

PROPOSED FRENCHMAN BAY HERITAGE TRAIL

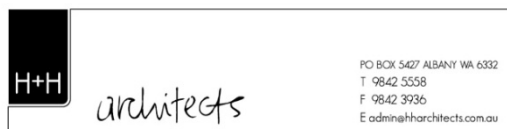


FEASIBILITY STUDY

PREPARED BY H+H ARCHITECTS FOR THE FRENCHMAN BAY ASSOCIATION

FUNDED BY LOTTERYWEST

SEPTEMBER 2015



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EXECUTIVE SUMMARY

This feasibility study (made possible by a grant from Lotterywest) has been prepared for the Frenchman Bay Association (FBA) and outlines a proposal to create a Heritage Trail (the 'Trail') at Whalers Beach, Frenchman Bay, Albany. The Trail would run along the escarpment between the existing stairs at the western and eastern ends of the beach. The stairs lead from the escarpment to the beach, forming a circular route. The section of the Trail on the escarpment would be constructed with a stabilised limestone base and the beach itself would constitute the lower section of the Trail.

The project's overall objective is to commemorate, preserve and share with visitors the rich heritage of this historic section of Frenchman Bay. In addition to the construction of the path, the intention is to provide two sheltered areas to view the expanse of Whalers Beach, plus interpretive signage that would explain the cultural and historical significance of the location. The signage would describe:

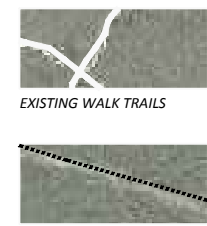
- stories of the Noongar people and their early contact with Europeans;
- the critical importance of the fresh water springs to Vancouver, Flinders, Baudin and the other navigators who followed;
- the Vancouver Dam, still in existence, that was so important to the development of Albany;
- the quarantine station on Mistaken Island;
- the Norwegian Whaling Station of which so little remains;
- the wrecks on the beach;
- the colourful history of the islands seen from the escarpment;
- the work of the early botanists, and the visit of Charles Darwin; and
- other events, places and persons of interest.

A world-class Heritage Trail at Frenchman Bay would add to the concentration of tourism attractions on Torndirrup Peninsula. Its appeal to tourists would lay not only in the panoramic scenery but also in the rich and largely unknown history of the location. Access would be free and open to visitors of all ages.

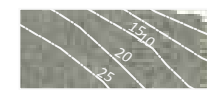
Important infrastructure is already in place in the project area - toilets, BBQ areas and a swimming beach. Discovery Bay, and its café, is close by.

The proposed Concept Plan for the Trail is shown on the following page.

LEGEND



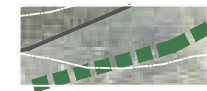
EXISTING WALK TRAILS
EXISTING POWER LINE



EXISTING CONTOUR LINES



PROPOSED FRENCHMAN BAY TRAIL ON PUBLIC LAND: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



PROPOSED FRENCHMAN BAY TRAIL ON PRIVATE LAND: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



PROPOSED PATH & STEPS TO VANCOUVER SPRING: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



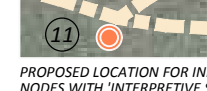
PROPOSED STEPS ADJACENT TO EXISTING HERITAGE STEPS: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



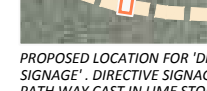
PROPOSED FRENCHMAN BAY TRAIL: BEACH



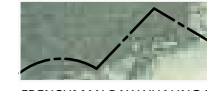
PROPOSED LOCATION OF NEW TRAIL HEAD, TRAIL INFORMATION POINT OR INFORMATION NODE WITH INTERPRETIVE STRUCTURE



PROPOSED LOCATION FOR INFORMATION NODES WITH 'INTERPRETIVE SIGNAGE' (INDICATIVE LAYOUT)



PROPOSED LOCATION FOR 'DIRECTIVE SIGNAGE', DIRECTIVE SIGNAGE IN NEW PATH WAY CAST IN LIME STONE COLOURED CONCRETE TO FORM A DISTINGUISHED SECTION IN NEW LIME STONE WALK TRAIL (INDICATIVE LAYOUT)



FRENCHMAN BAY WHALING STATION (RUIN) HERITAGE REGISTER PLACE 16612

NEW INFORMATION NODE WITH INTERPRETATIVE STRUCTURE



NEW INFORMATION NODE WITH INTERPRETIVE STRUCTURE & SEATING - VIEWING POINT AND A PLACE TO REFLECT

VANCOUVER DAM - NEW VIEWING PLATT FORM



TIMBER DECKED VIEWING PLATFORM WITH TIMBER SEAT AND A TIMBER BOARD WALK FORMING THE TRANSITION TO NEW LIMESTONE PATHWAY

AGENDA ITEMS DIS055 REFERS TO

TRAIL HEAD - INTERPRETATION



TRAIL HEAD - INTERPRETATION STRUCTURE & SEATING

'DIRECTIVE SIGNAGE'



'DIRECTIVE SIGNAGE' IN NEW PATH WAY CAST IN LIME STONE COLOURED CONCRETE TO FORM DISTINGUISHED SECTION IN NEW LIME STONE WALK TRAIL (INDICATIVE LAYOUT)

PATHWAYS



STABILISED LIME STONE WALK TRAILS

SEATING



CONCRETE OR QUARY-CUT GRANITE BLOCK SEATING TO NEW TRAIL HEAD & ALONG NEW PATH WAYS

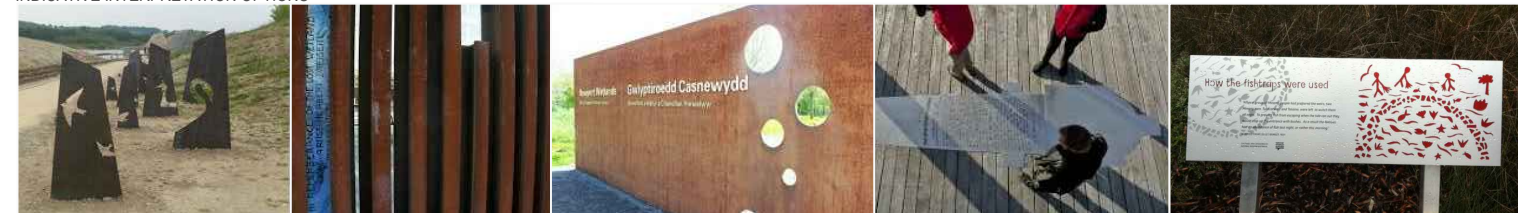


Proposed Concept Plan - Draft

WITH INDICATIVE STRUCTURES, MATERIALS AND INTERPRETATION OPTIONS

SCALE 1:1500 @ A1

INDICATIVE INTERPRETATION OPTIONS



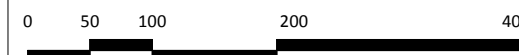
SCULPTURES

STRUCTURES

WALLS & SCREENS

FLOORS

PANELS



The Purpose of the Feasibility Report

The purpose of this report is to:

- explain the rationale for the Trail;
- describe the heritage values of the site;
- map the proposed route;
- identify any environmental impacts in regard to site erosion, disturbance of flora, aesthetics and safety;
- suggest the location and content of the interpretative signage; and
- estimate the cost of construction of the various elements of the Trail

The report will be used to consult further with stakeholders and to approach: (i) various authorities for approvals; and (ii) funding bodies for support.

The Funding for the Feasibility Report

The funding for this feasibility study was provided by a grant from Lotterywest (Grant 421005719).



Picnic group posing on the jetty carrying a pipeline from the P&O Dam to a water lighter towed by the SS Bruce c.1904

OVERVIEW OF PROPOSED TRAIL SITE

Location and Ownership

The site for the proposed Heritage Trail is located on the City of Albany Reserve located between Vancouver Road and Frenchman Bay, along the northern boundary of privately owned Lots 1 and 2 Frenchman Bay Road and along Whalers Beach.

Heritage Significance of the Site

Frenchman Bay has considerable historical significance, some of which has been formally recognised by the Heritage Council of Western Australia through inclusion on the State Register of Heritage Places. A section of the bay incorporates the Frenchman Bay (Norwegian) Whaling Station (ruin), Whalers Beach, Vancouver Spring and Vancouver Dam. The Frenchman Bay Whaling Station (ruin) (1914) is a Permanent Entry (Place No. 16612) on the State Register of Heritage Places. The extent of the registered place is shown on the Heritage Council of Western Australia diagram (Attachment 2).

The statement of significance from the Register is included below.

'Frenchman Bay Whaling Station (ruin), has cultural heritage significance for the following reasons:

the place has considerable value as an archaeological site, being rare as a place where the original purpose is clearly apparent, thus having the ability to reveal characteristics of the early structures of the place;

the place was established in the 20th century and represented an attempt to re-establish the whaling industry in Western Australia;

the freshwater spring has historical significance with recorded use over more than 200 years, and usage also predating European settlement;

the set of concrete steps built in 1914 has aesthetic value as a rustic and aged element in the natural beach and bush setting; and,

the place is important for its association with the Norwegian and other Scandinavian whaling men who worked in a harsh, noxious and often dangerous industry in an isolated environment.



The P&O Dam above Whalers Beach c.1870



The Norwegian Whaling Station at Whalers Beach c.1915

The FBA has undertaken considerable research into the history of the Frenchman Bay area. This research has been informed by the Assessment Documentation compiled by the Heritage Council of Western Australia as part of the process of placing the Frenchman Bay Whaling Station on the State Register of Heritage Places.

The FBA has prepared a document entitled 'The Heritage of Frenchman Bay' to support the construction of the proposed Heritage Trail. A copy of this document and the Heritage Council of Western Australia Assessment documentation are included as Attachments 2 and 3.

There are few written stories of Noongar people that are particular to Frenchman Bay and during the next stage it is proposed to fund an archaeologist/anthropologist who could work with Noongar families to recover stories that could be incorporated in the interpretative signage. In addition, the early British and French navigators and their teams of natural scientists; American sealers; British whalers; the Vancouver Dam that supplied Albany with fresh water; and the Norwegian whaling station will all form part of the signage narrative along the proposed Trail.

This location should become a major tourist destination. There are few sites along the Australian coast that have so much history concentrated into such a small geographical area. However, the rich history of this area is not well publicised and is in danger of being lost. We believe that there is the potential for visitors from around Australia and overseas to make this place a major destination when they visit Albany.

Process of Development and Engagement

In preparing this report various stakeholder groups and individuals were consulted to ascertain their views on the type, location and impact of the proposed Trail. Several inspected the proposed Trail circuit accompanied by the FBA and H + H team members. Organisations, listed in alphabetical order, that were consulted include:

- Aurora Environmental
- Albany Historical Society
- Albany Museum
- Albany Public Library
- City of Albany
- Department of Water
- Department of Parks and Wildlife
- Discovery Bay
- Great Southern Development Corporation
- Kinjarling Trail Project Committee
- Noongar traditional Indigenous land owners
- South Coast Natural Resource Management



H+H Architects onsite with Aurora Environmental during the early stages of the Feasibility Study

PROPOSED TRAIL

Outline of Proposed Trail

The proposed Trail can be considered in four parts (Attachment 1):

Part 1 – is the lower portion of the Trail and encompasses Whalers Beach. It commences from a new Trail Head to be located in the upper car park across from the ablution block. The lower portion of the Trail then leads down the access road to the existing lower car park/picnic area at the eastern end of the beach and extends along the beach to the existing steps at the western end.

Part 2 - runs along the top of the escarpment through the City of Albany Reserve from the steps at the western end of Whalers Beach to the western edge of the privately owned Lots 1 and 2, Frenchman Bay Road ('Lots 1 and 2').

Part 3 - consists of a staircase leading from the Trail to a viewing platform situated above the Vancouver Dam.

Part 4 - runs along the escarpment within the privately owned Lots 1 and 2 to the Trail Head located across from the ablution block in the upper car park area above the eastern end of the beach.

There is also an alternative entrance to the Trail at the lookout on Vancouver Road, as mentioned below and shown in Attachment 1. Existing and additional signage will also direct walkers to the main Trail at this entrance.

Depending on the availability of funding, the Trail could be constructed on a part-by-part basis. It would be preferable, however, to build the Trail as a single development.

The proposed route is intended to wind along the top of the escarpment to maximise the view of King George Sound, but also to bring walkers in close proximity to the unique vegetation of the Great Southern District. It is anticipated that there will be different levels of use of the Trail:

- locals who would use the Trail regularly;
- visitors from Perth and other locations in WA who are exploring the south coast; and
- national and international tourists.

The primary Trail Head would be to the side of the existing car park at the end of Frenchman Bay Road. Toilets are conveniently located at the car park. It will have signage showing a map of the Trail and describing key features.

An important and largely unknown historical feature of Frenchman Bay is Vancouver Dam, which was the only source of water to Albany in the early 20th century. In order to avoid disturbance to the vegetation and soil, steps will lead down from the escarpment to a viewing platform situated above the dam. Signage will provide photos of the Dam in the early days and explain its significance.

One of the best vantage points is located midway along the escarpment. It will have a major display, seating and a shelter. This node can be accessed from the existing Vancouver Lookout and this location will provide a second car park and an alternative entry point to the Trail.

Shelters, aesthetically sculpted, will be provided at the Trail Head and mid-way along the escarpment to protect walkers from the rain.

The section of the Trail that runs along the top of the escarpment across the privately owned Lots 1 and 2 would be situated within the required coastal set back and in accordance with the City of Albany's zoning ordinances. The exact siting of the path would most likely follow the existing cleared section on the coastal perimeter of Lots 1 and 2 and would be undertaken in consultation with the owners or their representatives.

Environmental Considerations

Aurora Environmental consultant Melanie Price and Landscape Consultant Sally Malone viewed the proposed Trail location and provided advice about the siting of the Trail and its construction. The route of the proposed Trail takes account of their advice.

In summary, the four main threats are dieback (*Phytophthora cinnamomi*); erosion; disturbance to rare or endangered flora; and fire.

Dieback is present across the study area. This infestation has most likely been due to the earlier introduction of contaminated soil. The vegetation is dieback-susceptible and there is evidence of recent vegetation death. The soil is sandy, free draining and with appropriate trail construction and siting dieback on the site can be managed.

The topography is steep from the escarpment to the beach below. The Trail should be sited well back from the ridge, except where there are opportunities for viewpoints and interpretation facilities at specified locations along the proposed trail alignment. The topography and environmental considerations may constrain the width and therefore a limestone path is initially preferred to a dual use path.

The site contains unique vegetation types, including *xanthorrea* close to the beach and fairly intact banksia woodland. A sensitive approach in these areas is required. For this reason, the Trail pathway should wind around the banksia woodland and avoid, during construction, other unique vegetation types

Fire management will be necessary. The access track under the Western Power powerlines appears to also serve as a permanent strategic firebreak. If confirmed, this will need to be considered in the final fire management design.

Any clearing of new sections of the Trail will require permits from the Department of Parks and Wildlife.

Construction of the Trail

After consideration of advice from the City of Albany Reserves Officers, Aurora Environmental consultants and landscaping consultants it has been determined that the most appropriate trail path is a 1500mm wide stabilised limestone path. This should minimise any risk of dieback and erosion. The path would be constructed in a manner that would enable it to be widened and sealed in a future stage if the need arose.

The key elements and 'signage nodes' along the Trail have been identified and costed. The nodes are identified on the attached plan (Attachment 1). The information shown is indicative only and will be designed when the final budget is known.



Views across the escarpment showing the steep topography



Example of the typical pathways already established onsite

Elements and Interpretive Nodes along the Trail

Eleven node points have been identified:

Node 1 - An 'information' node should anyone enter the Trail from Goode Beach. Orientation information will be provided on the directions and the length of the Trail.

Node 2 - A 'Context' node on the edge of the scarp that provides a broad context for Frenchman Bay and the Trail. There is also an opportunity to provide information on the flora and fauna within the area.

