



TANKER JETTY, ESPERANCE INTERPRETATION PLAN

prepared for



by



CREATIVE SPACES

September 2016

Cover Image: Deputy Premier Alex McCallum, at driving of the first pile for the new jetty at Esperance, January 1934.

Courtesy John Curtin Library, 00830_1681

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1.0 Introduction

The Shire of Esperance has taken the decision to demolish the Tanker Jetty, Esperance due to its failing condition and lack of viable alternative for retention. Due process has been followed and the application for demolition was forwarded to the State Heritage Office for their comment. As a State Registered Place, the State Heritage Office and Heritage Council of WA did not support the application for demolition of the structure.

The formal response from the State Heritage Office dated 21 March 2016 opposing demolition stated that if the Shire of Esperance considers that it could not follow the advice of Heritage Council to retain the structure on the grounds of there being no feasible or prudent alternative solution, a copy of the Council's determination was to be forwarded to State Heritage Office. In addition, a number of conditions were set down and were to be fulfilled and signed off by Heritage Council and State Heritage Office prior to demolition:

- Prior to the demolition a detailed archival record of the Tanker Jetty shall be provided to the satisfaction of the Executive Director of the State Heritage Office;
- Removal of the jetty shall allow for the retention of the structural footprint of the jetty at a level that allows safe navigational water above; and
- The Interpretation Plan for Tanker Jetty shall be updated to include the demolition of the structure and opportunity to provide for:
 - Interpretation of the structural footprint of Tanker Jetty as an archaeological site; and
 - Inclusion of interpretation of the former town jetties into the proposed new jetty
- The Shire is to enter into a Heritage Agreement with Heritage Council to ensure the ongoing interpretation of Tanker Jetty and maintenance of interpretative installations relating to the jetty structure.

Tanker Jetty, Esperance was built throughout 1934 and 1935 and opened on 13 April 1935. The new jetty, as it was known to distinguish it from the existing jetty at the base of James Street, was built to serve the agricultural and mining industries.

The construction of Tanker Jetty, Esperance was an important project in the region as it provided work to many men during the challenging economic period of the Depression. From 1935 to 1965, Tanker Jetty, Esperance was the major berth at Esperance and exports of wheat, salt, copper concentrate and other minerals left from the jetty. Access to Tanker Jetty, Esperance, was via rail from outside the town enabling grain and primary produce to be directly taken to the jetty for loading and for supplies to be unloaded directly to railway carriages. The jetty played a significant role in the transportation of oil to the Goldfields. Ships bringing oil to the port were unloaded via pipelines which ran along the length of the jetty before being transported to the Goldfields. In 1956, new pipelines were installed along the jetty for the Shell Oil Company.

Following the construction of the new land backed berths in 1964, 1965 and 1972, Tanker Jetty, Esperance underwent minor changes to modify it for its role as the tanker berth. It was from this function that the jetty became known as the 'Tanker' jetty.

With the establishment of the new harbour east at Bandy Creek in 1983, Tanker Jetty, Esperance was no longer economically viable but continued to be used for recreational purposes, including fishing and diving. It was from the 1980s that the condition of the structure began to significantly deteriorate. A 200m portion

of the jetty was demolished leaving the head of the jetty as an island which served as a popular nesting site for local birdlife. The island structure was demolished in June 2015 and the bird nests relocated.

In 2008, Tanker Jetty, Esperance was included on the Register of Heritage Places and the State Heritage Office of Western Australia.

The community of Esperance has had a long and close attachment to the Tanker Jetty, Esperance. The Shire of Esperance has recognised this community interest and sought community opinion through several programs of community engagement and surveys in relation to the future of Tanker Jetty, Esperance. In addition, the Shire has commissioned several structural assessments since they took over responsibility for the structure in 1990.

An interpretation plan '*Tanker Jetty and Foreshore, Esperance*' was prepared by Griffiths Architects for Hassell Architects on behalf of the Shire of Esperance in February 2013. The plan was adopted by the Shire and interpretive elements were designed and installed along the foreshore and the approach to Tanker Jetty in 2014.

The story of the Tanker Jetty and the other former town jetties has been comprehensively interpreted. Details of the various jetties, commissioning, design, construction is evident in the foreshore redevelopment. Architectural plans, historic photographs, information and salvaged materials from the demolition of the island have been incorporated into a range of interpretative signage, displays and furniture in the immediate area.



Figure 1: Interpretation along the foreshore and on the approach to the Tanker Jetty by Creative Spaces

The 2013 interpretation plan was prepared in connection of the Shire of Esperance's upgrade of the foreshore to ensure that the development and history of the Tanker Jetty, Esperance was communicated to the general public and visitors to the jetty to enhance their cultural experience. The 2013 interpretation plan was written with the intention of the Tanker Jetty being retained. Although the 2013 interpretation plan deals with the construction and use of the jetty, the SHO require the plan to be updated to incorporate the demolition of the structure and how the story may continue to be celebrated in the construction of a new jetty.

This interpretation plan only deals with the demolition of the existing structure, the community consultation undertaken by the Shire in connection with the demolition of the Tanker Jetty, how the Tanker Jetty story may be told in the new jetty and if any further information has come to light regarding the construction and use of the Tanker Jetty since the preparation of the 2013 plan. It aims to provide a framework for the design and implementation of supplementary interpretation covering these aspects of Tanker Jetty, Esperance and continuing the stories about the tanker Jetty already interpreted along the Foreshore. Concept designs have been incorporated into the report and suggested locations however as the design of the new jetty has not been formalised, the exact location cannot be determined.

2.0 Project Brief

The 2013 Tanker Jetty and Foreshore, Esperance Interpretation Plan prepared by Griffiths Architects comprehensively covered the development of the foreshore and jetty, its use, significant elements of the area and key associations, as well as the connection to the development of the Port.

This interpretation plan focuses on the Tanker Jetty in more detail to ensure that the demolished jetty is fully interpreted in any new jetty structure and through any remaining fabric of the original structure, above and below water.

3.0 Acknowledgements

- Alun Hughes, Shire of Esperance
- Janine Symons, State Heritage Office
- Harriet Wyatt, State Heritage Office
- Griffiths Architects

4.0 Authors

- Gemma Smith, Hocking Heritage Studio
- Prue Griffin, Hocking Heritage Studio
- Heather O’Keeffe, GHD
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5.0 Heritage Listings

Tanker Jetty, Esperance has the following heritage listings:

Register of Heritage Places	Permanent Entry	26/08/2008
Municipal Inventory	Adopted	23/07/1996
Statewide Large Timber Structure Survey	Recommended RHP	11/12/1998
Port Related Structures Survey	Recommended RHP	31/10/1995
Register of National Estate	Indicative Place	

6.0 Statement of Significance

The following statement of significance has been taken from the register documentation for entry of Tanker Jetty, Esperance onto the State Register of Heritage Places.

