4.0 ANALYSIS OF THE HISTORICAL AND PHYSICAL EVIDENCE

4.1 PREAMBLE

The physical fabric of the site tells the story of its history. Remnants exist from each historic phase. A survey of the site has been conducted to most areas of the building and the site where access was possible. The changes to the building and the site have been detailed in Section 3.0 of this CMP. This Analysis section includes a general summary of the results of the correlation of documentary and physical evidence.

In understanding the history of the site through physical evidence, documentary evidence was analysed, and compared with the surviving fabric. This process forms the basis of understanding periodic change over time, the phasing, of the site. The documentation included maps and plans such as the Sydney Metropolitan Detail Series maps, Land Titles and plans, readily available early photographs in various historical archives and at the NSW Maritime archives, correspondence, and a range of aerial photographs.

It is worth noting that Watson’s Bay was included in the drawing number system implemented by the Sydney Harbour Trust however these drawings inherited by the Maritime Services Board from the Harbour Trust that are now at State Records have not yet been catalogued. The J series drawings are of Watsons Bay and South Head (refer to the Appendix D) and a special permission is required to view this material. Due to lack of an index it is unknown whether these drawings include the original drawings of the existing Pilot Station. Therefore, the resources of the NSW Maritime, Woollahra Local Studies Library, descriptions of the building published in 1959 and a range of aerial photographs were invaluable in analysing the actual data.

The results of the analysis of the historical and physical analysis are presented in summary form below.

4.2 ANALYSIS OF THE HISTORICAL AND PHYSICAL EVIDENCE

The changes to the configuration of the site relate to the construction of the lifeboat shed and the Pilot Station. As evident from the aerial photographs included in Figure 38 above the forshoreline remain the same with only a larger building and longer jetty replacing the lifeboat shed. In general, the building remained the same since its construction. The changes are minor and do not impact on the understanding of its original design, International Modernist architectural style. Detailed description of the building and the amenities it offered to the Pilot Station’s crew and pilots compared with the existing floor layouts and concluded that the changes are generally cosmetic and reflect the changing requirements of its users and technology in pilot services.
Some of the external weatherboard cladding material appear to have been replaced with corrugated metal sheeting placed over wall insulation (Figure 43). Other modifications are consist of changes to window mullions and internal floor finishes with possible removal of a corridor on the first floor. The original windows had three tall panels with two mullions but the existing windows feature two tall panels with one mullion in the centre or a single panel to later enclosure.

As noted earlier these changes do not detract from the overall integrity and architectural style of the Pilot Station. Similarly, there is no change to the form and length of the jetty other than replacement of the timber boards at the wharf end due to fabric deterioration and termite infestation. The brick wall that once housed the commemorative plaque at the entrance appears to have been replaced as the bricks do not resemble the same quality and the layout of the original bricks, although there is evidence of a sign fixing points of similar size.

Below are a couple of images showing the original and current configuration of the elements that have been changed overtime in comparison:

**Figure 40:** Note the changes in the mullion numbers of the windows, additional hopper window to ground floor strip windows, and possible room addition to first floor as it is not clear from the original image if there is an upper room over the concrete platform. Sign depicting Pilot Station together with the commemorative plaque has also been removed.

**Figure 41:** Jetty with the storage tank and electricity pumps prior to their removal, left image shows the new timber floorboards at the wharf end of the Jetty, both are taken in 2009.
Figure 42: The existing brick wall has considerable difference from that of the original 1959 wall in terms of bond style, brick colours, and 3-row long vertical decorative slots. The commemorative plaque was under the flag. Evidence of sign fixing holes observed on the existing wall in similar location, however, it is believed that the current wall is not the original wall. It also lost its capping seen partially in the 1959 photo.

Figure 43: Corrugated metal sheet cladding on the jetty side of the Pilot Station. Note the insulation behind the sheeting.
5.0 COMPARATIVE ANALYSIS

The level of significance of an item is determined by its value relative to other comparable items, be they in a local or international context. The rarity and/or representativeness of the item are considered as part of the overall analysis of its significance. Comparisons will be made between suitable buildings for the purposes of establishing significance in relation to the rarity criteria and representativeness criteria of the NSW Heritage Council’s ‘Assessing Heritage Significance’ guidelines.

Pilot stations were established at treacherous harbour and river entrances along the NSW coast in the mid nineteenth century, as well as at the main ports of Sydney and Newcastle. The pilot station usually included a row of residences for the pilots and boatmen, a shed to store rockets or flares and a boat shed and slip (which was not necessarily located beside the houses). Following World War Two a number of the pilot stations were upgraded, the existing facilities were either too small, had been damaged or had deteriorated beyond repair.

Buildings used by the Pilots at Watsons Bay

A pilot was in operation at Watson’s Bay since 1792. The bay is named for the harbour master Robert Watson who was appointed in 1813. Watson had been acting as a pilot since 1811 and he also served as signal master at the nearby signal station on South Head. By the 1820s there were three resident pilots in Port Jackson. In addition to the signal station, Governor Macquarie erected a lighthouse that marked the entrance to Port Jackson. The current lighthouse is a replica erected in the late nineteenth century. The signalmen are believed to have been housed in stone huts in the vicinity of present day Robertson Park. These quarters do not survive. The coxswain’s barracks in Sydney Cove, which is now known as Cadman’s Cottage, is the oldest of the maritime buildings to survive fronting Sydney Harbour. The two-storey Colonial Georgian building was erected in 1816.

From the late 1820s a number of mariners provided pilot services at the heads, including members of the Watson and Siddons families who both obtained land in the vicinity of Watson’s Bay Wharf. A number of sailors who remained in Sydney but were not of English descent, including Portuguese and Maoris, resided in Watson’s Bay, acting as pilots when required. Fishing was their main economic activity.

Boatmen are recorded as being accommodated in tents in Camp Cove in 1841 and it would be some years before permanent accommodation was provided. Following the wrecks of the Dunbar and the Catherine Adamson additional navigational aids were erected to guide

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32 Dictionary of Sydney entry for Watson’s Bay
33 Summary of the archives relating to the Harbour Master held at SRNSW, Agency 3470
34 Dictionary of Sydney entry for Watson’s Bay
vessels into Port Jackson including a series of obelisks designed by the Colonial Architect (which partly survive). Land was reserved above Gibson’s beach and a pilot station erected. The Colonial Architects correspondence survives regarding the proposed erection of a Pilot Station at Watson’s Bay dated 1855 followed by proposals for a lifeboat shed (1855-58), lifeboat slip (1860-61), a water police station (1859) and a Pilot Signal Station (1860). The site of the present pilot station at Gibson’s beach was used by the pilots for boat maintenance. Crews who were not at sea spent their time there. Gibson’s Beach is named for Captain Henry Gibson, one of the mid nineteenth century pilots based at Watson’s Bay. He served as a pilot in Port Jackson for over 30 years.

The official pilot station did not continue to be used to accommodate pilots, and was subsequently occupied briefly as a church, a public school and later the police station. The pilots already operating in the area presumably had their own residences that would have been more comfortable (and spacious). In December 1927 Mayor of Vaucluse commented that the old wooden building was riddled with white ants and that is was a disgrace to the Police Department. In 1928 a new police station was erected, presumably to designs by the Government Architect.

The NSW Navigation Board
From the 1860s onwards pilot stations were erected up and down to the coast to assist both cargo vessels and the extensive network of coastal steamers. Sydney was the hub for the extensive network of steamship lines, with small companies serving the North and South Coast. The Navigation Board was established in 1872 under Robert Hickson (for whom Hickson Road is named). It would appear that the Navigation Board did not retain an architect, the Public Works Department designed the pilot stations, boatmen’s cottages and designed and built the specialist dredges used as pilot steamers. Engineering works to the harbours were designed by the Harbour and Rivers Branch and buildings were design by the Colonial Architect, or from 1891, the Government Architect. The Government Architect continued to design cottages for the pilot stations along the NSW Coast but did not design buildings in Port Jackson, as from 1901 these designs were prepared by the Sydney Harbour Trust or their successor the Maritime Services Board (refer Appendix D).

The NSW Navigation Department
From around 1905 Navigation Department regularly inspected all of the port facilities, including the pilot stations, at what it termed the outports of NSW. The Navigation Department now had its own designer, Mr James Orr, Chief Ship Surveyor and Naval Architect to the Navigation Department. In 1907 a new lifeboat and lifeboat shed were erected at Watson’s Bay (see Figures 26 & 27). The design was to by the Naval Architect, James Orr. The
design of the lifeboat was to be based on an example in use at Newcastle. It is not known if Orr attended the opening of the new facilities and launching of the lifeboat as he died a days after the ceremony was held.

The lifeboat shed had sandstone foundations that were incorporated into the later building. The boat shed was a single storey weatherboard building with a pitched roof, a typical form employed for boat sheds (Figures 26 & 27). The roof appears to have originally been tiled. The doors had a large white panel that bore the words lifeboat. The weatherboards above and below the white panels were stained, tarred or painted in a dark shade and the simple decorative work to the gable was a light colour, possibly white or cream. Very few of the Federation Style buildings erected directly on the waterfront in Port Jackson in the years leading up to World War I survive. The main example is the former Burns Philp latrine block complex at East Circular Quay designed by the Sydney Harbour Trust. These buildings are now a café.

Later photographs show that the tiles had been replaced with corrugated roof sheeting. Woollahra Council sought the demolition of the lifeboat shed in 1958. The present building was then erected by the Maritime Services Board to a design by Davey, Brindley and Vickery architects.

**Sydney Harbour Trust 1901-1936 and Maritime Services Board 1936 –**
The majority of the new infrastructure and buildings erected in Port Jackson from 1900-1920 was designed by the Sydney Harbour Trust, including the new wharfs that extended from Sussex Street into Walsh Bay. Watson’s Bay was included in the drawing number system implemented by the Sydney Harbour Trust however these drawings inherited by the Maritime Services Board from the Harbour Trust that are now at State Records have not yet been catalogued. The J series drawings are of Watsons Bay and South Head (refer to Appendix D). Special permission is needed to view this material.

