projects



Figure 6.27. Original Building, Original Timber Glazing Framing, Looking West IMG_2022 Architectural Projects



Figure 6.28. Original Building, Original Timber Structure Mast Posts, Looking East IMG_2023 Architectural Projects



Figure 6.29. Original Building, Original Timber Glazing Framing, Looking West IMG_2025 Architectural Projects



Figure 6.30. Original Building, Original Timber Structure Mast Posts, Looking Northwest IMG_2028 Architectural Projects



Figure 6.31. Original Building, Original Timber Structure Mast Posts,
Looking Northeast

IMG_2029 Architectural Projects



Figure 6.32. Original Building, Original Timber Glazing Framing, Looking
West

IMG_2030 Architectural Projects



Figure 6.33. Original Building, Original Timber Glazing Framing, Looking Northwest
IMG_2031 Architectural Projects



Figure 6.34. New Addition, View From Mezzanine, Looking North
IMG_2036 Architectural Projects



Figure 6.35. New Addition, View From Mezzanine, Looking East

IMG_2037 Architectural Projects



Figure 6.36. New Addition, North Facade

IMG_2038 Architectural Projects



Figure 6.37. Early Addition, Eastern Facade

IMG_2039 Architectural Projects



Figure 6.38. Early Addition, Eastern Facade

IMG_2040 Architectural Projects



Figure 6.39. Original Building, Eastern Facade

IMG_2041 Architectural Projects



Figure 6.40. Original Building, Eastern Facade

IMG_2042 Architectural Projects



Figure 6.41. Original Building, Southern Facade

IMG_2043 Architectural Projects



APPENDIX 1

Maritime Archaeological Condition Inspection of Halvorsen's Shipyard Slipway Report by
Cosmos Archaeology Pty Ltd

Sydney 46 Gale Road
Maroubra, NSW, 2035

Northern 2 Queen St
NSW Murwillumbah, NSW
P.O. Box 42 Condong, 2484

A.B.N. 83 082 211 498

General Inquiries +61 2 9568 5800
www.cosmosarch.com



15th April 2014

Jennifer Hill
Architectural Projects
181 Lawson Street
Darlington
NSW, 2008

Dear Jennifer,

RE: Maritime Archaeological Condition Inspection of Halvorsen's Shipyard Slipway

The former site of Halvorsen's Shipyard and current private slipway is currently under consideration for possible re-development. Cosmos Archaeology was approached by Jennifer Hill of Architectural Projects to undertake a maritime archaeological inspection of the slipway. A previous inspection was conducted on 6th April 2000 by Cosmos Coroneos (Director, Cosmos Archaeology) enabling a comparison of the condition of the slipway over time and possible future continued use. The following letter report outlines the findings of the recent maritime archaeological inspection of Halvorsen's Shipyard Slipway conducted on 7th April 2014 by Chris Lewczak (Senior Archaeologist, Cosmos Archaeology). The survey was conducted at 11 am at low tide.

Condition Description from 2000 Inspection

The slipway is bounded to the north by the Boatshed, to the east by a concrete pier and to the west by a substantial concrete wharf. The slipway complex, as is preserved at present, consists of two-and-a-half two-rail slipways. These rails were mounted on square timber beam bearers. The beams themselves were laid on transverse rectangular concrete piers. These concrete piers rested directly on the sandy beach. Also resting on the concrete piers are iron grates, many of which have been rusted through. The grates served the function of collecting dropped tools and other items. In two locations between the spacing between the rails, caissons constructed from thin ply wood are present which were added for the purpose of testing Naval depth sounding equipment.

The timber bearers are in very good condition which suggests they have been periodically replaced. The rail lines also appear serviceable. A further four sets of concrete piers were observed under the large wharf immediately to the west of the existing slipway complex, suggesting that there were at least another four to five similar slipways in addition to the two complete examples preserved today.

Comparison with 2014 Inspection

The 2014 inspection found that the two slipways remain in relatively consistent condition to the previous inspection. The slipway is currently still in use; however, individual sections of the slipway have appeared to have degraded over the last 14 years. The condition of the iron rails remains in good condition in the area above the high water mark. Sections of the

iron rails present between the intertidal zone exhibit wide-scale rusting, with some individual sections on the flange of the rail rusted through (see photo comparison, 2014 # 004 and # 006). Despite the condition, the rails are still in use as part of the slipway; however, the rusted through holes are likely to worsen over time. The wooden longitudinal beams to which the railing is attached are still in good condition but there are some cracks and spacing becoming present around joins (see photo comparison, 2014 # 003). The cracks appear in the timber beams present within the intertidal zone and run across the timbers. It is not known if these cracks have occurred over the last 14 years or if they were also present in the earlier inspection. The concrete piers are still in good condition above the water line and within the intertidal zone, although the concrete piers are showing some chipping. Very few of the metal grates still exist on the slipway with the majority of them, and the associated metal substructure ('L' shaped frames attached to the side of the longitudinal timbers), having been removed (see photo comparison, 2014 # 002). Only the damaged top edge of the thin plywood caissons observed during the 2000 survey were visible during this resurvey. The area has become silted over and the visible plywood has degraded over time.

Recommendations

The following recommendations have been made as a result of the condition of Halvorsen's Shipyard Slipway as observed in the 2014 inspection as well as evidence of changing condition since the 2000 inspection.

Recommendation 1

Halvorsen's Shipyard Slipway is still in use and as a whole is of sound condition; however, the rails appear to be disintegrating. Repair or replacement of the existing rails would allow for the continued use of the slipway, and would be considered to be a minor impact to the significance of the slipway.

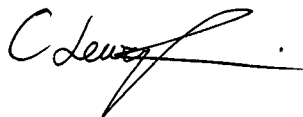
If the rails were to be replaced, a structural engineer should be engaged to inspect the longitudinal cracks and timber joinery that appear in some of the longitudinal timber beams within the intertidal zone.

Recommendation 2

Prior to undertaking any repair work to the slipway or future redevelopment of the site, an archival recording should be undertaken of the former Halvorsen's slipway. The archival recording should aim to document the setting of the slipway in its current environment as well as the individual slipways and components.

The archival record should be conducted in adherence to requirements detailed in the NSW Heritage office publication *Heritage Information Series – Photographic Recording of Heritage Items using Film or Digital Capture*.

Regards,



Chris Lewczak

Senior Archaeologist

Cosmos Archaeology

Halvorson's Shipyard Slipway Photo Comparison 2000 to 2014

6th April 2000 (Cos Coroneos)



006

7th April 2014 (Chris Lewczak)



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APPENDIX 2

Australian Museum Consulting Report of Former Halvorsen's Boatyard 20 Waterview St
Putney Archaeological Assessment and research design.

Former Halvorsen's Boat Yard, 20 Waterview Street Putney: Archaeological Assessment and Research Design

Prepared by Australian Museum Consulting
for Architectural Projects Pty Ltd, on behalf of Lilac Pty Ltd

Final Report

August 2014

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Contents

1	Introduction	1
1.1	Preamble.....	1
1.2	Study Area & Proposal.....	1
1.3	Statutory Context.....	1
1.3.1	<i>Heritage Act 1977</i>	1
1.3.2	<i>Ryde Local Environmental Plan 2010</i>	2
1.4	Methodology.....	2
1.5	Limitations.....	2
1.6	Authorship and Acknowledgements	2
2	Historical Context.....	5
2.1	Early Settlement.....	5
2.2	James Squire's Brewery.....	6
2.3	Lars Halvorsen Sons Pty Ltd	10
3	Evaluation of the Archaeological Resource	15
3.1	Physical Analysis	15
3.2	Potential Disturbance.....	21
3.3	Potential Archaeological Resource	22
3.4	Archaeological Research Potential	23
4	Assessment of Significance.....	26
4.1	Preamble.....	26
4.2	Assessment against Criteria.....	26
4.3	Statement of Significance.....	27
5	Archaeological Research Design.....	28
5.1	Preamble.....	28
5.2	Research Questions	28
5.3	Archaeological Management Strategy	29
5.3.1	<i>Monitoring Mechanical Excavation</i>	29
5.3.2	<i>Targeted Open Area Manual Excavation</i>	30
5.3.3	<i>Squire's Wharf</i>	31
5.3.4	<i>Artefact Analysis and Reporting</i>	31
5.3.5	<i>Interpretation</i>	31
5.4	Section 140 Excavation Permit.....	32
	Bibliography	33

Figures

Figure 1.1	Location plan showing the former Halvorsen's Boat Yard site.....	3
Figure 1.2	The preferred option will require extensive excavations across the site to provide car parking for the two and three storey town houses to be constructed to the north and east of the original boatshed (JBA Scheme 5).....	4
Figure 2.1	Parish Map of Hunter's Hill, County of Cumberland, nd, showing original land grants on the northern bank of the Parramatta River. The study area was granted to John Pollard (Source: Parish Map Preservation Project, Land and Property Information, #140639).....	5
Figure 2.2	An early watercolour of Squire's brewery at Kissing Point, by an unknown artist, no date. A boatshed is visible on the rocky foreshore (Source: State Library of NSW, V1A/Ryde/5, Digital Order No. 928850).	7
Figure 2.3	Watercolour of the 'First brewery built in Australia in 1795 by James Squires at Kissing Point on the Parramatta River, by EA Holloway (Source: State Library of NSW, V1A/Ryde/1).	7
Figure 2.4	'Plan of the Estate of the late James Squire' produced by the Supreme Court in 1842 (Source: Mitchell Map Collection, State Library of NSW, Z/M3 811.1422/1842/1).....	9

Figure 2.5 Photograph of Squire's former Kissing Point Farm from Douglas St, about 1938 (Source: Ryde District Historical Society, in Blaxell 2012:33).	9
Figure 2.6 Aerial photograph of the site, taken in 1930, showing building outlines (arrowed) (Source: Commonwealth of Australia Map 3424 Sydney 6-3-1930 Run 9, photo 1251, cited in Mitchell 2014:17, Figure 4).....	10
Figure 2.7 View of James Squire's buildings from the Parramatta River, taken during sandstone quarrying for construction of Halvorsen's boat yard in 1939-1940. The central building behind the trees is the former Malting Shovel Inn; behind that the dwelling; and the building off to the left the malt house (Source: Randi Svensen Collection, Australian National Maritime Museum, cited in Mitchell 2014:18, Figure 5).....	11
Figure 2.8 Photograph of Squire's Inn and dwelling house through the framework of the boat building warehouse, taken in 1941 (Source: Randi Svensen Collection, Australian National Maritime Museum, cited in Mitchell 2014:18, Figure 6).....	11
Figure 2.9 Aerial photograph of the study area in 1943, showing Halvorsen's boat yard and features relating to brewery occupation, including shadow of wharf, possible sandstone foundations and possible well (arrowed). Note the WWII air raid shelters (Source: Lands and Property Information).	12
Figure 2.10 An oblique photograph of Halvorsen's boat yard with apparent demolition material to the west of the main building. The foundations of Squire's wharf (arrowed) are visible at low tide (Source: Randi Svensen Collection, Australian National Maritime Museum, cited in Mitchell 2014:19, Figure 8).....	13
Figure 2.11 An aerial photograph of the study area, taken in 2014. Modification in the form of additional building construction and landscaping has occurred to the north, east and south of the main warehouse, in areas of archaeological potential (Source: Land and Property Information).....	14
Figure 3.1 View northeast of the former Halvorsen's boat building warehouse and concrete apron, located in the southwest corner of the site (Source: AM Consulting).....	16
Figure 3.2 Detail of the linear cluster of rough cut sandstone blocks, presently submerged during moderate tide (Source: AM Consulting).	16
Figure 3.3 Approximate alignment of the cluster of sandstone blocks (dashed), facing southeast (Source: AM Consulting).	17
Figure 3.4 View west of the foreshore and concrete pylons beneath the concrete apron. Note the tidal wash-in of shell, netting, fibro fragments and general debris (Source: AM Consulting).	17
Figure 3.5 View southeast of two remnant Halvorsen's slipways and partially collapsed wharf (Source: AM Consulting).	18
Figure 3.6 Recolonised mangroves and refuse lining the foreshore to the east of the main warehouse (Source: AM Consulting).....	18
Figure 3.7 View north of the sloping terrain from foreshore towards northern boundary. Note land to the east rises to an embankment (Source: AM Consulting).	19
Figure 3.8 View east along northern property boundary, the highest point of the site. Note regrowth vegetation and asphalt surface covered in boats and disused machinery (Source: AM Consulting).	19
Figure 3.9 View into a densely occupied area to the northeast of the site (Source: AM Consulting).....	20
Figure 3.10 View northwest of post-1930s fibro dwelling, constructed on brick piers on terraced embankment (Source: AM Consulting).	20
Figure 3.11 View along the western 'aisle' to the south. To the left is the elevated working platform and to right the flooring is timber board, and note the slip rail (Source: AM Consulting).....	21
Figure 3.12 View southeast from the western aisle across the warehouse, left, and view northwest during construction of the America's Cup winner, Gretel, right. Note that little has changed since 1962; the working platforms and two rows of trussing (Source: AM Consulting & Engelen 2011).	21
Figure 3.13 Approximate areas of archaeological potential within the site. Given the difficulty in locating suitable landscape features for geographic referencing, as well as the dearth of historic documentation, this image should be taken as a guide only.....	23

1 Introduction

1.1 Preamble

Australian Museum Consulting (AM Consulting) has been commissioned by Architectural Projects Pty Ltd to prepare an Archaeological Assessment and Research Design for a Planning Proposal to redevelop the former Halvorsen's Boat Yard at 20 Waterview Street, Putney (the study area). The site is known to have been occupied by brewer, James Squire, as early as 1798, and by Lars Halvorsen and Sons boat builders from the 1930s. The site was identified as having considerable archaeological potential in a report prepared in 2013 by Dr PB Mitchell. The aim of this Archaeological Assessment and Research Design is to verify the findings contained in Dr Mitchell's report, and to assess the potential for significant archaeological relics to be present in the former Halvorsen's Boat Yard site.

1.2 Study Area & Proposal

The former Halvorsen's Boat Yard, located at 20 Waterview Street Putney, is located on the northern bank of the Parramatta River in the Ryde Local Government Area (LGA), approximately 11 km north west of the Sydney CBD (Figure 1.1). The study area is identified as Lot 1 DP 430647, Lot 1 DP 70489, Lot 2 DP 70488, and Lots 440-447 DP 15224.

A boat building and repair shed with associated workshops and two slipways, as well as a caretaker's unit, a mess hall, multiple car parks, a freestanding asbestos cement (fibro) dwelling with detached garage and a large concrete hard stand area currently occupy the site.

The Planning Proposal involves adaptive mixed use of the site, including the use of the boat building for retail and business premises on the ground floor with residential apartments, as well as for boat storage to complement a new marina. Furthermore, it is proposed to construct 19 two-storey townhouses and a three-storey residential flat building with at-grade and basement parking facilities (Figure 1.2). These works will have major subsurface impacts.

1.3 Statutory Context

1.3.1 Heritage Act 1977

The *Heritage Act 1977* (Heritage Act) provides protection for heritage places, buildings, works, moveable objects, precincts and archaeological sites that are important to the people of NSW. These include items of Aboriginal and non-Aboriginal heritage significance. Where these items have particular importance to the State of NSW, they are listed on the State Heritage Register (SHR).

Sections 139 to 146, Divisions 8 and 9 of Part 6 of the Act refer to the requirement that excavation or disturbance of land that is likely to contain, or is believed may contain, archaeological records is undertaken in accordance with an excavation permit issued by the Heritage Council (or in accordance with a gazetted exception under Section 139(4) of the Act). An archaeological relic is defined as:

Any deposit, artefact, object or material evidence that:

- (a) relates to the settlement of the area that comprises New South Wales, not being Aboriginal settlement, and*
- (b) is of State or local heritage significance.*

In particular, Section 139 refers to the need for a permit in certain circumstances:

- (1) A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation;*

- (2) *A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.*

1.3.2 Ryde Local Environmental Plan 2010

The Ryde Local Environmental Plan (LEP) does not identify any historical archaeological sites within the vicinity of the study area; however, Part 5 Clause 5.10 Heritage Conservation provides protection for archaeological sites:

Archaeological sites

The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the Heritage Act 1977 applies):

- (a) notify the Heritage Council of its intention to grant consent, and*
- (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.*

1.4 Methodology

This report is broadly consistent with the principles and guidelines of the Burra Charter (*The Australian ICOMS charter for the Conservation of Places of Cultural Significance*) 2013. It has been prepared in accordance with current best-practice guidelines as identified in the *NSW Heritage Manual* (1996), published by the Heritage Office and Department of Urban Affairs and Planning (now the Heritage Branch, Office of Environment and Heritage, Department of Premier and Cabinet), and associated supplementary publications including *Assessing Heritage Significance* (2001) and *Assessing Significance for Historical Archaeological Sites and Relics* (2009). The assessment of archaeological potential is based on an amalgamation of work already undertaken in the study area, by Architectural Projects Pty Ltd (2014), Cosmos Archaeology (2014) and Mitchell (2014), as well as a physical site inspection undertaken on 2 July 2014.

1.5 Limitations

The timing constraints of this project have not permitted an exhaustive historical research of all possible historical resources. In addition, the quality of some historic maps and aerial photographs used in this report is such that it was not always been possible to accurately identify the locations of potential significant archaeological features.

1.6 Authorship and Acknowledgements

This report was prepared by AM Consulting Project Officer Laessa Berehowyj. AM Consulting Senior Project Manager Jennie Lindbergh provided technical advice and input, and reviewed the report for quality and consistency.

The author would like to acknowledge the assistance of the following people during the preparation of this report:

- Jennifer Hill, Director, Architectural Projects Pty Ltd
- Dr Peter B Mitchell, OAM



Figure 1.1 Location plan showing the former Halvorsen's Boat Yard site.



Figure 1.2 The preferred option will require extensive excavations across the site to provide car parking for the two and three storey town houses to be constructed to the north and east of the original boatshed (JBA Scheme 5).