Tanker Jetty, Esperance, a predominantly timber jetty of approximately 670 metres in length which projects out into Esperance Bay in a south easterly direction, has cultural heritage significance for the following reasons:

- the place is a rare and good representative example of a substantially intact timber jetty on the coast of Western Australia, as one of only four comparable structures remaining in Western Australia;
- it has aesthetic significance due to its considerable size, scale and construction. Its visibility from the town of Esperance and its strong presence in the seascape ensures its landmark status and contributes to the Esperance community's sense of place;
- the place is valued by the community as it has been the site of commercial, social and recreational pursuits since its construction, and for its association with the period of economic growth in the region in the 1930s and the development of local industries since that time; and
- the place is significant for bringing employment to many workers in the vicinity during the period of economic depression in the 1930s and is associated with the government's efforts to employ destitute men in a variety of jobs during this time.

7.0 Documentary Evidence

The following documentary evidence has primarily been taken from the assessment documentation prepared in connection with the entry of the Tanker Jetty, Esperance onto the State Register of Heritage Places in 2008.

Tanker Jetty, Esperance is a timber jetty curving out into Esperance Bay of approximately 670m (2198 ft) in length. It was constructed in 1935 by the Public Works Department of Western Australia to serve the shipping needs of the Esperance region and townsite.

Various measurements have been given to the length of the jetty ranging between 1140 ft (347m) and 2867 ft (875m). The variations are due to the differences in extents of measuring the length of the structure. The original drawings have a measurement of 2852 ft, including 2175 ft for the neck and 577 ft for the berths. The official length was recorded as being 2867 ft with a width of 48ft. It is not known where the measurement of 1140 ft is taken but was referred to in 'Old Esperance pictorial history 1894-1947' by Don Voigt at the opening of the jetty on 13 April 1935.

The shortened jetty length of 2198 ft (670m) refers to the length of the remaining jetty following the demolition of a 200m section in the 1980s resulting in a small detached section remaining extant at the head of the jetty which became known as the 'island'.

The townsite of Esperance derives its name from the bay on which it is located. Esperance Bay was given this name by Admiral Bruny D'Entrecasteaux, commander of the French expedition which explored this coast in 1792. The name honours the ship "L'Esperance" commanded by Captain Huon de Kermadec, which anchored here on 9 December 1792. The bay provided safe anchorage while repairs were made to the "L'Esperance".¹ The region was visited by Matthew Flinders in 1802, who chartered the southern coastline and in 1826, the military outpost at King George's Sound (Albany) was established. Thereafter the southern coast of Western Australia was the province of sealers and whalers. They used the beaches and islands as locations for rough camps in which they lived and processed their catch. The processing consisted of rendering blubber down in huge vessels and drying the seal skins. These small outposts were served by ships.²

The land was considered worthless for agriculture following the tragic journey of Edward John Eyre from South Australia in 1842 and confirmed by Surveyor General Roe when he explored the southern hinterland in 1848-49.³ In 1859, settler Albert Hassell of Jerramungup had explored as far east as Esperance but was equally unimpressed with the land for agriculture.⁴ However pastoralists, Charles, James, Andrew and William Dempster decided to take up pastoral leases in the region in 1864. They were motivated to establish their pastoral leases some distance from the established farming locations by the generous leasing conditions offered by the government and because the region was closer to Albany, the primary port in the colony, and Adelaide where their product could be sold.⁵

The Dempsters stocked their leases with sheep and succeeded in establishing very profitable runs at Esperance. Other settlers followed their example and began to settle in the area. In 1893 the Dundas Goldfields was proclaimed following the discoveries of gold to the north of Esperance resulting in an

¹ Department of Land information website, origin of country town names, www.dola.wa.gov.au

² Voigt, Don *Old Esperance Pictorial History 1894-1947*, Albany WA, 1996, p. 15

³ Erickson, Rica *The Dempsters* UWA Press, 1978 p.81

⁴ Erickson, Rica *The Dempsters* UWA Press, 1978 p.81

⁵ Erickson, Rica *The Dempsters* UWA Press, 1978 p.81

increase of people travelling through the area to the Goldfields.⁶ Other prospectors went onto the Goldfields at Kalgoorlie and Coolgardie. In December 1893, the townsite of Esperance was gazetted and the town prospered.

In the early years of its occupancy the town of Esperance was predominantly accessed from sea. Overland routes were long and arduous with few cleared roads. The Dempsters built a small jetty opposite their homestead on Dempster Head which served their needs and the settlers in the area. In 1890, the Hampton Plains Company built the first major jetty called the Newtown Jetty north of the existing town area in what is now known as the Castletown area. This wooden structure was serviced by rail.⁷

In 1895, the first public jetty was constructed in Esperance Bay at the bottom of James Street. It was built by the Public Works Department and served the town's shipping needs for over 40 years from the era of sailing ships to modern ships.⁸ The construction of this jetty was prompted in part by the gold discoveries at Kalgoorlie, Coolgardie and closer at hand in the Dundas Region. Prospectors arriving at Albany, the main port in the colony, would sail to Esperance before making their way north to the 'fields'. The construction of the deep water port at Fremantle in 1897 led to the decline of Albany as the major port in the colony and Esperance was affected by this change in travel routes.

Esperance town went into a period of decline in the 1900s but underwent new growth following the release of lands for farming by the state government from 1910 onwards. The area known as the 'mallee' around Salmon Gums townsite was subdivided and allocated to settlers at generous rates. Many new settlers came to the area and grain production took over from the pastoral industry as the primary produce of the area.⁹ As the production of grain increased the local community requested the government to provide better facilities to export their product. A new petition was sent to the Public Works Department in 1927 to request a new jetty.¹⁰

A decision on the petition was not made quickly. The subsequently resulted in the proposal being considered in a new economic climate created by the worldwide economic depression of the late 1920s. It was eventually decided by the state government to go ahead with a new jetty rather than recondition the 1895 jetty. Plans were drawn by the Public Works Department under the guidance of the Engineer in charge of Harbours and Rivers John Stevenson Young, in 1933.¹¹ The estimated cost for the project was £120,000.

