

**BETTER HERITAGE INFORMATION
SUMMARY OF STATE HERITAGE PLACE
Wool Bay Lime Kiln and Jetty**



Wool Bay Lime Kiln and Jetty SHP 10112, 28 June 2015.

Source: DEW Files, 28 June 2015

ENTRY IN THE REGISTER

Description or notes with respect to a place entered in the South Australian Heritage Register in accordance with either the *South Australian Heritage Act 1978* or the *Heritage Places Act 1993*.

The South Australian Heritage Council may correct errors or inaccuracies in the Entry in the Register in accordance with s21 of the *Heritage Places Act 1993*.

NAME: Lime Kiln and Jetty (as entered in the Register) **PLACE NO.:** 10112
Wool Bay Lime Kiln and Jetty (proposed name)

ADDRESS: Lot 176 and Lot 10 Esplanade
Wool Bay SA 5575
Lime Kiln CR 5757/460 T130502 A176
Hundred of Dalrymple
Jetty CT 5824/62 D48120 A10
Hundred of Dalrymple and Out of Hundreds (Maitland)

CONFIRMED IN THE SOUTH AUSTRALIAN HERITAGE REGISTER:

28 November 1985

COMMENTARY ON THE LISTING

Additional information provided as a part of the content of the South Australian Heritage Register in accordance with s14(6) of the *Heritage Places Act 1993* 'hold information in association with the Register'.

KNOWN AS: Wool Bay Lime Kiln and Jetty

ADDRESS Narungga Country

STATEMENT OF HERITAGE SIGNIFICANCE

Wool Bay Lime Kiln and Jetty demonstrates the evolution of the grain and lime industries in South Australia. Lime manufacturing was fundamental to the development of South Australia's early building industry, and grain served as one of South Australia's major exports. Built in 1882 and extended in 1911, the jetty demonstrates the evolution of the dominance of the grain and lime industries on the Yorke Peninsula, contributing to their success. Built in 1921 for Miller's Lime Limited, the Wool Bay lime kiln demonstrates the adoption of new technology to support commercial scale lime manufacturing. The continuous lime kiln was built to increase the production of lime for the Adelaide market, and although it never successfully operated, it demonstrates continued investment in the lime industry despite increasing competition from cement production and growing use of concrete in South Australia.

INDICATIVE 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

The Wool Bay Lime Kiln and Jetty, built respectively in 1921 and 1882, demonstrates the emergence and success of grain and lime production on the Yorke Peninsula. The Yorke Peninsula was the State's main commercial producer of lime. Wool Bay was an important location on the peninsula for both manufacturing of lime and transportation of lime to the local market, and grain to local, interstate and international markets in the late nineteenth century and first half of the twentieth century. Lime manufacturing and grain and wool production contributed to the State's economic development.

The jetty was erected in 1882 after the Wool Bay community called for one to be built to improve the shipping of grain and wool grown on the peninsula. The construction of the jetty also assisted in the expansion of the emerging lime industry. Grain, lime, and wool were transported from the jetty in ketches until 1911, when the jetty was extended into deeper water to facilitate an increase in lime production at Wool Bay. The jetty continued to service these industries until the 1950s, when an advance in motor transport, the decline of the lime industry, and the establishment of bulk grain handling rendered the jetty for recreational use only. While the jetty was built for exporting various goods, the construction of the lime kiln next to the jetty also demonstrates the commercial scale and export orientation of the lime industry.

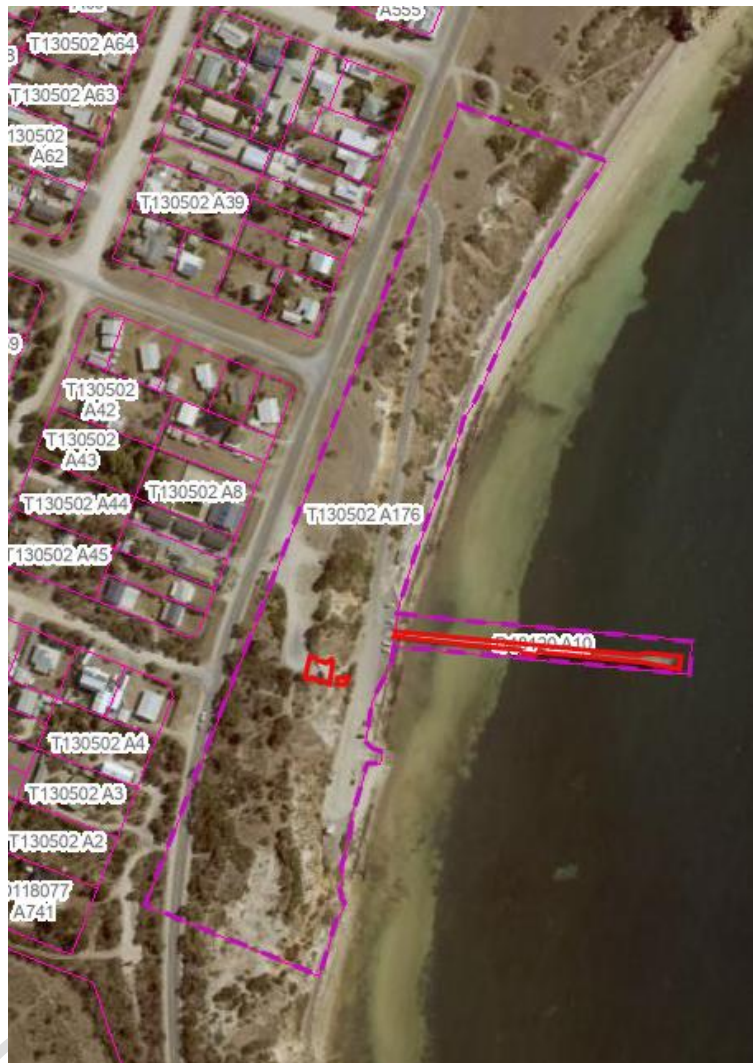
The Wool Bay lime kiln demonstrates the adoption of new technology to support lime manufacturing in South Australia in the early twentieth century. The kiln was built following modified plans for the continuous variety, and was the largest wood fired lime kiln on the Yorke Peninsula. Its size aimed to scale up the production of lime and allowed for increased production as continuous kilns could burn lime for indefinite periods and took less time to complete the burning process. The kiln was built in 1921, likely by Charles Dry, for Miller's Lime Limited, one of the main suppliers of lime to the Adelaide market, as a replacement for some of the company's older outdated kilns. While the kiln never successfully operated, likely due to draught or an alteration of the kiln's original plans, it demonstrates important technological changes to lime manufacturing, as well as investment in the lime manufacturing industry in South Australia.

