

SA Heritage Register

Nomination form

South Australian HERITAGE COUNCIL

To help your nomination be successful, please fill out this form with as much information as possible.
Feel free to expand the answer fields as much as you require or append information to the form.

Please note that places which have been nominated during past three years will not be reconsidered by the South Australian Heritage Council unless you can provide significant new information not provided through the previous nomination and assessment.

For assistance with this form you may contact:

Your local historical society or heritage adviser may be of assistance OR you may telephone an assessment officer in Heritage South Australia on (08) 8124 4960.

A. Nominated Place

1. Name	
Name of Place / Object:	No. 1 Cargo Shed
Any other or former name(s):	Previously known at the Fishermen's Wharf Market (now closed)
Is the place already on another heritage list?	No. But it was previously nominated and assessed for State Heritage in April 2016. It was noted in the Heritage Council's minutes of 7 Sep 2016, that the local MP, The Honourable Susan Close MP, wrote to the Council expressing her support for the Shed's heritage listing.

2. Location					
Street Address:	Lot 202 North Parade				
	Port Adelaide				Post Code: 5015
Local Council Name:	Port Adelaide Enfield				
Land Description: (if known)	Title: CT	Volume: 6162	Folio: 67	Parcel Type:	Parcel No:
	Plan Type: Deposited	Plan No: D110276 Lot A202	Section:	Hundred: Port Adelaide	
GPS Location/s: (If known)	Longitude / Easting / 138°30'06.37"		Latitude / Northing / Y (Datum = - 34°50'36.01"		

3. Ownership	
Name of Owner(s):	[REDACTED]
Contact person: (if different from owner explain relationship)	[REDACTED]
Postal Address:	[REDACTED]
Phone Number:	[REDACTED]
Ownership History:	Transferred from State Government Ownership to Fishermen's Wharf Market Pty Ltd on 4 March 1997 (noting that the Weekend Market commenced operation in 1994)

4. Nominator (your details)	
Your Name/s:	[REDACTED]
Organisation/Position:	[REDACTED]

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Daytime Phone:	
Fax:	
Postal Address:	
Email Address:	

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B. Description

5. Description of nominated place or object	
Description of the nominated place or object and its current condition:	<p>Known most recently as Fishermen's Wharf Market this large building was the former Cargo Shed #1 on Port Adelaide's Inner Harbour [Figures 1-6]. It was the largest shed built by the South Australian Harbors Board (SAHB) and was completed in 1953 [see Figure 7]. It was built on the historic site of the former 'Queens Wharf', part of the South Australian Colony's Government Reserve established in 1840 [Figure 8].</p> <p>It is a large steel framed structure (originally 175m in length) built with corrugated steel walls and fibrolite roof sheeting. It has a distinctive continuous louvred roof vent that provided both natural light and ventilation [Figure 3) and a concrete floor. The east end consists of is a glass façade entrance, which was the result of modifying the building for use as a market. A mezzanine floor was also added at this time.</p> <p>The building is prominently located at the end of Commercial Road and immediately adjacent to the Port Adelaide State Heritage Area and the Birkenhead Bridge. It is a large, iconic and well-known building and sits on a site of 9,358m² [Figure 9].</p> <p>The building is structurally sound, weatherproof and secure. Some construction materials are ageing. The building is well suited for adaptive reuse and there are many successful examples of similar adaption in Australia and oversea (e.g. Princes Wharf Shed #1 in Hobart harbour).</p>
Are you aware of any modifications or additions to the place or object? Can you provide dates for these changes?	<p>Yes. In 1986, 30m was removed from the eastern end to open the sight line to the river of Commercial Road, and make way for Black Diamond Square (a South Australian Jubilee Project officially opened by Queen Elizabeth II). When the current private owner opened a weekend market in 1994, a new internal mezzanine floor was subsequently added, doors were changed, covered balconies added to the north and south sides and large portions of wall cladding were replaced.</p>
Do you believe there may be historical items under the ground? Should an archaeological investigation be considered?	<p>Possibly. Following the demolition of the adjacent Cargo Shed #2 in 1997, some archaeological materials were discovered. Should the building be demolished, an investigation should be considered.</p>
Date you inspected the place or object:	2025 (external inspection only)
Have you had any contact with the Owner?	No
Current use of the place or object:	Vacant and empty since August 2022 when the market ceased operation.
Original or former use(s):	1952/53 to 1984 - Operated as Cargo Shed #1 1987 - Maritime Museum Displays 1988 - Waterfront Weekend Market Established in the eastern end (trial period) 1994 - Maritime Museum relocated elsewhere 1994 - Weekend Market opened by current private owner