In 1936 the functions of the Sydney Harbour Trust (established in 1901) and the Navigation Department were combined into one organisation known as the Maritime Services Board. William Henry Withers, the architect of the Harbour Trust, who had been with the organisation since around 1917, became the chief architect for the MSB. The MSB maintained its own design office with architects and engineers who were responsible for the design of new harbour facilities as well as the upgrading of existing facilities such as the numerous ferry wharves.

By 1940 the MSB adopted a very modern style of architecture influences by international developments. The Circular Quay and the ferry wharf at Manly were rebuilt in the early 1940s to designs prepared in house, probably by the Chief Architect William Henry Withers. Only a
section of the modern railing survives in Sydney Cove, the timber waiting sheds have been replaced. At Manly part of the wharf building also survives. The design received a complementary review in Art and Australia written by Arthur Baldwinson, however he did not, as is commonly believed, design the buildings.

![Figure 44: The new Manly Ferry Wharf](Source: Mitchell Library, State)

After Withers retirement the design office of the MSB continued to work in a very modern manner. His design for the new head office for the MSB at Circular Quay was prepared before the war but not built until after. Mr Baxter continued Withers original design concept. This substantial stone clad building contrast with the more utilitarian structures built around Port Jackson. There are no buildings dating from the 1950s in the drawings of pilot stations held by the Plan Room of the former Public Works department, indicating that new infrastructure was only built at the two main ports during this era. The last major works at pilot stations was in 1940 when a number of residences were replaced or repaired. This followed on from an inspection of all the facilities at the ‘outports’ (as the small coastal harbours were known) in 1937.

**1937 Inspection of Outports**

A series of photographs taken during September - October 1937 inspection of the ‘outports’ along the coast of NSW survive, including the pilot stations at Ballina, Camden Haven (Port Macquarie), Crookhaven (Shoalhaven River), Eden, Forster, Kiama, Harrington (Manning River), Moruya Heads, Nambucca, Tweed Heads, Wollongong and Yamba. Pilot stations are known to have existed in Narooma and Swansea. The photographs shows that the quarters and the boatsheds were mostly constructed of weatherboards and it appears that number of the facilities dated from the nineteenth century. There is no evidence in the photographs of any recent buildings at these pilot stations, other than lighthouses (which were erected by the Commonwealth). In 1940 a number of the residences were repaired or replaced. The new residences were designed by the Government Architect.

**1959 Pilot Station at Gibsons Bay**

The new facility at Watsons Bay, erected in 1959 [near] the site of the Pilots Station erected almost a century beforehand, was built over the water and was of the barrack type, including
a galley, mess and cabins for the master, the engineers and able seamen. The upper floor was reserved for the use of the pilots. The design includes some characteristic elements of International Modernism including strip windows and sections where the joinery extends from floor to ceiling with spandrel panels below the glazing (beside the staircase) and a flat roof.

In contrast to the Newcastle example, limited photographs with no drawings of the building in its original configuration have been located. The new wharves erected in Sydney Harbour in 1940 were built of timber however after World War II a wider range of materials was available. This range included metal sheeting, originally developed in America to clad Quonsett and other prefabricated military buildings. By the 1950s both Armco and Brownbuilt were manufacturing metal cladding in Sydney and these new materials were used by the MSB in the design of the new pilot stations in Newcastle and Sydney. The photographs of the similar pilot station under construction in Newcastle show the original profile to have been similar to the Brownbuilt profiles.

The Newcastle Pilot Station, Kings Wharf
The permanent pilot station at Newcastle was established in the small basin below Fort Scratchley. A whaleboat had been used from 1812 manned by convicts. The basin and the pilot's station were constructed in 1866-73. This station complex is the most extensive in NSW, as not only was there a small basin with quays, there were also a multistorey timber building and a residence. Nearby was a terrace of houses for the boatmen was commenced in the 1890s and extended circa 1909. Historic photographs show the pilots station was an extensive complex including a boat dock, boatswain’s quarters, three storey pilot station (with an upper verandah), the Assistant Harbour Masters Office and Tide Signal Mast.
Photographs survive of the new two storey building erected at Kings Wharf in Newcastle in 1959 as a pilot station. The large timber building shown above was demolished.

This building has a number of similarities to the new building at Gibson’s Beach erected the same year, in sections the joinery extends from floor to ceiling with spandrel panels, vertical cladding and a flat roof with a wide overhang.

A number of the buildings associated with the pilot station complex in Newcastle East survive. This complex was the most extensive complex erected in the state. The 1959 pilot station survives but was altered in 1987-88. A cottage dating from c. 1940 survives, as do boat sheds. The terrace of boatmen’s houses also survive, the only surviving example of a terrace built for boatmen in the state.

The other pilot complexes associated with the mid nineteenth century harbour basins (Wollongong and Kiama) were not as extensive.
Port Kembla

The plan room of the former Public Works Department holds a series of drawings prepared in 1974 for a new pilot station at Port Kembla. The pilots had long resisted the transfer from Wollongong, as they preferred to remain at Belmore Basin. The late nineteenth century cottage and rocket shed erected above the Belmore basin at Wollongong have been demolished. A set of stone steps reputedly used by the pilots survives however the associated sheds have been removed. A modern marine rescue building that dates from the late 1970s was erected near to the steps (refer to the chart of pilot stations). None of these buildings are comparable to the Watson’s Bay pilot station.
Quarters or barracks?
The majority of the small coastal pilot stations provided accommodation for the pilot and the boatmen in cottages built on a headland rather than in barrack style facilities erected at Watson’s Bay. In the nineteenth century it was not uncommon to provide cabin-style accommodation for sailors on shore leave. The Sailors Home erected adjacent to Cadman’s Cottage in the 1860s contained a series of cabins for the sailors (rather than dormitory accommodation as provided in hostels). Little trace of the cabins survived however a cabin was reconstructed based on the surviving evidence when the building was conserved in the early 1990s. Naval barracks were also erected at Garden Island and accommodation for visiting naval men was provided at Royal Naval House in Grosvenor Street (built in the late 1880s and extended by the Government Architect in 1907. None of the interiors survive other than a staircase and a galleried courtyard, both of which have been relocated.

The pilot station at Watson’s Bay provided cabin accommodation similar to that on board ship, rather than the onshore residential quarters usually provided for pilots in NSW. The only similar building appears to be the Newcastle Pilot Station erected the same year however it was built on dry land. The internal layout may have been similar or the same; the staircase to the first floor was similar in both buildings.

Designs from 1959
The majority of the listings on the AIA Register for 1959 are for private houses, flats or ski lodges. Arguably one of the best designs of the year is the award-winning Liner House by Bunning and Madden. There are some similarities in the use of spandrel panels adjacent to the stairs in the two pilot stations and spandrel panels and white glazing bars of Liner House, however these elements were common in the late 1950s.
The pilot stations were intended to be functional buildings, and the pattern of fenestration reflected the different functional areas within the building. The joinery is no longer white. A photograph dating from the 1980s shows the Watson’s Bay Pilot Station building to have been painted all white at some point in its history.

Current Pilot Stations

A number of the pilot stations that were inspected in 1937 are no longer in operation and the buildings have either been demolished or sold as residences. Some of the existing complexes are now used a base for marine rescue operations such as the pilot station at Crookhaven Heads.

<table>
<thead>
<tr>
<th>Place</th>
<th>Historical image</th>
<th>Current state</th>
<th>Current image</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ballina</td>
<td><img src="image.jpg" alt="Historical Image" /></td>
<td>Unsure if still in operation</td>
<td>ML GPO1 stlll 19605</td>
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</table>

*Figure 51: The Sulman-award winning Liner House in Bridge Street, designed in 1959 (Source: National Library of Australia)*

*Figure 52: 1983 view of the Pilots Station at Watsons Bay (Source: Afloat magazine, 2009)*
<table>
<thead>
<tr>
<th>Place</th>
<th>Historical image</th>
<th>Current state</th>
<th>Current image</th>
</tr>
</thead>
<tbody>
<tr>
<td>Camden Haven (Port Macquarie)</td>
<td><img src="#" alt="Historical image" /></td>
<td>Now used as holiday accommodation, artists in residence &amp;C</td>
<td><img src="#" alt="Current image" /></td>
</tr>
<tr>
<td>Crookhaven (Shoalhaven River)</td>
<td><img src="#" alt="Historical image" /></td>
<td>Pilot station used as base</td>
<td><img src="#" alt="Current image" /></td>
</tr>
<tr>
<td>Eden</td>
<td><img src="#" alt="Historical image" /></td>
<td>There is still an operating pilot station at Eden however it is located at the main jetty.</td>
<td>No current image located</td>
</tr>
<tr>
<td>Forster</td>
<td><img src="#" alt="Historical image" /></td>
<td>No information available</td>
<td>No current image located</td>
</tr>
<tr>
<td>Kiama</td>
<td><img src="#" alt="Historical image" /></td>
<td>Now a museum</td>
<td><img src="#" alt="Current image" /></td>
</tr>
<tr>
<td>Harrington</td>
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<td>Graves listed as</td>
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<tr>
<td>Place</td>
<td>Historical image</td>
<td>Current state</td>
<td>Current image</td>
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<td>--------------------------------------------------------------------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>(Manning River)</td>
<td></td>
<td>heritage item. Monument to pilots</td>
<td></td>
</tr>
<tr>
<td>Moruya Heads</td>
<td></td>
<td>Closed 1974 To be included in Eurobodalla National Park. Heritage Item. CMP 1997</td>
<td></td>
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<tr>
<td>Nambucca</td>
<td></td>
<td>Closed in 1940 No current image located</td>
<td></td>
</tr>
<tr>
<td>Narooma</td>
<td></td>
<td>Ruins of wharf listed. Buildings used volunteer coastal patrol</td>
<td></td>
</tr>
<tr>
<td>Newcastle Boatmen's Row</td>
<td></td>
<td>Transferred to the Department of Housing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MSB glass negatives SRNSW</td>
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<td>Noni Boyd</td>
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<td>South West Rocks</td>
<td><img src="image1" alt="Image" /></td>
<td>Group listed on the State Heritage Register. Tourist information in one of the three cottages</td>
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<td>Tweed Heads</td>
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<td>No longer in use. To be a special precinct in town master plan</td>
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<td>Wollongong</td>
<td><img src="image4" alt="Image" /></td>
<td>Residential complex demolished - some evidence at basin of use by pilot. 1970s marine rescue building</td>
<td><img src="image5" alt="Image" /></td>
</tr>
<tr>
<td>Yamba</td>
<td><img src="image6" alt="Image" /></td>
<td>Pilots still in operation at Yamba. Boatmen’s cottages survive.</td>
<td><img src="image7" alt="Image" /></td>
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**Conclusions**

