

PORT ADELAIDE

**H i s t o r i c s h i p s
a n d
b o a t s s t r a t e g y**

RENEWAL PROJECT

R e p o r t

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Document control

Issue	Issue date	Revision notes
Draft 01	15th November 2016	ships and boats strategy _ draft 1 _ 15 November 2016 _ RM comments.pdf
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01.00 Introduction

As part of the Port Renewal Project, Mulloway Studio was engaged by the Urban Renewal Authority (Renewal SA) to undertake a strategy for berthing or locating historic ships and vessels within the inner harbour of Port Adelaide.

The brief states;

The aim of this consultancy is to develop a strategy to maximise the opportunities and benefits of the heritage ships and boats for the both the vessels and for the Port Adelaide centre as a whole.

Stakeholder engagement will be a key component of the process. One on one meetings with each of the identified stakeholders will be conducted to verify the existing status of each vessel and collate feedback and ideas for location, activities, revenue opportunities, ongoing management/operational arrangements and other matters.

The ships included are:

- 1. One and All*
- 2. Falie*
- 3. Yelta*
- 4. Nelcebee*
- 5. City of Adelaide Clipper Ship*
- 6. Archie Badenoch*
- 7. Fearless*

01.01 Approach and Methodology

The project has been guided by a reference group comprising representatives from the following organisations:

- Renewal SA
- The South Australian Maritime Museum
- Department of Planning Transport and Infrastructure (DPTI)
- City of Port Adelaide Enfield

Key stakeholders were interviewed and vessel owners were asked to provide base information regarding their vessel and operational requirements and activities. These are summarised in the relevant sections and through the opportunities and constraints analysis. Stakeholders consulted include;

- South Australian Maritime Museum
- City of Port Adelaide Enfield
- DPTI
- One And All volunteers
- Falie volunteer group
- City of Adelaide Clipper Ship Trust
- Australian Maritime and Fisheries Academy
- Port of Adelaide National Trust

Some stakeholders are directly responsible for or own the ships and vessels and others are either advocates for heritage or have a related responsibility or significant presence in either the inner harbour or boat operations. For the purposes of this study, it has been assumed that all (except the Fearless) the vessels in question are of cultural significance and will remain based in Port Adelaide for the foreseeable future.

A review and identification of possible on-land locations as well as on-water locations was undertaken. Matching these to identified boats has formed the main strategy options. In order to develop these outcome options a number of key principles were developed that frame the aspirational aims and objectives. Identification of appropriate sites is based on these together with the more pragmatic issues such as size and accessibility.

The following table is a summary of the stakeholder conversations undertaken in relation to the Ships and Boats Strategy. They are not a verbatim record, rather a summary of the main issues raised, together with noted specific requirements. Some discussions prompted further information to be provided.

Stakeholders	Date	Present	Key Issues
City of Adelaide Clipper Ship	16th August 2016	Peter Christopher Mark Gilbert Tom Chapman Richard Smith Rosemary McKay Anthony Coupe	To secure a location within the inner harbour suitable for developing the visitor experience around the vessel. Visitor experience models considered include the SS Great Britain in Bristol, and a Seaport Village operation. The vessel needs to be land-based and transferred from the floating pontoon. Estimates of required land area are 4-5000sqm plus ancillary spaces. Aim is to remain independently funded and economically sustainable.
	26th October 2016	Mark Gilbert Richard Smith David Bagshaw John Bray David Gilbert Anthony Coupe	Negotiating with Cedar Woods in relation to use of Fletcher's Slip site. (Cedar Woods have since confirmed no support for this location) Interpretation and presentation techniques to be built around points of consistency with SAMM. Carparking areas will likely be required adjacent the site, depending on ultimate location. A series of key points to be sent to Mulloway to inform siting options. (refer to Appendix B)
South Australian Maritime Museum (SAMM)	17th August 2016	Kevin Jones Anthony Coupe	The Nelcebee and other larger items of the Museum's collection remain inaccessible to public. There are long-term objectives to develop this collection into an exhibition. (refer to notes in Appendix C) Current research at the Australian National Maritime Museum in Sydney indicates that boats on the water are the largest 'attractor.' Operating costs of vessels can be restrictive. Vessel berthed at the termination of Lipson Street is an important element in the broader visitor experience. Greater levels of public access to vessels moored on McLaren Wharf should be pursued. (Falie and One And All) Existing pontoon for Archie Badenoch could be expanded to facilitate easier loading and unloading.

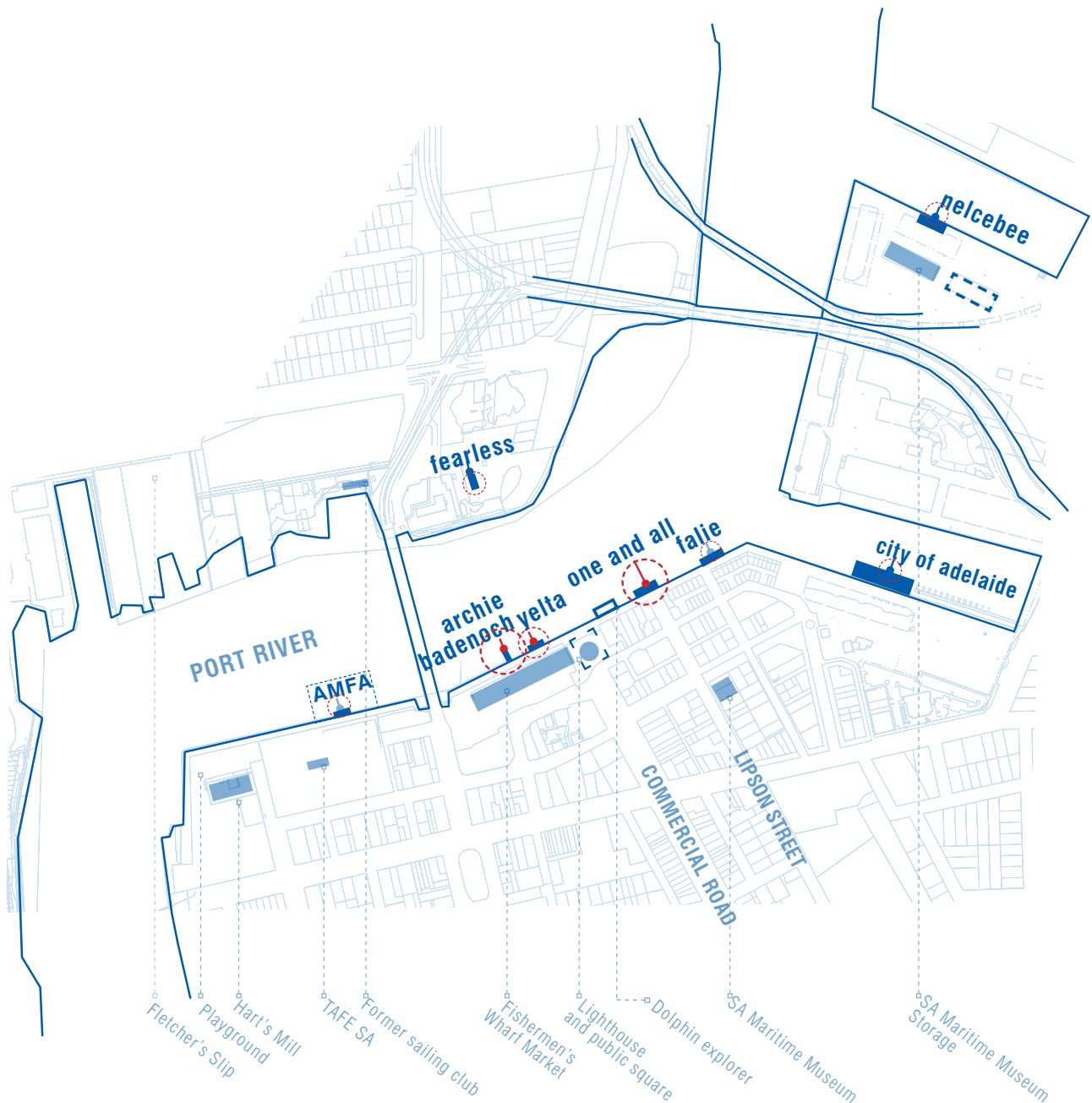
Stakeholders	Date	Present	Key Issues
Australian Maritime Fisheries Academy (AMFA)	26th September 2016	Bob Miller Anthony Coupe	AMFA is an industry body that provides educational services and training for maritime workers. AMFA have an intention to expand their training to support overseas mariners. Some training involves on-water and ship-based activities on vessels located on the wharf west of Birkenhead bridge. Preferably, historic vessels should be able to be viewed at deck level (dry dock) Establishment of an attraction on the North side of river would not be helpful for Port Adelaide centre.
DPTI/One And All	5th October 2016	Mario Bollella Joseph Rositano Alan Burgess Andrew Croydon Mark Booth Anthony Coupe	Following a few years of financial uncertainty, the board is developing a new business model. Revenue generating capacity is limited by passenger capacity, and location of berth in relation to pedestrian traffic. DPTI has committed to maintaining the vessel in survey for the next 5 years from 2016. Current condition of McLaren Wharf (decayed timbers, protruding bolts) has potential to damage the hull. Booking office has been established and located close to the wharf. The vessel requires significant workshop and maintenance facilities to support the ship, currently undertaken in workshop in Shed 13. In-survey requirements can be onerous. A day to day store close to wharf would be advantageous Long term carparking availability required for passenger trips (greater than 8 hrs)
DPTI/Falje	5th October 2016	Mario Bollella Joseph Rositano Keith Ridgway Chris Johansen Hannah Grant Ian Steel Anthony Coupe	An updated business model is being developed. The vessel provides two levels of experiences – one being casual access during festivals and events, and the other through the use of the vessel as a function venue. A range of partnerships and associations are being investigated and developed. Some modifications to the boat will assist improved usage, including removal of recent false bulkhead, improved toilet facilities. Can potentially be moored west of Birkenhead bridge. Carparking access is advantageous. Vessel will likely need to be transferred to permanent land-based location within 10-15 years due to deterioration of hull.

02.00	Stakeholders	5
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Stakeholders	Date	Present	Key Issues
SAMM History SA	13th October 2016	Greg Mackie Anthony Coupe	History SA is undertaking a review of its collection storage generally. Combined cultural heritage storage opportunities may be possible in Port Adelaide.
Port Adelaide Enfield Council	26th September 2016	Karen Cummings Anthony Coupe	Location of ships and related programmes support place-making options and objectives. Visitors expect to see boats in the Port. Council can take a role in relation to coordination, marketing and other associated aspects such as grant writing. Council is reviewing its carparking strategy. Other on-water activities need to be brought back – rowing, dragon boats, etc
Port of Adelaide National Trust	22nd October 2016	Karen James Clare Shuttleworth Peter Anthony Coupe	Coordination of maritime activities and stakeholder groups to ensure best outcomes is a priority. Reference to established policy Historic and cultural context to be developed around both activities and ships.
Project reference group	25th October 2016	Rebecca Martin Vince Rigter Kevin Jones Karen Cummings Mario Bollella Anthony Coupe	Opportunities for co-location, operations and other activities to be considered favourably.

Ships and Boats Strategy:

Opportunities and Constraints Analysis



Current ships location





Friends of the Sailing Ship One & All Inc. (nd.), *The Ship-15* [ONLINE]. Available at: <http://oneandallship.com.au/photos/> [Accessed 9 December 2016].

03.01 One And All

Mission Statement

The principal objective of the organisation is:

To create opportunities for community involvement in the STV “One and All” Sailing Ship and provide training for members so they can be involved as volunteers in crewing and maintenance of the ship and promotion of its Youth Development and other programs.

The South Australian Government, through the Minister for Transport, owns the One and All, which was purpose-built as a sail training ship by volunteer labour, supported by corporate donations, and launched in 1985, in time for the State’s 150 year anniversary celebrations. The Friends of the One & All volunteers (FOASS) operate a community based tall ship sailing program and the Minister for Transport is responsible for maintaining the vessel’s mandated survey certificate and registration from Australian Maritime Safety Authority (AMSA).

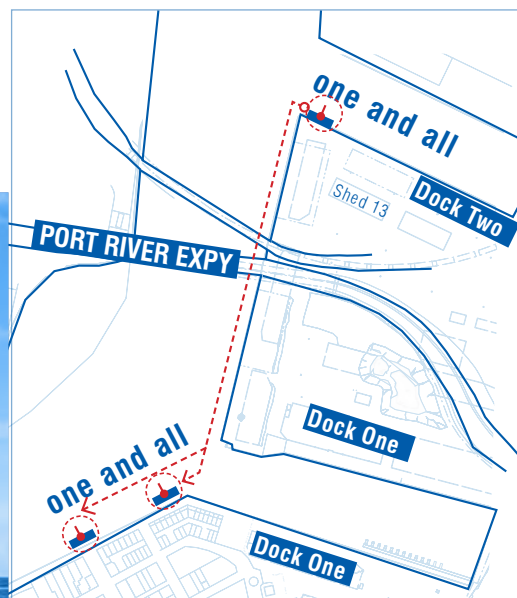
Personal Development via Sail Training

Sail training is a platform for learning about yourself, your abilities and what you are capable of achieving in life whilst discovering how to safely sail a tall ship. The STV “One and All” has been purpose built for this role. It is NOT training people FOR the sea but training FOR people ON the sea. It is an exercise in teamwork, in living and working with other people, and in succeeding in all tasks attempted. It is particularly successful on a tall ship – one cannot walk away from a problem at sea.

source (<http://oneandallship.com.au/>)

One And All

Owner
DPTI (SA Government)



Strengths

- 1.Active sail training
- 2.Vessel offering sailing experiences
- 3.Tall masts visible around the harbour
- 4.Often seen sailing in the river and in the gulf

Weaknesses

- 1.Limited ability to derive funds and remain commercially viable
- 2.Requires significant on-land maintenance facilities to remain in survey

One And All is an active sail training vessel. It offers both intensive training programmes where it can be at sea for relatively long periods, through to more tourism based day sails off the metropolitan coast. The fact that this vessel remains active, in-survey, offering an understanding of authentic sailing, is its primary strength. While in-port, with its tall masts, it provides a visual connection to sailing heritage, and 19th century sailing vessels. These are both extremely strong points in relation to the amenity of the inner harbour. A small booking office on the corner of McLaren Parade and Lipson Street provides a Port Centre presence.

As an active commercial vessel, the OAA is subject to rigorous compliance frameworks, with regular survey checks and significant ongoing maintenance requirements and other running costs. This requires workshop, storage, and administration space. Some repairs are effected in-house by the crew in the workshop currently in Shed 13, and at Dock 2. The same space provides record keeping and other consumable storage related to day to day passenger operations.

The One And All operations are commercial. It has been historically difficult for the venture to remain financially viable. The limited ability to derive funds is based in large part on the number of paying passengers which is limited by the size of the vessel. The costs of maintenance as well as day to day operations are considerable making it difficult to find a successful business model.

It also relies on the interest of a volunteer group to administer.



Ships from under the Southern Cross, (2009), *THE FALIE* [ONLINE]. Available at: <http://southern-cross-ships.blogspot.com.au/2009/12/falie.html> [Accessed 9 December 2016].



Erik, (2014). *Falie, out of Port Adelaide* [ONLINE]. Available at: <http://www.lineargrafx.com/boats.html> [Accessed 9 December 2016].

03.03 Falie

Mission Statement

To restore and keep Historic Ketch Falie in Port Adelaide inner Harbour, for future generations to enjoy.

We seek to spread awareness of HKF and her importance to South Australia's Maritime History.

source (<http://historicketchfalie.org.au/>)

Falie was built in 1919, came to South Australia from the Netherlands in 1923 and operated as a coastal trader for 59 years around the South Australian coast and interstate.

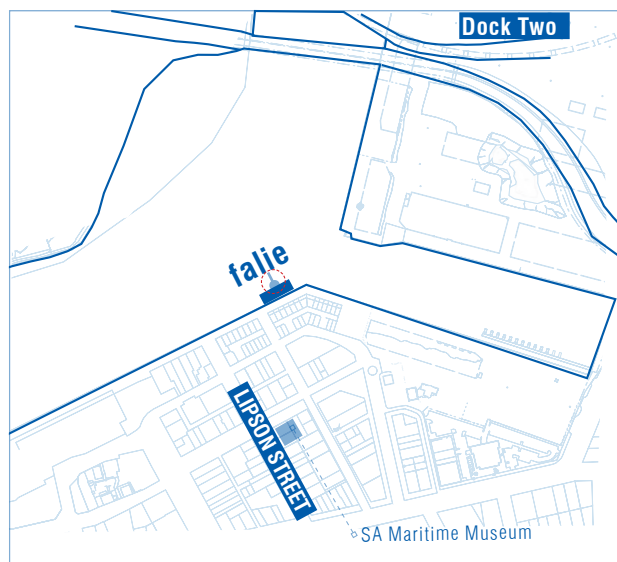
Following retirement, Falie was purchased by the State Government to:

- act as the flagship for a re-enactment of the grain trade as part of the State's 150 year anniversary celebrations,
- preserve as an important icon of South Australia's maritime history,
- provide tourism and education opportunities to benefit the South Australian community.

Refurbishment work was undertaken with financial and in-kind support and sponsorship from unions, the private sector and Government, and using labour from a job creation scheme.

