

CONSERVATION MANAGEMENT PLAN
FOR
COOLANGATTA ESTATE SANDSTONE WHARF
AND FORMER BRAKING CHAIN,
GREENWELL POINT ROAD,
GREENWELL POINT,
N.S.W.

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The author would like to thank

Client: Mr. John Drummond and Ms. Lorraine McCarthy, Shoalhaven City
Council

EDITORIAL NOTE ON THE NAME OF THE WHARF.

The wharf built by Berry & Wollstonecraft in 1822 at Greenwell Point is variously referred to as follows in the historical documentation.

Coolangatta Estate Wharf	Term used in SCC heritage listing.
Berry's Wharf	Term used generally on captions to historical photographs.
ISNC Wharf	Parish Maps.
Private wharf.	Term used in contrast to Public or Government Wharf.

These terms should be contrasted with the names for the adjacent government or public wharf, which was also leased to the ISNC for a number of years.

1 INTRODUCTION.

1.1 Background.

This report was commissioned by Shoalhaven City Council on 22 October 2002.

1.2 Brief.

Shoalhaven City Council requires a conservation management plan in order to determine how to conserve the remains of the Coolangatta Estate Wharf and former Braking Chain in ANZAC Park at Greenwell Point.

1.3 Location of site.

The former Coolangatta Estate Wharf and remains of the braking chain are located in ANZAC Park to the south of Greenwell Point Road at Greenwell Point, on the banks of the Crookhaven River. The wharf is located within the portion of land shown as reclaimed land although a portion of this site (including site of wharf shed / school of arts) may be located in Lot B of DP399506 (see Figure 1.2).

1.4 Study methodology and limitations.

The study is prepared in accordance with standard guidelines for the preparation of conservation management documents.¹

The report is prepared to a limited budget. As a result each section of the report is prepared without extensive discussion and elaboration. Nonetheless, the conservation

¹ Heritage Office and Department of Urban Affairs and Planning. 1996. Statements of Heritage Impact.

Heritage Office and Department of Urban Affairs and Planning. 1996. Conservation Management Documents.

Heritage Office and Department of Urban Affairs and Planning. 1996. NSW Heritage Manual.

Heritage Office and Department of Urban Affairs and Planning. 1996. Archaeological assessments.

and future management of the site is adequately considered and appropriate recommendations have been made.

No original plans for the wharf have been located. The only maps and plans available deal with the surveys of the area surrounding the wharf. This factor has limited the nature of the conservation recommendations for the wharf, since there are no accurate plans of its original construction.

1.5 Author identification.

This report was prepared by Dr. Edward Higginbotham. Historical Research was completed by Ms. Robyn Florance and forms Chapter 2 of this report, together with bibliography and Appendices 1 and 2. Specialist advice on conservation of the wharf was provided by Simon Wiltshier, Hughes Trueman Pty Ltd (Appendix 3).

See also Chapter 2.

Figure 1.1. Location plan for former Coolangatta Estate Wharf and former braking chain, ANZAC Park, Greenwell Point Road, Greenwell Point. Source. 1:25,000 CMA Map, Nowra.

Figure 1.2. Site plan for former Coolangatta Estate Wharf and former braking chain, ANZAC Park, Greenwell Point Road, Greenwell Point. Source. Shoalhaven City Council.

2 HISTORICAL BACKGROUND.

2.1 Introduction.

The following historical report was researched and written by Ms. Robyn Florance, historian.

A thorough search was made of available documentation of the site under study, documents, maps and illustrations including a search of the Berry & Wollstonecraft Papers held at the Mitchell Library.

No original plans for the wharf have been located. The only maps and plans available deal with the surveys of the area surrounding the wharf.

Ms. Robyn Florance would like to thank the NSW Department of Public Works and Services (DPWS) InfoSource and Records Section for searching the data base for plans, surveys etc; to Gillian Simpson, Vaughan Evans Library, Australian National Maritime Museum for information relating to Shipping; John Perry, Surveyor, Shoalhaven City Council for assistance with survey plans; John Flett, Senior Heritage and Urban Design Planner, Shoalhaven City Council and Shoalhaven City Council Records Section for information; Doris Hoffman, Greenwell Point Local and Family History Society for oral history sources; Wes Macpherson, DLWC, Nowra Office for assistance with maps and survey plans; Geoffrey Haddrill, Reference Librarian Shoalhaven Library, for arranging inter library loans and Shoalhaven Historical Society for permission to use photographs from the Nowra Museum collection.

2.1.1 Historical Background

On the 7th December 1797 George Bass, in a whaleboat, with a crew of six men, passed Longnose Point (Gerroa) and followed the bight of Seven Mile Beach and discovered the mouth of a river. He wrote ‘...is very narrow at the entrance, the south side of which is formed by a rocky point and the north by a breaking spit of sand which runs from a sandy point...the greater part being filled with mud and sand. This place deserves no better name than Shoals Haven’.

It has been established that he named the mouth of the Crookhaven River with the name later assumed by the Shoalhaven River. Thus the early settlers of Sydney learned of the district around the Shoalhaven. New land was needed for the expanding settlement and as land around Sydney was taken up the Shoalhaven was further explored and surveyed.²

Cedar cutters had been active in the Shoalhaven area prior to 1815, in spite of the remaining difficulty of access. Entry by land was through mountain tracks but sea vessels made their way to the river entrance to collect their cargoes of cedar.

In January 1822 Scotsman Alexander Berry with a party of men, explored the Shoalhaven area. They were prevented from entering the Shoalhaven River by a wall of breakers. Instead they entered the Crookhaven River and a small boat was dragged across the narrow neck of land.³ While Berry explored the area he set Hamilton Hume and three convicts to work cutting a shipping canal through the isthmus, to connect the two rivers. The narrow canal was navigable from July 1822.

Alexander Berry with his partner Edward Wollstonecraft applied for and received 10,000 acres of land in return for the upkeep of 100 convicts and proceeded to build a homestead at ‘Coolangatta’ and the district began to be opened to European settlement.⁴

As Berry & Wollstonecraft’s settlement developed shipbuilding commenced to provide vessels to carry the district’s produce to Sydney. The *Water Mole* was completed in January 1824, and was taken by Berry to Sydney with a cargo of potatoes in March.

By 1826 Berry had also built the barge *Experiment* and chartered the *Jane* and *Phoenix* to ship cedar and farm produce from Shoalhaven and to deliver goods and passengers to his establishment.

² Cousins Arthur, *Garden of New South Wales*, Illawarra Historical Society, Wollongong,

³ Pleaden R F *Coastal Explorers*, Milton Ulladulla & District Historical Society in Association with Clyde River & Batemans Bay Historical Society and Shoalhaven Historical Society Inc, Nowra, 1990, p. 44

⁴ Lidbetter Mary *Historic Sites of Berry*, Berry & District Historical Society, Berry, 1979, p 11

Sailing vessels had a choice of either the Shoalhaven or Crookhaven entrance. Because of the time needed to navigate the Berry Canal, the sand bars, twisting channels and islands of the Crookhaven River, sailing vessels preferred using the Shoalhaven entrance if weather and tides were right. This could save at least a day's sailing time to Sydney; but it also resulted in vessels being swamped or wrecked on the Shoalhaven bar.⁵

Cedar continued to the cut and floated down the Shoalhaven River on rafts and shipped out almost as fast as it could be cut. Some were rafted into the Crookhaven and loaded onto vessels near Apple Tree Orchard or out through Shoalhaven Heads where they were loaded off shore near Seven Mile Beach. Coastal vessels were built with shallow draughts and broad beams enabling them to be sailed onto beaches when foul weather threatened.⁶

The first farm was established on the south side of the river at Numbaa and in 1829 a wharf was erected at Greenwell Point to export produce from the estate to markets in Sydney and elsewhere.

Greenwell Point was the Shoalhaven's earliest port. Large ships called from Sydney and Melbourne, and smaller vessels brought produce from further up the Shoalhaven River to be exported from the Port.⁷

After exchanging land at Berrellan (Brundee) with Dr William Elyard for land at Greenwell Point in 1829, the Berry Estate developed a wharf providing a loading area close to the Crookhaven entrance.

Coastal shipping grew in importance from the 1840s onwards with the opening up of large areas of land to tenant farmers. Produce grown had to find a market. Greenwell Point became the key to shipping, all produce had to be brought to the village. The

⁵ Wallis op. cit. p 17

⁶ Clark Mary Shelley, *Ships & Stores and Trading Ports: A Social Working Life of Coastal Harbours and River Towns in New South Wales*, Waterways Authority of NSW, Sydney, 2001, pp 141-145

⁷ The Berry Papers – August 1829 A flock of sheep landed at Numbaa “Greenwell Point’ now used for landing and loading cargo.

Berry Estate had the ketch *Gimboli*, under the command of Captain Barron, carrying the produce from his tenant's farms.⁸

The Illawarra Steam Navigation Company was formed in 1852 as an amalgamation of smaller companies and steam steadily displaced sailing boats thereafter.