The Pilot Station at Watson’s Bay is one of a subset of NSW pilot stations erected at major ports and was designed by the architectural firm Davey, Brindley and Vickery. The majority of the pilot stations consisted of a series of residences (and an associated boat shed and slip) and were largely designed by the Public Works Department. Newcastle appears to have only other comparable example of a pilot station dating from the 1950s.
The Pilot Station at Watson’s Bay is a very modest example of late 1950s architecture; however few good examples of this period now survive unaltered. Most of the infrastructure built by the Maritime Services Board in the late 1940s and 1950s has been replaced, with the exception of their main offices at Circular Quay. Similarly, majority of the regional amenities buildings designed by the architects Davey, Brindley and Vickery have been either demolished or substantially altered. The comparable Pilot Station at Newcastle has been altered. If possible the characteristic timber joinery and pattern of fenestration should be retained (particularly adjacent to the staircase) and the white colour scheme with blue shades on the entry glazing reinstated.
6.0 ASSESSMENT OF CULTURAL SIGNIFICANCE

6.1 BASIS OF ASSESSMENT

In assessing the cultural significance of a place it is necessary to adequately research and consider all the information relevant to an understanding of the place and its fabric. The Burra Charter (1999) defines the cultural significance as being “aesthetic, historic, scientific or social value for past, present or future generations”.

The assessment of cultural significance is undertaken because it is necessary to understand the values of a heritage item before making decisions about the future of the item. This then leads to decisions that will retain these heritage values in the future.37

The ‘Statement of Significance’ indicates what heritage values of a place should be conserved, and is used as a basis for the formulation of specific guidelines for the development of conservation policies of a place. The Conservation Plan by J. S. Kerr (fifth edition, 2000, National Trust), considers the following three criteria as a useful starting point in assessing the nature of significance:

- ability to demonstrate a process, a custom or style;
- associational (historic) links for which there is or is not surviving physical evidence; and
- formal or aesthetic qualities.

The following assessment of significance addresses the criteria endorsed by the NSW Heritage Council, and is in accordance with the NSW Heritage Manual ‘Assessing Heritage Significance’ guidelines.

6.2 ASSESSMENT CRITERIA

a) an item is important in the course, or pattern, of the local area’s cultural or natural history

- The Watson’s Bay Pilot Station is associated with a more than 200 years of Australian maritime history and has a special association with Sydney Harbour. The existing station was built over the site of the earlier lifeboat shed in Gibsons Beach, and is evidence of continued service of marine pilotage conducted at this site since 1792.
- The pilot service in Australia originated from Watson’s Bay and played a key role in the European history of Australia as all arrivals and departures in Australia were by

37 NSW Heritage Manual, Assessing Heritage Significance, 2000, p.2
ship until the 1970s. Sydney Harbour was the largest and most important port in Australia.

- The existing Pilot Station was built in 1959 in response to the changing in vessel technology from steamers to diesel powered vessels. It has provided pilotage services and accommodation to the pilot crew for almost a half a century.

<table>
<thead>
<tr>
<th>GUIDELINES FOR INCLUSION</th>
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<th>GUIDELINES FOR EXCLUSION</th>
<th>✓/✗</th>
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<tr>
<td>✓ shows evidence of a significant human activity</td>
<td>✓</td>
<td>✓ has incidental or unsubstantiated connections with historically important activities or processes.</td>
<td>✓</td>
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<tr>
<td>✓ is associated with a significant activity or historical phase</td>
<td>✓</td>
<td>✓ provides evidence of activities of processes that are of dubious historical importance</td>
<td>✓</td>
</tr>
<tr>
<td>✓ maintains or shows the continuity of a historical process or activity</td>
<td>✓</td>
<td>✓ has been so altered that it can no longer provide evidence of a particular association</td>
<td>✓</td>
</tr>
</tbody>
</table>

b) **an item has strong or special associations with the life or works of a person, or group of persons, of importance in the local area’s cultural or natural history**

- The site and the Station are associated with a number of notable pilots including Robert Watson who was the first official pilot appointed in 1803 and Watson’s Bay was named after him.
- The Pilot Station at Watson’s Bay is one of a subset of NSW pilot stations erected at major ports and was designed by the architectural firm Davey, Brindley and Vickery. The firm designed many regional amenities buildings for government agencies and councils in the 1950s and 60s. The jetty was designed and built by the NSW Maritime Services Board’s own staff.

<table>
<thead>
<tr>
<th>GUIDELINES FOR INCLUSION</th>
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<th>GUIDELINES FOR EXCLUSION</th>
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<td>✓ has incidental or unsubstantiated connections with historically important activities or processes.</td>
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<tr>
<td>✓ is associated with a significant activity or historical phase</td>
<td>✓</td>
<td>✓ provides evidence of activities of processes that are of dubious historical importance</td>
<td>✓</td>
</tr>
<tr>
<td>✓ maintains or shows the continuity of a historical process or activity</td>
<td>✓</td>
<td>✓ has been so altered that it can no longer provide evidence of a particular association</td>
<td>✓</td>
</tr>
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</table>
c) **an item is important in demonstrating aesthetic characteristics and/or a high degree of creative or technical achievement in the local area**

- The pilot station is a very modest example of the late 1950s architecture featuring characteristic elements of International Modernism including strip windows and sections where the joinery extends from floor to ceiling with spandrel panels below the glazing (beside the staircase) and a flat roof with wide overhang. The pilot stations were intended to be functional buildings, and the pattern of fenestration reflected the different functional areas within the building.

<table>
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<tr>
<th>GUIDELINES FOR INCLUSION</th>
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<th>GUIDELINES FOR EXCLUSION</th>
<th>✓/✗</th>
</tr>
</thead>
<tbody>
<tr>
<td>• shows or is associated with, creative or technical innovation or achievement</td>
<td>✓</td>
<td>• is not a major work by an important designer or artist</td>
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<tr>
<td>• is the inspiration for a creative or technical innovation or achievement</td>
<td>✗</td>
<td>• has lost its design or technical integrity</td>
<td>✗</td>
</tr>
<tr>
<td>• is aesthetically distinctive</td>
<td>✗</td>
<td>• Its positive visual or sensory appeal or landmark and scenic qualities have been more than temporarily degraded</td>
<td>✗</td>
</tr>
<tr>
<td>• has landmark qualities</td>
<td>✗</td>
<td>• has only a loose association with a creative or technical achievement</td>
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</tr>
<tr>
<td>• exemplifies a particular taste, style or technology</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**d) an item has strong or special associations with a particular community or cultural group in the local area for social, cultural or spiritual reasons**

- The pilot station has a strong association with firstly the pilots and crew who worked at Watson’s Bay station and secondly the maritime community through its long history of pilotage services.

- The social significance of the pilot station has not been formally assessed through community consultation. However, in a general sense the station has the potential to contribute to the local community’s sense of place, is a distinctive feature of the daily life of many community members, and can provide a connection to the local community’s past. Given consideration to the interest and community objections in relation to the future uses of the pilot station, it can be established that the station is an important item for the local community.
**GUIDELINES FOR INCLUSION** | ✓/ ✗ | **GUIDELINES FOR EXCLUSION** | ✓/ ✗
---|---|---|---
- is important for its associations with an identifiable group | ✓ | - is only important to the community for amenity reasons | ✗
- is important to a community’s sense of place | ✓ | - is retained only in preference to a proposed alternative | ✗

**e) an item has potential to yield information that will contribute to an understanding of the local area’s cultural or natural history**

- The pilot station has limited potential to yield information on the understanding of the local community’s history. It is a very simple example of International Modernist architecture and has remained intact.
- The existing pilot station was built over the sandstone foundations of the earlier lifeboat shed and are visible below the building. Therefore there is the potential for archaeological resource in this regard.