The Falie volunteers operate a community based events program and the Minister for Transport is responsible for maintaining it as a static floating vessel.

Falie



Strengths

1. Authentic historic vessel offering stories of South Australian shipping
2. Operates as a type of function venue. Future expansion of these operations possible with limited outlay.
3. Complementary on-wharf areas could assist in flexibility of operations.

Weaknesses

1. Not in survey – doesn't sail.
2. Needs wharf access (vehicles and pedestrian)
3. Access generally is difficult.
4. As a historic vessel, any alterations need to be in-line with its significance.
5. Continued operations require fixed wharf location (for provision of services)

Falie is an Historic Ketch associated with the South Australian maritime industries since the early 20th Century. As an authentic, tall masted vessel berthed (and afloat) within the inner harbour, and open to the public, it contributes visually and programmatically to the character of the Place. It has capacity to increase its commercial activities however unless it can obtain an exemption it will need to be permanently affixed to the wharf to meet various regulatory requirements. As a floating vessel it can be relatively easily moved – either temporarily or otherwise. It can be associated with a larger land-based, wharf-side area, building or space that would work in association.

While the vessel remains afloat, it is not in survey and cannot sail. It is anticipated that without significant hull repair, Falie will need to be moved to a land-based site within 10-15 years. Ongoing maintenance is required. This is normally carried out in the workshop at Dock 2. As an operational venue, the boat is limited in size and access is difficult. Staircases, doorways and head heights limit how the vessel operates as an entertainment venue. These constraints, together with the size of the vessel and its capacity (number of persons) limit its ability to derive funds.



03.05 City of Adelaide Clipper Ship

Vision

... to preserve the historic clipper ship City of Adelaide and display her in Port Adelaide, providing a centrepiece to the maritime heritage tourist precinct.

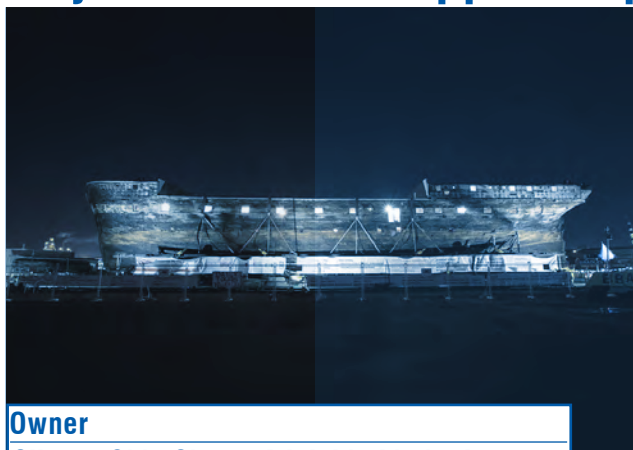
The City of Adelaide is planned to be the centrepiece of a seaport village, offering the perfect interactive environment for visitors to learn about Australian maritime and colonial history.

The City of Adelaide carried immigrants from places such as England, Scotland, Cornwall, Ireland, Germany and Scandinavia.

The seaport village, in addition to maritime and colonial displays, will reflect the cultures of passengers and crew.

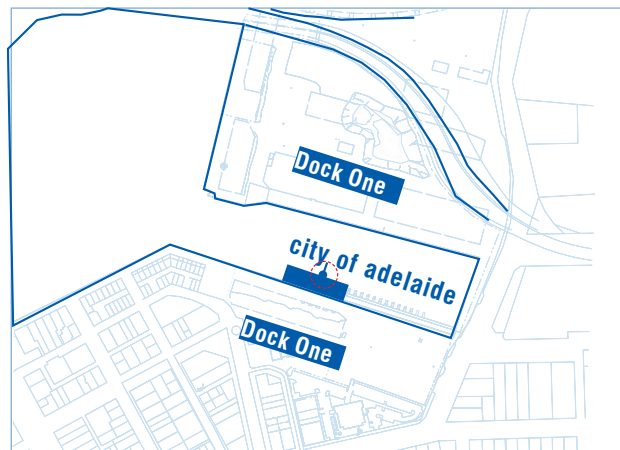
source (<http://www.cityofadelaide.org.au/vision>)

City of Adelaide Clipper Ship



Owner

Clipper Ship City of Adelaide Limited



Strengths

1. Large historic timber vessel offering insights into stories of immigration to South Australia
2. Privately owned vessel
3. Can potentially contribute to a 'mass' of maritime heritage experiences in Port Adelaide

Weaknesses

1. Conservation works required are extensive
2. Privately owned vessel
3. Current proposals for interpretation are ambitious and require significant on-shore land area to create financial viability
4. Depending on location, carparking requirements could be restrictive

The City of Adelaide Clipper Ship is a large historic vessel and has potential to provide a significant attraction if developed in a suitable manner. It also has potential to illustrate some of the State's immigration history in an authentic and immersive manner. The enterprise is a private venture, not seeking government support beyond provision of a site. Combined carefully with other maritime attractions, there is potential for the vessel to consolidate and expand visitor numbers.

The vessel currently is in poor condition and visually challenging. It is incomplete, and it is highly unlikely that it will ever float or sail and there is no intent to make it. As a land-based hull, it is difficult to access physically, and to understand as a sailing vessel (approaching from below). Proposals for its interpretation are ambitious and to achieve will require significant funding. Museums and cultural facilities and experiences are notoriously difficult to manage financially, and as a private venture, there is a risk that the venture will fail.



Fearless Archie Badenoch Yelta Nelcebee

03.07

Mission Statement

The SA Maritime Museum preserves, explores and celebrates the human history of our oceans and rivers.

We present our exhibitions gallery, lighthouse and vessels in the heart of Port Adelaide, South Australia's first heritage precinct. Our collection has grown over the past 140 years but we take a contemporary approach to interpreting the past.

Over two million people have visited the Maritime Museum since we opened our bond stores exhibition gallery in 1986.

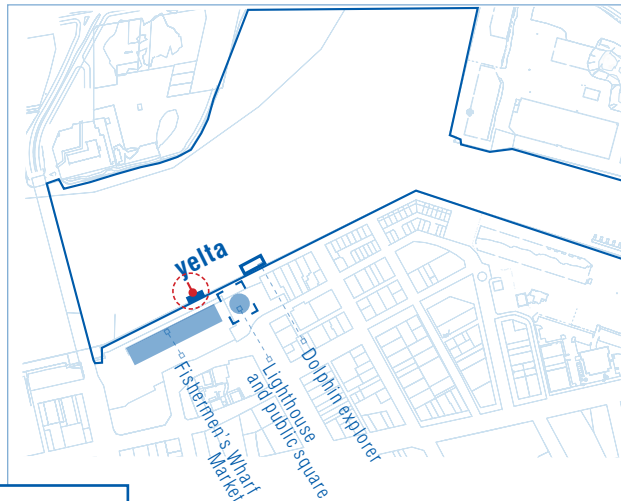
source (<http://maritime.history.sa.gov.au/>)

Images References

Don Thorpe, (nd.), Berthed at Port Adelaide [ONLINE]. Available at: <http://passengersinhistory.sa.gov.au/file/41558> [Accessed 9 December 2016].
 South Australian Maritime Museum, (nd.), 1942 Police Launch heading out from Port Adelaide [ONLINE]. Available at: <http://passengersinhistory.sa.gov.au/file/32582> [Accessed 9 December 2016].
 South Australian Maritime Museum, (nd.), Showing Yelta in original condition [ONLINE]. Available at: <http://passengersinhistory.sa.gov.au/file/29676> [Accessed 9 December 2016].
 B Samuels, (nd.), NELCEBEE [ONLINE]. Available at: <http://passengersinhistory.sa.gov.au/file/43676> [Accessed 9 December 2016].

Yelta

Owner
SAMM



Strengths

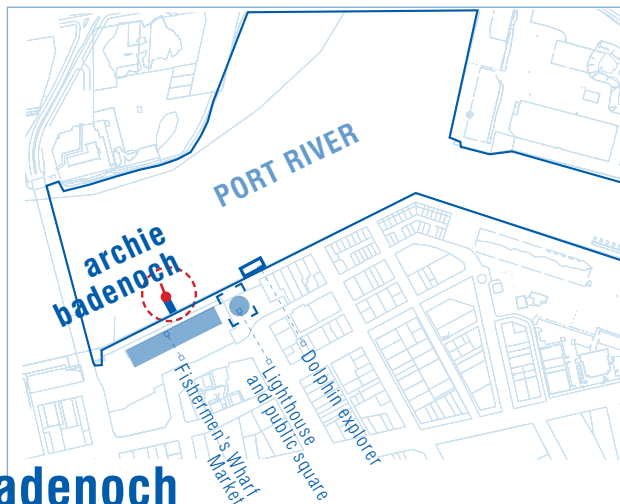
- 1.Active steam powered tug boat located adjacent the Lighthouse.
- 2.Strong historic connections to Port Adelaide

Weaknesses

- 1.Expensive to run
- 2.Long lead times to start up
- 3.Limited capacity to derive funds

A historic vessel with strong associations with Port Adelaide, it is the only steam vessel on the river. As a steam vessel it provides activity and visual presence. It is also a key part of the SAMM's collection. The vessel sails, and is available for public programmes. When in use, smoke from the funnel indicates activity and as a tug, illustrates some of the former maritime port activities.

As a commercial vessel, it is subject to marine safety requirements, and as a steam vessel, it is difficult and expensive to operate. It requires 3 days to prepare (for steaming) and has limited space for passengers. It is operated by interested volunteers.



Archie Badenoch

Owner
SAMM



Strengths

- 1.Active boat
- 2.built locally
- 3.Provides cruises to public as part of SAMM experience

Weaknesses

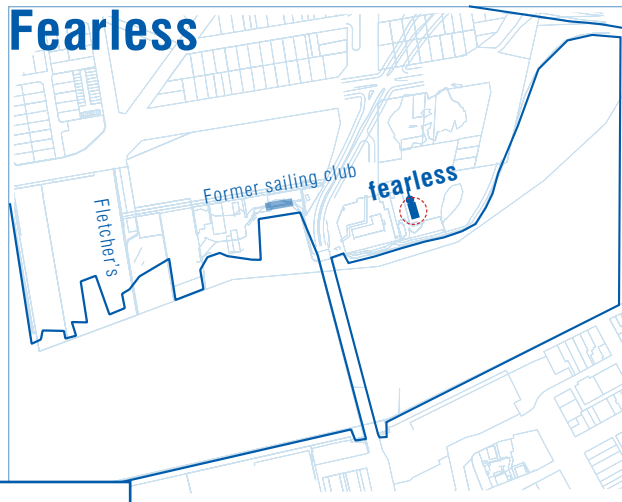
- 1.Costs of general running and maintenance.

The Archie Badenoch is a historic motor vessel, built on the Port River. It therefore has very strong associations with the Place and forms a large part of the South Australian Maritime Museum's education programmes. It is relatively easy to manage and maintain, runs regularly and provides on-water activities for a significant number of visitors. It contributes to the on-water activity in the inner harbour. Berthed near the lighthouse, it helps intensify pedestrians activity at the Port's centre.

It is a relatively small boat and has less presence than some larger vessels. Requires regular maintenance and is subject to operational and maritime safety requirements.

03.10

Fearless



Owner
SAMM



Strengths

1. Land-based former tugboat contributes to maritime visibility in the inner harbour

Weaknesses

1. Asbestos linings limit access
2. Height above land limits access
3. Cost to adapt and rehabilitate

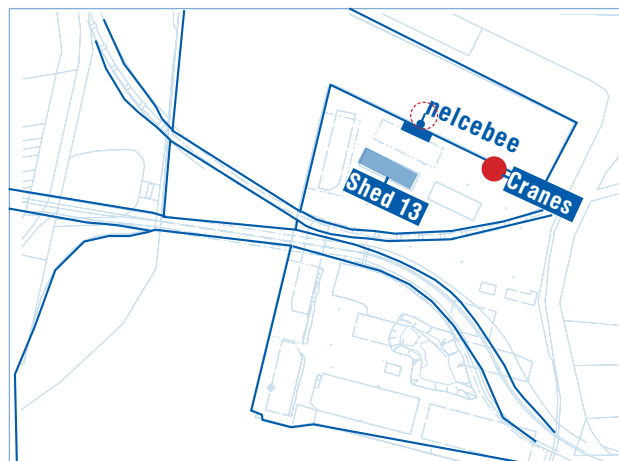
A land-based artefact, the former tug provides a visual reference to maritime activities.

The tug's associations with the Port are limited to local identity Keith LeLeu who brought it to South Australia from Queensland. It was brought ashore to its current location in 1982. It is inaccessible and in its current fenced-off situation appears derelict and uncared for. The presence of asbestos is an additional constraint on access or other use.

Located on a proposed development site, the vessel will need to be relocated or demolished.

03.11 Nelcebee

Owner
SAMM



Strengths

1. Land-based steel ketch
2. Contributes to the collection of SA maritime history items
3. Large object.

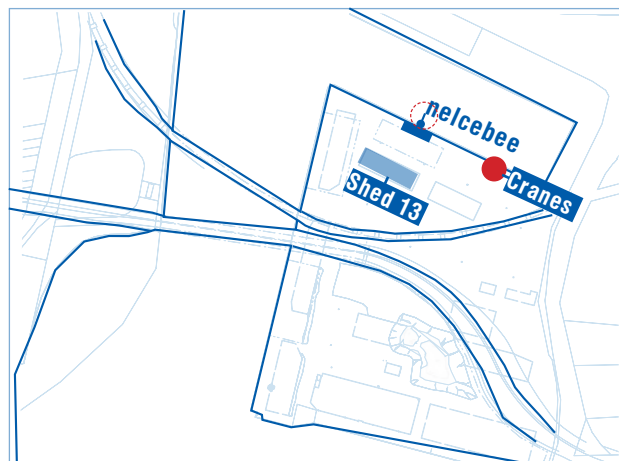
Weaknesses

1. Non-water based
2. Large object.
3. Current presentation is weak.



The Nelcebee forms a significant part of the SAMM's collection of vessels and larger objects. It has potential to be developed as a more immersive attraction. It is an authentic historic vessel with strong associations with South Australia's maritime industry. Vessels and other related items currently in storage also have the potential to form a larger attraction that offers a different experience than the existing SAMM exhibitions and there is a long-term goal or desire to develop a larger scale immersive exhibition experience.

Nelcebee is currently located, along with the SAMM's larger object collection in Shed 13 at Dock 2 on the northern side of the railway and road bridges. While it is technically possible to view the vessel; as a tourist or visitor, the route from Port Adelaide centre by road is obscure and hard to negotiate, and pedestrian access is practically impossible. The Nelcebee itself is inaccessible and can only be viewed from below. It is not currently interpreted or presented in any way and appears to be somewhat dilapidated. Developing an exhibition around these objects will be an expensive proposition. Either repairing Shed 13, or building a new facility, or both will be required, as well as the development of exhibitions and displays.



03.11

Shed 13

(various boats in SAMM collection)

Strengths

1. SAMM's collection of non-sailing boats and other larger items. Significant objects

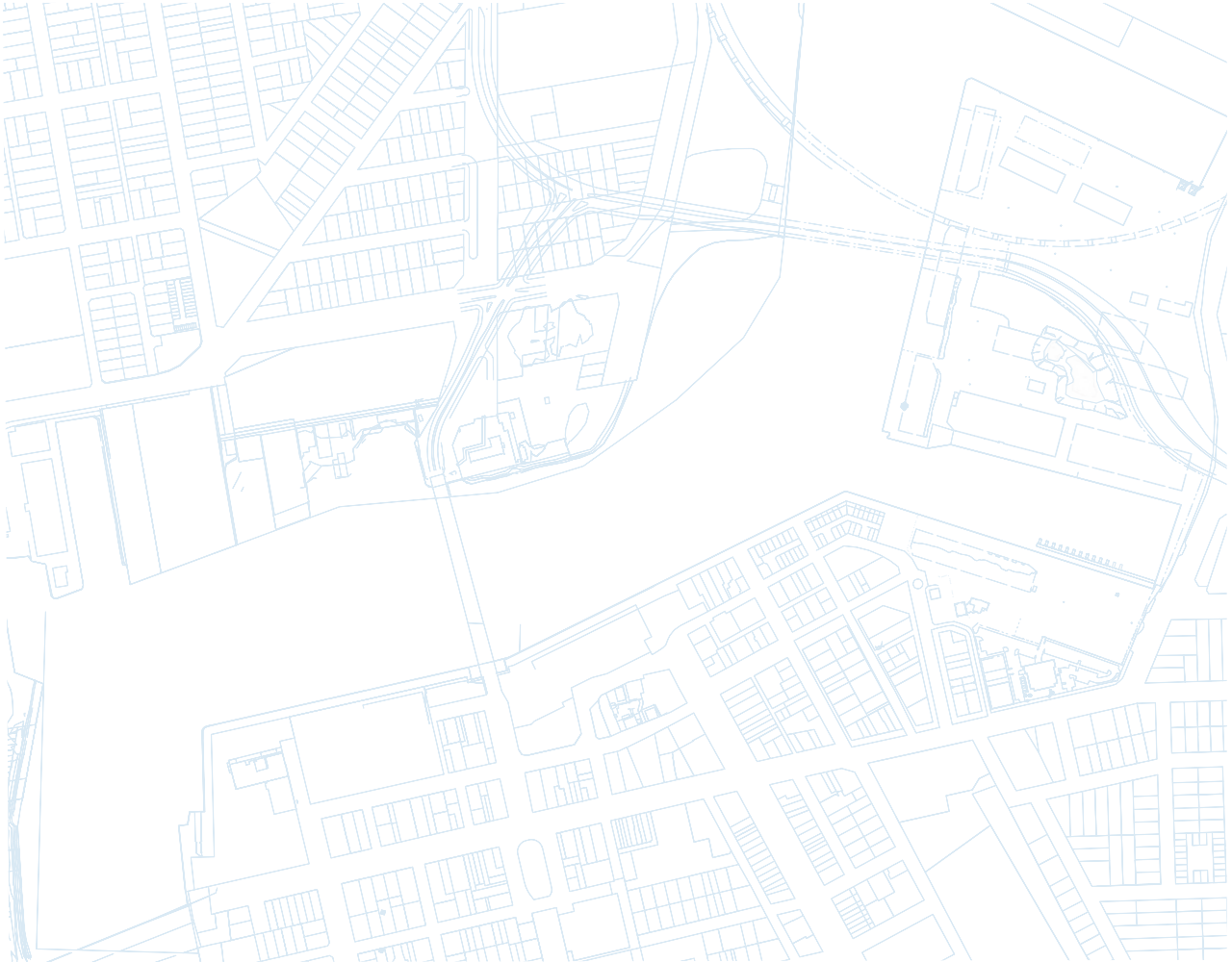
Weaknesses

1. No public access generally
2. Conservation conditions are less than ideal

Workshops

Workshop facilities are required for the OAA, SAMM, and Falie. These are currently located in Shed 13 and provide the ability to undertake regular repairs, restoration, upgrades, and maintenance. They provide a relatively high level of activation, and form the basis of a core facility. They also provide opportunities for visitor and tourism access as part of the broader maritime heritage experience.

