HERITAGEASSESSMENT REPORT

NAME:	Fishermen's Wharf Market Building	**PLACE NO.:**	26461

Address: North Parade, Port Adelaide

DESCRIPTION

The Fishermen's Wharf Market Building (formerly known as Cargo Shed No. 1) is a large open plan shed built by the South Australian Harbors Board in 1953 for the purpose of accommodating ship cargo in transit at Port Adelaide. It is a steel-framed, pitched roof structure with a concrete floor that slopes gently up from the waterfront to form a raised platform on the southern (landward) side. The level difference was to facilitate at grade loading from trains and trucks. Over this platform extends an apron of the roof. The shed has timber girts and purlins, a 'Fibrolite' asbestos roof and galvanised iron siding. Along its length runs a continuous louvred roof vent that provides both natural light and ventilation.

When completed, Cargo Shed No. 1 was the largest transit shed in Port Adelaide – albeit a short lived title – and it was reported to be one the best of its kind in Australia. The shed originally measured 175 metres long (576feet) by 33.5 metres wide (110feet) in a clear span. It had a wall height of 5.8 metres (19feet) and a ridge height of 13.2 metres (43.3 feet). At the Shed's western end was a brick annex with a flat roof, which accommodated offices and amenities. With a later 1980s redevelopment to a museum, the shed's length was shortened at its eastern end by approximately 30metres. The shed was again modified in 1994 for use as a market. This phase saw the amenities block demolished and the installation of internal mezzanines and externally, roofed balconies were added to the east and west sides. Glazed entries were also added to the east, south and north facades.

EXTENT OF LISTING

Not Applicable – Does not meet criteria

ASSESSMENT OF HERITAGE SIGNIFICANCE

Statement of Heritage Significance

Not Applicable– Does not meet criteria.

Assessment against Criteria (Under Section 16 of the *Heritage Places Act 1993*):

(a) **it demonstrates important aspects of the evolution or pattern of the state's history.**

In considering this criterion, I have had regard to the provided Guidelines for State Heritage Places that note:

> *The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history. Ideally it should demonstrate those associations in its fabric.*

> *Places will not normally be considered under this criterion if they are of a class of things that are commonplace, or frequently replicated across the State, places associated with events of interest only to a small number of people, places associated with developments of little significance, or places only reputed to have been the scene of an event which has left no trace or which lacks substantial evidence.*

Cargo Shed No. 1, opened in 1953, was constructed in the final stages of the modernisation of Port Adelaide in the first half of the twentieth century. This phase of the historic Port's development began with the passing of the *Harbors Act 1913*, effectively nationalising the waterfront, and ended when standardised containers became the preferred method of shipping cargo, marked by the opening of Adelaide's container terminal at Outer Harbor in 1972. The upgrade of the Port's infrastructure in the 1930s through to the 1950s contributed to the State's change from fundamentally a rural producer and exporter to a community with an industrial focus. In the pre-containerisation era hundreds were employed in the construction of new wharves and in the handling of cargo off and on ships, and by the beginning of the 1950s Port Adelaide was the third busiest port in Australia. Large, open span sheds, such as Shed No.1, lined the Inner Harbor wharves to hold goods in transit. After the move to container loading, many of the wharves and associated sheds became obsolete and have since been demolished.

The mid-20th century is not well represented in the South Australian Heritage Register. In the Port Adelaide area, only the Birkenhead Bridge (SHP 14348) of 1940 is entered in the Register, however, that is a road project and not directly associated with cargo transport.

In addition to Cargo Shed No.1, other prominent surviving structures include:

- Cargo Sheds at Berths 16 & 17 (No.2 Dock), constructed in 1927.
- Cargo Sheds at Berths 18, 19 & 20 (north of No.2 Dock), constructed in the 1930s.
- Cargo Sheds at Berths 13 & 14 (No.2 Dock), constructed in the late 1950s primarily for the steel trade.
- Two of 'Double Hook Level Luffing Electric Wharf Cranes' and their associated rail lines at No. 2 Dock, commissioned in 1958. The cranes were designed by the Melbourne firm of Southert, Pipp and Coates Ltd and manufactured by Gibb and Miller of Port Adelaide.

- Harbors Board workshops and associated wharves at the Government Dockyards, Glanville, constructed 1957/1958.

Of these, the most evocative of the period, and most intact, are the collection of structures that surround No.2 Dock. Together with the wharves themselves and their aprons, these buildings demonstrate how ships arrived at port and were allocated wharf accommodation, how cargo was cleared through customs, how labour was allocated to unload the cargo, how that cargo was unloaded and stored in transit, and how the reverse loading worked. The complex also contains structures across a number of various development stages, including some of the earliest Harbors Board transit sheds.

By comparison, Cargo Shed No.1 is one of the last sheds constructed and has lost its visual association to the line of similar sheds along the waterfront that formed its original setting. Furthermore, partial demolition, additions and alterations to the original structure have seriously compromised its integrity and the understanding of how it operated. Considered now in isolation from its original context, Cargo Shed No. 1 contributes only a limited understanding of South Australia's commercial history and wharf operations.

To better capture the complete process involved in the loading and unloading of ships in the Inter-war and Post-war periods, greater consideration should be given to the heritage value of the Dock No.2 precinct. These structures form a legible complex of the entire apparatus used for the operation of shipping and wharfs prior to containerisation.

Cargo Shed No. 1 does not demonstrate important aspects of the evolution or pattern of the state's history.

Therefore Cargo Shed No.1 does not meet Criterion (a).

(b) **it has rare, uncommon or endangered qualities that are of cultural significance.**

In considering this criterion, I have had regard to the provided Guidelines for State Heritage Places, that note:

> *The place should demonstrate a way of life, social custom, industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This encompasses both places which were always rare, and places which have become scarce through subsequent loss or destruction.*

> *Places will not normally be considered under this criterion if their rarity is merely local, or if they appear rare only because research has not been done elsewhere, or if their distinguishing characteristics have been degraded or compromised, or if they are at present common and simply believed to be in danger of becoming rare in future.*

Cargo Shed No.1 was part of a large State-funded wharf modernisation scheme that stretched along the entire inner Port Adelaide waterfront to service shipping transport in the Inter-War and Post-War period. Although many of the cargo sheds established in this period have been demolished, a number of these still survive. Of the surviving sheds, Cargo Shed No.1 is least able to demonstrate the operations of wharfage in the period

as it is highly compromised by later alterations and by its loss of visual connection to its original context.

