

SUMMARY OF STATE HERITAGE PLACE

REGISTER ENTRY

Entry in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

NAME: Jenkins Street Slips Precinct

PLACE NO.: 26569

ADDRESS: Karna Country

1 Jenkins Street, New Port

CT 5874/511 A7 D54259 Hundred of Port Adelaide

STATEMENT OF HERITAGE SIGNIFICANCE

Shipbuilding, which is concerned with the building, repair and maintenance of ships and boats, has played a critical role in South Australian history since the establishment of the colony. Port Adelaide was the main port for the colony and the northern bank of the Gawler Reach was the centre of shipbuilding in South Australia. The Jenkins Street Slips Precinct is one of only a few places in South Australia where archaeological deposits associated with nineteenth and early twentieth-century shipbuilding are likely to remain. These deposits are believed to be highly intact and it is anticipated that thorough archaeological investigation of the Jenkins Street Slips Precinct will yield historical information about nineteenth and early twentieth-century shipbuilding not available through any other means.

RELEVANT CRITERIA (under section 16 of the Heritage Places Act 1993)

(c) it may yield in formation that will contribute to an understanding of the State's history, including its natural history

Transport is inextricably linked to the social and economic development of South Australia, with shipping playing a vital role in the nineteenth, twentieth and twenty-first centuries. In the nineteenth and early twentieth centuries, ships and boats were the mainstay of transport in South Australia, enabling people and goods to be moved around the Colony and later State, but also to other places both within Australia and overseas, with the latter playing a critical role in economic development.

Shipbuilding, which is concerned with the building, repair and maintenance of ships and boats, has played a critical role in South Australian history since the establishment of the colony, ensuring communications within the Colony and

further afield were maintained. From 1840, the northern banks of Gawler Reach on the Port River developed the largest concentration of shipbuilding facilities in South Australia. Centrally located within this area, the Jenkins Street Slips Precinct was used intensively by the shipbuilding industry from the early 1860s onwards.

Shipbuilding during the nineteenth century is poorly documented in the historical record, both in Australia and internationally. While documentary and physical records provide knowledge about the vessels themselves, including archaeological investigations of shipwrecks, the focus of previous research has been on the completed product and not the processes and methods used to build them. Few detailed archaeological excavations of shipbuilding sites have taken place in Australia so far.

The ground level along the Jenkins Street Precinct waterfront has been raised over many decades, with spoil dredged from the Port River used to raise the shipyards and adjacent land above the high tide water mark. Over the decades this has resulted in a rise of 2-3 metres, completely covering the natural surface. In the process, shipbuilding and other debris and structures have likely been buried.

Consequently, it is anticipated that archaeological deposits associated with the Jenkins Street Slips Precinct will demonstrate clear stratigraphy, allowing buried structures and artefacts to be readily understood within their chronological context. Further, minimal ground disturbance occurred when the majority of the above-ground structures in the precinct were cleared in the late 2000s. Therefore, it is expected that archaeological deposits associated with shipbuilding in the Jenkins Street Slips Precinct will also be highly intact.

The information that the Jenkins Street Slips Precinct may yield through archaeological investigation is particularly important, as Port Adelaide was the main port for the colony and the northern bank of the Gawler Reach was the centre of shipbuilding in South Australia. There are few places remaining in South Australia where archaeological deposits associated with shipbuilding in South Australia in the nineteenth and early twentieth centuries are likely to remain. The two sites most likely to yield important historical information about shipbuilding in South Australia during the nineteenth and early twentieth centuries are the Jenkins Street Slips Precinct and the adjacent Fletcher's Slip Precinct (SHP 11872).

SITE PLAN

Jenkins Street Slips Precinct

PLACE NO.: 25669

Kaurna Country

1 Jenkins Street, New Port



Jenkins Street Slips Precinct (CT 5874/511 A7 D54259 Hundred of Port Adelaide)

Elements of heritage significance include (but are not necessarily limited to):




- Archaeological surface structures associated with shipyards, including jetties, slipways and slipway rails, timber derrick cranes, floor slabs and paving, winch bases, and concrete drainage pipes,
- Large slipway cradle (artefact),
- Surface artefact scatters,
- Archaeological deposits that may exist underground, including subterranean structures and artefacts.

Elements not considered to contribute to significance of place include (but are not necessarily limited to):

- Gallery Yampu (former Port Adelaide Sailing Club) building and associated structures, jetty and slipways,
- Small slipway cradle,
- Mesh and chain-link fencing,
- Birkenhead Naval Yard and all associated structures.

N ↑

LEGEND

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

Summary of State Heritage Place: 26569

Provisionally entered by the South Australian Heritage Council on 17 August 2023

Confirmed by the South Australian Heritage Council on (tbc)

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COMMENTARY ON THE LISTING

Description and notes with respect to a place entered in the South Australian Heritage Register in accordance with the *Heritage Places Act 1993*

Physical Description

The Jenkins Street Slips Precinct is located between Jenkins Street and the northern shore of the Gawler Reach of the Port River. The site is spread along approximately 240 metres of waterfront land. The precinct comprises vacant allotments, previously associated with private shipyards, bisected by the Birkenhead Naval Yard (excluded from the extent of listing).

The land is sloped towards the water, with ruins of numerous slips, comprising slip beds and some rails arrayed in parallel perpendicular to the water, along with two jetties and a concrete pipeline leading to the River. The floor slabs of demolished structures associated with the slips are positioned at various points across the site. A slip cradle remains on a slip in situ at the western end of the site. Two large timber derrick cranes stand on the western side of the Precinct and are stayed to the walls of a neighbouring building, associated with the Fletcher's Slip Precinct (SHP 11872).