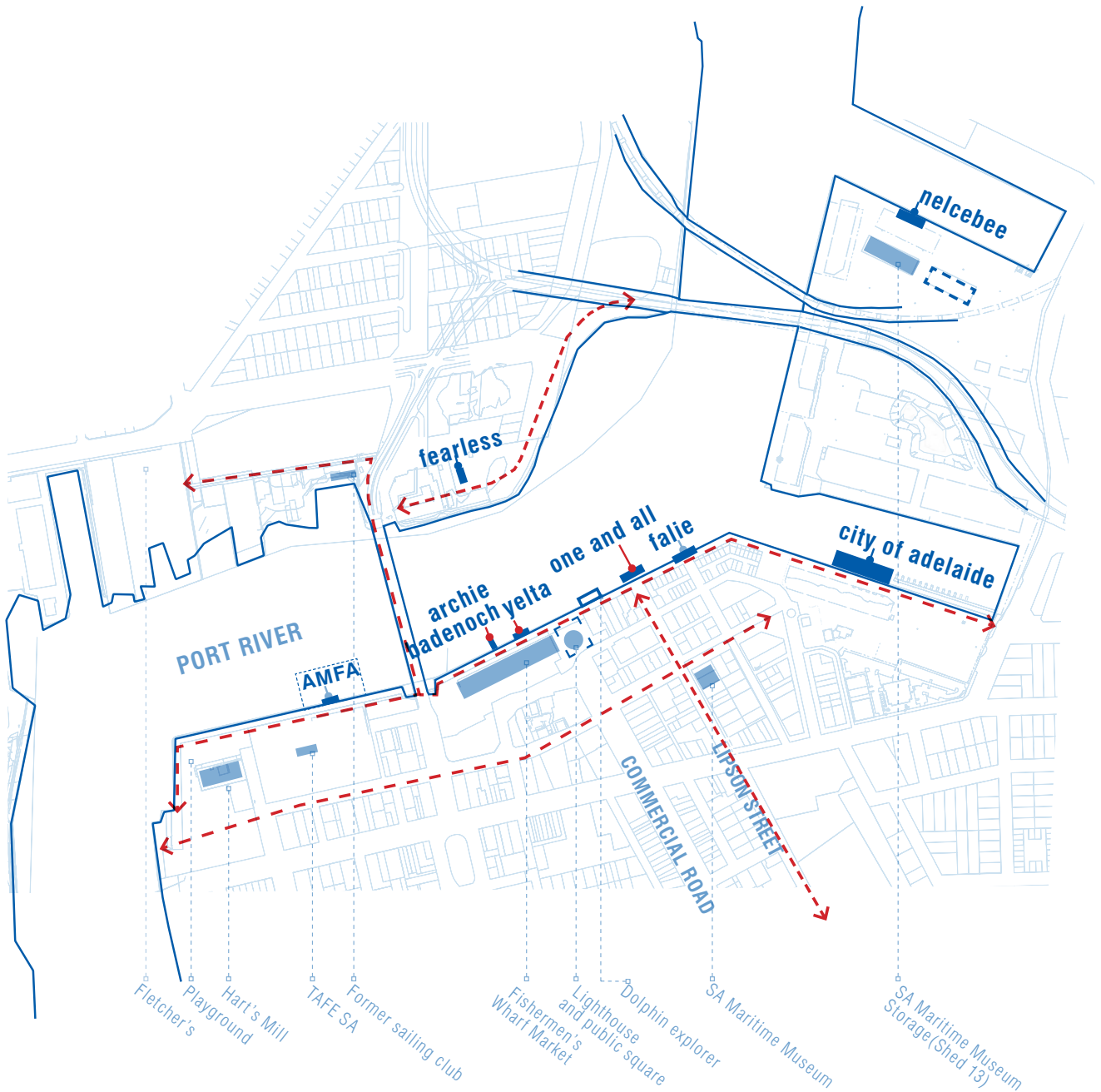
A volunteer run facility is next to the OAA's workshop and all are combined with the SAMM storage. Separation between specific work areas is poor and dust affects neighbouring facilities.



04.00 Site Analysis

Sites for activities related to the historic ships and vessels as listed below have been identified based on the listed principles and the following:

- Land within the inner harbour remaining under government control
- Sites with proposed development areas that offer suitable space
- Sites within development areas that have historic associations
- Other established sites outside of the inner harbour