2 Historical Context

2.1 Early Settlement

European settlement of the northern banks of the Parramatta River began in the 1790s when Governor Phillip granted small parcels of land in the modern suburbs of Meadowbank, Ermington, Ryde and Kissing Point. Land grants formed a means of encouraging European settlers to become self-sufficient and to produce food for the colony, and an inducement for ex-convicts to remain in the country. In 1792, Governor Phillip granted small parcels of land just north of the Parramatta River to eight marines and ten ex-convicts. In light of the grantees' military background the area became known as the Field of Mars, after the Roman god of war. At the same time, land was granted further east along the Parramatta River in an area called Eastern Farms to Richard Cheers (1792), William Careless (1792), James Weavers (1792), John Beasley (1792), John Callaghan (1792), John Pollard (1796) and Nicholas Bayley (1799). Land within the study area was granted to John Pollard (Figure 2.1).



Figure 2.1 Parish Map of Hunter's Hill, County of Cumberland, nd, showing original land grants on the northern bank of the Parramatta River. The study area was granted to John Pollard (Source: Parish Map Preservation Project, Land and Property Information, #140639).

Land was initially granted to settlers on the condition that their allotments be cleared and employed for agriculture. However, most early settlers had little farming experience and had varying success at producing productive crops. Despite the aid of Government stores, which provided settlers with seed, tools and a year's food rations, many lived in debt and poverty. By the end of the eighteenth century, more than half of the first settlers at the Field of Mars and the Eastern Farms had given up and sold their farms (AMBS 2010:33). This included John Pollard, who sold his 25 acre Kissing Point Farm to James Squire in 1796.

Kissing Point Farm, with its Parramatta River frontage, was an important working farm for James Squire. He immediately set about clearing large areas of scrub, cultivating crops, erecting fences and

tending to livestock with the aim of becoming self-sufficient. By 1800, Kissing Point Farm contained 10 sheep, 18 pigs and 35 goats. Five acres were dedicated to wheat growing and a further 45 acres to the cultivation of maize and barley. Throughout the 1800s and 1810s, Squire purchased and developed the surrounding land until his vast estate comprised 886 acres from Charity Point to Glades Bay. Advertisements *for the sale of the estate of Mr James Squires, of Kissing Point*, list a number of dwelling-houses and sheds, huts, stables and outbuildings, an orchard and garden, a brewery and wharf, as well as 100 sheep, 25 goats, 14 pigs and a bull in his possession (*Sydney Gazette and NSW Advertiser* 1817:4).

2.2 James Squire's Brewery

James Squire began small-scale brewing with English malt in Sydney as early as 1793, but it was not until he purchased Kissing Point Farm that brewing began in earnest. In 1798, Squire constructed The Malting Shovel Inn, a brewery with two sets of coppers and a sandstone lined cellar for cool storage. By 1802 he was experimenting with hop growing and by 1812 had 5 acres under cultivation. He went on to establish Australia's first hop plantation, and also grew wheat, Indian corn, and potatoes. His success in this venture is reported in the Government Gazette of 16 March 1806:

On Friday, Mr James Squire, settler and brewer at Kissing Point, waited upon His Excellency the Governor, at Government House, with two vines of hops taken from his own grounds. On a vine from last year's cuttings were numbers of very fine bunches and upon the two-year-old cutting, the clusters, mostly ripe, were innumerable...and of a most exquisite flavour. As a public recompense for the unremitting attention shown in bringing this valuable plant to such a high degree of perfection, His Excellency has directed a cow to be given to Mr Squire from the Government herd.

Early Sydney Town News Sheets reported Squire's beer to be of excellent quality, and customers flocked to his Inn from all parts of the Colony via his personal wharf on the Parramatta River. This is unsurprising given that the River was a major transportation route from Parramatta to Sydney. By 1819-20 the brewing business had flourished to the extent that Squire closed his wharf to passenger boats and requested one ton of hops from the Government to supplement his own supply.

At its zenith, the brewery at Kissing Point would have been considered an important commercial, technological and social site on the River which may explain why it was often the subject of public discourse. An undated watercolour by an unattributed artist depicts a number of substantial sandstone buildings within the study area, with a pathway leading down to the wharf on the water. The wharf appears to be on timber piles, and a small timber-board boatshed stands to the right of the wharf. The identity of each building is unknown, but the largest, with the path from the wharf, is presumably the Malting Shovel Inn. Barrels outside the large door of the central building suggest that it may have been a cooperage. The two storey building to the left has a ventilated roof lantern of the type that was common in malt houses of that time (Figure 2.2). A similar illustration by EA Holloway in c.1824 illustrates the vast, fenced-in orchard and garden to the northeast, as well as a circular granary and other buildings along the western boundary fence (Figure 2.3).



Figure 2.2 An early watercolour of Squire's brewery at Kissing Point, by an unknown artist, no date. A boatshed is visible on the rocky foreshore (Source: State Library of NSW, V1A/Ryde/5, Digital Order No. 928850).



Figure 2.3 Watercolour of the 'First brewery built in Australia in 1795 by James Squires at Kissing Point on the Parramatta River, by EA Holloway (Source: State Library of NSW, V1A/Ryde/1).

Surgeon Peter Miller Cunningham describes Squire's establishment in a series of letters dated 1827:

About seven miles up, to the right, is Squire's tavern, with its boat-wharf, and adjoining cleared enclosures and ample orchards. Its enterprising proprietor, now no more, was the first colonial brewer, and long too the only one who prepared a colonial solatium for our drouthy population...

Another description of Kissing Point was provided by Joseph Lycett, who attempted to illustrate the progress of New South Wales at the time:

The Point, called Kissing Point, is that which is seen next below the house, on the same side of the water. At the back of the house are several large paddocks, of very good land, which have been several years in a state of cultivation, having produced excellent crops of Wheat, Indian Corn, Hops, potatoes etc. etc. On the left of the house appears an extensive Hop-ground: and numerous Lime and Lemon Trees, of very large growth, with which these gardens at the back of the house abound, are seen rising luxuriantly above the buildings.

James Squire was described as *a friend and protector of the lower class of settlers*, and was sympathetic to the local Aboriginal people of the Wallumedegal clan. He befriended Bennelong, a Dharug man of the Wangal clan from the south side of the Parramatta River. An outcast, Bennelong is reported to have lived his last years and was buried on Squire's property in 1813. Another Aboriginal man, Nanbaree, and his mother are also reported to have been buried in Squire's garden, on his Kissing Point Farm (*The Sydney Gazette and NSW Advertiser* 1821:3). The exact location of the graves has been undisclosed, but Ryde Council records confirm they are not located within the study area (SMH 20.03.2011).

James Squire offered his Kissing Point Farm for sale in 1817 describing it as:

... Twenty-five Acres of Land, known by the name of J. Pollard's Kissing Point Farm; the whole inclosed in five paddocks, and granted by Colonel Paterson, having four acres of hop ground in excellent condition, & large orchard stocked with choice fruit trees.—On the Farm is a commodious Dwelling House, Kitchen, Brewhouse, and Cellar, with two Coppers and Coolers, together with all the Utensils requisite to carry on the Brewing Business, having a good Malt-house, with Kiln 80 feet long, and good Stabling, Cow-house, and Pig-styes, &c. &c. (*The Sydney Gazette and NSW Advertiser* 1817:4).

The sale never eventuated, and so James Squire continued to operate his brewery at Kissing Point until his death in 1822. His eldest son, James, carried on the business until his untimely death in 1826 at the age of 29. Following his death the brewery and Inn closed temporarily and the 1,500 acre estate was divided amongst Squire's descendants. Most of the local land including Kissing Point Farm went to the Farnell family, who inherited it after the marriage of Thomas Farnell and Squire's youngest daughter, Mary Ann. The Kissing Point brewery was re-opened by Thomas Charles Farnell in 1828 but the enterprise was short-lived and James Squire's brewery closed in 1830.

In 1842 the Supreme Court commissioned a survey of the estate of the late James Squire and this gives the clearest indication of the location and layout of buildings and features on the property. The roughly rectangular allotment awarded to Mary Ann Farnell has been largely cleared, except to the north, and features a substantial orchard and garden plots with fenced boundaries and gatehouses or dwellings on the southern and eastern boundaries. A creek appears to run through the garden to a well or dam near the southern extent of the fenced garden before running out to the Parramatta River. Along the foreshore near Kissing Point, on what appears to be even ground behind a rocky embankment, a substantial L-shaped building and three associated rectangular buildings can be observed (Figure 2.4). The size and placement of these buildings, along with the private wharf, appear to be strikingly consistent with the 1820s watercolours of the brewery.



Figure 2.4 'Plan of the Estate of the late James Squire' produced by the Supreme Court in 1842 (Source: Mitchell Map Collection, State Library of NSW, Z/M3 811.1422/1842/1).

Little is known of the status and use of the study area between 1840 and 1940, though it appears that there was little change with the property continuing to serve as a farm for grazing cattle. A photograph of the former brewery, taken in c. 1938, shows a number of remaining buildings and fenced paddocks adjacent to Douglas St, seen here as a dirt path in the foreground. Of particular note are the dwellings along the fenceline of the earlier orchard, and part of the Malting Shovel Inn amongst the trees near the waterline (Figure 2.5).



Figure 2.5 Photograph of Squire's former Kissing Point Farm from Douglas St, about 1938 (Source: Ryde District Historical Society, in Blaxell 2012:33).

In 1940, Lars Halvorsen Sons Pty Ltd purchased a portion of James Squire's original holding with the intention of constructing a timber ship building facility.

2.3 Lars Halvorsen Sons Pty Ltd

Lars Halvorsen Sons established their boat building yards at Drummoyne in 1925 before expanding to Careening Cove and Neutral Bay in 1927, Ryde in 1940 and Bobbin Head in 1946. The normal activities of Lars Halvorsen Sons were designing, building and servicing pleasure and commercial wooden craft and motor yachts. In the late 1930s, Halvorsen Sons set about constructing a boat building yard in Middle Harbour but were met with opposition from North Sydney Council. The move to Ryde was prompted by the availability of land in that area already zoned for ship building. The yard for the proposed new Halvorsen boat building warehouse, occupying five acres of land on the northern bank of the Parramatta River, was purchased in a series of sales between 1937 and 1939. The boat yard replaced the firm's original headquarters at Neutral Bay, which was retained as a service branch. At this time, buildings associated with James Squire's Kissing Point Farm, including the Inn, malt house and dwelling house, remained on site (Figure 2.6).

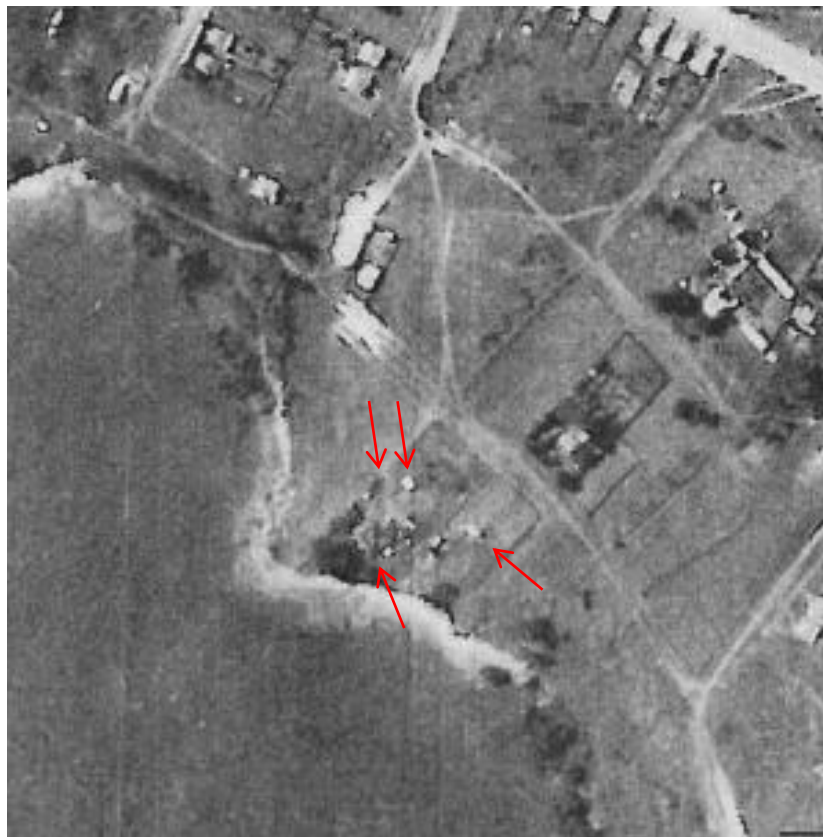


Figure 2.6 Aerial photograph of the site, taken in 1930, showing building outlines (arrowed) (Source: Commonwealth of Australia Map 3424 Sydney 6-3-1930 Run 9, photo 1251, cited in Mitchell 2014:17, Figure 4).

Between 1939 and 1941, Lars Halvorsen Sons constructed a 212 ft by 150 ft, timber framed and fibro boat building warehouse with offices, timber wharf and six cambered slipways, six bathrooms and a septic tank. To provide a level surface, sandstone bedrock was quarried out to a considerable depth at the south western corner of the site. The surplus sandstone was dressed and used in the subsequent seawall (Figure 2.7).

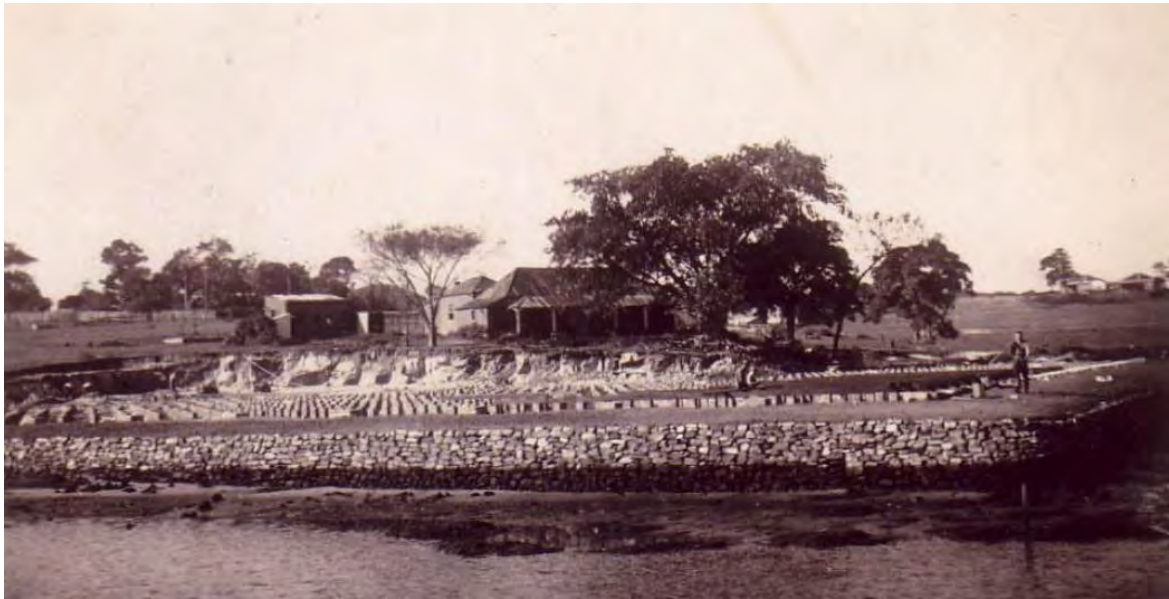


Figure 2.7 View of James Squire's buildings from the Parramatta River, taken during sandstone quarrying for construction of Halvorsen's boat yard in 1939-1940. The central building behind the trees is the former Malting Shovel Inn; behind that the dwelling; and the building off to the left the malt house (Source: Randi Svensen Collection, Australian National Maritime Museum, cited in Mitchell 2014:18, Figure 5).

While the boat building warehouse was being constructed, it appears that James Squire's Inn, dwelling and malt house were retained on site (Figure 2.8). Mezzanine floors provided space for the machinery shop, paint shop, electricians and riggers section and offices. The engineering section, together with blacksmith's and lumber shops and stores, occupied a space of 150 by 150 ft. The machine shop had six drilling machines, a milling machine, and seven lathes ranging from 4 to 12 inches centre capacity. The sheet metal shop had a guillotine and bending machine, both with a 6 ft capacity, and other gear necessary for the fabrication of fuel and water tanks. This equipment enabled the company to produce most of the boat fittings it required.



Figure 2.8 Photograph of Squire's Inn and dwelling house through the framework of the boat building warehouse, taken in 1941 (Source: Randi Svensen Collection, Australian National Maritime Museum, cited in Mitchell 2014:18, Figure 6).

What remained of Squire's former Kissing Point Farm was reportedly demolished about 1941 to accommodate the new Lars Halvorsen Sons sheet metal shop, and the remaining land appears to have been primarily undeveloped. Aerial and oblique photographs of the study area in the early 1940s reveal that some the foundations of Squire's wharf and Inn were still extant and may potentially be retained on the site below contemporary buildings (Figure 2.9 - Figure 2.10). Notably, air raid trenches can be seen outside the warehouse's northern entrance.



Figure 2.9 Aerial photograph of the study area in 1943, showing Halvorsen's boat yard and features relating to brewery occupation, including shadow of wharf, possible sandstone foundations and possible well (arrowed). Note the WWII air raid shelters (Source: Lands and Property Information).



Figure 2.10 An oblique photograph of Halvorsen's boat yard with apparent demolition material to the west of the main building. The foundations of Squire's wharf (arrowed) are visible at low tide (Source: Randi Svensen Collection, Australian National Maritime Museum, cited in Mitchell 2014:19, Figure 8).