The first pile for the new jetty was ceremonially driven by Deputy Premier and Minister for Public Works Alex McCallum on 29 January 1934.¹² During the depressed economic climate of the 1930s there was little work to be found, particularly in regional areas. The Secretary of the Waterside Workers Federation wrote to Mr Nulsen, MLA requesting that the neediest be employed. The Minister for Employment and Industrial Development James Kenneally responded in January 1934:

I desire to inform you what when picking men for work at Esperance, first consideration will be given to those men who are in destitute circumstances, and in this consideration due regard will have to

⁶ Voigt, Don *Old Esperance Pictorial History 1894-1947*, Albany WA, 1996, p. 16

⁷ Bailey, Christine 'Esperance Jetties' in *An Esperance Digest: 1988: Memories Past and Present*, collected in 1987 by members of the Esperance Branch of the Fellowship of Writers

⁸ Bailey, Christine 'Esperance Jetties' in *An Esperance Digest: 1988: Memories Past and Present*, collected in 1987 by members of the Esperance Branch of the Fellowship of Writers

⁹ *Faith, Hope and Reality: Esperance 1895-1995* Esperance Shire Council, 1995, p.12

¹⁰ File 1890/23, Department of Works and Trading Concerns – Esperance new jetty – proposal Reconditioning old jetty, moorings, dolphins, Cons. 689, item 1923/1890v1, folio 220, SROWA

¹¹ PWD plan series 24718, Department of Housing and Works

¹² *The West Australian* 3/2/1934

*be made to the general unemployment position throughout the state, in conjunction with the genuine residences of the Esperance district.*¹³

Tanker Jetty, Esperance was completed in April 1935 and opened by the Honourable Minister for Mines, Walter Selby Munsie on 13th April 1935.¹⁴ Construction of the jetty cost £70,000 and took 15 months in contrast to the estimated cost of £120,000 and proposed two year construction period. The savings were due to a change in the original site and obtaining a cheaper price for the timber.¹⁵

From 1935 to 1965, Tanker Jetty, Esperance was the major berth at Esperance and exports of wheat, salt, copper concentrate and other minerals left from the jetty.¹⁶

A primary function of the jetty was also the transportation of oil to the Goldfields. Pipelines ran along the length of the jetty and new pipelines were installed in 1956 for the Shell Oil Company.¹⁷

Access to Tanker Jetty, Esperance, was via rail from outside the town enabling grain and primary produce to be directly taken to the jetty for loading and for supplies to be unloaded directly to railway carriages. Photographic evidence from the 1950s shows the position of the railway line on the jetty.¹⁸

In 1964, lots 874 and 915 where the jetty section adjoins the land were designated as Reserves for recreation and vested in the Shire of Esperance.¹⁹ In 1965, the first land backed berth was constructed at Esperance and a second berth was constructed in 1972 and a third in 2002.²⁰

Following the construction of the new land backed berths, Tanker Jetty, Esperance underwent minor changes to modify it for its role as the tanker berth. A new control gate was erected at the entry point to the jetty and new bollards were fitted to the jetty.²¹ It was from this function that the jetty became known as the 'Tanker' jetty.

In 1976, a new jetty was constructed adjacent to the port area at Taylor Street which served the growing commercial fishing fleet in Esperance. This was extended in 1979/1980 but it was soon apparent that more facilities were needed.²² Consequently in 1983 a new boat harbour was constructed at Bandy Creek. As a result, during the 1980s, Tanker Jetty, Esperance, lost its viability as a commercial jetty but was used for recreational pursuits.

In the 1980s, a section of the jetty was found to be in a dangerous state of repair and for safety reasons this portion was removed leaving the head of the jetty separated from the main jetty by a distance of approximately 200 meters. The head of the jetty became a nesting site for birds and a popular dive site. The head of the jetty was removed in June 2015 because of further degradation of the structure.²³

¹³ Letter from James Kenneally, 4 January 1934, in file 1934/0361, Esperance New Jetty Construction, Cons. 689, SROWA

¹⁴ *The Western Argus*, 16 April 1935, p. 22.

¹⁵ *The Western Argus*, 16 April 1935, p. 22.

¹⁶ Esperance Port Authority website <http://www.esperanceport.com.au/>

¹⁷ Esperance Shell Company Ltd – oil pipe along jetty and on railway reserve, item 1956/19269, Cons. 4817, SROWA

¹⁸ 009303d Esperance Railway Jetty 1952 and 12076d Esperance Jetty 1955, Battye Library

¹⁹ Crown Land Record Vol 3075 Fol 418, 16 May 1997, Department of Land Information. Original Gazettal 6/11/1964 p.3697

²⁰ Esperance Port Authority Website <http://www.esperanceport.com.au/>

²¹ PWD plan 42743 and 36237, Department of Housing and Works

²² Bailey, Christine 'Esperance Jetties' in *An Esperance Digest: 1988: Memories Past and Present*, collected in 1987 by members of the Esperance Branch of the Fellowship of Writers

²³ This section of the jetty was demolished by the Port Authority in June 2015 <http://www.epsl.com.au/demolition.asp> and does not form part of this archival record. This section of the jetty remained in the Port Authority's ownership and did not form part of the heritage listed *Tanker Jetty, Esperance*

During the 1980s, a ten year maintenance agreement was drawn up by the shire council and State Government with the Port Authority responsible for repairs up to Pier No. 124.²⁴

Community members became concerned with the perceived lack of interest in Tanker Jetty, Esperance by the relevant government bodies. Volunteers from the Esperance Dive Club donated their time and materials to build an artificial reef to replace the lost pylons, and provide a habitable environment for marine life. The first ten modules of the new reef were constructed in just over 12 months and installed with the help of dive club volunteers. The Landcare and Environment Action Group (LEAP) was awarded a grant to complete the project and with the help of local business sponsors and dive clubs, the remaining pylons forming the artificial reef along the alignment of the former jetty structure were installed.²⁵

A community group 'Save the Tanker Jetty' was formed in approximately 1988 and undertook 'busy bees' to help maintain the jetty. Their work consisted of fixing new metal straps to hand rails, securing loose nails, and painting hand rails. As one member wrote at the time;

*[E]very effort, no matter how small, helps ensure that the town's most dominant man made feature has more chance of remaining a historical fixture not just a historical memory.*²⁶

In 1990, the Esperance Shire took over the entire control of Tanker Jetty, Esperance from the Western Australian State Government and received \$150,000 towards the upgrade of the jetty.²⁷

In 1997, local dive operators and community members became concerned that excessive fishing and boat activity around the artificial reef section of the jetty was depleting fish stocks and damaging the reef. At their meeting of 27 May 1997, the Shire of Esperance supported the Esperance-Goldfields Regional Recreational Fishing Advisory Committee's recommendation to enforce a permanent fishing ban over and around the artificial reef.²⁸

In 2002, Engineers Van Der Meer undertook a structural assessment of *Tanker Jetty, Esperance* for the Shire to determine whether its structural capacity and the costs involved for repairs. The study found the structure to be generally sound and the concrete topping on part of the deck was applied since this date.²⁹

The Shire of Esperance commissioned the Esperance Townsite Foreshore Redevelopment Masterplan in May 2004, to guide the future development of the Esperance Townsite Foreshore. The report was completed by consultants GHD in May 2005 and presented to Council in June, with Council requesting that the report be submitted for public comment. The plans for the area around *Tanker Jetty, Esperance* included the construction of viewing platforms for whale and sea watching and landscaping the approach to the jetty for pedestrian users and passive recreation.³⁰ These uses were consistent with the ongoing use of the Tanker Jetty, Esperance as a site for fishing, diving and walking.