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	Aug 2022 - Market closed, vacant since this time
Are there any current or long-term threats to the nominated place or object?	Yes. Demolition and subdivision of the land has been approved, and work is expected to commence imminently. Future use of the site is unknown (the Planning and Design Code does not require this for demolition/subdivision approval).
Name of Builder:	SA Harbors Board
Any other information:	<p>Since the previous consideration of Shed 1 for State Heritage listing in 2016, the following are the changes in situation are noted:</p> <ul style="list-style-type: none"> • The Harbors Board Workshop (Shed 26) has been demolished • The Port Adelaide Sailing Clubroom has been demolished • In the 2016 assessment, the respective locations of Dock 2 sheds and Shed 1 appear not to have been considered in relation to visitor patterns in Port Adelaide and prominence? • In the 2016 assessment, the connection with the Port Adelaide State Heritage Area – and the many maritime heritage locations may not have been fully considered - a wharf shed seeming to complete the maritime heritage experience? • The Port had unique working-class workforce, social culture and history. The human element of wharf labourers appeared to have had only a limited consideration in the cultural heritage and history of wharf sheds? • The combination of Shed 1 and Black Diamond Square - as the primary maritime gateway to South Australia – may not have been considered from a notoriety and visitation perspective? Also, it is a location for major festivals and events significant for the Adelaide and extended community. <p>Shed 1 offers great potential for adaptive reuse into many applications. An excellent example of an option, for a very similar shed, is the 139m long Princes Wharf Shed #1 in Hobart's harbour (adjacent to the Salamanca Heritage Area [see Figures 10&11].</p> <p>Renewal SA has been executing its 'Our Port' Project (see https://renewalsa.sa.gov.au/projects/our-port#about-the-project [Figure 29]. Under the heading of Heritage and Culture is states <i>'The Port Adelaide Precinct Plan established that urban renewal should capitalise on the maritime heritage and the uniqueness and character of the Port should be preserved and enhanced'</i>. One of the project objectives is <i>'Retaining heritage wharf areas and activating the water for recreation'</i></p>

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C. History

6. Origins and history	
Years of Construction:	Start: 1952 Finish: 1953
Name of Designer / Architect:	SA Harbors Board
History of the nominated place or object:	<p>The general history of the Port and Shed 1 is well documented in the 2016 Swanbury Penglase Architects Review Shed 1 Heritage Review of 2016. What is less well covered is the cultural and social heritage of the site and surrounds, including the people who worked on the wharfs and in the landing sheds. The Port is a story of the working classes (in particular the wharf workers') struggle for improved working conditions.</p> <p>Shed 1 and Black Diamond Square has hosted many public events over the years which have been of local and statewide interest. Social and cultural history is important as it has helped shape the maritime heritage of the Port. Below is some notably events which Queen's Wharf and Shed 1/Black Diamond Square have played a role in our history.</p> <p>The Shed 1 site history is of particular importance to the heritage and evolution of the development of the State:</p> <ul style="list-style-type: none"> • The 'New Port' was established in 1840 and the first landing sheds were built on Queen's Wharf (part of the Government Reserve) and McLaren Wharf (South Australian Company owned) [see Figure 8] • As shipping traffic substantially increased in the 1870/90s, new sheds were built and new berths established in the inner harbour. Both steam and sail shipping coexisted [see Figure 12] • Wharf workers strike of 1887 and the ongoing struggle for workers conditions [see Figure 12&13] • The changes in wharf technology to improve efficiency (introduction of steam rail and cranes) [see Figure 12] • The extended wharf workers strike (and riots) in 1927 were a particularly difficult time with much confrontation between striking workers and police (augmented with deputised civilians) [Figures 13-15]. The wharfies wives, some 800, marched in support of their menfolk in January 1929 [see Figure 16] • Arrival of Royals on the Royal Yacht Britannia at the Black Diamond Square/Shed 1 in 1963 and 1977 have attracted immense community interest. [see Figures 17-20] • The official opening of Black Diamond Square by the Queen in 1986 [see Figure 21] • The visit by the Tall Ships First Fleet Re-enactment in 1988 brought thousands down to the Port, and Shed 1 was used to entertain the Fleet [see Figures 22&23] • The City of Port Adelaide Enfield has a regular annual

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	community event calendar – closing off the end of Commercial Rd and fully occupying Black Diamond Square [see Figure 24 as an example]
Historical sources used to support your nomination: Please attach copies of pages from publications or newspaper articles as appropriate.	Swanbury Penglase Architects Heritage Assessment Report for Fishermen's Wharf Market Building, North Parade, Port Adelaide. The Ray Gilbert Port Adelaide Research Files held at the State Library of SA. Historic photos held by the SLSA. Book 'Walk Around Corners' by John Couper-Smartt Book 'The History of a Commodious Harbor – Port Adelaide' by John Couper-Smartt Trove Digitised Newspapers City of Port Adelaide Enfield - Corporate Plan 2020-2030 Renewal SA – 'Our Port' Website PW1 Princes Wharf Shed 1, Hobart Book 'Triumph and Tragedy and Port Adelaide' by Ron Ritter

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D. Heritage Significance

7. Statement of State Significance - Why is the place or object important to South Australia?

Shed 1 sits on the site of the original Queen's Wharf established by the colonial Government in 1840 as part of the 'New Port' [Figure 8]. There has been a wharf shed on this historic site ever since – and Shed 1 is the sole surviving shed on Port Adelaide's inner harbour.