Sheds, and associated operational equipment (cranes, rail lines and wharfs)at No.2 Dock better represent wharf operations in the period.

Cargo Shed No. 1 does not have rare, uncommon or endangered qualities that are of cultural significance.

Therefore Cargo Shed No.1 does not meet Criterion (b).

(c)   it may yield information that will contribute to an understanding of the state's history, including its natural history.

In considering this criterion, I have had regard to the provided Guidelines for State Heritage Places, that note:

> *The place should provide, or demonstrate a likelihood of providing, information that will contribute significantly to our knowledge of the past. The information should be inherent in the fabric of the place. The place may be a standing structure, an archaeological deposit or a geological site.*

> *Places will not normally be considered under this criterion simply because they are believed to contain archaeological or palaeontological deposits. There must be good reasons to suppose the site is of value for research, and that useful information will emerge. A place that will yield the same information as many other places, or information that could be obtained as readily from documentary sources, may not be eligible.*

Cargo Shed No.1 is well documented in historical records, and it is unlikely the surviving fabric will provide further information that will contribute to our knowledge of the commercial and social history of South Australia.

Cargo Shed No. 1 does not yield information that will contribute to an understanding of the state's history, including its natural history

Therefore Cargo Shed No.1 does not meet Criterion (c).

(d)   it is an outstanding representative of a particular class of places of cultural significance.

In considering this criterion, I have had regard to the provided Guidelines for State Heritage Places, that note:

> *The place should be capable of providing understanding of the category of places which it represents. It should be typical of a wider range of such places, and in a good state of integrity, that is, still faithfully presenting its historical message.*

> *Places will not be considered simply because they are members of a class, they must be both notable examples and well-preserved. Places will be excluded if their characteristics do not clearly typify the class, or if they were*

very like many other places, or if their representative qualities had been degraded or lost. However, places will not be excluded from the Register merely because other similar places are included.

Cargo Shed No.1 was a component in a large State-funded wharf modernisation scheme that stretched along the entire inner Port Adelaide waterfront to service shipping transport in the Inter-War and Post-War period. Although many of the cargo sheds established in this period have been demolished, a number still survive. Of the surviving sheds, Cargo Shed No.1 is least able to demonstrate the operations of wharfage in the period as it is highly compromised by later alterations and by its loss of visual connection to its original context.

Sheds, and associated operational equipment (cranes, rail lines and wharfs), at No.2 Dock better represent wharf operations in the period.

Cargo Shed No. 1 is <u>not</u> an outstanding representative of a particular class of places of cultural significance.

Therefore that Cargo Shed No.1 does <u>not</u> meet Criterion (d).

(e) **it demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.**

In considering this criterion, I have had regard to the provided Guidelines for State Heritage Places, that note:

> *The place should show qualities of innovation or departure, beauty or formal design, or represent a new achievement of its time. Breakthroughs in technology or new developments in design would qualify, if the place clearly shows them. A high standard of design skill and originality is expected.*

> *Places would not normally be considered under this criterion if their degree of achievement could not be demonstrated, or where their integrity was diminished so that the achievement, while documented, was no longer apparent in the place, or simply because they were the work of a designer who demonstrated innovation elsewhere.*

The development of large-volume sheds was really an invention born out of the nineteenth century railways when, '*technology of cast-iron structures was sufficiently advanced to be able to provide them*' (Wilkinson 1991). Together with the development of glazing and lightweight cladding systems, iron structures, *'for the first time, enabled the fast economical construction of long-span buildings'* (Wilkinson 1991).

London's Lime Street Station, built in 1851, achieved a 47 metre span by using a curved roof of wrought iron construction covering six tracks, three platforms and a roadway. In the same year the Crystal Palace for the Great Exhibition in London, constructed of cast iron, timber and glass, enclosed a record volume with a central vault of 22 metres (72 feet). There followed greater and greater spans. By 1868 technology and engineering had advanced sufficiently to produce the St Pancreas Station with a clear span of 73

metres (239.5 feet). The London station was not bettered for span width until the legendary 1889 *Galerie des Machines* at the Paris Exhibition. With a fully glazed roof spanning an uninterrupted 114metres (374 feet), the vast volume represented, *'an entirely unprecedented conquest of matter'* (Giedion 1979).

In Australia the construction of large sheds closely followed the pattern set in Europe and the United States and wasassociated with railways and exhibition halls, albeit on a more modest scale, and nothing like the incredible structures being built in other parts of the world for exhibition halls and the construction and housing of airships in the 1940s. The hangars being constructed at Adelaide's newly established West Beach airport in 1953 had a span of 45 metres (150 feet) which itself, by international standards, was routine. Nevertheless, it out-classed the engineering brief handed to the South Australian Habours Board engineers for Port Adelaide's transit sheds by some margin. Likewise, as the emphasis was on its functional capacity, there was little room for creative ambition in the design of the Board's shed. This is reflected in its utilitarian industrial form. Its other promised innovations, such as bathrooms for women and automatic doors have all since been demolished in the conversion of Cargo Shed No. 1 to use as a market in 1994.

Cargo Shed No. 1 does <u>not</u> demonstrate a high degree of innovation, creative, or technical accomplishment.

Therefore Cargo Shed No.1 does <u>not</u> meet Criterion (e).

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

In considering this criterion, I have had regard to the provided Guidelines for State Heritage Places, that note:

> *The place should be one which the community or a significant cultural group have held in high regard for an extended period. This must be much stronger than people's normal attachment to their surroundings. The association may in some instances be in folklore rather than in reality.*

> *Places will' not be considered if their associations are commonplace by nature, or of recent origin, or recognised only by a small number of people, or not held very strongly, or held by a group not widely recognised, or cannot be demonstrated satisfactorily to others.*

The historical research on Cargo Shed No. 1 has not uncovered a close association with a community or a significant cultural group. As has been discussed under Criterion (a), the use of Cargo Shed No 1. for its intended use for the temporary storage of cargo was brief.

Cargo Shed No. 1 does <u>not</u> have strong cultural or spiritual associations for the community or a group within it**.**

Therefore Cargo Shed No.1 does <u>not</u> meet Criterion (f).

(g)   it has a special association with the life or work of a person or organisation or an

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event of historical importance.