In 1863 the Dredge Pluto commenced work to deepen the river from Greenwell Point through the canal and up the Shoalhaven to allow larger ships to reach Numbaa, Terara, Broughton Creek (Berry) and Bomaderry.⁹

In those early days, a fleet of sailing ships made regular calls at the port and before too long, steamers took their place. Despite this activity, the village did not grow quickly and by 1866 it had a population of about 50, with a steamers wharf and store and a hotel, while tenant farmers from the Berry Estate worked the surrounding countryside.¹⁰ The hotel at that time was called the *Royal*, but later became the *Black Swan* and after the turn of the century it was the *Crookhaven Tourist Hotel*.¹¹

The 1880s saw construction of a public wharf at Greenwell Point. In 1885 Numbaa Municipal Council took over the wharf and leased it to the Berry Estate and David Berry built Greenwell Point House, for the storage of cargo for the local steamers *Meeinderry* and *Coomonderry*. The largest ship to use the wharf was the *Illawarra*, 60m long with a net tonnage of 313, and a gross tonnage of 522. There was a lucrative passenger service to Sydney, until the extension of the railway to Bomaderry in 1893.¹²

Aborigines were the earliest fishermen in the Shoalhaven/Crookhaven estuary, but by the 1870s the European settlers seriously tackled the fish. Their catches were taken to the wharf, packed into baskets and transported to Sydney. There were experiments with trawling early in the 20th century, and this method gradually gained in

⁸ Robert Aberdeen, *Memories Past & Present* published in *The Shoalhaven News* and *The Nowra Leader* between 1st October 1941 to 11th February 1942.

⁹ Florance Robyn, *The changing landscape from Nowra Bridge to Regatta Creek – A Field Study*, unpublished

¹⁰ F. F. Bailliere, *Bailliere's NSW Gazetteer and Road Guide*, F. F. Bailliere, Sydney, 1866, p 240

¹¹ R J Wallis (Comp), *Greenwell Point – An Early Shoalhaven Port*, The Greenwell Point Bi-Centennial Sub-Committee, Greenwell Point, 1988, p. 88

¹² Clark Alan, *Villages of Shoalhaven*, Shoalhaven Tourism Board, Nowra, nd.

popularity. During World War II, the steam trawlers were requisitioned by the Navy to be used for minesweeping.

George Haiser came to the Point in 1883, and was mainly responsible for the progress of oyster growing, exporting as far as Melbourne and Perth. This industry has since grown into a multi-million dollar industry. One of those involved today is Jim Wild, well known for winning the world championship in oyster opening.¹³

Postal services for the district were provided from Numbaa in 1852, while Greenwell Point Post Office was established in 1879 with Archibald McLean in charge. Within a decade, the post office provided Government Savings Bank facilities.

Greenwell Point Primary School opened in 1870 with Mary Doubleday as teacher. She taught 20 children in a wooden building, 18ft x 20ft, provided by David Berry and this schoolroom was used until 1893 when a new school was erected. David Berry also built the Union Church in 1890 for tenants on his estate. Falling enrolments forced the closure of the school from 1940 to 1951. With the growth in population in the 1950s the school re-opened in 1952 and has grown steadily to its present level.¹⁴

From the 1900s to the commencement of World War II shipping gradually declined, although ships were able to provide specialised heavy load carriage of a type that could not be transported by road or with difficulty by rail.

In 1980 the fisherman's wharf was constructed to replace the old government or public wharf and in addition to the fishing activities Greenwell Point is a base for the oyster industry. However, access to Crookhaven Inlet is still limited by a bar at the entrance, which limits the size of the fishing vessels that can work the port to 20 metres and under.¹⁵

The area has a tradition of being a popular holiday destination, is also used for both holiday and permanent residences and today boasts caravan parks, motels and boating facilities.

¹³ *Greenwell Point – An Historical Walk*, Greenwell Point Family & History Group nd., No. 15

¹⁴ Wallis op. cit. pp 50-69

¹⁵ SPC Fisheries Consultants Australia, *NSW Marine Fisheries and Fishing Ports Study*, Division of Fisheries NSW Department of Agriculture, 1985, p15

2.2 The Sandstone Wharf & Braking Chain.

A wharf was built at Greenwell Point in August 1829 for the Berry Estate and erected by convict labour.¹⁶ This provided a loading area close to the Crookhaven entrance for the local produce to be shipped to Sydney.

Due to the shallow draught of Berry's Canal between the Shoalhaven and Crookhaven Rivers, farm produce was taken to Greenwell Point in small boats and off loaded there before being transferred to sea going steamers.

A road was also developed at this time through the Berry Estate from Numbaa to Greenwell Point, so that wagons and drays could transport the farm produce to the wharf to be transferred to ships trading from the Shoalhaven.¹⁷ By 1837 James Kennedy was employed by the Berry Estate to look after the stores at Greenwell Point.¹⁸

There were no storage sheds near the wharf, which created problems when frequent shipping delays occurred. Constant difficulties with the depth of the bar at Crookhaven Heads contributed to these problems.

*Ships were delayed at times by the Crookhaven Bar, having to beat about at sea for hours awaiting the tide whilst passengers became seasick and goods delivery was delayed.*¹⁹

A regular steam communication to ports south of Sydney began in 1852 when the Illawarra Steam Navigation Company started a service of paddle steamers using the *Illawarra* and *Nora Creina* between Sydney, Wollongong and Shoalhaven, making Greenwell Point its main wharf in the Shoalhaven.²⁰ The Shoalhaven was one of the

¹⁶ Berry & Wollstonecraft Papers – Mitchell Library Sydney MSS - Letter to Alexander Berry from Edward Wollstonecraft dated August 1829 '*commenced building a wharf at Greenwell Point*'

¹⁷ Wallis R J (Comp) *Greenwell Point – An Early Shoalhaven Port* – The Greenwell Point Be-Centennial Committee, Greenwell Point, 1988, p. 18

¹⁸ Wallis op. cit. p. 133

¹⁹ *The Kiama Independent* 1st September 1864

²⁰ Pemberton Barry, *Australian Coastal Shipping*, Melbourne University Press, Carlton, 1979, p. 81

most important ports of call. Alexander Berry provided the land, shed, road and mooring chains at Gerringong and Greenwell Point.²¹

To slow down the ships approaching the wharf, a mooring chain was stretched across the shipping channel. To slow the vessel sailors would pick up the chain by dragging the anchor.

The chain was connected to two large anchors, one north of the wharf (near the Council Swimming Pool) and one on the Orient Point side. A mooring buoy was attached to the chain and the ships hawser would be run out by a boat and attached to the buoy to keep the vessel off the wharf and to haul her out in the fairway when leaving. ²²

The wharf appears to have been upgraded and ballast from the ships was used in constructing the wharf. By 1855 two buildings associated with the wharf had been erected by the Berry Estate.²³ In 1859 Alex McLean brought down more stones for the wharf as ballast. (He usually took onboard 15 tons each return trip). The stone was quarried from the Berry Estate quarry on the North Shore of Sydney.

*If you have a quarry opened for flag stones and a quarryman he might quarry out some for hearth stones five feet by two feet and also large stone that would cross 1 foot high and two to three long for foundation stones. The Greenwell Point stone is harder and coarser than the North Shore stone.*²⁴

Paddle wheelers such as the *Illawarra*, when approaching the Illawarra Steam Navigation Co (ISNC) wharf had to be careful when docking as an unyielding sandstone wharf could damage the projecting paddle wheel housing.

²¹ Coltheart Lenore, *Between Wind & Water*, Hale & Iremonger, Sydney, 1991, pp 48-51

²² From the Memoirs of Fed Evans of Greenwell Point 14.5.1986 found in the Shoalhaven City Library, Local Studies Room p 16

²³ State Records NSW - Survey Plan prepared by George Legg dated 1855

²⁴ Reel 2585 Berry & Wollstonecraft Papers – Mitchell Library Sydney. MSS 315/51 Item 1 Correspondence Letters received from David Berry dated 24th September 1859 Frame 34

In June 1865 Thomas Mann surveyed a road from Nowra to Greenwell Point and the wharf was again upgraded.²⁵ In December 1865 David Berry arranged for the Dredge 'Pluto' to lift up the strong clay and large stones within twelve feet of the wharf to make the water deep enough for any of the steamers that plied. Solid rock out from the wharf was also blasted. Bloodwood timber was used for the wharf.²⁶

In April 1868 David Berry in a letter to his brother Alexander writes

*I was at Greenwell Point last Thursday I had sent down a box of iron before to feel the sort of bottom at the edge of the wharf. A man had tried it before I went and I did not need to do it then. He said he can easily go two to three feet before getting to the rock. Small bloodwood trees will be best for the fesiiders? They will be got over the south side of the Crookhaven off your land. The store at Greenwell Point has been shingled anew and I had agreed with a man to shingle the cottage again and to make an addition to it as it is small and also to put up a shed at the foot high ground between the store and the cottage for horses to go when it is raining at the time they have to be at the steamer or other times.*²⁷

To aid safe navigation a lighthouse was established at Crookhaven Heads in February 1872. At first it was lit by a red lantern from a ship's mast which was run up on a pulley to a cross piece between two poles.²⁸

There was a flagpole on the hill at the back of the wharf and another one located at the Pilot Station. When ship was sighted, a flag would be run up. This was to inform the agent to be ready to take and make fast moorings. On the ship's departure, a flag

²⁵ A report published in the *Illawarra Mercury* 22nd June 1860 stated that Surveyor Mann was surveying the Nowra to Greenwell Point Road via Brundee.

²⁶ Reel 2585 Berry & Wollstonecraft Papers – Mitchell Library Sydney. MSS 315/51 Item 1 Correspondence Letters received from David Berry dated 14th December 1865 Frames 56-60; Kirkwood said that Bloodwood makes better posts that he has tried in the water, I am to send a punt for some of these from the south of the Crookhaven where they can be got up river wanted for the wharf.