Soon after commencing operations at Ryde, the impact of World War II was felt in Australia and Halvorsen's activities were diverted to production of wartime vessels. The majority of these crafts were designed and constructed by Halvorsen Sons Pty Ltd without financial assistance from the Government. In four and a half years no less than 240 boats of various types were constructed and a sizeable labour force, numbering more than 350 men, was engaged. The initial work of building the 38-footers was carried out with the hull upside down. After planking the hull was turned and placed on a mobile cradle on rails which ran right through the building and extended to form slipways into the water. The boat moved along the track from one construction crew to the next as each section of the work was done and on completion rolled down the launching ways still resting on the original cradle. They were completed at the rate of two boats per week.

After World War II the firm returned to the production of pleasure craft 'cruisers', but continued Navy contracts. The war had resulted in significant changes to production techniques and material, including the use of fibreglass for the construction of vessels. The lightness of this material also allowed boats to be produced away from water sites.

The business closed in 1979 having produced its final vessel in 1976, and the property was sold to the Commonwealth in 1980, amidst protest from the Council and residents. The site came into the possession of the Royal Australian Navy, which constructed additional structures including toilets and mess halls to the east of the main warehouse (Figure 2.11). Between the late 1940s and 2014, four of the six slipways were removed and a concrete apron constructed over the sandstone foundations of James Squire's wharf.



Figure 2.11 An aerial photograph of the study area, taken in 2014. Modification in the form of additional building construction and landscaping has occurred to the north, east and south of the main warehouse, in areas of archaeological potential (Source: Land and Property Information).

The Royal Australian Navy transferred ownership of the property to Australian Defence Industries in 1989, who then sold the property to Lilac Pty Ltd in 1997. The boat building warehouse was then leased to a variety of tradespersons dedicated to the repair and maintenance of boats. It is possible that the surrounding land was landscaped and various at-grade car parking areas were formed at this time, to the north and east of the main warehouse (Figure 2.11). The site became known as the Putney Marina, and remains in the same ownership today.

3 Evaluation of the Archaeological Resource

3.1 Physical Analysis

A physical inspection of the site of the former Halvorsen's Boat Yard on 2 July 2014 confirmed the presence of the former Halvorsen's boat building warehouse, two slipways and a concrete apron in the southwest corner of the site; as well as a number of subsidiary structures, sheds and shipping containers to the east, and a fibro dwelling along the northern boundary of the property. The concrete apron partially encapsulates a linear cluster of rough cut sandstone blocks that are submerged in the water and are visible only at low tide. At the time of the inspection, the tide was coming in and it was not possible to see any evidence of the wharf.

Boat building was done in a large timber-framed fibro clad warehouse approximately 45m x 101m, which occupies approximately 4.7km² of the nearly 1.7ha site. The building is based on a tripartite design with a large central area for working on large vessels, and two side 'aisles' for smaller boats. The warehouse was apparently constructed by the ship builders themselves with the result that it reflects ship building technology of the time; the major elements of timber framing are mast blanks (site manager pers. comm. 3 July 2014). In addition, the elevated timber working platforms along each side of the central aisle, facilitating work at heights, are extant. The roof supports are of interest with a King trussing, lengthways along the aisles, above which running laterally is Half trussing, which may have been added when the roof was replaced by the Navy. The floor is concrete and timber board. The warehouse continues to be used by private boat owners as a place to work on their boats, and is apparently one of the few such places in Sydney.

Since 1997, it is clear that the boat building warehouse and its surrounding yard has been used as a storage facility for boats, cars and machinery in various states of disrepair. Mangroves have recolonised the land along the foreshore to the east of the boat building warehouse, and regenerated bushland demarcates the eastern and northern boundaries of the property. A large portion of the surrounding yard space is surfaced with asphalt and used as parking, and for car and boat storage. Where remnant soils can be seen, the ground surface is largely obscured by overgrown vegetation, skip bins, machinery parts and general refuse (Figure 3.1 - Figure 3.10).

From its lowest point at the level of the boat building warehouse below ground, the site slopes upwards from the foreshore towards the north eastern corner of the site.



Figure 3.1 View northeast of the former Halvorsen's boat building warehouse and concrete apron, located in the southwest corner of the site (Source: AM Consulting).



Figure 3.2 Detail of the linear cluster of rough cut sandstone blocks, presently submerged during moderate tide (Source: AM Consulting).

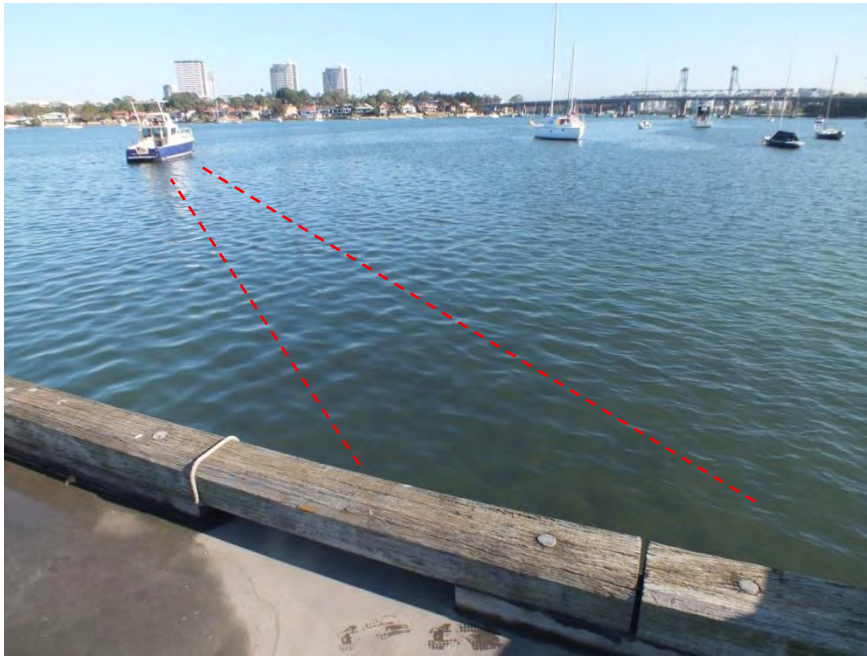


Figure 3.3 Approximate alignment of the cluster of sandstone blocks (dashed), facing southeast (Source: AM Consulting).



Figure 3.4 View west of the foreshore and concrete pylons beneath the concrete apron. Note the tidal wash-in of shell, netting, fibro fragments and general debris (Source: AM Consulting).



Figure 3.5 View southeast of two remnant Halvorsen's slipways and partially collapsed wharf (Source: AM Consulting).



Figure 3.6 Recolonised mangroves and refuse lining the foreshore to the east of the main warehouse (Source: AM Consulting).



Figure 3.7 View north of the sloping terrain from foreshore towards northern boundary. Note land to the east rises to an embankment (Source: AM Consulting).



Figure 3.8 View east along northern property boundary, the highest point of the site. Note regrowth vegetation and asphalt surface covered in boats and disused machinery (Source: AM Consulting).



Figure 3.9 View into a densely occupied area to the northeast of the site (Source: AM Consulting).



Figure 3.10 View northwest of post-1930s fibro dwelling, constructed on brick piers on terraced embankment (Source: AM Consulting).



Figure 3.11 View along the western 'aisle' to the south. To the left is the elevated working platform and to right the flooring is timber board, and note the slip rail (Source: AM Consulting).



Figure 3.12 View southeast from the western aisle across the warehouse, left, and view northwest during construction of the America's Cup winner, Gretel, right. Note that little has changed since 1962; the working platforms and two rows of trussing (Source: AM Consulting & Engelen 2011).

3.2 Potential Disturbance

Occupation of the boat yard site, particularly during the twentieth century has had the potential to disturb or destroy archaeological resources associated with James Squire's brewery and inn.

The method of construction of the Halvorsen's warehouse, with its foundations set deep into the bedrock, is such that it is likely that the greater part, if not all, archaeological resources within its footprint have been destroyed. However, it is likely that archaeological resources beyond the footprint have survived.

Occupation of the site during the 1980s and 1990s by the Royal Australian Navy and Australian Defence Industries has introduced contaminants. Martens & Associates tested the site for contaminants and has found that the greater part of the site has been affected by contaminants that are considered injurious to human health (2012:26-28). Contaminants will affect the appropriate management of the site's archaeological resources (see below Section 5.3).

3.3 Potential Archaeological Resource

The documentary evidence indicates the possible presence of a number of sandstone structures, a fenced orchard and garden, and a timber wharf on the site from as early as 1796. This is corroborated by sketches of the site from the 1820s, which portray at least three substantial structures and fenced areas, a timber wharf and a small boat shed along the Kissing Point Farm foreshore. The 1842 survey of the estate of the late James Squire at Kissing Point clearly shows a long wharf, an L-shaped structure with fenced boundary, four other subsidiary buildings and a fenced orchard within the study area (see Figure 2.4 above).

Photographs and aerial imagery from the late 1930s suggest that a number of structures relating to the earliest phase of occupation remained on site until at least this time. While some structures in the southwest corner of the site may have been destroyed during the construction of Lars Halvorsen Sons boat building warehouse, the remainder were demolished when additional buildings were constructed following the war, of which foundations may be preserved in situ. The presence of a sandstone cellar on the site was described in historic references and reportedly observed below a kitchen in the Halvorsen boatshed, though no evidence of such a structure was verified by a site inspection (McAndrew 2003). During the site survey, no-one seemed to be aware that there was a kitchen. It is possible that the cellar may, in part, survive below the foundations of the warehouse.

The presence of at-grade car parking throughout the majority of the remainder of the site indicates that archaeological resources may not have been severely truncated; it is possible that physical evidence of Squire's occupation, particularly in the northeast of the site, is extant. It should be noted that the eastern half of the site beyond the driveway is on an elevated embankment, which is likely above the original ground level of Squire's period of occupation. The physical inspection confirmed that construction of the boat building warehouse included excavation into the underlying sandstone bedrock to a depth of between 1-2 m below the natural surface (see above Figure 2.7 – Figure 2.8). This action would have significantly truncated any archaeological evidence of pre 1930s occupation in the south western corner of the site. It is probable that only features with deeper foundations, such as postholes, cellar or well carved into the bedrock, would have been preserved beneath the warehouse.

To the north and east of the main warehouse however, historical documentation and the site topography indicate that there is potential for evidence associated with occupation of the site prior to the construction of Lars Halvorsen Sons boat building enterprise (Figure 3.13). Although the construction of subsidiary structures, a concrete apron and at-grade parking may have caused some truncation of the archaeological resource, it is possible that features remain and will be exposed by archaeological investigations of the study area. The archaeological resource might be represented by the following:

- Sandstone wall foundations and associated demolition material associated with Squire's brewery and inn.
- Underfloor deposits associated with the period of Squire's brewery and inn.
- Wells/cisterns and/or cesspits associated with Squire's period of occupation.
- Evidence of the Squire's wharf; foundations and postholes.
- Postholes associated with fencing boundaries for the wider property and the orchard, including evidence of cultivation, ploughing, irrigation etc.
- Evidence of the c1943 WWII air raid trenches outside the northern entrance to the main warehouse, if not truncated by later construction

It should also be noted that there is potential that unrecorded structures, rubbish pits or other features associated with Squire's period of occupation may be present and exposed during works.

The archaeological resources in the site, outside the perimeter of the warehouse are likely to have good integrity.



Figure 3.13 Approximate areas of archaeological potential within the site. Given the difficulty in locating suitable landscape features for geographic referencing, as well as the dearth of historic documentation, this image should be taken as a guide only.

3.4 Archaeological Research Potential

The archaeological resources of any site are finite and have the potential to provide insights into everyday life that are not available from any other resource. The historic context and physical analysis indicate that there is potential for historical archaeological resources to be present within the study area. The archaeological resources are likely to be associated with the occupation and activities of James Squire's brewery and inn. The area is currently occupied by the boat building warehouse, roads, parking areas, an assortment of buildings and a build-up of old and decaying boats, cars and other associated detritus. The apparent lack of intrusive activities across the site, apart from the construction of the warehouse, indicates that the integrity of the archaeological resource should be good. However, the integrity of the potential archaeological resource is not sufficient justification for excavation, the research value of the resource should also be a consideration.

The concept of archaeological research potential was examined in an influential paper by Bickford and Sullivan, who identified three questions, each of which is devised to address the ability of the archaeological resources of any site to investigate the scientific potential of the site and how that potential can further current knowledge (1984:23-24). The three questions are:

- *Can the site contribute knowledge that no other resource can?*

- *Can the site contribute knowledge which no other site can?*
- *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 archaeological resources contained within the former Halvorsen's Boat Yard site should be considered in the context of these questions, in order to determine the historical archaeological research potential of the site:

Can the site contribute knowledge that no other resource can?

Archaeological resources at the site of James Squire's brewery and inn have the potential to enhance knowledge about the early history of and development of commerce at a relatively remote location, as currently derived from limited documentary sources. In particular, it may provide evidence for the development of early brewing activities on James Squire's Kissing Point Farm, particularly with respect to the cultivation and processing of locally produced hops.

The archaeological resources associated with Squire's brewery and inn have the potential to provide an insight into the everyday lives of the residents, workers and visitors to the inn. It is possible that some information may be present which can contribute to an understanding of the movement of goods along the Parramatta River.

Although inn sites are not unusual, and a number have been excavated within the Sydney region, brewery sites are difficult to identify and none are known to have been certainly identified through archaeological excavation in the Sydney region. The location of Squire's brewery and inn on the banks of the Parramatta River has the potential to enhance our current understanding of the layout and form, and lives of those who lived and worked on site, of an early brewery and inn site in a relatively isolated location.

Can the site contribute knowledge which no other site can?

Though public inns are not uncommon throughout Sydney, the archaeological resource can provide an insight into commercial activities and the provision of services along the Parramatta River from the 1790s, in an isolated setting away from the development of colonial Sydney. As such, the archaeological resource may provide detailed information about the material culture of a relatively isolated location, both in a domestic and commercial setting.

Archaeological resources in the south western part of the site have been disturbed and/or destroyed by the subsequent construction of the Lars Halvorsen Sons' warehouse. However, archaeological resources in the northern and eastern part of the site are likely to have good archaeological integrity with the potential to provide evidence regarding the form and layout of the brewery and farm, as well as associated commercial activities.

Although physical evidence of brewing is likely to be ephemeral, it is possible that physical evidence in the form and layout of at least one building may make a contribution to our understanding of brewery sites that has hitherto not been available from any other site.

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?

Archaeological resources from the James Squire Brewery site have the potential to provide information relevant to the following areas of research:

- Early patterns of settlement and occupation along the Parramatta River outside of the major urban centres of Sydney and Parramatta.

- The development of farming for commercial profit, particularly in relation to the production of alcoholic beverages, manufactured from local ingredients.
- The development of maritime infrastructure in the late eighteenth and early nineteenth century and along inland waterways; as exemplified by James Squire's wharf.
- The form and scale of local public houses and the provision of services in isolated settings, outside of main city centres; as exemplified by the Malting Shovel Tavern.
- Everyday lives of those who worked and lived in relatively isolated regions and possible evidence of interactions along the Parramatta River.

The archaeological resources associated with the James Squire brewery and inn site are likely to have good integrity and research potential.

4 Assessment of Significance

4.1 Preamble

The physical evidence of past activities is a valuable resource that is embodied in the fabric, setting, history and broader environment of an item, place or archaeological site. The evaluation has identified the potential for relatively intact archaeological resources at the site. The value of this resource to the community can be evaluated by assessing its cultural heritage values. 'Cultural significance' and 'heritage value' are terms used to express the tangible and intangible values of an item, place or archaeological site, and the response that it evokes in the community. Archaeological relics assessed as having State or local significance should be managed under the 'relics' provisions of the Heritage Act.

4.2 Assessment against Criteria

The significance of the archaeological resources of the former Halvorsen's Boat Yard is assessed below. An item, place or archaeological site is considered to be of State or local heritage significance if, in the opinion of the Heritage Council, it meets one or more of the following criteria:

Archaeological Research Potential (NSW Heritage Criterion E)

The potential archaeological resources associated with James Squire's brewery have the potential to yield important information regarding the development of early farming and brewing activities along the Parramatta River, and as such to enhance our understanding of the early history of a relatively isolated location along the river. Though a number of public house sites have been documented and excavated in and around Sydney, few brewery sites have been identified and excavated. The site also presents an opportunity to demonstrate aspects of material culture that relate specifically to the people who lived and worked at the brewery and inn.

The archaeological resources represent a rare example of a brewery and public house site in an isolated context with good integrity in the northern and eastern parts of the site. The likely remains of Squire's occupation of the site in the first half of the nineteenth century have the potential to contribute to an understanding of early land use, residential and commercial practices.

The research potential of the archaeological resources associated with the James Squire brewery and inn site is assessed as having state significance.

Associations with individuals, events or groups of historical importance (NSW Heritage Criteria A, B & D)

James Squire was reportedly one of Sydney's earliest brewers, and was known for being the first brewer to successfully cultivate hops for commercial brewing purposes in an Australian context. The site served as Squire's working and residential premises for a period of almost thirty years until his death in 1822. The archaeological resource is likely to contain physical evidence relating specifically to James Squire's occupation.

Archaeological evidence associated with the Malting Shovel Inn and James Squire's wharf may reflect an important part of NSW's cultural history and its economic maritime development. This is particularly in light of its position on the Parramatta River, a major transport route between Parramatta and Sydney.

The archaeological resource, in terms of its association with the brewing practices of James Squire, is assessed as having state significance.

Aesthetic or technical significance (NSW Heritage Criterion C)

The archaeological resources associated specifically with the brewery and brewing practices, if present, would have the potential to demonstrate the technical characteristics of an early brewery in the Sydney region.

The archaeological resources, if present, would have state significance.

Ability to demonstrate the past through archaeological remains (NSW Heritage Criteria A, C, F & G)

The archaeological remains of James Squire's brewery have the ability to demonstrate how the farming and brewing industry developed along the Parramatta River at the beginning of the nineteenth century. Archaeological remains at the site have the potential to represent a rare and relatively intact example of an early working farm and brewery, providing refreshment and accommodation to early settlers travelling between the major townships of Parramatta and Sydney.