SITE PLAN

Wool Bay Lime Kiln and Jetty

PLACE NO.: 10112

Lot 176 and Lot 10 Esplanade, Wool Bay



Elements of heritage significance include:

- Masonry lime kiln with two vaults to eastern side and one to western side,
- Remains of lime kiln working area,
- Siting of masonry lime kiln within the cliff face,
- Jarrah timber jetty,
- Spatial relationship between lime kiln and jetty.

Elements not considered to contribute to significance of place include:

- Concrete decking to jetty,
- Galvanised metal balustrade on jetty,
- Concrete retaining wall to east end of jetty,
- Four galvanised poles with area lights to south side and east end of jetty,
- The Charles Bull Reserve and car park,
- The esplanade,
- Stairs and balustrade leading to the lower vault of the lime kiln,
- Interpretive signage,
- Surrounding cliffs and vegetation.

Lime Kiln Wool Bay SA; CR/5757/460; Hundred of Dalrymple

Jetty Wool Bay SA; CT/5824/62; Hundred of Dalrymple and Out of Hundreds (Maitland)

N ↑

LEGEND

 Parcel boundaries (Indicates extent of Listing)

 Outline of Elements of Significance for State Heritage Place

*Red outline is indicative of elements of significance, noting imperfect alignment of aerial imagery with parcel cadastre for the building.

BHI Summary of State Heritage Place: 10112

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Confirmed in the South Australian Heritage Register on 28 November 1985

Draft BHI SSHP for Consultation 18 June 2026 to 18 September 2026

The South Australian Heritage Council approved this BHI SSHP on 18 June 2026

SITE PLAN - DETAIL

Wool Bay Lime Kiln and Jetty

PLACE NO.: 10112

Lot 176 and Lot 10 Esplanade, Wool Bay



Lime Kiln Wool Bay SA; CR/5757/460; Hundred of Dalrymple

Jetty Wool Bay SA; CT/5824/62; Hundred of Dalrymple and Out of Hundreds (Maitland)

N ↑

LEGEND

- Parcel boundaries (Indicates extent of Listing)
- Outline of Elements of Significance for State Heritage Place

*Red outline is indicative of elements of significance, noting imperfect alignment of aerial imagery with parcel cadastre for the building.

PHYSICAL DESCRIPTION

Wool Bay Lime Kiln and Jetty comprises a masonry lime kiln built into the eastern cliff face and a timber jetty located to the north-east of the kiln. Each is considered in turn.

Lime Kiln

The lime kiln is constructed of local random rubble limestone with red brick quoining and flush pointing.

Additional features include:

- Two vaults on the eastern elevation, comprising a lower vault with a round arch lined with red brick and a steel flue, and an upper vault with a pointed arch lined with red brick on intrados and western wall,
- Masonry filling to western wall of lower vault,
- Iron draw hole in upper vault,
- Cantilevered joists between the eastern vaults,
- One vault on western elevation with a square arch and timber lintel (not original fabric),
- Conical structure with red brick shaft surmounts the western vault (not original fabric),
- Tapered upper walls to the northern, eastern and southern sides of the kiln,
- Low limestone wing walls to northern and southern side of the kiln,
- Limestone retaining walls to eastern side,
- Wooden planks connected to iron tie rods,
- Remains of rough rubble limestone working area foundation to the eastern side of the kiln.

Jetty

The jetty is constructed of jarrah timber and is around 173 metres in length. It is made up of 38 bents, 33 comprising two timber piles and five comprising an additional steel pile.

Additional features include:

- Concrete deck (not significant fabric),
- Cross-bracing on some bents,
- Galvanised metal balustrade with two rails (not significant fabric),
- Timber stairs on southern side of jetty.

Elements of Significance:

Elements of heritage significance include:

- Masonry lime kiln with two vaults to eastern side and one to western side,
- Remains of lime kiln working area,
- Siting of masonry lime kiln within the cliff face,
- Jarrah timber jetty,
- Spatial relationship between lime kiln and jetty.

Elements not considered to contribute to significance of place include:

- Concrete decking to jetty,
- Galvanised metal balustrade on jetty,
- Concrete retaining wall to east end of jetty,
- Four galvanised poles with area lights to south side and east end of jetty,
- The Charles Bull Reserve and car park,
- The esplanade,
- Stairs and balustrade leading to the lower vault of the lime kiln,
- Interpretive signage,
- Surrounding cliffs and vegetation.

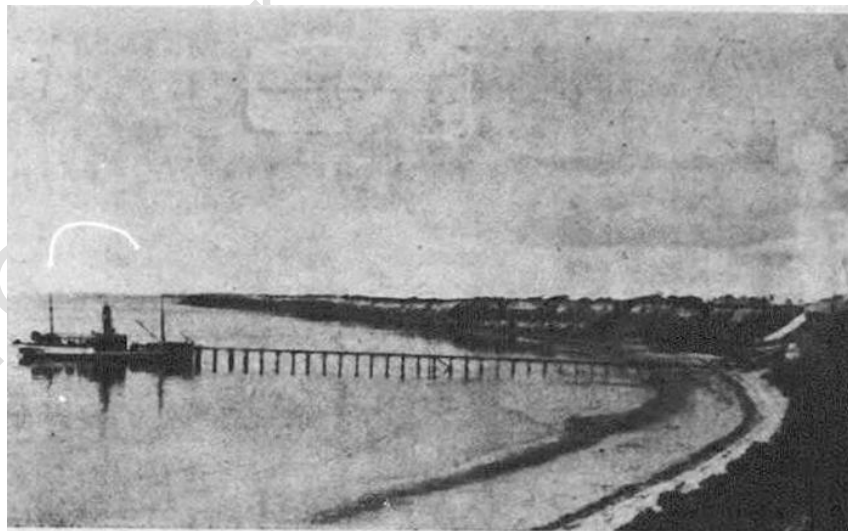
HISTORY OF THE PLACE

South Australian Jetties

Prior to the advent of railways, shipping and ports were the major means of long-distance trade and transport, both for coastal and inland settlements. They remained important even after the advent of railways and motor transport, though their dominance declined and in some places completely collapsed.

Before the establishment of jetties, goods that needed to be shipped were transported by bullock-dray to the shoreline at low tide and then collected at high tide by a ketch or cutter.¹ During the nineteenth century, the government and private interests built many jetties across South Australia to facilitate trade and travel via the growing coastal settlements and their hinterlands. By the early twentieth century, many of these jetties began to be extended so they could be accessed by larger ships.² Jetties were controlled by the Marine Board and local government until the *Harbors Act 1913*, when jetties came under the control of the newly established Harbors Board.³

With the increase of motor vehicles, coastal shipping on the Yorke Peninsula declined.⁴ By the end of the Second World War, the Coast Steamship Company, which served the St Vincent Gulf, had ceased operating.⁵ The development of bulk grain handling further contributed to the general decline of some jetties on the Yorke Peninsula, and by the 1950s, small jetties such as the Wool Bay jetty began to be used for recreational purposes only.⁶



Warrawee Steamer taking in lime at Wool Bay Jetty c.1917-1921

Source: R. Wilkinson, *One Hundred Views of Central and Southern Yorke Peninsula* (The Pioneer, 1921).