²⁴ Joan Colliver 'Save Our Jetty!' in Destinations May-June 1989, p.24

²⁵ Shire of Esperance *Artificial Reef- Tanker Jetty Chief Executive Officer's Report, Planning & Building Services Meeting: Tuesday, 17 June 1997* p.24-25

²⁶ Bailey, Christine 'Esperance Jetties' in *An Esperance Digest: 1988: Memories Past and Present*, collected in 1987 by members of the Esperance Branch of the Fellowship of Writers

²⁷ See Section 7.0 lease agreement.

²⁸ Shire of Esperance – Artificial Reef Tanker Jetty – Chief Executive Officer's Report, Planning & Building Services Meeting Tuesday 17 June 1997, p. 24

²⁹ Structural Assessment of Esperance Tanker Jetty' draft copy Van Der Meer consulting, 2002 Held in the HCWA file PD831

³⁰ Shire of Esperance Foreshore Development Plan May 2005 pp.25-27 and 51.

In 2010 and 2011, the Shire of Esperance engaged consultants to undertake detailed structural assessments of the Tanker Jetty, Esperance. The findings of this report led to a decision by the Shire of Esperance to replace the jetty.³¹

In 2013, the Shire of Esperance undertook a program of community engagement to determine what the community wanted to see in the replacement jetty. (See Appendix A) These findings were used to assist in the development of concept designs for a new jetty. In the same year a further structural assessment was undertaken to determine the rate of deterioration of the jetty since 2011.³²

In 2014, works were undertaken to repair sections of the jetty in accordance with the structural report of 2013. A further structural report in 2015 identified serious defects in the jetty structure which lead to the closure of the jetty in November 2015 for safety reasons.³³

In recent years the Shire of Esperance has undertaken considerable landscape and development works of the foreshore adjacent to the Tanker Jetty, Esperance. These works have included interpretation of the Tanker Jetty and its role in the history of the town and region.

The Shire of Esperance voted 9-0 in favour of demolishing the Tanker Jetty, Esperance in a council meeting in February 2016.³⁴

³¹ The Esperance Jetty Fact Sheet 2016, Shire of Esperance,
<http://www.esperance.wa.gov.au/cproot/3126/3/Jetty%20-%20Fact%20Sheet.pdf> accessed June 2016.

³² The Esperance Jetty Fact Sheet 2016, Shire of Esperance,
<http://www.esperance.wa.gov.au/cproot/3126/3/Jetty%20-%20Fact%20Sheet.pdf> accessed June 2016.

³³ The Esperance Jetty Fact Sheet 2016, Shire of Esperance,
<http://www.esperance.wa.gov.au/cproot/3126/3/Jetty%20-%20Fact%20Sheet.pdf> accessed June 2016.

³⁴ ABC Esperance, Esperance Shire says historic jetty is 'beyond economic salvation'. 4 February 2016,
<http://www.abc.net.au/news/2016-02-04/esperance-shire-says-historic-tanker-jetty-too-costly-to-save/7137324>
accessed June 2016.

8.0 Place Inventory

8.1 The Place

Tanker Jetty, Esperance was the fourth of the town jetties to be constructed servicing Esperance, the Eastern Goldfields and the hinterland. Its original function was a general purpose jetty, then adapted to the fuelling jetty before becoming a recreational and sporting jetty.

The jetty was completed in early 1935 and was recorded as being 2,867 ft long, 48 ft wide at the berths with 38 ft depth of water at the outer end. Depth of water in Esperance Bay may have decreased since construction of the jetty.

Various measurements have been given to the length of the jetty ranging between 1140 ft (347m) and 2867 ft (875m). The variations are due to the differences in extents of measuring the length of the structure. The original drawings have a measurement of 2852 ft, including 2175 ft for the neck and 577 ft for the berths. The official length was recorded as being 2867 ft with a width of 48ft at the head. It is not known where the measurement of 1140 ft is taken but was referred to in '*Old Esperance pictorial history 1894-1947*' by Don Voigt at the opening of the jetty on 13 April 1935.

The shortened jetty length of 2198 ft (670m) refers to the length of the remaining jetty following the demolition of a 200m section in the 1980s resulting in a small detached section remaining extant at the head of the jetty which became known as the 'island'.

Since construction of the jetty in 1935, it has undergone maintenance and adaptations as required. The deterioration of the structural timbers has been an ongoing issue with the installation of concrete sleeves on the piles being one of the most intrusive efforts to stabilise and retain the structure. A layer of concrete was poured over the deck timbers to provide a level walking platform and to extend the longevity of the structure but the concrete has added to the deterioration of the underlying timbers.

8.2 Existing and Demolished Structures

Existing

Tanker Jetty, Esperance: Original jetty structure above the water
Piles in the water
Artefacts - known
Underwater archaeology – potential

Demolished

Tanker Jetty, Esperance: End section of main jetty that originally connected the Jetty to the Berthing Head
Berthing Head
Rails
Loading equipment associated with the shipping industry

8.3 People Associated with the Tanker Jetty, Esperance

- John Stephenson Young, Engineer in Charge of Harbours and Rivers, Public Works Department
- Deputy Premier Alex McCullam, ceremonially commenced the works
- Minister for Employment and Industrial Development James Kenneally ensured that workers on the project would be drawn from the unemployed.
- Honourable Minister for Mines, Walter Selby Munsie, ceremonially opened the jetty
- The Esperance community who lobbied to have the jetty built in the 1920s.
- The Esperance community who have used the jetty in recent decades for recreational purposes.

9.0 Themes

As the content of this interpretation plan is limited to the construction, use and demolition of the Tanker Jetty, Esperance, many of the themes identified in the 2013 interpretation plan are not relevant to this plan.