²⁷ Reel 2585 Berry & Wollstonecraft Papers – Mitchell Library Sydney. MSS 315/51 Item 1 Correspondence Letters received from David Berry dated 2nd April 1868 Frame 63

²⁸ Wallis op. cit. p. 25

was hoisted so as the man on watch at the Pilot Station could see that the ship cleared the river safely.²⁹

During the 1873 flood the *Coolangatta* was carried out to sea and capsized. She was eventually refloated and towed to Greenwell Point and moored close to the wharf. The stones by this time had been covered in earth and cinders from the boats. The coastal steamers tied up alongside the *Coolangatta*.³⁰

By 1880 it was a substantial sandstone block wharf large enough for a 60-metre ship to unload and load cargo. There were two timber buildings associated with the wharf. The larger one was situated on the wharf and built on piles while the smaller one was on land. These buildings were used for the storage of produce awaiting export or for transport up the river by smaller vessels.³¹ When the building on the wharf became redundant, it was then used for social occasions and became known as the School of Arts.³²

On the 1st June 1895 the ISNC vacated the old wharf and began using the government or public wharf instead. Captain Garde with the help of Captain Elyard removed the old mooring to a more convenient place and the old *Coolangatta* steamer was breached near the government wharf. A store was erected nearby for the company's freight.³³

The last ship to use the wharf was a vessel called the SS *Novelty*. She brought a cargo of blue metal for used on the Greenwell Point/Nowra Road, which was carted away in drays. The owners went out of business and the vessel was left stranded for many months until new owners took over and renamed her *Audrey D*.³⁴

Today the original sandstone blocks are strewn around the foreshore and sections of the wall are still intact.

²⁹ From the Memoirs of Fed Evans of Greenwell Point 14.5.1986 found in the Shoalhaven City Library, Local Studies Room pp 16-17

³⁰ Memoirs of Robert Aberdeen published in The News 1941 and The News 1942.

³¹ *Greenwell Point – An Early Shoalhaven Port* – op. cit. p. 21

³² From the Memoirs of Fed Evans of Greenwell Point 14.5.1986 found in the Shoalhaven City Library, Local Studies Room.

³³ *The Shoalhaven News* 1st June 1895 – Wharfage at Greenwell Point

³⁴ From the Memoirs of Fred Evans at Greenwell Point op. cit. p. 17

2.3 The Government Wharf

In 1879 Government records show an allocation of £1000 for the construction of a jetty at Greenwell Point. This jetty appears to have been in the location of the existing public jetty.

This wharf was taken over by Numbaa Municipal Council in 1885 and leased to the Berry Estate at £30 per annum.

In August 1895 the ISNC took over this wharf and erected a shed and a new wharf in 1896. The wharf has been re-constructed/repared on numerous occasions in the ensuing years. In August 1938 the Governor consented to and authorised South Shoalhaven Municipal Council to close and remove the Greenwell Point Public Wharf.³⁵ The wharf was demolished in 1939 and a new one erected by the South Shoalhaven Municipal Council using day labour.³⁶

The wharf was improved by the Public Works Department at a cost of \$420,00 during 1979-1980 and Mr Jack Ferguson, MP, Deputy Premier and Minister for Public Works officially opened the new Fishermen's Wharf on 3rd March 1980.

The existing jetty was extensively repaired in the 1990s to strengthen the deck and structure, which was in poor repair.

³⁵ *The Government Gazette* 5th August 1938

³⁶ South Shoalhaven Municipal Council Minutes from 1937-1939

2.4 Historical maps and plans.

Figure 2.1. Plan of the islands in the Shoalhaven and Crookhaven Rivers, George Legg, 4 February 1855. Detail

This map shows the location of Greenwell Point and the wharf.

Source. Department of Lands V235-787.

Figure 2.2. Delta of Shoalhaven River, William Lovegrove, 1857. Detail.
This map shows the wharf and a number of buildings at Greenwell Point
Source: AO Map 15223.

Figure 2.3. Plan of Wharf for Greenwell Point, E O Moriarty, April 1880. Detail.
The plans are for the adjacent public wharf, but the location plan shows some details of the Coolangatta Wharf.
Source. DPWS Plan No. 17489.

Figure 2.4. Parish Map, Numbaa, 3rd Edition, 6 August 1894. Detail.
The map shows the public wharf, labelled, but also the Coolangatta Wharf, unlabelled.
Source: NSW Crown Land Administrative maps. State Records office, NSW.

Figure 2.5. Parish Map, Numbaa, 4th Edition, 15 February 1904. detail
The map shows the public wharf and also the ISNC Wharf.
Source: NSW Crown Land Administrative maps. State Records office, NSW.

Figure 2.6. DP 4071, 23 February 1904. Detail.

The map shows the outline of both the public and private wharves, the latter probably being the most accurate delineation of the shape of the original Coolangatta Wharf.

Source: LTO. DP4071

Figure 2.7. Parish Map, Numbaa, 5th Edition, 18 July 1918. Detail.
The map shows the public wharf and also the ISNC Wharf.
Source: NSW Crown Land Administrative maps. State Records office, NSW.

Figure 2.8. Plan of part of Lots 1 and 1A, Sec 1, DP 4071, 10 March 1952.
The survey plan shows the head of the Coolangatta Wharf.
Source: Land Information Centre. MPS (RP) 99506.

Figure 2.9. Parish Map, Numbaa, 7th Edition, 27 November 1957. Detail.
The map shows the public wharf and also the old Wharf.
Source: NSW Crown Land Administrative maps. State Records office, NSW.

Figure 2.10. Greenwell Point, Shire of Shoalhaven, surveyor Russ Evans, 1962.
The plan shows both the public and private wharves, prior to reclamation of the land in between for the swimming pool, completed in 1966.
Source: Plan NA 5568, in PR 766, NAA CRS SP 857/10

2.5 Historical Photographs.

Plate 2.1. The paddle steamer Illawarra at the Berry Wharf in Anzac Park Greenwell Point, nd.
The photograph shows the wharf shed, but does not indicate any extension of the wharf as a timber superstructure on piles.
Source. Shoalhaven Historical Society Collection.

Plate 2.2. Greenwell Point showing line of Berry Cottages and the sheds on the wharf far right in what is now ANZAC Park, 1910.
Source. Greenwell Point Local and Family History Collection.

Plate 2.3. Greenwell Point near Shoalhaven heads, nd.
The photograph shows the wharf shed and outline of the sandstone wharf, again with no surviving timber decking on piles.
Source. State Library PICMAN.

Plate 2.4. Greenwell Point wharf in the early 1950s

The photograph shows the public wharf, not Berry's Wharf. The swimming pool was constructed on reclaimed land in the foreground in the 1960s.

Source. Greenwell Point Local and Family History Collection.

3 SITE SURVEY.

Site survey of the remains of the sandstone wharf in ANZAC Park, Greenwell Point was completed on Sunday, 6 October 2002. Site survey included a brief site inspection and photographic record.

The following items were recorded and / or photographed (Figure 3.1).

1. Remains of sandstone walls, defining Berry's Wharf.
2. Cannon.
3. ANZAC Monument.
4. Anchor.
5. Park gates.
6. Public Wharf (outside subject site).
7. The survival of archaeological remains.

3.1 Berry's Wharf (Coolangatta Estate Wharf; Private Wharf).

The remains of the former wharf are clearly visible in ANZAC Park, jutting out into the Crookhaven River, as far as deep water. On the landward side the sandstone side walls of the former wharf are moderately well defined. On the seaward side, the outline of the former wharf is less well defined and is almost lost at the edge of deep water. A large number of building stones and blocks appear to have been swept by tidal action in a southerly direction and are now located in riverine deposits adjacent to the former wharf.

It is possible that the seaward end of the wharf may survive at a level beneath the existing riverine deposits. Archaeological excavation may reveal structural remains in this location. There is a rough line of stone blocks, which on first inspection appears to be the former end of the wharf. Closer inspection suggests that these blocks have been moved relatively recently into this line. They are not laid in the same way as the surviving side walls and are not closely jointed as would be expected of skilled masons work. However it is recommended that this possible recent alignment of blocks should not be removed until it can be shown by archaeological investigation that they do not represent a seaward end to the former wharf.

3.2 Cannon.

Located on the site of the former wharf is a small cannon, placed on a reconstructed timber carriage and secured to a modern concrete slab. Within the confines of this brief report, it has not been possible to research the significance of this item, its former use, associations and location.

The cannon was brought in by Berry when he settled at Coolangatta and was used to start the sailing regattas held at Greenwell Point.³⁷

3.3 ANZAC Monument.

The ANZAC Monument comprises a modern coursed sandstone wall with slab capping, bonded with mortar. The sandstone wall is on a curved alignment and is set between two massive stone cylindrical blocks. The area surrounding the monument has been surfaced with clay pavers.

The massive cylindrical stone blocks appear to belong to a former industrial structure. They may be in their original location or may have been relocated for the construction of the ANZAC Monument. It is possible that they formed the footings of something like a crane.

3.4 Anchor.

The large wrought iron anchor, placed in ANZAC Park on a concrete slab, is believed to be from the seaward end of the braking chain.³⁸ Other than the heritage listing, no other source has been found to confirm this earlier use.

The braking chain is still visible at low tide, near the boundary of Anzak Park and the swimming pool, but was not observed during the site inspection.³⁹

³⁷ From the Memoirs of Fed Evans of Greenwell Point 14.5.1986 found in the Shoalhaven City Library, Local Studies Room.

³⁸ See Shoalhaven City Council Heritage Listing.

³⁹ Pers. Comm.. Ms. Robyn Florance, 15 January 2003.

3.5 Park gates.

The gates and railings, forming the entrance to ANZAC Park, are modern and of no heritage significance.