Wool Production on the Yorke Peninsula

Wool production in South Australia was crucial to the economy in the nineteenth century, flourishing in the South East and Mid North. Wool accounted for over half the colony's export income by the mid-1840s.⁷

Wool production began on Yorke Peninsula during the pastoral period from 1851 to 1872. Pastoral leases were taken up on the Yorke Peninsula by pastoralists such as the Rogers family and business partners George Anstey and Tom Giles. Anstey and Giles established Penton Vale run, whose cut averaged 7.75 pounds per head of sheep in 1872. During the wheat crisis of 1880 to 1896, the number of sheep on the Peninsula almost doubled as farmers financially relied on exporting wool as well as lamb and mutton as a supplement to wheat.

Wool continued to be exported by local farmers on the Peninsula, although other industries such as grain, copper and lime remained more prominent. While prices increased in the 1950s as a result of the Korean War, the popularity of synthetic fabrics meant these prices were not reached again.⁸

Grain production on the Yorke Peninsula

Between the 1860s and 1940s, two of the Yorke Peninsula's main exports were wheat and barley. Wheat was first grown at Greens Plains in the Peninsula's north in 1866 and within twenty years Yorke Peninsula was transformed from pastoral leases to wheat farms.⁹ Despite problems in securing local water supply and of clearing the mallee, land under cultivation increased by an average 26,000 acres per annum between 1875 and 1878. By the late nineteenth century, farmers began to grow barley, and diversified to legumes, hay and canola in the second half of the twentieth century.¹⁰

Agriculture provided the main source of employment on the Peninsula. In addition to farming, secondary industries such as machinery manufacturers, flour mills, rural agencies and shipping firms were quickly established. By 1878, six ports on the Peninsula had jetties to export wheat, flour and wool from the area to larger ports and ultimately to the overseas market.¹¹ These jetties catered to the grain trade until the 1950s, when the introduction of bulk grain handling changed the way grain was exported. Grain was now stored in silos by the South Australian Co-operative of Bulk Handling Limited and later loaded onto shipping vessels through one of seven port terminal loading facilities.¹²

The South Australian Lime Industry

Lime kilns were used to reduce local limestone or seashells into powdered common lime or quicklime. Lime was essential to the building industry as a key component of mortar, lime plaster, whitewash and cement. Limestone and seashells are comprised of calcite, a stable form of calcium carbonate (CaCO_3), which when burnt breaks

down in a process known as calcination to create lime (calcium oxide CaO).¹³ The lime could then be slaked with water to form calcium hydroxide ($\text{Ca}[\text{OH}]_2$), which is mixed with sand to make mortar or used in other lime-based building products.¹⁴

Lime was used in nearly every nineteenth century building in South Australia in one form or another and lime kilns were established in areas where limestone, dolomite or sea shells were abundant.¹⁵ Lime kilns were mostly small-scale and built to service one building operation or to supply a particular district.¹⁶ Many were established by farmers to supplement their income by utilising the surface stone cleared from paddocks.¹⁷

The most common variety of lime kiln in South Australia was the intermittent kiln, which was loaded, fired, then allowed to cool before reloading.¹⁸ Subtypes included flare kilns, where the fuel and stone were kept separated, and mixed feed kilns, where the fuel and stone were loaded in alternating layers, with the thickest layer of fuel, usually composed of brush and kindling, forming the base.

In mixed feed kilns, the load was lit from the bottom and allowed to burn without further attention.¹⁹ Firing took between 48 and 90 hours, with the degree of burning achieved judged by forcing an iron bar through the lime from the top, and by observing the shrinkage of the load.²⁰ Due to the time and labour required to operate them, intermittent kilns typically operated in pairs. This process facilitated the production of an almost continuous output, with one kiln being fired while the other was cooling.²¹

Less common in South Australia was the continuous kiln, which was designed to allow continual burning of lime. The most basic form of continuous kiln was the continuous feed shaft kiln type (Figure 1), designed so burnt lime could be withdrawn from the draw hole of the kiln after a period of burning, and fresh fuel and stone added via the top of the shaft without interrupting the continuous burning process.²² The lime kiln at Wool Bay was designed to be a continuous feed shaft kiln. Continuous shaft kilns were commonly built into a hillside and had deep shafts of approximately nine metres, as well as associated structures such as a working area with a roof, a vault to access the draw hole, and flanking wing walls (Figure 2).

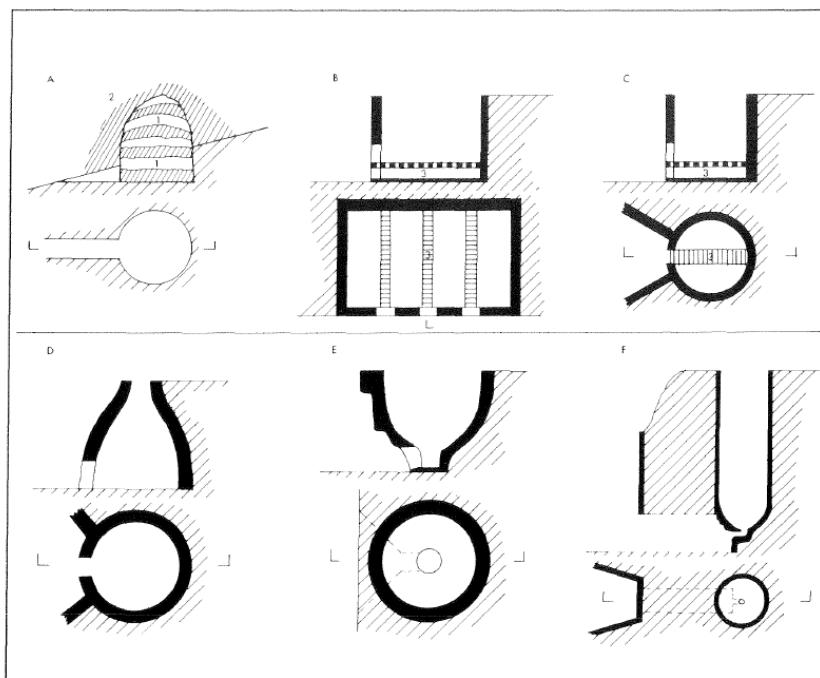


Figure 1. Diagram of the major kiln forms. A. Pit-burn kiln; B. D-type kiln; C. Small cylindrical shaft kiln; D. Inverted cone (bottle) kiln; E. Inverted bell kiln; F. Continuous feed shaft kiln. The lime kiln at Wool Bay is a continuous feed shaft kiln.