The archaeological resources associated with James Squire's brewery and inn are assessed as having state significance.

4.3 Statement of Significance

The archaeological resources in the site of James Squire's Brewery have the potential to yield important information regarding the development of early farming and brewing activities along the Parramatta River, thus enhancing our understanding of the early history of early land use, domestic and commercial practices in a relatively remote location. James Squire is known to be the first Australian brewer to successfully cultivate hops, and the archaeological resource has the potential to demonstrate the technical characteristics of an early brewery in the Sydney region. The site also presents an opportunity to demonstrate aspects of material culture that relate specifically to the people who lived and worked in remote locations along the Parramatta River. Few brewery and public house sites have been documented and excavated in an isolated setting away from major towns.

The archaeological resources associated with the James Squires brewery site are likely to have good integrity and are assessed as having state significance.

5 Archaeological Research Design

5.1 Preamble

The archaeological resources associated with the James Squire brewery and inn have been assessed as having good integrity (outside of the footprint of the boat building warehouse) and state significance, and as such should be managed appropriately. Although the preferred management strategy is to retain archaeological resources in situ, the proposed development makes this impossible and as such archaeological investigations will be required.

The proposed development includes bulk excavation of the site, outside the warehouse footprint, for site remediation purposes and, construction of residences and below ground car parking. Excavations could, without implementing proper management measures / procedures, destroy archaeological structures, features or relics associated with the James Squire brewery and inn. Appropriate management of the archaeological resources will ensure that the information provided by any physical evidence of the James Squire brewery and inn is not lost and that the development can proceed. The following Archaeological Research Design includes a methodology and framework for managing the archaeological resources of the site and proposes research questions designed to extract the maximum research value from this resource. The Research Design has been prepared to accompany an application for an excavation permit, made under Section 140 of the Heritage Act, to the Heritage Council of NSW.

5.2 Research Questions

Archaeological resources may provide evidence that will enhance the historical record and as such make a contribution to an understanding of the history and settlement of a local region. In view of the substantial costs involved in archaeological excavation of a site, the research design should be problem oriented: that is, archaeological investigation should aim to address substantive research themes developed through the background research and the assessment of significance of the site. Archaeological research questions provide a framework for an archaeological investigation and for the analysis of the results of the excavation and artefacts recovered during excavations.

The following research questions should inform archaeological investigations of the site:

The construction, size and layout of an early public house outside of Sydney

- Do the structural remains show evidence of adaptations or particular design features that distinguish it from a dwelling? If so what are they?
- Is it possible to discern similarities with other public inn sites from a similar era elsewhere, in both an isolated setting and within Sydney?
- What materials were used in the construction of the structure? Were they local to the area or brought in from elsewhere?
- Can the artefacts illustrate a material culture of a public inn as being significantly different from that of a private dwelling?
- How was the public house serviced in terms of access to fresh water and disposal of waste?

The nature, construction, size and layout of a brewery outside of Sydney

- Can the process of brewing be identified in the archaeological record, and can development of the process be seen over time?
- Were locally brewed beverages consumed exclusively on site or were imported beverages also served?

- Can structures specifically associated with the brewery be identified, and if so what would their functions have been? Can their periods of occupation be dated?
- Can the archaeological record shed light on water storage options within the site, given the requirement for fresh water in the brewing process?

The size, layout and development of a working farm

- Can evidence for experimentation with, and the cultivation of hops be discerned in the archaeological record?

Early development near inland waterways

- What provisions for water transportation were made on the site and how does this differ from or mirror other contemporary sites along the Parramatta River and Sydney harbour?
- Is there archaeological evidence for identifying differing standards of living, types of dwellings and possessions of people working and residing outside the settlement of early Sydney from those within it?

The above research questions are specific to the James Squire brewery and inn site and will inform the procedure for recording the archaeological resources during excavation, the recovery and storage of artefacts and provide a framework for the excavation report.

5.3 Archaeological Management Strategy

Works associated with the redevelopment of the former Halvorsen's Boat Yard have the potential to expose the physical evidence of early farming and brewing practices undertaken by James Squire. The key archaeological management strategy will be archaeological monitoring of mechanical excavation followed by open excavation of targeted areas of archaeological sensitivity, to ensure that archaeological relics are managed appropriately. This will be brought into action following the removal of the overburden of the accumulation of stored cars and boats and refuse, and demolition of buildings, but prior to any ground surface disturbance. An Excavation Director should be nominated, whose experience complies with the Heritage Council criteria, to oversee the monitoring and archaeological excavation.

Given the potential archaeological sensitivity of a large portion of the former Halvorsen's Boat Yard, to the north and east of the warehouse, monitoring of all floor slabs, asphalt and top soil across the site by the Excavation Director is recommended. This will enable the Excavation Director to assess the extent, integrity and significance of the exposed archaeological resources before targeted open-area excavation of areas where archaeological relics are exposed. Open area excavation of these areas would be required to address the site in its entirety, providing an overview of the development of the site. However, manually excavated test trenches may be used to test deposits as required during open area excavation.

5.3.1 Monitoring Mechanical Excavation

The site conditions are such that archaeological monitoring is the appropriate strategy after removal of the above ground structures and debris, and during the mechanical removal of the asphalt and concrete and topsoil. Prior to on-site works the Excavation Director should be briefed on the appropriate measures to be implemented as protection against the site contaminants. Measures may include full PPE appropriate to the required level of protection, attendance by two archaeologists or remote recording of archaeological features. Although not always detrimental to health, prolonged exposure to industrial contaminants can cause headaches and nausea, and as such it is essential that not less than two archaeologists be available attend the site during mechanical site clearance works and remediation so that staff can be rotated, if conditions require. In addition, if the site conditions are

such that it would not be safe for open area manual excavation, a surveyor should be a member of the archaeological team so that all archaeological structures, features and relics can be accurately recorded.

The monitoring methodology will be informed by the site conditions and include the following:

- Prior to mechanical site works, the Excavation Director will brief contractors on the 'relics' provisions of the Heritage Act, the research questions and the proposed archaeological management strategy;
- The Excavation Director, or nominated representative, will monitor the removal of all floor slabs, asphalt and top soils to expose underlying archaeological resources;
- The process of ground surface removal will be photographically recorded to inform the ensuing open area excavation of the site;
- The process of site remediation, comprising excavation and removal of all site contaminants should be supervised and recorded by the Excavation Director, or nominated representative.
- Taking into consideration the potential health and safety risks associated with the remediation of the site, significant features *may* be excavated manually, where appropriate, under the supervision of the Excavation Director.
- The level of contamination of the site is such that it may preclude the collection of artefacts and/or *in situ* conservation of archaeological features. However, this would be at the discretion of the Excavation Director, in consultation with the environmental scientists and Heritage Council of NSW.
- Adequate time should be factored into the remediation process to allow the Excavation Director, or nominated representative, to assess and record archaeological relics, deposits and/or structural remains as they are exposed. The record will ensure that a clear and comprehensive understanding of the archaeological resources of the site is preserved for the future.
- Open area excavation will proceed once the overburden has been removed and the underlying archaeological resources prove to have good integrity and significance, and the site is made safe for excavation.

5.3.2 Targeted Open Area Manual Excavation

Open area excavation of the site by a team of archaeologists, under the direction of the Excavation Director, would only be undertaken if site conditions are such that there will be no danger to health. Any features uncovered will be excavated and recorded stratigraphically, as part of an open area investigation of the site. The methodology will include:

- Maintain the established site datum in order to record extant deposits, features and relics;
- Laying out a 5m grid across the site;
- All underfloor areas will be excavated within a 500mm grid and sieved;
- If wells and / or cesspits are encountered, these will be excavated along tip lines (if identifiable), or in 200mm spits, and sieved;
- Preparation of scaled site plans and profile or cross-section drawings, showing the location of all archaeological deposits and features revealed by the excavation, keyed to the site datum;
- Cleaning of all features and deposits to facilitate photographic recording;
- Photographic recording (digital), to scale, of all before and after exposure phases, features and deposits;
- Use of proforma context sheets and a field diary to record the details of the location, dimensions and characteristics of all archaeological features and deposits;
- Sequential numbering of features and deposits to facilitate preparation of a Harris Matrix and artefact labelling;

- Preparation and development of a Harris Matrix, to show stratigraphic relationships between all archaeological features and deposits;
- Collection of all artefacts for analysis, except from unstratified fill. Samples of bricks and mortar will be collected from each feature;
- Artefacts will be cleaned, bagged, labelled in accordance with the archaeological context, and appropriately stored for analysis; Specialist analysis of soil samples, pollen, or other deposits may also be undertaken as part of the excavation and recording process.

Under normal conditions, open area manual archaeological excavation of the site would be completed within six to eight weeks. This timeframe would depend on the significance and integrity of the archaeological resource and unforeseen factors, including inclement weather. The unpredictable nature of archaeology and the dearth of historical documentation are such that an estimation of the required timeframe is not possible; although it is unlikely that the timeframe would need to be extended. In addition, the level of site contamination may be such that manual excavation of discrete areas or features only would be possible, which would reduce the period of excavation.

5.3.3 Squire's Wharf

The preferred management strategy for Squire's wharf will be retention of the archaeological resource *in situ*. Should construction works necessitate the removal of the wharf, an Excavation Director with relevant maritime archaeology experience should be contracted. Broadly, the management strategy should include the preparation of scaled site plans and profile or cross-section drawings, photographic recording and collection of artefacts for analysis.

5.3.4 Artefact Analysis and Reporting

Detailed analysis of the artefacts will include preparation of a site database that accurately identifies each artefact. Where relevant, specialists will produce reports on the artefacts, which outline key issues or themes. These may include reports on ceramics, building materials, glass, bone and shell, and other miscellaneous items. In addition, important artefacts will be the subject of materials conservation.

A final report will be prepared detailing the results of the excavations, and post excavation analyses of significant features, deposits, and artefacts. The report will also include a synthetic analysis of the site, which addresses the research questions outlined above. The report will be prepared in accordance with current heritage best practice guidelines and standard Permit conditions.

During the analysis stage of the project, artefacts will be safely stored by the archaeologist. Following the reporting stage of the project, the artefacts will be returned to the client to arrange appropriate, long-term storage.

5.3.5 Interpretation

The following steps are designed to improve and maintain community relations and increase cultural awareness:

- Design any hoarding that will surround the site to include 'look-in' points. These should be situated at safe junctures along the exterior of the site.
- Explore the possibility of having an open day on the site, whereby supervised public access is permissible. Whether or not an open day is practical or appropriate can be determined during the excavation. Flyers containing information about the site's history could be distributed in conjunction with the open day.
- Poster(s) with information about the history of the site should be fixed to external hoardings.

Artefacts recovered during excavations that have the potential to enhance an understanding of the history of the site should be incorporated into the proposed interpretation of the site following construction of the new Marina complex.

5.4 Section 140 Excavation Permit

This report is supporting documentation to an application for an Excavation Permit under Section 140 of the *Heritage Act 1977*.

Following commission of the Excavation Director, this report should be updated and amended to include details regarding the Excavation Director and key members of the archaeological excavation team, and the excavation program. An application for an Excavation Permit should be submitted to the Heritage Council of NSW. Excavation Permit Approvals normally take 21 days.

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APPENDIX 3

NSW Heritage Office Inventory Sheet

Parramatta River
Regional Environmental Study
Open Space and Recreation
Heritage Study



Department of Environment and Planning

TABLE 6.0 : INVENTORY OF EUROPEAN SITES

No.	Name	Thematic Context
1.	Parramatta River	All themes
2.	Cockatoo Island	For Security and Defence For Industry
3.	Spectacle Island	For Security and Defence
4.	Snapper Island	For Security and Defence
5.	Vistas to Cockatoo, Spectacle and Snapper Islands	Riverscape
6.	Balmain Foreshore Precinct	A Place of Residence - Suburban Development in the late 19th and early 20th centuries
7.	Long Nose Point	Riverscape
8.	Long Nose Point Wharf	As a Corridor
9.	Balmain to Greenwich Tunnel	As a Barrier/ For Industry
10.	Storey and Keers Pty Ltd	For Industry
11.	Semi detached Federation houses and boatsheds	As a place of Residence/ for Recreation
12.	Elliot, Punch and Cove Street Wharves	As a Corridor
13.	Jubilee Engineering Co.	For Industry
14.	Site of Balmain Colliery	For Industry
15.	Dawn Frazer Swimming Baths	For Recreation

No.	Name	Thematic Context
157.	Naval Refit Centre	For Industry
158.	Stone Cottage	As a Place of Residence
159.	Putney Park	For Recreation/ Riverscape
160.	Former Putney Wharf	As a Corridor
161.	Victorian Villa	As a Place of Residence Villa Estates
162.	Former Tennyson Wharf	As a Corridor
163.	Glades Bay	Riverscape
164.	Scots College Boatshed and grounds	For Recreation
165.	Former Gladesville Wharf	As a Corridor
166.	River Sailing Club	For Recreation
167.	Sydney Grammar School Boatshed and Grounds	For Recreation
168.	Victorian Villa	As a Place of Residence
169.	Rockend	As a Place of Residence For Industry
170.	Punt Road Wharf	As a Corridor
171.	Gladesville Hospital	For Health and Convalescence
172.	Gladesville Hospital Boatshed and Wharf	As a Corridor
173.	International Sculling Course	For Recreation
174.	Searles Monument	For Recreation
175.	Hunters Hill Foreshore Precinct	As a Place of Residence

SUMMARY OF HERITAGE SIGNIFICANCE

The Parramatta River is a major waterway within the Sydney region and, as both a corridor and barrier, has strongly influenced the pattern of development to the east and north of Sydney. It is of particular significance:

- for its retention of physical evidence of Aboriginal occupation in the Sydney Region

- as a vital link in the establishment of the second European settlement in Australia

- as the focus for the farm grants on which the foundations were laid for the wheat, wool, viticulture, brewing, and possibly distillation, industries of the colony

- as an international sculling course which produced some of Australia's first sporting heroes

- as one of Sydney's leading recreational areas in the late nineteenth century

- for its retention of physical evidence from each of the major phases of residential settlement in Sydney, readily viewed as a cross section along the river

- as the site of a number of nineteenth and twentieth century industries which have been leaders or influential in particular industrial processes or products

Much of the significance of the Parramatta River is by its association with the development of the colony in the early years of settlement. Little physical evidence remains from this period, but the items identified in the inventory represent many other aspects of the history of European settlement along the river and in Sydney as a whole, and each of these adds to the overall significance of the study area.

TABLE 8.3 THEMATIC CONTEXT : THE RIVER AS A CORRIDOR

ITEM	EXEMPT OF HERITAGE VALUE	CURRENT OWNERSHIP/CONTROLS	RECOMMENDATIONS
8 Long Nose Point Wharf IGA: Leichhardt	Timber wharf and sandstone retaining wall.	NSB leased to Leichhardt Council, used daily as ferry wharf.	Identify as heritage item in IEP.
12 Ellisby, Punch & Cove St. Wharves IGA: Leichhardt	Timber jetties	NSB leased to Leichhardt Council. Provide public access to water.	Identify as heritage item in IEP.
21 Former Callan Park Hospital IGA: Leichhardt	Remains of sandstone wharf, sandstone retaining wall and two sets of steps leading to wharf in the grounds themselves.	Owned and leased by Health Commission.	Identify as heritage item in IEP. Include in recommended conservation management plan for state owned riverside institutions.
25 Leichhardt Wharf IGA: Leichhardt	Timber wharf	NSB leased to Leichhardt Council. Provides public access to water.	Identify as heritage item in IEP.
26 Thompson St. Wharf and Bridge St. Wharf IGA: Drumoyne	Two timber wharves	NSB leased (1) to Drumoyne Council - provides public access to water (2) to private individuals.	Identify as heritage item in draft IEP.
35 Wharves? Reclaimed land IGA: Drumoyne	Cut sandstone retaining walls and reclaimed land.	NSB leased to Drumoyne Council. Provide public access to water.	Identify as heritage item in draft IEP. Local council to research original purpose and history of these sites.
36 Kolsaly St. Wharf IGA: Drumoyne	Timber jetty	NSB leased to Drumoyne Council. Well maintained, provides public access to water.	Identify as heritage item in draft IEP.
54 Wharf No. 11, Brothfield Drive, Christchurch	Remains of stone wharf	NSB leased to Drumoyne Council. Provides public access to water.	Identify as heritage item in draft IEP.
55 Former Christchurch Wharf steps IGA: Drumoyne	Deep cut sandstone steps	Owned by Drumoyne Council. No water access.	Identify as heritage item in draft IEP.
56 Abbottsford Wharf IGA: Drumoyne	Timber jetty	NSB leased to Drumoyne Council. Public water access.	Identify as heritage item in draft IEP.
79 Former Caberghie Wharf IGA: Concord	Stone wharf	NSB. Provides public access to water. Owned by A.G.C. No public water access.	Identify as heritage item in draft IEP.

RECOMMENDATIONS
NOTE: It is recommended that all items listed here are identified as heritage items in the River Regional Environmental Plan.