Node 3 - A 'Significant' node that will incorporate a covered 'iconic' lookout with seating. Information will be provided about Frenchman Bay and Mistaken, Seal and Michaelmas Islands

Node 4 - A 'Start' node for visitors approaching the Trail from the Vancouver Road car park. Orientation information will be provided on the directions and the length of the Trail. Information will also be provided on 'The Frenchman Bay Story'

Node 5 - A 'Directional' node to provide directions to Vancouver Dam

Node 6 - A 'Significant' node that will incorporate timber steps and a timber viewing deck. Information will be provided on the Vancouver Dam site. The exact location of the steps and deck will be determined in consultation with the traditional owners of the area to ensure that the course of the natural stream is not disturbed.

Node 7 - A 'Significant' node. Information will be provided on the former Hostel and Tea Rooms and on the concrete steps to the beach.

Node 8 - The 'Trail Head' node - for visitors approaching the Trail from the Frenchman Bay Road car park. Orientation information will be provided on the directions and the length of the Trail. Information will also be provided on Bald Head and 'The Frenchman Bay Story'. The 'Trail Head' node will also incorporate a covered area and seating.

Node 9 - A 'Significant' node. Information will be provided on the former Norwegian whaling station.

Node 10 - A 'Significant' node. Information will be provided on the discharge stream from Vancouver Spring.

Node 11 - A 'Significant' node. Information will be provided on various wrecks – *Elvie* and *Rip*.

Details of the information to be conveyed at the significant node points is outlined in the attached document (Attachment 5).

Indicative Costs

An Indicative Cost Estimate has been prepared by Chris O’Keefe -Quantity Surveyor and Construction Cost Consultant (Attachment 4).

The estimate of \$370,000.00 (Excl GST) includes an allowance for:

- the construction of the Trail;
- the various structures;
- the interpretive panels;
- professional fees; and
- design and contract contingencies
- archaeological survey of Noongar heritage

Potential Future Phases

The proposed Trail is considered a worthwhile stand-alone initiative that will add value to a location that deserves much more recognition and protection. However, it will be undertaken so that it can, if it became desirable, become a section of the much larger and more ambitious network of trails that were reflected in the Kinjarling Trail proposal dating back several years. There are logical extensions of this section of pathway, leading in one direction to Discovery Bay and the Bald Head Walking Trail, and in the other to Little Grove and eventually Albany city centre and beyond.

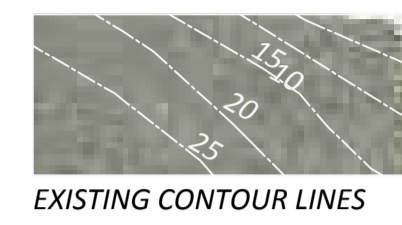
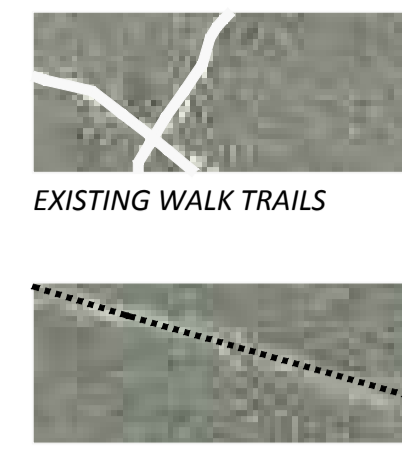
STAGING OF THE DEVELOPMENT

It is probable that the project will need to be completed in stages as funds become available. The stages in priority order are:

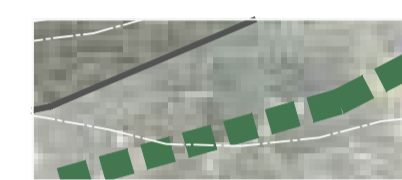
- a) Construction of the stabilised limestone path.
- b) The construction of the main Trail Head (Node 8) and interpretation information at the Vancouver Road car park (Node 4).
- c) Viewing shelter and associated interpretation (Node 3); the steps and viewing deck at the Vancouver Dam site (Node 5); and the interpretation signs associated with the dam and the spring (Nodes 5, 6 and 10).
- d) New steps to Whalers Beach (Node 7)
- e) Other Interpretation nodes (Nodes 1, 2, 9 and 11).

ATTACHMENT 1 - Plan of Proposed Trail

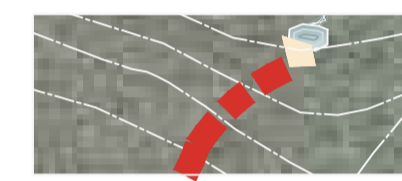
LEGEND



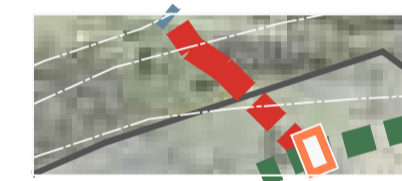
PROPOSED FRENCHMAN BAY TRAIL ON PUBLIC LAND: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



PROPOSED FRENCHMAN BAY TRAIL ON PRIVATE LAND: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



PROPOSED PATH & STEPS TO VANCOUVER SPRING: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



PROPOSED STEPS ADJACENT TO EXISTING HERITAGE STEPS: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



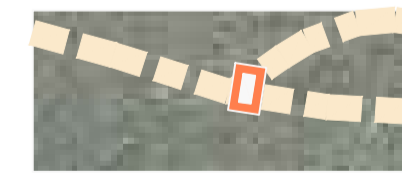
PROPOSED FRENCHMAN BAY TRAIL: BEACH



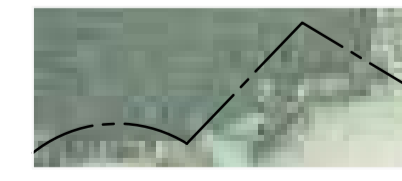
PROPOSED LOCATION OF NEW TRAIL HEAD, TRAIL INFORMATION POINT OR INFORMATION NODE WITH INTERPRETIVE STRUCTURE



PROPOSED LOCATION FOR INFORMATION NODES WITH 'INTERPRETIVE SIGNAGE' (INDICATIVE LAYOUT)



PROPOSED LOCATION FOR 'DIRECTIVE SIGNAGE' - DIRECTIVE SIGNAGE IN NEW PATH WAY CAST IN LIME STONE COLOURED CONCRETE TO FORM A DISTINGUISHED SECTION IN NEW LIME STONE WALK TRAIL (INDICATIVE LAYOUT)



FRENCHMAN BAY WHALING STATION (RUIN) HERITAGE REGISTER PLACE 16612

NEW INFORMATION NODE WITH INTERPRETATIVE STRUCTURE



NEW INFORMATION NODE WITH INTERPRETIVE STRUCTURE & SEATING - VIEWING POINT AND A PLACE TO REFLECT

VANCOUVER DAM - NEW VIEWING PLATT FORM



TIMBER DECKED VIEWING PLATFORM WITH TIMBER SEAT AND A TIMBER BOARD WALK FORMING THE TRANSITION TO NEW LIMESTONE PATHWAY

AGENDA ITEMS DIS055 REFERS TO

TRAIL HEAD - INTERPRETATION



TRAIL HEAD - INTERPRETATION STRUCTURE & SEATING

'DIRECTIVE SIGNAGE'



'DIRECTIVE SIGNAGE' IN NEW PATH WAY CAST IN LIME STONE COLOURED CONCRETE TO FORM DISTINGUISHED SECTION IN NEW LIME STONE WALK TRAIL (INDICATIVE LAYOUT)

PATHWAYS



STABILISED LIME STONE WALK TRAILS

SEATING



CONCRETE OR QUARY-CUT GRANITE BLOCK SEATING TO NEW TRAIL HEAD & ALONG NEW PATH WAYS



Proposed Concept Plan

WITH INDICATIVE STRUCTURES, MATERIALS AND INTERPRETATION OPTIONS

SCALE 1:1500 @ A1

INDICATIVE INTERPRETATION OPTIONS



ATTACHMENT 2 - State Register of Heritage Places - Assessment Documentation



REGISTER OF HERITAGE PLACES

Permanent Entry

1. **DATA BASE No.** 16612
2. **NAME** *Frenchman Bay Whaling Station (ruin)* (1914)
OTHER NAME Norwegian Whaling Station
3. **LOCATION** Whalers Beach, Frenchman Bay Road, Albany
4. **DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY**
Portion of Lot 300 on Deposited Plan 46683 being part of Reserve 21337 and part of the land contained in Crown Land Title Volume 3136 Folio 715 and Lot 301 on Deposited Plan 53420 being unallocated Crown land and the whole of the land contained in Crown Land Title Volume 3149 Folio 236 as shown on Heritage Council of Western Australia Survey Drawing 16612 (DP53432) prepared by Midland Survey Services.
5. **LOCAL GOVERNMENT AREA** Shire of Albany
6. **OWNER** State of Western Australia
(As to Reserve 21337. Management Order to the City of Albany)
7. **HERITAGE LISTINGS**

Register of Heritage Places:	Permanent Entry	02/09/2008
National Trust Classification:		-----
Town Planning Scheme:		-----
Municipal Inventory (Vancouver Spring):	Adopted	30/06/2001
Register of the National Estate:		-----
8. **CONSERVATION ORDER**

9. **HERITAGE AGREEMENT**

10. **STATEMENT OF SIGNIFICANCE**
Frenchman Bay Whaling Station (ruin), has cultural heritage significance for the following reasons:

the place has considerable value as an archaeological site, being rare as a place where the original purpose is clearly apparent, thus having the ability to reveal characteristics of the early structures of the place;

AGENDA ITEMS DIS055 REFERS TO

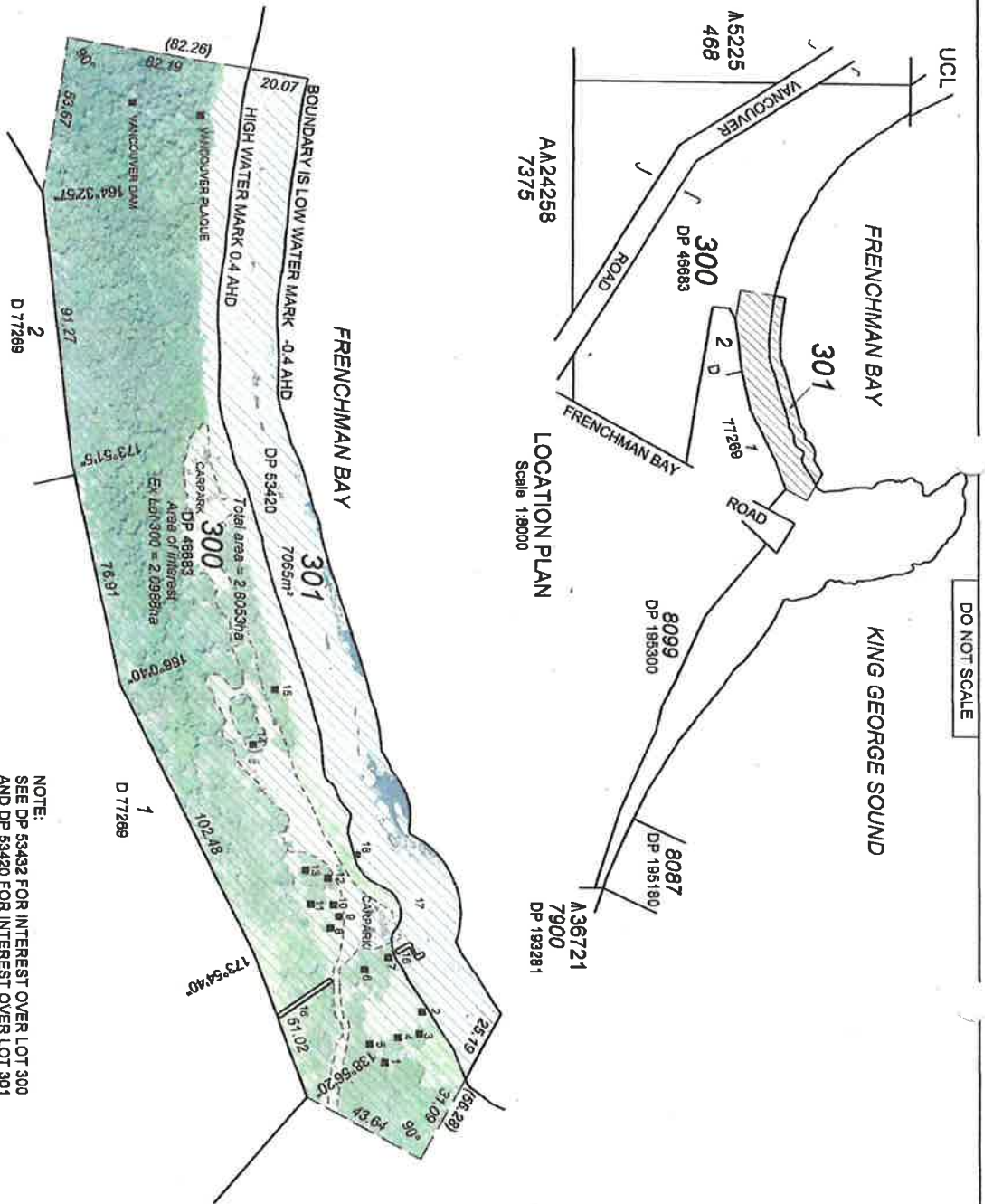
the place was established in the 20th century and represented an attempt to re-establish the whaling industry in Western Australia;

the freshwater spring has historical significance with recorded use over more than 200 years, and usage also predating European settlement;

the set of concrete steps built in 1914 has aesthetic value as a rustic and aged element in the natural beach and bush setting; and,

the place is important for its association with the Norwegian and other Scandinavian whaling men who worked in a harsh, noxious and often dangerous industry in an isolated environment.

The buildings associated with the former hostel and caravan park have some significance for their social and historical value but are outdated and substandard for the purpose for which they are intended and are not readily redeemable.



- LEGEND**
- 1 raised plinth
 - 2 artefact scatter
 - 3 metal and whalebone scatter
 - 4 metal whalebone, coal scatter
 - 5 metal, glass scatter
 - 6 coal, clinker and coke scatter
 - 7 coal and clinker scatter
 - 8 brick flooring
 - 9 circular feature
 - 10 circular feature
 - 11 metal, coal, clinker and coke scatter
 - 12 raised plinth
 - 13 concrete
 - 14 raised pad, wall and scatter
 - 15 brick and mortar x5
 - 16 concrete steps
 - 17 brick and stone
 - 18 rectangular structures

NOTE:
SEE DP 53432 FOR INTEREST OVER LOT 300
AND DP 53420 FOR INTEREST OVER LOT 301

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Midland Survey Services
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 Website: www.warnerking.com.au

SCALE 1:1500 METRES

DRAWN	M. MARIOTTI	01/03/2007
SURVEYOR		
CHECKED	E. TURTON	10/04/2007

HERITAGE COUNCIL OF WA
FRENCHMAN BAY WHALING STATION
 ALBANY

DATUM: MGA 94 (50)
 MSS No: 07307
 HCWA DRAWING NUMBER: 16612
 REV 0 SIZE A3

No.	Date	APPROVED AND ISSUED TO CLIENT	REVISION	MFA	Surveyor	Approved	ELT
0	14/05/07						



REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

PRINCIPAL AUSTRALIAN HISTORIC THEME(S)

- 1.4 Appreciating the natural wonders of Australia
- 3.3.2. Fishing and whaling
- 3.23 Catering for tourists
- 5.1 Working in harsh conditions

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 106 Workers (incl. Aboriginal, convict)
- 305 Fishing & other maritime industry
- 311 Hospitality industry & tourism
- 503 Natural disasters

11.1 AESTHETIC VALUE*

Frenchman Bay Whaling Station (ruin), in association with the hostel and tearoom buildings on the bluff, contributes to the attractive seaside beach environment that is a popular picnic area. (Criterion 1.1)

Frenchman Bay Whaling Station (ruin) is important for its ability to reveal aesthetic characteristics of the early structures of the place. (Criterion 1.1)

The concrete steps of *Frenchman Bay Whaling Station (ruin)*, that lead from the beach to the bluff, have aesthetic value as a rustic and aged element in the natural beach and bush setting. (Criterion 1.3)

* For consistency, all references to architectural style are taken from Apperly, R., Irving, R., Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture. Styles and Terms from 1788 to the Present*, Angus and Robertson, North Ryde, 1989.