Wharf Shed 1 is of State Heritage significance because, together with the Port Adelaide State Heritage Area, it represents a key aspect of the development of the colony, and subsequently, the state of South Australia. The survival of the colony depended upon the export and import of goods via shipping. The Shed also is a celebration of the culture of a unique group of workers i.e. the wharf workers. Wharf berths and their associated landing sheds were the scene of a struggle for improved working conditions, and this involved some major strikes and, sometimes violent, conflict with the authorities [Figure 15].

Shed 1 sits immediately adjacent to the Port Adelaide State Heritage Area established in 1982. This area has a remarkable collection of colonial port town buildings, representing government services (e.g. Customs) shipping businesses, financial institutions, communications, intellectual and cultural institutions and of course hotels. Shed 1 naturally complements and completes the commercial and maritime nature of the State Heritage Area.

Shed 1 also sits immediately adjacent to Black Diamond Square, officially opened by Queen Elizabeth II in 1986 [Figure 21]. This (smallish) square is the key focal point for Port Adelaide tourism and community events [Figure 24]. For most visitors it is the location of first contact with the Port River. The Port, with its maritime industrial history and culture, makes for a unique visitor experience for many, including those from overseas. The presence of a wharf landing shed is a key ingredient of this experience.

Black Diamond Square/Shed 1 is the maritime arrival point for major visits and events to the State. This includes visits by Royalty [Figures 17-20] and Tall Ships of the world [Figures 22&23].

Over several decades, the Port has experienced the steady demolition of river front commercial buildings – significantly detracting from the maritime heritage of Port Adelaide. The period of the 1940/50s is not well represented in Port Adelaide and the State Heritage Register. Shed 1 is ripe for adaptive re-use and continuing its iconic and imposing presence on the river front.

8. Significance Criteria

The South Australian *Heritage Places Act 1993* lists seven criteria by which places are assessed as 'State significant.' Please tick the criteria you feel the place demonstrates and explain your reasons.

☒ **It demonstrates important aspects of the evolution or pattern of the State's history.**

Port Adelaide was the shipping gateway to the colony of South Australia, for immigrants and goods (local and overseas). Established as the 'New Port' in 1840 by the South Australian Company, it replaced the earlier (1836), but unsatisfactory, first port known as 'Port Misery'. Cargo Shed #1 is iconic and the last surviving landing shed on the Port's inner harbour (south of the Port Expressway Bridge) and is located on the site of the original Queen's Wharf established in 1840 on the 'Government Reserve'.

Some earlier landing sheds survive at Dock 2 (a SHP north of the Bridge), but these are not prominent or visible to most visitors to the Port (located in the back blocks of the working Port). They also do not have the same close connection with all the government services and commercial businesses associated with colonial and more modern era Port Adelaide.

Although modified over the years, Shed 1 retains the key features of earlier

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sheds - dockside, large size with good light and ventilation, aprons designed for unloading ships and reloading (and reverse). Shed 1 retains its rail lines and elevated loading aprons - demonstrating the importance of rail transport replacing horse drawn vehicles [Figure 6].

Port Adelaide and the inner harbour has seen the transition from manual handling of cargo in 1840 to containerisation in the early 1970s when Outer Harbor became the reception dock for all passenger and goods traffic. Because of this change much of the original colonial maritime and port buildings remain intact, resulting in the establishment in 1982 of SA's first State Heritage Area.

In its rollout of the blue heritage plaque scheme, the City of Port Adelaide Enfield is helping tell and celebrate the heritage of the Port. It has installed several audio listening posts at historic locations, one of particular shipping relevance is located on the corner of Lipson and Divett Streets. Known colloquially as 'Poverty Corner'. The audio post presents a re-enactment of the process of shipping agents engaging day wharf labourers.

Saving Cargo Shed 1 as a SHP would complement and complete the experience of visiting the Port Adelaide State Heritage Area and the appreciation of the Port's maritime heritage. Princes Wharf Shed #1 on Hobart's inner harbour is an excellent example of how a very similar shed (PW1 in Hobart's dates from 1939), and sits adjacent to Hobart's Salamanca historic area [see Figures 10 & 11]

In summary, Shed 1 is considered to meet the following guideline under this criteria:

'The place should be closely associated with events, developments or cultural phases which have played a significant part in South Australian history'

- ☒ It has rare, uncommon or endangered qualities that are of cultural significance.

Cargo Shed 1 is unique and rare in that it is located immediately adjacent to the northern boundary of the State Heritage Area and completes the story of the maritime heritage of Port Adelaide. Figure 25&25a illustrates the location of other key historic port buildings, such as the 1879 Customs House (SHP), the 1868 Telegraph Station (SHP), the offices or major shipping lines (Adelaide and Melbourne Steamship Companies), the nearby 1866 shop of Alfred E. Sawtell (nautical optician, watchmaker and ships chronometers), cargo bond and free stores (now the SA Maritime Museum), a sailmakers shop and loft, newspaper offices, the Port Adelaide Institute, plus all the other establishments you would find in a principal state port e.g. banks, hotels, government offices.