STACK
OFFENDING
ERROR

152 Former Wharf, Meadowbank LGA: Ryde	Remnants of former stone wharf	MSB. Provides public water access at end of mangroves.	Bring to Council's notice for inclusion in current heritage study. Identify as heritage item in MSB.
153 Former Ryde wharf LGA: Ryde	Timber wharf and adjacent earth filled stone wall projection.	MSB leased to Ryde Council. Part of adjoining industrial site. Provides no public access to water.	Ditto
160 Former Putney Wharf, Putney Parade LGA: Ryde	Stone wharf	MSB leased to Ryde Council. Provides public access to water.	Ditto
162 Former Tennyson Wharf LGA: Ryde	Stone steps leading to site of former timber wharf.	Owned and maintained by Ryde Council. Provides public access to water.	Ditto
165 Former Gladstone Wharf LGA: Ryde	Sandstone retaining wall. Part of former wharf.	Ditto	Ditto
170 Former Furt Road Wharf LGA: Ryde	Sandstone retaining wall. Part of former wharf.	Ditto	Ditto
172 Gladstone Hospital Wharf, Boat Ramp and Boat Shed LGA: Hunters Hill	Timber hoisted on cut sandstone base, timber jetty and adjacent boat ramp.	Part of Gladstone Hospital	Identify as heritage item in MSB. Include in mangrove conservation plan for all state owned institutions on the Parramatta River.
177 Dick Street Wharf LGA: Hunters Hill	Sandstone wharf	MSB leased to Hunters Hill Council. Public access to water.	Identify as heritage item in MSB.
178 William Street Wharf LGA: Hunters Hill	Stone wharf	Ditto	Ditto
179 Gladstone Wharf, Huntley's Point Road LGA: Hunters Hill	Timber wharf set on sandstone	MSB leased to Hunters Hill Council. Public access to water. Wharf in use - makes the limit of ferry services on the Parramatta River.	Ditto
187 Former Hunters Hill Wharf LGA: Hunters Hill	Stone retaining wall and steps.	MSB leased to Hunters Hill Council. Public access to water.	Ditto

Parramatta River is one of the most significant industrial landscapes in Australia. The Study has identified two sites (See Table 8.6) through historical research of which twenty-three are considered to be of State heritage significance because "they either produced pioneer or demonstrated a process or product that had consequences beyond its immediate locality".

As the industries could not be inspected it has been impossible to identify any actual heritage items within them. Therefore, very few of those industries considered to be of State significance because of their historical importance are recommended for heritage identification. Some industrial sites, however, are obvious heritage items and have been so recommended. They are the Ball's Power House (Item 18), the Nestle's Club House (Item 60), the Mortlake Gas Works (Item 82), the State Brick Works (Item 106), Fosseys Factory (Item 108), Automata Totalisators Building (Item 151), The Sydney Tin Smelting Co. (Item 188) and the Morts Dock (Item 189).

None are identified as heritage items in LEP's except for the last two, in Hunters Hill. The Nestle's Club House, however, is covered by an Interim Conservation Order. The remainder need to be identified in their respective LEP's, and will need to be followed up with investigatory work. Because of the historical information available, documented in this Study, all sites can and should be referred to in interpretive material to be made available to the public. Where sites change use, former uses should be interpreted in the new design. In the 19th C. Wilson Park, Auburn, was the site of the Newington Salt Works. The design of the new park has missed an opportunity to use its historical background for interpretive of landscape purposes. An opportunity exists for Concord Council to do something a little more imaginative with the former Co-op Box Co. site, integrating the structural remains with the park design.

Most industries are in full production - this sometimes entails updating processes and rebuilding structures. Even if heritage items were identified their conservation often would not be feasible.

Items and processes can however be recorded and this should be initiated by the REP. Furthermore, industries sometimes move and close down. This is particularly possible on the river east of Ryde Bridge where foreshore land for residential purposes would generally be of higher value than the same land for industrial purposes, eg the Sydney Tin Smelting Co. and the Nestle's site and Storey and Keers. It is at this stage, prior to any demolition, that a detailed investigation of the structures and processes involved should be undertaken, the heritage significance assessed, and conservation measures taken if required.

Recommendations:

Objective. - Broaden the general understanding of the heritage value of the industries on the Parramatta River.

Strategy (in order of priority)

Undertake a full investigation of the remains of the Sydney Tin Smelting Co. and Kelly's Bush, and of the Nestle's site before any works are carried out on the site.

Place demolition/alteration controls on all industries identified by this Study with DEP as responsible authority. (As the heritage items are not specifically identified they cannot be listed in DEP's as heritage items.) Consent to be granted only after satisfactory investigation of the site by suitably qualified industrial archaeologist.

Initiate a recording programme of heritage items and processes by requesting individual industries to advise the Heritage Branch of the DEP of records, items and processes which may be of heritage value.

Increase public awareness of the historic importance of the individual industries and their contribution to Australian industrial history by preparing relevant interpretive material. Where former industrial sites are converted to open space purposes encourage the responsible authority to consider the design of the new park with reference to its former history and use.

108 Fossy's Factory Underwood St., Hobart LGA: Auburn	Building. Of state significance.	Zoned Industrial	Identify building as heritage item in LEP.
116 Shell, Silversaker LGA: Parramatta	Site: continuing use of river, of state significance.	Zoned Industrial	Identify site in interpretive material.
120 Bunderlich Tiles Grand Ave., Rossmore LGA: Parramatta	Site: processes. Of state significance.	Zoned Industrial	Identify site in interpretive material. Should identify stage or major investigation of site essential prior to any demolition or new work.
151 Autocable Robalizers Building, Hawesbury LGA: Parramatta	Building. Of state significance.	Zoned Industrial	Identify building as heritage item in LEP.
157 Naval Recruit Centre Waterloo St., Putney LGA: Ryde	Site: possible archaeological evidence. Of state significance.	Zoned Industrial	Identify site in interpretive material. Should actively move investigation of site essential prior to any demolition or new work.
100 Sydney Tin Smelting Co. and Kelly's Bush Alfred St., Hunters Hill LGA: Hunters Hill	Site: processes, archaeological remains. Of state significance.	Identified as heritage item in LEP.	Investigation of site needed to determine value and extent of industrial remains and to examine feasibility of interpretation to the public.
189 Atlas Engineering and Ports Dock, Woolwich LGA: Hunters Hill	Structures, technology. Of state significance.	Identified as heritage item in LEP. Zoned Industrial. Owned and used by Navy.	Investigation of site needed to ensure present use of site conserves items of heritage value.

3.8 THE RIVER FOR SECURITY AND DEFENCE

Heritage items identified in this thematic context are:-

- 2 Cockatoo Island, owned/leased by the Australian government and Vickers Pty. Ltd.
- 3 Spectacle Island, owned by the Australian government.
- 4 Snapper Island, leased from the Australian/NSW governments by the Drummoyne Naval Cadets.
- 93 Phillips Industries, Brays Road, Rhodes, owned/leased by Phillips Industries.
- 111 Newington Arms Depot, owned by the Australian government.
- 141 Naval Stores, owned by the Australian government.

Apart from the Phillips site, all sites are still in use for defence purposes. However, the recent government announcement that the Navy is to move from Sydney to Jarvis Bay could release Spectacle Island (Item 3), the Newington Arms Depot (Item 111), and the Naval Stores (Item 141) for other purposes, as well as Morts Dock (Item 189, discussed under Industry - see Table 8.6) and possibly also part of Cockatoo Island (Item 2). While an identification and assessment of the heritage of Cockatoo Island (National Trust of Australia) and the Newington Arms Depot (Homebush Bay Heritage Study) has or is being done, it is necessary that the currently used naval defence sites be considered as a whole, their heritage assessment and future uses investigated.

Recommendations :

Objective: To conserve the heritage significance of Items 2, 3, and 111 in any future uses considered for the naval establishments on the river.

Strategy: In the long term prepare an integrated conservation management plan for Item 2, 3, 111 and 141 covering -

- heritage
- future uses and the incorporation of future activities with heritage structures and sites
- possible public access for recreational purposes.

It should be ensured that the interpretation/research of these sites places them in the context of other defence/security related facilities, eg. Sydney Harbour Fortifications, Goat Island, North Head School of Artillery.

CONSERVATION PRIORITIES

In this section the main conservation recommendation discussed in the preceding sections 8.2, 8.3 and 8.4 are listed in order of priority, based on the urgency of action needed to conserve them.

Investigate the significance and possible purchase of stone cottage in Pellissier Road, Putney (item 158). cf. Section 8.3.2

Ensure the plan of management for the Sydney Tin Smelting Co. incorporates remaining evidence of past industrial processes and buildings in the landscape design for the site, and ensure that a full investigation of the Nestles site is carried out before any new development is permitted, cf. Section 8.3.4

Protect the Aboriginal site at Rodd Point (Site No 45-6-262), cf. Table 8.1

Carry out a night recording of Aboriginal engraving (Site No. 45-6-609) in Glades Bay Native Garden, cf. Table 8.1

Incorporate Aboriginal sites and European heritage identified by this Study (cf. Tables 8.1, 8.2, 8.3, 8.4, 8.5, 8.6 and Sections 8.3.5, 8.3.7 and 8.3.8) in the relevant LEPs, include model conservation provisions to protect these items and sites, and include planning measures to conserve identified riverscapes (cf. Section 8.4). In particular urgent action is needed for Drummoyne, and for Parramatta where current planning measures and the draft LEP for Harris Park need to be updated and amended. Ensure that LEPs contain the provision that if a development is proposed for an area known or likely to have Aboriginal sites that archaeological survey with Aboriginal consultation be carried out and the written report be assessed by NPWS prior to work commencing. Areas known and likely to have Aboriginal sites are listed on Table 9.1 and are shown on Map 5.3.

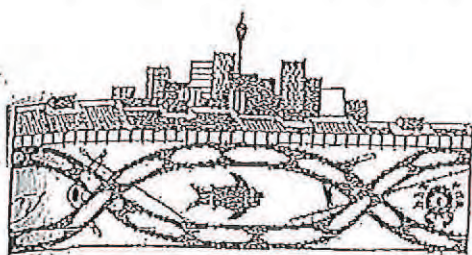
6. Protect and investigate Truganini (Item 139), the Magee Grave (Item 121) (cf. Section 8.3.1) and the Federation house at Rydalmere (Item 140) cf. Section 8.3.2
7. Initiate a survey of all lands likely to contain Aboriginal sites cf. Section 8.2.
8. Initiate an integrated conservation management plan for the Callan Park, Rydalmere and Gladesville Psychiatric Hospitals. cf. Section 8.3.5.
9. Initiate works to protect specific Aboriginal sites at Charity Point, Cabarita Park (Aboriginal Site 1), and at Glades Bay (Aboriginal Site 1) cf. Table 8.1.

10. Initiate the preparation of a wharf management document. cf. Section 8.3.3.
11. Implement demolition control of industries so designated in Table 8.5 until a satisfactory investigation and recording of processes and buildings is carried out; and initiate a recording programme of existing industrial processes and buildings by the industries themselves. cf. Section 8.3.4.
12. Re-record previously known Aboriginal site nos.
 - 46-6-266
 - 46-6-620
 - 46-6-974
 - 46-6-975
 - 46-6-1110
 - 46-6-1141
 - 46-6-1142
 - 46-6-1143cf. Section 8.2
13. Initiate preparation of a landscape design and management plan for all public open space on the river. cf. Section 8.3.6
14. Request the NPWS to determine long term conservation requirements of Aboriginal sites along the Parramatta River (See Section 8.2, point 2).
15. Initiate integrated conservation management plans for -
 - the Stage owned institutions at Yaralla, Condord and Rivendell (formerly Thomas Walker Hospital). cf. Section 8.3.5
 - the naval lands on Snapper, Spectacle and Cockatoo Island, and at Silverwater. cf. Section 8.3.7and a fully documented conservation management plan for Newington House and Chapel (Items 113 and 114). cf. Section 8.3.5.
16. Request the N.P.W.S to prepare an interpretive plan of Aboriginal sites in the Parramatta River Region and to involve the relevant local councils in its implementation. The NPWS suggests that if each Council put forward a sum of money towards this, possibly in the form of a heritage grant, the Service would co-ordinate. Thus the councils would become financially involved in both the protection and interpretation of sites in their area and would show long term interest in the result of their expenditure.

PARRAMATTA RIVER HERITAGE STUDY ITEM IDENTIFICATION SHEET		INVENTORY ITEM NO. 167
NAME (Support Craft Repair Facility). Naval Refit Centre.		MAP REF.
FORMER/OTHER NAMES Halvorsens Boat Yards / Squire's Brewery		AREA/PRECINCT Putney/Ryde
ADDRESS Waterview Street, Putney		SITE INFORMATION
OWNERS/OCCUPANTS Dept of Defence		
DESCRIPTION, HISTORY, SIGNIFICANCE Originally the site of Squire's Brewery, house, wharf and inn. In 1937 purchased by Halvorsen family and a boat building business established. Produced pleasure craft of world renown and during war, defence ships, also of international repute. 1961 built the first 12 metre sailing yacht "Gretel" to challenge for America's cup. Have since moved to Kuringai and the Navy now uses this as a larkey repair facility. Slips, sheds and docking. Restricted area. Significant early industrial site with possible remains, also important C20 industry directly related to river.		TYPE OF ITEM Maritime PERIOD c1800 - 1937 - THEMATIC CONTEXT The River for Industry and Transport
REFERENCES P.R. Stephenson & B. Kennedy: <u>Description of Sydney Harbour</u> .		PREVIOUS LISTINGS State Heritage National Estate National Trust Other
PHOTOGRAPH Film No. Negative No. 		ARCHIVAL PHOTOGRAPHS
		SIGNIFICANCE State
		DATE May 1985
UNDERTAKEN FOR THE DEPARTMENT OF ENVIRONMENT AND PLANNING BY FOX & ASSOCIATES, ARCHITECTS/PLANNERS, SYDNEY		(02) 27 1544

APPENDIX 4

Metropolitan Local Aboriginal Land Council (MLALC) Report

**METROPOLITAN LOCAL
ABORIGINAL LAND COUNCIL**

PO Box 1103 Strawberry Hills NSW 2012

Telephone: (02) 9267 2985 • Fax: (02) 9267 8564

Email: metrolalc@lalc.nsw.gov.au

Elizabeth Gibson
Architectural Projects Pty Ltd
61 - 89 Buckingham Street
SURRY HILLS NSW 2010

Attention: Elizabeth Gibson

24th April, 2001

Re: Aboriginal Sites Survey
Halvorsen Boat Yard, Putney NSW
Lot 1 DP430647/ Lot 2 DP 70488
Lot 1 /DP 70487/ Lot DP 440-447/ DP 15224.

Dear Elizabeth,

An Aboriginal Site Survey was carried out on Halvorsen Boat Yard, Putney NSW for the purposes of identifying any Aboriginal Heritage constraints to the proposed development.

The survey was undertaken by Elizabeth Gibson of Architectural Projects Pty Ltd Surry Hills and Allen Madden- Cultural and Heritage Officer representing Metropolitan Local Aboriginal Land Council (MLALC). This report outlines the findings of the Metropolitan LALC and makes recommendations and any constraints that the Land Council feel will protect any identified sites.

Prior to work commenced for the compiling of this report, the MLALC was notified and discussions took place with Elizabeth Gibson about the proposal. A register search was undertaken for any known sites in the area of the proposed development and subject to this sites were identified, that would not be impacted upon.

The Aboriginal sites survey was carried out by foot, the area that was surveyed has a large Warehouse, Concrete Wharf, Three Buildings, Two Large bitumen car parks, concrete & bitumen roads. This area has been fully developed since the early 1800's and the possibility of Aboriginal material being found on this site would be very low. All exposed sandstone was carefully examined for Cultural Material. No Aboriginal engravings or relics were found within the area surveyed on Lot 1-2 DP 430647 - DP70488 or Lots 1- DP 70487 Lot DP 440-447 DP 15224, Halvorsen Boat Yard Putney NSW. MLALC have no objection to the development of the area surveyed at Halvorsen Boat Yard, Putney NSW.

24 APR. '01 (TUE) 13:26

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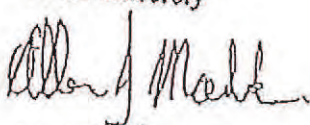
TEL: 61292678564

P. 002

There are no Aboriginal Heritage constraints for the proposed development, but if any sites or relics are unearthed during any stages of development, then all work should cease and the MLALC and NSWNPWS are to be notified as soon as possible, no further Aboriginal Heritage assessments need to be undertaken.

If you require any further information please do not hesitate to call me on the above number.

Yours Sincerely



ALLEN MADDEN
CULTURAL & HERITAGE OFFICER
MLALC

APPENDIX 5

National Parks and Wildlife Service Inventory Sheet

2nd April 2001

Architectural Projects
Suite 45, 61-89 Buckingham Street
SURRY HILLS NSW 2010
ATT: Elizabeth Gibson

Our Ref: ASR#8880

Dear Elizabeth,

RE: Aboriginal sites search, For proposed development of the former Halvorsen Boat
Yard, Waterview Street, Putney.



NSW
NATIONAL
PARKS AND
WILDLIFE
SERVICE

ABN 30 841 387 271

Reference is made to your recent enquiry in respect to whether any Aboriginal sites are registered at the above location.

A search of the National Parks and Wildlife Service's (NPWS) Aboriginal Sites Register database has shown that 2 known Aboriginal sites is currently recorded in or near the proposed development area (refer attached report for any site details & the area that was searched).

The following qualifications apply to the Aboriginal Sites Register database;

- The database only includes recorded sites.
- Large areas of New South Wales have not been the subject of systematic survey or the recording of Aboriginal history. These areas may contain sites which are not currently listed on the Aboriginal Sites Register.
- Site records come from a variety of sources and are variable in their accuracy. When a database search identifies sites in or near the area it is recommended that the exact location of the sites be determined by relocation on the ground.
- The criteria used to search the database are derived from information provided by the client and assume that this information is correct.
- This information can only be used for the purpose it was requested for and can not be made available to the public.

You should be aware that all Aboriginal sites are protected under the *National Parks and Wildlife Act 1974*, regardless of their inclusion on the Sites Register, and it is an offence to damage or destroy them without the prior permission of the Director-General of the NPWS.