Elements of Significance:

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- Large slipway cradle (artefact),
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- Small slipway cradle,
- Mesh and chain-link fencing,
- Birkenhead Naval Yard and all associated structures.

History of the Place

Please refer to the Assessment Report for the full history.

Jenkins Street Slips Precinct



Jenkins Street Slips Precinct, aerial view, 2006, prior to removal of shipyard structures.

Source: ENV Maps

LEGEND

Far left: Fletcher's Slip (opened 1851).

1: Central Slipping Company (relocated here 1938), formerly Ben Weir's yard (c.1899), also R. T. Searles' yard (c.1912).

2: A. McFarlane and Sons (relocated here 1932).

3: Birkenhead Naval Yard (formerly Castle Salt Company Ltd 1890-c.1910).

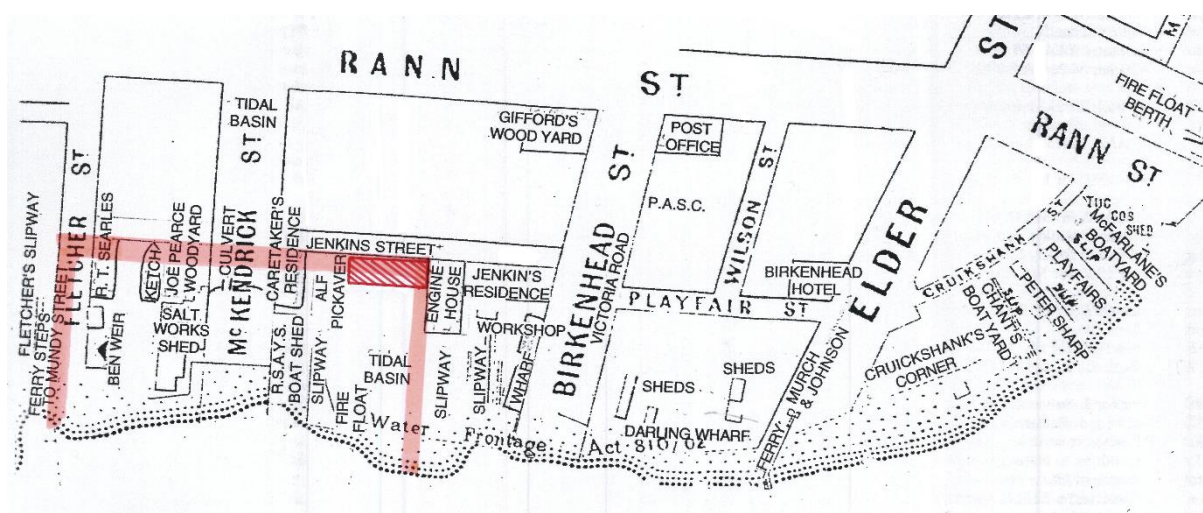
4: Searles Boat Yard (relocated here 1929), formerly McKendrick Street, later probable site of Jacobson's Wharf (1886).

5: Porter's Boat Yard (1952), formerly McKendrick Street (c.1861) then site of RSAYS caretaker's cottage (c. 1881).

6: Lawrie Diving and Marine (established 1950), formerly RSAYS boat shed (western side, c.1881) and McKendrick's yard (eastern side, c. 1875), later Alf Pickhaver's yard (eastern side, c.1905).

7: Former Port Adelaide Sailing Club premises (1925-2007), previously probable site of McKendrick's yard (c.1875), later vacant block (c.1902), later leased to Alf Pickhaver (c.1905).

Far right: Birkenhead Bridge (SHP 14348) (built 1938-1940), former site of unknown shipyard (prior to 1853), later Shipwright's Arms Hotel/Old Fairlop Oak Hotel (1853-1860), later Jenkins' Slip (c.1871), later known as the Central Slip (1924).



Northern bank of Gawler Reach, Port River in c.1915 as recollected by Ted Searles in 1995, showing present extent of the Jenkins Street Slip Precinct (thick red outline), with the current location of the former Port Adelaide Sailing Clubhouse hatched (relocated there in 1924). Note the Cruikshank's Corner precinct (on right), cleared c.1935 and dredged by 1968, between Elder and Rann Streets.

Source: *Portonian* March 1995 p. 7

The Jenkins Street Slips Precinct has a 'complex' history reflecting a 'constantly evolving pattern of use.'¹ Ownership and use of land within the Precinct is poorly documented prior to 1871.² Between then and 1909, the various allotments in the Slips Precinct gradually received Certificates of Title under the *Real Property Act 1858*.