In considering this criterion, I have had regard to the provided Guidelines for State Heritage Places, that note:

> *The place must have a close association with a person or group which played a significant part in past events, and that association should be demonstrated in the fabric of the place. The product of a creative person, or the workplace of a person whose contribution was in industry, would be more closely associated with the person's work than would his or her home. Most people are associated with many places in their lifetime, and it must be demonstrated why one place is more significant than others.*

> *Places will not generally be considered under this criterion if they have only a brief, incidental or distant association, or if they are associated with persons or groups of little significance, or if they are associated with an event which has left no trace, or if a similar association could be claimed for many places, or if the association cannot be demonstrated. Generally the home or the grave of a notable person will not be entered in the Register unless it has some distinctive attribute, or there is no other physical evidence of the person's life or career in existence.*

From 1913 until 1965, the activities of the South Australian Harbors Board had a significant influence on the development of Port Adelaide, the State's foremost gateway of trade and immigration. Almost the entire inner harbour waterfront was transformed under the Board's direction and over their 52 years, an enormous public investment was made to modernise the port's infrastructure.

Cargo Shed No.1 is one of a few remaining buildings constructed by the Board. However, it is a building constructed late in the period of the Board's agency and was in operation for a relatively short time before containerisation rendered it obsolete. It therefore does not have a close association with the Board that is not available in other surviving structures.

In addition, the Board is recognised in the South Australian Heritage Register by the entry of the facade of its headquarters building in Victoria Square (SHP 10896).

Cargo Shed No. 1 does <u>not</u> have a special association with the life or work of a person or organisation or an event of historical importance.

ThereforeCargo Shed No.1 does <u>not</u> meet Criterion (g).

DESIGNATION(under section 14(7)(b) of the *Heritage Places Act 1993*)

Archaeological Potential of the site of Cargo Shed No. 1:

Archaeological material associated with earlier periods of use may underlie Cargo Shed No.1.and North Parade. Figures 1 to 5 show the relationship between structures that predate the construction of the shed. Of particular interest are the early channel under Commercial Road and the Government, or Queen's, Stores that were not demolished until 1883. However, modernisation of the wharfs involved demolition of the timber wharfs and large scale earth

movement including excavation followed by fill derived from dredging. This makes it unlikely that much archaeological material survives.

BRIEF HISTORY OF PLACE:

Port Adelaide Section 2011:

The Port Adelaide Hundred Section 2011 was originally granted to the South Australian Company (SA Company) in what was probably the State's first private/public partnership for the delivery of major infrastructure. The 'New Port' consisted of a new road from the city of Adelaide that terminated at the edge of the Port River at Gawler Reach and land on either side along the waterfront was provided for the establishment of wharves and a town. As it was financed by the two most powerful organisations in the colony - the Government and the SA Company - land closest to the new road was allocated to each party (Couper-Smartt and Courtney 2003). To the east was land allocated to the SA Company and to the west a Government Reserve. Further west, more land against the water's edge was reserved for a public road, Marine Parade (later renamed North Parade), adjoined by a series of private land allotments, also initially owned by the SA Company (Refer **Figure 1**). This land arrangement, despite layers of later land reclamation, survived until 1949 when preparations were made for the construction of a modern concrete wharf and the Cargo Shed No. 1.

On its section, the SA Company constructed a storehouse, a wharf, naming it McLaren Wharf after its manager, and a crane to unload ships of up to five hundred tons. The Company also undertook to build the new road. All were completed by late 1840 (The New Port 1840).On its Reserve the Government also built a wharf (Queen's Wharf) and by 1846 the Government had constructed a custom's house, shed and bond store (Couper-Smartt and Courtney 2003) (Refer **Plate 1**).

Land owned by SA Company along North Parade was progressively divided, leased or sold off. Holdings were eventually formalised in 1858 (General Registry Office Plan 53 of 1858 n.d.) (Refer **Figure 2**). Hotels, private houses, shops and small industry began to line the waterfront and by the time that the new Customs House was completed in 1878, timber piling had been extended along the entire length of North Parade onto which faced a dense block of finely grained one and two-storied shop-houses and hotels. How these early structures are relate to the later 1953 cargo shed is shown in **Figures 1-5**.

In 1856 the South Australian Government first leased the government-owned Queen's Wharf to Fox Lloyd and Co. for a period of 21 years (Couper-Smartt and Courtney 2003). This was in spite of receiving calls from Portonians to demolish the government sheds as it commonly held that they were poorly located and a traffic obstruction on an otherwise open North Parade. The Government finally heeded the call and in 1883 and removed the 'old and unsightly' stores. No further substantial structures appeared on North Parade until 1894 when it was reported that the well-known contractor Malcolm Reid was in the process of erecting a galvanized-iron shed with dimensions of 144x 41feet with a height of 14 feet. The material used in the floor was 2 foot jarrah upon 6"x 4" joists. The rafters were 5"x 4", and the tie beams 9"x4" The shed had eight doors, and the cost, 'closely approached £600' (*Building Improvements at Port Adelaide* 1894).

By the 1910s, as with other aspects of the port's infrastructure, storage space on the waterfront struggled to keep pace with the rapid growth of ship size and the resulting increase in cargo volume that had to be unloaded and loaded, checked, tallied and sorted, at any one time. Following a Royal Commission into delays caused by overflowing and inefficient port facilities, the Government passed the *Harbors Act 1913*, effectively nationalising the harbours of South Australia (Couper-Smartt and Courtney 2003). The purpose of Act was for the *'Acquisition by the Crown of Wharves and Water Frontages and similar Properties, and to make better provision for the Management and Control of Harbors'* (Government of South Australia 1913). The Act was thus divided into two parts. Part I empowered the acquisition by the Crown of all privately owned wharves on payment of compensation and Part II authorised exclusive control throughout the State by the South Australian Harbors Board (SAHB). The administration of the Act was committed to the Minister of Marine and the Board consisted of three Commissioners, appointed by the Governor.

The newly established Board began the compulsory purchase of all privately owned waterfront land, docks and wharf facilities in Port Adelaide and initially focused their efforts on dredging and wharf renewal. In 1916 a comprehensive scheme was commenced to deepen the Port River to 27 feet low water and to widen it to a minimum width of 350 feet. The work also resulted in reclaiming several hundred of acres of mangrove flats along its margin. Between 1930 and 1938 some 5,700 feet of concrete wharves were built..