In determining development applications under the *Environmental Planning and Assessment Act 1979*, local councils must include matters relating to Aboriginal heritage in the decision making process. As part of this process, the NPWS may be asked for advice on whether an area proposed for development should be subject to Aboriginal heritage assessment. NPWS advice is broadly based on the following criteria;

NPWS Box 1967
Hurstville NSW
2220 Australia
Tel: (02) 9585 6444
Fax: (02) 9585 6555
www.npws.nsw.gov.au

- The Sites Register identifies sites in or near the development area, and these could be impacted during or after the development (this includes indirect impacts, such as increased run-off or sedimentation, changes in visitation, etc).
- The proposed development is likely to impact areas of bushland or undisturbed ground.
- The proposed development is likely to impact areas containing sandstone outcrops (greater than 1m²), rock shelters and overhangs, old growth trees, sand bodies, and ground adjacent to creeks, rivers, lakes and swamps.
- the proposed development is likely to impact an area of importance to the Aboriginal community not included in the above (eg. story places, buildings, missions, etc)

2) The NPWS would not normally recommend an Aboriginal heritage assessment under the following circumstances:

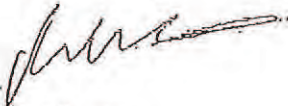
- The proposed development is within land previously subject to intensive ground disturbance, such as quarrying, repeated market gardening, earthworks for pipelines, roads, sports fields etc. However it should be noted that sites could still occur in these context for example, ploughing generally impacts the top 20cm of ground and there is potential that *undisturbed archaeological deposit may occur* in areas where soil depth exceeds 20cm. *Scarred trees* may be located within road reserves and adjacent sport fields, etc.
- The development is within an existing residential or industrial area, or the redevelopment of an existing building is proposed, and the above criteria (listed in section 1) do not apply.

An Aboriginal heritage assessment would provide you with information about the location and significance of sites or sensitive areas, as well as advice on appropriate management options for these areas. It is recommended that an Aboriginal heritage assessment be carried out by a person qualified in undertaking Aboriginal heritage assessments. It is also recommended that the Aboriginal community (Local Aboriginal Land Council, Tribal Council etc) is contacted and its views sought on possible impacts to Aboriginal heritage.

If the proposed development area is found to contain an Aboriginal site, reference should be made to the NPWS requirements for Aboriginal heritage under the Integrated Development Approval Process (*Environmental Planning & Assessment Amendment Act 1997*).

If you wish to discuss this further, please contact Archaeologist, Kathryn Przywolnik, on (02) 9585 6677.

Yours faithfully



Paul Houston
Aboriginal Sites Registrar
Cultural Heritage Division

R Site Search Criteria

J (like)	Zone:	56	District:	
SE:	323750	to	324400	SiteType1:
SN:	6254800	to	6255500	SiteType2:
ne (like):				SiteType3:
order:				Contact:
ile front:				DateModified:
3A:				
ocal ALG:				

SR Standard Site List - 8879

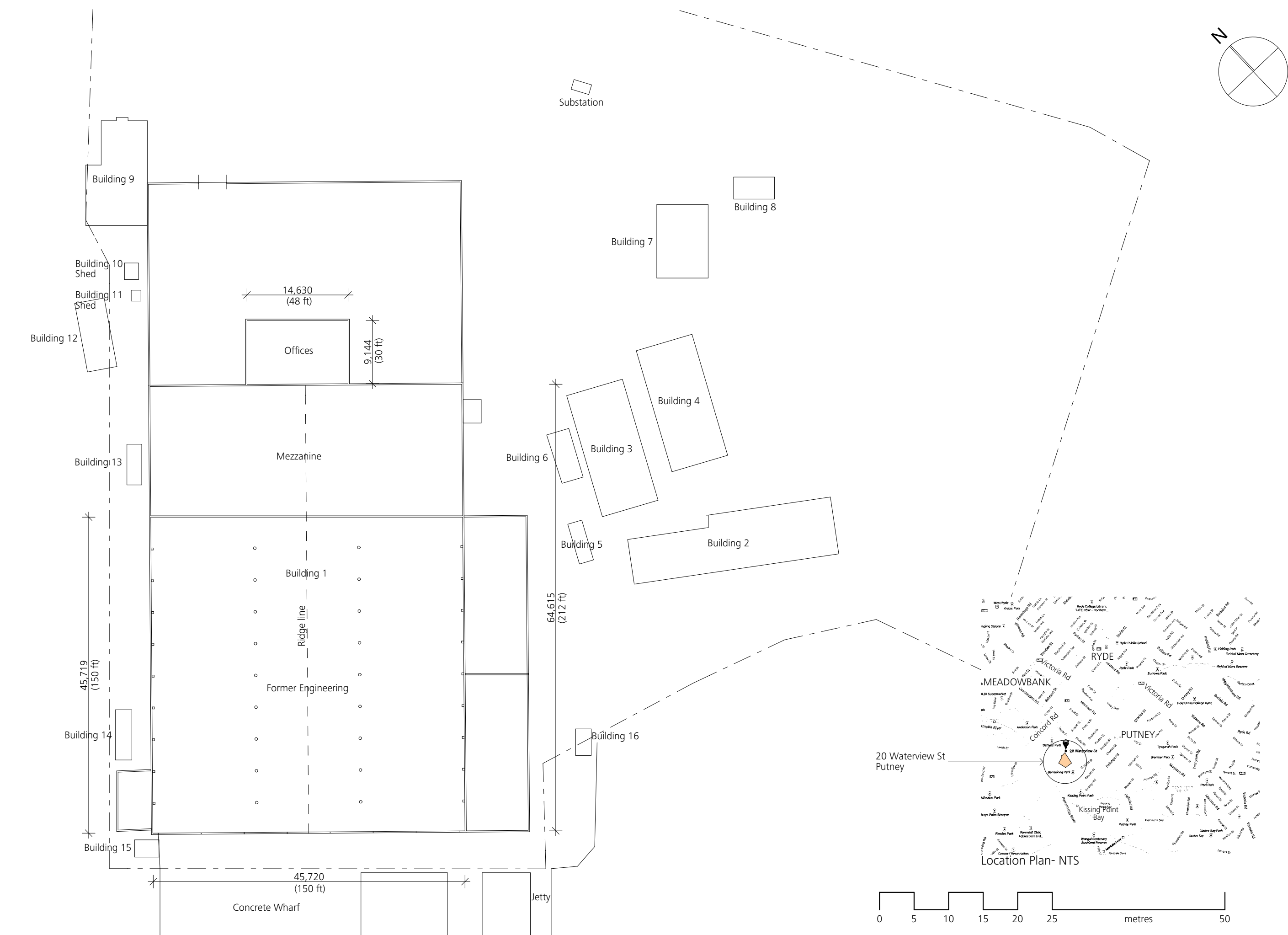
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SiteID:	SiteName:						Method:			Date:	Report:
15-6-1894	Rivendell			56	323800	6254800		Rock Engraving	Rivendell School Students(s)	14/07/89	?
45-6-2032	Bennelong park			56	324180	6254880		Midden	Guider, M.	1/09/87	

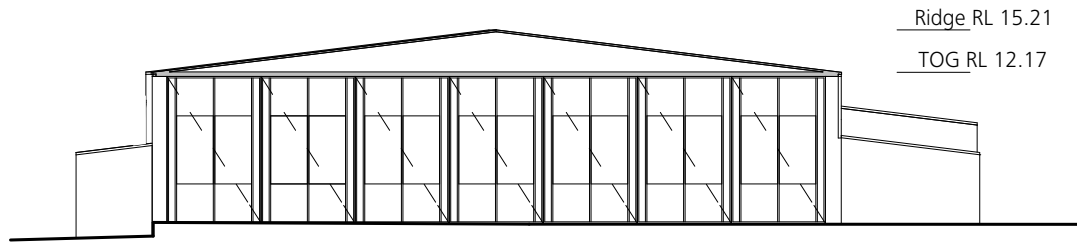
NSW National Parks and Wildlife Service

*** End of Report *** Site Count: 2

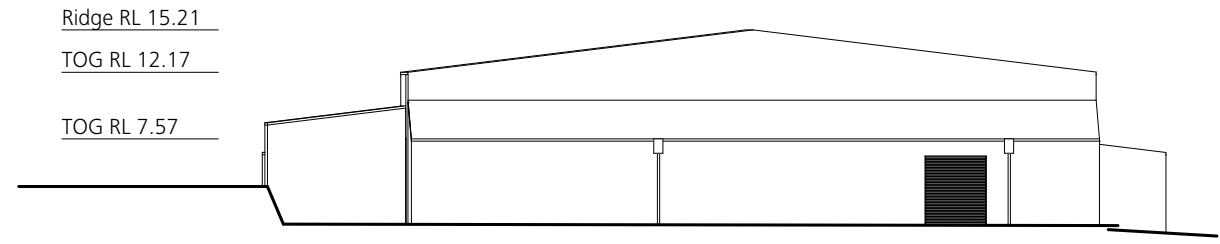
APPENDIX 6

Architectural Projects Building 1 Floorplans and Elevations

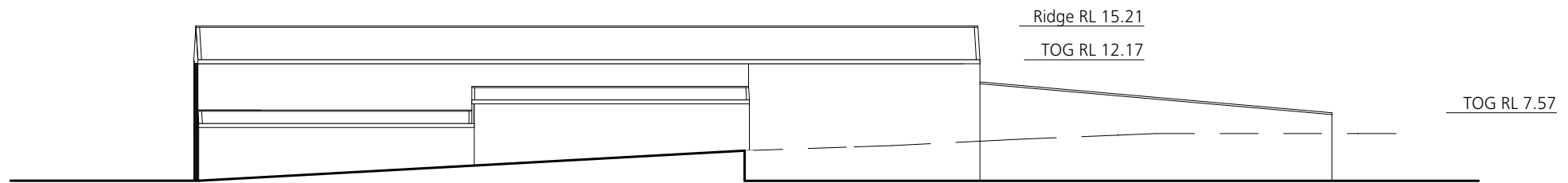




1 South West Elevation



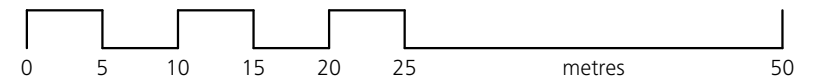
2 North East Elevation



3 South East Elevation

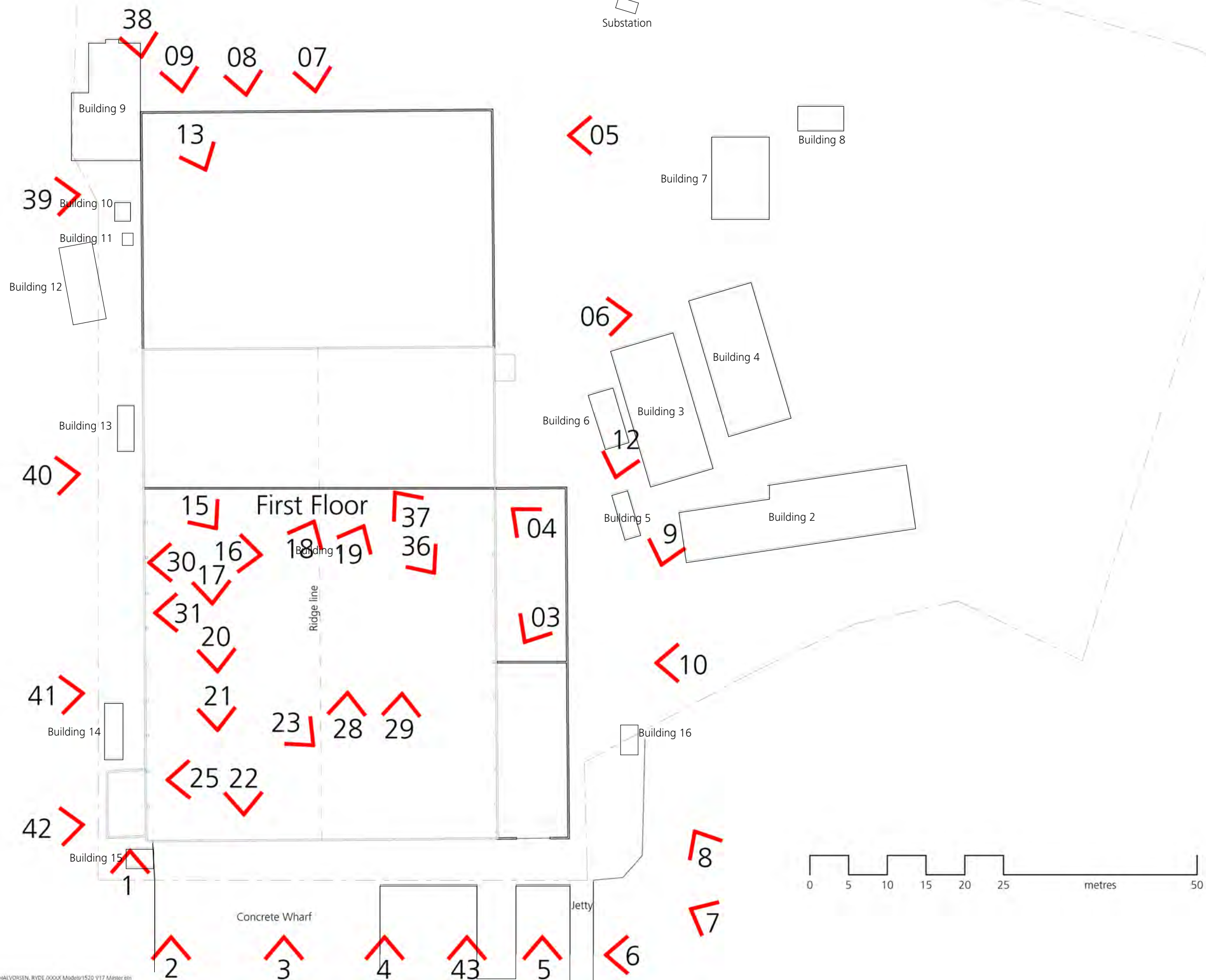


4 North West Elevation



APPENDIX 7

Architectural Projects Photographic record



1:500

APPENDIX 8

Suggested Naming to interpret previous phases of occupation

01. Halverson

- Lars
- Harold
- Bijarne
- Carl
- Trig
- Magnus

02. Sydney Hobart Winner

- Anita
- Freyer
- Solveig
- Greta
- Am Cup

03. Kissing Point

- Squires
- Landscape – vineyards
- Farnell
- Devlin
- Small

04. Indigenous

- Dharug
- Wallumedegal
- Bennelong
- Nanbaree

APPENDIX 9

City of Ryde Council Files, Archaeological potential of 20 Waterview Street, Ryde, Notes
prepared by Dr P.B. Mitchell, Dec 2013

ITEM 9 (continued)

ATTACHMENT 2

**Archaeological potential of 20 Waterview St, Ryde.
Notes prepared by Dr P.B. Mitchell, Dec 2013.**

A property at 20 Waterview St, Ryde, on the Parramatta River is occupied by Putney Marina using the large boatshed constructed by Lars Halvorsen Sons at the beginning of WWII. Prior to its present use the site was the Naval Refit Centre and the building was listed as having heritage significance in the Sydney Harbour Catchment REP 2005 although no details seem to have been documented.

The whole property is likely to become a proposal for redevelopment in the near future with the City of Ryde being the consent authority. As the property includes the location of the *The Malting Shovel Inn* and brewery constructed by James Squire in 1798 any development proposal will need to seriously address heritage values. In its time the brewery may have been the earliest industrial site on the river between Sydney and Parramatta and today it is potentially the most important early settlement archaeological site in the City of Ryde.

These notes were prepared as background to the assessment of any Development Application. They are only intended to demonstrate the archaeological potential of the site and should not be used as a definitive study.

James Squire (~1754 – 16 May 1822). (aka Squires and Phillip Morris?)

Remarkably little is known about James Squire despite the fact that he was one of the most successful First Fleet convict entrepreneurs in Sydney. The following account summarises data that has archival support but none of the points have been referenced as all need verification. The best published and referenced account is in Wikipedia which was used as the base for this paper.

James was a son of Timothy Squires and Mary Wells who were married on 8 December 1752 in West Molesey, Surrey. He was baptised on 18 December 1754 in Kingston upon Thames. The family are said to have been Romani (Gypsy) and it has been suggested that may have been part of the reason that James later had good relations with Aboriginal people, particularly those of the 'Kissing Point Tribe' led by *Woollarawarre Bennelong*.

At the age of 20 (1774) Squire was arrested when leaving a ransacked house and was charged with highway robbery. He was sentenced to be transported to America for seven years but served in the army during the American War of Independence and returned to Kingston as a free man within four years. In 1776, (whilst still in the army?), Squire married Martha Quinton. After his military discharge he managed a hotel in Heathen Street, Kingston.

In 1785 James was in trouble again for stealing five hens, four cocks and other goods from the yard of John Stacey. The case was heard on 11 April 1785 at the General Sessions of the Peace for the Town and Hundred of Kingston upon Thames, England. He was again sentenced to seven years transportation. On 10 March 1787 James was released from Southwark gaol under a document signed by Evan Nepean to voyage to Botany Bay. He was assigned to the *Friendship*, then transferred to the *Charlotte* in a reshuffle of the women convicts. Mary and the three children were left behind and James never saw them again. However he did not forget them as they were listed in his Will, although there is some doubt that they ever received any of the money he left them.

ITEM 9 (continued)

ATTACHMENT 2

On 5 March 1789 in Sydney town, James gave evidence concerning the theft of six cabbages by two convicts. He was later charged with stealing 'medicines' from the hospital stores where he worked with Surgeon White. The items were one pound of pepper in a quart bottle and a quantity of horehound. Squire claimed that the horehound was for his pregnant girlfriend (Mary Spencer? the dates don't add up) but it is more likely that it was used for brewing beer which he was then selling at 4d per quart (another source says per pint) to Lt Francis Grose and William Paterson. He was sentenced on 14 November 1789 to 300 lashes, '150 now and the remainder when he could bear it'. By the standards of the day this was a lenient sentence, as he could have been executed. Perhaps the officers did not want to lose their brewer?