For consistency, all references to garden and landscape types and styles are taken from Ramsay, J. *Parks, Gardens and Special Trees: A Classification and Assessment Method for the Register of the National Estate*, Australian Government Publishing Service, Canberra, 1991, with additional reference to Richards, O. *Theoretical Framework for Designed Landscapes in WA*, unpublished report, 1997.

11.2 HISTORIC VALUE

Frenchman Bay Whaling Station (ruin) was established by a Norwegian based whaling company as part of the expansion of their activities in the southern hemisphere, and operated from 1914 to 1916. The place therefore represents an association with Norway, one of very few countries to continue whaling to the present. (Criterion 2.1)

Frenchman Bay Whaling Station (ruin) was the first station established in WA in the 20th century and represented an attempt to re-establish the industry on the south coast of the State on a larger scale than had been previously practised. (Criteria 2.1 & 2.2)

The freshwater spring has historical significance with recorded use over more than 200 years, predating European settlement, and including the visits of Captain George Vancouver in 1791, Dumont D'Urville's *Astrolabe* in 1827, American whalers in the 19th century, as a water supply for ships calling into the port at Albany from 1900 to 1912, used by *Frenchman Bay Whaling Station (ruin)* from 1912-16 and the Frenchman Bay hostel and caravan park from the 1930s. (Criterion 2.1)

Frenchman Bay has been a popular seaside holiday resort from as early as the 1890s, enhanced by the construction of the hostel in 1936 and establishment of the caravan park in 1959. (Criterion 2.2)

Frenchman Bay Whaling Station (ruin) is important for its association with the Norwegian and other Scandinavian whaling men who worked in a harsh, noxious and often dangerous industry in an isolated environment far from their homes. (Criterion 2.3)

Frenchman Bay Whaling Station (ruin) marked a new era of whaling with technological advancements such as steam-powered ships and machinery and the use of explosive harpoons that increased industry effectiveness and safety. (Criterion 2.4)

11.3 SCIENTIFIC VALUE

Frenchman Bay Whaling Station (ruin) contributes to a wider understanding of the cultural history of the district and the State and has high importance as a possible teaching and research site. It contains within its boundaries 18 archaeological sites associated with the first Western Australian whaling station to use modern whale catching and processing techniques. In addition, there is high potential for subsurface, minimally disturbed archaeological remains. (Criterion 3.1)

Frenchman Bay Whaling Station (ruin) was the first permanent European occupation of this part of King George Sound. Its operation had a significant but short economic impact on Western Australia and the Albany area. The potential therefore to yield further information about the region's early European cultural history through the archaeological record is high. (Criterion 3.2)

11.4 SOCIAL VALUE

Frenchman Bay Whaling Station (ruin) has social significance for its historical associations as an early 20th century whaling station and as a popular site for seaside holidays. (Criteria 4.1 & 4.2)

12. DEGREE OF SIGNIFICANCE

12.1 RARITY

Frenchman Bay Whaling Station (ruin) is rare as a group of archaeological sites at a place where the original purpose is clearly apparent. The station was the first whaling station in Western Australia to use modern whaling catching and processing techniques, and therefore serves as a benchmark site for the later Australian whaling industry. (Criterion 5.1)

Frenchman Bay Whaling Station is rare as a place in Western Australian settled and operated exclusively by men of non-British decent. (Criterion 5.1)

The place is uncommon for its combination of a popular holiday destination directly adjacent to the whaling industry. (Criterion 5.1)

The archaeological remains of *Frenchman Bay Whaling Station* provide a physical reminder of a way of life and an industry no longer practiced. (Criterion 5.2)

12.2 REPRESENTATIVENESS

Frenchman Bay Whaling Station (ruin) is a ruin representative of the former whaling industry in Western Australia. (Criterion 6.1)

12.3 CONDITION

Frenchman Bay Whaling Station (ruin) archaeological sites are in a disturbed but sound condition. In addition, the sites are presently not under threat and their condition will not alter if land uses remain unchanged. However, the use of some of the remains for picnic seating is severely detrimental to the place, and this practice needs to be discouraged. The historical record shows use of the beach area as a garden, with the eastern section dug for manure, but there is high potential for undisturbed archaeological remains 20cm below the surface over the rest of the site.

12.4 INTEGRITY

Frenchman Bay Whaling Station (ruin) is in poor condition with all elements beyond restoration. The site presents interpretive opportunities, but it has a low degree of integrity. The set of concrete steps has high integrity and continues to function in its original intention.

12.5 AUTHENTICITY

There is some evidence of recent unsympathetic changes to the remaining fabric, but generally, *Frenchman Bay Whaling Station (ruin)* displays a high degree of authenticity.

13. SUPPORTING EVIDENCE

The documentation for this place is based on the heritage assessment completed by Irene Sauman, Historian and Shane Burke, Archaeologist, in October 2006, with amendments and/or additions by HCWA staff and the Register Committee.

13.1 DOCUMENTARY EVIDENCE

Frenchman Bay Whaling Station (ruin) comprises the site and remnants of a bay whaling station established in 1915 by the Norwegian owned Spermacet Whaling Company at Whalers Beach on Frenchman Bay, Albany. On the bluff above the beach are a 1936 former hostel/tearoom and 1960s caravan park, with associated outbuildings.

Frenchman Bay was chosen as the site of the Spermacet Company's operations because of an ample supply of fresh water and shelter from the prevailing weather. However, the limited nature of this shelter is shown by the number of wrecks in Frenchman Bay and the erosion of the beach during heavy storms.

The water supply at Frenchman Bay was first charted by Captain George Vancouver during his exploratory journey along the coast in September 1791. He watered his ships here at a freshwater spring, which is now marked by a memorial erected by the Albany Historical Society. American whalers who operated off the south coast in the 1800s also watered their ships at the spring, and in 1827 Louis de Sainson painted a meeting between local Aboriginal people and the sailors of the *Astrolabe* while the latter collected fresh water at Frenchman Bay. This painting, showing the saddle-backed rock at the tip of Waterbay Point, hangs in the Western Australian Art Gallery.

The site was marked as a watering place in the 1870s, although not officially gazetted as such until 1893, when it became Reserve 2295 as a watering place for travellers and stock.¹

In 1900, Captain Alex Armstrong and his partner, Waters, leased two acres of the Reserve at a cost of £1 per year for the purpose of providing water for the steamers that called at the Albany port. The water supply at the port at this time was not suitable for the boilers of the steamers, which required water uncontaminated with minerals. The Road Board considered it good sense to make the port more welcoming to all shipping, but it would only provide a lease for twelve months at a time with a six-month cancellation clause so as not to tie up the resource should it need it for its own proposed town water supply scheme.²

In 1902, Armstrong complained that the issue of twelve-monthly leases did not give him security of tenure to improve the site, which he needed to do in order to provide a sufficient supply, as some ships were leaving Albany without a full supply of water and this was giving the port a bad name. The terms of the lease do not appear to have been increased, but Armstrong undertook the improvement work anyway. A sketch map drawn by the Albany District Surveyor's Office in February 1912 shows that Armstrong had made an excavation and dammed the spring, and built a 200-foot jetty with pipes from the dam to the head of the jetty

¹ Department of Land Information (DLI), Reserves Index & Correspondence 29-3-1900, File for Reserve 2295, SROWA, ACC 541 Item 3172/1900.

² File for Reserve 2295, Item 3172/1900, op cit.

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where lighters were loaded with water for transport to the Town Jetty. The improvements had cost between £500 and £600.³

The Road Board established its own town water supply in 1912, and Armstrong and Water's lease ended in December that year. The Road Board did not want competing supplies for the port as the provision of water and other facilities for shipping there was a major source of revenue.⁴

American whalers were operating in the Indian Ocean after 1789 and had visited King George Sound before the end of 1828.⁵ By 1837, two whaling companies were operating out of Western Australia: the Fremantle Whaling Company (established February 1837) based at Bather's Beach in Fremantle and the Perth Whaling Company on Carnac Island. The first whale was caught by their combined efforts on 10 June 1837:

This day will be memorable in the annals of the Colony for the killing of the first whale. At Perth, great firing was heard in the direction of Fremantle and it was supposed that a ship had arrived, but a messenger came in breathless haste to say that boats had struck a whale and were engaged with it. This was all that was known when I came away but everyone was running about elated with the news; I went to Fremantle on Thursday with the Governor and others, to examine a jetty and proposed tunnel which has been projected to be cut through a hill there giving an easy access from the beach to the main street. The plan is quite practicable and not very expensive for the distance is only eighty yards and the rock is soft limestone.⁶

The tunnel provided direct access to Fremantle for the sale of whale goods to the community. In that first year of operations, whaling generated revenue of £3,000 from 100 tons of oil and 5 tons of whalebone. By comparison, American whalers earned £30,000 that year from the same coastline.⁷ Large numbers of American whalers, as well as French, frequently operated close inshore, causing conflicts with local whalers. There were numerous incidents between the various companies. James Stirling was lobbied to ban the foreign vessels.⁸

Despite fluctuations in the price of whaling products, by 1844 they comprised 40% of the State's exports. In 1845 there were approximately 300 American, French, British and Australian whaling ships operating off the south coast with numerous shore stations.⁹ 1860 legislation prohibiting unlicensed whalers from operating in WA waters, although this appears to have had little impact. But after the discovery of petroleum oil in Pennsylvania in 1859, whale oil prices crashed. Subsequently, only a few vessels were still operating at the turn of the century.¹⁰

Around 1911, Norwegian whaling interests were looking to the southern hemisphere for possible whaling grounds due to heavy competition in the whaling

3 Correspondence & sketch map, 17 February 1912, File for Reserve 2295, Item 3172/1900, op cit.

4 Correspondence 19 March & 2 July 1912, File for Reserve 2295, Item 3172/1900, op cit; DLI File 2268/1914 for Reserve 2295.

5 Nairn, John, *Western Australia's Tempestuous History* (Carlisle, Vic: Hesperion Press, 1986)

6 Moore, George Fletcher, *Diary of Ten Years Eventful Life of an Early Settler in Western Australia* (1884, facsimile edition 1978, UWA Press)

7 Battye, J.S., *Western Australia: A History from its Discovery to the Inauguration of the Commonwealth* (Oxford, 1924)

8 Nairn, *Tempestuous History*

9 www.whaleworld.org/About_Whale_World/Whaling_History/Whaling_in_Albury, consulted 22 Nov 2006

10 Nairn, *Tempestuous History*

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grounds in the northern hemisphere.¹¹ Western Australia already had a history of whaling, particularly along the south coast, and the State Government saw economic benefit in the development of the whaling industry. On 1 January 1912 it issued seven-year licences to the Cape Leeuwin Whaling Company (renamed the Spermacet Whaling Company in November 1913), the Western Australian Whaling Company (located at Point Cloates in the northwest) and the Fremantle Whaling Company, all of which had been established by the Norwegian firm of Christian Nielsen & Associates. Nielsen was represented in Western Australia by the Norwegian Vice-Consul at Fremantle, August Stang, whose brother Christian was associated with the Nielsen company. To ensure the best benefits for the State, the licences required the construction of shore stations. Whalers operating from factory ships were unable to use the whole carcass and only processed the whale for the oil, whereas a shore station allowed the manufacture of guano (fertiliser), cattle fodder and bonemeal from what remained.¹²

The Cape Leeuwin Whaling Company was licensed to operate along the south coast from Cape Leeuwin to Esperance, where it planned to hunt sperm whales. Sperm whales did not migrate and travelled in a loose and widely spread manner rather than the schools favoured by the humpback whales, which followed a seasonal migratory path along the coast. In the 1912 migratory season (winter), the ships of the Spermacet Co, *Vasco Da Gama*, *Fynd* and *Klem*, assisted the Western Australian Whaling Company in the northwest to hunt humpbacks. On 29 October 1912, the ships arrived at Albany and began hunting sperm whales. The Company took 205 sperm whales during the 1912-13 summer, which were processed on a factory ship. A piece of ambergris was also discovered, worth around £4,000. Ambergris is a solid, opaque, ash-coloured inflammable substance secreted by whales and used in the manufacture of perfumes.¹³

On 22 February 1913, the Norwegian vessel *Prince George* is reported as arriving at Albany with machinery for the whaling company. The Cape Leeuwin Company's ships assisted in the northwest hunt again in the winter of 1913, and in September six vessels arrive in Albany from Point Cloates: the steamers *Fynd*, *Hawk*, *Vasco de Gama*, *Clem* and *Eagle*, and the sailing ship *Commonwealth*.¹⁴ In October, the Company leased an area at Frenchman Bay for its shore station. The area was created as Plantagenet Location 3961 and did not include the site of the dam and lighter jetty, although the Company purchased the jetty from Armstrong & Waters.¹⁵ In November 1913, the Company's name was officially changed to the Spermacet Whaling Company.¹⁶

The Company hunted sperm whales again during the 1913-14 summer but not as successfully as the previous summer. *Frenchman Bay Whaling Station (ruin)* was built early in 1914 on the leased land at Frenchman Bay, at a cost of £20,000 to

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- 11 For overview of the establishment and operation of the whaling industry in WA by Norwegian companies see HCWA documentation for P04321 Norwegian Whaling Station (ruin), Point Cloates.
- 12 Puls, Colin, *Frenchman Bay whaling companies and Western Australian Government, 1911-19*, BA honours thesis, UWA, 1970, pp. 22-29.
- 13 Puls, Colin, p. 36, 107.
- 14 List of Norwegian vessels calling at Albany during the year 1913, Norwegian Vice-Consulate Albany, Record Book, 1913-1916, Battye private archives, MN1069, ACC 3314A.
- 15 Correspondence 17 July 1914 from Norwegian Vice-Consul at Fremantle, August Stang, DLI file 2268/1914 for Reserve 2295.
- 16 Puls, Colin, op cit, p. 30.

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£28,000.¹⁷ The buildings were constructed from imported timber and bricks, but there was some local building material used. A report in the *Albany Advertiser* in February 1914 on the revival of the timber industry stated that a consignment of karri flooring measuring 6" by 1.5" and 6" by 1" had been delivered to Albany from a mill at Denmark to 'the order of the Whaling Co who are using it in their buildings at Frenchman Bay'.¹⁸

The following gives some idea on the operation and layout of the site:

Frenchman Bay soon changed in appearance. A great wooden platform was built on the beach; it stood on piles and projected over the water as a wide and low pier or wharf. At the seaward extremity this platform sloped down to the water, and extended a little below the surface at low tide, forming a slipway up which whales could be easily hauled. One side at the shore end of this flensing platform, a high two-storey building of wood contained the boilers in which bones and meat could be digested under steam pressure. At the other side another shed contained open boilers for the blubber. There were unglazed windows to the top floor of the big boiler house and up to these openings wooden shores acted as rails on which great metal buckets filled with chunks of whale-meat were hoisted. The contents were tipped through the windows in a manner most convenient for filling the boilers. At the landward end of the flensing platform, and facing the sea, there stood a very well equipped engineer's 'shop'. All sorts of repairs had to be carried out there; but two regular jobs were the fitting of new heads to the explosive harpoons, and making new parts for the engine of a launch which as regularly consumed them. In front of the engineer's 'shop' were steam winches for hauling the heavy whale carcasses up the oily slipway from the sea. As for the rest, there were wooden houses on the bushy slopes above the boiler houses for the shore gangs and for the crews when not on board the 'chasers'. By 1915, £28,000 had been spent on machinery, and much more on coal and stores.¹⁹

Les Douglas, son of Captain Clem Douglas and from a family of Albany seafarers, described *Frenchman Bay Whaling Station (ruin)* as he remembered it as a lad:

There were a large number of big sheds stretching along the beach front, behind a very long brick retaining wall. A long flight of concrete steps led to the top of the hill. At the time of writing, [1991] the steps are still there. The steps were always there. They would have been built for access when the factory was first built. The path went straight up to the first building on the hill which was the kitchen and mess room for all the workers. It was only about 100 ft from the top of the steps. The men's quarters comprised of 5 huge houses including the kitchen and mess room. The four other buildings were spaced about 20 ft apart, to the right. These were the sleeping quarters and contained many rooms. I remember clearly, each room was painted a different colour. Being young I had never seen so many colours and to this day every time I think of Frenchman's Bay Station I see this rainbow of rooms. All, the buildings were built of Norwegian pine, resting on long spruce pine timbers, supported on brick pillars about 2' off the ground.²⁰

There was a small jetty about 200' long with a large 'T' Platform at the end which provided a good working area. There was also a derrick for loading. A light gauge

17 Puls, Colin, op cit, pp. 37-38, 92-93; *Albany Advertiser*, 5 May 1920, p. 3. Figures vary among sources.

18 *Albany Advertiser*, 25 February 1914, p. 3.