Pedestrian access

0 100 200m



Pedestrian access



Active sail

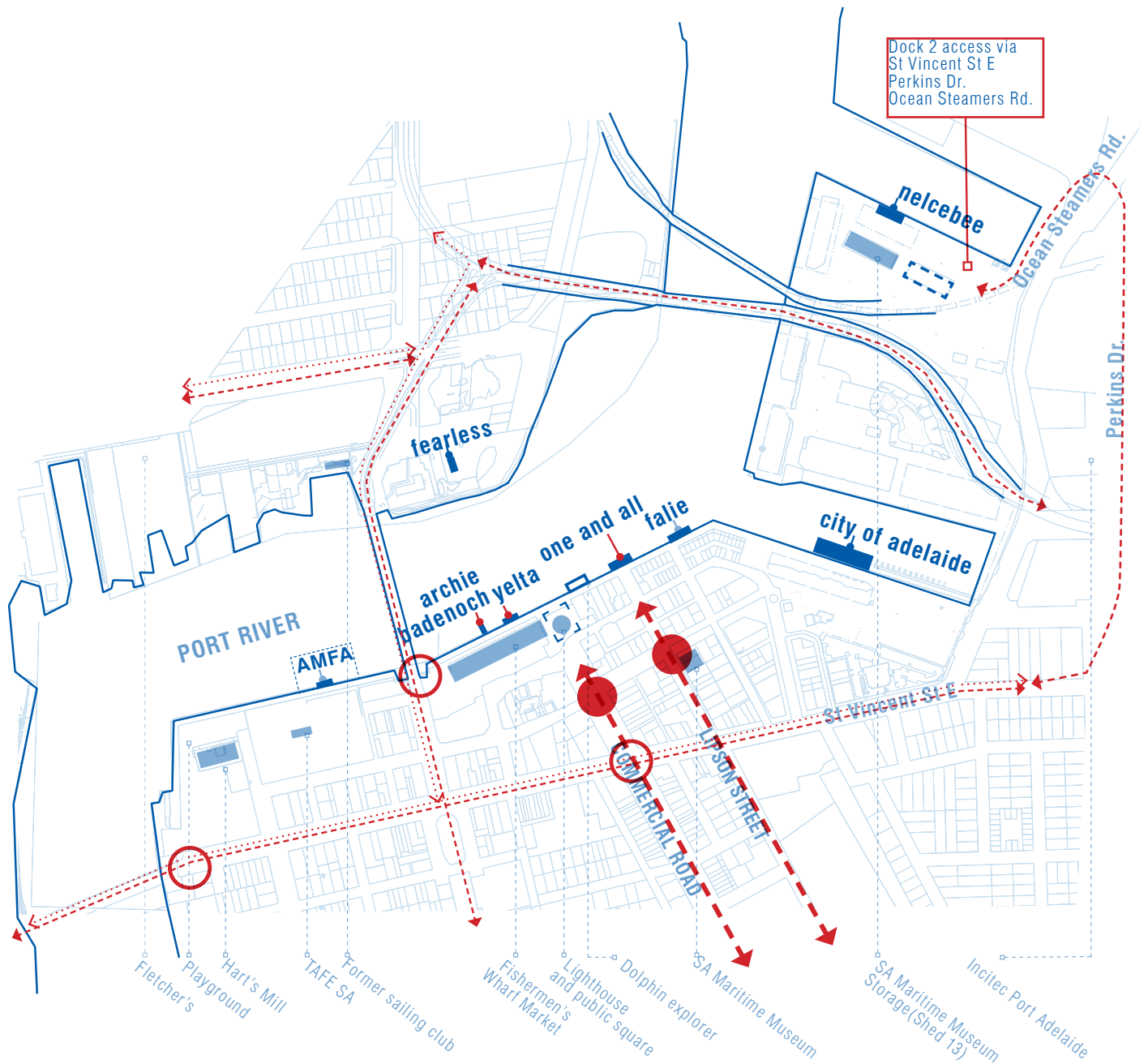


Floating



Non-sailing

Vehicle access



Vehicle access

0 100 200m

Major Gateway

Traffic meeting point

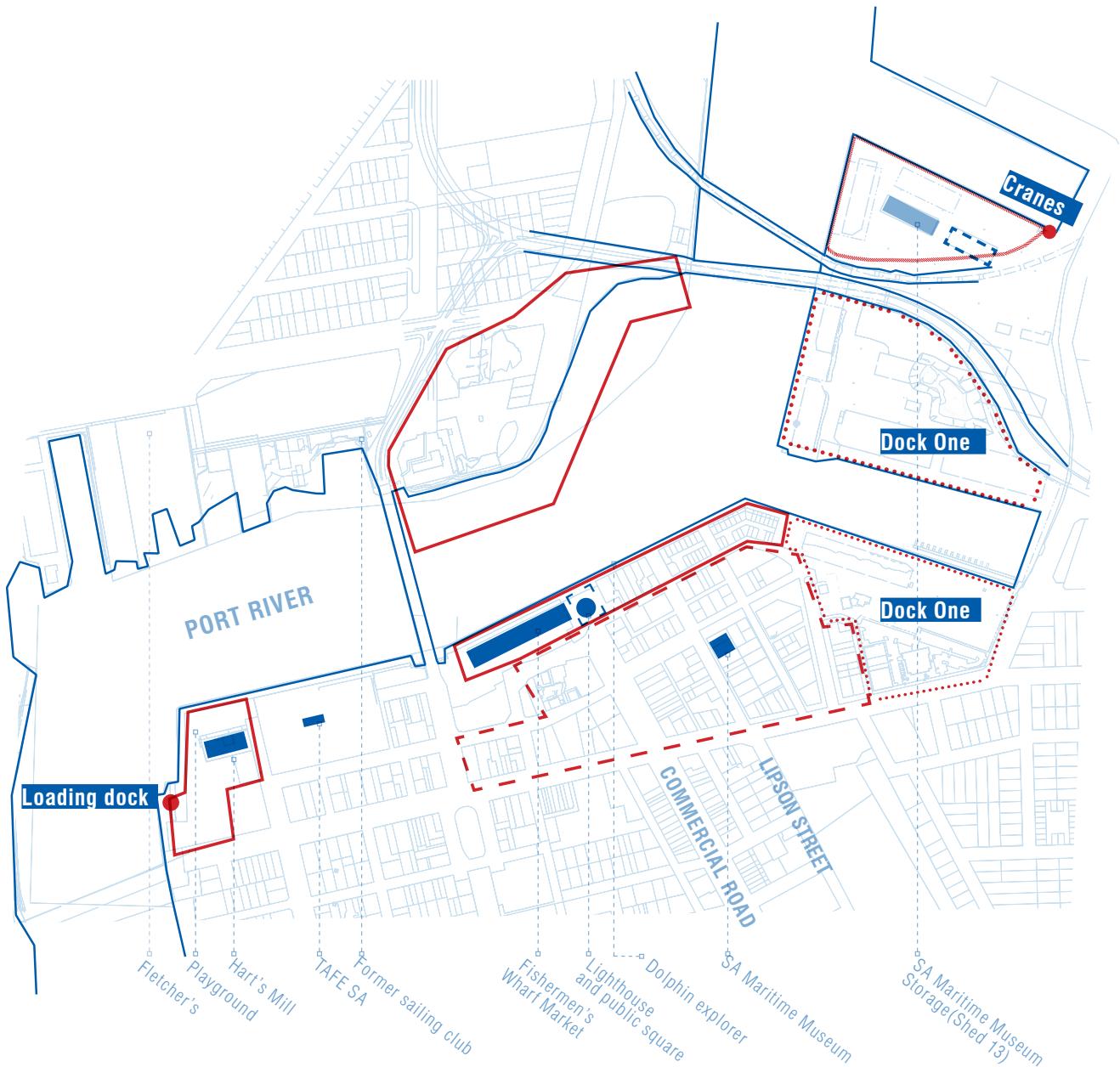
Active sail

Floating

Non-sailing

Vehicle access

Public transport



Zone activity

0 100 200m

State heritage area



Working zone



Light industry

Recreation zone



Cruickshank's Corner

Main public zone

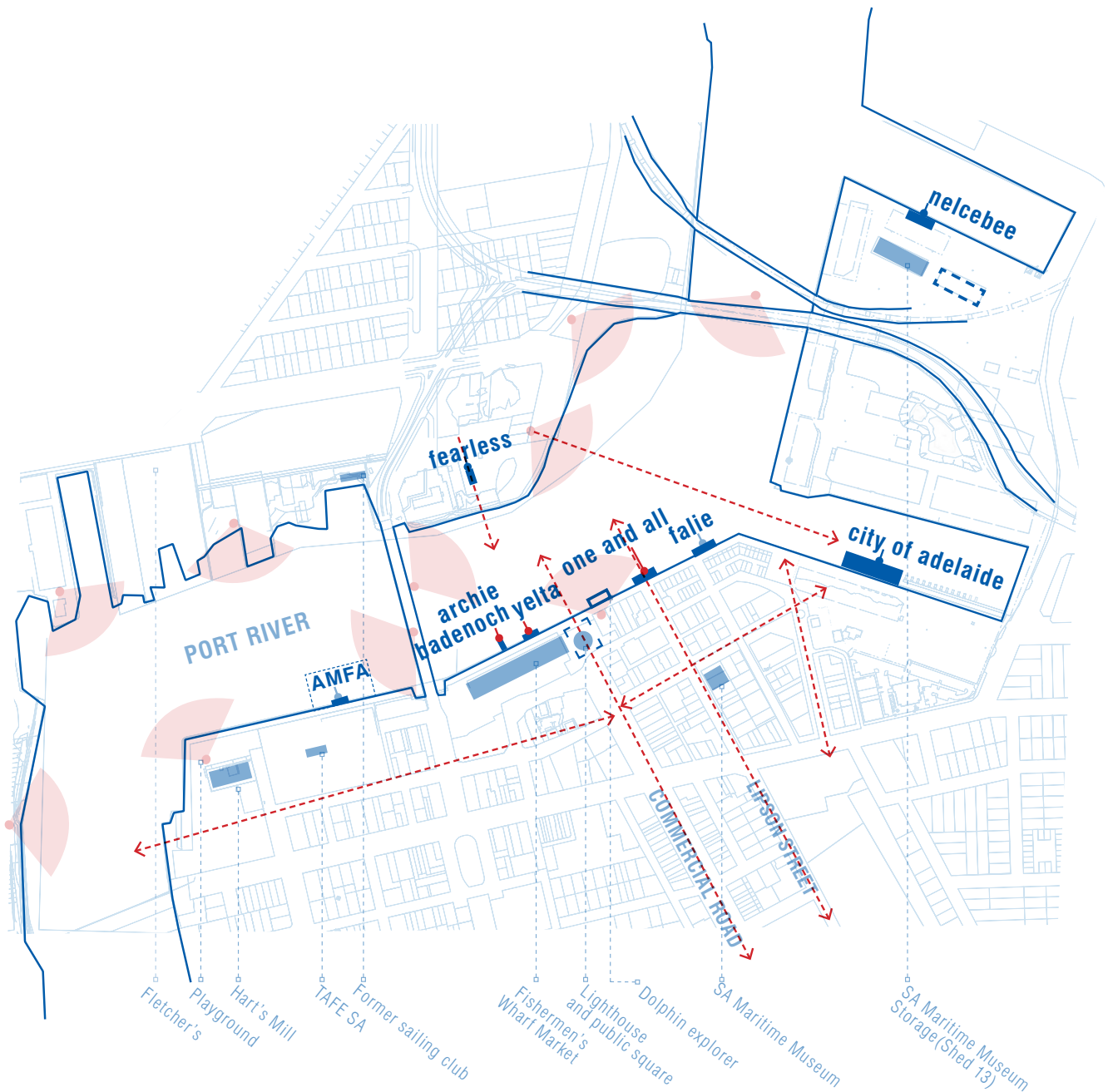


McLaren's Wharf

Community zone



Hart's Mill



View

0 100 200m

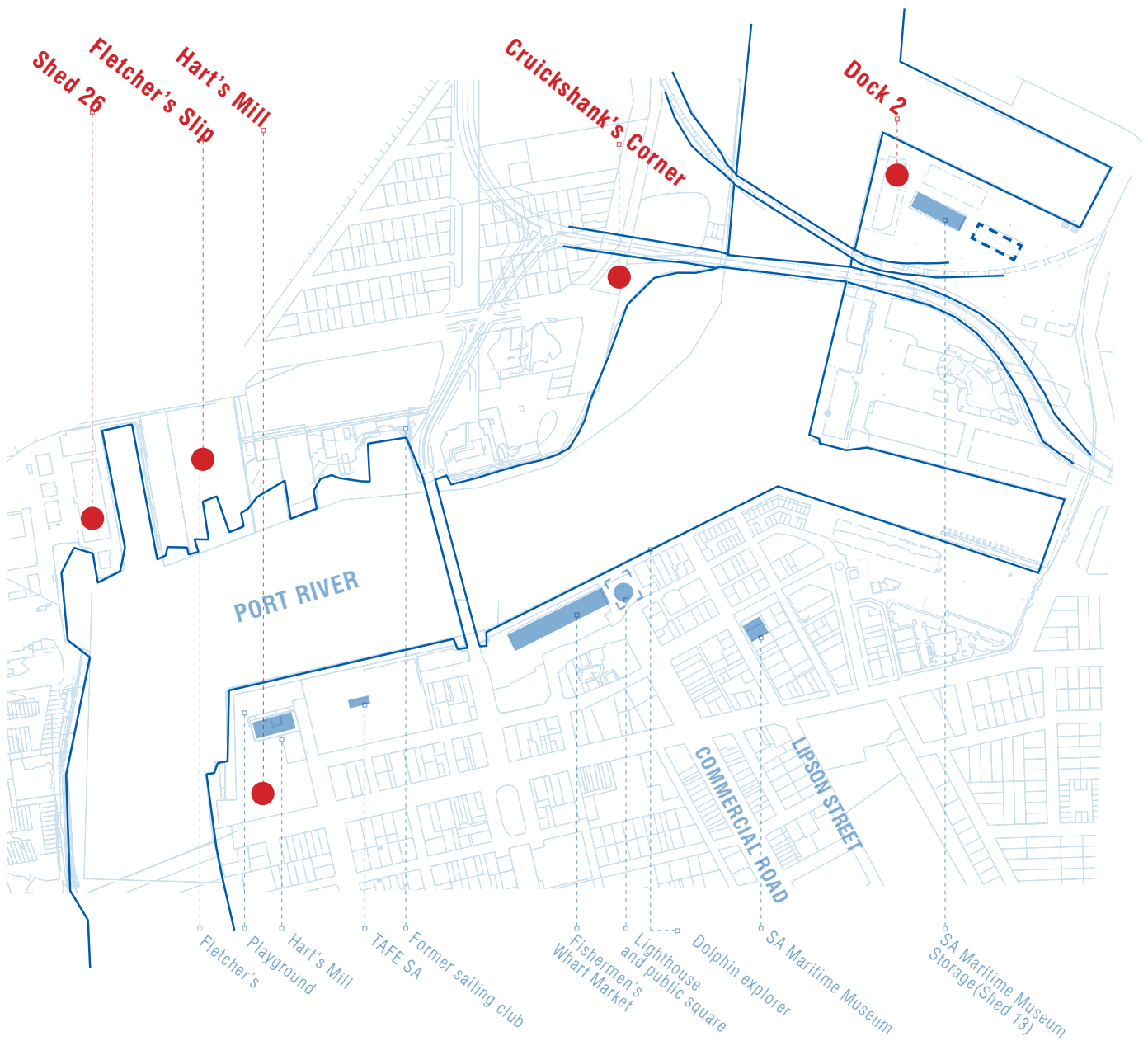


Active sail

Floating

Non-sailing

View Corridor



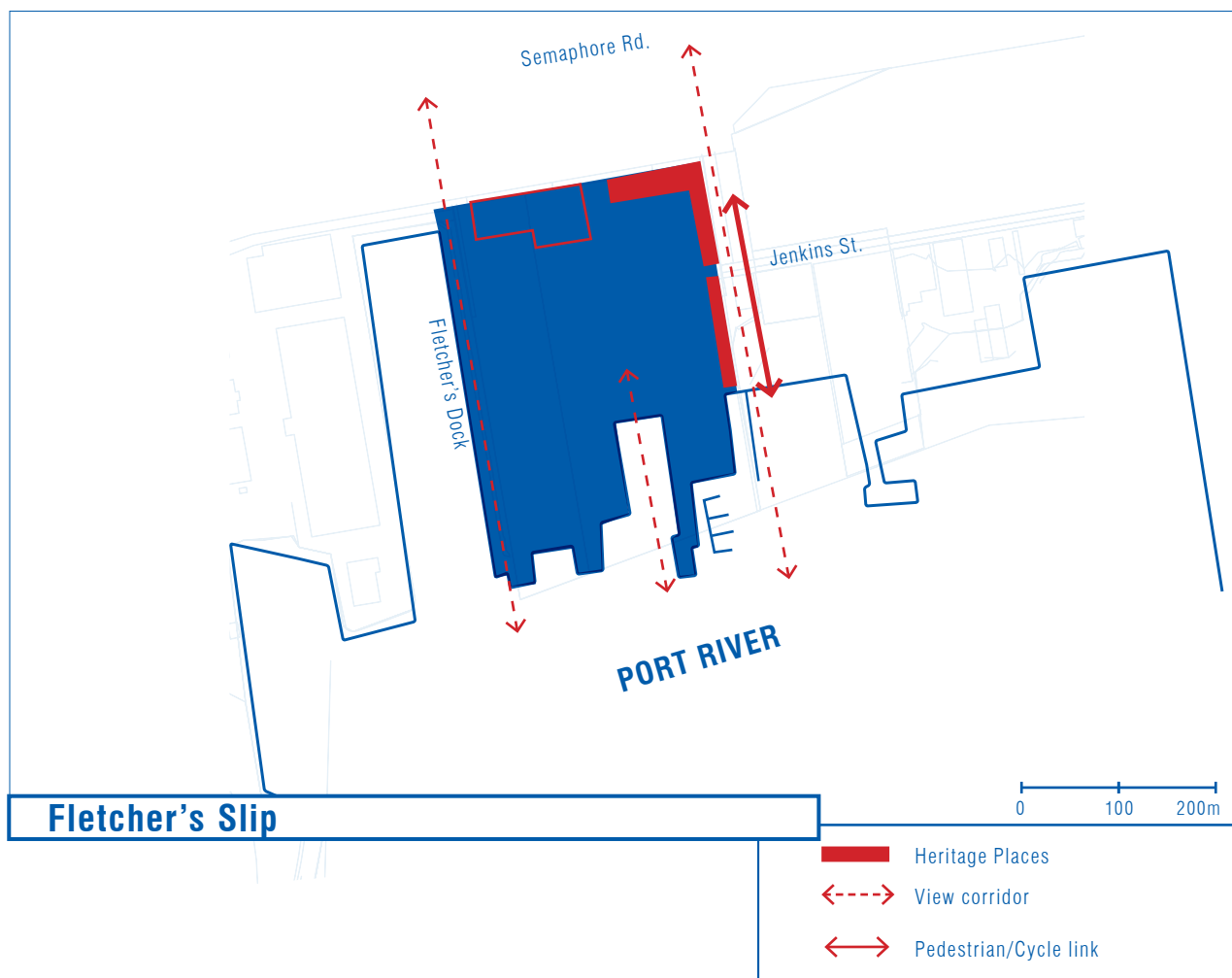
Site summary

Opportunities

1. Historic site with remnant infrastructure (slips, buildings)
2. Potentially operational slips
3. Can support a range of larger and smaller marine enterprises
4. Potential water access from McLaren Wharf
5. Visible from McLaren Wharf

Constraints

1. North side of the river/away from McLaren Wharf
2. Carparking required/other access
3. Private ownership/developer controlled – perceived negative impact on residential development
4. Coastal protection constraints relating to ground level and sea level rise.
5. Contaminated site

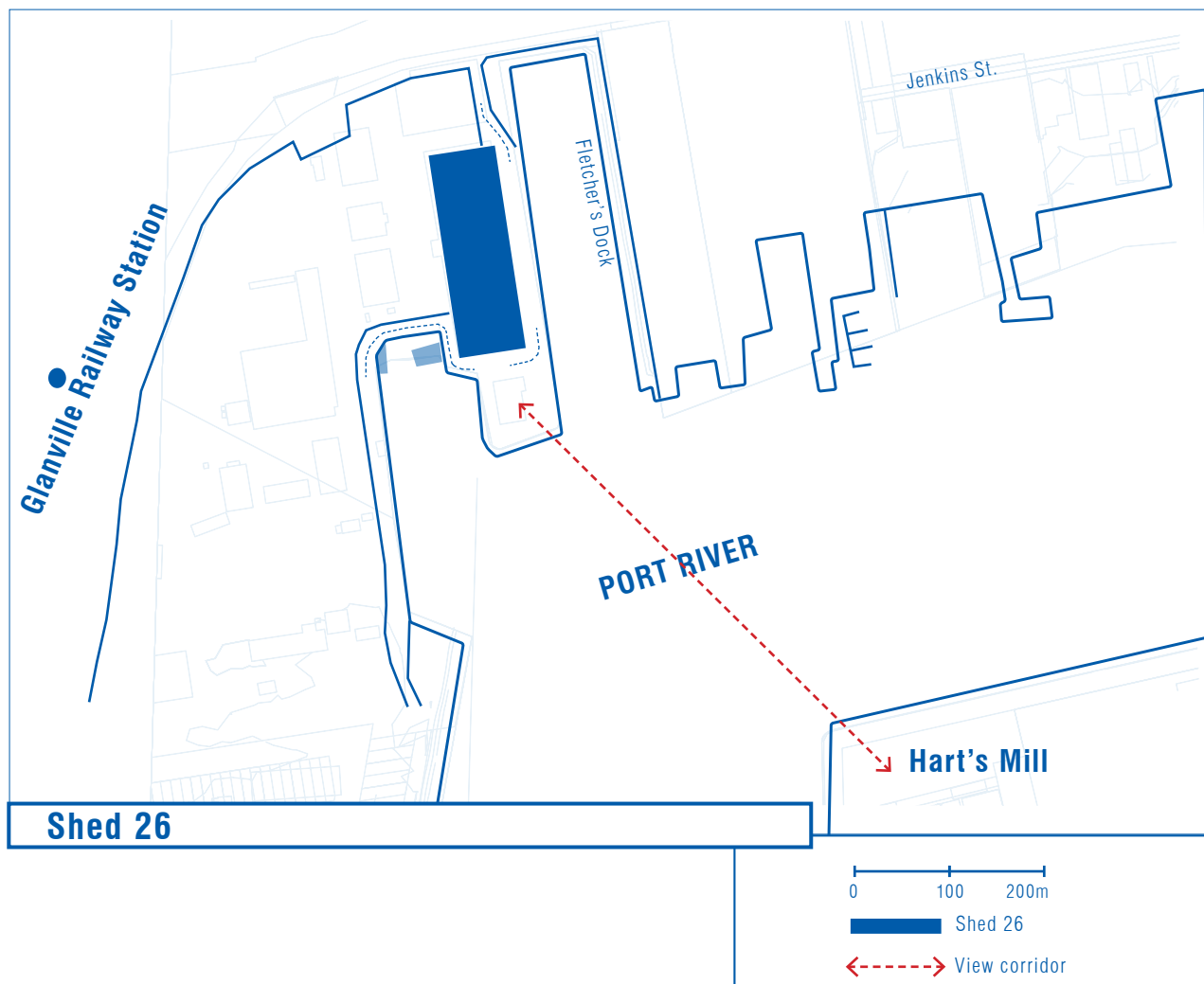


Opportunities

1. Large open span covered shed suitable for display of boats
2. Potential for workshops related to maritime display activities
3. Close to Railway Station
4. Close to Semaphore Road
5. Potential water access from McLaren Wharf

Constraints

1. Private ownership/developer controlled - perceived negative impact on residential development
2. North side of the river/away from McLaren Wharf
3. Carparking/access requirements
4. Refurbishment and asbestos management required
5. Contaminated site



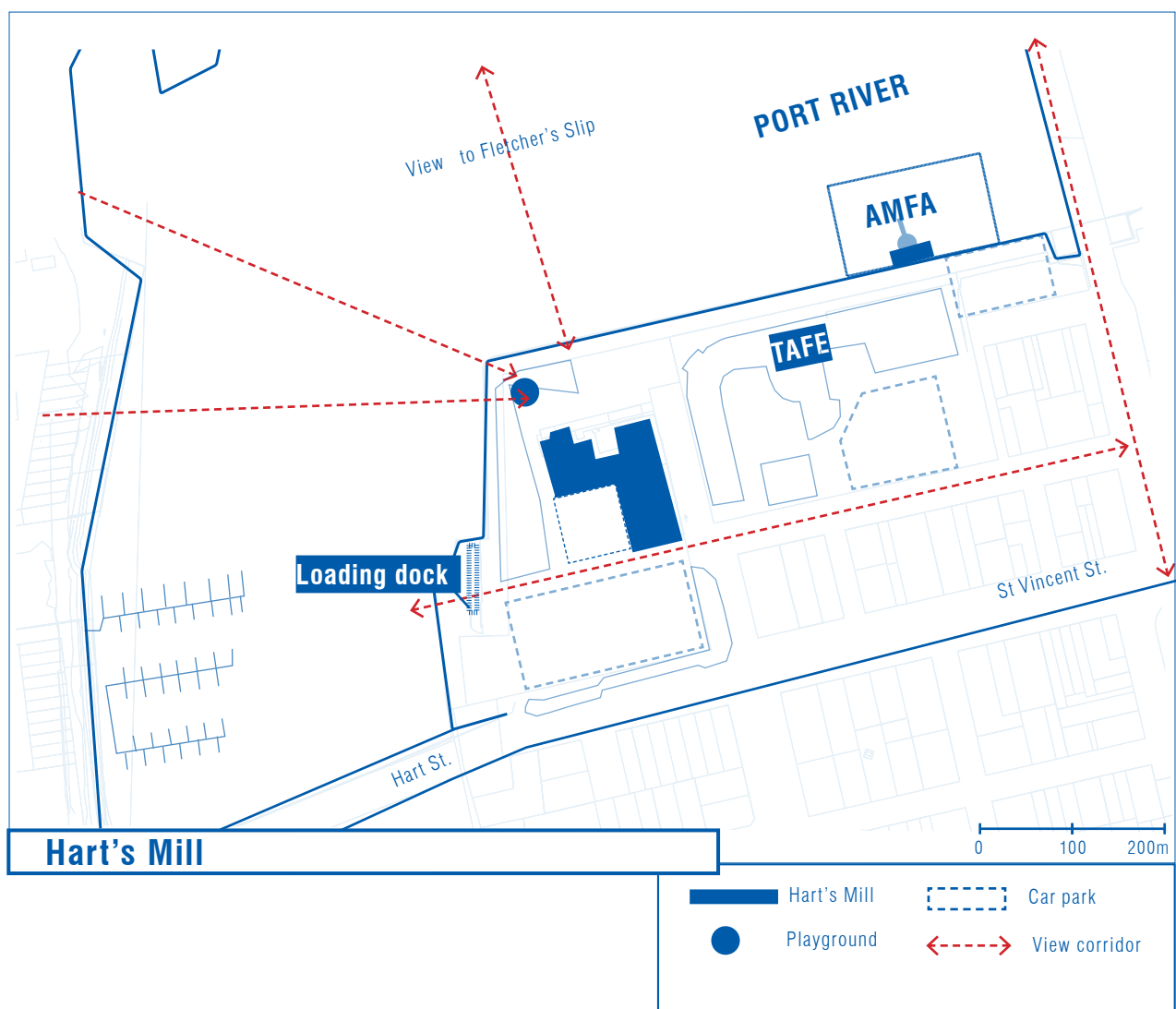
Hart's Mill

Opportunities

1. Adjacent former loading ramp
2. Established community precinct
3. Adjacent established covered events venue (Flour Shed)
4. Establishing promenade
5. AMFA provide visual link
6. Good views from Jervois Bridge

Constraints

1. Not visible from McLaren Wharf
2. Pedestrian crossing road at Birkenhead bridge
3. New building/s required
4. Archaeology remains below ground
5. Contaminated site