In 1927 the Board began to address transit storage; the first phase of which occurred with the construction of wharf sheds at Berths 16 and 17. (Refer **Figure 6**). In 1933 the 'big crane section' of the original McLaren Wharf, including sheds, was demolished and replaced with a concrete wharf and wharf sheds similar in construction to those already built further north. These were known as Transit Sheds Nos. 2 and 3 (now demolished). Three years later, the South Australian Harbours Board announced the construction of the 'biggest cargo shed' yet erected at the Port, to be located at No.1. Dock (Berth 5). The shed was to be 500 feet long by 100 feet wide, and used for the transit storage of interstate cargo. By 1938 eight transit sheds had been erected totalling 253,260 square feet (South Australian Harbors Board 1939). Each was "well ventilated, with large doors, effective lighting, sloping floors, and road and rail access front and rear" (South Australian Harbors Board 1939). Aerial photographs from 1938 show the ongoing transformation (Refer **Plate 10**)

Cargo Shed No. 1:

A shortage of materials and labour during the Second World War and the post-war period created an interlude in the Board's activities, but by 1948 they turned their attention to Queen's Wharf (since renamed by the Board to Berth No.1). Demolition of the nineteenth century sheds and the 'verandah' type timber wharfs began ready to make way for a modern concrete wharf and modern transit shed (*Rebuilding of Port Wharfs: Work Begun on No.1 Berth* 1948) (*Cargo Shed Demolished* 1950). Additionally, to create a generous hardstand and car parking adjacent, several buildings between Nile Street and North Parade were cleared (including the Queen's Building on the corner of North Parade and Nelson Street, the Port Hotel, and South Australia's first power station, the 1899 South Australian Electric Light and Motive Power Company building) (Refer **Plate 11**). As with other wharf renewal, interlinked steel sheet piling

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was driven into the bank and back-filled by material dredged from the riverbed immediately alongside; thus increasing the berth's draft at the same time as raising the level of the landward side. Atop the sheet piling a reinforced L-shaped concrete wharf was constructed, anchored back into the land by concrete piles. The Board also took the opportunity to iron out the kink in the waterfront by aligning it to the re-constructed McLaren Wharf to the north.

Plans for their latest cargo transit shed were drawn up in 1949-50 by the Board's engineers and construction got underway in 1952 at an anticipated cost of £150,000 *(Showers, Restroom in Shed* 1953). The shed promised to be *'Australia's most up-to-date cargo shed'*, providing a covered area of 110 feet wide by 575 feet long and some *'surprising features'*. Hot showers, a lunchroom for watersiders, huge roll-up doors that *'open at the press of a button'*, and a restroom for women were amongst the foreshadowed advancements on sheds of its type (*Showers, Restroom in Shed* 1953).

Unable to obtain a satisfactory tender for the construction the Board was compelled to use its own labour for the whole of the construction with the exception of the roof cladding and steel roller shutter doors. The entire steel frame-work was fabricated by the Board's dockyard staff in a temporary shed adjacent to the wharf (South Australian Marine & Harbors Board 1953). The steel I-columns were purchased from the Applebly Frodingham ironworks in England. Subsequent contracts were awarded to Wunderlich Ltd. in September 1952 for the supply and fixing of 'Fibrolite' roofing (The South Australian Harbors Board 1952) and in March the following year Wormald Brothers won the contract to supply and install the eight electrically operated roller doors (The South Australian Harbors Board 1953). Rail lines were laid on both sides to facilitate the efficient movement of goods to and from the shed. On the east side was an elevated platform for the loading of lorries and an apron extended over this to provide cover. Cargo Shed No.1 was completed in 1953, but it was not long however before its claim as Port Adelaide's largest shed was seized and in 1957 a larger shed at Berth 8 was completed that measured 468 feet long and 150 feet wide (The South Australian Harbors Board 1959).

Meanwhile the Board, riding on the surge of post-war activity, planned the Port's future development. In 1950, on the back of the earlier 1919 plan, they promulgated a comprehensive plan for the next 50 years, foreseeing an unceasing demand for wharfage and land for industry. It was also the opportunity to boast of their past achievements. As a result of the Board's reconstruction programme, representing a public investment of £8.5 million, Adelaide's major port, by their assessment, had risen to third in Australia by volume of shipping. Conjuring up the visage of Colonel Light, the Minister of Marine, Malcolm McIntosh, stated that the *'creek' first navigated by Light's 'Rapid'* was now, *'transformed into a channel of a great commercial capital'*. The Board had built three and a half miles of wharf, the majority in concrete, and thirty transit sheds with a combined floor area of 820,000 square feet (76,180 square metres). The construction of modern type shore accommodation and facilities reduced maintenance costs, permitted denser and heavier transport, more efficient sorting and stacking of cargo, less damage to cargo, more hygienic and improved working conditions and greater berth availability. 'Thus', McIntosh concluded, Light's vision, *'has been most amply realised'* (The South Australian Harbors Board 1950).

The future plans of the Board for Port Adelaide were grand, and included further deepening of the Port River and the use of the dredged material (some twenty million cubic metres) for

reclamation of 2,212 acres of land on the eastern side of the Port River upon which an industrial estate was planned (now Gillman) and the establishment of new suburbs to the north and along the peninsula. At an estimated cost of £23 million the Board promised to make the Port the principal gateway to South Australia, '*unrivalled for convenience elsewhere in Australia'*, and would *'over some decades, sweep away the few squalid and unpleasing areas in the vicinity'* (The South Australian Harbors Board 1950).

A reassessment of the Board's plans ten years later was far less visionary, perhaps foretelling their eventual end. The Board reported that although they had completed the more urgent wharf expansion projects and improvement of accommodation, '*a number of the more ambitious schemes for further port developments included in the original plan must for the present remain in abeyance'* (The South Australian Harbors Board 1959).Six years later, in 1966, following the election of the first Labor Government in South Australia in thirty three years, the Board were themselves swept away and their powers transferred to a newly created Department of Marine and Harbors (DMH) under the closer watch of a Minister for Marine (Couper-Smartt and Courtney 2003).

Containerisation:

In the 1950s a new innovative technology was introduced that changed shipping and transportation dramatically during the following decades: the shipping container revolutionised international cargo transit and had a deep impact on the urban pattern of port cities, rendering many old ports around the globe obsolete.

The efficiencies achieved by the standardised container were nothing short of revolutionary and the rapidity of uptake was remarkable. The high reliability of container ship schedules and the closed chain between sea and land transport changed both producing industries and consumer societies. Many factories closed their large warehouses, ordering components on demand (Amenda 2011). By the mid 1970s, 80 percent of general cargo shipping trade was moving in containers on trade routes serving industrialised nations. Port cities, such as Port Adelaide, found it was worth investing in entirely new infrastructure to accommodate the larger container ships and in 1967 plans were drawn for a container terminal at Outer Harbor, away from the nucleus of the old port (South Australian Harbors Board 1967-68).