**GUIDELINES FOR INCLUSION** | ✓/ ✗ | **GUIDELINES FOR EXCLUSION** | ✓/ ✗
---|---|---|---
- has the potential to yield new or further substantial scientific and/or archaeological information | ✗ | - has little archaeological or research potential | ✗
- is an important benchmark or reference site or type | ✓ | - only contains information that is readily available from other resources or archaeological sites | ✓
- provides evidence of past human cultures that is unavailable elsewhere | ✗ | - the knowledge gained would be irrelevant to research on science, human history or culture | ✗

**f) an item possesses uncommon, rare or endangered aspects of the local area’s cultural or natural history**

- As identified in the comparative analysis most of the pilot stations have ceased operations and became redundant or adaptively reused throughout NSW. The Watson’s Bay Pilot Station is the only physical evidence of pilotage services operated from Gibson’s Beach for 200 years. It is a unique facility in this regard.
- The Watson’s Bay pilot station is one of few International Modernist style pilot stations and is rare in this regard. It is, however, very modest example of this architectural style.
FORMER WATSON’S BAY PILOT STATION
1A MARINE PARADE
CONSERVATION MANAGEMENT PLAN
ASSESSMENT OF CULTURAL SIGNIFICANCE

Guidelines for Inclusion | ✓/ ✓ | Guidelines for Exclusion | ✓/ ✓
--- | --- | --- | ---
• provides evidence of a defunct custom, way of life or process | ✓ | • is not rare | ✓
• demonstrates a process, custom or other human activity that is in danger of being lost | ✗ | • is numerous but under threat | ✗
• shows unusually accurate evidence of a significant human activity | ✗ |
• is the only example of its type | ✗ |
• demonstrates designs or techniques of exceptional interest | ✗ |
• shows rare evidence of a significant human activity important to a community | ✓ |

Guidelines for Exclusion | ✓/ ✓ | Guidelines for Inclusion | ✓/ ✓
--- | --- | --- | ---
• is a fine example of its type | ✗ | • is a poor example of its type | ✓
• has the principal characteristics of an important class or group of items | ✗ | • does not include or has lost the range of characteristics of a type | ✓
• has attributes typical of a particular way of life, philosophy, custom, significant process, design, technique or activity | ✓ | • does not represent well the characteristics that make up a significant variation of a type | ✗

**g) an item is important in demonstrating the principal characteristics of a class of the local area’s**

- cultural or natural places; or
- cultural or natural environments
  - The Watson’s Bay pilot station is a very modest example of late 1950s architecture; however few good examples of this period now survive unaltered. It presents characteristic elements of the style including strip windows, floor to ceiling window fenestration with spandrel panels below the glazing and a flat roof with wide overhang. The station incorporates typical design intentions of pilot stations as functional buildings reflecting the pattern of fenestration of the different functional areas within the building.
### GUIDELINES FOR INCLUSION

<table>
<thead>
<tr>
<th>Attribute</th>
<th>✓/✗</th>
</tr>
</thead>
<tbody>
<tr>
<td>is a significant variation to a class of items</td>
<td>✗</td>
</tr>
<tr>
<td>is part of a group which collectively illustrates a representative type</td>
<td>✗</td>
</tr>
<tr>
<td>is outstanding because of its setting, condition or size</td>
<td>✗</td>
</tr>
<tr>
<td>is outstanding because of its integrity or the esteem in which it is held</td>
<td>✗</td>
</tr>
</tbody>
</table>

### GUIDELINES FOR EXCLUSION

<table>
<thead>
<tr>
<th>Attribute</th>
<th>✓/✗</th>
</tr>
</thead>
</table>

### 6.3 **STATEMENT OF CULTURAL SIGNIFICANCE**

The Watson’s Bay Pilot Station site is of *State* significance due to its association with a more than 200 years of Australian maritime history and Sydney Harbour, which was the largest and most important port in Australia as, until the 1970s, all European arrivals and departures were made only by ship. The existing station building, which was built in 1959 over the site of the earlier lifeboat shed in Gibsons Beach, is of *Local* significance as a physical evidence of continued service of marine pilotage conducted at this site since 1792.

The existing Pilot Station is evidence of changes in vessel technology from steamers to diesel powered vessels as well as shipping movements through Sydney’s ports. It has provided pilotage services and accommodation to the pilot crew for almost a half of a century.

The site has associations with a number of notable pilots including Robert Watson, the first official pilot appointed in 1803. The building is one of a subset of NSW pilot stations erected at major ports and was designed by the architectural firm Davey, Brindley and Vickery. The firm designed many regional amenities buildings for government agencies and councils in the 1950s and 60s. The jetty was designed and built by the NSW Maritime Services Board’s own staff.

The Pilot Station is a very modest example of the late 1950s architecture featuring characteristic elements of International Modernism including strip windows and sections where the joinery extends from floor to ceiling with spandrel panels below the glazing (beside the staircase) and a flat roof with wide overhang. The station incorporates typical design intentions of pilot stations as functional buildings reflecting the pattern of fenestration of the different functional areas within the building.
The Watson’s Bay Pilot Station and the site has strong associations with firstly the pilots and crew who worked at Watson’s Bay Station and the maritime community through its long history of pilotage services.

The site has a potential for archaeological resource as the existing Pilot Station was built over the sandstone foundations of the earlier lifeboat shed, which are partially visible below the building.

The Watson’s Bay Pilot Station is the only physical evidence of pilotage services operated from Gibson’s Beach for 200 years. It is a unique facility in this regard.

6.4 LEVEL OF SIGNIFICANCE

The NSW Heritage Manual ‘Assessing Heritage Significance’ guidelines describe the items or places of state significance as being significant to the people of NSW. The local significant is described as being significant to the people of local area.

In conclusion, the Watson’s Bay Pilot Station holds a High degree Local level of cultural significance in terms of historic and social values, and Moderate degree Local level of cultural significance in terms of aesthetic and technical significance.

LEVELS OF SIGNIFICANCE TABLE:

<table>
<thead>
<tr>
<th>NSW Heritage Assessment Criteria</th>
<th>Level Of Significance</th>
<th>Degree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Criteria (a) Historic</td>
<td>Building – Local</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Site – State</td>
<td></td>
</tr>
<tr>
<td>Criteria (b) Historic Association</td>
<td>Local</td>
<td>High</td>
</tr>
<tr>
<td>Criteria (c) Aesthetic</td>
<td>Local</td>
<td>Moderate</td>
</tr>
<tr>
<td>Criteria (d) Social</td>
<td>Local</td>
<td>High</td>
</tr>
<tr>
<td>Criteria (e) Scientific/Archaeological</td>
<td>Local</td>
<td>Moderate</td>
</tr>
<tr>
<td>Criteria (f) Rare</td>
<td>Local</td>
<td>Moderate</td>
</tr>
<tr>
<td>Criteria (g) Representative</td>
<td>Local</td>
<td>Moderate</td>
</tr>
</tbody>
</table>
6.5 **RANKING OF SIGNIFICANCE OF INDIVIDUAL AREAS AND ELEMENTS**

6.5.1 **BASIS OF RANKING**

The significance of the individual elements of the site has been assessed and ranked to enable decisions on the future conservation and development of the site. The ranking has been based on the demonstrative ability of the existing fabric and its intactness or evocative quality. The specific areas and the individual elements such as walls, doors and windows are all ranked based on significance.

Ranking of the individual components of the Watson’s Bay Pilot Station have been made as below:

<table>
<thead>
<tr>
<th>SIGNIFICANCE RANKING</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EXCEPTIONAL</strong></td>
<td>Rare or outstanding element directly contributing to an item’s local and State significance. High degree of intactness and original fabric association with early construction period.</td>
</tr>
<tr>
<td><strong>HIGH</strong></td>
<td>High degree of intactness and original fabric. Demonstrates a key element of the item’s significance. Alterations do not detract from significance.</td>
</tr>
<tr>
<td><strong>MODERATE</strong></td>
<td>Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.</td>
</tr>
<tr>
<td><strong>LITTLE</strong></td>
<td>Alterations detract from significance. Difficult to interpret.</td>
</tr>
<tr>
<td><strong>NEUTRAL</strong></td>
<td>New fabric associated with present use and does not detract from significance.</td>
</tr>
<tr>
<td><strong>INTRUSIVE</strong></td>
<td>Later fabric or alteration which obscures or detracts from significant fabric or the overall significance of an item.</td>
</tr>
</tbody>
</table>

The following table below annotates the significance ranking of different components of the building and the site:

<table>
<thead>
<tr>
<th>BUILDING / ELEMENT</th>
<th>COMMENTS</th>
<th>SIGNIFICANCE RANKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall site and setting</td>
<td>Original layout of the Station remains intact</td>
<td><strong>High</strong></td>
</tr>
<tr>
<td>Exterior of the Station Building</td>
<td>Largely intact, maintains its International Modernist architectural elements</td>
<td><strong>High</strong></td>
</tr>
<tr>
<td>Interior of the Station Building</td>
<td>Some changes occurred Overall layout &amp; washroom fittings including terrazzo partitions &amp; floor tiles</td>
<td><strong>Moderate</strong></td>
</tr>
<tr>
<td>Later floor finishes</td>
<td><strong>Little</strong></td>
<td></td>
</tr>
<tr>
<td>Services &amp; associated later fittings</td>
<td><strong>Little</strong></td>
<td></td>
</tr>
<tr>
<td>Window fenestrations &amp;</td>
<td>Original strip window</td>
<td><strong>High</strong></td>
</tr>
<tr>
<td>BUILDING / ELEMENT</td>
<td>COMMENTS</td>
<td>SIGNIFICANCE RANKING</td>
</tr>
<tr>
<td>-------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Joinery</td>
<td>fenestration with spandrel panels below glazing (beside the staircase)</td>
<td></td>
</tr>
<tr>
<td>Door joinery</td>
<td>Mixture of original and later fabric</td>
<td>Little</td>
</tr>
<tr>
<td>Concrete piles</td>
<td>Original structural piles supporting the Building</td>
<td>High</td>
</tr>
<tr>
<td>Roof form &amp; wide overhang</td>
<td>Original form</td>
<td>High</td>
</tr>
<tr>
<td>Jetty</td>
<td>Original timber pile jetty</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Round fender piles</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>Supporting fender piles</td>
<td>Moderate/Little</td>
</tr>
<tr>
<td></td>
<td>Timber &amp; Tubular balustrades</td>
<td>High</td>
</tr>
<tr>
<td>Sandstone seawalls</td>
<td>Original sandstone walls to the immediate beach</td>
<td>High</td>
</tr>
<tr>
<td>Open setting, views and vistas to</td>
<td>The building has a dominant open views and vistas from each elevation</td>
<td>High</td>
</tr>
<tr>
<td>and from the Pilot Station to the</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harbour, Marine Parade &amp; beyond,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gibson’s Beach Reserve &amp; beyond</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air-conditioning split units to</td>
<td>Non-original fabric</td>
<td>Intrusive</td>
</tr>
<tr>
<td>the exteriors</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
7.0 Constraints, Issues and Opportunities

7.1 Preamble

The development of a conservation policy is an essential requirement for making decisions about the future of the place. Future development of the place is dependent upon the permissible uses and changes as determined by statutory regulations and current heritage management principles, in consultation with stakeholders. Policies should provide practical guidelines for the future management and conservation of the place for the short and long term. The policies are set out in Section 8 of this document.