3.6 Public Wharf (outside subject site).

The Public Wharf is outside the study area. The historical plans drawn up by the NSW Department of Public Works in 1880 relate to this site (Figure 2.3). The wharf has been rebuilt and repaired on a number of occasions, the most recent work being undertaken in the 1990s.

3.7 The survival of archaeological remains.

The historical documentation provides evidence for a number of former structures, in addition to the wharf itself. These include a number of shed, of which only the location of one is well known, namely the shed on the wharf itself. This timber building is shown on a number of historical photographs (Plates 2.1 to 2.3).

The following table is used as a guide to determine the surviving condition of below ground archaeological remains.

Level of Disturbance	Description
1. Undisturbed	An archaeological site may be considered to be undisturbed when there are no visible signs of disturbance.
2. Minor disturbance.	An archaeological site may be considered to have minor disturbance when the only visible evidence of disturbance is: <ul style="list-style-type: none">• Domestic or other building with narrow footings and service trenches.• Small scale buildings.
3. Partly disturbed.	An archaeological site may be considered to be partly disturbed when the only visible evidence of disturbance is: <ul style="list-style-type: none">• A site or building terraced into a hill slope.• Large building with deep footings and service trenches.
4. Mostly disturbed.	An archaeological site may be considered to be mostly disturbed when the visible evidence of disturbance includes: <ul style="list-style-type: none">• A site or building terraced into a hill slope by more than one storey in depth on part of the site.• Basements or semi-basements.
5. Destroyed.	An archaeological site may be considered to be destroyed when the visible evidence of disturbance includes: <ul style="list-style-type: none">• Basement excavation in excess of one storey over most or all of the site.

Table 3.1. Levels of disturbance.

From observation of the local topography it is likely that remains in the vicinity of the wharf would be subject to only minor disturbance. To the north of the wharf, there is evidence for reclamation of the foreshore. Any remains in foreshore deposits would be buried but otherwise not disturbed.

Below ground archaeological remains are therefore likely to survive mostly intact and care should be taken not to disturb the ground surface in the vicinity of the wharf. The survival of the braking chain is unknown and its anchor point has not been located.

Erosion of the wharf has caused the removal of substantial quantities of sandstone blocks from the structure and spread them over the foreshore to the south of the wharf. In addition the seaward end of the wharf is ill defined and may have been partly destroyed by tide flow.

Other items in ANZAC Park are above ground and are well conserved, apart from the anchor, which has suffered corrosion, but appears now to be in a relatively stable condition.

3.8 Figures.

Figure 3.1. Plan of ANZAC Park and adjacent lots, showing location of heritage and other items.
Source: Shoalhaven City Council.

3.9 Photographs.

Plate 3.1. ANZAC Park, Greenwell Point. The southern side wall of the former wharf is partly preserved and is constructed of large, irregularly sized sandstone blocks.

Plate 3.2. ANZAC Park, Greenwell Point. The northern side wall of the former wharf is partly preserved and is constructed of large, irregularly sized sandstone blocks.

Plate 3.3. ANZAC Park, Greenwell Point. The end wall of the wharf is not clearly defined and may have been washed away into deep water by erosion or dredging.

Plate 3.4. ANZAC Park, Greenwell Point. There is an extensive scatter of sandstone blocks to the south of the site of the former wharf. These stones have been washed out from the structure of the wharf.

Plate 3.5. ANZAC Park, Greenwell Point. Cannon on reconstructed carriage , placed on concrete slab on site of wharf shed.

Plate 3.6. ANZAC Park, Greenwell Point. ANZAC Monument on north side of former wharf. The monument appears to incorporate an earlier feature, namely a pair of large stone cylindrical blocks. It is not clear whether these blocks form part of the braking chain structure which commenced at the wharf and ended in the anchor, now also preserved in the park.

Plate 3.7. ANZAC Park, Greenwell Point. The large wrought iron anchor now on display in the park is believed to have come from the seaward end of the braking chain (see SCC heritage listing).

Plate 3.8. ANZAC Park, Greenwell Point. Modern gates to ANZAC Park from Greenwell Point Road.

Plate 3.9. ANZAC Park, Greenwell Point. View from the public wharf to the south, towards ANZAC Park and the remains of Berry's Wharf.

Plate 3.10. Public Wharf, Greenwell Point.

4 CULTURAL SIGNIFICANCE.

4.1 Current assessment criteria.

The importance of the subject site will be assessed in general terms according to its cultural significance. The criteria for assessment of significance have been recently updated by the heritage Office of NSW.

The State Heritage Register and the State Heritage Inventory were established under Part 3A of the Heritage Act (as amended in 1998) for listing of items of environmental heritage.⁴⁰ The State Heritage Register list items, which are of state heritage significance, while the State Heritage Inventory includes items of local (or regional) heritage significance.⁴¹

To be assessed for listing on the State Heritage Register (state significance) or State Heritage Inventory (local or regional significance) an item will, in the opinion of the Heritage Council of NSW, meet one or more of the following criteria.⁴²

Criterion a. An item is important in the course, or pattern, of NSW's cultural or natural history or

An item is important in the course, or pattern, of the local area's cultural or natural history;

⁴⁰ ***environmental heritage*** means those places, buildings, works, relics, moveable objects, and precincts, of state or local heritage significance (section 4, *Heritage Act, 1977*).

⁴¹ ***state heritage significance***, in relation to a place, building, work, relic, moveable object or precinct, means significance to the State in relation to the historical, scientific cultural, social, archaeological, architectural, natural or aesthetic value of the item (section 4A(1), *Heritage Act, 1977*).

⁴² Guidelines for the application of these criteria have now been prepared by the NSW Heritage Office:

NSW Heritage Office. 2000. Assessing Heritage Significance. A NSW Heritage Manual Update.

See also:

Heritage Office and Department of Urban Affairs and Planning. 1996. Heritage Assessments. pp. 4-7.

Criterion b. An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history, or

An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area;

Criterion c. An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW, or

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area;

Criterion d. An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons, or

An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons;

Criterion e. An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history, or

An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history;

Criterion f. An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history, or

An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history;

Criterion g. An item is important in demonstrating the principal characteristics of a class of NSW's

cultural or natural places; or

cultural or natural environments, or

An item is important in demonstrating the principal characteristics of a class of the local area's

cultural or natural places; or

cultural or natural environments.

An item is not to be excluded from the Register or Inventory on the ground that items with similar characteristics have already been listed on the Register or Inventory.

The NSW Heritage Manual provides for three levels of significance, namely local, regional and state. While the new criteria have abandoned the use of the term “regional”, nonetheless the use of the term is still considered beneficial to differentiate between items of local and regional significance, even though both categories are only appropriate for listing on the State Heritage Inventory or Local Environment Plan (LEP).

In criteria a to g, where an item is deemed to be of local significance, the words “local area” should be substituted for “NSW”.

4.2 Previous assessment criteria, 1996.

In 1996 the assessment criteria were standardised by the Heritage Office and Department of Urban Affairs and Planning in the *NSW Heritage Manual*.⁴³ These previous assessment criteria are summarised below for reference purposes. Some practitioners may still prefer to use the three criteria relating to level of significance, namely local, regional and state, although there is only provision to use the levels local and state under the current guidelines.

Where there is an equivalence between the current and previous guidelines, a letter (a-g) referring to the current criteria is placed against the previous definition.

Nature of significance.

Historical significance (evolution and association) (criteria a and b). An item having this value is significant because of the importance of its association with, or position in the evolving pattern of our cultural history.

Aesthetic significance (scenic / architectural qualities / creative accomplishment) (criterion c). An item having this value is significant because it demonstrates positive visual or sensory appeal, landmark qualities and/or creative or technical excellence.

⁴³ Heritage Office and Department of Urban Affairs and Planning. 1996. *NSW Heritage Manual*.

Technical / research significance (archaeological, industrial, educational, research potential and aesthetic significance values) (criterion e). Items having this value are significant because of their contribution or positive contribution to an understanding of our cultural history or environment.

Social significance (contemporary community esteem) (criterion d). Items having this value are significant through their social, spiritual or cultural association with a recognisable community.

Degree of significance.

Representativeness (criterion g). Items having this value are significant because they are fine representative examples of an important class of significant items or environments.

Rarity (criterion f). An item having this value is significant because it represents a rare, endangered or unusual aspect of our history or cultural environment.

Level of significance.

Local. Comprises items significant in a local historical or geographical context or to an identifiable contemporary local community.

Regional. Comprises items significant in a regional historical or geographical context or to an identifiable contemporary regional community.

State. Comprises items significant in a state-wide historical or geographical context or to an identifiable contemporary state-wide community.⁴⁴

4.3 Technical / research significance and archaeological significance.

The term ‘archaeological significance’ may be defined as the extent to which a site may contribute knowledge, not available from other sources, to current themes in

⁴⁴ The above assessment criteria were extracted verbatim from Heritage Office and Department of Urban Affairs and Planning. 1996. Heritage Assessments. pp. 4-7.

historical archaeology and related disciplines.⁴⁵ 'Archaeological significance' is included in Criterion E of the current criteria for assessment.

In the assessment of archaeological significance, several factors or criteria have to be taken into account. Questions include:

- Does the site contribute knowledge not available from other sources? In this respect, the preservation of the site, the availability of comparative sites, and the extent of historical documentation should be considered.
- Does this knowledge contribute meaningfully to current research themes in historical archaeology and related disciplines? The level of this contribution may be assessed on the same basis as other aspects of cultural significance, for example, locality, region or state.

It is clear that the determination of archaeological significance is closely related and, in fact, dependent upon the development of current research themes in historical archaeology. Research themes will be discussed in this study, thereby giving the historical archaeologist a framework or starting point from which future research and site assessment may proceed.