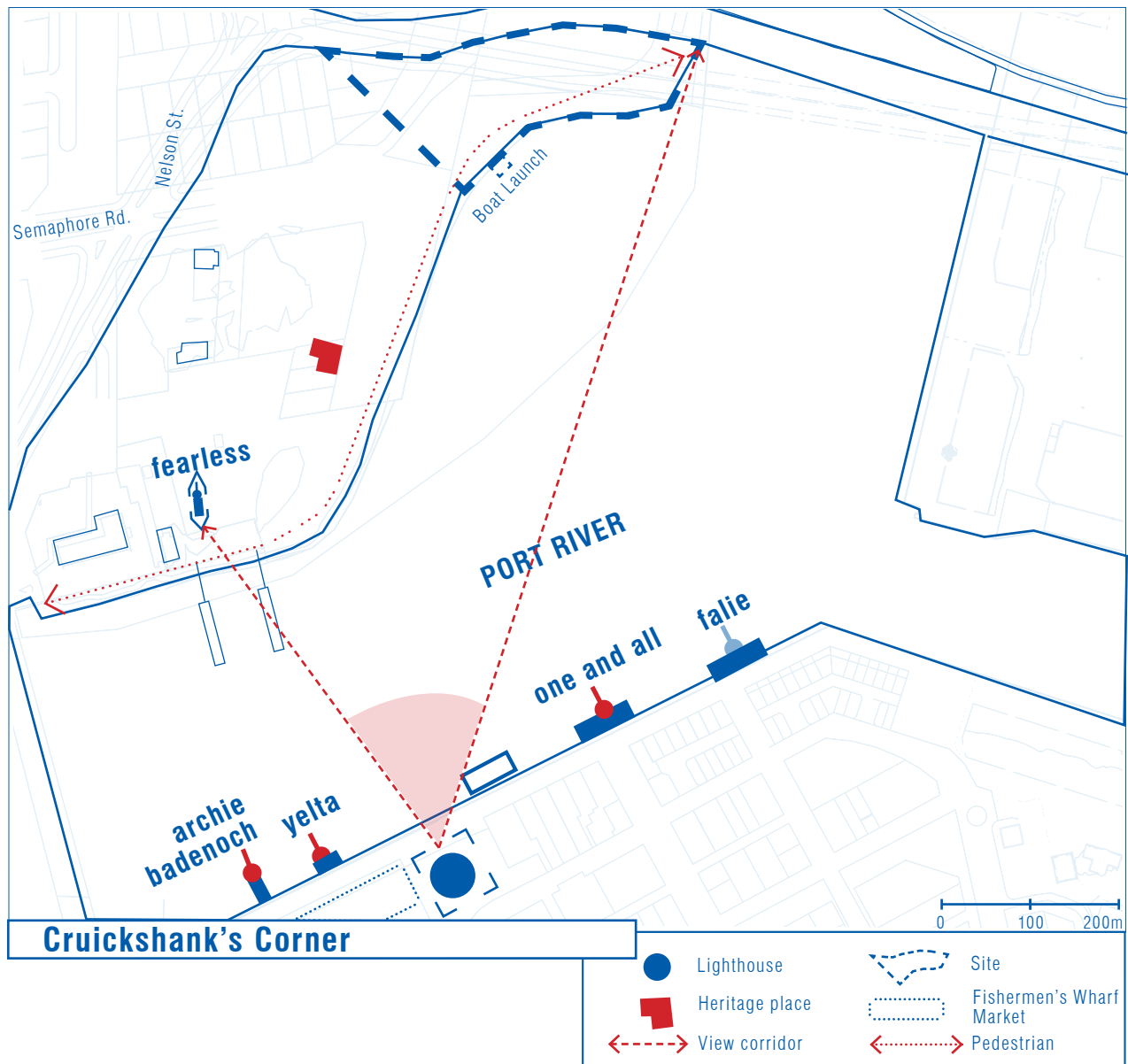


Opportunities

1. Adjacent emerging commercial and recreational precinct.
2. Visible from McLaren Wharf
3. Potential to use ground topography to access deck level

Constraints

1. North side of the river/away from McLaren Wharf
2. Carparking required/other access
3. Ground conditions unknown

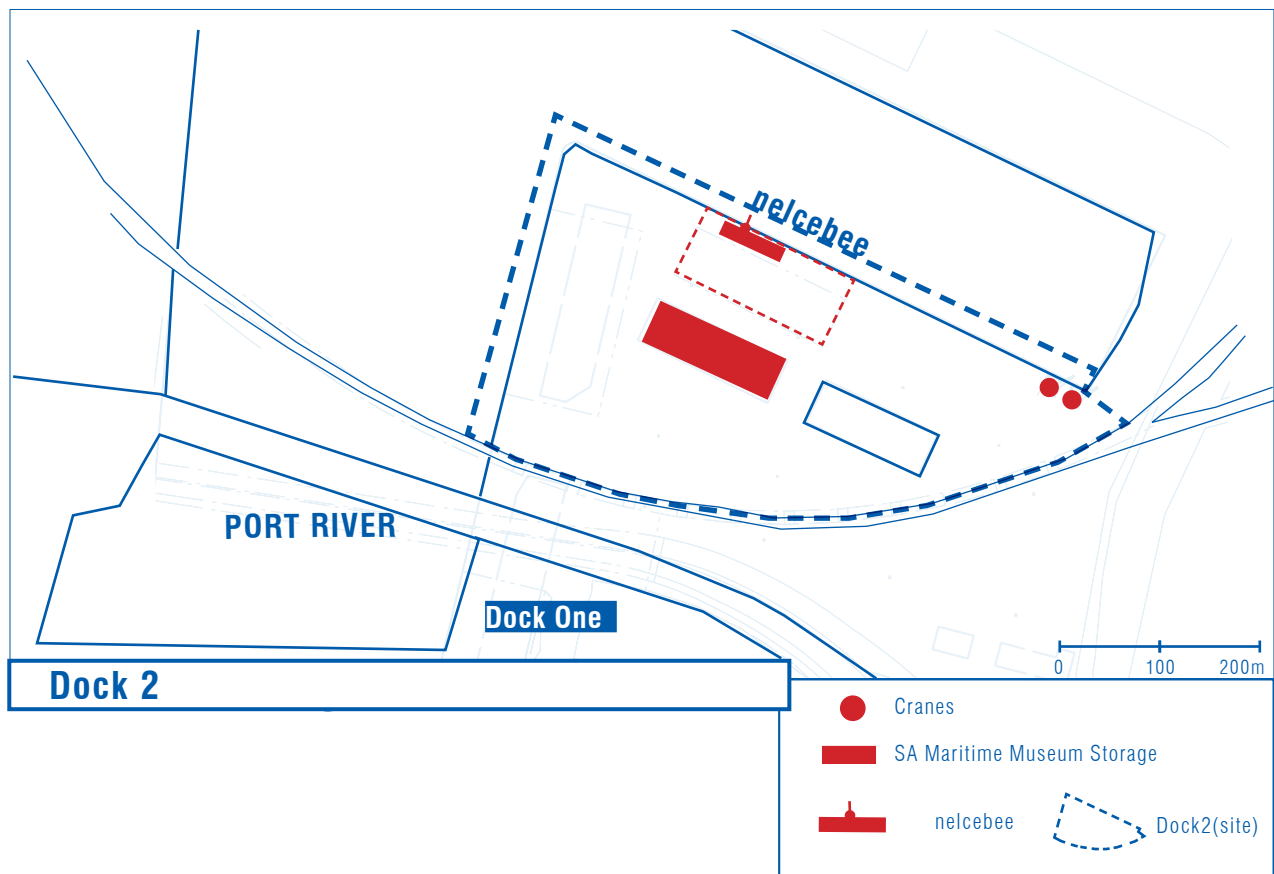


Opportunities

- 1.Established presence
- 2.Historic site with remnant infrastructure- (cranes, buildings)
- 3.Sheds 13 and 14 adapted
- 4.Access to open sea without bridge opening requirements
- 5.Areas for carparking
- 6.Close to operational shipping activity

Constraints

- 1.No visual access from McLaren Wharf
- 2.Relatively long walk
- 3.Requires pedestrian link bridge at entrance to Dock 1
- 4.Adaptation and fitout of sheds required
- 5.Contaminated site



05.00 Ships and Boats Strategy: General Guiding Principles

The following principles were developed in order to guide the location strategy and decision making process. Based on stakeholder discussions and general urban design principles, they aim to provide an overarching framework that detailed decisions can be tested against.

1. The entire inner harbour should be considered a maritime precinct.
2. Ships should be located and moored so that they are integrated with and support the urban layout of the Port
3. McLaren Wharf is the principal public space in the Port and the main waterfront promenade
4. McLaren Wharf should remain the main location for visiting ships
5. Floating ships should remain on the water
6. Ships should be visible from as many viewpoints around the inner harbour as possible
7. Coordination and communication between the ship owners, operators and stakeholders should be improved.
8. Lipson Street is an established cultural strip and needs a termination vista.
9. Commercial Road is the main vehicular entry to the Port and Lighthouse Sq forms the termination of that vista
10. Improved public access to the ships should be encouraged
11. Authenticity: All ship-based experience should have a high level of authenticity
12. General water-based activity should be encouraged.
13. Interpretation and context should be developed/ maintained around each experience and ship.

05.01 Siting Opportunities and Recommendations

Siting options for each vessel have been considered and listed below. These can be considered broadly, in two sections: operational vessels, and land-based vessels and collections. While operational vessels move and have some flexibility in their berthing locations, it is recognised that they also require land-based facilities such as wharfs, workshops, and administration spaces.

There are some groupings for reasons given below, but the main reason is to provide potential for supportive servicing and creating a critical mass.

Falie

McLaren Wharf

Alternative berth – North Parade Wharf near TAFE and over water café

The Falie forms a key visual element in the general Port experience and reinforces the maritime history of the Place. It does not sail and requires a permanent fixed berth to facilitate commercial venue operations.

The recommendation is that the Vessel has a fixed location either at the eastern end of McLaren Wharf or the northern end of the proposed wharf promenade at Port Approach South. The McLaren Wharf option would depend on the final location of the proposed pedestrian bridge to determine if there is sufficient space to enable a fixed berth. Locating the Falie at some point along the pedestrian journey to Dock 2 could contribute to creating an engaging trail and encouraging people to walk.

An alternative option for the Falie is to be located closer to Hart's Mill, with the opportunity to augment its entertainment venue operations with wharfside activities such as markets and other festivals. The effectiveness and cost of this relocation needs to be considered on merit as opportunities arise.

Removal of a recently installed (1990s) bulkhead across the main space of the vessel has been suggested. This would increase the area and allow larger functions.

Opportunities for increased opening times and public access while berthed should be investigated. It may be possible to coordinate and share resources with SAMM.

05.01

One And All Main Berth: McLaren Wharf near termination of Lipson Street

Secondary Berth: Dock 2

Maintenance: Dock 2, Fletcher's, Shed 26

The OAA requires a main berth, secondary berth and maintenance facilities. Consolidation or co-location with Falie provides a visual strength and the proposal to maintain its main berth in close proximity is based on this premise.

While maintenance is undertaken at a dedicated workshop, there is a desire to have a day to day maintenance and storage facility located closer to the vessel's main berth. Presently, there is no identifiable site in the proximity of the proposed berth in public ownership apart from the local government carpark. Discussions with developers and canvassing private owners could be undertaken.

Opportunities for increased opening times and public access while berthed should be investigated. It may be possible to coordinate and share resources with SAMM.

Fearless Relocate to another part of Cruickshank's Corner or with developed SAMM/ CoA site

Remove asbestos

Adapt for access

Fearless needs to be relocated as part of a development proposal for the immediate area. It is assumed that the Cruickshank's Corner broader site will develop in accordance with the Development Plan for Cruickshank's Corner Policy area. There are three options for Fearless;

- Adapt as an accessible maritime related experience and retain on Cruickshank's Corner.
- Adapt as an accessible maritime related experience and relocate with other SAMM and CoA facilities.
- Demolish and remove.

Because the vessel has comparatively little significance related to the Place, it can be adapted in a way that other more significant vessels may not. This provides an opportunity to access the vessel through the hull, or intervene to provide more radical interpretation outcomes. This could occur at either location. While the vessel does signify maritime history by its remaining presence, its general cultural significance is little and could be demolished and removed completely.

05.01

Archie Badenoch

Retain berth on McLaren Wharf

Update wharf structure size and accessibility in long-term to continue to provide service

As one of the most active vessels, the Archie Badenoch should remain berthed close to the Lighthouse on McLaren Wharf. It contributes to activation of the central space and forms a pedestrian way between there and the SAMM. Future development might include wharf improvements and size increase

Yelta

Retain berth on McLaren Wharf for immediate future

Possible relocation with a more developed waterfront museum collection

Yelta provides a direct connection to steam powered vessels and as an active passenger carrying vessel should remain berthed on McLaren Wharf. It forms a further connection to the SAMM and provides an understanding of the former wharf activities.

Opportunities for increased public access while the vessel is berthed should be investigated.

City of Adelaide Clipper Ship and Nelcebee (and SAMM collection)

In the following options these two items reflect the largest elements in relation to land-based requirements. Stakeholder consultations have suggested that these can work either together or separately. In many ways there are potential advantages for co-locating these vessels, collections and their associated support facilities.

As a co-located facility, it would provide a larger critical mass of experience and can take advantage of shared facilities such as workshops, parking, promotion, and interested volunteers. It would also provide a larger level of attraction and an enhanced experience. Within the framework of an operating dockyard or similar, the site would provide opportunities for active programmes, traditional boatbuilding skills, operational repairs, and more industrial scale maritime heritage presentation.

05.01

While both the SAMM and the City of Adelaide want to provide the same type of experiences, they are both separate entities, with one being a wholly private venture. It will be important to define the areas of commonality and difference.

Co-location also gives the best opportunity to manage risk; the biggest being insufficient paying visitors to the site.

Some Key Issues

Carparking and access

Carparking and vehicular access is critical to the long-term success and effectiveness of some operations and locations.

From a visitor perspective, sites located on the north side of the river – Fletcher's Slip, Shed 26, Cruickshank's are more reliant on the availability of adjacent parking facilities. The same might be said of Dock 2. The development of these sites would need to include parking areas, which could be substantial depending on the size of any proposed development and the parking space rates applicable.

Sites on the southern side would also need to provide on-site car parking however as part of the general port area that is centred on the lighthouse, existing carparking facilities could also be utilised – with some coordination for long-term carparking for the One And All.

Imperatives

Each option has a list of opportunities and constraints but also outline some imperatives that relate to what we see as critical to the success. These are mainly related to pedestrian and vehicular access along the wharf front to Dock 2 and Hart's Mill. Other items include;

- The quality and breadth of presentation of the City of Adelaide has to be developed at a high level
 - The base financial security of the One And All and Falie needs to be resolved
-

Site Contamination and Ground Conditions

It is assumed that all sites within the inner harbour have ground contamination. Areas around the wharf are largely comprised of fill much of which is indeterminate and often comprising what is known as uncontrolled and undocumented fill. It also has poor structural capacity.

Any significant development will need to manage both these ground issues and developments will need to be designed accordingly with costs factored in at the outset.

05.01

Existing Structures

A number of the sites considered have existing structures such as cranes, loading ramp, and buildings. While these embody significant character, and assist in providing context, they will require maintenance, upgrades and ongoing management. Conversion of Shed 13 or 26 will require significant adaptation to provide the appropriate environments for museum standard storage, exhibitions or public access.

Ideally a site located adjacent Lighthouse Square would be the preferred location for some of the SAMM's collection and would help to signify the maritime heritage of the Place. At the same time this would not be an appropriate location for larger land-based vessels or the City of Adelaide.

Tourism and Port Centre Connectivity

The key principles iterate the notion that the lighthouse (and McLaren Wharf) is identified as the central focus for tourism. In addition it is recognised that Lipson Street is continuing to develop as a central spine of the State Heritage Area and connects all the major museums and the Wharf. Strategies have been developed with this in-mind.

There is a risk that the development of a major maritime heritage site at any of the proposed sites will create a 'draw' away from the centre. The distance to these sites from the centre is sufficient to encourage a drive, rather than a walk. Every effort needs to be made to encourage foot traffic between these sites and the Lighthouse. There are a few imperatives listed with those options, such as a bridge over the entry to Dock 1, or the resolution of a pedestrian crossing over Nelson Street and continuation of the promenade.

The location of other vessels and points of interest are also helpful in 'naturally' encouraging pedestrians to walk to these sites. The proposed location of the Falie, One And All and the Yelta, and Archie Badenoch are important in this objective. It is important that this aspect of the urban landscape is recognised in the emerging development at Dock 1, and proposed redevelopment of the Fisherman's Wharf Market (Shed 1). It is important that views to the next point of interest are maintained. Wayfinding signage is also critical and should be used to reinforce points of interest and positional understanding.

05.01

Visiting Vessels

Visiting vessels (Naval, tall ships, etc.) are critical to activation of the inner harbour and berthing facilities should be provided. McLaren Wharf is the preferred location with the Wharf between Dock 1 and the Tom 'Diver' Derrick Bridge as a secondary option. Dock 2 provides a further option, and one that lies outside of the bridges, providing further flexibility of options.