7.2 Significance

The Watson’s Bay Pilot Station has been assessed as being of Local significance with the site having a State level significance in recognition of its association with the maritime history of Australia for 200 years and its role in the pilotage services operated from Watson’s Bay since 1792. The Pilot Station also has special association with Sydney Harbour, which played a key role in all European arrivals and departures in Australia that occurred only by ship up until the 1970s. This significance brings together responsibilities and constraints for its protection and maintenance for future generations. The following constraints and opportunities arise out of the Statement of Significance of the Watson’s Bay Pilot Station provided in section 6.0 Assessment of Significance:

- The site of the former Watson’s Bay Pilot Station is of State significance and should be maintained as a site of maritime activity with appropriate interpretation.
- The overall form and International Modernist detailing of the Pilot Station building and the Jetty is of high significance and should be retained, preserved, and conserved.
- The setting of the Station including open views and vistas to and from the Harbour is an important relationship between the site and its associated former pilotage services and should be maintained and not altered.
- There is a potential for archaeological resource in relation to the earlier lifeboat shed as the current building was built over its sandstone foundations. Any future disturbance will require appropriate actions in this regard.

7.3 Physical Condition

The former Pilot Station building is generally in good condition both structurally and extant fabric. It is acknowledged that some of the materials show wear and tear due to their age but they still have the ability to serve the purpose. The building retains its original layout and

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provides physical evidence of the pilotage activities and required facilities for the crew and pilots to undertake such activity. The building’s layout may bring constraints for future adaptive reuses of the building due to narrow corridors and small rooms on both levels. The opportunity exists for appropriate changes to the layout in a form that would not diminish our understanding of the building’s original layout.

The window mullions have been modified at some stage, which provides an opportunity to reinstate the original three tall glazing panels. Two signs including the identification sign and the commemorative plaque have been removed and should be reinstated for interpretive purposes in future adaptive reuse of the building.

A survey of the asbestos materials within the building was carried out in April 2006 by Noel Arnold & Associates for Sydney Ports Corporation. That report has identified a number of areas containing asbestos materials. The findings are copied below:

Asbestos containing materials were identified in the following areas:

- Ground Level, Switchboard cupboard walls and ceiling5 - fibre-cement sheeting;
- Ground Level, Switchboard cupboard - electrical backing board;
- Ground Level, Sundeck verandah ceiling - fibre-cement sheeting;
- Exterior Workshop, Ceiling - fibre-cement sheeting;
- Exterior, Caged stored area walls and ceiling (west of Customs Room) – fibrecement sheeting;
- Exterior, Eaves surrounding perimeter of building - fibrecement sheeting;
- Exterior, Electrical distribution box on eastern external wall - fibre-cement sheeting

Recommendations of that report should be implemented.

- Engage a licensed asbestos contractor to remove damaged asbestos cement sheet fragments from within the electrical distribution box on the eastern external wall. The exposed edges within the cupboard (underneath the stairs) should also be sealed.
- Consider labeling all asbestos containing materials to warn of the dangers of disturbing these materials. This is a particularly relevant for external maintenance contractors and future staff to prevent inadvertent damage to unfamiliar asbestos materials.
- Schedule periodic reassessment of the asbestos-containing materials remaining onsite to monitor their aging/deterioration - as per the Code of Practice for the Management and Control of Asbestos in Workplaces [NOHSC: 2018 (2005)].
- When demolition or refurbishment works are required in those areas where suspected asbestos-containing materials were identified, these materials should be sampled and if they contain asbestos, licensed asbestos personnel should remove these materials prior to such works.
- It is imperative that demolition or refurbishment works cease pending further sampling if materials suspected of containing asbestos or unknown materials are encountered.

It is also known that the Jetty has undergone repair works in 2009 due to termite damage to the timberboards. It is unknown at this stage whether any termite inspection for the building has been carried out or not. The concrete slab of the building may have provided some protection however, a pest inspection may be required prior to reuse of the building. Similarly, the timber and concrete piles of the building and the jetty piles have accumulated a variety of
marine organisms that are generally expected for piles submerged in seawater. These include generally oysters, mussels and other shell forming organisms and require maintenance.

### 7.4 Obligations Arising from the Burra Charter

The development of the conservation policy should be consistent with the principles, terminology and methodology of the Australia ICOMOS *Burra Charter* (The Charter) 1999. The Charter gives guidance on when each degree of change to the fabric is appropriate. A copy of the articles of *The Burra Charter* is included in this CMP at Appendix A.

### 7.5 Statutory and Non-Statutory Authorities

The following section discusses constraints, opportunities and issues arising from the statutory and non-statutory requirements in summary and includes only the sections relevant to the Watson's Bay Pilot Station. This will guide the development of conservation policies and the future development of the site.

It should be noted that a Planning Report for the site has also been prepared in March 2009 by Conics and provides a detailed assessment of the applicable planning controls as well as their implications. That report is available on the NSW Maritime's website.

#### 7.5.1 Commonwealth Government Level

**Building Code of Australia**

The Building Code of Australia sets out minimum construction standards for all new building work undertaken in Australia and specifies the requirements for building constructions issued under the Local Government Act.

**Environment Protection and Biodiversity Conservation Act, 1999**

New Commonwealth heritage legislation came into effect in January 2004. The new legislation established the Australian Heritage Council, replacing the former Australian Heritage Commission. Two new Federal heritage lists have also been established, the National Heritage List and the Commonwealth Heritage List. The National Heritage List is a register of places with “outstanding heritage value” to the nation, and can include places outside Australia. Consent by the Commonwealth Minister for the Environment and Heritage is required for works which will have a significant impact on a national heritage place. The Commonwealth Heritage List is a list of heritage places managed or owned by the Federal Government. The Register of the National Estate is retained as an advisory list.

The subject building is not listed on the National Heritage List or the Register of the National Estate.
7.5.2 STATE GOVERNMENT LEVEL

NSW Heritage Act 1977 (Amended)

In NSW, the legal protection for items of state heritage significance is afforded by the Heritage Act, 1977. Those items of state significance are listed on the State Heritage Register and their inclusion on the register identifies them as possessing values that are important to the NSW community.

The former Pilot Station is included in the NSW Maritime Heritage Database (SHI No. 4920108); however, it appears that it was not listed on the NSW Maritime’s s170 Heritage and Conservation Register. The existing listing on the Sydney Harbour REP (Sydney Harbour Catchment) 2005 provides a statutory protection for the Pilot Station. It is preferable that the Pilot Station be also included on the NSW Maritime s170 Heritage & Conservation Register if it is not listed to date. In the case of listing on the s170 Register the State Environmental Planning Policy (Infrastructure) 2007 will be applicable for the works proposed to the Pilot Station due to the government ownership.

Another planning instrument that will apply to the site is the Sydney Harbour Foreshores & Waterways Area DCP. The Pilot Station has been identified in an ecological area of high and medium conservation value, and is located within an identified Landscape area (Type 10) therefore requirements and design guidelines of the DCP will apply.

Archaeology

All archaeological resources in NSW are protected under the Heritage Act. Although the site has limited potential for the existence of sandstone foundations of the earlier lifeboat shed, in case of any disturbance the following provisions of the Act will apply:

Division 9 (Section 139) of the Act specifically deals with the protection of archaeological items, or relics, proscribing that:

1. A person must not disturb or excavate any land knowing or having reasonable cause to suspect that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed unless the disturbance or excavation is carried out in accordance with an excavation permit.

2. A person must not disturb or excavate any land on which the person has discovered or exposed a relic except in accordance with an excavation permit.

3. This section does not apply to a relic that is subject to an interim heritage order made by the Minister or a listing on the State Heritage Register.

4. The Heritage Council may by order published in the Gazette create exceptions to this section, either unconditionally or subject to conditions, in respect of any of the following:

   a) any relic of a specified kind or description,
(b) any disturbance or excavation of a specified kind or description,
(c) any disturbance or excavation of land in a specified location or having specified features or attributes,
(d) any disturbance or excavation of land in respect of which an archaeological assessment approved by the Heritage Council indicates:
(i) that there is little likelihood of there being any relics in the land, or
(ii) that any relics in the land are unlikely to have State or local heritage significance.

NATIONAL PARKS AND WILDLIFE ACT 1974
The National Parks and Wildlife Act includes provisions that apply to Aboriginal sites and objects as well as a range of other environmental and land management matters. Section 90 of the National Parks and Wildlife Act protects all potential Aboriginal objects uncovered in the process of excavation and requires a permit to be issued by the National Park and Wildlife Service under section 91 of the Act following their notification.

The Watson’s bay Pilot Station is within a close vicinity of the areas that have been identified as having evidence of Aboriginal occupation. The research conducted to date does not indicate existence of Aboriginal finds/sites on the subject site and given consideration to the nature of the beach and the development since the first lifeboat shed and associated sheds it is unlikely that any relic of Aboriginal significance would survive. Notwithstanding, in any future find the provisions of the NP&W Act must be adhered to.

7.5.3 LOCAL GOVERNMENT LEVEL
ENVIRONMENTAL PLANNING AND ASSESSMENT (AMENDMENT) ACT 1997
Submission of a Development Application to the local government for approval to erect, alter or demolish a building or to change the use of the building applies to the Watson’s Bay Pilot Station. The Station is located within the Watson’s Bay Heritage Conservation Area and noted as a Contributory item in the Watson’s Bay Heritage Conservation Area DCP. The site is also located within the vicinity of a number of heritage items therefore controls and provisions of the Woollahra LEP 1995 apply for any future changes to the building and the site. In particular, provisions of Part 4 (Heritage Conservation) of the LEP will apply to the site.