All other landing sheds in the Port's inner harbour have been demolished – which makes it particularly unique and in need of retaining as State Heritage Property. Other sheds do survive north of the Port Expressway Bridge, but these are not visible to most visitors to Port Adelaide, and lack the association with the State Heritage Area.

In recent years, the Port has seen the demolition of other iconic maritime port related buildings e.g. Shed 26 (Harbors Board Workshops) and the Port Adelaide Sailing Club. Wharf sheds are key items of infrastructure in shipping port, and the loss of Shed 1 to demolition would significantly degrade the maritime heritage of Port Adelaide.

In summary, Shed 1, is considered to meet the following guideline under this criteria:

'The place should demonstrate a way, social custom industrial process or land use which is no longer practised, is in danger of being lost, or is of exceptional interest. This includes places which have become scarce through subsequent loss and destruction'

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<input type="checkbox"/>	It may yield information that will contribute to an understanding of the State's history, including its natural history.	n/a
<input type="checkbox"/>	It is an outstanding representative of a particular class of places of cultural significance.	n/a
<input type="checkbox"/>	It demonstrates a high degree of creative, aesthetic or technical accomplishment or is an outstanding representative of particular construction techniques or design characteristics.	n/a
<input checked="" type="checkbox"/>	It has strong cultural or spiritual associations for the community or a group within it.	<p>Port Adelaide has a very strong and rich working-class culture from its earliest days when South Australia was settled as a colony. Working conditions on the wharves were very poor and technology and mechanisation very rudimentary. Workers' rights were very limited, and strikes were generally the only recourse to improve them. The Port Adelaide Working Men's Association was formed in 1872 to protect the interests of wharf labourers. Later in 1890 this transitioned to the Waterside Workers Federation of Australia – Port Adelaide Branch. The fight for rights and conditions was a major issue for working on the waterfront. The Waterside Workers Federation Hall in Nile Street was built in 1927 [Figure 26], and was the focus for the activism and, importantly, community social life (e.g. dances and movies).</p> <p>Wharf strikes were many over the years, with major ones occurring in 1887 and 1927. Some became violent confrontation with the authorities [Figure 15] and the government established the Citizens Defence Brigade to bring order to the wharves. In the 1927 strike some 800 marched (with their children) in support of their partners [Figure 16].</p> <p>Shed 1 is an iconic site and very well known by South Australians. It sits at the end of Commercial Road and adjacent to the State Heritage Area and Black Diamond Square and is the key location for maritime and community events. It has high visibility for those travelling to Port Adelaide across the Birkenhead Bridge from the LeFevre Peninsula [see Figure 27].</p> <p>The Shed has become very well-known by the South Australian community for high profile visits such as the arrival of Queen Elizabeth II, via the Royal Yacht Britannia in 1969 [Figures 17-19], 1977 [Figure 20]. The Queen officially opened Black Diamond Square as part of our States Jubilee in 1986 and drew a large crowd [Figure 21].</p> <p>In 1987/88 South Australia hosted 16 Tall Ships (of the world) as part of The First Fleet Re-enactment [Figures 22&23]. The Port has always been a welcoming maritime gateway to major events such as the above, and has drawn large crowds to the Shed 1/Black Diamond Square area.</p>

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From a Adelaide community perspective, Commercial Road, Black Diamond Square/Shed 1 area have been the location for major festivals and event typically organised by the Port Adelaide Enfield Council [see Figure 24].

In summary, Shed 1 and its surrounding locations is considered to meet the following guideline under this criteria:

'The place should be one which the community group have held in high regard for an extended period'

- ☐ It has a special association with the life or work of a person or organisation or an event of historical importance.

n/a

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E. Additional Information

9. Images/Maps/Diagrams/Site Plans

A full range of images including maps, site plans, and photographs will help your nomination.

Paste images here:

See all figures at the conclusion of this form.

The South Australian Heritage Council is committed to transparency in relation to the listing process and wishes to enhance public confidence in the nomination, listing and decision-making process. The Council's policy is to make nominations for State heritage listing and submissions on provisional entries publicly available via webpage or to interested parties. The Council will adhere to the Privacy Principles and your name and personal details will not be released.

I, [REDACTED] nominate Cargo Shed #1 on North Parade in Port Adelaide to be heritage listed.

The information I/we have provided is correct to my/our knowledge.

Your Signature/s: [REDACTED]

Date: 16 May 2025

Nomination Form Checklist

Please check that your nomination includes:

- ☒ A clear indication of the location of the place or object (including map/s). Where a number of features are nominated, show the location of each and/or a boundary surrounding the significant elements of the site.
- ☒ A history of the place or object explaining important aspects relevant to the nomination.
This should generally help support arguments of cultural significance.
- ☒ A clear description of the nominated place or object/s.
- ☒ A statement of significance and indication on how the place or object satisfies one or more of the significance criteria.
- ☐ Have you taken the opportunity to discuss the nomination with a heritage assessment officer? It is strongly advised you to do so prior to submitting this nomination.