Source: Michael Pearson, *The Lime Industry in Australia – An Overview*, 29.

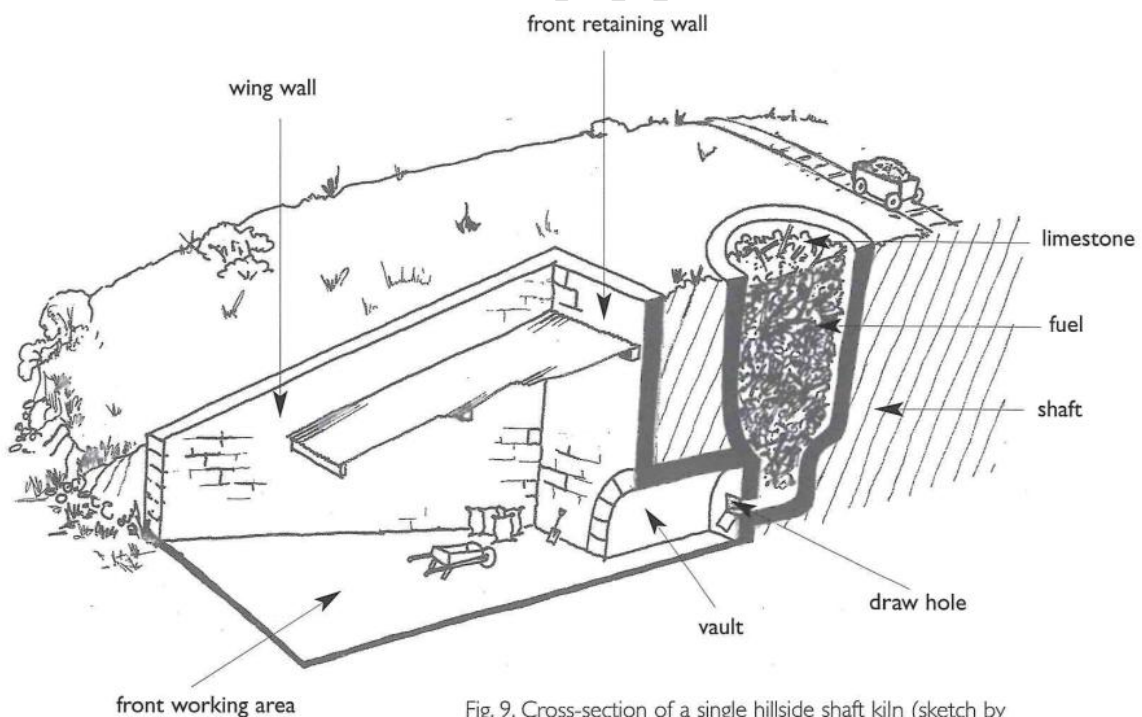


Fig. 9. Cross-section of a single hillside shaft kiln (sketch by Geoff Hewitt)

Figure 2. Diagram of cross-section of a single hillside shaft kiln with associated structures.

Source: Jane Harrington, *An archaeological and historical overview of limeburning in Victoria* (Heritage Council Victoria, 2000), 15.

Commercial scale lime kilns emerged in the late 1880s, coinciding with the advent of rail transport. These kilns were usually of the continuous variety, and produced lime predominately for the Adelaide market, the majority of which was supplied by kilns located in the Hundred of Dalrymple on the Yorke Peninsula.²³ Commercial scale lime kilns required associated structures to assist with the packing and transporting of lime such as tramways, shoots, and packing and storage sheds. Those transporting lime by ship required the construction of, or proximity to, a jetty.²⁴

Lime production continued into the twentieth century but gradually declined as cement production increased. Despite attempts at advancing lime manufacturing, most lime kilns in South Australia were eventually abandoned from the 1950s onwards.²⁵

Lime Burning on the Yorke Peninsula

Commercial lime production was also a key industry on the Yorke Peninsula during the nineteenth and early twentieth centuries, particularly on the east coast. Extensive limestone deposits were found on the Peninsula, and lime burning was seen as a profitable solution for farmers who were clearing their land.

Lime burning began on the Yorke Peninsula in the 1870s when John Bartram set up a kiln at Coobowie.²⁶ Stansbury soon became the centre for commercial lime burning, with engineer Albert Pitt starting his own lime business in 1898 and building kilns on Stansbury's foreshore. Pitt's business gradually built nine kilns with a capacity to produce 31,240 bags of lime per annum. At the same time, David Miller established Miller and Sons, with kilns built in Stansbury in the 1890s and later in Wool Bay. In 1913, Federal Lime Company built three kilns near Wool Bay but took the lime to Stansbury for shipping. Kilns were also built at Paddy's Well by Percival Daniell, who established Wool Bay Lime Limited.²⁷

By the early twentieth century, there were 21 kilns in the arc between Coobowie and Stansbury, and the Yorke Peninsula was the State's main supplier of lime for the Adelaide market.²⁸ As with other parts of the state, lime burning declined on the Yorke Peninsula from the 1950s onwards with the production of cement.²⁹

Miller and Sons

Miller and Sons (later known known as Miller's Lime Limited and Millers Lime and Timber), was founded circa 1860 by David Miller.³⁰ The business began in Glenelg, servicing the community as ironmongers, undertakers, and builders. The site, as well as an adjacent railway station, was later named Miller's Corner.³¹

In 1881, Miller opened his lime business in Grenfell Street, Adelaide and later the company moved to Waymouth Street.³² He manufactured lime at depots in Brighton and Hallett's Cove (now known as Hallett Cove).³³ In the mid-1890s, David Miller

engaged Charles James Dry as a lime burner for Miller and Sons.³⁴ Dry had migrated from England and moved to Stansbury to undertake the task.³⁵ Between 1907—1910, Dry built lime kilns for Miller and Sons at Wool Bay, and likely built the existing lime kiln in 1921, before moving to Port Lincoln circa 1929 to manage kilns for Miller's Lime Limited.³⁶ Miller and Sons continued to build lime kilns around South Australia, including in Tailm Bend (SHP 13808), Port Vincent and Port Lincoln.³⁷

Miller and Sons became Miller's Lime Limited circa 1911 and built the current lime kiln into the cliffs at Wool Bay in 1921. Miller's Lime Limited continued to lease a section of Harbors Board Reserve until 1953, after which they operated as a hardware store until the business closed.