7.5.4 NON-STATUTORY LISTING
NATIONAL TRUST OF AUSTRALIA (NSW)
The National Trust of Australia (NSW) has assembled a Register of heritage items and conservation areas. The National Trust Register is a respected guide to items of cultural significance.

The subject site is not listed on the National Trust Register.
**AUSTRALIAN INSTITUTE OF ARCHITECTS (AIA) REGISTER OF 20TH CENTURY BUILDINGS OF SIGNIFICANCE**

The NSW Chapter of the Australian Institute of Architects has maintained a register of notable NSW Architecture since October 1949. The list, presented in an abbreviated version of entries held at the Chapter Office on a State Heritage Inventory Database and card index, is available on the AIA website NSW Chapter section.

The subject site is not identified on this register. The building is a very modest example of International Modernist architecture and would not qualify for listing under the assessment criteria of the Australian Institute of Architects.

**7.6 CLIENT’S REQUIREMENTS**

Watson’s Bay Pilot Station reverted back to NSW Maritime from Sydney Ports Corporation on 25 September 2008. The Pilot Station is mostly located on land owned by NSW Maritime with the exception to a small portion of Crown land, identified in the plan copied below.

The original use of the Pilot Station ceased operation and no longer will have a potential to be reinstated. It is currently vacant. NSW Maritime is considering the future use and development of the Watson’s Bay Pilot Station. Therefore, NSW Maritime have commissioned this CMP in order to identify the site’s heritage significance and advice on the possible future use of the site including ongoing management and maintenance requirements.

Possible future uses identified by NSW Maritime include;
- Retail e.g. Cafe
- Commercial Use
- Community use with permanent Berthing
- Recreational with permanent Berthing

![Figure 53: Current site plan of the Watson’s Bay Pilot Station](Source: NSW Maritime)
7.7 OTHER ISSUES

7.7.1 ACCESS
The building is currently vacant and is not accessible without the permission of NSW Maritime. The jetty is also not accessible due to fencing on the concrete platforms located to the south and north of the building. The jetty, however, can be accessed from the water.

The building has never been accessible to public during its operation possibly related to the hazardous nature of the pilotage activities. Potential exist for the provision of public access to the building and the jetty, which will aid to the understanding of its long and unique maritime history and its key role in the pilotage services in Australia. However, this is not essential.

A concrete ramp provides access to the building entrance and the ground floor level. Access to the jetty is currently via the Ground floor to the rear. This amenity easily will allow for wheelchair access to the building, however, some minor modifications may be required for the accessibility of other areas of the ground floor. Access to the first floor is only via the 1950s stairs.

In the case of a future publicly accessible adaptive reuse, compliance with a number of legislative requirements in relation to the provision of equitable access to the building will need to be addressed. These include Disability Discrimination Act 1992 (section 23), Building Code of Australia (section D3) and Building Code of Australia 2011.

7.7.2 SERVICES
The building and the site was in use until June 2008 and majority of its services are assumed to be up to date. However, depending on the future adaptive reuse of the building changes to the services may be required. Services including those such as telecommunications and fire upgrading which change due to technology and legislation should not impact on original fabric in both external and internal areas of the building. New services should utilise existing service ducts and plant cupboards, as much as possible.

7.7.3 SECURITY
The building is currently vacant and its security is provided by the security grills over the main entrance door and tall barrier fencing on both sides limiting access to the concrete platforms. Warning signs for unauthorised access are provided on the site. The Pilot Station is located within the public beach and residential area, and the neighbourhood surveillance seems the only other natural security measure for the site.
7.7.4 CURTILAGE

In establishing the heritage curtilage relevant factors should be taken into consideration including, historic land subdivision patterns; archaeological features; visual, physical, historical and functional links with important features in the area; setting, views and landmark qualities. ‘Setting’ is the area around a place, which may include a visual catchment. In defining the heritage curtilage of a place a number of questions need to be addressed. These are as outlined in a publication, *Heritage Curtilages*, prepared by DUAP and the NSW Heritage Office as follows:

- Has the significance of the original relationship of the heritage item to its site and locality been conserved?
- Has an adequate setting for the heritage item been provided, enabling its heritage significance to be maintained?
- Have adequate visual catchments or corridors been provided to the heritage item from major viewing points and from the item to outside elements with which it has important visual or functional relationship?
- Are buffer areas required to screen the heritage item from visually unsympathetic development or to provide protection from vibration, traffic noise, pollution or vandalism?

The *Burra Charter* does not use the term “curtilage” however, *Article 8 – Setting* of the Charter states that “Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the place” and continues as “New construction, demolition, intrusions or other changes which would adversely affect the setting or relationship are not appropriate”. It also states, “Environmental intrusions which adversely affect appreciation or enjoyment of the place should be excluded”.

The NSW Heritage Office publication “Heritage Curtilages” describes “Curtilage” as the extent of land around ‘a place’ which “should be defined as encompassing its heritage significance”. This area of land is known as a heritage curtilage. There are four types of heritage curtilages:

- Lot Boundary Curtilage
- Reduced Heritage Curtilage
- Expanded Heritage Curtilage
- Composite Heritage Curtilage

The Pilot Station is mostly located on land owned by NSW Maritime with a small portion of Crown land as seen on the plan above (Figure 53). The physical curtilage of the site will be limited to the NSW Maritime and Crown land boundaries of the site. However, the visual curtilage of the site extends beyond the site boundaries towards the Harbour, Gibson’s Beach, Watson’s Bay baths and ferry wharf as well as towards the headlands. The building has a 360 degrees views corridor from each direction but the principal views are from three
elevations of the building. The building is viewed by the public from each direction. The following aerial shows the recommended visual curtilage of the site, which should be maintained and preserved.

![Recommended visual curtilage for the Pilot Station](source: Google satellite image)

7.7.5 ARCHAEOLOGY

As noted in Section 7.5.2 above there is a potential for archaeology to exist below the Pilot Station building in relation to the sandstone foundations of previous lifeboat shed. Relevant sections of the *NSW Heritage Act* should be adhered to should any disturbance occur.

7.7.6 INTERPRETATION

There is currently no active interpretation of the history or heritage significance of the former Pilot Station site and its components. There is an opportunity, using the information provided in this Plan and other studies available in the archives, to provide interpretative signs or displays at key locations throughout the site with the main focus for the interpretive media being the immediate exterior of the building (such as the brick wall next to the entrance). The selected locations need to be easily accessible, well frequented, and relate visually to components of heritage significance.

Interpretation themes which might effectively be included in the interpretation include:

- earlier landforms and occupation;
- pilotage services in Watson's Bay since 1792;
Interpretation activities should be coordinated by an interpretation strategy or plan, which would determine which stories are told where, how the interpretation stations are identified and cross referenced, and the range of most appropriate presentation approaches to use, such as signage, photo and text display panels, inclusion in guided tours, and self-guided or topic-based brochures. Localities for signage/display panel presentation should be carefully chosen.

Other important interpretive action is carrying out an oral history study to obtain a more inside history on the living conditions and pilotage stories of the site.

7.8 OTHER STAKEHOLDERS – COMMUNITY EXPECTATIONS

The former Pilot Station has a long history of occupation and extended historical associations with the maritime activities for pilotage services since 1792. The local community of Watson’s Bay and beyond has a great interest in the Pilot station and its future uses. It is anticipated that the community would like to see the Pilot Station is maintained and adaptively reused in an appropriate manner.

7.9 FURTHER RESEARCH

The drawings of Pilot Stations in the inaccessible material at State Records (see Appendix D) were not accessed due to their uncatalogued state and lack of index. Should future opportunity arise, it is recommended that the original drawings of the Pilot Station be reviewed. It is not, however, considered to have potential to add significantly to our knowledge of the building.
8.0 CONSERVATION POLICIES

8.1 PREAMBLE

The following chapter presents a series of general conservation policies, aimed at ensuring the long term conservation of the item’s heritage significance. These policies should be addressed when preparing plans, making changes or altering the use of the Pilot Station. General and specific policies have been provided below to guide likely adaptive reuse of the former Watson’s Bay Pilot Station.

Prior to conducting any works, reference should be made to the individual element’s significance ranking provided in Section 6.5.1 above.

8.2 GENERAL POLICIES

8.2.1 DEFINITIONS

The Burra Charter identifies and defines a number of terms and concepts crucial to the development of policies for the conservation of a place. The following are some of the important terms used in the following conservation policy section.

Conservation
All the process of looking after a place so as to retain its significance

Maintenance:
The continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction.

Preservation:
Maintain the fabric of a place in its existing state and retard deterioration

Restoration:
Returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material

Reconstruction:
Returning a place to a known earlier state – distinguished from restoration by the introduction of new material into the fabric
Adaptation:

Modifying a place to suit the existing use or a proposed use

Interpretation:

All the ways of presenting the cultural significance of a place

Significant Fabric:

In the Assessment of Significance the site elements have been graded according to their relative significance within the context of the Watson’s Bay Pilot Station. When referring throughout this document to “significant fabric”, it is implied that reference is being made to fabric of High significance.

It should also be noted that the above definitions also act as general conservation policies for appropriate treatment of different significance levels of fabric and elements. Where fabric has been graded, the grading carries with it a general guideline as to how it is to be conserved, adapted, or removed.

For the purposes of this plan, “original fabric” is taken to mean all fabric which dates to the construction period of the Watson’s Bay Pilot Station. Original fabric has been graded throughout as being of High or Moderate significance depending on the integrity and condition of the fabric.

8.2.2 Principal Conservation Policy

The Principal Conservation Policy is intended to present the key principles which form the basis of consideration for all the following conservation policies for the site. These principles arise from the considerations presented in the Policy Development section above.