19 Dakin, William J., *Whalemen adventurers: the story of whaling in Australian waters and other southern seas related thereto, from the days of sails to modern times*, Sydney, Angus & Robertson, 1938, p. 186.

20 Marshall, Gordon de L., *Maritime Albany Remembered: Les Douglas et al*, Kalamunda, Tangee Pty Ltd, c.2001, p. 14; photograph on p. 12, numbered 3715B in the Battye Library collection, is purported to be of the Norwegian whaling station but the landscape indicates it depicts the Cheynes Beach station.

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railway line ran down to the jetty and connected to all parts of the station. Hand operated trolleys were used.²¹

The ramp on the seaward end of the flensing deck went out into about ten-feet of water. It appeared to have been held in position by eight to ten large wooden crates about eight-foot square filled with pieces of granite. The slats of the crates were spaced about six inches apart, apparently to allow the underwater surge to pass through.²²

When the station was in operation, the whale chasers towed the whales to *Frenchman Bay Whaling Station (ruin)* where they were treated, but the presence of the factory ship *Rakirua* at various times indicates that some processing was still done on board ship. The oil was stored in large wooden barrels and shipped back to Norway. Other Norwegian ships arrived at Albany occasionally with a load of empty barrels for the station.²³

On 5 June 1914, a day before the Spermacet fleet left for Point Cloates once again, 19-year-old deckhand Christian Flagstad was killed when a one ton piece of whale flesh fell on him while he was collecting oil from the deck of the factory ship *Rakiura* in Frenchman Bay. The accident occurred as a result of the failure of a spruce pine toggle from which the whale flesh was hanging.²⁴

The Public Works Department Water Supply section and August Stang had considerable correspondence over several years regarding the use of the water from Reserve 2295 and how much *Frenchman Bay Whaling Station (ruin)* should pay for it. Stang maintained in July 1914 that they had used very little water from the spring to that time and had water on their own lease close to the surface, which they could tap into. He steadfastly refused to pay any amount the Department claimed as the figure had been arrived at by guesswork and anyway the Company was already paying a licence fee, which should include water. In November 1915, however, he offered to pay £10 for water use for the coming year. An inspection of the site in March 1916 found two wells on the Company's lease supplying most of its water needs.²⁵

During the operation of *Frenchman Bay Whaling Station (ruin)*, the beach became 'most unpleasant, with a thick coating of oil and large pieces of whale lying around, and a noisome smell'. There were no roads connecting Frenchman Bay to Albany and all supplies had to come in by sea. It must have been a lonely life for the whalers, described for the most part as 'clean young men'.²⁶ Most of their wages would have gone back to Norway, but the operation of the station and its vessels was a bonus to the local economy, with a reported £80,000 spent on provisions, coal and general supplies in 1915.²⁷

Two more deaths occurred at *Frenchman Bay Whaling Station (ruin)*. Chief Engineer Hans P. Kittelsen died at age 40 on 24 November 1915, but no cause of

21 Marshall, Gordon de L., op cit, p. 14.

22 Marshall, Gordon de L., op cit, p. 14; Garratt, Dena, *Frenchman Bay Whaling Station (ruin), Frenchman Bay: maritime site inspection report*, Fremantle, WA Maritime Museum, 1994, p. 6.

23 List of Norwegian vessels, op cit; Marshall, Gordon de L., op cit, p. 15.

24 Article from *Albany Advertiser* in the Norwegian Vice-Consulate Albany, Record Book, 1913-16, op cit.

25 Correspondence 17 July 1914 to 14 March 1916, DLI file 2268/1914 for Reserve 2295.

26 Marshall, Gordon de L., op cit, p. 12.

27 Heritage Today, *City of Albany Municipal Inventory*, 2000.

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death is recorded, and 44-year-old steward Karl Adoff Nielsen drowned two weeks later on 4 December while swimming at Frenchman Bay.²⁸

On 15 December 1915, Stang informed the Government of Spermacet's decision to close down, caused by both a poor whaling season and the impact of World War I. The closure was gazetted on 29 December, but it was 3 March 1919 before Stang signed an indenture legally surrendering the Company's licence. The size of the sperm whale catch had made the undertaking economically unfeasible and the War created suspicions that the whalers were sympathisers of Germany. The boilers and equipment were relocated to the new station established that year at Point Cloates, but the buildings were left behind. During its period of operation from 1912 to December 1916, the Spermacet Company took 1,125 whales, producing 28,675 casks of oil (1.2 million gallons) and 730 tons of fertiliser. The value of the oil would have been £119,475 and the fertiliser £5,840. This return was about 30% of that achieved by the Point Cloates station in the same period.²⁹

Two Norwegians remained as caretakers at *Frenchman Bay Whaling Station (ruin)*, brothers Hurbert and Lans Larsen. They built a boat and used it to sail into Albany for their stores. In 1920, there were reports that the Spermacet Company had applied to renew its licence to operate the place, but the application was refused.³⁰

In the early 1930s, Point Cloates again began servicing Norwegian whaling ships, but World War II brought rapid closure. Expanded use of factory ships and support chasers also lessened the need for shore-based services. In July 1949, the Nor'-West Whaling Company reopened the station. In September 1950, the Australian Government commenced whaling itself as the Australian Whaling Commission in a station at Babbage Island near Carnarvon. The operation ran until 1955, when the station was sold to Nor'-West Whaling Company, which closed down its Point Cloates station and relocated to the Carnarvon site.³¹ The Albany Whaling Company operated at Frenchman's Bay from 1947 until 1950. It took only six humpback whales.

The Cheynes Beach Whaling Station commenced operations at Frenchman's Bay in 1952 until closure in 1978, the last such station to close in Australia. The last whale was taken on 20 November 1978. The operation had struggled commercially for several years because of increased fuel costs and dwindling stocks. Environmental lobbying pressure finally brought an end to a WA industry that had operated for more than 140 years.

In 1921, a big south-easterly gale that lasted many days created havoc along the Albany coastline, tearing up trees, washing away beaches and sinking boats at their moorings. It wrecked a large portion of *Frenchman Bay Whaling Station (ruin)*. The jetty was swept away leaving only the end standing. The brick retaining wall collapsed, allowing seas to undermine the foundation of buildings

28 Norwegian Vice-Consulate Albany, Record Book, 1913-16, op cit.

29 Puls, Colin, op cit, p. 92-95.

30 Marshall, Gordon de L., op cit, p. 15; *Albany Advertiser*, 5 May 1920, p. 3.

31 <http://www.whales.org.au/published/whalemen/forward.html>, consulted 22 November 2006

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close to the wall and many fell, including the brick building on the right of the flensing deck.³²

In May 1923, tenders were called for purchase of what remained.

Tenders for all the buildings as they now stand. Soft wood, hard woods, kitchen ranges, trolleys and light rails at the Frenchman's Bay Whaling Station. Tenders are invited for the lot as it now lies at the station... Walter Wheeldon, Auctioneer and Sworn Valuer.³³

Members of the Douglas family, namely Clem, his father William and brother Bert successfully tendered to dismantle and salvage *Frenchman Bay Whaling Station (ruin)*. They camped at the site for periods over the ensuing five years while they did the work. Bert Douglas was Captain of the State Steamship *Eucla*, which made several trips into the Bay where its surfboats were used to take off material.

There was a vast quantity of wood around... There were also hundreds of wooden barrels, for whale oil, some in good condition which they were able to sell... The station's jetty was in such a poor state of repair that the Douglasses had to construct a makeshift one of their own to bring the wood off.³⁴

A lot of coal and whale manure was salvaged, which was sold in Albany. The whale manure was discovered by accident as it had been covered by sand over the years. Some of the salvaged timbers were used to build a lighter, with a single spruce pole providing a 35-foot mast. In 1998, some of the wood and rails were still in storage at the old Douglas homestead, 'Maitland' on the Upper Kalgan River. The younger family members, including Les Douglas and his cousin Lenny Powell searched for 'lost treasure'; the ambergris that was reputed to have been buried somewhere at the site. It was not found.³⁵

Frenchman Bay had been a favoured holiday venue since at least 1896, when the steam launch *Jessie* made several trips, ferrying people for a public picnic. On New Year's Day 1902, Armstrong & Sons ran two launches on excursions to the Bay. The operation of the whaling station curtailed the enjoyment of the place until 1920, when Armstrong & Waters took the Steamship *Awhina* on two round trips on 26 January.³⁶ Access was only possible by sea, but in the early 1930s, as more people owned motor vehicles, there was considerable local agitation for a road to the Bay. Letters were published in the *Albany Advertiser* and the Tourist and Information Bureau offered funds to build the road on a route they had planned and which the Road Board inspected. The Frenchman Bay Road was completed by December 1934 when it was reported that:

The road terminates a few yards from the flight of steps leading down to the old whaling station and the beach. Water is obtainable a few chain from the steps along the beach.³⁷

Mrs D. van Raalte applied to the Road Board for a licence to operate a tea kiosk near the beach during the summer months. It was to be of rustic design, and the licence appears to have been issued because a newspaper report on 7 January states that on New Year's Day there were a considerable numbers of people

32 Marshall, Gordon de L., op cit, p. 16.

33 *Albany Advertiser*, 12 May 1923, p. 2.

34 Marshall, Gordon de L., p. 12.

35 Marshall, Gordon de L., p. 14-16.

36 *Albany Advertiser*, 15 October 1896 p. 2; 3 January 1902, p. 3 & 21 January 1920, p. 2.

37 *Albany Advertiser*, 6 December 1934.

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swimming and fishing, with a number of families having a camping holiday, while 'the convenience of visitors had been further added to by the establishment of a tea kiosk near the beach'.³⁸

In February 1935, the *Albany Advertiser's* editorial extolled the virtues of the beauty spot that was Frenchman Bay and which was so popular among holiday makers, but called for the provision of sanitary conveniences as soon as possible, by working bee if necessary.³⁹ Also at this same time, Reserve 2295 was cancelled and was included with the site of the former *Frenchman Bay Whaling Station (ruin)* in a new reserve, 21337 for the purpose of camping, which was vested in the Albany Road Board.⁴⁰ In July 1935, the Board called tenders for the leasing of an area of the Reserve, the tenders to include specifications for improvements to cater to tourists. Included in the lease was the right to draw water from the dam at Vancouver's Spring and to erect a pump and pipes for the purpose.⁴¹ A few months later the purpose of Reserve 21337 was altered to 'Recreation, Health & Pleasure Resort... somewhat similar to Yancheep'.⁴²

The first lease was issued to Herbert (Bert) Harding and in November 1936 it was reported that 'an enterprising young man is even now erecting a hostel and tea rooms'. Harding's 'Frenchman's Bay Hostel' offered accommodation for a limited number of guests at moderate tariff, and supplied dainty afternoon teas, cool drinks, ices, lunches, fruit, confectionary and other necessities for the perfect picnic. Fresh running water from the spring and shade from the abundant number of willow-leaved Peppermint Myrtles (*Agonis flexuosa*) in the area added to the appeal of the Bay. By 1938 a tennis court had been laid and a golf course was under construction.⁴³

Mr. Bert Harding's Frenchman's Bay Hostel, overlooking the Bay, is a splendid place to stay for a Bay holiday, or to have a meal if you prefer comfort to picnic simplicity and sand in the sandwiches. There is a tennis court for those who can't work off all their energy in hikes, bathing and the other pursuits for which the area is noted.⁴⁴

Bert Harding and his wife ran the Hostel for several years, until 1 January 1941, when the lease was transferred to Edgar Stubbs.⁴⁵ During the war years, Edgar and Evelyn Stubbs' four young grandchildren lived at the Hostel while their father Ches Stubbs served in the armed forces. Edgar Stubbs had a vegetable garden near the foot of the steps that did very well, probably because the area was well fertilized with whale manure. The hostel had five bedrooms and a communal bathroom. The main clientele during the war years were honeymooners, while defence force personnel posted to the signal station on Stony Hill, a few miles to the west, spent their leave at Frenchman Bay.⁴⁶

38 *Albany Advertiser*, 7 January 1935, p. 3

39 *Albany Advertiser*, 21 February 1935.

40 DLI Reserves Index, Reserves 2295 & 21337.

41 DLI file, Reserve 21337, SROWA, WAS 211 CONS 1641, Item 2182-1934-01RO, 1934-1981.

42 Correspondence 25 July & 13 October 1935 & map of the reserves and leased area, DLI file, Reserve 21337, Item 2182-1934-01RO, op cit.

43 *Albany Advertiser*, 16 November 1936, holiday issue, p. 17.

44 *Albany Advertiser*, 28 November, 1938, holiday issue, p. 36.

45 DLI file, Reserve 21337, Item 2182-1934-01RO. op cit.

46 Abbott, Pat (nee Stubbs), 'Life at Frenchman Bay in the Forties (The hostel, the whaling station)', In *Southside of Princess Royal Harbour: history and personal reminiscences*, compiled by the South Coast Progress Association (Inc), Albany, South Coast Progress Association, 1988, pp. 109-113.

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In 1948, the lease of the Frenchman Bay Hostel was acquired by William, Kenneth and Alick Proudlove of Proudlove's Bus & Taxi Service. They had taken the lease on behalf of a relative, Harold Gibson, who was in England at the time, and on 21 January 1948, the lease was transferred to Gibson who, with his wife, ran the place for the next eighteen years. In 1959, the Gibsons leased a further five acres and established a caravan park.⁴⁷ The timber and tile ablution block is likely to have been added at this time to service the caravan sites.

On 1 October 1963, in the presence of 150 people and after much research to establish the location where Captain George Vancouver had watered his ships, *Discovery* and *Chatham* in September 1791, the Albany Historical Society erected a Notch Weir Memorial at the site of the spring at Frenchman Bay. Emu Point was previously thought to be the site of this event when Vancouver had claimed the western half of Australia for Britain.⁴⁸

The Memorial subsequently had to be removed by the Town Council after storm damage. Modern GPS technology later threw doubt on the location of Vancouver's Spring and the Memorial was not replaced immediately. It was later argued that GPS technology should not be applied to the calculations as Vancouver would have been using eighteenth century navigation technology and that had to be used to correctly locate his watering place. The Notch Weir Memorial was replaced at Frenchman Bay in March 2004.⁴⁹

Later lessees of the hostel and caravan park were Mr and Mrs W. Broughall (4 years), Mr and Mrs E. Freeman (5 years) and Mr and Mrs C. Cooper, who took over in December 1972. In 1971, the guesthouse section ceased to operate. Apart from the fact that sufficient trade was generated by the shop and tearoom, the guest facilities were in need of costly modernising.⁵⁰

The lease of the hostel and caravan park site included a clause whereby the Road Board could not allow a competing facility to offer refreshments within one mile of the place. When the Jaycee Community Foundation leased the former Cheynes Beach whaling station they were not able to develop the facilities into a tourist attraction as they were within a mile radius of the Frenchman Bay hostel. To solve this problem it was decided to create a freehold site for the hostel and caravan park and thus release the Shire from the lease and its restrictions. Plantagenet Location 7584 was created with an area of 3.26ha covering the hostel buildings and the caravan park, and the lessees at that time, Peter and Anne Bott, purchased the site, which they then leased out.⁵¹ In the 1990s a prefabricated house was added to the site and the hostel building was no longer occupied as for a residential function.

In 1994, *Frenchman Bay Whaling Station* was included in the Albany Maritime Heritage Survey and in 1995 it was included in the Port-Related Structures

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- 47 DLI file, Reserve 21337, Item 2182-1934-01RO, op cit; *Albany Advertiser*, 15 December 1972, p. 11.
48 *Albany Advertiser*, 1 October 1963, p. 1. A weir is a notch of regular form through which water flows, and the term is also applied to the structure containing such a notch.
49 'Site of notch weir memorial, Vancouver Spring, Frenchman Bay Albany', Albany Historical Society, Inc, *Members' Magazine*, May 1999, pp. 2-10; Plaque attached to the Memorial.
50 *Albany Advertiser*, 15 December 1972, p. 11.
51 DLI file, Reserve 21337, SROWA, WAS 211 CONS 6461, Item 2182-1934-02RO, 1981-1989; Certificate of Title, Vol. 1746 Fol. 534, 28 March 1986.