The following themes identified have been developed by the Australian Heritage Commission and the Heritage Council of Western Australia. It should be noted that whilst the themes outlined below are relevant to the Tanker Jetty, Esperance some of the stories connected to the themes have already been told through the existing interpretation along the Foreshore and close to the Jetty. Therefore, not all the themes identified below will be used in the new interpretation dedicated to the history and demise of the Tanker Jetty, Esperance and the construction of the new structure.

Australian Heritage Commission: Australian Historic Themes³⁵

(Note the numbering system is drawn from the AHC documents and is consistent with the State Heritage Office practice)

3.0 DEVELOPING LOCAL, REGIONAL AND NATIONAL ECONOMIES

3.5 Developing Primary Production

3.5.3 Developing agricultural industries: Jetty required to service the agricultural expansion in the area prompted by government policy to expand the wheat industry through land, railway, rural finance and immigration policies.

3.8 Moving Goods and People

3.8.1 Shipping to and from Australian ports: the development of ports in Esperance and the need for the Tanker Jetty, Esperance.

3.8.3 Developing harbour facilities: Tanker Jetty, Esperance was the fourth jetty to be constructed in Esperance, demonstrating the need for improved harbour and sea transport facilities.

3.9 Farming for Commercial Profit

3.9.1 How the development of farming in the area resulted in the need for improved shipping facilities. The construction of the jetty enabled the successful import of goods and export of produce to a wider market.

5.0 WORKING

5.1 Working in Harsh Conditions

5.1.1 Tanker Jetty, Esperance was constructed at a time of global depression and unemployment and was part of a governmental policy to try and generate employment through the construction of essential infrastructure.

³⁵ Australian Historic Themes and Framework, Australian Heritage Commission, 2001,
<https://www.environment.gov.au/heritage/ahc/publications/australian-historic-themes>

5.2 Organising workers and work places

- 5.2.1 Commitment to using the 'most needy' people in the construction of Tanker Jetty, Esperance at the time of high unemployment during the depression. The Secretary of the Waterside Workers Federation corresponded with Mr Nulsen MLA requesting that the neediest be employed in the construction of the new jetty. Industrial action was taken during the construction of both the Town Jetty and the Tanker Jetty, Esperance.

8.0 DEVELOPING AUSTRALIA'S CULTURAL LIFE

8.2 Going On Holiday

- 8.2.1 The use of Tanker Jetty, Esperance as a recreational facility until its closure in 2015.

8.5 Forming Associations

- 8.5.1 Preserving traditions and group memories: Voluntary community endeavours to save and extend the life of the jetty with the establishment of Save the Tanker Jetty Association in 1988

Establishment of 'Save the Esperance Tanker Jetty' Facebook site established by the local community to prevent its demolition.

Heritage Council of Western Australia Themes³⁶

(Note the numbering system is drawn from the Heritage Council document and is consistent with the State Heritage Office practice)

1.0 DEMOGRAPHIC SETTLEMENT AND MOBILITY

- 111 Depression and Boom: Construction of tanker Jetty, Esperance utilising unemployed people in the Depression as a way of generating employment.
- 112 Technology and Technological Change: development of new construction methods between the former Tanker Jetty, Esperance and the new jetty.

2.0 TRANSPORT AND COMMUNICATIONS

- 201 River and Sea Transport: Request for and the subsequent construction of Tanker Jetty, Esperance and its extension following the increase in sea transportation.

Tanker Jetty, Esperance contributes to an understanding of the development of sea transport in the region and the State.

³⁶ Heritage Council of WA, State Heritage Office, November 2012, <http://stateheritage.wa.gov.au/docs/assessment-and-registration/heritage-themes.pdf?sfvrsn=2>

Construction of the land-backed wharves which contributed to the decline of the Tanker Jetty, Esperance as a form of sea transportation.

Tanker Jetty, Esperance is typical of jetty and bridge construction that was carried out within Western Australia by the Public Works Department, utilising the traditional construction method for timber jetties.

202 Rail and Light Rail Transport: the use of rail transport along Tanker Jetty, Esperance

3.0 OCCUPATIONS

301 Grazing, Pastoralism and Dairying: construction of the Tanker Jetty, Esperance demonstrates the development of the Esperance region from a modest pastoral district to a grain producing area.

302 Rural Industry and Market Gardening: Tanker Jetty, Esperance illustrates the government's commitment to the development of farming in this area.

303 Mining: the jetty was used for the export of mining products and the importation of materials to enable the mining industry.

4.0 SOCIAL AND CIVIC ACTIVITIES

405 Sport, Recreation and Entertainment: the use of the jetty for sporting and recreational functions.

Community's efforts to preserve the jetty for recreational use

409 Environmental Awareness: establishment of a local community group to save the reef, ban on fishing and construction of artificial reef

9.1 Keywords

Fishing	Harbour	Agriculture
Development	Farming	Jetty
Depression	Salt	Unemployment
Sport	Ships	Recreation
Transport	Port	

9.2 Analysis of Keywords, Themes and Storylines

The Tanker Jetty, Esperance has strong significance for the community of Esperance from its construction in 1935 until its closure in 2015. The construction of the jetty provided much needed work for the men of the district during the depression years and it provided support to the rural industries which were being established during those decades.

The jetty demonstrates the evolution in engineering design and materials which has occurred since 1935.

Importantly the jetty has been valued by the Esperance community as a recreational resource that has been well used for a variety of activities; including diving, fishing and walking. The value of the structure to the community has been demonstrated through the active lobbying to all levels of government.

9.3 Visitor Profile

This interpretation will supplement the interpretation already installed along the Esperance Waterfront. The visitor profile is likely to be similar to that described in the 2013 interpretation plan:

- Youth
- School groups
- Families
- General walkers
- Recreational fishers
- Physical exercisers
- Holiday makers
- Tourists
- Event patrons

10.0 Interpretation Policies

The following interpretation policies articulate the core principles and procedures that should be followed when interpreting a place. The policies identify interpretation best practice and also evaluate key issues arising from the Statement of Significance and additional research.

10.1 General Interpretation Policies

- a) The completed interpretation plan should be endorsed as the basis for interpretation of Tanker Jetty, Esperance.
- b) The purpose of interpreting the place is to acknowledge, convey and respect the identified heritage values of the Tanker Jetty, Esperance.
- c) Interpretation of a place should enhance the experience and not compromise the significance of the place.
- d) Interpretation should embrace and reflect the place as a whole entity, as well as highlight significant elements and individual stories.
- e) Interpretation should acknowledge and incorporate elements that are extant as well as those elements that have been lost.
- f) The interpretation of Tanker Jetty, Esperance should supplement and enhance the interpretation already installed along the foreshore and on approach to the Tanker Jetty, Esperance. It should not duplicate or contradict existing interpretation.
- g) Interpretation of Tanker Jetty, Esperance should not introduce any elements, objects or storylines that have no relevance or provenance to the place.
- h) Interpretation tools and devices should be practical, robust, serviceable and manageable in a financial sense.