The Jenkins Street Slips Precinct is located on Le Fevre Peninsula within Section 2012, Hundred of Port Adelaide. Section 2012, bisected by the Gawler Reach of the Port Adelaide River, was originally granted to British parliamentarian John Abel Smith on 1 April 1839. Smith likely never set foot in South Australia and reportedly died 'financially ruined.'³

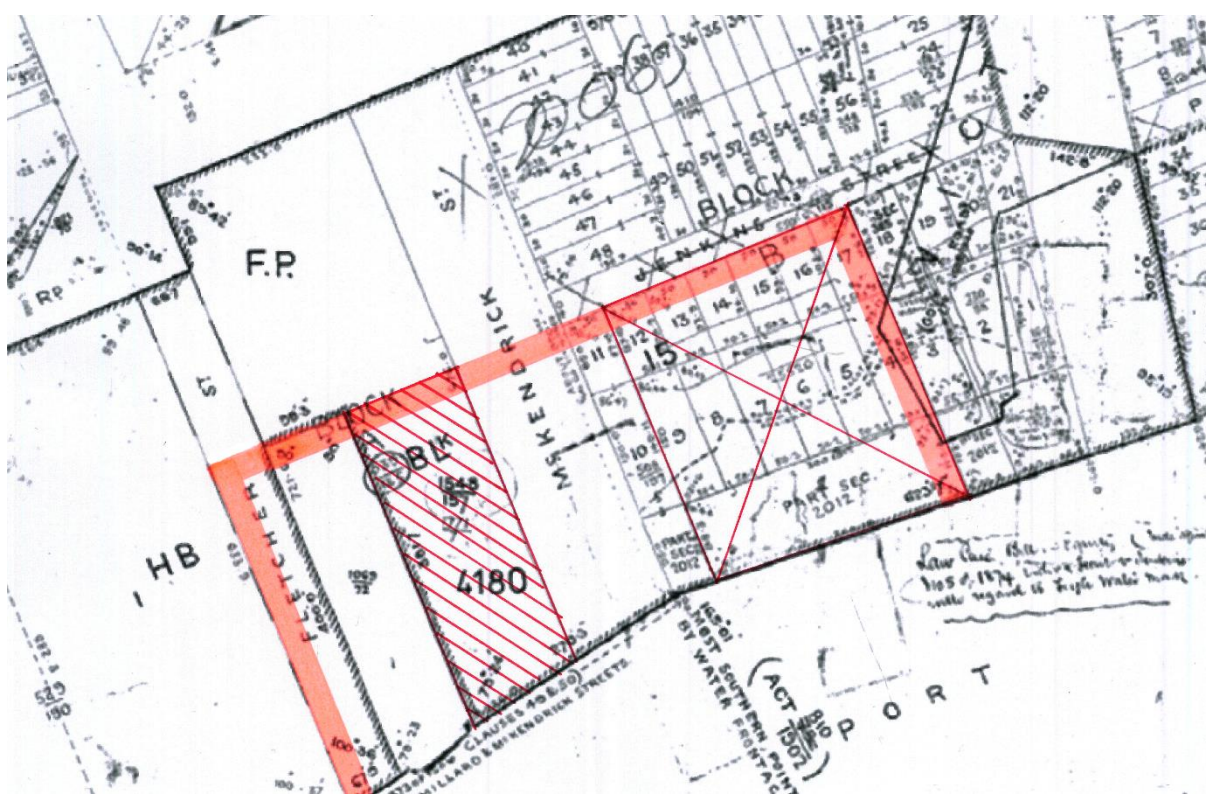
Located a short distance downstream from the initial hub of shipbuilding at Port Adelaide, located at Cruikshank's Corner, the Jenkins Street Precinct is understood to have remained largely undeveloped until the early 1860s. Prior to this time, the shore was comprised of low mud flats and lined with mangroves. Over the decades, the mangroves were cleared and the banks were built up with spoil dredged from the Port River,⁴ both to overcome the problem of flooding and to create an inclined waterfront suitable for slipping. The ground level over much of the Jenkins Street Precinct has been raised 2-3 metres, 'completely obscuring the natural surface.'⁵

Henry Cruikshank Fletcher opened his patent slip on the northern boundary of the Jenkins Street Slips Precinct in 1851. Prior to 1853, a shipyard reportedly existed on the river frontage adjacent to the eastern end of the Slips Precinct, under the northern abutment of the present-day Birkenhead Bridge (SHP 14348).⁶ Afterwards, between 1853 and 1860, this was the site of the Shipwrights Arms Hotel,⁷ later known as the Old

Fairlop Oak Hotel,⁸ which served employees of the local shipbuilding industry. The Birkenhead Hotel, adjacent to Cruikshank's Corner, was not established until 1877.⁹

At the end of 1861,¹⁰ Block B of Section 2012 was subdivided as the Township of Birkenhead.¹¹ This subdivision created what later became known as Jenkins Street, McKendrick Street, and 21 small allotments (Lots 1-21) bounded by McKendrick Street, Jenkins Street, Birkenhead Street (later Victoria Road) and Gawler Reach. McKendrick Street, which no longer exists, was named for David McKendrick (d. 1886), a shipwright who was active on Le Fevre Peninsula by 1863.¹²

Allotments in the Township of Birkenhead were sold at auction on 6 January 1862.¹³ Block A of Section 2012, located between McKendrick Street and Fletcher's Slip, was not included in the subdivision.



Part of the Township of Birkenhead, subdivided in 1864, showing small allotments, with the extents of the Jenkins Street Slips Precinct indicated (thick red outline). The present location of the Birkenhead Naval Yard on part of Block A at left (hatched) and the former Port Adelaide Sailing Club on right (crossed) are also indicated.