Email: DEWHeritage@sa.gov.au

Post: Executive Officer, South Australian Heritage Council
Department for Environment and Water
GPO Box 1047, Adelaide SA 5001

Appended Figures and Photographs follow:

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Pictures in support of the State Heritage Nomination for Cargo Shed # 1 in Port Adelaide



Figure 1. Fishermen's Markets (former Cargo Shed #1) looking east from the Birkenhead Bridge. Photo 2025 [REDACTED]



Figure 2. Fishermen's Wharf Markets (former Cargo Shed #1) looking southeast from Birkenhead. The Lighthouse on Black Diamond Square is visible on the LHS of the image. Note the large scale of the building. Photo June 2025 [REDACTED].

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Figure 3. Cargo Shed #1 and the Black Diamond Square (with the 1869 Port River Lighthouse (SHP)). Looking northwest. Photo June 2025



Figure 4 North face of Shed #1 looking west. Note the paving simulating rail tracks that would have once existed. Photo June 2025

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Figure 5 South Face of former Cargo Shed #1 showing elevated rail car loading apron and original tracking. Photo June 2025



Figure 6 Fishermen's Markets Western end. Photo June 2025

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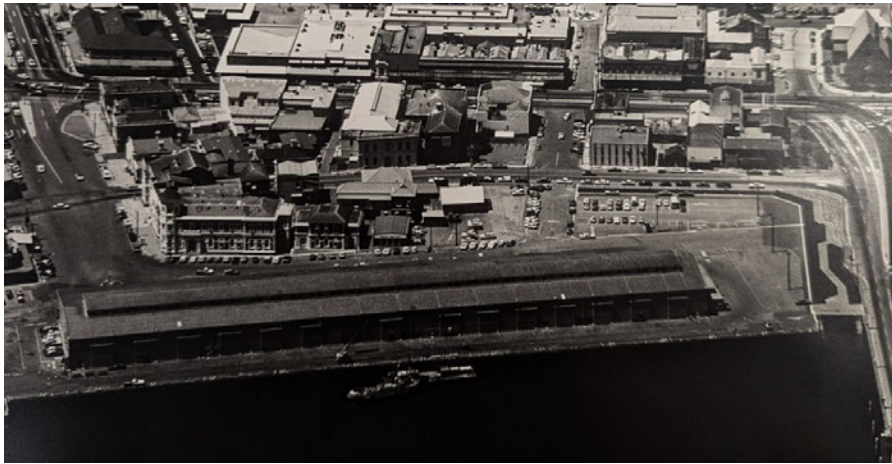


Figure 7 Cargo Shed #1 Aerial Photo January 1982. The eastern end was shortened in 1994. Ray Gilbert Collection SLISA, photographer unknown

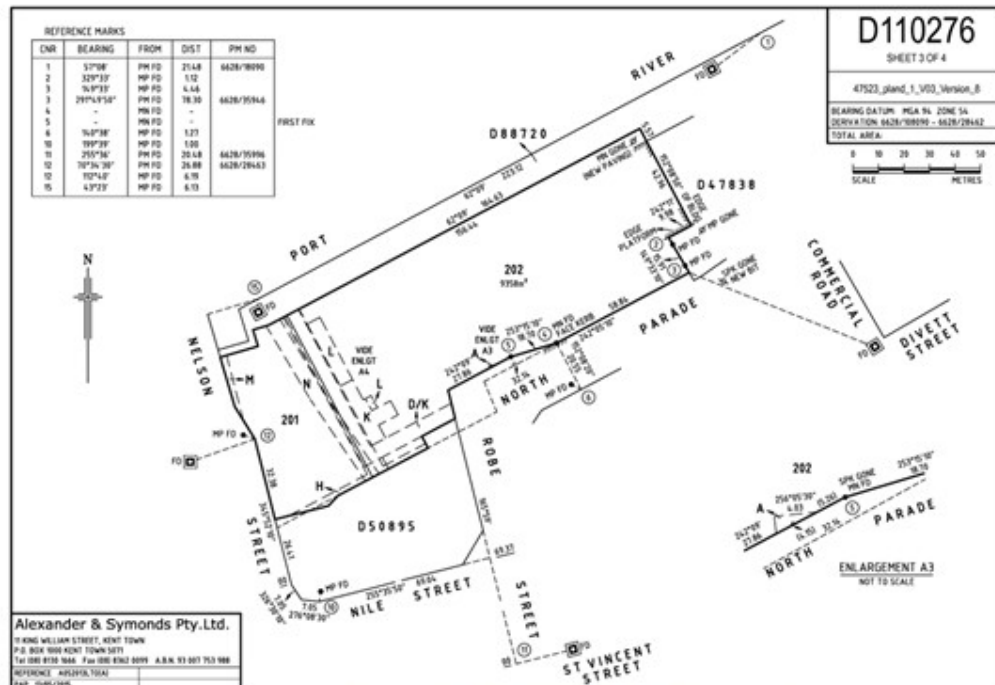


Figure 8. Plan of Allotments Section A dated 10 Dec 1850. The Queen's Wharf is identified at the top (site of current Cargo Shed #1). Extract from SLISA BRG 42/119/48.