10.2 Functional Use of the Place

- i) Interpretation strategies should not impede the use and function of the future jetty and should be developed to enhance the experience of the visitor.
- j) Interpretation material should be designed and located to form a legible trail that draws people along the new jetty.
- k) Interpretation strategies should also relate to the underwater archaeology incorporating the retained footings of the piles. Whilst the underwater archaeology will be available to view by divers, the majority of visitors will not be able see them. The interpretative story told above the water on the new structure should refer to the extant elements on the sea floor.

10.3 Physical Access

- l) Arrival to, presentation of and movement through a place all form part of the interpretation of a place and is vital to the success, value and accessibility of the interpretative materials. Arrival and movement through the place must be considered in the location, design and presentation of the interpretative elements.
- m) Interpretation can be included in the physical structure of the new jetty ie. in the jetty surface, handrails, etc or be standalone signs, artworks etc. However, the placement of any interpretative elements should not cause undue clustering of visitors and should promote free flowing use of the jetty.

10.4 Intellectual Access

- n) Interpretation should offer a range of choices to visitors on the level of engagement and should be considerate of and accessible to a broad range of abilities and interests.

10.5 Objects, Artefacts and Related Materials

- o) Salvageable material from the demolition of Tanker Jetty, Esperance could be used in the structure of new jetty as interpretation. It is understood that much of the timber is in poor condition and could not be used in a structural sense but it may be possible to incorporate some of the fabric into interpretative displays, posts, handrails etc.
- p) Relevant historical materials are held by the Esperance Historical Society and the Esperance Museum. This resource could provide valuable content for any future interpretation. The active involvement of the Society in any future interpretation is supported and encouraged.

10.6 Interpretation signage

- q) Signage should form only one aspect of the interpretation. Signs are effective means of displaying images, stories, soundbites etc. Their placement should not interfere with visual or physical access of the jetty and should not clutter the space.
- r) Interpretative signage should not interfere with or obscure any additional wayfinding/safety information displayed on the approach to the jetty or along the jetty itself.
- s) Signage should be supplemented by a range of other interpretation.

11.0 Interpretation Strategies

11.1 Interpretative Vision

Interpretation strategies connect the themes and story lines with the interpretation policies. The strategies establish a guide to what should be interpreted and identify the most appropriate forms of media to present those stories.

The written word should be kept brief. It is not the intention of the interpretation to fully recite a story or relay the full history of the Tanker Jetty, Esperance. Interpretation should be engaging, evocative and provocative. The stories told should provide enough information to gain understanding but as little information to make it engaging. Interpretation should encourage an enriched and meaningful experience and leave the visitor with a rounded sense of knowledge supplemented by their own imagination of how the jetty was constructed, functioned and used since its completion in the 1930s.

There should be a sense of connection between the interpretative elements: detailed enough to provide a chronological understanding of the structure but individual enough to be enjoyed as standalone sets of information. The visitor should enjoy and be engaged with the information displayed and not be left confused or overwhelmed.

Interpretation of the Tanker Jetty, Esperance should celebrate the significance of the former structure, highlighting salient parts of its history, use and associations as well as its demolition and the construction of the new jetty. It continues the story of the development of jetties in Esperance and the importance of the jetties to the community of Esperance.

11.2 Interpretative Strategies

The following contains themes, storylines and concepts for the proposed interpretation to be displayed at the new jetty. Precise locations cannot be stated due to the design of the new jetty not being finalised however approximate locations have been nominated.

The interpretation for Tanker Jetty, Esperance is to be seen as an adjunct to the existing interpretation on the foreshore, some of which already tells the story of the Jetty. The new interpretation should not repeat the existing information but should enhance and add to it.

The exact location of the new jetty has not been determined but it is expected to be in the vicinity of the Tanker Jetty, Esperance. If this is the case, a general introduction to the Tanker Jetty, Esperance and the new jetty should be made at the entrance to the new jetty but without repeating any of the existing information. If the new jetty is to be constructed in a displaced location, there would be a requirement for repetition of existing information to allow for a full understanding of the former jetty to be gained.

For the purposes of this interpretation plan, the strategies proposed are based on the assumption that the new jetty will be constructed close to the site of the former Tanker Jetty, Esperance.

Site 1: Entrance to the new jetty: Main Interpretative Node

This site should briefly document the demolition of the Tanker Jetty, Esperance and the construction of the new jetty and should form an introduction to the site, its history, significance and remaining artefacts.

Major Themes:

- Closure of the jetty
- Reason for its demolition – poor condition
- Community reaction relating to the demolition – survey
- Information relating to the method of demolition
- The retention of the piles of Tanker Jetty, Esperance – underwater archaeology, retention of original structural footprint
- The new jetty and its design

Site 2: Ground based interpretation: Along the surface of the new jetty

Subtle interpretation that does not detract from the physical structure of a new jetty.

Major Themes:

- Quotes from archival material about the construction and use of the Tanker Jetty, Esperance
- Information relating to the construction of the original jetty – key facts: number of piles, timber type, construction method
- Changes to the former Tanker Jetty, Esperance – previous timber replacements, major repairs etc
- Quotes from the community relating to the potential demolition of the Tanker Jetty, Esperance
- Information relating to the design and construction of the new jetty
- Underwater archaeology – markers in the new surface indicating footprint of original structure

Site 3: Posts and Furniture

The existing approach to Timber Jetty, Esperance incorporates vertical steel encased timber posts that have been constructed from previously salvaged materials. Each post contains a small interpretative panel. Benches have also been constructed from salvaged materials and positioned along the approach to the jetty. The timbers have been engraved with information relating to the foreshore and jetty. Both these approaches could be continued onto the new jetty provided it is located in approximately the same location.

Major Themes:

- Supplemental information relating to the historic use of the jetty ie. transportation of Pink Lake Salt by train along the jetty to the waiting ships;
- Photographs documenting the demolition of the structure

Site 4: Public Art

Bespoke pieces of art help connect the community to the place and it may be possible for the artist to utilise some of the salvaged fabric from the demolished Jetty.

Major Themes:

- Fishing
- Whaling
- Commercial shipping
- Farming/Agriculture
- Recreation/Sports

12.0 Interpretation Concepts

To provide continuity with the interpretation recently installed on the Esperance Foreshore, consultants Creative Spaces were engaged to prepare concepts for interpretation of the Tanker Jetty, Esperance. Creative Spaces were the team which prepared the existing interpretation at the site. The concepts prepared therefore are a continuation of the existing installation and reflect the themes, policies and strategies developed above.