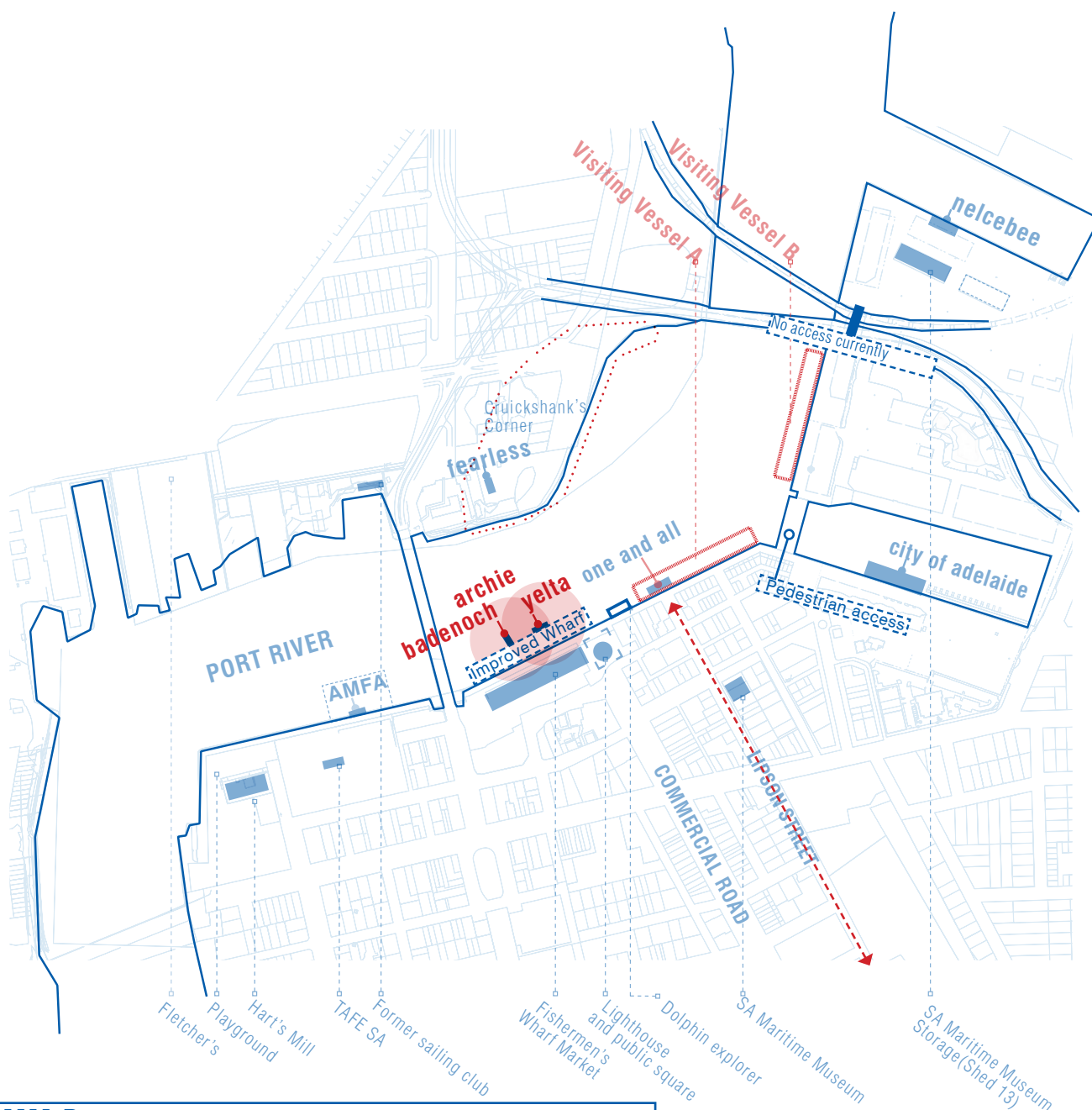
Falie Access




While the Falie will require a permanent fixed berth and begin to operate more like a land-based function centre it remains an historic vessel. Issues of access and DDA compliance will need to be addressed. Stairs, toilets, and doorways do not comply with usual Building Code regulations.

Other Options

A number of other possibilities for locating vessels or parts of the SAMM collection may be possible and are mentioned here should the opportunity arise. Given the consideration that the whole of the inner harbour is considered a maritime heritage precinct, collaboration with upcoming developments for the display of artefacts could provide positive outcomes.

Archie Badenoch and Yelta stay in McLaren's Wharf.

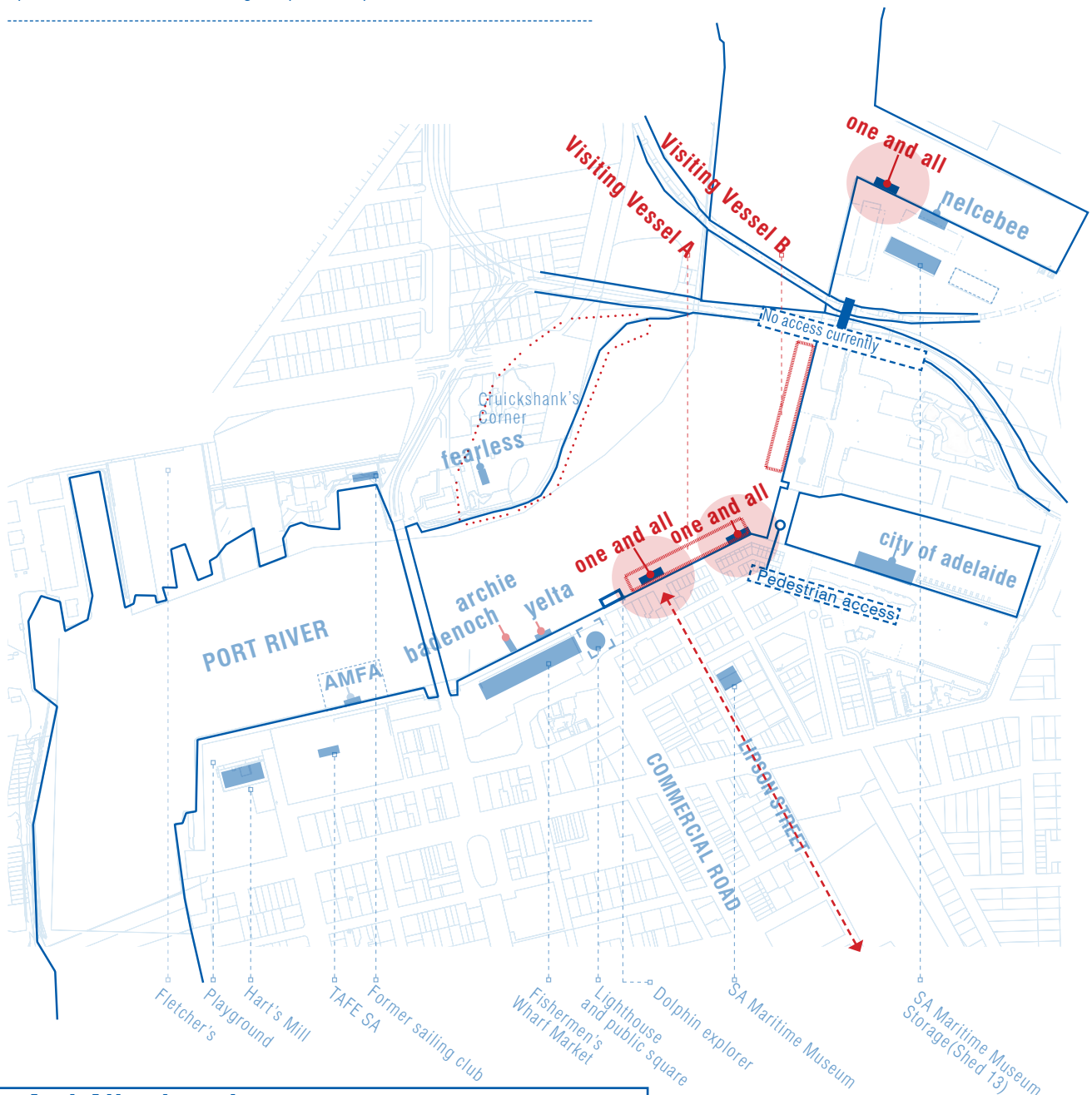


- | | |
|---|-------------|
|  | Active sail |
|  | Floating |
|  | Non-sailing |






One And All relocation

While the One And All is relocatable, a main permanent berth should be determined. A central location at the end of Lipson Street should form the main berth. Relocation ability for special events and visiting ships is important.



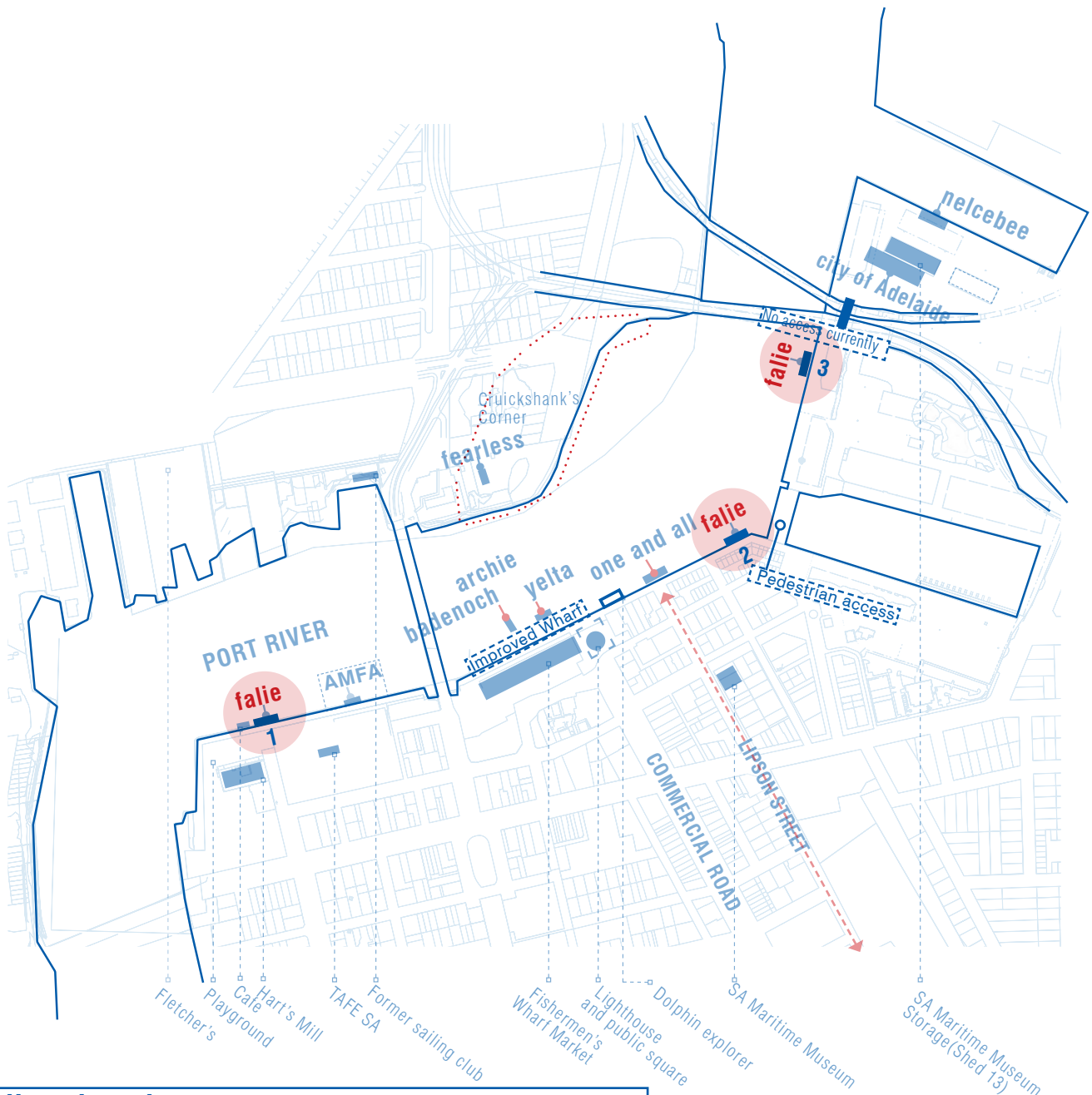
One And All relocation

0 100 200m

-  Active sail
-  Floating
-  Non-sailing

Falie relocation

Falie requires a permanent fixed berth to facilitate commercial venue operations. The diagram suggests three possibilities.



Falie relocation



Active sail



Floating



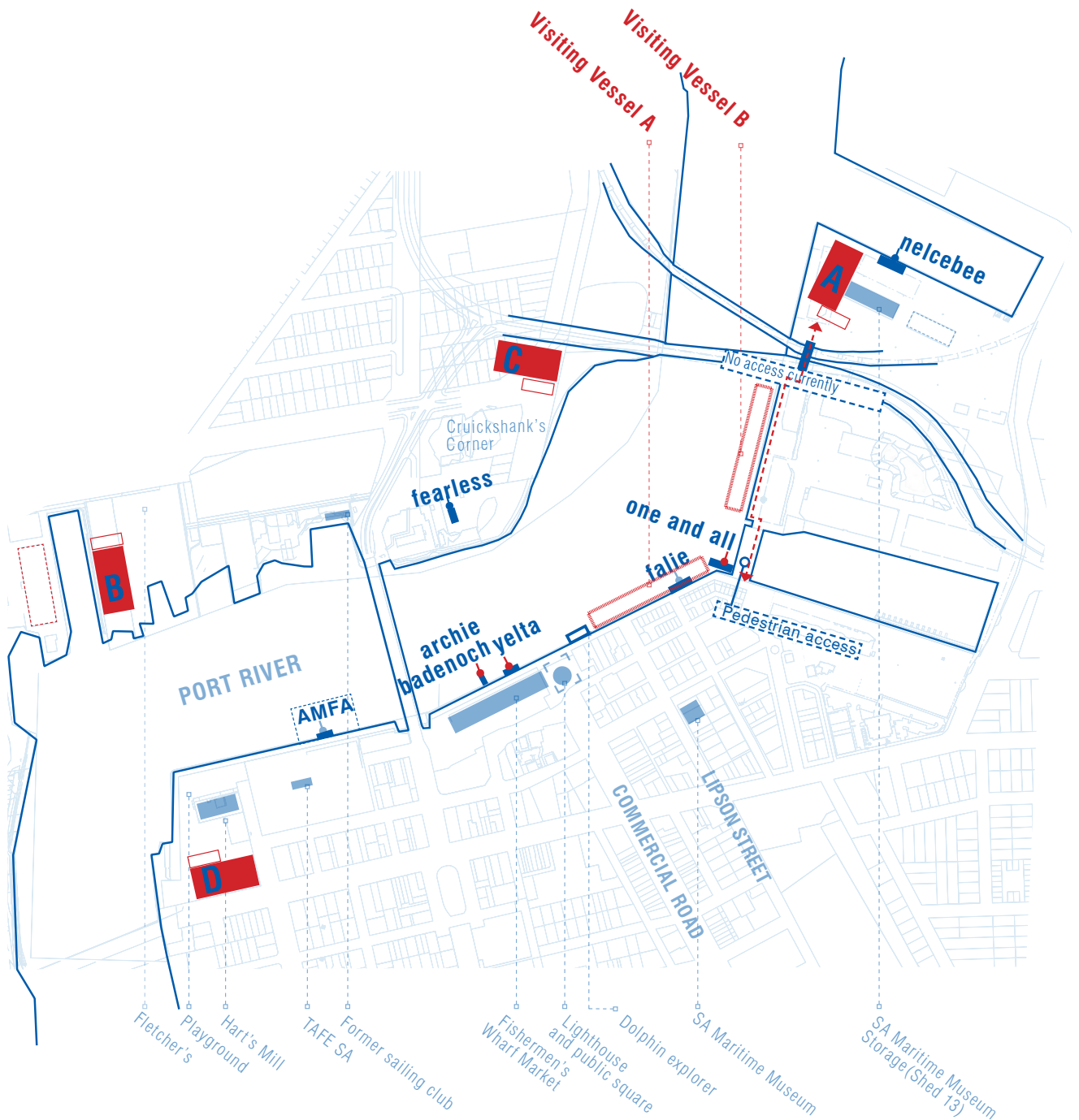
Non-sailing

Option 1. Hart's Mill

Option 2. Dock 1

Option 3. Port approach south promenade

0 100 200m



City of Adelaide



Active sail



Floating



Non-sailing



100mx50m



Extra(925sqm)

(not include car park spaces)