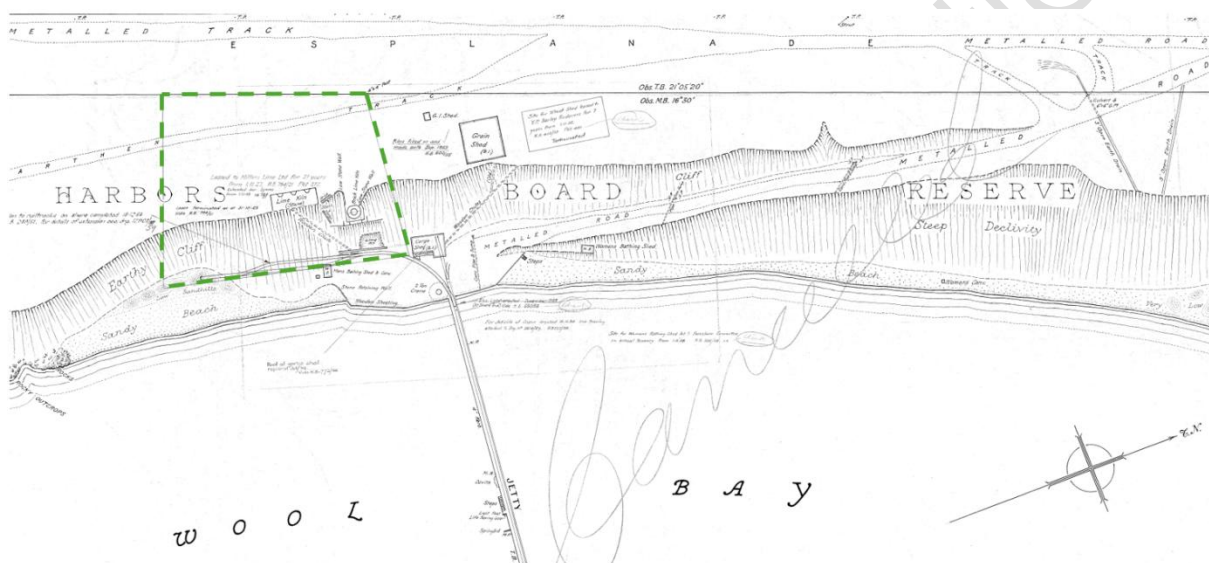


Figure 3. Section 393, Harbors Board Reserve, Wool Bay. Portion leased to Miller's Lime Limited marked in green.

Source: South Australian Harbors Board. Harbors Board Reserve Noting Map 1942. H.B 584/36 466/42.

Wool Bay/Pickering

The town of Wool Bay is located on the east coast of the southern Yorke Peninsula between Stansbury and Coobowie and is within the Hundred of Dalrymple. The Narungga people are the traditional owners of the hundred and the broader Yorke Peninsula. Prior to European colonisation Narungga were divided into four clan groups, each connected with a portion of the territory of the Peninsula.³⁸ In the late 1840s, pastoralists began to settle on Narungga land in the Peninsula, establishing sheep runs, and the Narungga population declined, due to introduced diseases, resisting settlement and retaliation from settlers, and the loss of access to their food, water and cultural sites.³⁹

In 1859, prominent pastoralists George Anstey and Tom Giles leased Penton Vale run, and shipped wool from the bay via a makeshift cutting in the cliff, which was further enhanced by locals in 1875.⁴⁰ The Hundred of Dalrymple was surveyed and proclaimed in 1872, while Wool Bay was proclaimed as the township of Pickering on 24 August 1876.⁴¹ Three months later, 75 town allotments and 33 suburban blocks were auctioned off for £1,283.⁴² While the town was named Pickering, it unofficially adopted the name of Wool Bay, which was made official in 1940 (hereafter referred to as Wool Bay).⁴³

After 11 years, the town boasted a population of 70, which included a postmaster, masons, and farmers and their families.⁴⁴ A half-time school was established in 1877, but only operated for less than a year, and it was not until 1913 that a provisional school was established, although this closed in 1942.⁴⁵

From 1879 to 1881, the community of Wool Bay petitioned the government to erect a jetty, as the jetty at Stansbury had proved to be ineffective.⁴⁶ The community at Wool Bay had been transporting wheat via carts to boats which then took it to schooners, which resulted in increased freight costs compared to surrounding townships. The community believed a jetty at Wool Bay would solve this issue, as well as provide a way for settlers to sell the wood they cleared from their land and sell lime that had begun to be manufactured on a small-scale nearby.⁴⁷

The jetty was built in 1882 by Frank George at a length of 510 feet, and rails were laid to facilitate cargo loading.⁴⁸ In 1910, several community members (including David Miller's sons) requested the jetty be extended in order to reach deeper water, and the end widened. A year later carpenter Frederick W. Suffren extended the jetty by 50 feet and widened the end to allow for rail trucks.⁴⁹ With the establishment of the jetty, storage and cargo sheds for the grain industry were built on and around the cliffs of the bay. The jetty serviced the lime, wheat, barley and wool industries, as well as a steamship service which dropped off and picked up provisions three times a week.⁵⁰

Activity in the area increased in the 1910s, with the increasing production of lime at Wool Bay. Lime kilns had appeared up and down the coast of south-east Yorke Peninsula, including at Stansbury and Wool Bay from the late 1890s, although the earliest mention of lime kilns at Wool Bay was in 1879.⁵¹ Wool Bay lime was known for its high quality and was used in the construction of several prominent buildings in Adelaide.⁵² In 1907, farmer William Alexander Anderson transferred his lease of a portion of section 393 in the Hundred of Dalrymple at Wool Bay to David Miller's son, Bartlett Miller, for a period of 19 years. Miller and Sons built three lime kilns on this portion of the beach in 1907 and built another three kilns on the cliffs in 1910, complete with a storehouse and shoot down to the beach.⁵³ These kilns were based on English and American methods of lime burning and provided a solution to the problem of excess limestone in the district.⁵⁴

The present-day lime kiln was built circa 1921, based on plans brought back from England, possibly by Charles Dry, after the First World War.⁵⁵ The continuous feed shaft kiln was seen as a technological improvement, however it never successfully operated.⁵⁶ The reason for this is uncertain, but was attributed to draught, or an alteration of the original kiln plans.⁵⁷

The decline of the lime industry and the development of bulk grain handling ended Wool Bay's prominence as a port town. The decline was exacerbated by the establishment of a deep sea port and bulk handling jetty constructed in 1970 in Port Giles, only 3.5km away.⁵⁸ Today Wool Bay has a population of approximately 150 people, with its own progress association.⁵⁹ It serves as one of several tourist towns on the Yorke Peninsula and is a popular location for swimming and squid fishing.