To enable a ready understanding of possible future installation, examples of similar projects have been provided to give an indication of the type of installation possible at this site.

No detailed design work shall be undertaken until the Shire of Esperance has confirmed the location and extent of any future jetty installation.



Tanker Jetty Interpretation Plan

Precedents and Concepts

Issued 22 August 2016 - FINAL

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INTERPRETATION PLAN

This document contains a series of recommendations for interpretation methods that can be incorporated into the design and development of the new jetty in place of the old Tanker Jetty. The methods shown here vary, some replicate the existing elements that were recently added as part of the waterfront redevelopment in order to continue the aesthetic and others are fresh ideas appropriate to the jetty specifically.

THE TANKER JETTY SITE



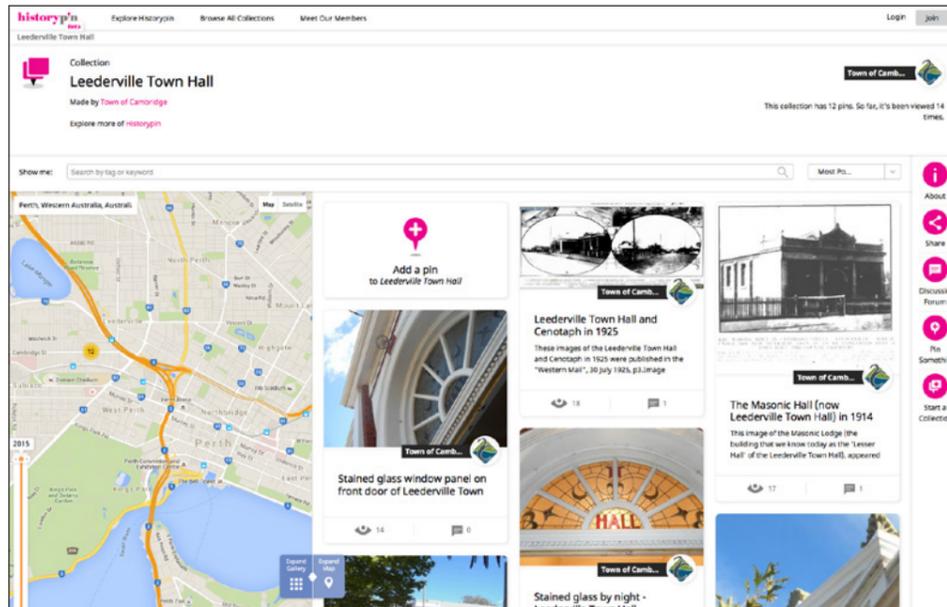
EXISTING INTERPRETATION



STORY OF THE OLD + THE NEW

Digital documentation of the Tanker Jetty provides a platform for the public to stay up to date with progress on site and also to contribute their own photographic memories.

Below is a screen-shot from History Pin, a website which is a place for people to share photos and stories telling the history of their local communities. A collection for the Tanker Jetty could be created here at no charge with the ability for members of the public to upload their own images and memories.



Below are examples of time lapse focused documentation. Prentice Womens Hospital - Time lapse of demolition works

<https://savingplaces.org/places/prentice-women-s-hospital#.V0fcXCdid0I>



Shanghai fading photographs - Before and After

<http://www.theatlantic.com/photo/2013/08/26-years-of-growth-shanghai-then-and-now/100569/>



Time lapse photography can be undertaken in varying ways.

Before any photography is carried out by the Shire it is recommended that they touch base with the contractors of the demolition to agree to terms of which the photos can be taken, with explanation of their use of archival purposes only.

- Involve a local community group with the task of taking stills from the same position on a regular position. The quality may vary depending on the selected group, however this option is cost effective and creates excitement for the project locally. This option would be the Shires preference, with local Esperance Photographic Society noted as an active group who could participate.
- Hire a photographer to take stills from the same position on a regular basis. This will ensure a consistent quality of photo, however incurs the cost of a professional photographer.
- A final option could be to install a time lapse camera on site, this requires a secure location that is protected from vandalism, theft and the weather.



By creating an Instagram page or promoting a specific hashtag, community members can also upload their pictures and tag the project within this social media platform. There are plug-ins which can be added temporarily to The Shire's website to display the public's photographic input.

STORY OF THE OLD + THE NEW

Documentation of the demolition and construction of the replacement jetty can be displayed on site through a main interpretive node. This should be positioned in close proximity to the entrance of the old jetty as an introduction to the site and its history.

These two examples below display the use of the pylons and beam construction of an old jetty with a sign face attached. If the existing materials allow, this concept could be translated to the Tanker Jetty site. Shire to assess materials during demolition and store any items for the purposes of interpretation in a suitable and secure location.



Another alternative to the above could be to utilise glass and imagery similar to the examples below. This materiality would also be a continuation of the aesthetics present in the interpretation shelters in the area. Placed at the beginning of the old jetty, the imagery on the glass could show a silhouette photo of the old Tanker Jetty (recent or historical image) so that it seems to still sit on the water.



Provisional Costs	
Digiglass	avg. \$500.00 per sqm
Interpretive Signs	\$1,000.00 upwards dependant upon materials, size and footings

EXISTING POSTS + BENCHES

Continuation of beams which include timber from the site and small interpretation panels onto the new jetty will visually extend the eye out onto the jetty. These also allow for small moments of information or images to continue the story of the demolition and reconstruction of the jetty.

Existing beams which include timber from the site and interpretation panels.



Sketch Render



Continuation of beams at beginning of new jetty

NOTE: This interpretation method is dependant on the location of the new structure.

Continuation of the benches onto the jetty will extend the aesthetics of the area and also provides accessible seating options. These can also be used for interpretation, the inclusion of quotes from the Esperance Tanker Jetty Replacement Survey from locals could also be incorporated here.

Existing bench seats.



Examples of engraved lettering to benches.



Quotes from Esperance Tanker Jetty Replacement Survey.