4.4 The heritage significance of the subject site.

The following statement of significance is prepared in accordance with the current assessment guidelines. It concentrates on aspects of archaeological and historical significance.

Criterion a. An item is important in the course, or pattern, of NSW's cultural or natural history or

An item is important in the course, or pattern, of the local area's cultural or natural history;

⁴⁵ This definition is based upon the following references; A. Bickford, & S. Sullivan, 'Assessing the research significance of historic sites', in S. Sullivan, & S. Bowdler, *Site survey and significance assessment in Australian archaeology*, Dept. of Prehistory, Research School of Pacific Studies, ANU, Canberra, 1984, pp. 19-26.; S. Sullivan, & S. Bowdler, *Site survey and significance assessment in Australian archaeology*, Dept. of Prehistory, Research School of Pacific Studies, ANU, Canberra, 1984, passim.

The former Coolangatta Estate Wharf and braking chain was one of a number of major improvements carried out by Berry & Wollstonecraft on their Coolangatta Estate in the 1820s. The Estate itself was unusual because of its large size, not only just for the Illawarra, but also for the rest of the settled districts at that time. The wharf at Greenwell Point was constructed in 1829 and is located near Berry's Canal, another estate improvement, which was constructed to assist navigation between the Crookhaven and Shoalhaven Rivers in 1822.

While the wharf served to transport estate and other produce to market in Sydney from the 1820s onwards, the opening up of the estate to tenant farmers in the 1840s provided a boost to traffic from the wharf. Until navigation on the Shoalhaven River was improved in the 1860s, Greenwell Point provided the may access to shipping for the opening up of the Shoalhaven area. The Illawarra Steam Navigation Company was formed in 1852 and used the wharf on a regular basis. By 1872 Greenwell Point was the fourth largest port in New South Wales, after Sydney, Wollongong and Newcastle. The extent of coastal trade and shipping prompted the government to build a government wharf in 1880, while a lighthouse and pilot station had been established in 1872.

The bridge over the Shoalhaven at Nowra, opened in 1881, the arrival of the railway at Bomaderry in 1893 and the dredging of the river enabling seagoing vessels to reach Nowra itself in 1904, all these events cut into the extent of shipping at Greenwell Point, commencing a downward trend in usage until the last steamer arrived in 1939. While coastal shipping might have been defunct by this time, the fishing and oyster industries caused a resurgence in the fortunes of Greenwell Point from the 1940s onwards.

Level of significance – The role of the wharf in coastal shipping as well as regional development of the Shoalhaven means that it possesses state significance.

Criterion b. An item has strong or special association with the life or works of a person, or group of persons, of importance in NSW's cultural or natural history, or An item has strong or special association with the life or works of a person, or group of persons, of importance in the cultural or natural history of the local area;

The former Coolangatta Estate Wharf and braking chain have strong associations with the owners of the Coolangatta Estate, Alexander Berry and Edward Wollstonecraft. Both these individuals played an important role in the development of the Shoalhaven area, as well as being influential in their business pursuits in Sydney.

The wharf is also associated with the formation and ongoing success of the Illawarra Steam Navigation Company.

Level of significance –State.

Criterion c. An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in NSW, or

An item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area;

The former Coolangatta Estate Wharf and braking chain do not possess aesthetic significance.

Level of significance –does not meet inclusion guidelines.

Criterion d. An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons, or

An item has strong or special association with a particular community or cultural group in the local area for social, cultural or spiritual reasons;

The former Coolangatta Estate Wharf and braking chain do not possess social significance.

Level of significance –does not meet inclusion guidelines.

Criterion e. An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history, or

An item has potential to yield information that will contribute to an understanding of the local area's cultural or natural history;

The historical and archaeological analysis indicates that archaeological remains associated with the wharf and braking chain are likely to survive. These remains would contribute to our knowledge of the construction of the wharf, the location and construction of associated sheds and infrastructure. Such information would contribute to our understanding of the wharf itself, but would have limited comparative application.

Level of significance –Local.

Criterion f. An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history, or

An item possesses uncommon, rare or endangered aspects of the local area's cultural or natural history;

The Coolangatta Estate Wharf and braking chain provide examples of improvements, which were constructed at the major coastal and river ports of New South Wales. On each major NSW river system, at least one major wharf would have been found, sometimes more, as for example on the Hunter River with ports at Newcastle and Morpeth. Nonetheless for each river system, large wharf structures would have been infrequent or at least concentrated in limited locations.

Level of significance –State.

Criterion g. An item is important in demonstrating the principal characteristics of a class of NSW's

cultural or natural places; or

cultural or natural environments, or

An item is important in demonstrating the principal characteristics of a class of the local area's

cultural or natural places; or

cultural or natural environments.

The Coolangatta Estate Wharf and braking chain provide important examples of wharfage at New South Wales coastal and river ports and would repay comparative study.

Level of significance –State.

4.5 Summary of statement of significance.

The former Coolangatta Estate Wharf and braking chain was one of a number of major improvements carried out by Berry & Wollstonecraft on their Coolangatta Estate in the 1820s. Both these individuals played an important role in the development of the Shoalhaven area, as well as being influential in their business pursuits in Sydney. The Estate itself was unusual because of its large size, not only just for the Illawarra, but also for the rest of the settled districts at that time. The wharf at Greenwell Point was constructed in 1829 and is located near Berry's Canal,

another estate improvement, which was constructed to assist navigation between the Crookhaven and Shoalhaven Rivers in 1822.

While the wharf served to transport estate and other produce to market in Sydney from the 1820s onwards, the opening up of the estate to tenant farmers in the 1840s provided a boost to traffic from the wharf. Until navigation on the Shoalhaven River was improved in the 1860s, Greenwell Point provided the main access to shipping for the opening up of the Shoalhaven area. The Illawarra Steam Navigation Company was formed in 1852 and used the wharf on a regular basis. By 1872 Greenwell Point was the fourth largest port in New South Wales, after Sydney, Wollongong and Newcastle. The extent of coastal trade and shipping prompted the government to build a government wharf in 1880, while a lighthouse and pilot station had been established in 1872.

The bridge over the Shoalhaven at Nowra, opened in 1881, the arrival of the railway at Bomaderry in 1893 and the dredging of the river enabling seagoing vessels to reach Nowra itself in 1904. All these events cut into the extent of shipping at Greenwell Point, commencing a downward trend in usage until the last steamer arrived in 1939. While coastal shipping might have been defunct by this time, the fishing and oyster industries caused a resurgence in the fortunes of Greenwell Point from the 1940s onwards.

The historical and archaeological analysis indicates that archaeological remains associated with the wharf and braking chain are likely to survive. These remains would contribute to our knowledge of the construction of the wharf, the location and construction of associated sheds and infrastructure. Such information would contribute to our understanding of the wharf itself, but would have limited comparative application.

The Coolangatta Estate Wharf and braking chain provide examples of improvements which were constructed at the major coastal and river ports of New South Wales. On each major NSW river system, at least one major wharf would have been found, sometimes more, as for example on the Hunter River with ports at Newcastle and Morpeth. Nonetheless for each river system, large wharf structures would have been infrequent or at least concentrated in limited locations. The Coolangatta Estate Wharf and braking chain provide important examples of wharfage at New South Wales coastal and river ports and would repay comparative study.

The Coolangatta Estate Wharf and braking chain are of state significance.

The various items in ANZAC Park contribute towards this statement of significance for the wharf and braking chain to a varying degree. It is important to note that only the wharf and braking chain have been assessed and that other items in ANZAC Park may possess significance. The following table provides an indication of the ranking of each site.

Item	Ranking	Notes
Remains of sandstone walls, defining Berry's Wharf.	Exceptional	
Cannon.	Not assessed	This item was not assessed, but is believed to be associated with Alexander Berry and would therefore possess historical significance (criterion b).
ANZAC Monument.	Not assessed	This item was not assessed, but would certainly be valued by the local community and others (criterion
Anchor.	Considerable	
Park gates.	Little or no significance.	
Public Wharf (outside subject site).	Not assessed.	The site of the 1880s government wharf should be assessed.
The survival of archaeological remains.	Exceptional	Sites include the wharf shed, later school of arts building and the braking chain.

5 CONSTRAINTS, OPPORTUNITIES AND OTHER REQUIREMENTS.

The following principal issues relate to the conservation and management of the Coolangatta estate Wharf and braking Chain.

5.1 The NSW *Heritage Act* and historical archaeology.

The *Heritage Act* contains various legal measures to protect historical archaeological resources.

Where historical research has revealed the location of historical settlement, experience has shown that the discovery of relics is highly likely once the soil is disturbed. When relics are revealed the Heritage Council must be notified. This may involve delay until appropriate arrangements can be made to record the archaeological remains. As a result, developers and others are normally advised that excavation permits must be obtained prior to undertaking works, which involve excavation or the disturbance of historical sites. In this way most delays can be avoided.

The NSW *Heritage Act* defines a ‘relic’ as:

any deposit, object or material evidence -

- a). which relates to the settlement of the area that comprises New South Wales, not being aboriginal settlement; and*
- b) which is 50 or more years old*

Section 139 of the *Heritage Act* provides that:

- c). 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 permit.*
- d). 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.*

If a site is the subject of an order under Section 130, an Interim Heritage Order, or is listed on the State Heritage Register, approval for an excavation permit is required under Section 60 of the *Heritage Act*.

If a site is not the subject of an order under the *Heritage Act* and is not listed on the State Heritage Register, an excavation permit is required, in accordance with Section 140.