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Figure-10 Main entrance and side of Princes Wharf No. 1 Shed, Hobart. Princes Wharf is located in the heart of the Salamanca Historic Area (from PW1 website <https://princeswharf1.com.au>, accessed June c2025)¶

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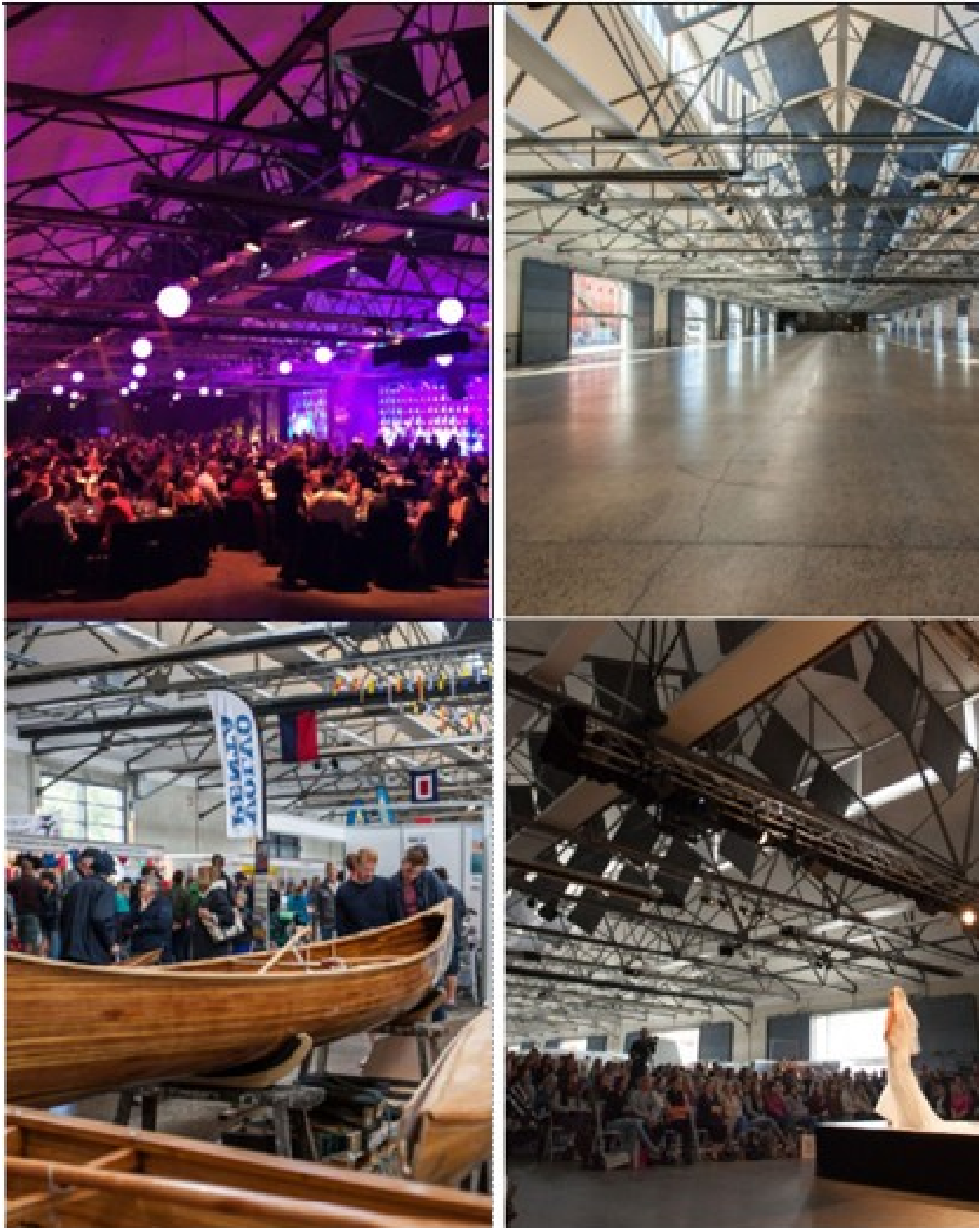


Figure-11-Princes-Wharf-Shed#1-Examples-of-events-Excerpts-from-the-PW1-Gallery-at-41
<https://princeswharf1.com.au/> accessed-June-2025¶

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Figure 12 Queen's Wharf 1905. A.E Edwards Collection SLA PRG 1373_38_97_1



PRG 280/1/3/327

Figure 14 A busy scene on a wharf in Port Adelaide showing workers handling steel sleepers as they are unloaded from a cargo ship c1914. Part of the Searcy Collection SLA PRG 280/1/3/327

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Figure-12a-Queen's-Wharf-approx.-1911-showing-wharf-sheds-on-the-LHS-and-men-and-horsepower-moving-cargo-on-the-dock.-SLSA-B4433.-photographer-unknown



Figure-13-Canon-Green-addressing-a-crowd-of-striking-waterside-workers-attending-a-meeting-at-the-government-flagstaff-on-Oct12,1887-near-Queen's-Wharf-(which-is-to-left-of-photo),-Port-Adelaide-South-Australia.-Part-of-the-Bearcy-Collection,-SLSA-PRG-280/1/38/186-Photographer-unknown



Figure-15-A few men and mounted troopers stand about at ease in the aftermath of a riot which broke out during a demonstration by waterside workers against scab labour unloading ships (reproduced from the Reister 28 Sep-1928, + SLSA-B-4919. Photographer unknown.)