Source: Mullett Studio et al, *Cultural mapping and survey: Port Adelaide Waterfront Stage 2*, p. 3.12, annotated by Heritage South Australia

In March that year, the stretch of river between Fletcher's Slip and Cruikshank's Corner was described in the *Register* as 'without improvement, overgrown with low scrubby vegetation, merely furnishing a deposit-heap for rubbish from vessels lying in the stream berth.'¹⁴

The subdivision of Birkenhead allowed shipyards to become established along the river between Fletcher's Slip and Birkenhead Street (now Nelson Street and realigned

to form the northern approach of the Birkenhead Bridge).¹⁵ In 1866, the *Register* noted two shipyards between Fletcher's Slip and Cruikshank's Corner, McDonald's and Mitchelmore's, with vacant land in between used as a rubbish dump by the adjacent businesses:

...a page might be written on the fragments scattered about.
There the windlass of one ship, the capstan of another, ribs and
planking, boilers and spars, funnels and anchors, lie scattered
abroad, in beautiful confusion...¹⁶

Jenkins' Yard and Slip

Samuel Jenkins (b. 1840 – d. 1890) became registered proprietor of Lot 1 of Block B, Section 2012, Township of Birkenhead on 30 November 1871. Jenkins was born in England and educated in Nova Scotia, Canada. In c.1865 he travelled to South Australia and worked at Fletcher's yard for about six months, before moving to the Ballarat goldfields. In c.1871, Jenkins returned to South Australia and established shipbuilding premises at Birkenhead,¹⁷ on a site which is now largely covered by the northern approach of the Birkenhead Bridge. In 1879, the *South Australian Register* reported that over a number of years Jenkins' yard, spread over six acres, had been 'raised and levelled' above the height of spring tides.¹⁸

In November 1882, Jenkins opened his own slip, based on a design his son George Ley Jenkins saw in Canada, known as a 'Scotia' Marine Railway.¹⁹ By March 1909, with the exception of Lots 9 and 10, Jenkins' son George owned all of the small allotments in the Jenkins Street Slips Precinct (Lots 1-9 and 12-21).²⁰ Jenkins' Slip was acquired by the South Australian Harbors Board in c.1919²¹ and the Central Slipway Company in c.1924, after which it became known as the Central Slip. When the Birkenhead Bridge was built from 1938, the Central Slip was also relocated a short distance west²² into the Jenkins Street Slips Precinct next to Fletcher's Slip, on land that was once Fletcher Street. This move included physical relocation of the jarrah 'Scotia' slipway and sheds.²³

McKendrick's Yard and Taylor's Yard

By March 1875,²⁴ shipwright David McKendrick and shipwright and naval architect William Taylor (b. c.1821 – d. 1884)²⁵ are documented as having established shipyards in the Jenkins Street Slips Precinct. David McKendrick was working as a shipwright while based on Le Fevre Peninsula from at least 1863,²⁶ but it is not known whether he had his own shipyard at that time. Meanwhile, William Taylor arrived in South Australia in 1851 and after travelling to the Victorian goldfields, settled in Port Adelaide, where he found employment at the Government Dockyard as a shipwright. After rising to the rank of superintendent, and designing ships including the government steamer *Lady Diana*,²⁷ he left the public service to establish a commercial shipyard. At the time of his death, Taylor was considered 'one of the best, if not the best authority on shipbuilding in Port Adelaide.'²⁸

McKendrick's Yard was located on Lots 10 and 11,²⁹ next to McKendrick Street. Taylor's Yard was located between McKendrick's Yard and Jenkins' Slip, most likely on land now occupied by the former Port Adelaide Sailing Club's premises. A space between McKendrick's and Taylor's Yard was described in the *Observer* as 'a depot for boats of all classes.'³⁰

Royal South Australian Yacht Squadron and Jacobson's Wharf

From c.1881 the South Australian Yacht Club (known as the Royal Australian Yacht Squadron or RSAYS after 1890) had an iron club shed and caretaker's cottage at Birkenhead on Lots 10 and 11,³¹ previously the site of McKendrick's Yard. In 1886, W. Jacobson built a wharf next door, 'at the stream-end of McKendrick-street,' on land leased from the District Council of Birkenhead. Jacobson laid a tramway on the wharf, which he used to dispense ballast mined from sand hills on his Birkenhead property.³² It is not clear when Jacobson's wharf was removed from the Jenkins Street Slips Precinct.

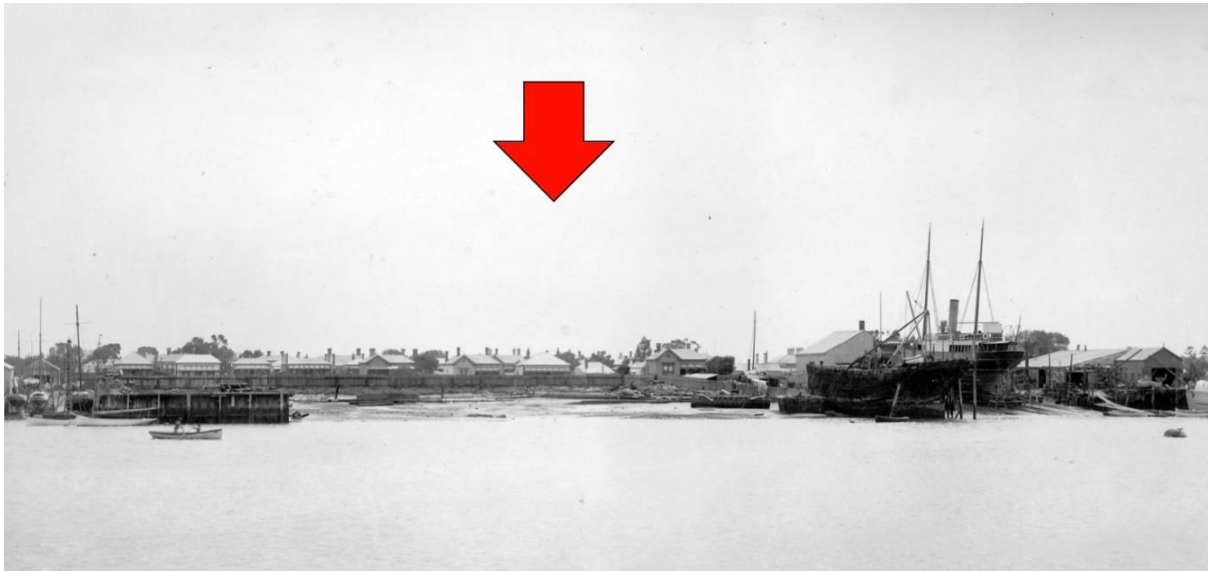
In May 1903, RSAYS leased the waterway in front of their sheds from the Marine Board at a rate of £20 per annum for ten years, on the condition that berth accommodation was 'increased and deepened.'³³ This was done in September 1903, when the Marine Board raised 1,920 yards of soft mud and clay from the river adjacent to the RSAYS shed.³⁴ When completed, RSAYS laid moorings in what became known as the yacht berth. In December 1906, the berth was deepened again by the Marine Board over eight days,³⁵ and moorings re-laid.