Section 146 of the *Heritage Act* requires that the accidental discovery of relics should be reported to the Heritage Council of NSW.

A person who is aware or believes that he or she has discovered or located a relic (in any circumstances, and whether or not the person has been issued with an excavation permit) must:

- e). within a reasonable time after he or she first becomes aware or believes that he or she has discovered or located that relic, notify the Heritage Council of the location of the relic, unless he or she believes on reasonable grounds that the Heritage Council is aware of the location of the relic, and*
- f). within the period required by the Heritage Council, furnish the Heritage Council with such information concerning the relic as the Heritage Council may reasonably require.*

When an item of heritage significance comes under the ownership or control of a public authority, the authority is required to record it in a Heritage and Conservation Register, under section 170 of the *Heritage Act*. The purpose of the provision is to alert the authority whenever works are proposed, which might affect the item.

There are a number of exemptions relating to works, which do not require application for an excavation permit, some under section 60 or others under section 140. Exemptions may include maintenance, repair, services, painting, restoration and conservation works endorsed by the Heritage Council. It is important that the application of an exemption to a particular site is clearly defined and where any ambiguity exists, issues should be clarified with the Heritage Office of NSW. Copies of the standard exemption documents can be obtained from the Heritage Office of NSW.

The consideration of other legislation is beyond the scope of this conservation plan.

5.2 Heritage Listings.

The Coolangatta Estate Wharf and Braking Chain is listed by Shoalhaven City Council.⁴⁶

The site is not listed on the State Heritage Register, nor the State Heritage Inventory. It is not listed on the Register of the National Estate.⁴⁷

5.3 The surviving condition of the place.

The surviving condition of the site is described in Chapter 3. Most of the structures in ANZAC Park appear to be in a relatively stable condition, namely the cannon, the ANZAC Monument and anchor. The exception is the wharf itself, for which there is evidence of erosion of the sandstone walls, shifting of stone blocks and possible active erosion of the seaward end of the wharf by tidal action.

5.4 Statement of significance.

The statement of cultural significance for the Coolangatta Estate Wharf and Braking Chain indicates that the site has a state level of significance.

The state level of significance indicates that the site should be placed on the State Heritage Register and also the Register of the National Estate.

The significance of the heritage item also makes it necessary to conserve and manage the site in an appropriate manner and in accordance with standard heritage guidelines, practice and legislation.

A number of items within ANZAC Park were excluded from the assessment of significance, namely the cannon and ANZAC Monument. These items do possess

⁴⁶ SHI Number 2390315.

⁴⁷ Search of online registers, 16 January 2003.

aspects of significance yet to be fully determined. No conservation or management measure should impact or limit the potential of their significance.

5.5 The interpretation of the archaeological remains.

The Coolangatta Estate Wharf and braking chain are an important part of our cultural heritage. This significance should be made accessible to the general public through education, publication, interpretation and display. This goal is normally achieved through the preparation of an interpretation plan. The interpretation and display should seek to provide a balanced understanding of the past.

There is at present no signage and interpretation of the wharf.

5.6 Existing compatible uses.

ANZAC Park, including the site of the Coolangatta Estate Wharf and braking chain, is a public park, serving the recreational needs of the local community as well as tourists and visitors. On one side of the park is a retail outlet, selling fish and chips and other seafood. Customers make frequent use of the tables and bench settings in the park, especially on weekends and public holidays.

The proximity of the seafood outlet does not appear to be having any detrimental effect on the heritage items themselves, although Council may be aware of other issues relating to this usage.

The ANZAC Monument provides a focus for the local community on remembrance days, like ANZAC Day.

5.7 Existing non-compatible uses.

During the site inspection, no incompatible uses were observed. It is possible that persons walking along the foreshore may be contributing to the erosion and steady deterioration of the remains of the wharf, but this cause of erosion would be minor, compared with the erosion caused by tidal action.

5.8 Community views and requirements.

Ascertaining the views of the local community and others was beyond the scope of this conservation plan.

5.9 Council requirements.

Shoalhaven City Council seeks to conserve and stabilise this heritage item.

5.10 Curtilage.

The curtilage of the Coolangatta Estate Wharf and braking chain includes the following:

1. The land included within ANZAC Park.
2. Adjacent land, the development of which may have an impact on the site, associated remains or the historical setting of the place.
3. Crookhaven River from 10 metres north of Anzak Park boundary with swimming pool to southern park boundary, extending 25 metres into Crookhaven River.

5.11 Archival recording.

Prior to disturbance or change of use, detailed recording of the site should be undertaken to archival standard, in accordance with NSW Heritage Office 1998. *Heritage Information Series. How to prepare archival records of heritage items.*

5.12 The ICOMOS Burra Charter.

These guidelines have been prepared in accordance with the provisions of the Burra Charter as amended in 1999. All works on the place should also be guided by its principles.⁴⁸

⁴⁸ Appendix 4.

The ICOMOS Burra Charter provides some basic guidelines and principles for conservation and ongoing management, including:

- It requires a cautious approach of changing as much as necessary, but as little as possible (Article 3.1).
- Traditional techniques and materials are preferred for the conservation of significant fabric. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate (Article 4.2).
- The physical location of a place is part of its significance. A building, work or other component of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival (Article 9.1).
- Change may be necessary to retain cultural significance, but is undesirable where it reduces cultural significance. The amount of change to a place should be guided by the cultural significance of the place and its appropriate interpretation (Article 15.1).
- Changes that reduce cultural significance should be reversible, and be reversed when circumstances permit.
- Restoration is appropriate only if there is sufficient evidence of an earlier state of the fabric (Article 19).
- Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric..... (Article 20.1 part).
- New work such as additions to the place may be acceptable where it does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation (Article 22.1).
- New work should be readily identifiable as such (Article 22.20).
- Competent direction and supervision should be maintained at all stages, and any changes should be implemented by people with appropriate knowledge and skills.
- Adequate resources should be provided for conservation (Article 34).

5.13 Definition of Terms.

The ICOMOS Burra Charter, as updated in 1999, provides useful definitions of the terms used in conservation plans.⁴⁹ Article 1 of the Burra Charter defines the following terms:

1.1 *Place* means site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views.

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

Cultural significance is embodied in the place itself, its *fabric, setting, use, associations, meanings, records, related places and related objects*.

Places may have a range of values for different individuals or groups.

1.3 *Fabric* means all the physical material of the *place* including components, fixtures, contents and objects.

1.4 *Conservation* means all the processes of looking after a *place* so as to retain its *cultural significance*.

1.5 *Maintenance* means the continuous protective care of the *fabric* and *setting* of a *place*, and is to be distinguished from repair. Repair involves *restoration* or *reconstruction*.

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

1.7 *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.

⁴⁹ Australia ICOMOS. The Burra Charter. The Australia ICOMOS Charter for Places of Cultural Significance. 1999.

1.8 *Reconstruction* means returning a *place* to a known earlier state and is distinguished from *restoration* by the introduction of new materials into the *fabric*.

1.9 *Adaptation* means modifying a *place* to suit the existing use or a proposed use.

1.10 *Use* means the function of the place, as well as the activities and practices that may occur at the place.

1.11 *Compatible use* means a use which respects the *cultural significance* of a *place*. Such a use involves no, or minimal, impact on cultural significance.

1.12 *Setting* means the area around a *place*, which may include the visual catchment.

1.13 *Related place* means a place that contributes to the *cultural significance* of another place.

1.14 *Related object* means an object that contributes to the *cultural significance* of a *place* but is not at the place.

1.15 *Association* means the special connection that exists between people and a *place*.

1.16 *Meanings* denote what a *place* signifies, indicates, evokes or expresses.

1.17 *Interpretation* means all the ways of presenting the cultural significance of a *place*.

6 CONSERVATION POLICY.

The following conservation policies arise out of the constraints and opportunities discussed in the previous chapter.

6.1 Policy for conservation and management.

The listing of the Coolangatta Estate Wharf and braking chain by Shoalhaven City Council, the state significance of the place and the requirements of the Heritage Act of NSW, all require that the place should be conserved and managed in a way that retains and even enhances significance.

The site should be conserved and managed in an appropriate manner and in accordance with standard heritage guidelines, practice and legislation.

The NSW Heritage Act requires that application should be made for an s.140 excavation permit for any works likely to disturb the fabric of the Coolangatta Estate Wharf and braking chain.

There are a number of exemptions relating to works, which do not require application for an excavation permit under section 140. It is important that the application of an exemption to a particular site is clearly defined and where any ambiguity exists, issues should be clarified with the Heritage Office of NSW.

The conservation and ongoing management of the place should ensure the retention of an appropriate historical setting. The curtilage of the site should therefore not be redeveloped in such a way as to have a negative impact on the place or its component items of significance. The curtilage has been defined in Chapter 5.

Prior to disturbance or change of use, detailed recording of the site should be undertaken to archival standard, in accordance with NSW Heritage Office 1998. *Heritage Information Series. How to prepare archival records of heritage items.*

6.2 Requirements for conservation works.

While most of the structures in ANZAC Park appear to be in a relatively stable condition, namely the cannon, the ANZAC Monument and anchor, the exception is the wharf itself, for which there is evidence of erosion of the sandstone walls, shifting of stone blocks and possible active erosion of the seaward end of the wharf by tidal action.

The most urgent conservation works should therefore be directed towards retarding, if not totally inhibiting further tidal erosion of the remains of the wharf. See Sections 7.1 and 7.2 for conservation works on sandstone wharf. Other items in the ANZAC Park are in a relatively stable, sound and well maintained condition, requiring little conservation work, other than continued maintenance.