Aboriginal Cultural Considerations

The *Heritage Places Act 1993* makes provision for the identification, recording and conservation of places and objects of non-Aboriginal heritage significance. The protection and preservation of Aboriginal heritage is provided for under the *Aboriginal Heritage Act 1988*. Contact the Aboriginal Heritage Unit for listings.

CHRONOLOGY

Year	Event
1840s	Europeans begin occupying the Yorke Peninsula.
1850s-1860s	Copper is discovered in the north of the Peninsula.
1859	George Anstey and Tom Giles lease Penton Vale run and ship wool from Wool Bay via a makeshift cutting in the cliff.
1866	Wheat is first grown on Yorke Peninsula at Green Plains (near present-day Paskeville).
1869	February 17: County Fergusson, named by Governor Sir James Fergusson, is proclaimed.
1872	June 20: Hundred of Dalrymple proclaimed.
1875	Cutting made in cliffs further developed by settlers at Wool Bay.
1876	Township of Pickering (later Wool Bay) established.
1877	District Council of Dalrymple established.
1879	Deputation formed to ask for establishment of jetty at Wool Bay. First lime kilns built in the area.
1880	Second deputation formed to ask for establishment of jetty at Wool Bay.
1881	David Miller opens lime store in Grenfell Street, Adelaide.

Two further deputations formed to ask for establishment of jetty at Wool Bay.

- 1882** **Frank George builds jetty at Wool Bay.**
- 1895 Charles Dry builds lime kilns in Stansbury.
- 1898 Albert Pitt starts lime business and builds kilns on Stansbury foreshore.
- 1905** **William Alexander Anderson leases portion of land in section 393 at Wool Bay for 21 years to build lime kilns.**
- 1907** **William Alexander Anderson transfers lease of land at Wool Bay to David Miller's son, Bartlett Miller.**
- Miller and Sons ask District Council of Dalrymple for permission to alter the loop or siding on the end of the jetty to facilitate shipping of lime.**
- Miller and Sons build three lime kilns on the beach at Wool Bay in section 393.**
- c.1908 Miller and Sons build lime kiln at Port Vincent.
- 1910** **Miller and Sons build lime kiln at Tailem Bend and three more lime kilns on the cliffs at Wool Bay.**
- 1910 Deputation formed to request extension of Wool Bay jetty, with Bartlett and Frank Miller (David Miller's sons) as speakers.
- 1911** **Public Works Office accepts tender for the extension of Wool Bay jetty £563 14s 6d.**
- Jetty extended from 510 feet to 570 feet by Frank W. Suffren, and rails added.**
- c.1911 Miller and Sons becomes Miller's Lime Limited.
- 1913 Federal Lime Company build three kilns at Wool Bay.
- 1920 Percival Daniell opens Wool Bay Lime Limited.
- 1920s** **Cargo shed used by grains industry erected on foreshore of section 393. Demolished in 1972.**
- 1921** **Current lime kiln built, likely by Charles Dry, for Miller's Lime Limited.**
- 1923 Miller's Lime Limited build second lime kiln at Port Vincent.
- 1927** **Harbors Board lease section of Harbors Board Reserve to Miller's Lime Limited for 21 years.**
- 1932 District Council of Dalrymple amalgamates with Corporate Town of Yorketown and the District Council of Melville to form District Council of Yorketown.

1936	Portion of land in section 393 leased to Yorke Peninsula Barley Producers Limited for seven years.
1938	Crane erected at shore end of the jetty. Since demolished.
c1939-1970	Dome and chimney removed from top of lime kiln.
1940	Pickering officially renamed to Wool Bay.
1948	Harbors Board extend Miller's Lime Limited's lease by five years.
1951	Jetty decking and steps repaired.
1952	A wheat bulk handling and loading facility is constructed at Ardrossan.
1953	October: Lease between Miller's Lime Limited and Harbors Board terminated.
1955	Electric light erected at shore end of jetty. September: Lime kilns filled in with the exception of the current lime kiln.
1950s-1970s	Timber retaining wall built to western end of jetty. Since demolished and replaced with concrete retaining wall c.2022-2024.
c1960s	Millers Lime Limited becomes Millers Lime and Timber Limited.
1970	Deep sea port and bulk handling jetty erected at Port Giles.
1969-1971	Department of Marine and Harbors inform District Council of Yorketown that jetty will be demolished. Department of Marine and Harbors come to agreement to lease the jetty to the council who would be responsible for its maintenance.
1973	Lifebuoy installed on jetty.
1985	Listed as a State Heritage Place on 28 November.
1997-2001	Between 1997-2001, the Southern Yorke Peninsula Restoration Association receive a total of \$14,075 funding from the National Heritage Trust as part of the 'Wool Bay Lime Kin Restoration Project'. Missing dome and chimney replacement and erection of interpretive signage and fencing approved.
2012-2013	Toilet block added to Esplanade near lime kiln and jetty (DA 544/1098/12).

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SITE DETAILS

Wool Bay Lime Kiln and Jetty

PLACE NO.: 10112

Lot 176 and Lot 10 Esplanade, Wool Bay

DESCRIPTION OF PLACE:	Masonry lime kiln built into cliff face and adjacent timber jetty
HISTORIC THEME/S	4. Building Settlements, Towns and Cities 4.4 Making regional centres 5. Developing South Australia's economies 5.3 Developing primary production (pastoralism, agriculture, bio-security) 5.6 Connecting South Australia through transport and communications 5.8 Developing manufacturing, engineering and construction and service industries
DATE OF CONSTRUCTION:	Jetty 1882; Lime Kiln 1921
REGISTER STATUS:	Nominated: 06 July 1978 Identified: 25 July 1984 Provisionally entered: 21 February 1985 Confirmed: 28 November 1985
CURRENT USE:	Jetty: Recreational use, c.1950s -
PREVIOUS USE(S):	Lime kiln: commercial lime production, c.1920s Jetty: commercial use, 1888 – c.1950s
BUILDER:	Jetty: Frank George, 1882; extension, Frank W. Suffren, 1911
LOCAL GOVERNMENT AREA:	Yorke Peninsula Council
	Street Lot 176 and Lot 10 Esplanade, Wool Address: Bay 5575
LAND DESCRIPTION:	Title CR/5757/460 T130502 A176 Reference: CT/5824/62 D48120 A10 Hundred: Dalrymple and Out of Hundreds (Maitland)

PHOTOS

Wool Bay Lime Kiln and Jetty

PLACE NO.: 10112

Lot 176 and Lot 10 Esplanade, Wool Bay



Lime Kiln in Wool Bay, 1923. Note the associated structures, such as the packing and storage shed, shoot, tramway and front working area with associated structure, since demolished. Some foundations of associated structures remain.