Weir's Yard and Searles' Yard

In c.1899, shipwright Ben Weir, who specialised in pleasure boats, established a shipbuilding business in a shed³⁶ on part of Block A, on the eastern side of Fletcher Street. During 1912, shipwright Richard Searles (b. 1878 – d. 1974), a veteran of the Boer War, came to work with Weir while he was building the 60-foot motor yacht *Avocet* for Arthur and Ernest Rymill. The following year, Searles established his own business behind Weir's shed, trading as R. T. Searles. He built a number of vessels but when the trade 'slackened' during the First World War, he became caretaker for the RSAYS and lived in the cottage on their premises in Jenkins Street. This cottage was regularly 'flooded at extra high tide, mainly in winter.'³⁷ Afterwards R. T. Searles held other jobs before returning to business with his son Leslie Gordon (Les) (b. 1910 – d. 1985) in Waverly Street, Largs Bay, in 1923.³⁸ Later, he returned to business in Jenkins Street (see below).

Pickhaver's Yard

In 1902, the land between Jenkins' Slip and Jacobson's Wharf, on which the former PASC clubhouse now stands, was used as a dump by the adjacent shipyards, with discarded masts, spars, timber, pontoons and other debris spread across the site.³⁹ By c.1905, Alf Pickhaver had established a shipyard on Lots 9 and 12,⁴⁰ and is understood to have subsequently leased the remaining land west of Jenkins' Slip.⁴¹



Eastern part of Jenkins Street Slips Precinct c.1902, prior to dredging the yacht berth, showing future site of former Port Adelaide Sailing Club building (under arrow), with Central Slip on right (current site of Birkenhead Bridge) and a structure believed to be Jacobson's Wharf on the left.

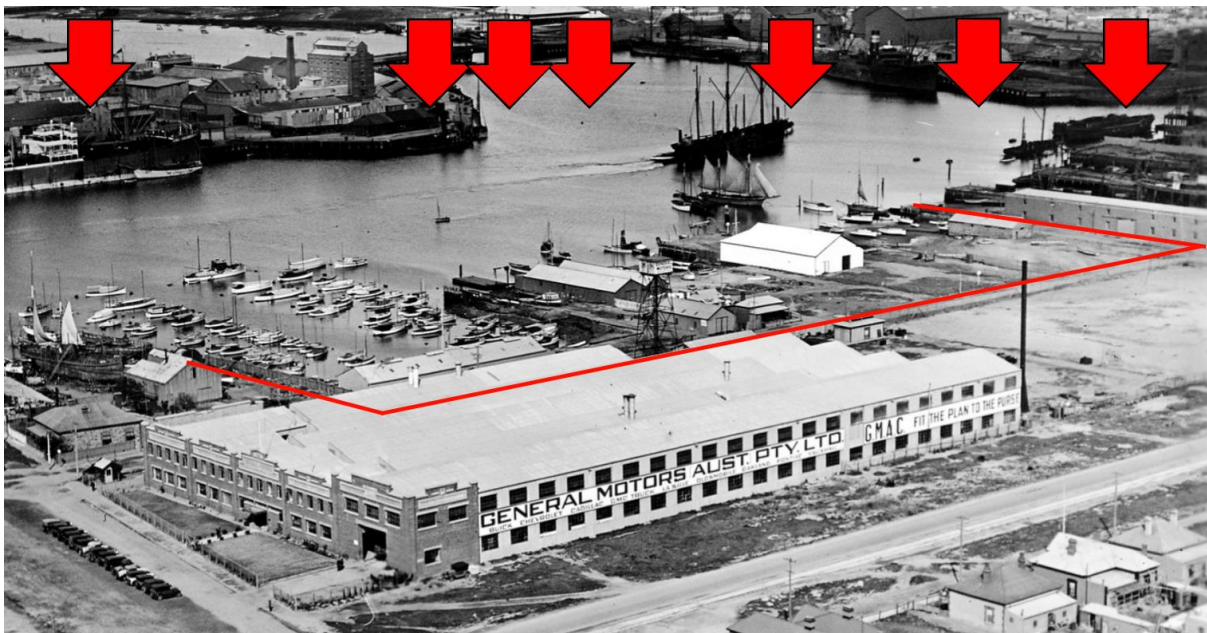
Source: PRG 280/1/4/169 SLSA

The Harbors Act 1913

In 1911, the Marine Board recommended purchasing all waterfront land in Port Adelaide's inner harbor, including the former Jenkins Street Slips Precinct.⁴² Subsequently in 1913, the Crown acquired all privately-owned South Australian wharves and jetties in South Australia under the *Harbors Act 1913*, and subsequently vested exclusive control of these facilities in a South Australian Harbors Board (SAHB), newly created under the Act. Title records indicate the land comprising the former Jenkins Street Slips Precinct did not revert to the Crown until 1918.