The conservation policies aim to:

- Recognition of the values defined in the Statement of Significance for the building and the site as well as recognition of the site’s importance to the people of New South Wales.
- Conserve the significant values of the site, including: the fabric and setting, physical, social, historical, aesthetic, and cultural values.
- Ideally, the building should remain the property of a single owner entity. Any change of ownership or use of the place should be accompanied by strategies for the protection and conservation of significant fabric.
- Ensure appropriate uses consistent with the significant values of the site.
- Ensure the ongoing use and financial viability of the building.
- Establish an appropriate management structure to implement the Conservation Management Plan.
- Ensure a mechanism for appropriate future adaptive reuse.
- Maintain the property’s heritage listing on the Sydney Harbour Catchment REP (2005) and ensure compliance with statutory controls.
- Recommend inclusion of the Pilot Station on the NSW Maritime’s s170 Heritage & Conservation Register.
- Encourage reinstatement of original white colour scheme and light blue colouring to the spandrel panels as per original.

8.2.3 CONSERVATION PROCESS

Policy 1 - All future actions or works including reconstruction, restoration, preservation, maintenance, repair, new works and uses should be guided by the principles of the Burra Charter and employ the recommended processes of investigation, assessment and management.

Policy 2 - Appropriate conservation processes for individual elements of the site including spaces, fabric, finishes and fittings should be determined having regard to their relative significance. Unless prevented by essential structural safety and conservation considerations due to the condition of the fabric, individual elements should be managed in the following manner:

<table>
<thead>
<tr>
<th>EXCEPTIONAL</th>
<th>No fabric of exceptional value has been identified.</th>
</tr>
</thead>
<tbody>
<tr>
<td>HIGH</td>
<td>Preserve, restore, maintain all items and record relevant processes, subject to physical constraints and detailed specific conservation policies below. Opportunity for adaptive reuse to preserve the ongoing viability of the place provided that any significance is retained or revealed. All intervention should be archivally recorded.</td>
</tr>
<tr>
<td>MODERATE</td>
<td>Elements that should be conserved, subject to physical constraints, and where safety and structural requirements and resources permit retention. There is opportunity for adaptive reuse or partial removal to preserve ongoing viability of the place, particularly if it reveals significance of a higher level. All intervention should be archivally recorded.</td>
</tr>
<tr>
<td>LITTLE</td>
<td>Retain, recycle, add compatible new elements and/or remove as necessary for adaptive reuse, ongoing viability or in order to reveal significance of a higher level.</td>
</tr>
<tr>
<td>NEUTRAL</td>
<td>Retain, recycle, add compatible new elements and/or remove as necessary for adaptive reuse, ongoing viability or in order to reveal significance of a higher level.</td>
</tr>
<tr>
<td>INTRUSIVE</td>
<td>Remove or modify, in long term to reduce adverse impact.</td>
</tr>
</tbody>
</table>

Policy 3 - Where significant fabric has sustained damage or has deteriorated (e.g. asbestos contamination, accumulation of marine organisms to timber boards, internal cladding, piles, etc) conservation works should be undertaken by an appropriately qualified professional to repair that damage.
Policy 4 - That any further repair, reinstatement and restoration of significant elements should be undertaken under the supervision of a suitably qualified conservation architect and should be based on the existing available evidence matching the materials and detailing of the original exactly. Any future restoration works should be undertaken by a suitably qualified specialist tradesperson with relevant experience and skills.

Policy 5 - Specific proposals, involving physical intervention should be accompanied by a Heritage Impact Statement (HIS) that assesses the likely impacts of the proposed works.

8.2.4 CONSERVATION OF FABRIC

Policy 6 - The regular maintenance program that will guide the future maintenance of the building should be followed; see Attachments to this Plan.

Policy 7 - It is preferable that the internal layout of the Station be maintained as much as possible to reflect the operational requirements of pilotage services. It is not, however, essential where an adaptive reuse proved to be a great benefit for the building’s ongoing use and preservation. Necessary mitigation measures should be considered to interpret the existing layout through treatment of materials, detailing and use of different colours when significant changes to the layout occur.

Policy 8 - Fabric assessed as having high and moderate significance should be retained in situ. Any adaptive reuse necessary to ensure the continued use of the place, or change, removal or obscuring of significant fabric should be minimised and all future changes should be reversible as far as practicable.

Policy 9 - Fabric evaluated as having little significance may be retained or removed provided that removal does not cause damage to fabric of high or moderate significance.

Policy 10 - Elements that have been identified as being intrusive in Section 6.5.1 of this CMP should be removed or modified to reduce the intrusion. Damage to significant adjoining fabric should be avoided.

Policy 11 - Damage to significant fabric should be repaired wherever practicable. Any significant early building fabric that cannot be successfully repaired may be reconstructed or re-interpreted in the design of replacement items. New replacement elements should be based upon the design and configuration of the original element.

Policy 12 - Original partitions of the windows as a three tall glazing panels should be reinstated when opportunity arises.

Policy 13 - Preserve architectural elements and detailing that present the characteristics of the International Modernism style.
8.2.5 Adaptation and Layout

Policy 14 - Adaptation of the former Pilot Station is acceptable provided that the new use does not detract from the identified unique significance of the site.

Policy 15 - Appropriate adaptive reuses will need to relate to maritime activities or combination of maritime activity with a subsidiary accommodation, and may include:

- Cafe or restaurant with an associated marine activity
- Commercial use associated with maritime activities such as marine supplier with sailing activities or surf board hiring etc.
- Community use with permanent Berthing such as for research, seminars, etc of marine organisations
- Recreational uses with permanent Berthing for small vessels and boats
- Shipping and maritime museum or interpretation centre
- Offices with permanent Berthing facilities

Policy 16 - Any use detrimental to an element of fabric or a value, association, meaning or activity that contributes to the cultural significance of the site is not permissible.

8.2.6 Quality and Integrity of New Work

Policy 17 - The planning, design and supervision of any changes to the building fabric or any future development associated with the place should be undertaken in conjunction with persons having relevant expertise and experience in building conservation projects and under the supervision of a suitably qualified conservation architect.

Policy 18 - New work to the exteriors should respect the existing character of the building. It should aim to employ a palette of materials complimentary to the existing modernist detailing, but be clearly identifiable as new work.

8.2.7 Curtilage and Setting

Policy 19 - Maintain the existing physical curtilage and setting of the Pilot Station. Protect the visual curtilage as defined in section 7.7.4 – Curtilage above.

Policy 20 - Ensure views and vistas to and from the Harbour are retained and are not obscured.

Policy 21 - Maintain the building’s dominance and free standing setting including its close relationship with Gibson’s Beach, the Reserve and Marine Parade. Ensure views and link with Salisbury Street is maintained.
8.3 MANAGEMENT POLICIES

8.3.1 DISABLED

Policy 22 - In the event of public use of the building ensure equitable access is provided in accordance with the Disability Discrimination Act 1992 (section 23), Building Code of Australia (section D3) and Building Code of Australia 2011.

8.3.2 ACCESS AND PARKING

Policy 23 - It is preferable that a public access is established to the building and the jetty through its future reuses, however; it is not essential. The existing car parking along Marine Parade should be utilised and carefully managed with no extra parking in the immediate curtilage of the building.

8.3.3 ARCHIVAL RECORDING

Policy 24 - Any change to significant fabric or moderately graded fabric should be documented and recorded prior to change through a Photographic Archival Recording. Copies of this documentation should be kept by the owner of the building, NSW Maritime, and provided to Woollahra Council for deposit in their archives. Recordings before and during major works should be conducted in accordance with the relevant Heritage Council guidelines on photographic archival recordings. The recording of change to fabric of lesser significance, or minor change, should not be excessively detailed, but should be consistent with the significance of the fabric affected and the nature of the changes.

8.3.4 ARCHAEOLOGY

Policy 25 - Any work to the sandstone foundations of the building should be carefully carried out and should follow the recommendations of the NSW Heritage Act 1977.

Policy 26 - Stop Work Provision: In the event that archaeological relics or deposits are discovered where none were expected, work must cease and an archaeologist be consulted. Further assessment may be required to determine the course of action.

8.3.5 MAINTENANCE AND REPAIR

Policy 27 - The maintenance and repair strategy, developed as part of this Conservation Management Plan is to be adopted and implemented by the site managers. Necessary measures required to undertake the plan, such as engaging the relevant contractors, are to be instigated.

Policy 28 - Ensure that contractors are qualified to work on items of heritage significance and that they understand the significance of the place.
Policy 29 - Repair rather than replace significant fabric. Salvage and store all recyclable materials for reuse onsite or elsewhere.

8.3.6 USE
Policy 30 – The former Pilot Station should continue to be used. Vacant places tend to deteriorate faster than occupied places.
Policy 31 – The use of the Pilot Station should be compatible and feasible to aid its long term conservation.
Policy 32 – Historical use of the site as a Pilot Station should be recognised and compatible uses explored. Potential compatible uses are noted in Policy 15 above.
Policy 33 – The conservation policies contained in this Conservation Management Plan should be adhered to irrespective of the Pilot Station’s future use(s).

8.3.7 INTERPRETATION
Interpretation is an essential tool of conservation and aids in the retention and maintenance of significant cultural values associated with the site in a number of ways. The conservation of the significant fabric and setting of the site, both physical and visual, will function as a form of interpretation by conveying the significant aesthetic and technical values associated with the site.

Policy 34 - The policies for the treatment of significant fabric interpret the historical, technical and aesthetic values of the place. Works undertaken in accordance with the Conservation Policies are part of the interpretation of the site.

Policy 35 - Collect available moveable items associated with the Watson’s Bay Pilot Station and its vessels including the figurehead of p.v. Captain Cook 2 and 3, the commemorative plaque, and station identification sign for incorporation in the site’s interpretive media.