Pedestrian

A. Dock 2

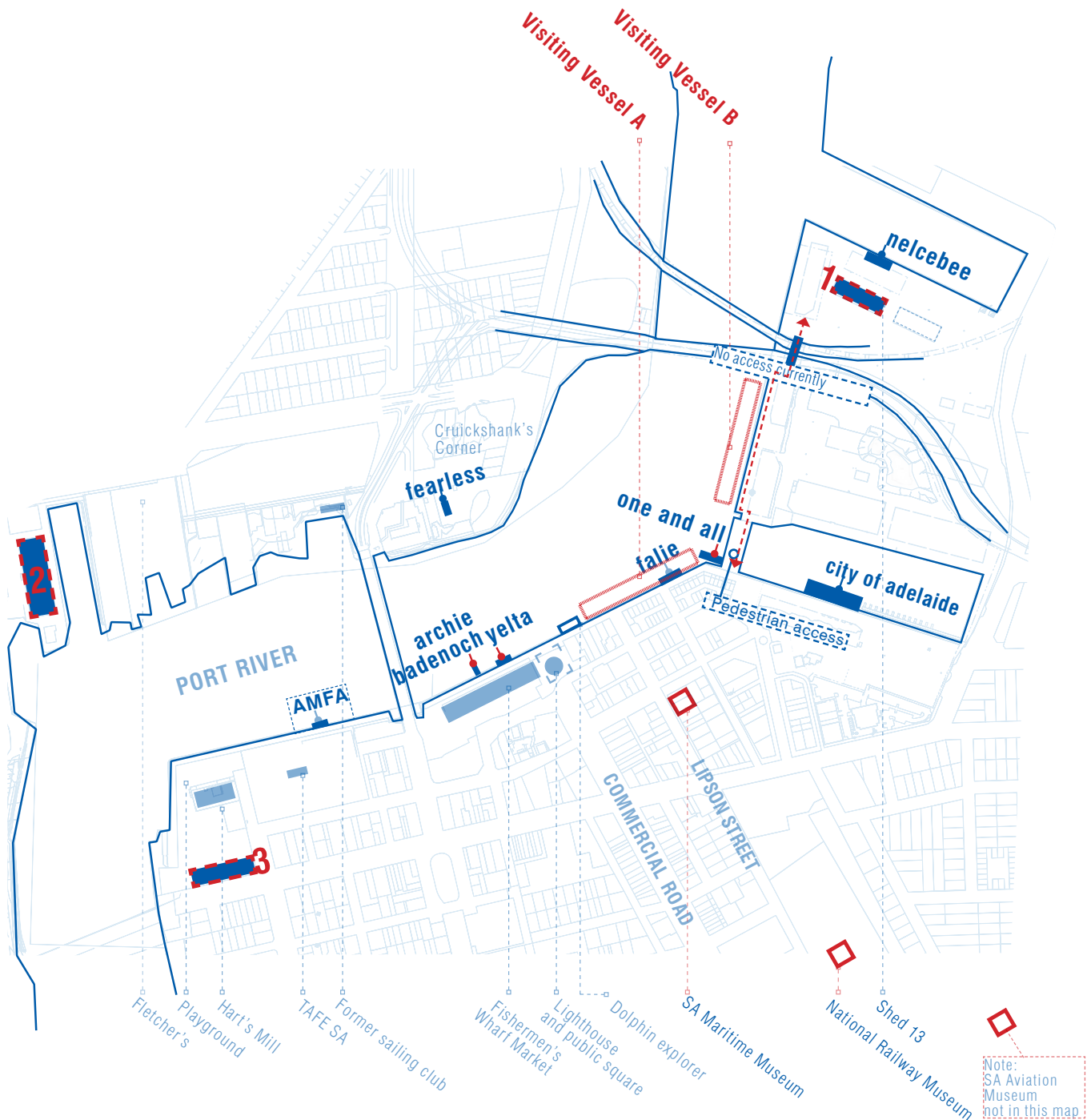
B. Fletcher's

C. Cruickshank's Corner

D. South of Hart's Mill

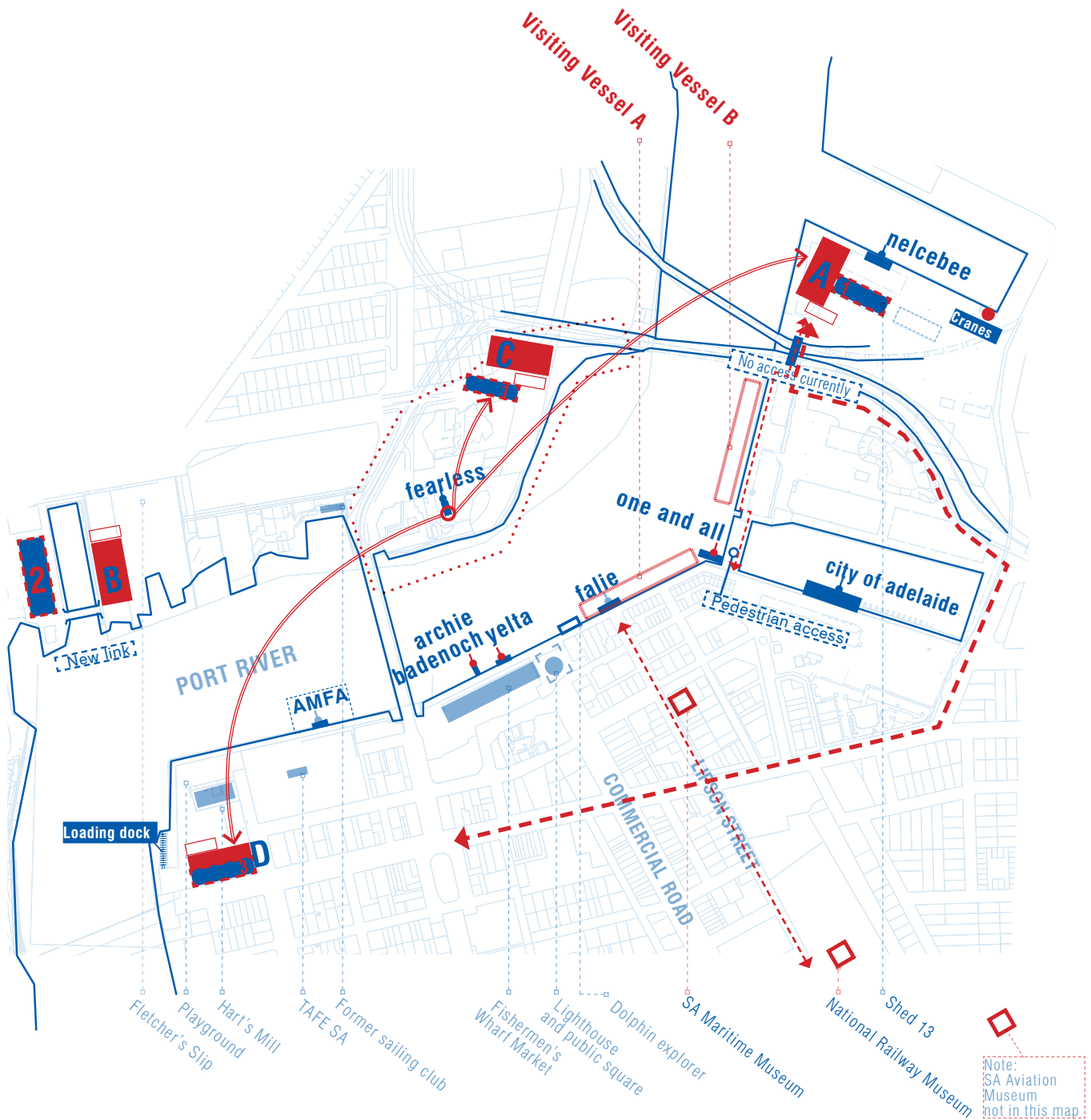
0 100 200m

South Australian Maritime Museum



South Australian Maritime Museum





Options Combined

- Active sail
- Floating
- Non-sailing

- Significant surroundings
- Vehicle access
- Pedestrian
- Ships relocation

- A. Dock 2
- B. Fletcher's
- C. Cruickshank's Corner
- D. South of Hart's Mill
- 1. Shed 13
- 2. Shed 26
- 3. South of Hart's Mill

0 100 200m

05.05

Combined location options for CoA and SAMM

Option A

Dock 2

This proposal is based on the further establishment and adaptation of Dock 2 as a maritime heritage precinct. It is based around the adaptation of the existing sheds and relocating the City of Adelaide Clipper to the wharf. Because it is not visible from the Lighthouse, other urban interventions will be required to enable visitors to access the site easily such as a continuous promenade and pedestrian bridge over the entry to Dock 1 (currently proposed in development plans) Key points include;

- Water taxi from Lighthouse type activities can be developed.
- Large, flexible site with existing ship maintenance and wharf facilities
- Site not visible from Lighthouse and difficult to get to currently.
- 800m walk from Lighthouse (assuming bridge at Dock 1)
- Carparking will be required.
- Vehicular access improvements required.
- Adaptation of Shed 13 required.
- Possible adaptation and re-use of Shed 14.
- Existing infrastructure such as the cranes can form part of the experience.

Option B

Shed 26 and Fletcher's

Former Graving Dock: Shed 26 and Fletcher's

Adapt Shed 26 (or part,) for exhibition of SAMM's Nelcebee and collection currently in Shed 14. City of Adelaide located on western side of Fletcher's. The graving dock could be 'bridged' creating an on-water performance or activity space. Key points include;

- Can be seen from the southern bank and Lighthouse
- Shed 26 could become a multi-function space with the SAMM providing an attractor to the development, but this would require substantial government funding.
- Combined workshop opportunities
- 900 m walk from lighthouse
- Water taxi from Lighthouse type activities can be developed.
- Carparking will be required.
- Finger wharf model – Sydney.
- Adaption of existing buildings and facilities.
- Agreement from proposed developer required.
- SAMM small boat launching possible.

During the course of the preparation of this strategy, the developer controlling this site has determined that the inclusion of such a proposal does not form part of their plans for the place due to the potential conflict with adjoining residential development, such as traffic generation and ongoing conservation activity.

05.05

Option C

Cruickshank's Corner

The proposal requires the development of the northern section of Cruickshank's Corner site and uses the emerging recreational space as a starting point to establish complementary activities. Built into the edge of the Tom 'Diver' Derrick Bridge abutment, the site would require the development of a new building or buildings. Key points include;

- Can be seen from the southern bank and Lighthouse.
 - Reinforces recreational activities.
 - Water taxi from Lighthouse type activities can be developed.
 - Carparking will be required.
 - New buildings and other facilities will be required.
 - SAMM small boat launching possible.
-

Option D

Hart's Mill

This proposal is focused on the site adjacent (south side) Hart's Mill. Reinforcing the current community use and adapting the carpark space, the proposal would form a 'bookend' to St Vincent Street and the Port in general. Key points include;

- Not visible from Lighthouse.
- 800m walk from Lighthouse
- Existing infrastructure – loading ramp, wharf, can form part of the experience.
- Water taxi from Lighthouse type activities can be developed.
- Carparking will be required.
- New buildings and facilities required.
- Activities will complement the community uses of Hart's Mill complex.
- Will help to reinforce the main promenade.
- Improved pedestrian access across Nelson Street at Birkenhead Bridge required.

05.06

Siting options: Conclusions

Given the principles set out none of the siting options for the CoA and SAMM represents an ideal solution. There is no available publicly owned land central to the main tourist area of the Port and while it may be possible to negotiate with owners of properties, given the spatial and operational requirements, the study has assumed that this will be an unlikely possibility.

The One And All and Falie require associated shore based facilities and it is considered highly desirable that these are included in a combined development. These range from active workshop and storage areas as well as front of house ticketing and publicity functions.

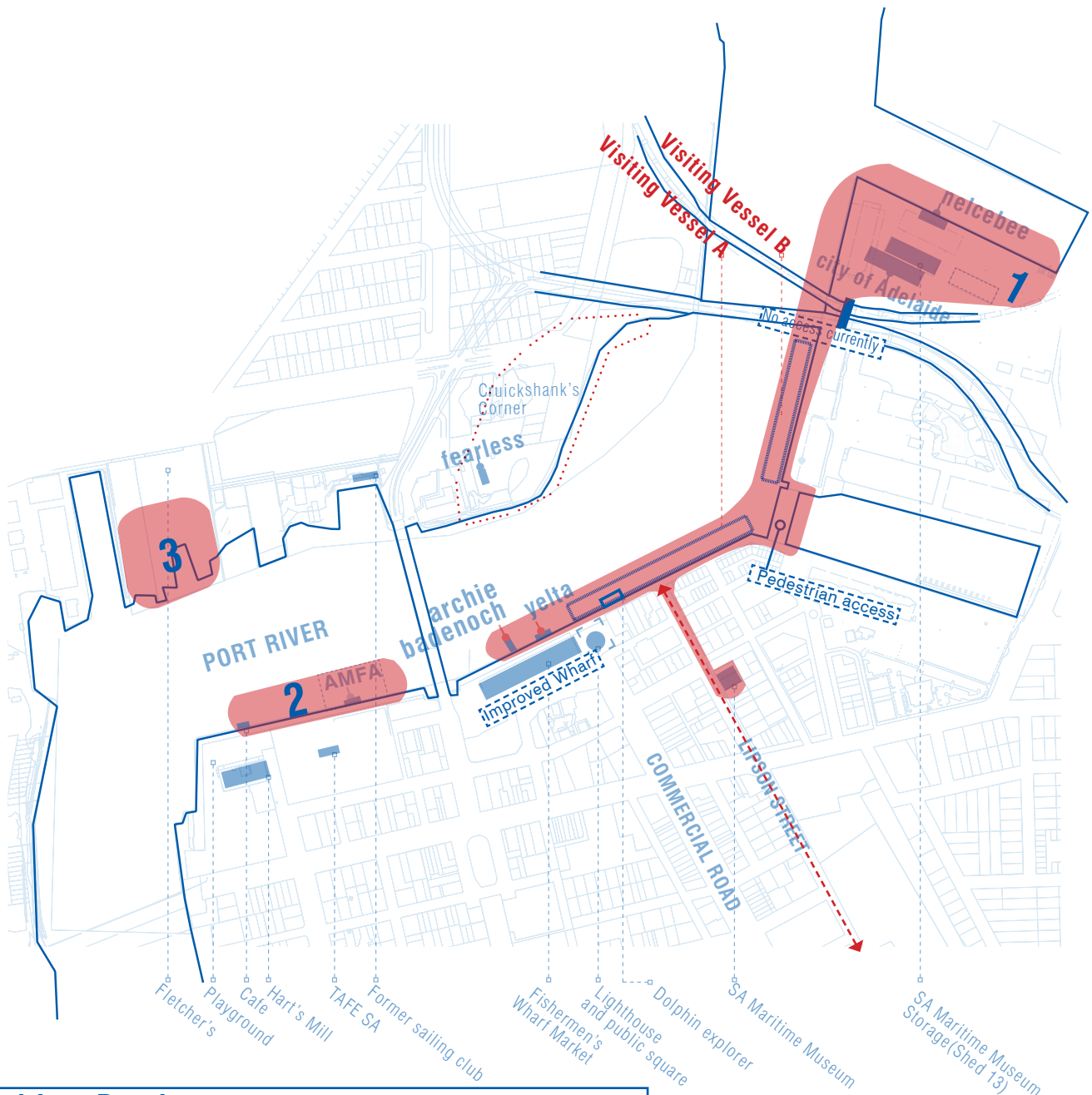
The siting options are listed in a somewhat preferential order based on the principles stated, from A to D. At the same time, there are a number of factors that will push the preference from one to another should a number of key things manifest themselves. We recognise that there will be a series of additional factors that ultimately decide how this develops. The diagram below shows a series of 'Maritime Precincts' and illustrates their connection to the Port and to each other.