Source: SLISA, PRG 280/1/37/16



Wool Bay Lime Kiln and Jetty looking west, date unknown. The tops of three smaller lime kilns can be seen to the left of the image. Associated structures from the grain industry can also be seen such as the grain shed to the right of the image. A tramway can be seen on the jetty.

Source: Wool Bay Interpretive Signage

BHI Summary of State Heritage Place: 10112

Confirmed in the South Australian Heritage Register on 28 November 1985

Draft BHI SSHP for Consultation 18 June 2026 to 18 September 2026

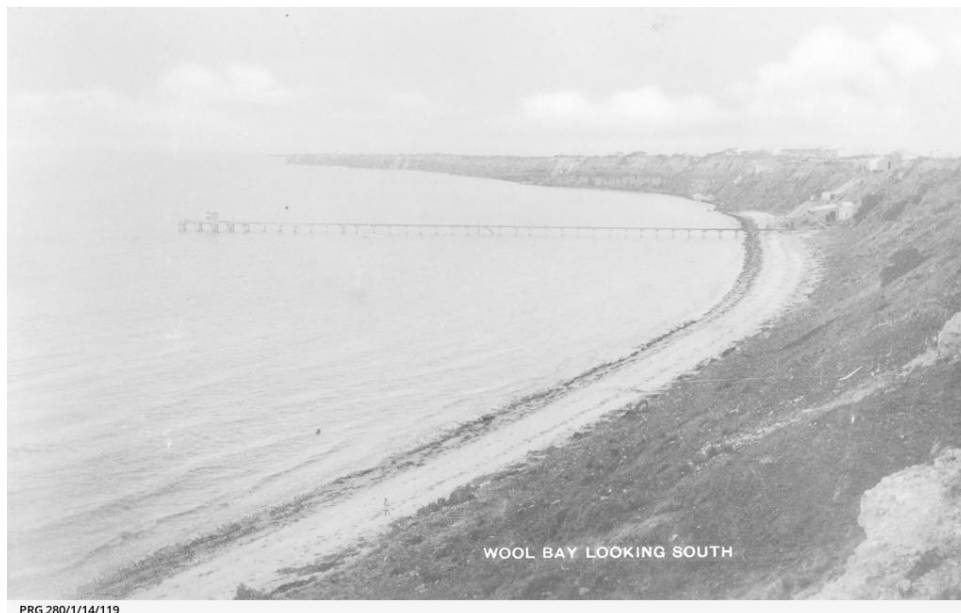
The South Australian Heritage Council approved this BHI SSHP on 18 June 2026

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Wool Bay Lime Kiln and Jetty

PLACE NO.: 10112

Lot 176 and Lot 10 Esplanade, Wool Bay



Wool Bay, 1915. Note the jetty and one of the original lime kilns built by Dry in the upper right of the image.

Source: SLSA PRG 280/1/14/119



View of Wool Bay Lime Kiln and jetty, c1970s. Note the dome and chimney are missing from the top of the kiln, and the remnants of the grain storage shed on cliff top.

Source: State Records of South Australia, GRS 15076/00001 Unit 33 GC/3/38 1962-1974 Wool Bay Jetty

Wool Bay Lime Kiln and Jetty

PLACE NO.: 10112

Lot 176 and Lot 10 Esplanade, Wool Bay



Eastern elevation of lime kiln, note rebuilt dome and chimney.

Source: DEW Files, 28 June 2015



Western elevation of lime kiln, featuring the reconstructed dome and chimney. The wing walls can be seen on either side.

Source: DEW Files, June 2015

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Wool Bay Lime Kiln and Jetty

PLACE NO.: 10112

Lot 176 and Lot 10 Esplanade, Wool Bay



View of upper vault on eastern elevation. Note the tie rods as well as cantilevered joists which once supported a platform to access the upper vault.

Source: DEW Files, June 2015



View of lime kiln looking west, March 2024. Note the remaining rubble limestone foundation of the kiln's working area in front of the kiln.

Source: Google Maps, 2024

Wool Bay Lime Kiln and Jetty

PLACE NO.: 10112

Lot 176 and Lot 10 Esplanade, Wool Bay



View of lime kiln and jetty, looking north-east. Note the spatial relationship between the lime kiln and jetty.

Source: DEW Files, 2015



View of jetty. Note cross bracing to one of the bents, and the addition of a third steel pile to some of the bents on the right side of the image.

Source: DEW Files, 2015

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REVISIONS

Date	Changes

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- ¹ Carmichael and Mudie, 'History of Settlement and Development,' 176.
- ² Wilfrid Prest, Kerrie Round, Sandra Kearney and Bernard O'Neil, *The Wakefield Companion to South Australian History* (Wakefield Press, 2024), 358-359.
- ³ Prest, Round, Kearney and O'Neil, *The Wakefield Companion to South Australian History*, 358.
- ⁴ Weidenhofer Architects, 'Heritage of the Yorke Peninsula: General Report,' 23.
- ⁵ Carmichael and Mudie, 'History of Settlement and Development,' 194.
- ⁶ Prest, Round, Kearney and O'Neil, *The Wakefield Companion to South Australian History*, 749.
- ⁷ Prest, Round, Kearney and O'Neil, *The Wakefield Companion to South Australian History*, 737.
- ⁸ Prest, Round, Kearney and O'Neil, *The Wakefield Companion to South Australian History*, 738.
- ⁹ Weidenhofer Architects, 'Yorke Peninsula Heritage Survey – General Report,' 13.
- ¹⁰ Prest, Round, Kearney and O'Neil, *The Wakefield Companion to South Australian History*, 749.
- ¹¹ Weidenhofer Architects, 'Yorke Peninsula Heritage Survey: General Report,' 15.
- ¹² Prest, Round, Kearney and O'Neil, *The Wakefield Companion to South Australian History*, 749; Essential Services Commission of South Australia, 'Inquiry into the South Australian bulk grain export supply chain costs,' (2018), 21.
- ¹³ Michael Pearson, 'The Lime Industry in Australia – An Overview,' *Australian Historical Archaeology* 8 (1990): 28.
- ¹⁴ Lime is still used today for a variety of purposes, including mortars and plasters in the building industry, in agriculture to open and lighten clayey soils and improve other soils in various ways, and in a variety of chemical and industrial processes.
- ¹⁵ R.K. Johns, 'Limestone, Dolomite and Magnesite Resources of South Australia,' *Geological Survey of South Australia*, Department of Mines, no.38 (1963), 12.
- ¹⁶ Pearson, 'The Lime Industry in Australia,' 33.
- ¹⁷ Weidenhofer Architects, 'Heritage of the Yorke Peninsula: General Report,' 31.
- ¹⁸ Pearson, 'The Lime Industry in Australia,' 28.
- ¹⁹ Quoted in Jane Harrington, *An archaeological and historical overview of limeburning in Victoria* (Heritage Council Victoria, 2000), 9.
- ²⁰ Pearson, 'The Lime Industry in Australia,' 28.
- ²¹ Pearson, 'The Lime Industry in Australia,' 31.
- ²² Harrington, *An archaeological and historical overview of limeburning in Victoria*, 12.
- ²³ C.M. Willington, 'Limestone Production in South Australia,' *Mining Review*, Department of Mines, no.94 (1953): 130.
- ²⁴ Harrington, *An archaeological and historical overview of limeburning in Victoria*, 19 – Harrington mentions these kinds of movable items have been removed over time.
- ²⁵ Weidenhofer Architects, 'Heritage of the Yorke Peninsula: District Council of Yorke Peninsula Part 1,' prepared for Department for Environment, Heritage and Aboriginal Affairs (1998), 26; Pearson, 'The Lime Industry in Australia,' 32.
- ²⁶ Carmichael and Mudie, 'History of Settlement and Development,' 190.
- ²⁷ Ern Carmichael, *The Ill-shaped Leg: A Story of the Development of Yorke Peninsula* (Ern Carmichael, 1973), 137.
- ²⁸ Weidenhofer Architects, 'Heritage of the Yorke Peninsula: District Council of Yorke Peninsula Part 1,' 26; Laurie Parkes, 'Register of State Heritage Items: Item Evaluation Sheet,' Ref. No. 6428-10112, (1984), 5; Willington, 'Limestone Production in South Australia,' 130.
- ²⁹ Weidenhofer Architects, 'Heritage of the Yorke Peninsula: District Council of Yorke Peninsula Part 1,' 26.