In addition to the advent of container technology, Port Adelaide also faced the second challenge of overcoming the shipping line cartels that had been granted monopoly rights under the Australian Government's *Trade Practices Act*, the result of which was that container shipping in Australia was almost entirely concentrated on the Ports of Sydney and Melbourne. By the early 1970s South Australia had lost all of its scheduled liner services and the Port of Adelaide had no direct links with its overseas trading partners. About 98 percent of South Australia's container traffic was bypassing the Port, coming by train from Melbourne (Parsons 1986).

It was not until 1972 that Outer Harbor was deepened and the container terminal built at a cost of $8.7 million and Adelaide's first gantry crane of the type required by container vessels was installed in March 1977 that the trend began to reverse. Meanwhile the inner harbour languished. If Cargo Shed No.1 attained full capacity, it was only for a brief moment as by the mid-1970s it was redundant as a cargo store. Containers could be laid up onto hard stand at

Outer Harbor and ferried directly to or from their destination without the need for interim storage.

Museum (1980s):

In 1975 plans were first mooted for a redevelopment of Port Adelaide's waterfront area. A joint committee of the State planning authority and the City of Port Adelaide began plans to re-establish the Port as a major centre serving the north-west and to retain the Port's historic character (Hart 1984). However, the rationale of the Port serving as a regional retail centre to replace its lost industrial base was soon killed off by the development of nearby West Lakes (Quinn 2015).

In its place, a vision was heralded of the inner port as a living museum. In1984, to coincide with the upcoming Jubilee celebrations of the South Australian colony in 1986, the South Australian Maritime Museum took over Cargo Shed No.1 as well as several other sites across the historic inner harbour, including a stone-built bond store and a timber sail maker's loft. The vision was for a museum spread throughout the city akin to the Merseyside Maritime Museum in Liverpool and South Street Seaport Museum in New York (Jones 2011). $50 million was also injected into other redevelopment efforts including a 'hypermarket' and a boutique brewery. The then-Mayor Roy Marten commented that, after a slow start, *'something of real consequence is happening'*. A thirty metre section of Cargo Shed No.1 was demolished and the Port Adelaide lighthouse was installed at the end of Commercial Road. For the first time since 1950 a visual connection between Commercial Road and the waterfront was possible. Cargo Shed No. 1 provided berths for the SA Maritime Museum's vessels and a hall to exhibit a collection of large objects that included a teak cabin from a coastal steamer, the hull of an 1870s trading ketch, wharf cranes and sail craft (Jones 2011). The site was opened by Queen Elizabeth II 13 March 1986.

Waterfront market:

The establishment of a museum did not appear to have brought the expected rewards and by 1994 the Museum was evicted from Cargo Shed No.1. The land was sold to its current owner and the shed converted to a use as a market, its present use. This phase saw a number of alterations. These included: demolition of the amenities block at the western end; demolition of all the sliding and automatic doors; installation of internal mezzanines; addition of roofed balconies to the east and west sides; addition of glazed entries to the east, south and north facades; and large portions of wall cladding replaced.

Chronology:

Date	Event
1840	'New Port' completed.
1858	Land division along North Parade formalised by Deposited Plan.
1878	New Customs House on the corner of North Parade and Commercial Road completed (SHP 10882).

1883	SA Government Sheds (also known as Queen's Stores) on North Parade demolished.
1894	Sheds constructed on North Parade wharf.
1913	Harbors Act passed and the South Australian Marine and Harbors Board created.
1930s	A number of cargo sheds constructed around Dock No.1 and Dock No. 2.
1940	Birkenhead Bridge opens (SHP 14348)
1950	Wharf Sheds on Queen's Wharf and buildings between North Parade and Nile Street demolished. Steel sheet piling begins.
1952—1953	Cargo Shed No.1 constructed.
1972	Outer Harbor container terminal opens.
1984	South Australian Maritime Museum takes up occupation of Cargo Shed No.1.
1986	South Australian Jubilee is celebrated.
	Thirty metres of the eastern end of Cargo Shed No.1 demolished. Original Port Adelaide lighthouse (SHP10313) returned to Port Adelaide.
1987	SA Maritime Museum displays in Shed No. 1 opened to the public on 16 May 1987.
1988	A Sunday Waterfront Market was established in the eastern end of No. 1 Shed on a trial basis.
1994	South Australian Maritime Museum departed Shed 1 to make way for a private development. The Waterfront Market reopened in No. 1 Shed in January 1994.

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NAME:	Fishermen's Wharf Market Building	**PLACE NO.:** 26461

SITE RECORD:

FORMER NAME: Cargo Shed No.1

DESCRIPTION OF PLACE: Cargo Shed No. 1 is a large open plan shed built by the South Australian Harbors Board in 1953 for the purpose of accommodating ship cargo in transit on the waterfront at Port Adelaide.

It is a steel framed, pitched roof structure with a concrete floor. The shed originally measured 175 metres long (576 feet) by 33.5 metres wide (11 feet) in a clear span, however it was later shortened to a length of 145 metres (475.5 feet) in 1986.

The shed was again modified in 1994 to its current form for use as a market. This phase saw further demolition and the installation of internal mezzanines and externally, balconies were added as well as glazed entries.

DATE OF COMPLETION: 1953

STATE HERITAGE STATUS:
Description: Not Applicable
Date: Not Applicable

LOCAL HERITAGE STATUS: Not Applicable

REGISTER STATUS:
Description: Nominated
Date: 28 October 2015

CURRENT USE:
Description: Market
Dates: 1994-current

PREVIOUS USE(S):
Description: Museum
Dates: 1984-1994
Description: Cargo Storage Shed
Dates: 1953- c.1980

SITE RECORD (Cont.):

ARCHITECT: **Name:**   SA Harbors Board Engineers
                             Dates: 1951-1953

BUILDER: **Name:**   SA Harbors Board
                             Dates: 1951-1953

SUBJECT INDEXING: **Group:**   Transport (Water)
                             Category: Cargo Shed

LOCAL GOVERNMENT AREA: **Description:** Port Adelaide

LOCATION: **Unit No.:**   Not Applicable
                             Street No.: Not Applicable
                             Street Name: North Parade
                             Town/Suburb: Port Adelaide
                             Post Code: 5015