In 1790 James is recorded as being a servant to 2nd Lt Ralph Clark assisting him in survey and exploration of the harbour. Clark had also been on the *Friendship* and had served in the American War of Independence – did Clark and Squire know one another? On 15 Feb 1790 Clark, along with pte William Ellis and convicts Davis (William or Richard?) and James Squire were on the Lane Cove River. On this occasion Clark made contact with two Aboriginal men, *Dourrawan* and *Tirriwan*, whom he had previously met. Ellis and Squire had muskets and were ordered by Clark to fire on the men if there was any indication of trouble. In the event this was not necessary and the encounter was friendly. Clark was to establish good rapport with a number of Aboriginal people and is known to have quietly ignored requests from Governor Phillip to bring some individuals into the settlement. Squire was apparently also assigned as a guard to Governor Phillip at about this time.

In the colony James Squire had a relationship with Mary Spencer who arrived as a 19 year old on the *Prince of Wales* sentenced to transportation for five years for the theft of two handkerchiefs, a petticoat, and a black silk cloak. Mary gave birth to a son named Francis, born and baptised on 1 August 1790 on Norfolk Island. As James Squire was in Port Jackson he was unable to care for the child and he enrolled him in the Army at 15 months of age. Francis joined the NSW Corps as a drummer on his 7th birthday.

On 19 August 1791, James and another man were fined 5 each for 'buying the necessaries of a Private'. 'Necessaries' being a legal term defining those things that a private (marine/soldier) must have and that were originally supplied by the Crown. To learn exactly what they purchased needs more research. Both of the accused protested that they did not know it was a crime. This was Squire's last recorded criminal act.

In 1791 James began a relationship with Elizabeth Mason his live-in convict servant who was born in 1759 in London, baptised 20 February 1759 in London, and arrived on the *Mary Ann* in 1791. Elizabeth had a daughter Priscilla Mason, who was baptized in Sydney on 29 May 1792. The baptismal certificate states that Priscilla's father was Phillip Morris but James described her as his natural daughter in his will. Perhaps this is the origin of the story that James was also known by the name Phillip Morris although there seems to be no other record of his use of this name. James and Elizabeth Mason had seven children (see table). Elizabeth died on 10 June 1809 in Sydney.

It is likely that James was brewing on a larger scale as early as 1791 but it is not known where this took place. Sometime between 1790 and 1792 his sentence expired and he was granted 30 acres of land at Eastern Farms (Kissing Point) on 22 July 1795, rent being 1/- per year payable after 10 years. Like many others he may have occupied the site before the grant was made. This block was not near the water but on the ridge west of present day Top Ryde

ITEM 9 (continued)

ATTACHMENT 2

between Parkes St and Squire St and bisected by Shepherd St. Over time he enlarged his land holdings by buying up the grants of others who were not using them. Some of these properties may have been leased back to the original owners.

By 1798 James had obtained land on the waterfront at Kissing Point originally granted to John Pollard where he established *The Malting Shovel Inn*. The Inn was first licensed by Judge Advocate William Balmain on 19 September 1798. Simeon Lord was involved in providing surety and the 5 license allowed Squire to sell spirituous liquors. Although the records are incomplete the licence was renewed on 5 Sept 1799 and presumably every year thereafter to at least 1822. After James Squire's death in 1822 the brewery continued to operate under control of his son James, producing about 100,000 gallons (450,000 litres) of beer a year. James (jr) died in 1826 and there was a gap in production until Thomas Farnell took it up between 1828 and 1834. In 1999 Lion Nathan (now Lion Nathan National Foods) renamed their previously-purchased Hahn Brewery as the *Malt Shovel Brewery*, releasing a line of James Squire beers in honour of Australia's first commercial brewer. Regrettably Lion Nathan have promoted a number of inaccurate stories about James Squire in their advertising.

James Squire was very successful as a brewer and was the first person to successfully grow hops. His first plantings were made at Kissing Point in 1802, and in 1806 he attended Governor King with a fine sample and was rewarded with a cow from the Government herd.

Between 1805 and July 1810 James Squire was the district constable and in that capacity he made several arrests. The full duration of this appointment has not been determined. John Small was constable in June 1809 so there may have been more than one position.

Squire's agricultural and industrial enterprises flourished and by the middle of 1800s he had ten sheep, 18 pigs and 35 goats. Five acres were sown in wheat and another 45 acres were ready for planting maize and barley. Two years later he owned 291 acres with 120 acres cleared and 28 acres in grain. His household then included Elizabeth Mason, six children, four free men, and two government servants (convicts) and he was self-supporting. In 1802 another convict and later successful farmer, James Shepherd (aka Shepheard) was assigned to James Squire. Shepherd later became a successful Ryde settler in his own right. By 1806 Squire's estate covered approximately 881 acres and extended to modern Victoria Rd. In 1810 he offered 1,000 hop seedlings for sale at 1/- each, and in 1812 he picked 1,500 lbs of product. Even this level of production was not enough to match his brewery output and he was reluctantly given permission by the Governor to import dried hops. At the time of his death his estate covered 1276 acres and he held property in Castlereagh St, Sydney.

After Elizabeth's death (1809) James entered a long term relationship with his housekeeper Lucy Harding. He moved into her residence on Castlereagh Street, Sydney in 1816, and in the following year (3 May 1817) he advertised his estate of nearly 1,000 acres for sale. In that same year he acquired another 115 acres from William Tyrrell and pte Archibald Morrison. The sale was not successful and all of his property was listed in his estate after his death in 1822.

As well as being a brewer and inkeeper Squire ran a number of other successful ventures. This included a bakery in Kent Street, he sold meat in the city, and he ran a credit union (no details of this have yet been found). Squire was known for his fair play as a lender and a philanthropist. In 1812 Rev Sam Marsden arranged for a school teacher to work at Kissing Point, subscriptions were raised and James Squire donated £10

ITEM 9 (continued)

ATTACHMENT 2

James Squire died on 16 May 1822. The *Sydney Gazette* notice was:

Deaths: – On Thursday evening last, at Kissing Point, after an illness of about three months, Mr James Squire, in his 68th year. As one of the primary inhabitants of the Colony, having come hither in the first fleet in 1788, none ever more exerted himself for the benefits of the inhabitants than the deceased. He was the first that brought Hops to any perfection and hence was enabled to brew beer of an excellent quality. "Squire's Beer" was well known. He might for long residence, be styled the *Patriarch of Kissing Point*; as he had lived, where he died, 26 years. The "OLD HANDS," by the frequent visitation of death, are becoming thinned in their ranks; this should lead to reflection, for the day will soon arrive when even those, now living, shall cease to say, "I came in the first fleet."

Joseph Lycett commented;

'Had he not been so generous, James Squire would have been a much wealthier man. ...'Universally respected for his amiable and useful qualities as a member of the lower class of settlers... his name will long be pronounced with veneration by the grateful objects of his liberality'

James Squire was buried at the Devonshire Street Cemetery. His funeral was described as the biggest held in the colony to that time. His remains were later removed to Botany. The headstone is reported to have the following epitaph:

"In Sacred Respect to the Loving Remains of Mr. Jas. Squire, late of Kissing Point who departed this Life 16 May 1822 at the age of 67 years. He arrived in the colony in the First Fleet and by Integrity and Industry acquired and maintained an unsullied reputation. Under his care the HOP PLANT was first Cultivated in this Settlement and the first BREWERY erected which Progressively matured to Perfection. As a Father, Friend and Christian he Lived Respected and Died Lamented.

Last Will of James Squire of Kissing Point. 6 April 1822.

This is the last will and testament of James Squire of Kissing Point in the territory of New South Wales, Brewer.

First I direct the payment of my just debt, funeral and testament any expenses by my Executor and Executrix herein after named as soon as conveniently may be after my decease. I give and devise unto James Mason otherwise Squire, a natural son of mine by Elizabeth Mason deceased the messuage and premises in which I now live together with the piece or parcel of Land on which the same stand containing twenty five acres and called by the name of Pollards farm / also I give and devise unto the said James Mason otherwise Squire my farm containing one hundred and sixteen acres granted to Nicholas Bayley Esquire also my farm containing fifty acres granted to John Callaghan also my farm containing thirty acres granted to John Bayley to hold the said four several farms or pieces or parcels of Land unto the said James Mason otherwise Squire and to the heirs of his body lawfully begotten for ever / I give and devise unto Priscilla the wife of Thomas Small (a natural daughter of mine by the said Elizabeth Mason deceased) all that my farm containing thirty acres formerly granted to William Careless to hold the same unto the said Priscilla Small until her son James Devlin shall attain the age of twenty one years and when he shall attain that age I give and devise farm unto the said James Devlin to hold the same to him his heirs and assigns for ever / I give and devise unto Elizabeth the wife of John O'Donnell / also a natural daughter of mine by the said Elizabeth Mason deceased / all that my farm containing thirty acres formerly granted to John Laurel / also my farm containing

ITEM 9 (continued)

ATTACHMENT 2

thirty acres granted to Thomas Chaddock also my farm containing fifty acres granted to Joseph Hatton also my farm containing sixty acres granted to William Tirrell also my cottage or dwelling house situate in Castlereigh Street Sydney to hold the said four several last mentioned farms or pieces of Land and also the said cottage or Tenement until the said Elizabeth O'Donnell and to the heirs of her body lawfully begotten for ever / I give and devise unto Mary Mason otherwise Squire (also a natural daughter of mine by the said Elizabeth Mason deceased) all that my farm containing thirty acres granted to William Johnson also my farm containing sixty acres granted to Sarah Trelder also my farm containing five hundred and eighty five acres granted to William Bayley also my farm containing thirty acres granted to.....Everell also my farm containing thirty acres granted to..... Jones also my farm containing fifty five acres granted to Archibald Morrison also my farm containing sixty acres granted to William House to hold the said seven and several last mentioned farms or pieces or parcels of Land unto the said Mary Mason otherwise Squire and to the heirs of her body - lawfully begotten for ever / I give and bequeath unto my wife Martha Squire now residing in London Great Britain the sum of fifty pounds also I give and bequeath unto my son John Squire also residing in Great Britain the sum of Thirty pounds also I give and bequeath unto my son James Squire also residing in Great Britain the sum of Thirty pounds also I give and bequeath unto my daughter Sarah Squire also residing in Great Britain the sum of thirty pounds which said I do hereby direct my Executor and Executrix to transmit to England as soon as they conveniently can after my decease.

Also I give and bequeath unto James Spencer the son of Francis Spencer of Sydney aforesaid who is a natural born child of mine by Mary Spencer deceased the sum of - thirty pounds also I give and bequeath unto John Bray son of Martha the wife of Thomas Bray formerly Martha Mason otherwise Squire now deceased the sum of Thirty pounds also I give and bequeath unto Sarah the wife of William Lucas (formerly Sarah Mason otherwise Squire spinster) the sum of One hundred pounds also I give and bequeath unto George Lucas a son of the said Sarah Lucas the sum of thirty pounds Also I give and bequeath unto Lucy Harding my housekeeper as a reward for her long and faithful services to myself and my family the sum of nine hundred pounds also the boat called Lucy the prefs bed and bedstead and any other articles of household furniture she may chose amounting in value with those already mentioned to the sum of one hundred pounds so as to make up the whole sum bequeathed to her amount to One thousand pounds also I give and bequeath unto Mrs Mary Audling (?) as a reward for her services in my family the sum of one hundred pounds also suit of mourning also I give and bequeath unto my servants John Bray, John Robins, Thomas Gale, John Carney, John? And Thomas Dwyer the sum of ten pounds each to purchase their mourning.

I give and devise and bequeath all the rest residue and remainder of my real and personal estate and Effects of every description which I shall be professed of or entitled unto at the time of my decease unto and equally between the said James Squire otherwise Mason, Priscilla Small, Elizabeth O'Donnell and Mary Mason otherwise Squire share and share alike as tenants in common and to their several and respective heirs and assigns I nominate constitute and appoint the said James Mason otherwise Squire and Lucy Harding Executor and Executrix of this my will and hereby revoking all former and other wills by me at any time hereafter made declare this only to be and contain my last will and testament contained in two sheets of paper

ITEM 9 (continued)

ATTACHMENT 2

to the first sheet set my hand and seal this sixth day of April in the year of our Lord one thousand Eight hundred and twenty two - James Squire (J.S.) Signed sealed published and declared by the said James Squire the Testator as and for his last will and testament in the presence of us who with presence at his request and in the presence of each other have pursuant subscribed our names as witnesses - James Norton - Thomas Fox - John Small -

Probate granted to James Mason otherwise Squire and Lucy Harding both of Kissing Point the Executor and Executrix the 15th of August 1822. Value 2,000 Pounds.

Other incidents in the life of James Squire can be identified in brief stories and advertisements in the *Sydney Gazette*. None of these have been followed up but are included here as a guide to further study.

Sydney Gazette 3 July 1803

Report of a stolen boat belonging to Richard Hawke, Settler, of Kissing Point and a sail and oars from James Squire. Offenders believed to be five absconders from Castle-Hill, along with J Duce, Cockswain of the Government Long Boat. Their intention was to seize a boat in the vicinity of Broken Bay and escape from the colony.

In the same paper is a brief account of the arrest of another escaped convict, Jonathan Horral on the farm of James Squire.

Sydney Gazette 24 July 1803

James Squire gave evidence that a sail and two oars recovered from a boat in Hunter's River had been stolen from Kissing Point. The six men had been arrested.

Sydney Gazette 7 August 1803

The six were sentenced, Druce to receive 500 lashes the others 300.

Sydney Gazette 16 October 1803

An attempt was made to recover the boat.

Sydney Gazette 23 October 1803

John Elder a convict stock-keeper in the employ of James Squires abandoned 250 sheep and goats and decamped. The flock came home without loss!

Sydney Gazette 6 November 1803

James Squire advertised a reward of 10/- for the whereabouts of John Elder.

Sydney Gazette 20 Nov 1803

John Elder stood charged with having absconded from the service of James Squires, of Kissing Point, settler, to whom he had engaged himself as stock-keeper; and with leaving a flock of sheep without a herd, to the great risque of his master; which being proved he was ordered to work Three Months for Government. He had been absent

ITEM 9 (continued)

ATTACHMENT 2

about six weeks, and hearing when at Hawkesbury that ten shillings were offered as a reward for his apprehension, chose to surrender himself, that he might be entitled to that sum.

Sydney Gazette 29 April 1804

James Squire offered a reward for the recovery of a lost Promissory Note.

Sydney Gazette 1 July and 6 July 1804

James Squire advertised to purchase any quantity of barley from 10 to 1,000 bushells at 6/- per bushel.

Sydney Gazette 4 Nov 1804

James Squire advertised to purchase 100-300 bushels of shelled corn at 4/- per bushel and 1,000 to 1,500 bushels of good barley not before Feb next. Apparently he was then brewing corn beer as well as ale.

18 November and 24 November 1804

James Squire advertised to purchase 1,000 to 1,500 bushels of barley and noticed that he no longer required maize.

Sydney Gazette 23 December 1804

James Squire placed a Notice to collect your orders for kegs of beer as no business will be conducted on 24 and 25 December.

Sydney Gazette 13 Jan 1805

First brief account of Squire's successful production of hops.

Sydney Gazette 20 Jan 1805

James Squire, resident constable pursued a couple of Egyptians on suspicion of sheep stealing. He caught one.

Sydney Gazette 17 November 1805

Squire lost a cow that over-indulged from a tub of grain. A second (and his last) cow was also poorly.

Sydney Gazette 15 December 1805

Constable James Squire arrested Abraham Smith for theft.

Sydney Gazette 16 March 1806

James Squire delivered a sample of hops to HE and was rewarded with a cow from the Government Herd.

Sydney Gazette 4 May and 11 May 1806

Notices that James Squire is acting as executor for the estate of John Chapman Morris.

ITEM 9 (continued)

ATTACHMENT 2

Sydney Gazette 10 Aug 1806

James Squire advertised: Reward for the return of a promissory note and for information about the theft of one 40 gallon, one 30 gallon and two smaller casks from his property at Kissing Point.

Sydney Gazette 16 Nov 1806

Six sheep stealers (4 male, 2 female) were arrested at Kissing Point and delivered to Sydney by the District Constable.

Sydney Gazette 23 Nov 1806

James Squire acted as executor of the estate of James Stewart. This included the sale of a farm of 30 acres with a house, an orchard of 100 peach trees, 2 acres of wheat, 5 acres of corn, and 40 rod of potatoes.

Sydney Gazette 26 July 1807

Further notice concerning the estate of John Chapman Morris.

Offer of hop plants for sale 12 to 1,500 plants available at 6d each.

Sydney Gazette 15 Jan 1809

Carried an advertisement for a strayed brown mare with a long tail and the lovely name of 'Kicking Fanny' for which Squire offered one guinea reward.

Sydney Gazette 9 October 1809

A boat and a 60 gallon copper boiler stolen from James Squire, both found near Parramatta with the boiler 'secreted in a thicket'.

Sydney Gazette 21 July 1810.

Bundic (who in 1791, as an orphan boy, had accompanied Captain William Hill to Norfolk Island) assisted district constable James Squire at Kissing Point by tracking footprints left by two nails in the sole of a shoe worn by an armed robber. Three arrests were made at Lane Cove.

This is the first record of an Aboriginal tracker helping police.

Sydney Gazette 29 Sept 1810

1,000 perfect hop plants available at 1/- each from James Squire.

Sydney Gazette 16 March 1811

James Squire licensed to brew beer at Kissing Point.

Sydney Gazette 4 May 1811

Stray bullock with a white star on the forehead may be recovered from James Squire after expenses are paid.

Sydney Gazette 21 March 1812

ITEM 9 (continued)

ATTACHMENT 2

Mr Squire has produced 1,500 weight of fine hops. From 750 hills planted in October last he harvested 150 lbs. First plantings 1806, 1807 he produced a few pounds, 1808 50 lbs, 1809 250 lbs, 1810 500 lbs, 1811 750 lbs, this year production has doubled.

Sydney Gazette 4 July, 11 July and 18 July 1812

An 18' boat recovered at Kissing Point may be claimed from James Squire.

Sydney Gazette 19 September 1812.