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Survey.⁵² Vancouver Spring is entered on the City of Albany Municipal Heritage Inventory as an historic site.⁵³

Physical evidence indicates that there have been numerous additions to the 1936 hostel building over the years. The timber and tile ablution building shows evidence of having been used for another purpose and relocated to the site. The bunkhouse appears to date from the same period as the hostel. The garage is a typical c.1950s construction. Physical and historical evidence show that none of these buildings are remnants of *Frenchman Bay Whaling Station (ruin)*. The tennis court associated with the hostel is now covered by the public car park while it is not known where the golf course was located. The last tenant of the hostel building was undertaking renovations and had replaced the timber floor in the tearoom before his tenancy was terminated.

The beach at Frenchman Bay, as elsewhere, is subject to change due to the action of storms and tides. In 2004, a storm washed away several metres of Whalers Beach, further undermining and moving the brick and concrete remains of *Frenchman Bay Whaling Station (ruin)*.⁵⁴ This is confirmed by surveys of the site undertaken in the early 1990s, which indicate that more of the remnants were visible at that time.⁵⁵

In 2005, title to the freehold land on the bluff was transferred to Frenchman's Bay Pty Ltd, and the site has been further subdivided into two lots.⁵⁶ A development proposal for the site, put forward in 2006, involves the construction of a five-star resort with beach houses, holiday apartments, convention/function centre, shopping and office facilities. The plan proposes to retain the existing concrete steps from *Frenchman Bay Whaling Station (ruin)* and construct two more in similar style.⁵⁷

In 2006, the caravan park and all buildings on the bluff are vacant and the site has been secured by a cyclone wire fence. The Notch Weir Memorial remains in place, and Vancouver's Spring and the dam remain largely intact in the undergrowth. The ruins of *Frenchman Bay Whaling Station (ruin)* remain along the beach and the concrete steps continue to provide access between the beach and the bluff.

13.2 PHYSICAL EVIDENCE

Frenchman Bay Whaling Station (ruin) comprises objects of brick, stone and unreinforced concrete at Whalers Beach in Frenchman Bay on the south side of Waterbay Point, located on reserve land. On the bluff above the beach is a former caravan park with associated outbuildings on freehold land. The site is situated on the northern edge of Torndirrup National Park, approximately 22 kilometres from Albany off Frenchman Bay Road, which ends in a bituminised car park adjacent to the entrance to the former caravan park site. A 1980s cement

⁵² Wolfe, Adam, *The Albany Maritime Heritage Survey, 1627-1994*, December 1994, pp. 144-45; Cumming, D.A., et al, *Port related structures on the coast of Western Australia*, Fremantle, WA Maritime Museum, 1995.

⁵³ Heritage Today, *City of Albany Municipal Inventory*, 2000; HCWA database.

⁵⁴ Information provided on site by Ian Wilson, president of the South Coast Progress Association.

⁵⁵ Garratt, Dena, op cit; Wolfe, Adam, op cit, pp. 144-145.

⁵⁶ Certificates of Title, Vol. 1883 Fols. 426 & 427 for Lots 1 & 2 on Diagram 77269.

⁵⁷ Dykstra Planning, *Development application: Proposed five star resort, Frenchman Bay, Albany*, May 2006.

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toilet block is located at the north end of the car park, and a road runs from the west corner down to Whalers Beach, about 17 metres below, where there is a parking area and picnic facilities with rotundas, barbeques and seating, and the remnant fabric of *Frenchman Bay Whaling Station (ruin)*.

The buildings associated with the former caravan park consist of the 1936 weatherboard and iron hostel building that has had numerous additions; a rectangular weatherboard and tile ablution building, likely relocated to the site c.1959; a rectangular weatherboard and iron bunkhouse of similar age to the hostel; a c.1950s timber-framed asbestos clad double garage with timber lean-to; and a 1990s pre-fabricated timber and iron residence. The buildings are located in a group at the eastern end of the site near the entrance from the car park, with rough concrete slabs marking the caravan sites to the west along the top of the bluff. The site has been landscaped. There is a levelled and grassed outdoor area associated with the tearoom of the former hostel overlooking the Bay. It is enclosed with a brick and pipe fence on the north and east sides. Other landscaping includes low stone retaining walls, bitumen and gravel roadways and parking areas, native bush and some exotic plantings, the main feature of which is a mature date palm (*Phoenix canariensis*) adjacent to the hostel.

Further west along the beach is a stone memorial marking the location of Vancouver's Spring, which has been dammed.

Ablution building

The ablution building was considered a possible remnant of *Frenchman Bay Whaling Station (ruin)*. It functioned as an ablution block with toilet and shower facilities for patrons of the caravan park west of the hostel. The building abuts the west wall of the hostel. It is single-storey and rectangular measuring 14.1m by 3.3m, with the longest margin on 65° magnetic. The foundations are cement with laterite inclusions, while the walls are 165mm and 170 mm (6½" and 7") wide weatherboards attached with bullet head wire nails to a timber cross frame. Some of the weatherboards are hand cut, but most are machine sawn. All timber framing is machine sawn. Samples of timber from the weatherboard and frame were examined with a microscope that showed the timber's cellular structure to be of the *Eucalyptus* genus, most likely jarrah (*Eucalyptus marginata*).

The roof comprises unbranded cement Marseille style tiles attached to jarrah battens nailed to jarrah rafters. The roof timbers do not contain old nail holes suggestive of roof alteration, but blanked off windows in the north and east walls (the later against the west wall of the tearoom) suggest the structure had a different purpose in the past.

There is no archaeological evidence supporting the claim that the ablution building is contemporary with *Frenchman Bay Whaling Station (ruin)*. The materials used are local (jarrah), and these are cut to Imperial measurements used in Australia from first settlement to 1972. The historical record states that the station's accommodation and kitchen facilities were of Norwegian pine, with bearers supported by brick stumps, but the survey encountered none of these features and the building had a concrete foundation.

The concrete in the foundation contained a small amount of laterite aggregate. Many of the beach-based sites also contained concrete, but none had laterite as an aggregate inclusion indicating that the ablution building and beach sites are not contemporary. In addition, the roof frame of the ablution building carries

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cement tiles that came into vogue shortly after World War II. The roof's rafters and battens show no evidence for alterations such as old nails, nail holes or timber stains suggesting that the building's present roof is original comprising materials forty year's older than the whaling station's period of use.

Blacked off windows suggest a different original function for the building.

Whalers Beach archaeological sites

The purpose of this section is to describe the material remains of *Frenchman Bay Whaling Station (ruin)* in detail to determine the past function of the place and evaluate preservation. Some of the archaeological remains – in the form of granite and brick piers – have been used to provide seating in an area near the western boundary of the site. This practice needs to be discouraged.

The archaeological record is spread over a 150 metre line parallel with the beach. The survey comprised visually analysing, measuring and photographing the components comprising the place.

Site 1 is a raised plinth of brick and mortar stucco. It measures 762mm by 647mm, with the longest measurement on 65° magnetic. Four heavy corroded studs protrude from the top. A recessed trapezoid shape on the top of the plinth suggests that a structure with this shape rested on it at some stage.

Site 2 is a high-density (25 to 50 artefacts per square metre) artefact scatter of coal, clinker and iron fragments eroding from a 2m by 2m cup-shaped depression facing the beach. One piece of clear glass was also present. The artefacts are eroding from a lighter coloured, sandy matrix that sits on a natural unit of black, peaty soil.

Site 3 comprises a low-density (0.5 to 10 artefacts per square metre) scatter of metal and small whalebone fragments in a 1.5m by 2m wide clearing. A Peppermint (*Agonis flexuosa*) in the middle of this clearing has grown over time and brought the artefacts to the surface.

Site 4 comprises a medium density (11 to 49 artefacts per square metre) scatter of metal, small whalebone and coal fragments in a 2m by 2.5m wide clearing. Similar to Site 3, a Peppermint tree's growth has brought the artefacts to the surface.

Site 5 comprises a low-density scatter of metal fragments and one piece of melted glass in a 2.5m by 3m wide clearing. Similar to Sites 3 and 4, a Peppermint tree has brought the artefacts to the surface.

Site 6 is a high-density 1.5m by 3m wide scatter with large (12.5mm to 25mm) pieces of coal, clinker and coke. The coal is similar to eastern Australian Newcastle coal and is not from Collie Western Australia. The artefact scatter's density is high around the trunk of a peppermint tree, the growth of which has brought the material to the surface.

Site 7 is a high-density 1m by 2m wide scatter with large (12.5mm to 25mm) pieces of coal and clinker, similar to that at Site 6. A peppermint tree has again brought the material to the surface.

Site 8 is a fragmented section of collapsed brick wall or brick flooring. It has 17 courses with lime-based mortar used for cement. The machine pressed, unbranded bricks average 224mm long, 62mm deep and 110mm wide. The

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feature is angular but 1.3 by 2 metres at its widest points. Tree growth has raised the southern end. Also associated with the site are fragmented clinker and one piece of creamware ceramic.

Site 9 is a circular, ground level feature with a 4m diameter. It contains brick (averaging 224mm long, 62mm deep and 110mm wide), hewn metamorphosed granitic stone and un-reinforced mortar sections. The mortar sections suggest that a round object, like a tank, sat on the feature. In the centre is a 915mm by 915mm square cement boss. Four heavily corroded studs protrude from the top of the boss, and a 390mm by 390mm square recess in the boss suggests a support function for this component. The boss is set at 65° and 155° magnetic. (Refer photo Site 9 & 10)

Site 10 is similar to site 9 but has a 4.4 m diameter. The boss and square recess is 915mm by 915mm and 390mm by 390mm respectively. Nearby but associated with this site were large (12.5mm to 25.4mm) coal fragments. (Refer photo Site 9 & 10)

Site 11 is a high-density 1.5m by 3m wide scatter with large (12.5mm to 25mm) pieces of coal, clinker, coke and corroded ferrous metal fragments. The coal is similar to eastern Australian Newcastle coal and is not from Collie.


Site 12 comprises a rectangular raised 1110 mm by 640 mm concrete and brick plinth with a flat 580mm by 640mm concrete section 100mm to the south. Four recesses for studs are in the corners of the raised section.

Site 13 is a 2870mm by 690mm concrete feature. It comprises two raised sections measuring 2870mm by 300mm and 2870mm by 190mm respectively, separated by a lowered area measuring 2870mm by 200mm.

Site 14 is a raised pad with 19.6m by 8m dimensions. A 0.5m high retaining wall of hewn metamorphosed granitic stone brick forms the pad's north face and sections of the east face. A 4m by 3m area in the pad's north-east corner contains a heavy density scatter of coal and clinker fragments but, the whole pad area contains light and medium density artefact scatters of mostly coal and clinker fragments. The feature's long axis is at 64.5° magnetic.

Site 15 is complex of five ground level brick and mortar features in a 3.5m by 3m area. Two of the features contain heavily corroded studs suggesting a support function.

Site 16 is a flight of 62 concrete steps from the top of the bluff to bottom. The steps are 1m wide. The feature's alignment is 146° magnetic.

Site 17 is a 15m by 25m area comprising brick and stone. The brick component consists of high-fired machine pressed red brick (averaging 224mm long, 62mm deep and 110mm wide) used in pier construction between 1.5m and 1.9m in length. No piers are in situ, with all collapsed. Three pier shapes exist: 'L' shaped measuring 800mm on the long arm and 400mm on the short;  shaped, and square measuring 370mm by 370mm. (Refer photos Site 17[1] & Site 17[2])

The metamorphosed granitic stone component of Site 17 consists of large angular blocks. Some blocks have flat faces on which brick has been mortared, while others have been split to form 1.8m by 0.3m long blocks placed end-on-end on the seaward side of the site.

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Site 18 comprises four rectangular structures. The construction of two of these structures is the same, measuring 2270mm by 1740mm by 640mm, and consisting of brick outside sections and a stone and mortar centre. The outside brick sections have three, 1-inch diameter steel studs with eight threads to an inch protruding from them. The west face of the west feature has unpointed mortar, suggesting that the bricks were laid against an already existing wall or other feature that inhibited the pointing of the mortar. Between these two features is a square structure of granite and brick rubble held together with mortar. Distinct formwork patterning of either timber or corrugated iron is visible in the four sides of the structure and eight highly corroded steel studs protrude from the top surface. These three structures are tilted seaward about 10 degrees.

The last feature of Site 18 is a brick and mortar structure at ground level. The partial covering with sand dunes inhibited the taking of accurate measurements or determining the extent of the structure.

This archaeological record reflects only a small percentage of the physical remains of *Frenchman Bay Whaling Station (ruin)* when operating in the 1910s. However, despite cultural and natural disturbance, function can be determined for much of the archaeological remains. Site 17 is the slipway and flensing deck. Descriptions of the structure when it was in use suggest that many of the brick pier components were buried in sand, much of which was washed away with the 1921 storm.⁵⁸ The brick piers were cemented to metamorphosed granitic stone that formed the foundations of the slipway and flensing deck. The 1921 storm also exposed these.

Despite damage inflicted by natural causes and the apparent disorder of the site, the slipway and flensing deck's artefacts retain structural integrity to approximate deck dimensions and possibly what the structure looked like when in use. The piers' stone foundations have moved little (with two possibly in situ), suggesting that the slipway and flensing deck was supported by four lines of piers running at right angles from the beach. Stone appears to have been used as a retaining wall or minor breakwater on the east face of the slipway and flensing deck. The centre piers supporting the slipway and flensing deck were square or rectangular, but the 'L' and ■ shaped piers are in an approximate line 13 metres from the edge of the present car park. This line of irregular shaped piers suggests the edge of some part of the slipway and flensing deck, whether the extent of the beach before the 1921 storm or the location of the brick retaining wall mentioned in historical documents.⁵⁹ The site's archaeological remains suggest eight metres for the deck's approximate width.

The condition of sites 2 and 18 also indicate disturbance by storm surge and wind. Evidence preserved on the four brick and stone features indicate they were originally enclosed in a structure, while their 10 degree angle seaward indicates foundation undercutting. There is evidence suggesting that the four features have resided and slumped forward by as much as one metre. The shape of three of the four brick and stone features and the steel stud fittings attached suggest their use to support machinery, most likely a steam engine. Douglas' sketch of the station's layout shows a double-storey brick building west of the slipway and

⁵⁸ Garrett, Dena, *Frenchman Bay Whaling Station (ruin), Frenchman Bay. Maritime Heritage Site Inspection Report*. Department of Maritime Archaeology, Western Australian Maritime Museum, number 82, 1994; Marshall, Gordon, *Maritime Albany Remembered Les Douglas et al.* 2001, p.16.

⁵⁹ Marshall, Gordon, op cit.

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flensing deck, but it is unclear if this structure housed the components of Site 18.⁶⁰ There are no other brick remains near Site 18 indicative of a collapsed brick structure, and this supports Dakin's claim that the structure was of timber, rather than brick.⁶¹ The exposure of Site 2 is also due to natural disturbance.

Sites 9 and 10 are most likely foundations for digesters or cookers, and not tanks as previously suggested. These cylindrical steel objects that sometimes operated under steam pressure contained agitators that mixed the fluid containing whale meat and blubber allowing rapid processing. The concrete and steel bosses in the centre of the structures held the agitators' shafts.

Sites 2 to 7 and 11 are indicators for the nature of the subsurface archaeological remains. All are formed by natural processes: Site 2 by wind and wave action, and Site 3 to 7 and 11 by tree growth bringing material to the surface. These sites were not selected points where artefacts were deposited but instead suggest that the whole area has a subsurface layer of material from the whaling station period. Site 2 suggests that this layer is about 20 cm below the present ground level, with a high potential of containing small artefacts like coal, clinker, whalebone and iron fragments, but also larger structural objects.