The remains of the braking chain itself were not observed during site inspection, but care should be taken to avoid disturbance of this item and also to assess its surviving condition. For location of braking chain, see Section 3.4.

6.3 Policy for heritage listing.

The state level of significance indicates that the site should be placed on the State Heritage Register and also the Register of the National Estate.

6.4 Policy relating to other significant items in ANZAC Park.

A number of items within ANZAC Park were excluded from the assessment of significance, namely the cannon and ANZAC Monument. These items do possess aspects of significance yet to be fully determined. No conservation or management measure should impact or limit the potential of their significance.

6.5 Policy for interpretation and display.

The existing passive recreational usage of ANZAC Park provides an appropriate context for discrete signage and interpretation of the historical site.

It is suggested that one plaque, appropriately designed, should be placed near the remains of the wharf, but not on the site of the wharf shed. It should explain the significance of the site with text, plans and photographs. It should seek to place the site in context, both in terms of the historical development of Greenwell Point and also neighbouring historical sites, including Berry's Canal of 1822, the 1880s government wharf, as well as the settlement of Greenwell Point itself.

Consideration should be given to similar signage at the public wharf and also near Berry's Canal. Consideration should also be given to an integrated programme of interpretation and signage at many other heritage sites in the local government area.

6.6 Policy for compatible uses.

The existing passive recreational usage of ANZAC Park for picnicking and walking should be retained as these uses provide a compatible context for the historical sites and for the ANZAC Monument.

Council should monitor any impacts that the adjacent seafood outlet may have on the heritage sites and their historical setting.

The regular usage of the ANZAC Monument for memorial purposes should be maintained.

If appropriate, the Council may consider seeking community and other responses to the existing and any proposed uses of ANZAC Park, in relation to the conservation and management of the heritage items.

7 RECOMMENDATIONS AND IMPLEMENTATION GUIDELINES.

The following recommendations and implementation guidelines arise out of the conservation policies s discussed in the previous chapter.

7.1 Conservation of the Coolangatta Estate Wharf.

In order to retard and possibly totally halt the ongoing erosion and destruction of the wharf by tidal action, the following conservation options have been proposed by Hughes Trueman Pty Ltd (See Appendix 3):

Option 1. Restoration from landward end.

Option 2. Restoration from seaward end.

Restoration of as much of the wharf as can be found with the remnants available and then terminate the works in a manner, which protects the free ends. Commencement could be either from the landward end projecting seaward or from the seaward end progressing landwards but leaving a gap where material is insufficient.

Option 3. Erect modern breakwater (piling) to protect site and leave as is.

Form some sort of protective structure external to the wharf remnants (perhaps with the remnants gathered into a confined area).

Option 4. Reconstruction, using existing stones as capstones over in situ and precast base.

Option 5. Reconstruction, using existing stones where possible and infill with in situ and precast.

Option 6. Reconstruction, using existing stones only as a facing with an in situ or block backing wall.

Reconstruct the entire form of the wharf using existing materials wherever possible and modern materials to infill gaps and provide support. For example, footings could be constructed from precast concrete blocks and then original sandstone used only for the more visible upper courses, or alternatively sandstone blocks could be laid as a single skin with a concrete block (or in-situ concrete backing wall). The wharf could be reconstructed in sections with concrete block or in situ concrete infill sections.

7.2 Assessment of the options.

The six options for the site may be ranked in accordance with a number of criteria, as follows:

1. Ability to maintain and enhance significance.
2. Compliance with guidelines of the ICOMOS Burra Charter and / or policies of this report.

Additional criteria may also be considered by Council, including:

3. Cost.

The relative costings of any option are beyond the scope of this report.

The options are therefore evaluated on only two criteria, namely:

1. Enhance significance.
2. Compliance with ICOMOS Burra Charter and / or policies of this report.

Outcomes are scored in the following manner:

1. A positive outcome (3).
2. A qualified outcome (2).
3. A negative outcome (1).

The totals for each option are added together to give the total score or ranking for each option. On the basis of these simple criteria, the options may be ranked as follows, in accordance with the table below:

Option	Enhance significance	Compliance with ICOMOS Burra Charter and / or policies of this report.	Score / ranking.
Option 1. Restoration from landward end.	Yes, but leaves a gap in the wharf.	Yes, but may require reworking of sandstone blocks. Not necessarily a practical outcome to leave gap in wharf.	4
Option 2. Restoration from seaward end.	Yes, but leaves a gap in the wharf.	Yes, but may require reworking of sandstone blocks. Not necessarily a practical outcome to leave gap in wharf.	4

Option	Enhance significance	Compliance with ICOMOS Burra Charter and / or policies of this report.	Score / ranking.
Option 3. Erect modern breakwater (piling) to protect site and leave as is.	No.	Introduces a modern intrusive element into the wharf area, which does not belong to the wharf.	2
Option 4. Reconstruction, using existing stones as capstones over in situ and precast base.	Yes, but infill materials introduce a visible foreign element	Yes, but may require reworking of sandstone blocks and possible introduction of new blocks.	4
Option 5. Reconstruction, using existing stones where possible and infill with in situ and precast.	Yes, but infill materials introduce a visible foreign element	Yes, but may require reworking of sandstone blocks and possible introduction of new blocks.	4
Option 6. Reconstruction, using existing stones only as a facing with an in situ or block backing wall.	Yes.	Yes, but may require reworking of sandstone blocks and possible introduction of new blocks.	5

The options are ranked in order of preference, as follows:

Option	Score / ranking.
Option 6. Reconstruction, using existing stones only as a facing with an in situ or block backing wall.	5
Option 1. Restoration from landward end.	4
Option 2. Restoration from seaward end.	4
Option 4. Reconstruction, using existing stones as capstones over in situ and precast base.	4
Option 5. Reconstruction, using existing stones where possible and infill with in situ and precast.	4
Option 3. Erect modern breakwater (piling) to protect site and leave as is.	2

Other issues may also need to be taken into consideration, for example, the relative cost of each option, or public safety (where gaps are left in the structure – see Options 1 and 2). These and other issues may change the ranking of the six options assessed in this report.

Of the available options, it is considered that Option 6 is the most preferable, although Options 4 and 5 would also be acceptable over Options 1 and 2 for reasons of practicality and public safety. Option 3 is the least preferred option.

Refer to details of each option in Appendix 3.

Given that the surviving condition of the seaward end of the wharf is largely unknown at this stage, it is suggested that any option for reconstruction or restoration will depend on the outcome of archaeological investigation.

The following procedure is recommended:

Apply for an excavation permit under section 140 of the Heritage Act.

Archaeological investigation of the seaward end of the wharf to determine the presence or absence of footings for the end of the wharf.

Gather up the loose sandstone blocks, now located predominantly to the south of the wharf, but originally from the walls of the wharf.

Adopt Option 6 for reconstruction of wharf, or similar option (Options 4, 5, 1 or 2).

Take care not to disturb structural elements of the surviving walls of the wharf.

Take care not to disturb any remains of the braking chain to the south of the wharf. Assess surviving condition of braking chain, if located.

Accurately restore seaward end of wharf in accordance with findings from archaeological investigation.

Fill behind walls to level of existing surviving sections of wharf.

Council should obtain quotations from suitably qualified persons for Option 6 for reconstruction of wharf, or similar option (Options 4, 5, 1 or 2).

This report has only considered heritage legislation. Other permits may be required for the proposed conservation works.

7.3 Archival recording.

Prior to disturbance or change of use, detailed recording of the site should be undertaken to archival standard, in accordance with NSW Heritage Office 1998. *Heritage Information Series. How to prepare archival records of heritage items.* Where conservation works are undertaken, recording should be undertaken before, during and after the completion of works.

7.4 Ongoing maintenance.

Once the conservation works on the wharf are completed, the ongoing management of the place will only require maintenance. The condition of heritage items should be monitored and maintenance undertaken as required. An excavation permit should be obtained where conservation and maintenance works are not covered by standard exemptions.

7.5 Heritage listing.

It is suggested that the urgent conservation works (see Sections 7.1 and 7.2) should be completed before the preparation of listings on the State Heritage Register and also the Register of the National Estate.

Once listings are completed, it should be noted that applications should be made under section 60 of the Heritage Act and that section 60 exemptions will apply.

7.6 Other significant items in ANZAC Park.

No conservation or management measure should impact or limit the potential of the significance of the cannon and ANZAC Monument.

7.7 Interpretation and display.

One plaque or sign, appropriately designed, should be placed near the remains of the wharf, but not on the site of the wharf shed. It should explain the significance of the site with text, plans and photographs. It should seek to place the site in context, both in terms of the historical development of Greenwell Point and also neighbouring historical sites, including Berry's Canal of 1822, the 1880s government wharf, as well as the settlement of Greenwell Point itself.

Consideration should be given to similar signage at the public wharf and also near Berry's Canal (sign or plaque located to north of public wharf, and also at ferry to Comerong Island).

Consideration should also be given to an integrated programme of interpretation and signage at many other heritage sites in the local government area.

7.8 Compatible uses.

The existing passive recreational usage of ANZAC Park for picnicking and walking should be retained as these uses provide a compatible context for the historical sites and for the ANZAC Monument.

Council should monitor any impacts that the adjacent seafood outlet may have on the heritage sites and their historical setting.

The regular usage of the ANZAC Monument for memorial purposes should be maintained.

If appropriate, the Council may consider seeking community and other responses to the existing and any proposed uses of ANZAC Park, in relation to the conservation and management of the heritage items.

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APPENDIX 1. CHRONOLOGY.