LAND DESCRIPTION: **Title Type:**   CT
                             Volume: 6162
                             Folio: 67
                             Lot No.:   202
                             Deposited Plan: 110276
                             Hundred: Port Adelaide

OWNER: **Name:**   Fishermen's Wharf Markets Pty
                                              Ltd, C/- Neville Smith & Co (SA)
                                              Pty Ltd
                             Address: 29 North Parade
                             Town/Suburb: Port Adelaide
                             Post Code: 5015

SITE PLAN   **N ↑**

LEGEND:

────── Boundary of Nominated place

▨▨▨▨ Existing State Heritage Places within boundary Components of High Significance*

Photo 1:   East end of Cargo Shed No. 1, looking west (Stephen Schrapel, 2016)

**Photo 2:**   West end of No.1 Cargo Shed No. 1, looking east. (Stephen Schrapel, 2016)

Photo 3:   Cargo Shed No. 1, looking east, showing apron roof over the elevated loading platform and surviving rail lines. (Stephen Schrapel, 2016)

Photo 4:   South west corner of Cargo Shed No. 1, showing remnant bay window, originally into the elevated tally clerk's office (now demolished). (Stephen Schrapel, 2016)
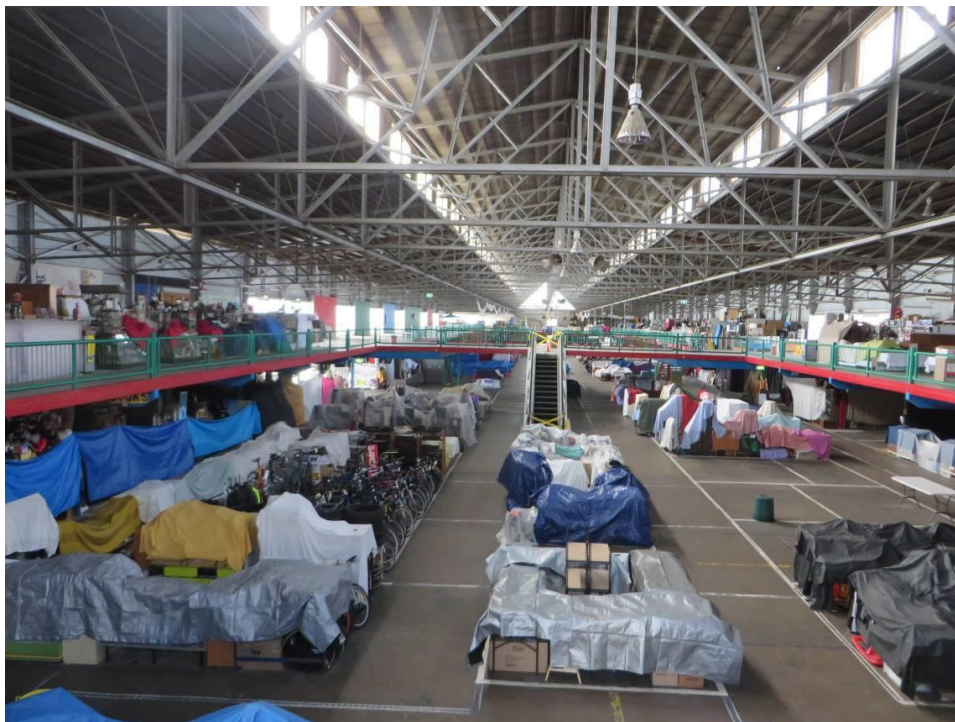
Photo 5:   Interior of Cargo Shed No. 1, looking east, taken from mezzanine level. (Stephen Schrapel, 2016)

Key to figures:

a. Outline of 1953 Cargo Shed No.1

b. Portion of Shed No. 1 demolished in 1985

c. Port Adelaide Lighthouse location

d. Approximate outline of 1840s Government sheds

e. 1850 Wharf outline

f. 19th century sheds demolished in 1951

g. 1950s – current Wharf edge
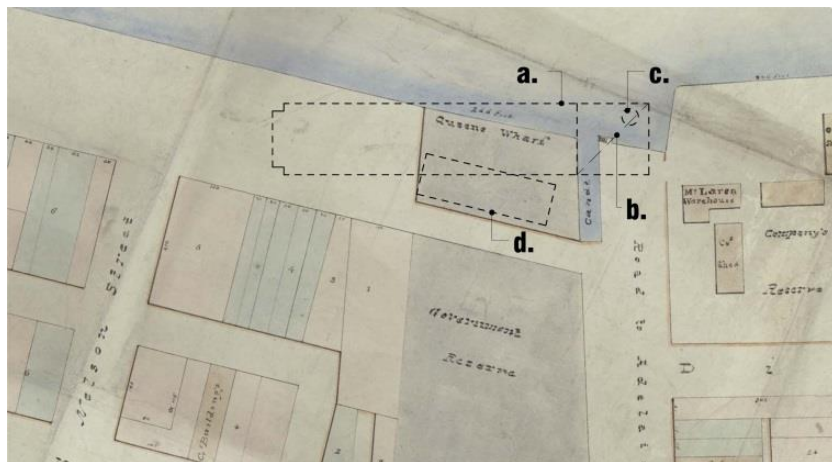
Figure 1:   Plan of the New Port overlay (1850)
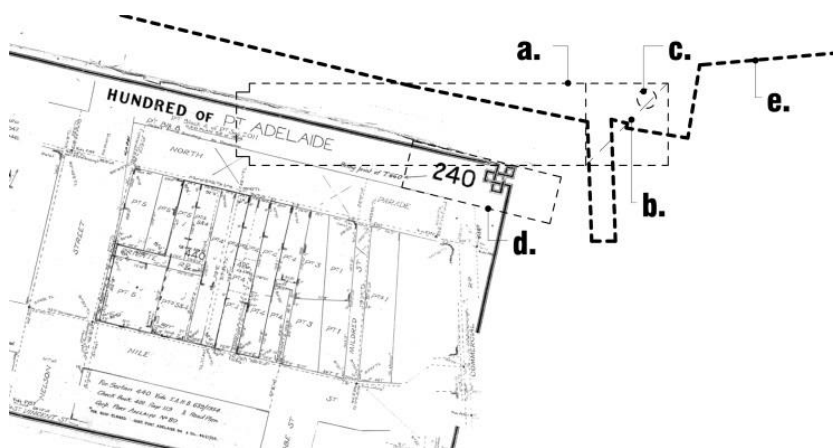
Figure 2:   North Parade Deposited Plan overlay (1858)
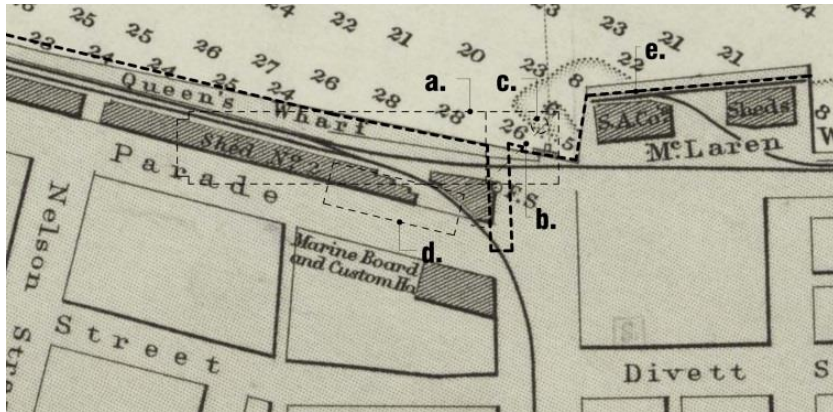
Figure 3: SA Government survey of Port Adelaide overlay (1907)
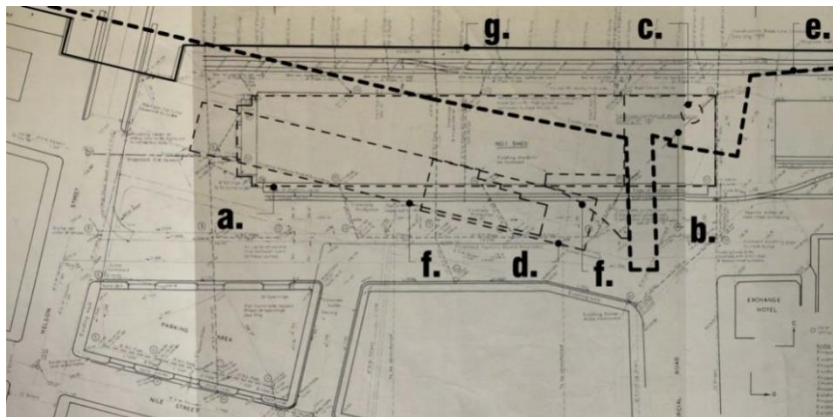
Figure 4: SA Harbors Board Civil Works Plan overlay (1950)
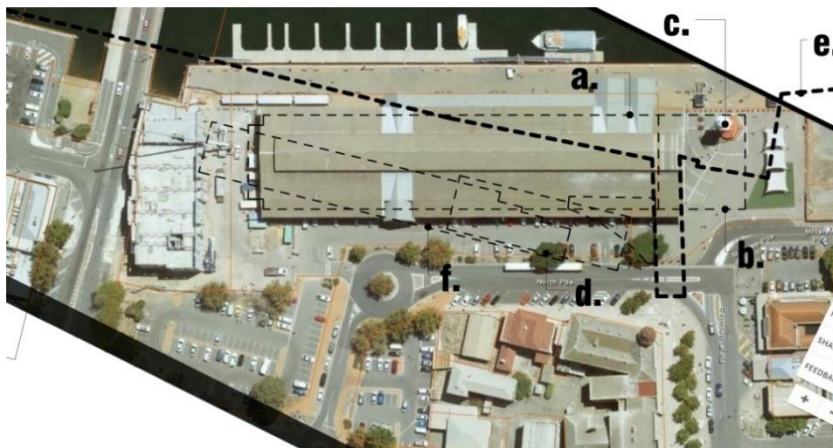
Figure 5: Aerial photograph overlay (Google Earth, 2016)
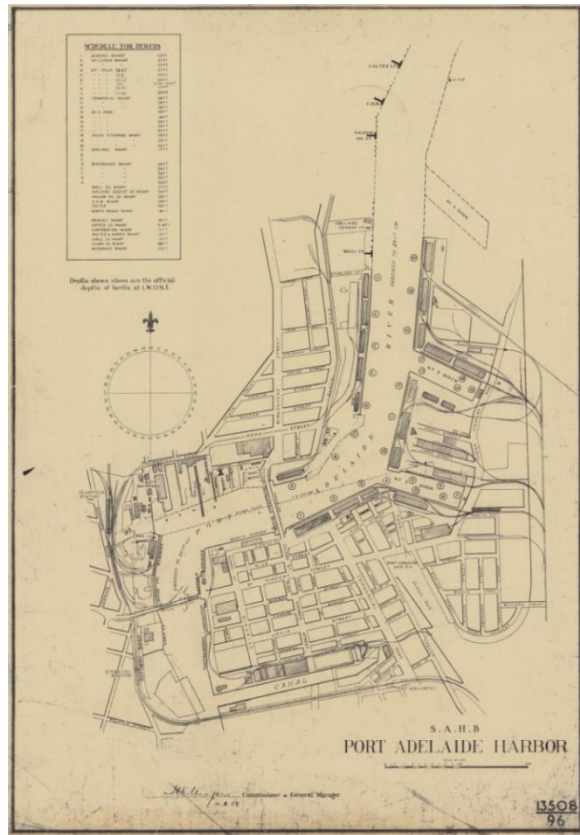
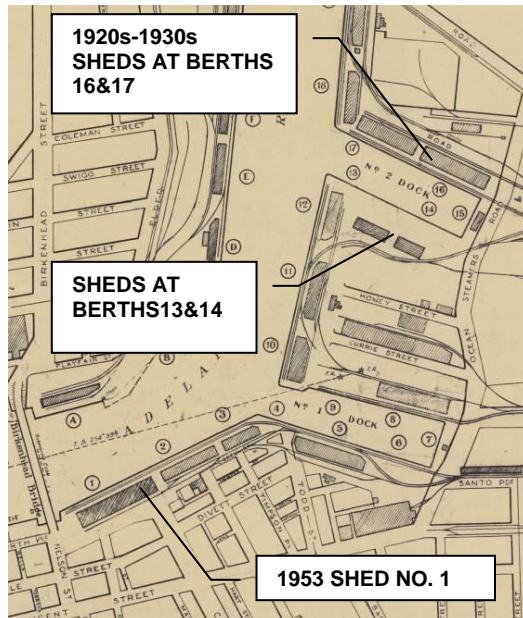**Figure 6a:**   Schedule of Berths. (SAHB 1952)

