

Item 6.1 Eye-pin and ring fittings on Julian's wall surface.

Location:

Halsey Street footpath, East side (refer to attachment 2).

Description:

3 x iron eye-pin and ring fittings mounted in old concrete surface of wall that formed original eastern side of Freemans Bay reclamation. One has had the fitting sawn off.

Condition:

2 excellent, one poor (damaged).

History/significance:

Substantial parts of Julian's wall have been buried under more recent reclamations for the Americas cup base. However the edge of the wall and some of the rings to which vessels were tied, are still visible beside the footpath on the eastern side of Halsey Street. Significance as for Item 6 - contributes to overall character of Julian's wall.



Exposed aggregate surface of Julian's wall (right) with eye-pin and ring fitting.

Item 6.2 Mooring bollards on Julian's wall

Location:

On east side of Halsey Street footpath (refer to attachment 2).

Description:

2 x plain AHB cast iron mooring bollards mounted on exposed section of Julian's wall.

Condition:

Very good (not viewed at close range).

History/significance:

As for Item 6 - contributes to overall character of Julian's wall.



One of two remaining bollards on the exposed section of Julian's wall.

Item 7: Stanchions (reused)

Location:

Pier 21 (refer to attachment 3).

Description:

AHB pattern cast iron stanchions, reused on modern jetty with galvanized pipe railing & chain. The balustrade is approximately 80 metres long.

Condition:

Good, heavily sandblasted.

History/significance:

History not researched. Not in original position and presumably recycled from another balustrade elsewhere in the port.



Modern balustrade incorporating recycled stations, Pier 21.

Item 8: Bluestone kerbing

Location:

Widespread, along majority of original streets on Western Reclamation.

Description:

Bluestone kerbing has survived along most streets except where interrupted by vehicle crossings or has been replaced with modern concrete alternatives. In places there are also original bluestone paved vehicle crossings. A variety of finishes are represented - some kerbstones are hand spalled, others are more regular and appear machined.

Condition:

Generally very good. Only a small proportion has been re-layed and thus much of the kerbing retains its original spacing and detailing, now lost over much of the city.

History/significance:

Significant character element, potential for lost sections to be reinstated.



Bluestone kerbing , Beaumont St: Kerbing with original stones & detail on right, modern replacement on left.

Item 9: Cable junction box

Location:

Jellicoe Street, south side near Daldy Street intersection.

Description:

Cast iron cable junction box (probably telegraph/telephone). Embossed Henley HTW London.

Condition:

Excellent, cosmetic surface corrosion.

History/significance:

The W. T. Henley Telegraph works company was a long established (Victorian era) firm that became part of Associated Electrical Industries Ltd (AEI) in 1958. In 1959 AEI became a trading company and the AEI symbol replaced the brand names and trademarks of companies within the group from 1960. It is likely therefore that the box predates 1960, but it could be significantly older and possibly contemporaneous with the initial development of Jellicoe Street.



Cable junction box, Jellicoe Street

Not visited:

Further items that should be considered, but are not currently accessible:

Wynyard Wharf and western tide deflector: Wynyard (previously Western) Wharf is a 486 m long ferro-cement wharf for oil and coal started in 1920. It was finally completed in 1927, following the failure and collapse of a large section in 1924. The wharf is fitted with cast iron bollards similar to those on North Wharf and has rail tracks set into its surface. To the east lies the western tide deflector/breakwater, which forms the eastern side of the reclamation. Between the wharf and the breakwater are the remains of timber piles upon which there were originally two wharf sheds.

Cement wharf: A 1950s ferro-cement wharf with cast iron bollards located on the west side of the Western Reclamation adjacent to the cement silos. It was built on the site of the western vehicular landing. The bollards on the wharf appear similar to those on Wynyard and North wharves.

Bluestone revetment (west). There is a section of polygonal packed bluestone revetment adjacent to the cement wharf. It is part of a longer section of revetment that was built by the 1940s. The southwest end possibly survives beneath later rip-rap.