Waterside workers' wives in violent affront with police after their protest march in Port Adelaide, January, 1929

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THE ADELAIDE CHRONICLE.

January 26, 1929.

WOMEN MARCH.



Between 600 and 700 women, principally wives and other relatives of unemployed waterside workers, took a prominent part in the procession which marched through the streets of Port Adelaide last week, headed by Mr. N. J. O. Makin, M.H.R.

THE WATERFRONT TROUBLE.

An Attack on Volunteer Workers.

Demonstration by Women.

The Adelaide Observer report on the march, and later violence, from the march by hundreds of wives of Port Adelaide waterside workers on January 18, 1929. The photograph of the march is by Henry Krischock.

the railway-station, they moved through to Ligon-street, along which they marched, and it was at the corner of Dwyer-street, and Commercial-road that trouble occurred. Kettles in the march, when the end of the procession had reached the intersection of Dwyer-street, and Commercial-road, a bomb exploded and a large gathering of men, and about 300 joined in the procession, of whom were not waterside workers. That this was the case, however, the chairman of the Waterside Workers' Union did not say.

and fast police. Then, an attempt was made to get on to the wharf or out, men and women were in that direction. The police were unable to hold them back, and then the troopers rode through the crowd in an endeavour to scatter it. Many women received heavy blows, and some pieces of wood, stones and bottles were used against them, some of the women being injured. The police were seen to be using force against the women. The police were seen to be using force against the women. The police were seen to be using force against the women.

VOLUNTEER LABORER ATTACKED.

PURSUED BY MOB AT ALBERTON. Not having secured an engagement at the Volunteer Labor Bureau at Port Adelaide on Monday, Mr. Alexander Yule, 35, of Adelaide, decided to go to Alberton to see a friend. He was leaving the

Figure-16-800 wives (with children) march in support of wharf labourers during the major strike in 1929, From The Adelaide Chronicle January 26, 1929

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Figure 17 Shed 1 dressed up for the visit of Queen Elizabeth II. This shows the west end with the brick amenities block (later removed), at the sheds end. February 1963.



Figure 18 The Royal motorcade passes the west end of Shed 1 Feb 1963. The Royal Yacht Britannia was berthed adjacent to Shed 1 for the period 19-21 Feb and the Queen slept onboard.

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Figure 19: HMY Britannia moored at Berth 1/Shed 1 during the Royal visit in 1963. It was there from 19-21st February and the Queen slept onboard. [REDACTED]



Figure 20: The Royal Yacht Britannia again moored at Shed 1 for the South Australian Jubilee Visit in February 1977. Ray Gilbert Collection-SLSA

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Figure 21 Queen Elizabeth II official opening of Black Diamond Square Port Adelaide 13 March 1986 (Customs House and Telegraph Station in the background. Advertiser Newspapers, Adelaide Now. Photographer unknown.)

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Figure 22-Viewed from the Birkenhead Bridge, the First Fleet Reenactment Voyage moored adjacent Sheds 1, 2 & 3⁴⁴
11 April 1988. SLSA B.73929 [REDACTED]



Figure 23-The Barque 'Bounty' departing Port Adelaide 11 April 1988 following the Tall Ship First Fleet Reenactment⁴⁵
Voyager visit of the First Fleet Reenactment Voyage. Shed 1 in the background. SLSA B73915. [REDACTED]

"After the ships are berthed," Mr Anderson continued, "we would like as many people as possible to assemble in the Lighthouse Square to greet the Masters of the ships and crew of One And All. We want to give them a very warm welcome to South Australia."

Immediately after their arrival, the crews and trainees of the First Fleet ships will be entertained by One And All Supporters Club in Shed No 1.

Figure 23a 'First fleet festival welcomes re-enactment vessels to Adelaide' Except from article in the Port Lincoln Times 31 March 1988 p4. ¶

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Figure 24-Cover Sheet of the Port Adelaide-Enfield City Plan 2030. Illustrating one of the regular city festival events on Commercial Road and Black Diamond Square. Courtesy of the City of PAE. ¶

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Figure 25 Aerial illustration of the relative location of Cargo Shed #1 [denoted A], with other maritime heritage port locations (see legend in Figure 9 below). The yellow shading identifies the Port Adelaide State Heritage Area. Note: most of these and many others are on the PAEC Blue Plaque Heritage Trail