The body of Jeremiah Long was found in the river. He had been missing from the Government boats for 9 days having last been seen at Squire's Inn,

Sydney Gazette 5 December 1812

Several natives found a pocketbook containing £5 and several bills, recover from James Squire.

Sydney Gazette 9 Jan 1813

Death of Bennelong noted.

Sydney Gazette 15 October 1814

Gentlemen who have made application for hop plants should come and get them immediately.

Sydney Gazette 3 May 1817

TO be SOLD by PRIVATE CONTRACT, the whole FARMS and ESTATE of Mr. JAMES SQUIRES, of Kissing Point; consisting of the following Lots, viz.

1. Twenty-five Acres of Land, known by the name of J. Pollard's Kissing Point Farm; the whole in-closed in five paddocks, and granted by Colonel Paterson, having four acres of hop ground in excellent condition, & large orchard stocked with choice fruit trees. On the Farm is a commodious Dwelling House, Kitchen, Brewhouse, and Cellar, with two Coppers and Coolers, together with all the Utensils requisite to carry on the Brewing Business, having a good Malt-house, with Kiln 80 feet long, and good Stabling, Cow-house, and Pig-styes, &c. &c.
2. Thirty Acres of Land situate in the Eastern Farms, Kissing Point, granted to J. Beasley by Governor Phillip.
3. Thirty Acres of ditto, granted to W. Chadwick.
3. Thirty Acres of ditto, granted to J. Lorrel.
4. Thirty Acres of ditto, granted to W. Careless.
5. Fifty Acres of ditto, granted to J. Caryhorn.
6. Sixty Acres of ditto, granted to W. Terrell, with Dwelling-house, and Sheep-shed 90 feet long.

ITEM 9 (continued)

ATTACHMENT 2

7. Fifty Acres of Land, granted to J. Hatton.
8. Fifty-five Acres of ditto, granted to A. Morrison by Colonel Paterson.
9. Sixty Acres of ditto, granted to S. Fielder.
10. One hundred and sixteen Acres of Land, granted to N. Bayly, Esq. by Governor Hunter.
11. Three hundred and fifty Acres of Land, granted to W. Raven.

The whole of the above Farms are bounded from Kissing Point to the Hen and Chickens by the water, on the northern side by the road that leads to the Common, and at the back by a Common of 5,000 acres.

Likewise to be Sold, 100 Ewes of the Merino breed, 6 Heifers in Calf, and a capital Bull, of well-known breed, three years old.

Any Person wishing to become a Purchaser may be accommodated with 300 Weight of Hops, of the last growth - Further information may be obtained by applying to the Proprietor, Mr. JAMES SQUIRES, on the Premises.

Sydney Gazette 22 May 1819

James Squire threatens to prosecute anyone illegally cutting timber from the Common.

Placed a notice that a Native (Black Harry) had found a pitsaw at Charity Point. The saw could be recovered in 14 days if identified and costs paid otherwise it would be sold for the benefit of Black Harry.

Sydney Gazette 27 May 1820

James Squire gave notice that no accommodation would be provided to Government boats without an order from HE Governor Major Druitt. Accommodation also not available to travellers as he had considerably extended his brewing and farming interests.

Sydney Gazette 5 Aug 1820

James Squire placed a notice of the theft of household goods from the house of Patrick Troy. £5 reward for '...apprehension and conviction of the desperadoes;' Two men were later charged and sent to Newcastle. (SG 13 Jan 1821)

Sydney Gazette 17 March 1821

James Squire was authorized to seize illegally cut timber and to impound cattle wandering on the estates of Capt Wm Kent.

Sydney Gazette 21 July 1821

ITEM 9 (continued)

ATTACHMENT 2

District Committees of the Emancipated Colonists are to conclude their proceedings –
Kissing Point Squires and Shepherd on 11 August.

The COMMITTEE of the EMANCIPATED COLONISTS, with the Sanction
of His EXCELLENCY the GOVERNOR, continue to meet on every Tuesday
and Friday Evenings, at the House Mr Eagar, in Pitt-street, for the final
Dispatch, of Business preparatory to the forwarding of their Petitions to
England.

This must have been in preparation for the Bigge inquiry and report of 1822.

Sydney Gazette 8 Sept and 20 Oct 1821.

Death and burial of Nanbaree in the same grave as Bennelong and his wife. Primary
report that James Squire buried his mother.

Sydney Gazette 24 May 1822

Death of James Squire reported.

The following entries were placed after the death of James Squire (snr) and must refer to his
son also James Squire.

Sydney Gazette 20 Sept 1822

James Squire placed a notice that it had been common practice to steal hogsheads and
casks from James Squire's wharf and advising of a £5 reward for information.

Sydney Gazette 19 June 1823

All persons cutting timber or trespassing with stock on James Squire's farm will be
prosecuted.

Sydney Gazette 18 May and 20 May 1824.

Notice to merchants and ship's Captains of the availability of sweet oranges up to
1000 dozens.

Sydney Gazette 1815 to 1824

Tenders accepted from James Squires for fresh meat to be delivered to Government
Stores in Sydney:

8 July 1815 1,000 lbs	27 Dec 1817 2,000 lbs
15 July 1815 1,000 lbs	3 Jan 1818 2,000 lbs
29 July 1815 1,000 lbs	10 Jan 1818 2,000
1 June 1816 1,000 lbs	17 Jan 1818 2,000 lbs
8 June 1816 2,000 lbs	27 Jan 1818 2,000 lbs
14 June 1817 1,000 lbs	James Squires (jr). Did the
21 June 1817 1,000 lbs	son take over management
27 June 1817 2,000 lbs	at this point? It was after
5 July 1817 1,000 lbs	the farm had been

ITEM 9 (continued)

ATTACHMENT 2

unsuccessfully offered for	22 May 1819 1,000 lbs
sale.	20 May 1824 1,000 lbs
24 April 1819 1,000 lbs	27 May 1824 1,000 lbs
1 May 1819 1,000 lbs	3 June 1824 1,000 lbs
8 May 1819 1,000 lbs	

Partners and children.

Partner	Children	Notes
Martha Quinten 1754-?		
	John 1778-	Born Kingston upon Thames
	Sarah 1780	Born Kingston upon Thames
	James 1783	Born Kingston upon Thames
Mary Spencer convict 1768-1822		Transported 5 years, arrived on <i>Prince of Wales</i> May 1787
	Francis 1790- 1851	Born Norfolk Island, died Melbourne. Enrolled NSW Corps as a drummer boy 1797.
Elizabeth Mason convict 1759-1809		Transported 7 years, arrived <i>Mary Ann</i> July 1791, died Sydney.
	Priscilla 1792-1862	Born Sydney, died Ryde Baptised as daughter of Phillip Morris
	Martha 1794- 1814	Born Kissing Point, died Concord
	Sarah 1795- 1877	Born Kissing Point, died Newtown
	James 1797- 1826	Born and died Kissing Point
	Timothy 1799-1814	Born Kissing Point
	Elizabeth 1800-1830	Born Kissing Point, died Sydney
	Mary Ann 1804-1850	Born Kissing Point, died Ryde. Mother of James Squire Farnell 1825-1888 the first Australian-born Premier of NSW and original owner of <i>Squireville</i> on Victoria Rd.
Lucy Harding (nee Vaughan) aka Lucy Vaughan- Harding convict 1780-1852		Born Shropshire, Arrived Sydney 1806 per <i>William Pitt</i> , sentenced 7 years. Died Sydney.
	No issue.	

The site of *The Maling Shovel* and its archaeological potential.

In order to determine what archaeological potential remains on 20 Waterview St the following images and maps were assembled and compared.

ITEM 9 (continued)

ATTACHMENT 2

Figure 1 is the best image of the original buildings on Squire's Kissing Point land (John Pollard's grant). This is a watercolour painting by an unknown hand that must date to the early 19th Century. The layout of the buildings in this painting compare reasonably with the layout of buildings drawn (but probably not surveyed) on an 1842 plan of his estate that was produced for the Supreme Court (Mitchell Library Z/M3 811.1422/1842/1).



Figure 1. Squire's Brewery, Kissing Point / watercolour by unknown artist. Presented by Tooth's Brewery 1957. Note from Mitchell Library catalogue: Unsigned. Heavily varnished and restored; affixed to backing board on which is remnant of Sydney Morning Herald, Friday January 1853. Reproduced before restoration in Carmichael, R. ed. *Ryde 1790-1926* opp. p.20. It has been suggested that this drawing was by J. Lycett. It is not the original of Lycett's plate in his *Views in Australia* and does not seem to be by the same artist as other drawings in ML and Dixon which are attributed to Lycett.

Figure 1 was painted at about the same time as Lycett's better known and similar view (Figure 2). The wharf appears to be on timber piles, and there is a small weatherboard boatshed to the right of the wharf. The identity of each building is unknown but the path/road from the wharf leads to the largest, two storey building which is presumably *The Malting Shovel Inn*. Barrels outside the large door of the central building suggest that it may be a cooperage. The two storey building to the left has a ventilated roof lantern of the type that was common in malt houses of that time. For convenience of working the malt house and the brewery were typically in the one building thus making the handling of material and water relatively easy.

ITEM 9 (continued)

ATTACHMENT 2

All the buildings appear to be constructed of sandstone. The single storey buildings may be residences and the one on the far right behind the inn could be the house that was still present on the site in the late 1930s when Halvorsens constructed their boatshed (Figures 5 and 6).

To produce 100,000 gallons of beer per year the brewery would have required a large quantity of clean water. Streams flowing from the ridge along Victoria Rd would probably not have had sufficient reliable flow and no dams are shown on the 1842 map therefore rainwater storage would have been necessary. A well is shown in the garden on the 1842 map and others have been located along the foreshore toward *Cleves*. Although the term 'well' is widely used for these structures they are more often cisterns that store runoff rather than wells that tap groundwater supplies. They vary in size but typically may be about 3 to 4m diameter and up to 15 to 20m deep. Lined with brick and waterproof mortar three or four such cisterns would have been sufficient to supply the brewery. When no longer used for water supply cisterns and wells often made convenient disposal points for household refuse and today they can present rich archaeological deposits.

Cool storage would also have been necessary in the brewery and this was usually provided in sandstone lined cellars. The presence of a cellar below a kitchen in the Halvorsen boatshed has been described by McAndrew (2003).



Figure 2. An etching after a watercolour by Joseph Lycett published in 1825. The number and scale of the buildings are comparable to those shown in Figure 1. Lion Nathan used a modified version of this image in their advertising that should not be taken as an accurate representation of Squire's establishment.

ITEM 9 (continued)

ATTACHMENT 2



Figure 3. View of the remaining buildings of Squires brewery from Douglas St across Waterview St in about 1938. Apparently taken before construction of Halvorsens boatshed, the house in the trees on the left is probably the house shown in Figures 5 and 6. Ryde Library collection 5158281



Figure 4. Scanned image of the 1930 air photo in which the outline of buildings from Squires time can be seen. There is no trace of his wharf. The original photo is of low resolution and low contrast and little detail can be identified.

Commonwealth of
Australia Map 3424
Sydney 6-3-1930 Run 9,
photo 1251

ITEM 9 (continued)

ATTACHMENT 2



Figure 5 Construction of Halvorsens boatshed circa 1939/40. Sandstone was excavated to provide a level foundation and dressed blocks were placed in the seawall. The original house and outbuildings in the rear were demolished soon after this photo was taken. Note that the depth of the foundation cut at the rear of the building is probably sufficient to destroy any original building footings. Photo from Randi Svensen collection held by the National Maritime Museum, Darling Harbour.



Figure 6. Another view of the 'Squire' house through the framework of the boatshed. Photo from Randi Svensen collection.

ITEM 9 (continued)

ATTACHMENT 2



Figure 7. Similar view to Figure 5 above circa 1941/2. The photo was taken between mid-tide and high tide and the remains of Squire's wharf are not visible. Photo from Randi Svensen collection.



Figure 8. Halvorsens mid to late 1940s. This photograph was taken at low tide and the foundation of Squires wharf can be seen extending from the left corner of the slipways. The building footprint is larger than in the 1943 air photo (Figure 9) indicating that the photo was taken after that date. Photo from Randi Svensen collection.

ITEM 9 (continued)

ATTACHMENT 2



Figure 9. 1943 air photo. There is a faint shadow off the corner of the slipways in the same location as the low altitude oblique (Figure 8) which is the remains of Squire's wharf, and there are several sandstone building foundations visible to the right of the main building. The location of the well shown on the 1842 plan is evident as a round point as well as two overgrown quarries that were probably the source of sandstone used in Squire's buildings. Note also WWII air raid trenches near the front entrance of the boatshed.



Figure 10. Foundation remains of James Squire's wharf exposed at low water springs, January 2014. These sandstone blocks are in the same position as the trace of the wharf visible in Figures 8 and 9.

ITEM 9 (continued)

ATTACHMENT 2

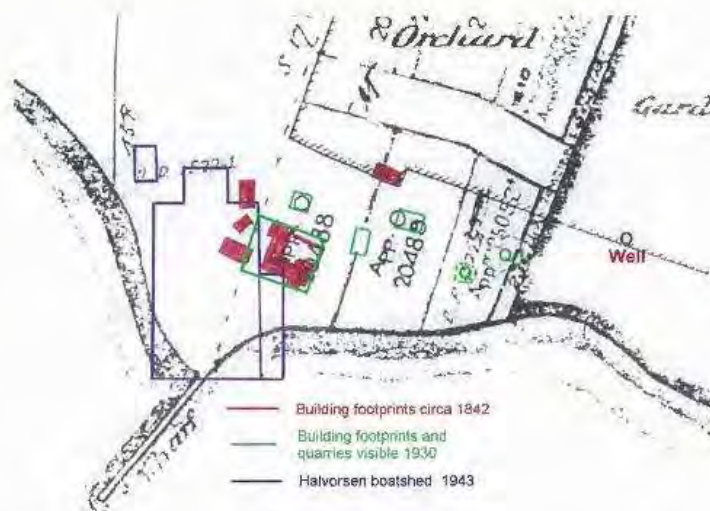


Figure 11. Composite map based on an undated survey plan with addition of building footprints from 1842, 1930 and 1943. Despite the absence of survey and inherent inaccuracies of the plots the location of the features shown are consistent and there is a high probability that some parts of Squire's original buildings remain on site today beneath the present surface. Base map is part of Roll Plan 579 FP192080

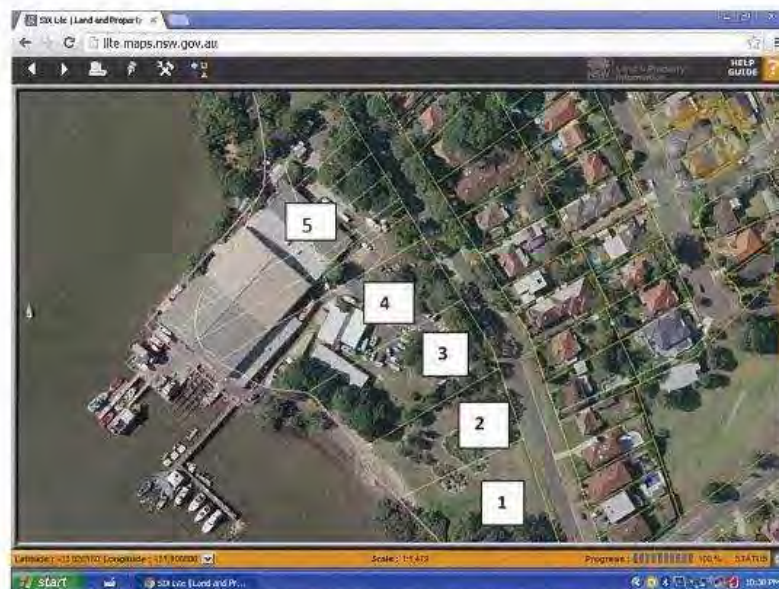


Figure 12. Present day buildings and property boundaries. 1 = #24 Lot 1, 2 = #24 Lot 448, 3 = #20 Lot 1, 4 = #20 Lot 2, 5 = #20 Lots 440-447. Source SixLite.

ITEM 9 (continued)

ATTACHMENT 2

Conclusions

A considerable archaeological trace of Australia's first commercial brewery can be expected in different parts of the properties shown in Figure 12.

Number 24 Waterview St, Lots 1 and 448 are managed by Council and on these the faces and floor of the late Eighteenth Century sandstone quarries are present along with the location of a well shown on the 1842 plan (Figure 11). The well is a potential target for excavation and the quarries should be mapped and interpreted.

Within number 20 Waterview St a number of other archaeological traces can be predicted:

- Several wells/cisterns should be present outside the immediate footprint of Squire's buildings. All of these could contain valuable archaeological deposits. Their location may be identified on property plans that have not yet been located.
- Part of a cellar beneath the original Inn is said to be present.
- Building foundations can be expected in all areas other than that part of Halvorsens shed that had deeper foundations cut into the sandstone (north east corner).
- The stone foundations of Squire's wharf are present in deeper water and are exposed at extreme low tide. The sandstone blocks should reveal post holes and provide information about the structure and sediments adjacent to the wharfs may preserve archaeological material, possibly including more perishable items preserved in anaerobic mud. Investigation of the structure of the wharf and a search for material in the sediment would require using submarine archaeological techniques.
- There are likely to be so many building foundations and structural features preserved beneath the present car park areas on this site that an initial geophysical survey would be warranted. A ground penetrating radar survey of all accessible parts of the site is suggested.
- Halvorsens boatshed itself is now close to 75 years old and has an interesting history of boat construction during WWII and the racing yacht *Gretel*. This building should be fully assessed and recorded as a heritage item in its own right.

When development on this site is proposed a comprehensive heritage assessment and a focussed archaeological assessment is essential.

References:

Wikipedia entry includes a number of references that have not been followed up for these notes. http://en.wikipedia.org/wiki/James_Squire

ITEM 9 (continued)

ATTACHMENT 2

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