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- ³⁰ 'Gibson Bros.' Hardware and Paint Store,' *Glenelg Guardian*, 02 January 1936, 1.
- ³¹ Hignett and Company, 'Glenelg Heritage Survey: Stage 1 February 1983,' prepared for Department of Environment and Planning (1983), 70.
- ³² Weidenhofer Architects, 'Heritage of the Yorke Peninsula: District Council of Yorke Peninsula Part 1,' 26; 'Mayor Officially Opens New Premises of Miller's Lime Ltd,' *Port Lincoln Times*, 19 February 1953, 1.
- ³³ 'Mayor Officially Opens New Premises of Miller's Lime Ltd,' *Port Lincoln Times*, 1.
- ³⁴ Stansbury Centenary Committee, *Stansbury 1873-1973* (Stansbury Centenary Committee, 1973), 7.
- ³⁵ Stansbury Centenary Committee, *Stansbury 1873-1973*, 7.
- ³⁶ 'Passing of Mr C.J. Dry,' *Port Lincoln Times*, 28 January 1943, 4.
- ³⁷ Weidenhofer Architects, 'Yorke Peninsula Heritage Survey,' 452.
- ³⁸ Skye Krichauff, *Nharangga Wargunni Bugi-Buggillu A Journey Through Narungga History* (Wakefield Press and Narungga Aboriginal Progress Association Inc, 2011), 10-11.
- ³⁹ Krichauff, *Nharangga Wargunni Bugi-Buggillu*, 54-55.
- ⁴⁰ Weidenhofer Architects, 'Yorke Peninsula Heritage Survey: General Report,' 11; 'Country Letters,' *Adelaide Observer*, 16 October 1875, 6.
- ⁴¹ 'About,' Stansbury, accessed 25 February 2026, at <https://stansburysa.com.au/about-stansbury>; Carmichael, *Four Makes One*, 20.
- ⁴² Carmichael, *Four Makes One*, 20.
- ⁴³ *The South Australia Government Gazette*, 19 September 1940, 570.
- ⁴⁴ *South Australian Directory 1887* (Sands and McDougall Limited 1887), 575.
- ⁴⁵ 'Pickering School, later Wool Bay School (GA1346),' State Records of South Australia, accessed 2 March 2026 at <https://catalogue.archives.sa.gov.au/agency?id=GA1346>.
- ⁴⁶ 'Deputations,' *Adelaide Observer*, 3; 'Deputation,' *South Australian Register*, 17 September 1880, 3; 'Jetty for Wool Bay,' *The South Australian Advertiser*, 14 May 1881, 6; 'Jetty at Wool Bay,' *Adelaide Observer*, 13 August 1881, 32.
- ⁴⁷ 'Deputations,' *Adelaide Observer*, 3.
- ⁴⁸ Weidenhofer Architects, 'Heritage of the Yorke Peninsula: District Council of Yorke Peninsula Part 1,' prepared for Department for Environment, Heritage and Aboriginal Affairs (1998), 26.
- ⁴⁹ 'Dalrymple District Council,' *The Pioneer*, 12 October 1907, 2; Parkes, 'Register of State Heritage Items: Item Evaluation Sheet,' 5; 'Correspondence,' *The Chronicle*, 04 November 1911, 48.
- ⁵⁰ Wool Bay Jetty, 'Wool Bay Jetty,' interpretive signage.
- ⁵¹ 'Deputations,' *Adelaide Observer*, 02 August 1879, 3.
- ⁵² 'Deputations,' *Adelaide Observer*, 3; 'Deputations,' *Adelaide Observer*, 24 September 1910, 61; 'Wool Bay Lime,' *The Advertiser*, 13 August 1910, 18.
- ⁵³ 'Wool Bay Lime,' *The Advertiser*, 18; 'Activity of Wool Bay,' *The Pioneer*, 18 May 1907, 3; 'Wool Bay Lime Kilns,' *The Pioneer*, 16 October 1901, 2.
- ⁵⁴ 'Wool Bay Lime,' *The Advertiser*, 13 August 1910, 18.
- ⁵⁵ Wool Bay Lime Kiln 'Wool Bay Lime Kiln,' interpretive signage; 'Wool Bay,' *The Pioneer*, 28 May 1921, 3.
- ⁵⁶ Wool Bay Lime Kiln 'Wool Bay Lime Kiln,' interpretive signage.
- ⁵⁷ Wool Bay Lime Kiln 'Wool Bay Lime Kiln,' interpretive signage.
- ⁵⁸ E.J. Carmichael and I. Mudie, 'History of Settlement and Development,' 194.
- ⁵⁹ 'Wool Bay 2021 Census All Persons QuickStats,' Australian Bureau of Statistics, accessed 10 March 2026 at <https://www.abs.gov.au/census/find-census-data/quickstats/2021/SAL41649>.