Douglas' sketch suggests a barrel storage function for the west section of the site, and the retaining wall and level area of Site 14 suggests it was used for this function.⁶² Site 15 nearby probably has a related function, and may be associated with the narrow gauge tramway that took trolleys from the processing area to the barrel shortage site, and finally to the loading jetty. The function of sites 1, 12 and 13 is unclear, while the bricks used for various site features do not appear Western Australian made. Western Australian pressed bricks from this period were frogged and carried a brand name, but none of the bricks on the site have these characteristics. Their origin is unknown.

The steps (site 16) are most likely from the whaling station period, but their location does not positively correlate with the historical record. Douglas places them west of the flensing deck and the structure containing digesters, but the results of the archaeological survey suggest that the deck and digesters are west of the steps.⁶³ A survey of the slope leading to the former tearooms failed to find any evidence for a previous flight of steps.

Vancouver Spring, Dam and Memorial

Vancouver Spring Memorial is located west along the beach, past the picnic facilities. A stone structure about one metre high and wide, it straddles the stream issuing from the spring. The base section is partially covered with sand.

A plaque attached to the horizontal section reads;

This spring was charted by
Captain George Vancouver
in September 1791
It has been used ever since as a source of fresh water by
explorers and seafarers, local residents and visitors
16 March 2004 City of Albany

60 Marshall, Gordon, op cit.

61 Dakin, William, *Whalemen Adventures*, 1938, p.186.

62 Marshall, Gordon, op cit, p. 19

63 Marshall, Gordon, op cit.

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The course of the stream over the sand to the sea is clearly discernible. An overflow stream can be seen a little further back to the east. A full inspection of the dam that is built around the spring was attempted through the thick undergrowth, but a swarm of bees had established a hive in the pump house and one sting was sufficient warning to leave promptly. The following is a description of the dam when last inspected by Les Douglas about 1991.

The dam cannot be more than five or so metres above the level of the beach, but the thick undergrowth goes up to the water's edge, in some places overhanging it, with the result that one comes upon the dam suddenly, noticing it only when the ground becomes wet underfoot. The best method of approach appears to be up the creek bed, then veering to the right.

There is a small corrugated iron pumphouse on the left shoreward side, housing an engine... giving the name on the inside wall of Bates & Co. The stream discharges just next to this and again further along the dam... The dam itself is long and narrow... but it is difficult to see its full length owing to the overgrowth.

The stream enters at the north end, and there are two or more wooden barriers across the dam, and a pipe running across it from the pumphouse. The water is clear and fresh looking, and it is possible to see into it for a distance of six or eight feet, except that it is full of freshwater grass. The sides are lined with wood ...[that] looks only forty or so years old, but may be older. The pipes have been replaced... It was not possible to go to the other side of the dam ... owing to the undergrowth.⁶⁴

Frenchman Bay Whaling Station (ruin) is in poor condition with all elements beyond restorative opportunities. However, the archaeological signature of the place suggests rich subsurface material strata. Presently the subsurface archaeological remains are in a stable environment and unthreatened, but consultation should occur before proposed ground breaking activities are undertaken. The site presents interpretive opportunities, but it has a low degree of integrity. There is some evidence of recent unsympathetic changes to the remaining fabric, but generally, *Frenchman Bay Whaling Station (ruin)* displays a high degree of authenticity.

There was no physical evidence found on the bluff of *Frenchman Bay Whaling Station (ruin)* buildings that had been located in that area.

13.3 COMPARATIVE INFORMATION

Western Australia's south coast was the home of many 19th century shore-based whaling stations.⁶⁵ Owned mostly by Australian or British companies, the stations had moderate success using aspects of the natural environment like granite shelves as slipways and flensing decks and hills for lookout positions. However, many of the shore-based operations could not compete against the American pelagic whaling. Stations existed at Torbay between 1844 and c.1864, Barker Bay 1849 to c.1873, Two Peoples Bay between 1842 and 1844 and c.1870s, Cheynes Beach 1846 to 1877, Cape Richie 1870 to c.1872, Doubtful Island Bay 1836 to 1838 and 1863 to 1870s, Barrier Anchorage c.1871 and Thomas' Fishery near Cape Arid c.1862.⁶⁶

64 Marshall, Gordon de L., op cit, p. 17; sketch plan of dam from 'Site of Notch Weir Memorial...', op cit, p. 7.

65 Gibbs, Martin, *The Historical Archaeology of Shore Based Whaling in Western Australia 1836-1879*. PhD thesis, Centre for Archaeology, University of Western Australia, 1995.

66 Gibbs, Martin, op cit; pp. 410-52.

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After a lapse of about thirty years, *Frenchman Bay Whaling Station (ruin)* began a new era in Western Australian whaling. It was the first station established in the 20th century, and was dissimilar to the former 19th century stations because of technological advancements like steam-powered ships and station machinery and the use of explosive harpoons that increased industry effectiveness and safety. In addition, the station's operation by men from the efficient Norwegian whaling industry saw the introduction of whaling experience not seen previously.

Frenchman Bay Whaling Station (ruin) and *Norwegian Bay Whaling Station (ruin)* north of Point Cloates, Ningaloo, were the only two whaling stations operating in Western Australia before 1950. The Spermacet Whaling Company was associated with both stations and the layout of the stations was understandably similar. A photograph of Cheynes Beach station around 1952 shows that little had changed over forty years. Digesters are located at the flensing deck's end and the whale processing area and loading jetty linked by narrow gauge tramway. However, historical and archaeological evidence indicate that *Frenchman Bay Whaling Station (ruin)* was much smaller than the *Norwegian Bay Whaling Station (ruin)*, potentially containing two digesters compared with possibly 40 at Point Cloates.⁶⁷

13.4 KEY REFERENCES

Garratt, Dena, *Frenchman Bay Whaling Station (ruin), Frenchman Bay: maritime site inspection report*, Fremantle, WA Maritime Museum, 1994.

Puls, Colin, *Frenchman Bay whaling companies and Western Australian Government, 1911-1919*, BA honours thesis, UWA, 1970.

13.5 FURTHER RESEARCH

Frenchman Bay Whaling Station (ruin) was one of only two whaling stations operating in Western Australia in the early 20th century. Its foreign ownership and operation is unusual in Western Australian history. Information about the number of whales caught and the financial turnover is available, but little is known about the Norwegian men who lived at the station. Further research on these men's lives working as whalers, harpoon smiths, cooks, carpenters and other professions is needed to add humanness to presently innate physical remains. In addition, the archaeological survey recorded sites associated only with whale processing, with no personal artefacts like smoking pipes, ceramics or glass found. The place needs further archaeological and historical research on these topics to enable a more complete and rounded picture of operation and life at Frenchman Bay.

Further research is required into the Aboriginal history of the place, both before and after European occupation.

⁶⁷ HCWA assessment documentation, P04231 Norwegian Bay Whaling Station (ruin).

ATTACHMENT 3 - The Heritage of Frenchman Bay

The Heritage of Frenchman Bay

**This document has been written to support the proposal to construct a
history trail in Frenchman bay**

**Frenchman Bay Association
March 2014**

Introduction

Producing an account

The historical accounts of Albany and its hinterland are mainly about the settlement and development of the township; the events that unfolded at Frenchman Bay are incidental. The historical record contains few photographs taken at Frenchman Bay. Further, the sites where key events occurred and the remnants of early settlement on the southern shores of King George Sound have not been adequately preserved and commemorated.

This is all the more surprising given the colorful early history in which French, Americans and Norwegians, along with the British, played a prominent part. As for the Indigenous landowners who watched the visitations and colonisation unfold, there is almost no reference to their life at Frenchman Bay.

This documents summarises some of the stories that could feature on a history trail situated above Whalers Beach.

Narrative

The narrative of the early history Frenchman Bay can be woven around several themes:

1. The Mineng people who had lived around King George Sound for thousands of years;
2. The arrival of the British, initially Vancouver in 1791, and later Flinders in 1801, who searched for a safe anchorage, a supply of timber, and above all a year-round supply of potable water;
3. The scientific expeditions of Baudin, Freycinet and Peron in 1803, and d'Urville in 1826;
4. The development of the settlement of Albany and its dependence on fresh water from Frenchman Bay during the 19th and early 20th centuries;
5. The Norwegian and Cheynes Beach whaling stations at Frenchmen Bay; and
6. Frenchman Bay as a destination for picnickers and tourists during the late 19th and 20th centuries.

What's visible from the escarpment above Whalers Beach

The bay, defined by present day Whalers Beach, was considered by Vancouver and Flinders to be part of King George Sound and not specifically named. It constitutes a section of Frenchman Bay that stretches from Mistaken Island in the north to the Flinders Peninsula and Bald Head in the south.

The two permanent springs that flow into the ocean at Whalers Beach are of particular importance in the narrative of Frenchman Bay. In addition, the islands and other geographic features visible from above Whalers Beach are the sites of important events that contribute to the narrative.

Frenchman Bay: Then and Now

Vancouver's Spring

A number of springs feed into Frenchman Bay but by far the most significant is Vancouver's Spring. The stream fed by this spring empties onto present day Whalers Beach. The spring was of enormous significance to ships visiting the west coast of New Holland because it produced a strong, permanent flow of good quality water. A second spring within a hundred metres of Vancouver's Spring also produced a steady flow and is documented by early European visitors.

Francois Peron, who visited Frenchman Bay in 1803 as a naturalist later wrote:

Discovered in 1791 by Vancouver, its {King George Sound} importance is made all the greater by the fact that along a stretch of coast at least equal in magnitude to the distance between Paris and St Petersburg, it is the only well-known part of New Holland where it is possible to obtain fresh water at all times. (p. 105, Voyage of Discovery to the Southern Lands)

Peron records that the knowledge of the spring saved the lives of the crew of the *Casuarina* that arrived from the Cape of Good Hope at the site with only a few bottles of water remaining.



Vancouver's Spring, 2014

Later in the 19th century the P & O shipping Company dammed the spring in order to supply vessels anchored in the Sound (see below).

Today, the existing signage needs to be replaced. The sign identifying the site as Vancouver's Spring has rusted at its base and toppled. The gully leading up the hill towards the dam is gradually being eroded because of unauthorised pedestrian traffic. However, the notch weir, to which a plaque was attached in 2004, remains in good condition.

Stream Bay

The French, led by Nicolas Baudin, named the bay into which the springs flowed Stream Bay (*Anse de l'Aiguade*) in 1803. The expeditions cartographer, Louis Freycinet, drew a

map showing the promontory now known as Waterbay Point, Mistaken, Island and the two streams running across the sandy beach to the ocean.



Freycinet's map of Stream Bay

Baudin set up tents on the beach, one for sick crewmembers and the other for his scientific team. He used the opportunity to wash the ship's linen and hammocks in the fresh water available from the springs.



Louis de Sainson's painting of water collection from the springs at Stream Bay (Whalers Beach)

In an 1826 expedition, Durmont d'Urville's visited Frenchman Bay. The expedition's artist, Louis de Sainson produced a painting from that expedition depicting crewmembers loading fresh water from the springs by bucket on to a small boat. The Frenchmen are shown conversing with Mineng people, one of whom is carrying a bucket of water.

Mistaken Island

Mistaken Island was initially named by Matthew Flinders who visited King George Sound in 1801, a year ahead of the Baudin expedition. Because of his imprisonment in Mauritius when attempting his return to England, Flinders' journal and maps were not published until 1814.

During his visit in 1803 Baudin, remarked that it was 'a reasonably pleasant island'. He instructed his astronomer to set up a camp on the island to undertake scientific observations and named it 'Observatory Island'. The scientists had to subsequently move from the island to the mainland after they accidentally set fire to it.

Mistaken Island was used as a make-shift quarantine station in the 1830s. A map of 1831 names the whole of Frenchman Bay 'Quarantine Bay'. Passengers on ships with contagious diseases such as smallpox were required to stay on the island in tents for two weeks. The quarantining of the Colonial Secretary, F. P. Barlee, (second only to the Governor in importance) and his wife on the island triggered some prompt improvements. The indignant Barlee used his office to ensure the construction of the permanent quarantine station near Point Possession in 1874.

Later the island acquired the name 'Rabbit Island' following the attempt by early settler George Cheyne to breed rabbits. Other livestock were introduced to the island. These ventures failed and the island resumed its earlier name 'Mistaken Island'.

Seal Island

Seal Island was named by Vancouver after observing a large colony of seals basking on its rocky shore. After reading Vancouver's account of the seals in the Sound, Captain Isaac Pendleton from New York visited the Sound in 1803 in search of 20,000 seal skins which he planned take to Canton on the China coast. Instead, when he arrived in King George Sound there was not the bonanza he was hoping for. He did have the good fortune of meeting Baudin who told him over dinner on the *Geographe* about the rich takings in Bass Strait. Pendleton, supplied with maps and directions by Baudin, set off for the Tasmanian coast. A year later, Islanders in the Pacific murdered Pendleton and six of his crew when they went ashore.

When Vancouver sailed from the Sound he left a bottle containing a parchment on the island. A decade later Flinders visited the island to look for the bottle but couldn't find it leading him to surmise that there had been other European visitors who had taken it.

It was assumed by Flinders that a British whaler, the *Elligood*, captained by Christopher Dixon, was the culprit. He visited the Sound in 1800, though died of scurvy along with nine of his crew on his way back to Britain.

Flinders in turn left a bottle and parchment on Seal Island. However, when Captain Phillip King landed on Seal Island in 1818 to look for Flinders' bottle and parchment he found instead the skeleton of a goat's head and the remains of a bottle that were left by Lieutenant Forster, captain of the *Emu* which visited in 1815.

When Lockyer visited the Island in 1827 he found the remains of a hut, presumably erected by a sealer – but no bottles.

Local Historian, Robert Stephens sardonically referred to Seal Island as the 'Isle of Lost Bottles'. What happened to the bottles, and the parchments they contained, remains a mystery.

Michaelmas Island

In the early 19th century a large number of whalers and sealers plied the southern coast of New Holland. Most were American though some were from New South Wales. Among them were boats with gangs of sealers who could be likened to pirates. Often Indigenous people bore the brunt of their criminal behaviour.

When Major Lockyer first visited King George Sound in the *Amity* in 1826 he noticed a large plume of smoke rising from Michaelmas Island. He assumed it was set by persons in distress or else for some inexplicable purpose and resolved to send a boat to investigate.

An officer from his ship subsequently returned from Michaelmas Island with four Indigenous men who had had been marooned there. That same day, one of Lockyer's crewmembers was fatally speared while bathing in Oyster Harbour. It was thought that the rescued men were among the party that murdered the crewmember.

The next day on an island inside Oyster Harbour, Lockyer found the body of an Indigenous man who, as it became clear, had been murdered over two months earlier by sealers.

Several days later Lockyer encountered a gang of sealers who had approached the *Amity* for provisions. It emerged that the men marooned had been taken to Michaelmas Island shortly after their tribesman had been murdered. Further, a woman and child had been abducted and were being held on Eclipse Island by a Samuel Bailey. Bailey was apprehended and the woman released. The child's parents could not be identified and she was later sent to Sydney. Lockyer did his best to restore relations between the Mineng and the settlers.

He wrote in his journal:

From the lawless manner in which these Sealers are ranging about requires some immediate measures to control them as, from what we know as also from what I have learnt from themselves, they are a complete set of Pirates going from Island to Island along the southern coast...a great scene of villainy is going on, where to use their own words there are a great many graves, a number of desperate Characters, runaway prisoners from Sydney and Van Dieman's Land.

Bald Head

Bald Head, dominating the entrance to King George Sound, was named by Vancouver in 1791. It was visible to the early seafarers 'from 14 leagues out to sea'. Bald Head has retained its name and is often referred to by early visitors to the Sound in their journals.

Vancouver appears to have hiked to the end of the peninsula (later named Flinders Peninsula) as he observed in his diary the existence on the peak of Bald Head of 'coral'. 'Nowhere have I seen it so high up and so perfect' he wrote in his journal. This seemed to him evidence that the over many years the sea level must have fallen.

The so-called 'coral' became a matter of fascination among the scientists who followed in Vancouver's footsteps. Later visitors thought it might be petrified tree parts. Peron, a naturalist on Baudin's expedition, thought that the coral or petrified trees sections were in fact 'more or less hard sandstone, which preserves merely the shape of the plants that served them as moulds'. They were not genuine fossils.