- 1797 George Bass enters Crookhaven
- 1805 Shoalhaven River discovered by James Meehan and Lieut. Kent
- 1811 First recorded cargo of red cedar from the Shoalhaven
- 1822 Exploration of Shoalhaven River and Broughton Creek by Alexander Berry
- 1822 First land grant at Coolangatta to Alexander Berry and Edward Wollstonecraft
- 1822 Excavation of canal linking the Crookhaven and Shoalhaven Rivers
- 1822 Convicts introduced by assignment to Coolangatta and other early grants
- 1829 Wharf constructed at Greenwell Point by convict labour for Berry Estate
- 1829 Coastal shipping begins
- 1830 Jindyandy Grain Mill built
- 1835 Mr James Kennedy, keeper of stores at Greenwell Point
- 1840 First steamer service Sydney-Melbourne
- 1840 New vessel Union built in the Shoalhaven
- 1841 Census – 552 persons resided in the Shoalhaven District. Nine convicts at Greenwell Point
- 1843 New vessel *Coolangatta* built in the Shoalhaven
- 1846 New vessel *Plover of Sydney* built in the Shoalhaven
- 1846 Berry Estate introduced tenant farming
- 1852 Illawarra Steam Navigation Co using wharf as base for shipping in the Shoalhaven. Wharf decked and store shed erected.
- 1856 McLean Brothers trading to Sydney with Titania
- 1857 Paddle steamer *S S Kiama* called at Greenwell Point twice weekly
- 1863 Dredge *Pluto* began work
- 1865 The Royal Hotel established at Greenwell Point
- 1870 First school at Greenwell Point
- 1872 NSW Marine Board established. Francis Hixson President
- 1872 Crookhaven Lighthouse & Pilot Station established
- 1871 The *Mary Davis* navigated the Crookhaven River to Andre De Mestre's timber mill.
- 1872 Alexander Berry died aged 92 years. Shoalhaven 4th largest port in NSW after Sydney, Wollongong and Newcastle.
- 1879 Greenwell Point Post Office established
- 1879 Township of Broughton Creek (Berry) commenced direct shipping service to Sydney
- 1879 Crookhaven Creek snagged using bullock teams

- 1880 Government Wharf at Greenwell Point built
- 1881 Nowra Bridge over the Shoalhaven River opened by Hon. T Lackey
- 1882 Oyster Lease system introduced
- 1883 George Haiser begins oyster industry at Greenwell Point
- 1885 Greenwell Point House built
- 1888 Railway extended from Sydney to Kiama
- 1889 David Berry dies. John Hay takes over the running of the Estate
- 1892 Break up of the Berry Estate commenced
- 1893 The railway arrives at Bomaderry from Kiama
- 1895 ISNC moved operations from the sandstone wharf to the public wharf
- 1904 Nowra accessible by sea following clearing of the riverbed at Bomaderry
- 1904 ISNC becomes ISCSNC
- 1926 Buchanan survey of NSW ports
- 1939 *Erina* last steamer to call at Nowra
- 1939 Government Wharf reconstructed
- 1939 Greenwell Point School closed – low enrolment
- 1941 Electricity turned on at Greenwell Point
- 1952 Greenwell Point R.S.L. Sub Branch formed
- 1954 Greenwell Point School re-opened
- 1957 Greenwell Point water supply
- 1966 Swimming Pool opened
- 1874 Shoalhaven Marine Rescue commenced operation
- 1875 Coastal Patrol commenced
- 1980 Government Wharf reconstructed
- 1980 Fisherman's Wharf constructed
- 1988 Greenwell Point House demolished

APPENDIX 2. ASSOCIATED SITES

Berry's Canal

Alexander Berry first explored the lower reaches of the Crookhaven River in January 1822. In June that year he returned to take up a 10,000 grant. Unable to enter the Shoalhaven Entrance, he sailed into the Crookhaven and decided to excavate a canal to connect the Crookhaven and the Shoalhaven Rivers. Under the direction of Hamilton Hume, it took three men to cut a boat passage through the isthmus. It was 209 yards in length and when finished they pulled the ship's whaling boat across the spit. Australia's first canal was constructed, connecting the Crookhaven and Shoalhaven Rivers on the Coolangatta Estate.⁵⁰ This canal assisted in the early use of coastal and river transport. While not dramatically improving navigation of the Shoalhaven River, the canal, in conjunction with Berry's Greenwell Point Wharf did ensure that Greenwell Point became one of the main ports for the Shoalhaven district.

Coastal shipping dominated transport and communication until the 1930s with river traffic playing an important role in linking the rural communities with coastal shipping and later the railway. Dredging about the turn of the century to permit ocean-going vessels to navigate the Crookhaven to Nowra widened the channel. The channel has continued to widen and deepen during floods and is now approximately 4,000 metres long and carries the majority of the flow of the Shoalhaven River when the entrance is restricted at Shoalhaven Heads.

Apple Tree Island Wharf

In the very early days of settlement the Berry Estate erected a wharf and slip on the island. Alexander Aberdeen took out a 99-year lease of a farm on the island c 1852. There was a well sunk at Apple Tree from which the vessels used to procure water for their use. The remains of the wharf and slip were still visible near the Aberdeen homestead in 1942.⁵¹

⁵⁰ Caffery Frank, *The Crookhaven*, Effie Caffery, Nowra,

⁵¹ Robert Aberdeen – *Memories Past & Present - On one occasion in digging a hole to plant a tree, when about a foot deep struck something hard and upon looking at it found it to be a penny bearing the name of Bank of Lloyds dated 1828. It no doubt been lost by one of a crew going for water.*

Greenwell Point School of Arts

A large building built on piles jutting into the river and the stone jetty. It became redundant when the larger ships came into the Port. The old building was then used for social occasions and became known as the School of Arts.⁵²

Regattas

Regattas were held usually held on New Year's Day. A course being set from the School of Arts to a buoy north of the jetty, near the entrance to Shaw's Creek. The old cannon, which was originally mounted on wheels, was used to start the races. (The cannon was brought in by Berry when he settled at Coolangatta).⁵³

Fishing Industry

With the advent of the Illawarra Steamship Company opening up a regular trade with Greenwell Point, the fishing industry commenced. Fishing in those days was limited, as ice was not procurable, so the shipping days – Monday and Thursday mornings, Sunday and Wednesdays – were the only days for the fishermen to work.

The Oyster Industry

Oysters have been a food source in the Greenwell Point area for at least 6000 years according to the Radio Carbon Dating of Aboriginal middens in the local area.

In 1882 the oyster lease system was introduced and it was possible for anybody to claim a lease by simply marking the area with corner posts. George Haiser began acquiring leases. Eventually he was known as the 'Oyster King' and was exporting oysters to both Melbourne and Perth.

When the industry centred round collecting from mangroves, the leases were in these areas. Now mangrove leases are very much a secondary area compared to stick cultivation grounds, which tend to be offshore, there have been many unproductive leases surrendered. So many in fact that there are fewer leases now than in the early days. Since that time there has been controlled granting of leases by the Department

⁵² From the Memoirs of Fed Evans of Greenwell Point 14.5.1986 found in the Shoalhaven City Library, Local Studies Room.

⁵³ From the Memoirs of Fed Evans of Greenwell Point 14.5.1986 found in the Shoalhaven City Library, Local Studies Room.

of Fisheries, mainly to suit changed methods of cultivation. Now that virtually all growers rely on stick cultivation (in 1988 about 200,000 sticks were put out to catch spat) the need for viable offshore leases is much greater than it was previously.

The channel and depot site, which commenced in 1982, has centralised oyster-culling activities. Apart from cultivation of oysters, which produces income of about \$12 million annually, there are a number of oyster processors that add about \$1 million annually to the value of the industry. There are about 55 people employed at the Crookhaven Oyster Farmers Depot and many live locally while many others are employed indirectly in the Shoalhaven region.

The oyster industry in Greenwell Point has been an important part of the village life for many generations. With the continued co-operation of growers and residents it should be a significant industry in Greenwell Point for many years.

The Crookhaven Light House & Pilot Station

Lighthouse and pilot stations had been a consequence to coastal shipping. As an aid to safe navigation the NSW Marine Board established a lighthouse at Crookhaven Heads in February 1872. The pilot station had separate cottages for the Pilot, Captain John Craig, and his four boatmen, William and John Armstrong, Richard Baxter and William Sparkes.

The lighthouse itself was lit by a red lantern, which ran up a pulley to a crosspiece between two poles, from a ship's mast. This proved unsatisfactory and was replaced with a brass lantern mounted in a cage and run up a gantry through a trap door in the room of the lighthouse building. This building was located on the most north-eastern bluff named by the staff as Mount Misery.

This building was replaced by the present brick structure some 70 metres to the east in 1899 and topped with a modern lantern removed from the Cape St George Lighthouse when it was demolished after the Point Perpendicular Lighthouse was completed on 1st May 1899.

The Swimming Pool

A shark proof baths was constructed south of Anzac Park in the 1920s, but by 1961 the fence was in bad repair. The new pool in Anzac Park was opened on 26th March 1966.

Anzac Park

Anzac Park is located on the southern side of the swimming pool on the site of the old Berry's Wharf. The Park contains the cenotaph and is the venue for the ANZAC Day dawn service. The Park is the focal point for historical research in the village and houses several marine artefacts.

APPENDIX 3. STRUCTURAL RECOMMENDATIONS.

S. Wiltshier. Coolangatta Estate Sandstone Wharf at Greenwell Point. Structural Recommendations. Hughes Trueman Pty Ltd.

APPENDIX 4. ICOMOS BURRA CHARTER, AS AMENDED IN 1999.