As a consolidated facility, Dock 2 offers a number of advantages;

- A large part of the pedestrian access from the lighthouse is visible.
- It is the closest to the lighthouse assuming the pedestrian bridge is completed.
- It offers the opportunity to develop an increased continuous waterfront promenade.
- It is close to active shipping and port operations

The remaining sheds, cranes and other elements offer a strong link to the history of the place. A recent Heritage SA report on the Fisherman's Wharf Market building identified other prominent surviving structures in the area and noted that; *"of these, the most evocative of the period, and most intact, are the collection of structures that surround Dock 2. Together with the wharves themselves and their aprons, these buildings demonstrate how the ships arrived at port and were allocated wharf accommodation, how cargo was cleared through customs, how labour was allocated to unload the cargo, how that cargo was unloaded and stored in transit, and how the reverse loading worked."*

Maritime Precinct



Maritime Precinct

0 100 200m



Active sail



Floating



Non-sailing

1. Dock 2

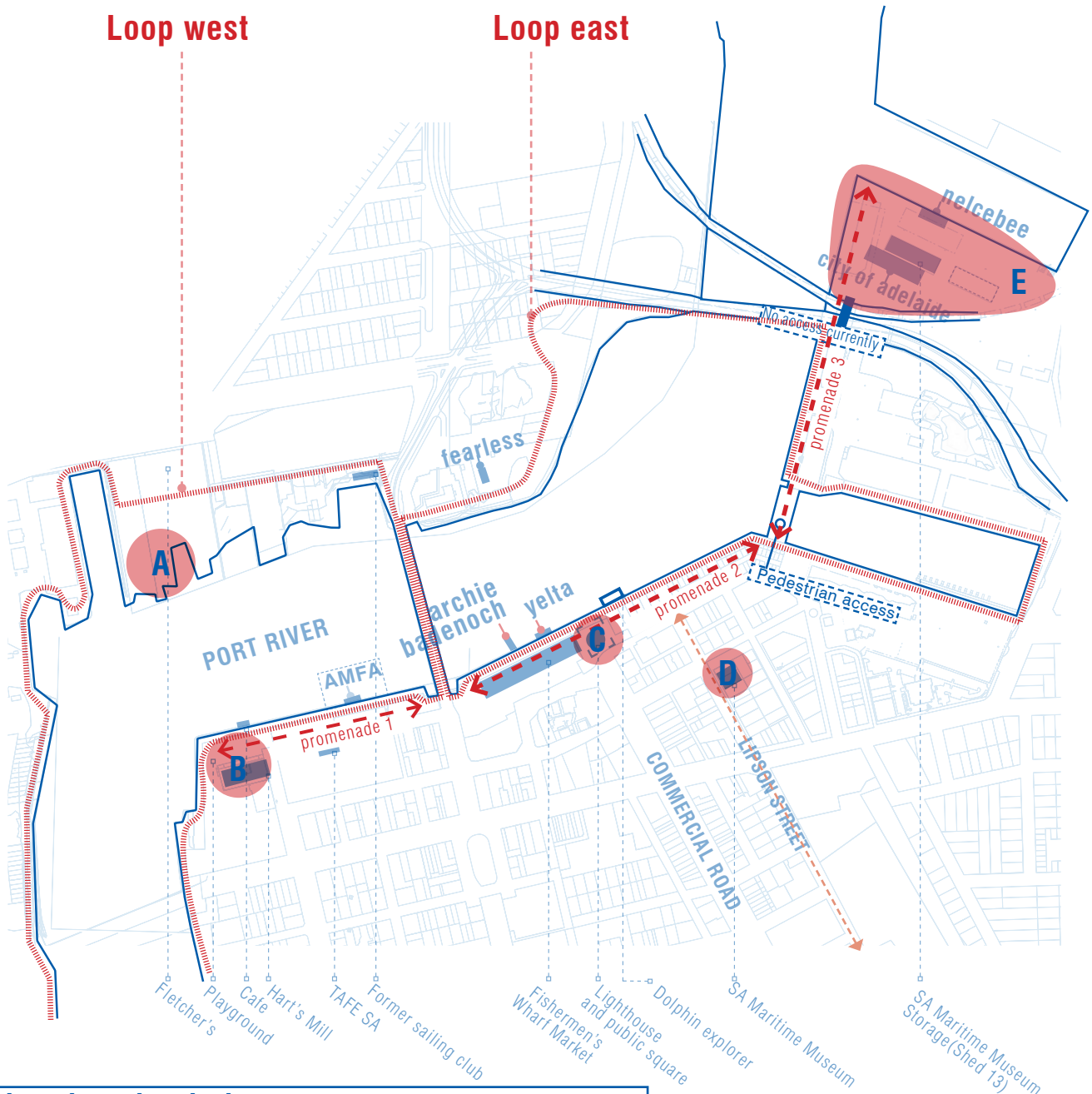
2. AMFA

3. Fletcher's






active ships area

Pedestrian circulation



Pedestrian circulation

-  Active sail
-  Floating
-  Non-sailing

- Node A: Fletcher's
- Node B: Hart's Mill
- Node C: Lighthouse
- Node D: SA Maritime Museum
- Node E: Dock 2

0 100 200m

05.07

Cost: Notes

Costs arising from recommended outcomes can be considered in two categories: the first is related to general upgrades and slight modifications to existing situations that will improve effectiveness. The second is related to the larger capital heavy development of situating the SAMM collection and Nelcebee, and the City of Adelaide Clipper Ship. Some of the pre-capital costs and design investigations are listed in the implementation section.

The first set of costs include items such as;

- Repairs to McLaren Wharf
- Modifications to the Falie
- Costs related to cross-promotion and marketing
- Business planning

The second set would include the adaptation of a site and all would require significant intervention including things like;

- Adaptation of heritage structures
- Building remediation (asbestos removal)
- Soil or ground contamination remediation.
- New structures
- Exhibition planning and fitouts
- Relocation costs
- Site planning and works
- Carparking and access development
- Conservation of objects
- Workshop fitouts
- Wharf developments for operational requirements
- Adaptation of Fearless
- Broader urban upgrades

06.00 Implementation and Next Steps

A preferred site option is agreed

Land tenure investigations on preferred sites needs to be investigated. Some key issues also need to be resolved for sites to be realistically considered. In considering Dock 2 as a site, the construction of the proposed pedestrian bridge needs to be confirmed.

A formal agreement or intent needs to be recognised including leasing or ownership arrangements, site extent, and general responsibilities. While the SAMM is a State Government organisation, the City of Adelaide Clipper Ship is a private body, and terms of agreements will need to recognise these differences.

Master Plan for a Combined Site

Following the formal agreement of land tenure and co-operation a masterplan for the combined site needs to be developed. It should identify site extent, facilities, infrastructure and costings. It needs to be underpinned by a thorough understanding of site and ground conditions. The master plan also needs to address matters beyond the defined site – such as vehicular and pedestrian access from the Port Centre.

Interpretation plans, as outlined below, should be developed prior or at the same time in order to help inform the master plan.

Other complementary programmes and facilities could be incorporated into the same precinct. These can offer a greater level of vibrancy, diversity of experience and greater levels of sustainability. Items such as fish markets, dolphin interpretation, and others should be identified and incorporated into the masterplanning process.

Consultation

Develop a stakeholder engagement and consultation programme to provide input into the masterplanning processes.

City of Adelaide Clipper Ship develops an interpretation plan

Curatorial, infrastructure and ongoing management requirements are to be established with reference to the agreed site and location. Details of visitor profiles and intended experiences, story-telling techniques and extent, collection policies, associated facilities and programmes should be outlined.

06.00

SAMM develops an interpretation plan

Curatorial, infrastructure and ongoing management requirements are established with reference to the agreed site and location. The plan will need to address the establishment of a second site, its collection and exhibition framework, its relationship to the Lipson Street Site and other facilities. Relationship of storage to exhibition space, and other operational, conservation, and administrative elements need to be defined.

Coordination

Coordination between the major stakeholders should be formalised. There are many opportunities to facilitate events and other programmes that will assist in the long-term, increased activation of the Place. It is recognised that a significant amount of cooperative programming already takes place, but with the introduction of the City of Adelaide, and the emerging new business models for the One And All and Falie, a range of new opportunities to cross promote and cross programme, will evolve. Some of these are mentioned elsewhere but include;

- Shared workshop facilities between OAA, SAMM, CoA, Falie and others.
- Expanded programmes through coordination with SAMM, Falie, OAA.

Given that this strategy recommends a co-located development, a coordination programme between SAMM and CoA needs to be established. It is important to clarify the understanding of curatorial frameworks and approaches to presentation – from conceptual approaches to detailed planning and management. Identification of points of overlap, commonality and supportive opportunities will provide a framework for long-term success and enhanced experiences.

Combined Workshop

Current investigations through this project have indicated a combined workshop facility would be possible and likely cost effective. This needs to be further developed and specific operational details worked out and agreed. At the moment a range of workshop operations are undertaken in Shed 13.

Additional Visiting Vessel Berths

Assess the suitability of the wharf between Dock 1 and the Tom 'Diver' Derrick Bridge for berthing visiting vessels. This area forms part of a development site but the wharf provides a strong opportunity for additional berthing and as a thoroughfare to any maritime heritage development at Dock 2. Dock 2 itself could also provide a berthing location for visiting vessels offering an alternative to the outer harbour.

06.00

One And All and Falie

Complete business models and implement. It is critical to the strategy that these vessels remain in the inner harbour and the constant threat of financial insolvency is resolved allowing volunteers and others to manage programmes professionally. Details of business models are somewhat dependent on the outcomes of this strategy, and the upcoming developments. Determining a long-term berthing site, and location of workshop facilities is crucial to aspects of the business planning.

- Further investigate the suggested location options for the Falie to determine ability to install a fixed berth and any associated infrastructure
- Investigate opportunities for adapting Falie by removing internal bulkhead and providing improved toilet facilities.
- Investigate opportunities for a small store and maintenance facility close to the wharf and the OAA berth. There is no public land available currently within this vicinity but negotiations with private land holders may provide opportunities.

Fearless Plan

As noted, the Fearless is not culturally significant and it could be demolished and removed completely to accommodate redevelopment of the site. However, if the Fearless is retained investigations into adapting the Fearless should be undertaken. The feasibility of asbestos removal and related costs should be determined. Similarly the constraints around relocation should also be investigated; the structural capacity of the vessel, the cost, and its ability to contribute to the contextual story-telling.

- Access is important to the longer term integration of the vessel into the urban and maritime experiences. Extensive adaptation of the vessel is acceptable given its relatively low significance. The nature of that adaptation and level of access depends on the materialisation of the surrounding area. Given its deck height above ground, safety and equitable access constraints, this will be a significant cost. Access through the hull could be considered.
- The vessel could be conceived as the focus of a playground experience, or accessible artwork. It can be highly interpretive, and offer insights into the tugboat history as well as offering views of the inner harbour. Some of the items retained from the Jenkins Street Boatyards currently stored in Shed 16 could also be incorporated.

06.00

Falrie Access and DDA

Falrie remains a historic vessel but is proposed to operate as a function centre. A DDA plan should be developed with both short term and longer term adaptation options identified. Physical alterations to the fabric of the Vessel should remain sympathetic to its significance.

Budget and cost implications

Budgets for each element need to be established. The SAMM and CoA planning processes should identify the costs associated with the development of these facilities. Extent of responsibilities needs to be established, particularly for broader site or precinct items.

Carparking

New developments involving the City of Adelaide or the SAMM's large object exhibitions will be required to provide on-site carparking in accordance with the rates specified in Council's Development Plan. This includes dedicated visitor parking, as well as staff parking and delivery vehicular access.

One And All requires access to long-term carparks to support patrons who spend all day on the vessel. This requirement should be considered within the larger development proposal, and incorporated within the master planning process.

Access Confirmation

Vehicular access to Dock 2 is difficult under the current road configuration. The success of this site is dependent on the improvement of that access, together with pedestrian access. While pedestrian access can cross Dock 1 on a dedicated bridge and then continue under the Tom 'Diver' Derrick bridge, vehicular access is more problematic. A clear and easily identifiable route must be established from St Vincent Street/Lipson Street. The proposed pedestrian bridge across the entry to Dock 1 is critical to the success of the Dock 2 site. Any new or upgraded vehicular access will need collaboration and approval from either the developer of Dock 1 or DPTI, or both.

A developed wayfinding strategy will be required. Extending the current system to show the way and the distance to Dock 2 (and other elements) should be included as complementary project.

Repairs to McLaren Wharf

Timbers and bolts on McLaren Wharf should be repaired to facilitate continued berthing for One And All, Falrie and visiting ships. Compile a report determining the extent and cost of works.

Appendix A_City of Adelaide Clipper Ship

Key requirements for a sustainable future

1. LOCATION immediately adjacent to waterfront.
2. FOOTPRINT for the main ship display, approx. 100m x 50m -----5,000m²
 (Ship + bowsprit + perimeter scaffold space requires 75m x 15m plus
 Level access for mobile crane and/or scissor lifts, access booms etc. =
 approx. 10m strip around Ship and scaffold area = 95m x 35m
 Tie down points for future shade structure over Ship and staying of future masts =
 25m off ship centreline = 95m x 50m, allocate 100m x 50m.)
3. Interpretive centre & office, approx. 25m x 15m-----375m²
4. Storage & support workshop, approx. 25m x 10m -----250m²
5. Yard adjacent to storage & w/s, approx. 20m x 10m -----200m²
6. Shop, ticket sales & tour guides, approx. 10m x 5m -----50m²
7. Amenities, approx.-----50m²
8. Car park spaces (minimum) -----30
 (For Sales, Guides, Volunteer workers, Visitors & occasional paid workers)
 (For Shop, Ticket sales & Tour Guides, 3 spaces x 7days/wk (day only)
 Volunteers working on Ship 12 spaces x 4 days/ wk (7am - 2pm), Tues - Fri.
 Drop in Visitors, 5 spaces x 7 days/wk (10am - 5pm)
 Tour visitors, 15 spaces x 7 days/wk (10am - 5pm)
 = 35 car park spaces - assume not all concurrent = 30 total required
9. Access for bus unloads & pickups at entrance gate
 (taxi's, mini buses to 48 passenger + mobility access buses)
10. Close proximity to "nelcebee" plus other historic sa ships
11. Water taxi access to/from at least two other pick up points if site is on North Bank
12. Space for other compatible use, seaport village style concessions immediately adjacent
 display space for Clipper Ship (say 5 off @ 5m x 5m plus 5 off @ 5m x 10m). CSCoAL will
 manage these.

Appendix B_SAMM

South Australian maritime Museum: Heritage Shipyard

We envisage two focuses for maritime heritage in Port Adelaide: enhancing our location in the Port Centre and developing a new attraction based on our collection currently stored in Shed 13.

Port Centre

The Maritime Museum's site in the Port Centre has great advantages. The Port Centre is South Australia's first heritage precinct. Its streetscapes echo South Australia's maritime history and it represents one of the most intact heritage ports in Australia.

It encompasses:

- the Bond Stores exhibition building, Weman sailmakers loft, Lipson Street café and Bank administration building,
- the Museum's lighthouse, steam tug and naval launch at McLaren Wharf.

It aligns with the National Railway Museum and SA Aviation Museum at one end of the street and the tall ships One & All and Falie at the other end. We present joint programs with all of those partners boosting our marketing and celebrating our shared interest in transport heritage.

Heritage Dock

We envisage develop a working dockyard experience using the boats and programmes currently housed in Shed 13. For models, we look to places such as London's Chatham Dock and Victoria's Sovereign Hill where big functional objects engage visitors in hands-on activities.

We propose to:

- Build a working boat shed where museum volunteers and community groups restore and sail historic boats,
- Develop a gallery for the Museum's collection of industrial scale objects and deliver experiences based on hands-on interaction,
- Preserve Nelcebee and use it to engage visitors in hands-on programs about South Australia's maritime history,
- Use our boats and wooden boat enthusiasts to activate the Slip Harbor,
- Connect Port Adelaide's heritage sites: Dock Two, Fletcher's, McLaren Wharf and Harts Mill with a heritage ferry.

It could create a museum that is unique in Australia. The Museum will be distinguished by the interactive experiences it provides and the industrial scale of its major objects. It could also be distinguished by the way it relates to the historic landscape and embraces the historic port over a series of sites.

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Working Shipyard

For the first time, this will give the Maritime Museum a waterfront site. It would enable us to restore and launch our collection of small boats. They range from rowing skiffs to 1930s fishing cutters, timber ski boats and naval whalers.

Volunteers currently crew our steam tug and our timber launch. Retired waterside workers lead school groups in using the rigging of our replica ketch to load sacks of grain. We hold festivals of maritime trades where model makers, boatwrights, tinsmiths and coopers demonstrate their skills and share stories with museum visitors.

Our goal is to expand those programs. Our volunteers will restore our collection of historic boats. Their work using traditional techniques in an historic boatshed will be visible to visitors. A view of shipwrights caulking seams, steam bending planks or shaping a mast using a traditional adze will be one of the attractions of a visit to the Shipyard.

We could present regular programs featuring the work of traditional artisans: sail makers, boatwrights, shipwrights, seafarers and boiler makers.

Our historic craft could ferry visitors between our sites. More than convenient transport, our goal is to put every visitor on the water in an historic craft.

Big Loud Objects

The Maritime Museum holds a rich collection of industrial scale artefacts:

- teak deck cabin from the 1907 century steamer Wookata
- crystal lens and bronze pedestal from a 19th century lighthouse
- James Hardy's championship sailing skiffs
- timber and bronze wheelhouse from the dredge Australian
- Whizbang III a 1950s ski-boat
- bow and crew cabin from the 1930s fire boat Fire Queen
- Port Lincoln fishing cutter from the 1930s
- triple expansion steam engines

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Museum jargon calls them big functional objects because of their fantastic potential to be interactive and immersive. They are big artefacts of iron, bronze and timber that people can climb into and interact with and that evoke the noise and scale of a port humming with activity and crammed with working vessels.

We envisage a gallery where scale provides drama and heritage machinery provides movement. A steam engine will turn slowly, dinghies rigged for sail will be suspended from the ceiling, and a lighthouse lantern will revolve and gently illuminate the walls.

This collection is meaningful to its location. Our boats represent Port Adelaide's boat builders including McFarlane's, Clausen's, Mac Lawrie, Porter's and of course Thomas Cruickshank. We plan to use that collection to tell stories of the working waterfront, of boat builders, sail makers, seafarers, wharfies, instrument makers and tinsmiths.

Nelcebee: steam tug, lighter, ketch & sail trader

Nelcebee was launched in 1883 from Tom Cruickshank's shipyard in the Inner Harbor. Older than many of the buildings in the heritage precinct, Nelcebee has been part of Port Adelaide for longer than any other vessel. It is now the oldest powered ship in Australia.

While witness to 130 year of the Port's history, Nelcebee will have an active life. The scale of the ship, the texture and patina of its patched hull and mended rigging will immerse visitors in the past. They will climb the ladders to the upper deck, stand at the helm, take the steps down to the dark hold and visit the crew's accommodation.

Film and sound will fill the ship with stories from those who worked on board, navigating the coast, connecting city and country, and 100 years of life at sea and in port. The ship will ring with the cacophony of the Jenkins Street boatyards, a harbour creaking with windjammers, ketches, liners and tugs, the thudding of flour mills, and the noise of horses and lumpers working the wharves. This is Nelly's own story, told with gusto!

Students will experience a part of living history in the working lives of 19th century ketch hands. They will raise the sails, use the rigging to load grain in the holds and navigate at the helm. Nelcebee will provide a platform where visitors can explore life at sea from the safety of the shore.

SA Maritime Museum

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