Interwar Period

In 1921, the Government offered RSAYS a 21-year lease of Lots 10 and 11 and the following year offered to extend the lease to land that had previously been McKendrick Street. At this time, McKendrick Street ceased to exist. Around this time, RSAYS made numerous improvements to their premises, including a balcony, new lockers and a shed extension at a cost of £2,260. Then, in July 1924, RSAYS relocated to Outer Harbor and the Port Adelaide Rowing Club, established in 1877, moved into the RSAYS former premises.⁴³ With the yacht basin now vacant, the Port Adelaide Sailing Club relocated its shed from No. 8 Birkenhead Street onto Lots 15, 16, and 17 in September 1924, giving members easy access to the yacht berth. Later, in 1926, the remaining land in the Jenkins Street Slips Precinct was granted to the South Australian Harbors Board.⁴⁴ In 1927, General Motors Australia Pty Ltd established a plant at Birkenhead opposite the Jenkins Street Slips Precinct.



Jenkins Street Slips Precinct c.1929, with approximate shore boundaries in red. Structures under arrows from left to right: 1. Central Slip; 2. PASC Clubhouse and yacht berth; 3. Alf Pickhaver's Slip; 4. RSAYS Sheds, later McFarlane's Slip; 5. Castle Salt Company works, now Birkenhead Naval Yard; 6. Likely Ben Weir's Shed; 7. Fletcher's Slip. General Motors Australia Pty Ltd factory in foreground.

Source: PRG 280/1/4/169 SLSA

In 1929, R. T. Searles formed a partnership with his sons Richard William (Bill) (b. 1906 – d. 1970), Edward George (Ted) (b. 1907) and Les Searles, trading as R. T. Searles and Sons. The Searles moved their workshop onto what had been McKendrick Street and built a slipway.⁴⁵ During the Second World War, R. T. Searles and Sons carried out repairs and maintenance on Navy patrol vessels, minesweepers and lifeboats.⁴⁶

In 1932, A. McFarlane and Sons, established by Andrew McFarlane at Cruikshank's Corner in 1869, moved to part of Block A on Jenkins Street, then owned by the

Commonwealth of Australia.⁴⁷ Subsequently they specialised in building pleasure craft and commercial fishing boats.⁴⁸ This land was later transferred back to the South Australian Minister of Marine in 1985.

In 1938, to make way for the new Birkenhead Bridge between Port Adelaide and Birkenhead, the Central Slip (formerly Jenkins' Slip) on Lots 1-3 and 18-21 was relocated a short distance west⁴⁹ into the Jenkins Street Slips Precinct next to Fletcher's Slip, on land that had previously been Fletcher Street.⁵⁰ This move included physical relocation of the jarrah slipway and sheds.⁵¹ At this time, the Central Slip was known as the second largest in Port Adelaide,⁵² after the Port Adelaide Slip, which may have been a contemporary name for Fletcher's Dunnikier Slip. The northern approach of the Birkenhead Bridge was built over the original site of Jenkins' Slip and the Bridge itself was opened by the Governor, Sir Malcolm Barclay-Harvey, in December 1940.⁵³

Postwar changes

By the 1970s the Searles family had built more than 65 boats, not including dinghies and small net boats. Afterwards the family business was acquired by former apprentices Brian Mellors and Roger Knill, thereafter, trading as Searles Boat Yard.⁵⁴ In 1989, Kingsley Haskett bought a one-third share in the firm, and afterwards bought out Mellors and Knill when they retired.⁵⁵

In 1950, Mac Lawrie, an x-ray technician seeking a change of career, leased what had been Pickhaver's slip on Lots 9 and 12. He entered business cleaning and painting hulls. Later he employed two shipwrights and expanded his business to repairs⁵⁶ and accepted a diving job 'never having previously dived and having no knowledge of the activity.' Nevertheless, he soon developed 'one of the most prominent commercial dive businesses in the state,'⁵⁷ known as Lawrie Diving and Marine.

During the 1960s, the Port Adelaide Rowing Club vacated the former RSAYS sheds. Lawrie expanded into the eastern shed while Bill Porter (see below) took over the western shed. In the late 1970s, Lawrie rebuilt his slipway using repurposed rails from the Blue Streak Rocket Range at Woomera. Lawrie retired in 1985 and his slip passed through the hands of several occupants, the last of whom was Mark Bolt.⁵⁸

In 1952, Bill Porter and his son, also named Bill, took possession of a vacant block that had previously been part of McKendrick Street, which was occupied by the former RSAYS caretaker's cottage. The Porters purchased an old chicken shed, which they repurposed into a boat shed, and entered business as Porter's Boat Yard. This shed was expanded in 1962 and again in 1971-1972. During these expansions, the former RSAYS caretaker's cottage was demolished. Porter's Boat Yard also expanded into and altered the former RSAYS shed after it was vacated by the Port Adelaide Rowing Club.⁵⁹

By the late 1960s, A. McFarlane and Sons employed 15 shipwrights and 'numerous' painters and dockers. Andrew McFarlane, a great-grandson of Alexander McFarlane,

commenced his apprenticeship during 1968 and later became a fourth-generation owner of the firm.⁶⁰

During the late 2000s, business within the Jenkins Street Slips Precinct vacated the area and most above-ground structures were subsequently cleared. Some structures, such as the Central Slipping Company shed, were disassembled and are currently stored by Renewal SA for possible interpretive reuse.