Further, contrary to Vancouver, the French read the evidence to show that the sandstone peninsula leading to Bald Head had risen from the floor of the sea. It must have been a 'peaceful upheaval', according to Peron.

Captain King, who visited King George Sound in 1818 and obtained specimens of the material, was of the view that the material was 'merely sand agglutinated by calcereous matter', essentially agreeing with Peron.

De Sainson and M, Gaimard, officers on d'Urville's *Astrolabe* wrote that on their visit to the top of Bald Head in 1826 they 'did not find the faintest trace of any coral'. However, they did report that the top of Bald Head was 'pocked with meteors', a rather dubious claim.

To end matters, none other than Charles Darwin in 1836 made the trip to inspect the limestone material and provided a detailed explanation in his account *The Voyage of the Beagle*. It was largely consistent with that of Peron and King.

Interest in fossils, geomorphology, and variations in fauna and flora produced the intellectual ferment that eventually led to Darwin's groundbreaking *The Origin of the Species* published in 1859.

The Flora and Fauna

Early English and French Botanists quickly recognised that King George Sound was a botanic 'hot spot' with a huge number of previously unclassified plants. Menzies, Brown and Leschenault are some of the most prominent botanists who visited. Some of the species growing above Whalers Beach bear the names of these early botanists.

The ships had qualified gardeners on board who assisted the botanists collect specimens though their special function was to pot and nurture exotic specimens that were then returned to Kew gardens in England or to Paris. Sometimes the officers had to vacate their cabins to make room for the large number of specimens collected.

A major destination was the chateau of Empress Josephine, the wife of Napoleon Bonaparte. Animals were also collected and shipped back to France where some ended up in the estate of Josephine.

In addition to collections held by museums and displayed in government gardens there were also collections from New Holland in private hands. Botanists exchanged or bought specimens to build their collections.

The botanical work undertaken on these voyages was multifaceted. Botanists and gardeners collected specimens. Artists were employed to illustrate them. Botanists, not necessarily the collectors, scientifically named and classified the specimens. Gardeners propagated from seed or cuttings. There was an ambiguous grey area concerning the claims of those who collected and illustrated the plants to sell the items privately.

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In later years, collectors in Europe employed locals to visit King George Sound and scour the countryside for new specimens and send the material back to them for classification.

The P & O Dam

Visiting whalers and sealers would have continued to use the water source during the 19th Century as it was available at any time of the day or night, all year round and free of charge. The early seafarers collected the fresh water from the stream as it entered the beach. It is thought that the first dam was constructed in the 1850s – amounting to little more than an excavation on the side of the escarpment immediately below the emergence of the spring.

Demand for fresh water was growing. The Peninsular & Orient Company (P & O) won the sea-mail contract across southern Australia with a scheduled stop in Albany. These vessels carried the mail for the whole of the Swan River Colony.



The P & O dam in the 1890s

In order to supply the water requirements of their fleet in Albany, P & O built a dam at Vancouver's Spring to form a reservoir with a reliable and sustainable supply from which lighters would fill up and take water to their steamers. The water from Vancouver's Spring was preferred because of its purity. They could not risk using water with mineral contaminants that would corrode the boilers.

From about 1890 to 1902, Albany's water supply was insufficient to meet shipping demands. As a result, in 1902 Armstrong and Sons acquired a lease for the section of Frenchman bay containing the old P & O Dam. They refurbished the dam and constructed a jetty at the beach. Water was pumped from the dam through a pipeline that ran to the end of the 200-foot jetty seen in the photo below. The water was stored on lighters (flat bottomed barges) that were towed to ships anchored in the Sound.

Armstrong was contracted to supply water from Vancouver Dam to the Town of Albany and various types of shipping (including Boer War transports) until about 1912. By 1914, Albany's water supply had improved and the Frenchman Bay supply was only occasionally required for shipping purposes.



The jetty and pipeline to water lighter circa 1902

From the 1920s to the 1980s, various tearooms, chalets and caravan parks were established above Whalers Beach and used the Vancouver Dam reservoir as a water supply - until a bore was drilled above the beach in the late 1980s. Even when the mains water supply from Albany reached the Goode Beach area in 1983, people still collected water from Vancouver Spring for various domestic purposes (including tea making), because of the good taste of the water compared to the scheme water!



The dam in 2014

Norwegian whaling station

In 1912, the Norwegian-owned Spermacet Whaling Company began hunting sperm whales on the southern coast. After taking over 200 whales in the first season they decided to set up a shore station. They began by purchasing the lighter jetty from Armstrong and Waters that contained the pipeline from the Vancouver Spring.

Today, little is left of the Norwegian Whaling Station. Further, there are few photographs and no contemporary accounts of life of the Norwegians who lived there. The workforce

was almost entirely Scandinavian and the station was not accessible by road. A rare photograph illustrates the substantial collection of buildings that were in use from 1914 to 1916 – a fact that is hard to imagine when visitors swim and barbeque at the site today. It is extraordinary that over such a short space of time the whole complex was obliterated. There are no plaques or signs explaining the significance of the site.

The station was constructed from imported timber and bricks as well as from some locally supplied karri planks. In the area above the beach that became the site of a hostel and later a caravan and camping site, there are no known archaeological remains of the whaling station of any significance. Yet this area contained the station's living quarters and consisted of five large houses, one of which served as a kitchen and mess. Four are visible in the photograph below.



The Norwegian Whaling Station circa 1915

The large two-storey building on the beachfront contained the boilers and was of timber construction. To the right is another two-storey building of brick that was used for engineering purposes.

The concrete stairs led from the processing buildings on the beachfront up the escarpment to the living quarters clearly seen in the photograph above. The stairs are the only intact remnant of the whaling station that survives today.

AGENDA ITEMS DIS055 REFERS TO



2014 photo showing the stairs leading from the work area to the living quarters

There are scattered remains of the brick embankment used to form a retaining wall on the lower level of the whaling station. This wall was intended to protect the buildings and equipment from high tides and erosion.

A massive storm in 1921 undermined the brick embankment causing a large brick building to topple. This storm, in effect, ended any plans for a renewal of the whaling station on that site. The site was subsequently sold for salvage,



The debris in the 1960s



The debris in 2014

Although the Norwegians dug two wells they also used Vancouver Dam for both a potable and process water supply – by installing a pipeline along the beach from the dam to various areas of the whaling station. Both the spring and the dam occur within the heritage-listed precinct of the Norwegian Whaling Station at Whalers Beach.

Wrecks

There are a number of wrecks in Frenchman Bay, usually hidden under sand. One that has a section visible on Whalers beach is the *Elvie*, a water lighter made locally from jarrah. The lighters were used to haul water or coal to ships anchored in the Bay.



Elvie wreck, Frenchman Bay 1922

The wrecks were usually plundered for usable pieces of timber and in most cases little is now visible. A section of the *Elvie* has been restored and is shown above Whalers Beach in the photo below. The rough-hewn ribs are clearly visible.



Restored section of *Elvie* showing jarrah planks and ribs

The Hostel and Tea Rooms

Frenchman Bay was a favoured picnic destination from the late nineteenth century. Access to Whalers Beach was possible only by boat and the enterprising Armstrong and Waters company ferried Albanians to the cove for one shilling per round trip. There were even moonlight cruises. Albany had a strong picnic culture and it was common for people to take large hampers and dress to the nines.

Tourism temporarily ceased at Frenchman Bay following the establishment of the Norwegian whaling station - the oil slick and pieces of whale carcasses that floated about made sure of that. The odors were described as 'noisome'. Following the demise of the whaling station tourism resumed. In 1934, a road was built that connected Albany to Whalers Beach and a tea kiosk was established.

Recognising its potential for tourism, the local authority established a new reserve for the purpose of camping and issued a lease that allowed water from the dam at Vancouver Spring to be pumped to the site for tourist purposes. In 1936 a hostel was built on the site of the Norwegian kitchen and mess at the summit of the stairs from Whalers Beach.

AGENDA ITEMS DIS055 REFERS TO



The tea rooms and hostel in the 1940s

Today there is nothing left of the hostel except the date palm that once graced its entrance.



The site of the tea rooms and hostel , 2014

Frenchman Bay Association: March 2014

ATTACHMENT 4 - Indicative Cost Estimate

INDICATIVE COST ESTIMATE

FRENCHMAN BAY TRAIL PROJECT

H + H ARCHITECTS

CHRIS O'KEEFE CONSTRUCTION COST CONSULTANT

Jun-15

FRENCHMAN BAY TRAIL PROJECT

Ref : A794

INDICATIVE COST ESTIMATE

9/06/2015

PROJECT COST SUMMARY

Total Cost from Summary	\$ 251,000
Design/Contract Contingency	\$ 38,000
Professional Fees	\$ 51,000
Subtotal	\$ 340,000
GST	\$ 34,000
TOTAL INDICATIVE COST ESTIMATE	\$ 374,000

Exclusions :

This estimate excludes the following costs :

Cost escalation to date of construction

AGENDA ITEMS DIS055 REFERS TO
Full Estimate Summary

Job Name : A794 - FRENCHMAN Job Description
 Client's Name: FRENCHMAN BAY TRAIL PROJECT

Trd No.	Trade Description	Trade %	Cost/m2	Sub Total	Mark Up %	Trade Total
	Roads, Footpaths, Paved Areas	51.75		129,900		129,900
	Outbuildings and Covered Ways	37.85		95,000		95,000
	Landscaping and Improvements	10.40		26,100		26,100
		100.00		251,000		251,000
<hr style="border: 1px solid black;"/>						Final Total : \$ 251,000

AGENDA ITEMS DIS055 REFERS TO
Trade Breakup

Job Name : <u>A794 - FRENCHMAN</u>	<u>Job Description</u>
Client's Name:	FRENCHMAN BAY TRAIL PROJECT

Item No.	Item Description	Quantity	Unit	Rate	Mark Up %	Amount
<i>Trade : 1 <u>Roads, Footpaths, Paved Areas</u></i>						
1	1.5m wide limestone trail	1,000.00	m	70.00		70,000.00
2	Timber decked viewing platform, access path & steps	64.00	m2	350.00		22,400.00
3	Timber stairs adjacent to existing tearooms	15.00	m	2,500.00		37,500.00
<u>Roads, Footpaths, Paved Areas</u>						Total : 129,900.00
<i>Trade : 2 <u>Outbuildings and Covered Ways</u></i>						
1	Trail head interpretation structure & seating		Item			45,000.00
2	Information node interpretative structure		Item			50,000.00
<u>Outbuildings and Covered Ways</u>						Total : 95,000.00
<i>Trade : 3 <u>Landscaping and Improvements</u></i>						
1	Vancouver spring barrier		Item			3,000.00
2	Relocate existing elements		Item			3,100.00
3	Interpretive panels		Item			20,000.00
<u>Landscaping and Improvements</u>						Total : 26,100.00

ATTACHMENT 5 - Interpretative Information

The Heritage of Frenchman Bay

Note: The text below will need to be abbreviated and simplified if we decide to use it. We will need to decide whether to employ someone to do this after we have agreed on the level of detail and style of presentation required. Max Angus

Nodes 4 and 8: The Frenchman Bay Story

Frenchman Bay, as this location is now named, has a surprisingly rich history.

The Noongar people have lived around King George Sound for many thousands of years. They observed the comings and goings of the first Europeans to visit King George Sound. *(Is there a Noongar word for the Sound?)* Though initial contacts with sailors from the British and French navies were friendly, their encounters with the sealers and whalers were sometimes bloody and abusive.

The arrival of the British, first Captain George Vancouver in 1791, and a decade later Commander Matthew Flinders in 1801 put King George Sound on the map. They found a safe anchorage, timber for repairs and fuel, and, above all, a year-round supply of potable water.

The French followed shortly after, launching a large scientific expedition, led by Commander Nicolas Baudin, assisted by his head-strong lieutenant Louis Freycinet and scientist Francois Peron in 1803. Captain Jules d'Urville followed in 1826. They were attracted by the certainty of fresh water provided by the spring that has flowed continuously to this day. In later years this section of King George Sound became known as Frenchman Bay and the beach onto which the stream flowed is now known as Whalers Beach.

Botanists and naturalists on board the British and French vessels were astounded by the diversity of the fauna and flora. Hundreds of specimens were collected and sent back to Europe.

The settlement of Albany developed during the 19th and early 20th centuries was also dependent on fresh water from the same spring that had supplied the early British and French sailors. The need for the spring water increased as sailing ships were replaced by steam ships. Their boilers required pure water. A dam was built in the 1860s. Pipes carried the water along a jetty to lighters that carted the water to waiting ships.

In 1914 a Norwegian company established a large whaling station at Frenchmen Bay at this very site. It closed after a few years and little now remains.

Frenchman Bay was a destination for picnickers and tourists during the late 19th and 20th century. There was no access by road until the 1930s. In the second half of the 20th century a hostel was built on this site.

You can find out more about the history of Frenchman Bay from the 11 plaques that are situated at intervals along this circular trail that runs along the top of the scarp and then returns along the beach.

It will take about 40 minutes to walk the trail.

Nodes 4 and 8: Map showing the various features of King George Sound and an outline of the trail.

Node 8: Bald Head

Bald Head, dominating the entrance to King George Sound, was named by Vancouver in 1791. It was visible to the early seafarers 'from 14 leagues out to sea'. Bald Head has retained its name and is often referred to by early visitors to the Sound in their journals.

Vancouver appears to have hiked to the end of the peninsula as he observed in his journal the existence of 'coral' on the peak of Bald Head. 'Nowhere have I seen it so high up and so perfect' he wrote in his journal. This seemed to him evidence that the over many years the sea level must have fallen.

The so-called 'coral' became a matter of fascination among the scientists who followed in Vancouver's footsteps. Later visitors thought it might be petrified tree parts. Peron, a naturalist on Baudin's expedition thought that the coral or petrified trees sections were in fact 'more or less hard sandstone, which preserves merely the shape of the plants that served them as moulds'. They were not genuine fossils.

Further, contrary to Vancouver, the French read the evidence to show that the Bald Head peninsula had risen from the floor of the sea. It must have been a peaceful upheaval, according to Peron.

Captain King, who visited King George Sound in 1818 and obtained specimens of the material, was of the view that the material was 'merely sand agglutinated by calcerous matter', essentially agreeing with Peron..

De Sainson and M, Gaimard, officers on d'Urville's *Astrolabe* wrote that on their visit to the top of Bald Head in 1826 they 'did not find the faintest trace of any coral'. However, they did report that the top of Bald Head was 'pocked with meteors', a rather dubious claim.

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Interest in fossils, geomorphology, and variations in fauna and flora produced the intellectual ferment that eventually led to Darwin's groundbreaking *The Origin of the Species* published in 1859.

Node 7: The Hostel and Tea Rooms

Frenchman bay was a favoured picnic destination from the late nineteenth century. Access to Whalers Beach was possible only by boat and the enterprising Armstrong and Waters company ferried Albanians to the cove for one shilling per round trip. There were even moonlight cruises. Albany had a strong picnic culture and it was common for people to take large hampers and dress to the nines.

Tourism temporally ceased at Frenchman Bay following the establishment of the Norwegian whaling station - the oil slick and pieces of whale carcasses that floated about made sure of that. The odours were described as 'noisome'. Following the demise of the whaling station tourism resumed. In 1934 a road was built that connected Albany to Whalers Beach and a tea kiosk was established.

Recognising its potential for tourism, the local authority established a new reserve for the purpose of camping and issued a lease that allowed water from the dam at Vancouver Spring to be pumped to the site for tourist purposes. In 1936 a hostel was built on the site of the Norwegian kitchen and mess at the summit of the stairs from Whalers Beach.

Today there is nothing left of the hostel except the date palm that once graced its entrance.

Node 9: Norwegian whaling station

In 1912 the Norwegian-owned Spermacet Whaling Company began hunting sperm whales on the southern coast. After taking over 200 whales in the first season they decided to set up a shore station. They began by purchasing the lighter jetty from Armstrong and Waters that contained the pipeline from the Vancouver Spring.

Today, little is left of the Norwegian Whaling Station. Further, there are few photographs and no contemporary accounts of life of the Norwegians who lived there. The workforce was almost entirely Scandinavian and the station was not accessible by road. A rare photograph illustrates the substantial collection of buildings that were in use from 1914 to 1916 – a fact that is hard to imagine when visitors swim and barbeque at the site today. It is extraordinary that over such a short space of time the whole complex was obliterated. There are no plaques or signs explaining the significance of the site.