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ID	Description of Extant Building/Location	SHP #
A	Cargo Shed-1-[1953]	
B	Former Customs House-[1879]-and-Institute-[1876]	2963, 2984
C	Former Telegraph Station-[1876]	1774
D	Former Elders Free and Bond Stores-[1854-57]-and now SA Maritime Museum	1768
E	Former Britannia Hotel-[1850/1888/89]	2970
F	Former Harbors Board Building-[1934]	
G	Former Adelaide Steamship Company Offices-[ca 1935]	
H	Site of the former McLaren Wharf Sheds-(1840)-(subsequently Shed 2, now vacant)	
I	Former Sawtell's Ships Instrument Supplier and Optician-[1866]	
J	Former Melbourne Steamship Company Offices-[1925]	
K	National Bank of Australasia-[1866]	
L	Former Port Adelaide Ltd Ships Providore-[1875]	
M	Former 'Poverty Corner' wharf workers 'pickup' location. (Audio listening post re-enacting the daily wharf workers labour pickup)	
N	Former Customs Office-(in Government Building-[1860])	
O	Former Union Bank-[1859]	1764
P	Former Port Adelaide Town Hall-[1866]	1776
Q	Former Weman's Sailmaker Shop and Loft-[ca 1864]	1767
R	Former Commercial Hotel	
S	Former Port River Lighthouse-[1869]-Black Diamond Square	2962
	NOT SHOWN	
	Waterside Workers Federation Hall-[1927]-(located a couple of hundred metres due west of shed)	1773
	Historic Steam Tug Yelta-(berthed off Black Diamond Square)	

Figure 25a Legend for Places and Locations labelled in Figure 10

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Figure 26 Waterside Workers Federation Hall, Nile St Port Adelaide (1927). Note Working Men's Association initials at the top of the facade. 2025

SA Heritage Register

Nomination form

South Australian
HERITAGE COUNCIL



Figure 27 Cargo Shed 1 has high visibility and is a landmark for those travelling to the Port over the Birkenhead Bridge (June 2025).

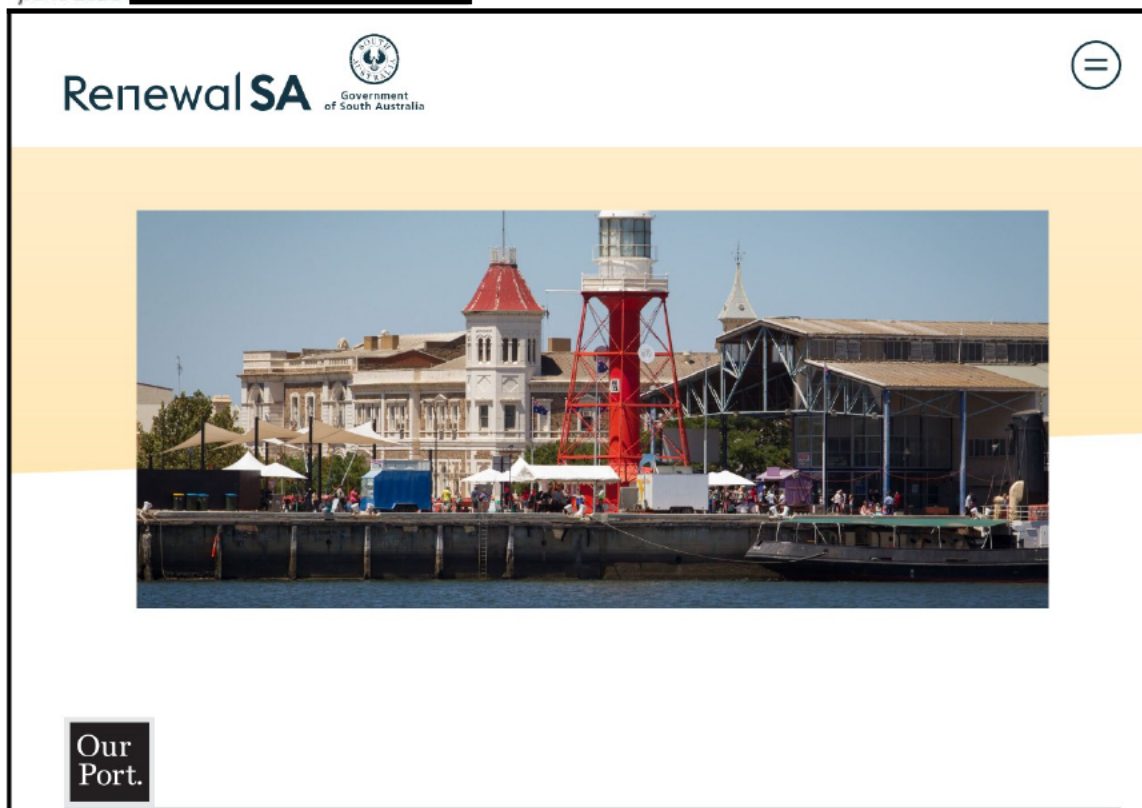


Figure 29 Renewal SA 'Our Port' Project website top cover sheet. One of the Project objectives is to 'retain heritage wharf areas'. See <https://renewalsa.sa.gov.au/projects/our-port#about-the-project>