Jenkins Street Slips Precinct Caretaker's Cottage test excavation

In 2009, staff and students of the Department of Archaeology, Flinders University undertook a test excavation on the site of the former South Australian Yacht Club and Port Adelaide Rowing Club caretaker's cottage within the Jenkins Street Slips Precinct. This excavation was directed by Adam Paterson and its purpose was to:

...identify the location and integrity of potential archaeological structures and deposits associated with the former caretaker's cottage and assess their archaeological research potential.⁶¹

Test excavation revealed in situ remains of the cottage (built c.1870-1900) and artefacts associated with its occupation, dated to the mid-twentieth century. The mid-twentieth century artefacts uncovered during the excavation are considered to be of lesser archaeological research potential. However, archaeological evidence gained during the test excavation suggests the site has a high potential to yield archaeological deposits associated with the earlier use of the cottage and that those deposits have 'considerable research potential.'⁶² These deposits are likely located below the level reached during test excavation. Paterson recommended that archaeological investigation of potential archaeological deposits and features associated with Pickhaver's and McKendrick's yards should be undertaken. It is anticipated that archaeological investigation of these sites will contribute to knowledge 'regarding nineteenth century boat repair or manufacturing in Port Adelaide c1865-1890,' as 'historical details regarding this activity are few.'⁶³

Chronology

Year Event

- | | |
|------|--|
| 1818 | Scottish shipwright Thomas Morton invents the marine railway or patent slip. |
| 1836 | The South Australian Company dispatches machinery and components of a patent slip to South Australia and establishes a settlement at Nepean Bay on Kangaroo Island. The slip is never assembled and the shipwrights subsequently disperse. |
| 1837 | December, Daniel Simpson is the first commercial shipwright to work in Port Adelaide. |

- 1839 1 April, Section 2012, Hundred of Port Adelaide is granted to British parliamentarian John Abel Smith.
- 1840 Daniel Simpson owns a working shipyard on Le Fevre Peninsula.
- 1842 Shipwright Robert Playfair acquires Simpson's business at auction.
- c.1845 Henry Cruikshank Fletcher purchases the South Australian Company's abandoned patent slip.
- 1850 Shipwright Thomas Cruikshank is active in Port Adelaide.
- 1851 Henry Cruikshank Fletcher opens the first patent slip in South Australia, assembled from components imported by the South Australian Company in 1836.
- William Taylor arrives in South Australia.
- 1853 A shipyard, which reportedly existed on the river frontage adjacent to the eastern end of the Jenkins Street Slips Precinct, is replaced by the Shipwrights Arms Hotel, later known as the Old Fairlop Oak Hotel.
- 1856 A Government Dockyard is active at Port Adelaide in the vicinity of Hawker's Creek, Glanville.
- 1860 The Old Fairlop Oak Hotel, on the eastern side of the Jenkins Street Slips Precinct, closes.
- 1861 Block B of Section 2012 is subdivided as the Township of Birkenhead, including numerous small allotments comprising part of the Jenkins Street Precinct.**
- 1862 6 January, allotments in the Township of Birkenhead are sold at auction.**
- The stretch of the Port River between Fletcher's Slip and Cruikshank's Corner is described as 'without improvement' and is used as a rubbish dump.**
- c.1863 Shipwright David McKendrick is active on Le Fevre Peninsula.
- 1865 Samuel Jenkins arrives in South Australia.
- 1866 Two shipyards exist between Fletcher's Ship and Cruikshank's corner, namely McDonald's and Mitchelmore's.**
- 1867 Henry Fletcher opens a second patent slip, known as the Dunnikier Slip.
- 1869 A. (Alexander) McFarlane and Sons establish a slip on what later became known as Cruikshank's Corner on Le Fevre Peninsula at Gawler Reach.
- November, South Australian Yacht Club, later the Royal South Australian Yacht Squadron (RSAYS), is established.
- c.1871 Samuel Jenkins owns a shipyard on Le Fevre Peninsula at Gawler Reach.**
- 1875 March, shipwright David McKendrick and shipwright and naval architect William Taylor are recorded as having established shipyards in the Jenkins**

Street Slips Precinct. The space between is described as 'a depot for boats of all classes.'

c.1875 Thomas Cruikshank establishes the Birkenhead Slip.

1879 Jenkins' yard has been 'raised and levelled above the height of spring tides.'

c.1881 **The South Australian Yacht Club builds an iron shed and caretakers cottage within the Jenkins Street Slips Precinct on the site of McKendrick's Yard.**

1882 Samuel Jenkins builds a large slip, known as the 'Scotia' marine railway.

1886 W. Jacobson builds a wharf at the end of McKendrick Street.

1890 Henry Fletcher leases land within the Jenkins Street Slips Precinct to the Castle Salt Company Limited.

The South Australian Yacht Club becomes RSAYS.

c.1896 Henry Fletcher abandons an ambitious project to build a graving dock at Port Adelaide.