The station was constructed from imported timber and bricks as well as from some locally supplied karri planks. In the area above the beach that became the site of a hostel and later a caravan and camping site, there are no known archaeological remains of the whaling station of any significance. Yet it contained the station's living quarters and consisted of five large houses, one of which served as a kitchen and mess. Four are visible in the photograph below.

The large two-storey building on the beachfront contained the boilers and was of timber construction. To the right is another two-storey building of brick that was used for engineering purposes.

The concrete stairs led from the processing buildings on the beachfront up the escarpment to the living quarters clearly seen in the photograph above. The stairs are the only intact remnant of the whaling station that survives today.

The remains of the brick embankment used form a retaining wall on the lower level of the whaling station. It was intended to protect the buildings and equipment from high tides and erosion.

A massive storm in 1921 undermined the brick embankment causing a large brick building to topple. This storm, in effect, ended any plans for a renewal of the whaling station on that site. The site was subsequently sold for salvage,

Node 10: The stream Vancouver's Spring

A number of springs feed into Frenchman Bay but by far the most significant is Vancouver's Spring. The stream fed by this spring empties onto present day Whalers Beach. The spring was of enormous significance to ships visiting to the west coast of New Holland because it produced a regular flow of good quality water all year round. A

second spring within a hundred metres of Vancouver's Spring also produced a steady flow and is documented by early European visitors.

Francois Peron, who visited Frenchman Bay in 1803 as a naturalist later wrote:

Discovered in 1791 by Vancouver, its {King George Sound} importance is made all the greater by the fact that along a stretch of coast at least equal in magnitude to the distance between Paris and St Petersburg, it is the only well-known part of New Holland where it is possible to obtain fresh water at all times. (p. 105, Voyage of Discovery to the Southern Lands)

Peron records that the knowledge of the spring saved the lives of the crew of the *Casuarina*. The boat had broken its rudder and the voyage had taken much longer than expected. The crew headed straight for King George Sound and reached the spring with only a few bottles of water remaining.

Hydrology and Hydrogeology of the Spring

The catchment area for the spring is predominantly to the west and northwest in the granite hills above the Whalers Beach. Rainfall and surface runoff infiltrate the soil and sand covering the granite hills and form groundwater flow, which moves along the top the low permeability granite into the sand forming the escarpment above Whalers Beach. Within the spring catchment, all groundwater flow reports to the spring area and discharges near the base of the escarpment above Whalers Beach.

The size of this catchment and the annual amount of rainfall-runoff infiltration determines the sustainable yield of Vancouver Spring. The rate of flow from the spring is seasonal and depends on the rainfall pattern. The smallest flows occur at the end of summer (April), when groundwater levels are declining due to the lack of rainfall over summer. The largest flows occur at the end of winter (October), when groundwater levels are higher due to infiltrating rainfall over winter. There is enough rainfall-runoff recharge over winter to increase groundwater storage in the catchment and this storage sustains groundwater flows to the spring during summer.

The spring has probably been flowing for thousands of years and therefore the balance of catchment size and rainfall-runoff infiltration volumes has resulted in a sustainable, continuous flow from the spring, which has served historical maritime expeditions and Albany well.

Stream Bay

The French named the bay into which the springs flowed Stream Bay (*Anse de l'Aiguade*) in 1803. The expedition's cartographer, Louis Freycinet, drew a map showing the promontory now known as Waterbay Point, Mistaken Island and the two streams running across the sandy beach to the ocean. He explains in an annotation that the long beach to the north, now known as Goode Beach, is not drawn to scale.

Baudin set up tents on the beach, one for sick crewmembers and the other for his scientific team. He used the opportunity to wash the ship's linen and hammocks in the fresh water available from the springs.

In an 1826 expedition, Durmont d'Urville's visited Frenchman Bay. The expedition's artist, Louis de Sainson produced a painting from that expedition depicting crewmembers loading fresh water from the springs by bucket on to a small boat. The

Frenchmen are shown conversing with Noongar people, one of whom is carrying a bucket of water.

Node 3 (Below lookout showing a panoramic view of the Sound)

Mistaken Island

Mistaken Island was initially named by Matthew Flinders who visited King George Sound in 1801, a year ahead of the Baudin expedition. Because of his imprisonment in Mauritius when attempting his return to England, Flinders' journal and maps were not published until 1814.

During his visit in 1803 Baudin, remarked that it was 'a reasonably pleasant island'. He instructed his astronomer to set up a camp on the island to undertake scientific observations and named it 'Observatory Island'. The scientists had to subsequently move from the island to the mainland after they accidentally set fire to it.

Mistaken Island was used as a make-shift quarantine station in the 1830s. A map of 1831 names the whole of Frenchman Bay 'Quarantine Bay'. Passengers on ships with contagious diseases such as smallpox were required to stay on the island in tents for two weeks. The quarantining of the Colonial Secretary, F. P. Barlee and his wife on the island triggered some prompt improvements. Barlee used his office to ensure the construction of the permanent quarantine station near Point Possession in 1874

Later the island acquired the name Rabbit Island following the attempt by early settler George Cheyne to breed rabbits. Other livestock were introduced to the island. These ventures failed and the island resumed its earlier name 'Mistaken Island'.

Seal Island

Seal Island was named by Vancouver after observing a large colony of seals basking on its rocky shore. After reading Vancouver's account of the seals in the Sound, Captain Isaac Pendleton from New York visited the Sound in 1803 in search of 20,000 seal skins which he planned take to Canton on the China coast. Instead, when he arrived in King George Sound there was not the bonanza he was hoping for. He did have the good fortune of meeting Baudin who told him over dinner on the *Geographe* about the rich takings in Bass Strait. Pendleton, supplied with maps and directions by Baudin, set off for the Tasmanian coast. A year later, Islanders in the Pacific murdered Pendleton and six of his crew when they went ashore.

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It was assumed by Flinders that a British whaler, the *Elligood*, captained by Christopher Dixon, was the culprit. He visited the Sound in 1800, though died of scurvy along with nine of his crew on his way back to Britain.

Flinders in turn left a bottle and parchment on Seal Island. However, when Captain Phillip King landed on Seal Island in 1818 to look for Flinders' bottle and parchment he found instead the skeleton of a goat's head and the remains of a bottle that were left by Lieutenant Forster, captain of the *Emu* which visited in 1815.

When Lockyer visited the Island in 1827 he found the remains of a hut, presumably erected by a sealer – but no bottles.

Local Historian, Robert Stephens sardonically referred to Seal Island as the 'Isle of Lost Bottles'. What happened to the bottles, and the parchments they contained, remains a mystery.

Michaelmas Island

In the early 19th century a large number of whalers and sealers plied the southern coast of New Holland. Most were American though some were from New South Wales. Among them were boats with gangs of sealers who could be likened to pirates. Often Indigenous people bore the brunt of their criminal behaviour.

When Major Lockyer first visited King George Sound in the *Amity* in 1826 he noticed a large plume of smoke billowing from Michaelmas Island. He assumed it was set by persons in distress or else for some inexplicable purpose and resolved to send a boat to investigate.

An officer from his ship subsequently returned from Michaelmas Island with four Noongar men who had had been marooned there. That same day, one of Lockyer's crewmembers was fatally speared while bathing in Oyster Harbour. It was thought that the rescued men were among the party that murdered the crewmember.

The next day on an island inside Oyster Harbour, Lockyer found the body of a Noongar man who, as it became clear, had been murdered over two months earlier by sealers.

Several days later Lockyer encountered a gang of sealers who had approached the *Amity* for provisions. It emerged that the marooned Noongar men had been taken to Michaelmas Island shortly after their tribesman had been murdered. Further, a woman and child had been abducted and were being held on Eclipse Island by a Samuel Bailey. Bailey was apprehended and the woman released. The child's parents could not be identified and she was later sent to Sydney. Lockyer did his best to restore relations between the Noongar and the settlers.

He wrote in his journal:

From the lawless manner in which these Sealers are ranging about requires some immediate measures to control them as, from what we know as also from what I have learnt from themselves, they are a complete set of Pirates going from Island to Island along the southern coast...a great scene of villainy is going on, where to use their own words there are a great many graves, a number of desperate Characters, runaway prisoners from Sydney and Van Dieman's Land.

Node 3

The Flora and Fauna

Early English and French Botanists quickly recognised that King George Sound was a botanic 'hot spot' with a huge number of previously unclassified plants. Menzies, Brown and Leschenault are some of the most prominent botanists who visited. Some of the species growing above Whalers Beach bear the names of these early botanists.

The ships had qualified gardeners on board who assisted the botanists collect specimens though their special function was to pot and nurture exotic specimens that were then returned to Kew gardens in England or to Paris. Often the officers had to vacate their cabins to make room for the large number of specimens collected.

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A major destination was the chateau of Empress Josephine, the wife of Napoleon Bonaparte. Animals were also collected and shipped back to France where some ended up in the estate of Josephine.

In addition to collections held by museums and government gardens collections from New Holland were in private hands. There was a flourishing market for rare plants. Botanists exchanged or bought specimens to build their collections.

The botanical work undertaken on these voyages was multifaceted. Botanists and gardeners collected specimens. Artists were employed to illustrate them. Botanists, not necessarily the collectors, scientifically named and classified the specimens. Gardeners propagated from seed or cuttings. There was an ambiguous grey area concerning the claims of those who collected and illustrated the plants to sell the items privately.

In later years, collectors in Europe employed locals to visit King George Sound and scour the countryside for new specimens and send the material back to them for classification.

Node 6: Vancouver Dam Site

The P & O Dam

Visiting whalers and sealers would have continued to use the water source during the 19th Century as it was available at any time of the day or night, all year round and free of charge. The early seafarers collected the fresh water from the stream as it entered the beach. It is thought that the first dam was constructed in the 1850s – amounting to little more than an excavation on the side of the escarpment immediately below the emergence of the spring.

Demand for fresh water was growing. The Peninsular & Orient Company (P & O) won the sea-mail contract across southern Australia.

In order to supply the water requirements of their fleet, P & O built a dam at Vancouver Spring to form a reservoir with a reliable and sustainable supply from which lighters would fill up and take water to their steamers. The water from Vancouver's Spring was preferred because of its purity. They could not risk using water with mineral contaminants that would corrode the boilers.

From about 1890 to 1902, Albany's water supply was insufficient to meet shipping demands. As a result, in 1902 Armstrong and Sons acquired a lease for the section of Frenchman bay containing the old P & O Dam. They refurbished the dam and constructed a jetty at the beach. Water was pumped from the dam through a pipeline that ran to the end of the 200-foot jetty seen in the photo below.

Armstrong was contracted to supply water from Vancouver Dam to the Town of Albany and various types of shipping (including Boer War transports) until about 1912. By 1914, Albany's water supply had improved and the Frenchman Bay supply was only occasionally required for shipping purposes.

Although the Norwegians dug two wells they also used Vancouver Dam for both a potable and process water supply – by installing a pipeline along the beach from the dam to various areas of the whaling station.

From the 1920s to the 1980s, various tearooms; chalets; and caravan parks were established above Whalers Beach and used the Vancouver Dam reservoir as a water supply until a bore was drilled above the beach in the late 1980s. Even when the mains water supply from Albany reached the Goode Beach area in 1983, people still collected water from Vancouver Spring for

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various domestic purposes (including tea making), because of the good taste of the water compared to the scheme water!

Node 11: Wrecks

There are a number of wrecks in Frenchman bay, usually hidden under sand. One that has a section visible on Whalers beach is the *Elvie*, a water-lighter made locally from jarrah. The lighters were used to haul water or coal to ships anchored in the Bay.

The wrecks were usually salvaged for usable pieces of timber and so in most cases little is now visible. A section of the *Elvie* has been restored and is shown above Whalers Beach in the photo below. The rough-hewn ribs are clearly visible.

Another wreck, the *Rip* rests in the waters below, mostly buried by sand. An outline of the *Rip* can sometimes be seen close to shore 100 metres south of the *Elvie*.

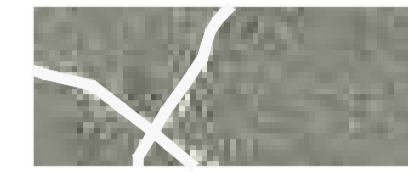


NEW INFORMATION NODE WITH INTERPRETIVE STRUCTURE & SEATING - VIEWING POINT AND A PLACE TO REFLECT

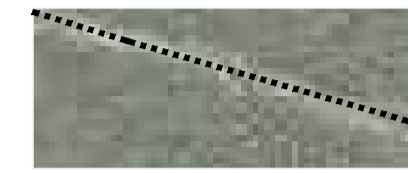


TIMBER DECKED VIEWING PLATFORM WITH TIMBER SEAT AND A TIMBER BOARD WALK FORMING THE TRANSITION TO NEW LIMESTONE PATHWAY

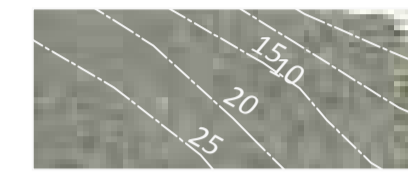
LEGEND



EXISTING WALK TRAILS



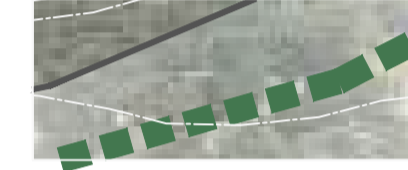
EXISTING POWER LINE



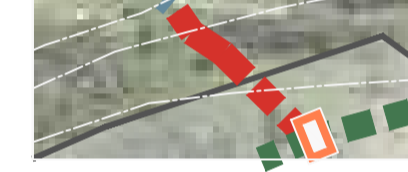
EXISTING CONTOUR LINES



PROPOSED FRENCHMAN BAY TRAIL ON PUBLIC LAND: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



PROPOSED FRENCHMAN BAY TRAIL ON PRIVATE LAND: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



PROPOSED STEPS ADJACENT TO EXISTING HERITAGE STEPS: 1.5m WIDE PEDESTRIAN LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



PROPOSED FRENCHMAN BAY TRAIL: BEACH



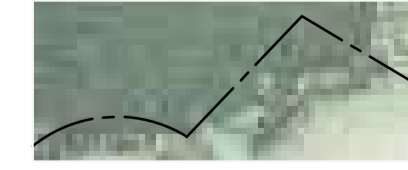
PROPOSED LOCATION OF NEW TRAIL HEAD, TRAIL INFORMATION POINT OR INFORMATION NODE WITH INTERPRETIVE STRUCTURE



PROPOSED LOCATION FOR INFORMATION NODES WITH 'INTERPRETIVE SIGNAGE' (INDICATIVE LAYOUT)



PROPOSED LOCATION FOR 'DIRECTIVE SIGNAGE', DIRECTIVE SIGNAGE IN NEW PATH WAY CAST IN LIME STONE COLOURED CONCRETE TO FORM A DISTINGUISHED SECTION IN NEW LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)



FRENCHMAN BAY WHALING STATION (RUIN) HERITAGE REGISTER PLACE 16612



Proposed Concept Plan - Draft
WITH INDICATIVE STRUCTURES, MATERIALS AND INTERPRETATION OPTIONS
SCALE 1:1500 @ A1

TRAIL HEAD - INTERPRETATION



TRAIL HEAD - INTERPRETATION STRUCTURE & SEATING

'DIRECTIVE SIGNAGE'



'DIRECTIVE SIGNAGE' IN NEW PATH WAY CAST IN LIME STONE COLOURED CONCRETE TO FORM DISTINGUISHED SECTION IN NEW LIMESTONE WALK TRAIL (INDICATIVE LAYOUT)

PATHWAYS



STABILISED LIME STONE WALK TRAILS

SEATING



CONCRETE OR QUARY-CUT GRANITE BLOCK SEATING TO NEW TRAIL HEAD & ALONG NEW PATH WAYS

INDICATIVE INTERPRETATION OPTIONS



FRENCHMAN BAY HERITAGE TRAIL
VANCOUVER SPRING & DAM SECTION