"There is nothing better than walking out over the ocean and looking back at the beauty that is Esperance, to say nothing of all those who have and hopefully will learn the joy of fishing off our Jetty. "

"To fish at night when dad said the best catches would be caught, to smell the sea spray and sea air and feel a part of the ocean as you stood as far in as possible under the yellow lights, and cold night air was priceless ... it was our night time museum. "

Provisional Costs

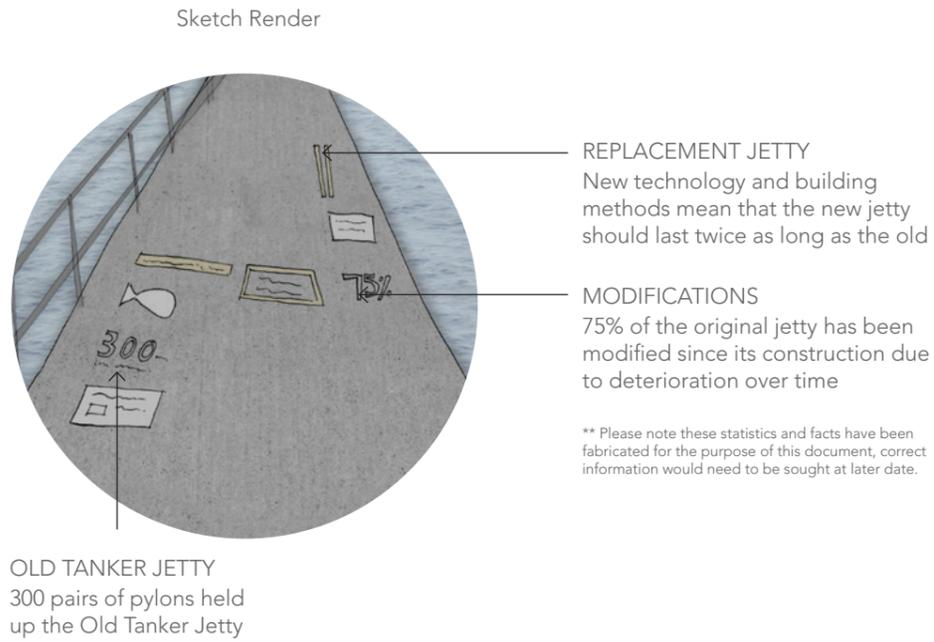
Benches 'Off-the-shelf' Starting at \$990.00 + gst

Machine engraving POA

GROUND BASED INTERPRETATION

There are a number of methods that could be incorporated at ground level to form subtle interpretation that does not detract from the physical structure of the replacement jetty. These again could include quotes from the Esperance Tanker Jetty Replacement Survey, statistics of the jetty's construction or explore the main activity here, fishing.

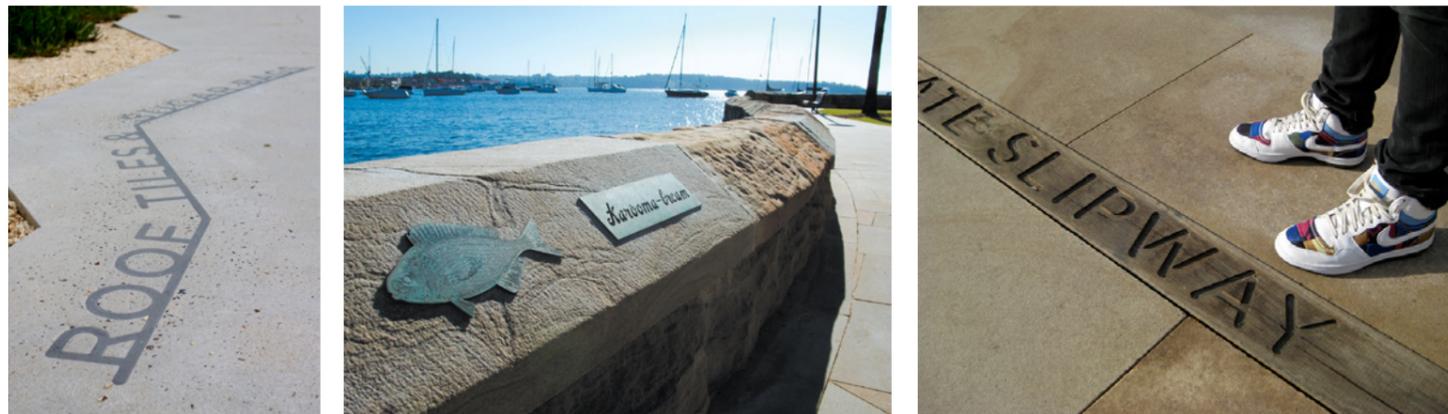
Example of a series of quotes and poetry embedded into a concrete path. This method could be used to also show diagrammatic facts and statistics. For this method there would also need to be consideration of the materials used to create the outcome, dependent on the structure of the new jetty, ability to withstand marine environment and slip rating.



Example of a sentence, laser cut and embedded within the toe-board of a jetty.



“Tanker Jetty Fishing Species: Herring, Skippy, Squid”



Example of a various types of materials used within footpaths and around marine environments.

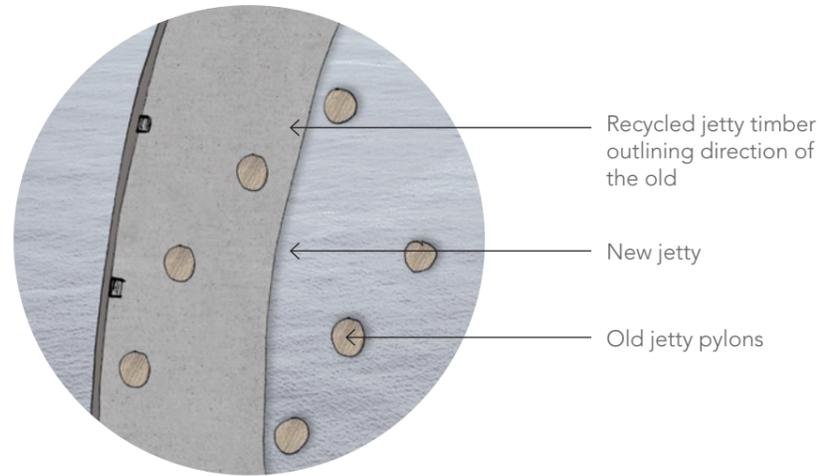
GROUND BASED INTERPRETATION

Depending on the orientation that the new jetty takes in comparison to the old, markers or change in materials could demonstrate the previous positions of the pylons of the old Tanker Jetty, with several remaining in the water to emphasise this.

Example of change of material and text to mark the previous wall.



Sketch Plan



NOTE: This interpretation method is dependant on the location of the new structure.

UNDER WATER INTERPRETATION

With the old pylons still visible under the water a trail could be developed for snorkellers and divers. This trail could include signage for interpretation and also provide information on the marine life.

Examples of underwater signage.



PUBLIC ART

Public art is a great opportunity for locals to express their fondness of a place. Below are some examples of public art which could interpret the much loved experience of fishing off the jetty.



Artsource (www.artsource.net.au) are able to assist local governments, private developers etc in developing a public art strategy, facilitation of artist selection and management of the fabrication and installation.