1897 23 July, a number of Port Adelaide men meet to discuss the creation of an organisation which becomes the Port Adelaide Sailing Club (PASC).

c.1899 **Shipwright Ben Weir establishes a shipbuilding business in a shed within the Jenkins Street Slips Precinct.**

1901 The Port Adelaide Sailing Club is incorporated under the *Associations Incorporation Act 1890*.

1902 Land between Jacobson's Wharf and Jenkins' Slip is used as a dump by adjacent shipyards.

1903 May, RSAYS leases the waterway in front of their sheds from the Marine Board.

September, the Marine Board raises 1,920 yards of soft mud and clay from the river adjacent to RSAYS, to create a yacht mooring berth.

c.1905 **Alf Pickhaver establishes a shipyard within the Jenkins Street Slips Precinct.**

1906 The yacht berth is deepened by the Marine Board.

c.1909 Richard Tuson Searles operates a shipyard in Waverley Street, Largs Bay.

Samuel Jenkins' son George Jenkins owns most small allotments within the Jenkins Street Precinct.

1912 Shipwright Richard Searles comes to work with Ben Weir at Jenkins Street.

1913 Richard Searles establishes his own shipwright business in the Jenkins Street Slips Precinct.

1917 The Commonwealth acquires land within the Jenkins Street Slips Precinct.

- 1918** Land within the Jenkins Street Slips Precinct reverts to the Crown.
- 1919** Jenkins' Slip is acquired by the South Australian Harbors Board.
- 1923** Richard Searles relocates his business to Waverly Street, Largs Bay.
- 1924** Jenkins' former slip is acquired by the South Australian Harbors Board.
 July, RSAYS is relocated to Outer Harbor and the Port Adelaide Rowing Club moves into the former RSAYS premises.
 September, PASC relocates from Birkenhead Street into the Jenkins Street Slips Precinct.
- 1925** 7 March, PASC opens its expanded clubhouse structure.
- 1929** Richard Searles forms a partnership with his sons, trading as R. T. Searles and Sons, and moves his shipyard into the Jenkins Street Slips Precinct.
- 1932** A. McFarlane and Sons leases land within the Jenkins Street Slips Precinct from the Commonwealth.
- c.1935 Shipyards at Cruikshank's Corner are cleared.
- 1938** Construction of the Birkenhead Bridge (SHP 14348) commences.
 The Central Slip is relocated into the Jenkins Street Slips Precinct.
- 1940** December, the Birkenhead Bridge opens.
- 1950** Mac Lawrie leases Pickhaver's former slip in the Jenkins Street Slips Precinct.
- 1952** Bill Porter and his son Bill open a boatyard within the Jenkins Street Slips Precinct.
- c.1960s The Port Adelaide Rowing Club vacates the former RSAYS Sheds.
 Former RSAYS caretaker's cottage is demolished.
- 1985** Commonwealth land leased by A. McFarlane and Sons is transferred back to the South Australian Minister of Marine
- c.2005 Construction of the Diver Derrick and Mary MacKillop bridges encourages PASC to consider relocation.
- 2007 PASC voluntarily relocates to Marina Adelaide at Snowden's Beach on the Port River.
- c.2009 **Businesses within the Jenkins Street Slips Precinct vacate and most above-ground structures are cleared.**
- 2009** The Department of Archaeology, Flinders University undertakes a trial excavation of the former RSAYS caretaker's cottage.

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SITE DETAILS

Jenkins Street Slips Precinct

PLACE NO.: 26569

Kaurna Country

1 Jenkins Street, New Port

FORMER NAME: Various names associated with private shipyards

DESCRIPTION OF PLACE: Shipyard ruins

DATE OF CONSTRUCTION: c.1861-c.2000

REGISTER STATUS: Nominated 8 May 2023

CURRENT USE: Vacant

2023

PREVIOUS USE(S): Shipyard precinct

c.1861-c.2007

Port Adelaide Sailing Club premises

1925-2007

BUILDER: Various builders

Various dates

LOCAL GOVERNMENT City of Port Adelaide Enfield

AREA:

LOCATION:

Street No.:

Street Name: Jenkins Street

Town/Suburb: New Port

Post Code: 5015

LAND DESCRIPTION: **Title** CR 5835/308

Reference:

Lot No.: 7

Plan No.: D54259

Hundred: Port Adelaide

PHOTOS

Jenkins Street Slips Precinct

PLACE NO.: 26569

Kaurna Country

1 Jenkins Street, New Port



Jenkins Street Slips Precinct, slips in vicinity of former Searles Boatyard



**Jenkins Street Slips Precinct, vicinity of former Central Slip, adjacent building forms a part of the
Fletchers Slip Precinct (SHP 11872)**

PHOTOS

Jenkins Street Slips Precinct

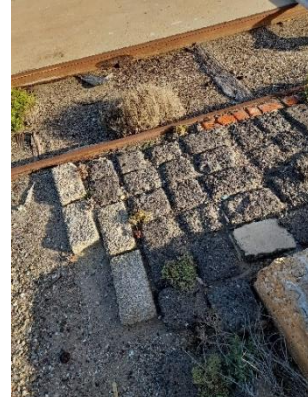
PLACE NO.: 26569

Kaurna Country

1 Jenkins Street, New Port



Detail of slipway showing floor slabs



Detail of slipway



Surface scatter artefacts



Derrick crane in vicinity of former Central Slip, attached to Fletchers Slip Precinct (SHP 11872)



Large slip cradle in situ on site of former A. McFarlane & Sons Slip



Jetty structure in vicinity of former Porter's Boat Yard

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