Figure 6b: Detail of Schedule of Berths, showing location of Sheds at No. 2 Dock

Plate 1:   Port Adelaide looking east along North Parade by S T Gill. The SA
Government Sheds are the gabled ended structures in the background,
beyond which are the two-storied SA Company warehouses.
[Watercolour on paper (1846), Art Gallery of South Australia, gift of B W
Baganal, 1941]

Plate 2:   Looking west along North Parade. The SA Government shed is centre of the
middle ground (also known as the Queen's stores). At the wharf is the
"Fairfield". (1867) (SLSA B6269)

PRG 280/1/15/717

Plate 3: Queen's wharf at Port Adelaide; the building on the left is the Queen's Stores owned by the Government, in 1872 it was rented by Henry Simpson and Son, coal merchant. (SLSA PRG 280/1/15/717)

Plate 4: North Parade portion of wood engraving of Port Adelaide by Samuel Calvert originally published as a supplement to the May 1879 issue of the *Illustrated Adelaide News*. The SA Government sheds are extant. (1879) (Illustrated Adelaide News)

Plate 5:   Sailing ship *Royal Tar* moored in front of Port Adelaide's fourth customs house at Queen's wharf. The ship carried immigrants from Australia to Paraguay to form a utopian socialist colony. The SA Government Sheds have been demolished. (1893) (SLSA B6432)

Plate 6:   Looking west along Queen's Wharf from the flagstaff at the end of Commercial Road. The view from this height shows not only the shipping in port at the time but also the housing development of Port Adelaide looking towards Semaphore. (1907)

Plate 7:   North Parade. Horse-power moving cargo on a busy Queen's
Wharf where moored ships are both steam and sail.
Warehouses and city buildings are seen on the left.
Photographer: Ernest Gall. (1906) (SLSA B7581)

Plate 8:   Queen's Wharf at Port Adelaide, showing wheat bags stacked in
preparation for loading onto ships. (c.1910). (SLSA B789)

Plate 9:   c.1935aerial view of Port Adelaide taken before the Birkenhead Bridge, which was completed in 1940, was started. The newly completed wharf sheds at McLarens wharf protrude into the river, adjacent Dock No.1. (c.1935) (SLSA B68523)

Plate 10:   c.1938 aerial view of Port Adelaide looking South. Berths 18&19 and No.2 Dock are in the foreground (SA Harbors Board)
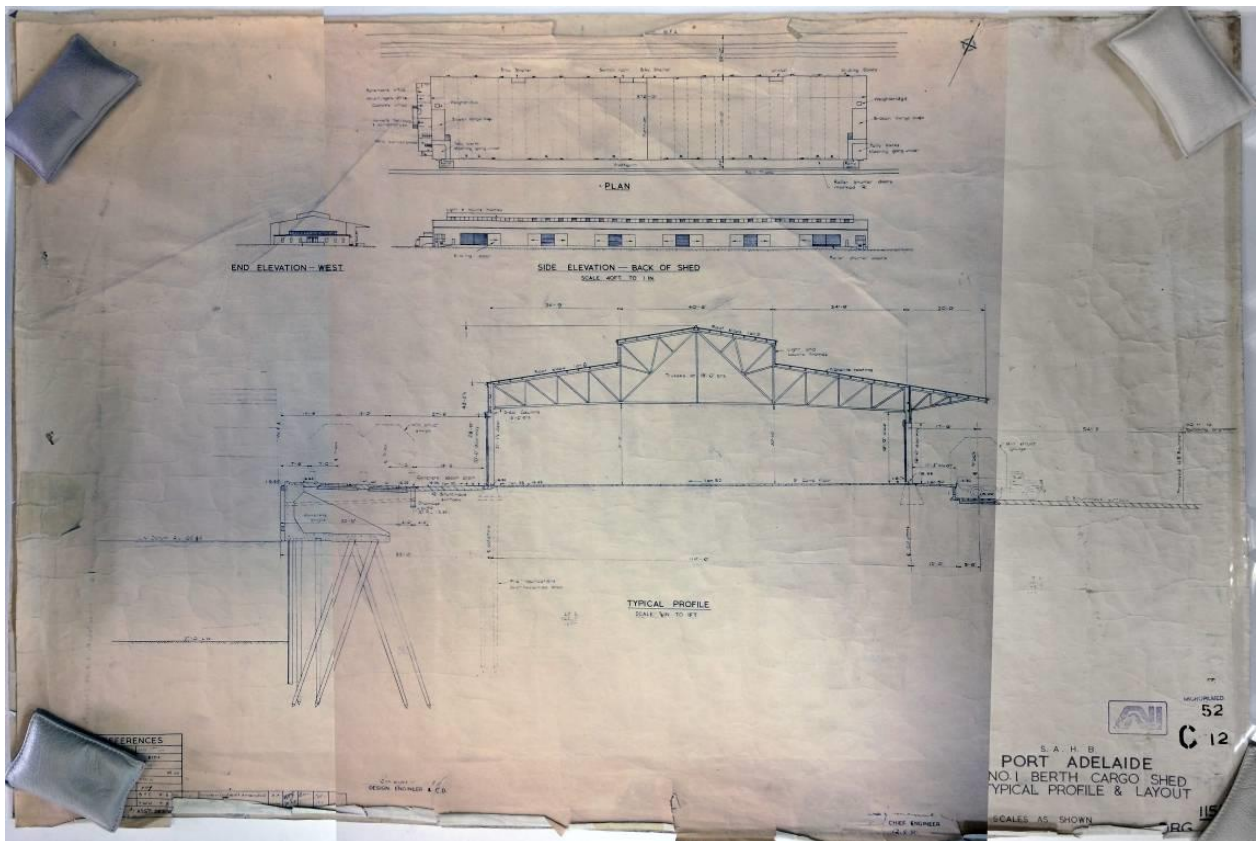
B 12251

Plate 11: North Parade, Port Adelaide in March 1951 showing the buildings to be demolished to make way for No.1 Cargo Shed. To the far right is the Queen's Buildings. (1951) (SLSA 12251)

Plate 12: Original Plans for No 1. Berth Cargo Shed (1952) (SA Harbors Board)

Plate 13:   Cargo Shed No. 1, at completion. (1953)(SAHB Annual Report, 1953)

Plate 14:   Queen's Wharf, following the installation of the Port Adelaide lighthouse. (1986)

Plate 15:   Sheds and cranes at No.2 Dock. (2016) (Stephen Schrapel)