Policy 36 - The cultural significance of the site needs to be interpreted and made readily apparent to all who visit or are involved with the site. A ‘Site Interpretation Strategy’ should be produced to convey these significant values to the wider community. This Site Interpretation Strategy is to:
- Enhance the understanding and enjoyment of the site, its history and its significant values for present and future generations.
- Interpret all significant values associated with the place not favouring any particular one at the expense of another
- address the cultural significance of the site through the use of various media including: signage, brochures, audio visual devices, spoken word, oral history collections, interpretive walks, associated objects
- identify and interpret former significant structures
- provide a formal naming and re-naming strategy that may be employed for existing and future elements and uses
- have regard to the future types and patterns of uses proposed for the site
- be guided by the cultural significance of the site, historical and physical evidence and not be based on conjecture
- consider the site in association with the wider community
- be produced by an appropriate heritage professional and include input by a professional historian
- Have regard to and consider the conservation works on significant fabric as part of the interpretation process
- Be produced in association with a Landscape Plan and a Signage Scheme
- Not be detrimental to significant values or fabric of the site, and be readily reversible.

**Potential interpretive media and actions should include the following:**

- In general, the retained building’s and jetty’s fabric, form and detailing will provide evidence of the original pilot station use of the site.
- Naming of building in accordance with its original pilotage activities or associated persons.
- Interpretive display panels, static or visual media, educational interpretive gaming devices/elements within the immediate landscape and public areas of the building.
- Establishment of an interpretation centre within a portion of the building. This can include future oral history videos if an oral historical study could be carried out as recommended below.
- Further investigation of the social significance through oral history (undertaken by a suitably qualified historian) should be part of the Interpretation Plan to record and incorporate the human experiences and stories into the site’s interpretation.

### 8.3.8 MANAGEMENT

**Policy 37** - A single entity should be responsible for the planning and management of the former Pilot Station.

**Policy 38** - Maintenance of the Pilot Station should be incorporated into the ongoing conservation program of NSW Maritime.

### 8.3.9 FUTURE DEVELOPMENT

**Policy 39** - It is preferable that the Pilot Station building preserved in its form and envelope. No vertical additions should be made. Any additions should be limited to the rear where the brick wall is located and should not exceed the ground floor level in height or the area behind the brick wall.
8.3.10 Listing on Appropriate Registers

**Policy 40** - The Watson’s Bay Pilot Station should be included in the NSW Maritime s170 Heritage and Conservation Register in recognition of its importance for maritime activities in NSW and Australia.

8.3.11 Adoption and Review

**Policy 41** - This Conservation Management Plan should be endorsed by NSW Maritime and should be reviewed in ten years time or in the event of substantial changes to the site.

8.3.12 Accessibility and Distribution of Conservation Plan

**Policy 42** - This document should be made publicly available through the Heritage Branch Library Department of Environment and Heritage. Copies should also be provided to Woollahra Council Local Studies Library and the State Library of NSW.
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APPENDICES

APPENDIX A – THE BURRA CHARTER

Article 2. Conservation and management
2.1 Places of cultural significance should be conserved.
2.2 The aim of conservation is to retain the cultural significance of a place.
2.3 Conservation is an integral part of good management of places of cultural significance.
2.4 Places of cultural significance should be safeguarded and not put at risk or left in a vulnerable state.

Article 3. Cautious approach
3.1 Conservation is based on a respect for the existing fabric, use, associations and meanings. It requires a cautious approach of changing as much as necessary but as little as possible.
3.2 Changes to a place should not distort the physical or other evidence it provides, nor be based on conjecture.

Article 4. Knowledge, skills and techniques
4.1 Conservation should make use of all the knowledge, skills and disciplines which can contribute to the study and care of the place.
4.2 Traditional techniques and materials are preferred for the conservation of significant fabric. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate.

Article 5. Values
5.1 Conservation of a place should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.
5.2 Relative degrees of cultural significance may lead to different conservation actions at a place.

Article 6. Burra Charter Process
6.1 The cultural significance of a place and other issues affecting its future are best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy.
6.2 The policy for managing a place must be based on an understanding of its cultural significance.
6.3 Policy development should also include consideration of other factors affecting the future of a place such as the owner’s needs, resources, external constraints and its physical condition.

**Article 7. Use**

7.1 Where the use of a place is of cultural significance it should be retained.
7.2 A place should have a compatible use.

**Article 8. Setting**

Conservation requires the retention of an appropriate visual setting and other relationships that contribute to the cultural significance of the place.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

**Article 9. Location**

9.1 The physical location of a place is part of its cultural significance. A building, work or other component of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.
9.2 Some buildings, works or other components of places were designed to be readily removable or already have a history of relocation. Provided such buildings, works or other components do not have significant links with their present location, removal may be appropriate.
9.3 If any building, work or other component is moved, it should be moved to an appropriate location and given an appropriate use. Such action should not be to the detriment of any place of cultural significance.

**Article 10. Contents**

Contents, fixtures and objects which contribute to the cultural significance of a place should be retained at that place. Their removal is unacceptable unless it is: the sole means of ensuring their security and preservation; on a temporary basis for treatment or exhibition; for cultural reasons; for health and safety; or to protect the place. Such contents, fixtures and objects should be returned where circumstances permit and it is culturally appropriate.

**Article 11. Related places and objects**

The contribution which related places and related objects make to the cultural significance of the place should be retained.
Article 12. Participation
Conservation, interpretation and management of a place should provide for the participation of people for whom the place has special associations and meanings, or who have social, spiritual or other cultural responsibilities for the place.

Article 13. Co-existence of cultural values
Co-existence of cultural values should be recognised, respected and encouraged, especially in cases where they conflict.

Article 14. Conservation processes
Conservation may, according to circumstance, include the processes of: retention or reintroduction of a use; retention of associations and meanings; maintenance, preservation, restoration, reconstruction, adaptation and interpretation; and will commonly include a combination of more than one of these.

Article 15. Change
15.1 Change may be necessary to retain cultural significance, but is undesirable where it reduces cultural significance. The amount of change to a place should be guided by the cultural significance of the place and its appropriate interpretation.
15.2 Changes which reduce cultural significance should be reversible, and be reversed when circumstances permit.
15.3 Demolition of significant fabric of a place is generally not acceptable. However, in some cases minor demolition may be appropriate as part of conservation. Removed significant fabric should be reinstated when circumstances permit.
15.4 The contributions of all aspects of cultural significance of a place should be respected. If a place includes fabric, uses, associations or meanings of different periods, or different aspects of cultural significance, emphasising or interpreting one period or aspect at the expense of another can only be justified when what is left out, removed or diminished is of slight cultural significance and that which is emphasised or interpreted is of much greater cultural significance.

Article 16. Maintenance
Maintenance is fundamental to conservation and should be undertaken where fabric is of cultural significance and its maintenance is necessary to retain that cultural significance.

Article 17. Preservation
Preservation is appropriate where the existing fabric or its condition constitutes evidence of cultural significance, or where insufficient evidence is available to allow other conservation processes to be carried out.
Article 18. Restoration and reconstruction
Restoration and reconstruction should reveal culturally significant aspects of the place.

Article 19. Restoration
Restoration is appropriate only if there is sufficient evidence of an earlier state of the fabric.

Article 20. Reconstruction
20.1 Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric. In rare cases, reconstruction may also be appropriate as part of a use or practice that retains the cultural significance of the place.
20.2 Reconstruction should be identifiable on close inspection or through additional interpretation.

Article 21. Adaptation
21.1 Adaptation is acceptable only where the adaptation has minimal impact on the cultural significance of the place.
21.2 Adaptation should involve minimal change to significant fabric, achieved only after considering alternatives.

Article 22. New work
22.1 New work such as additions to the place may be acceptable where it does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.
22.2 New work should be readily identifiable as such.

Article 23. Conserving use
Continuing, modifying or reinstating a significant use may be appropriate and preferred forms of conservation.

Article 24. Retaining associations and meanings
24.1 Significant associations between people and a place should be respected, retained and not obscured. Opportunities for the interpretation, commemoration and celebration of these associations should be investigated and implemented.
24.2 Significant meanings, including spiritual values, of a place should be respected. Opportunities for the continuation or revival of these meanings should be investigated and implemented.
Article 25. Interpretation
The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and enjoyment, and be culturally appropriate.

Article 26. Applying the Burra Charter process
26.1 Work on a place should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.
26.2 Written statements of cultural significance and policy for the place should be prepared, justified and accompanied by supporting evidence. The statements of significance and policy should be incorporated into a management plan for the place.
26.3 Groups and individuals with associations with a place as well as those involved in its management should be provided with opportunities to contribute to and participate in understanding the cultural significance of the place. Where appropriate they should also have opportunities to participate in its conservation and management.

Article 27. Managing change
27.1 The impact of proposed changes on the cultural significance of a place should be analysed with reference to the statement of significance and the policy for managing the place. It may be necessary to modify proposed changes following analysis to better retain cultural significance.
27.2 Existing fabric, use, associations and meanings should be adequately recorded before any changes are made to the place.

Article 28. Disturbance of fabric
28.1 Disturbance of significant fabric for study, or to obtain evidence, should be minimised. Study of a place by any disturbance of the fabric, including archaeological excavation, should only be undertaken to provide data essential for decisions on the conservation of the place, or to obtain important evidence about to be lost or made inaccessible.
28.2 Investigation of a place which requires disturbance of the fabric, apart from that necessary to make decisions, may be appropriate provided that it is consistent with the policy for the place. Such investigation should be based on important research questions which have potential to substantially add to knowledge, which cannot be answered in other ways and which minimizes disturbance of significant fabric.

Article 29. Responsibility for decisions
The organisations and individuals responsible for management decisions should be named and specific responsibility taken for each such decision.
Article 30. Direction, supervision and implementation
Competent direction and supervision should be maintained at all stages, and any changes should be implemented by people with appropriate knowledge and skills.

Article 31. Documenting evidence and decisions
A log of new evidence and additional decisions should be kept.

Article 32. Records
32.1 The records associated with the conservation of a place should be placed in a permanent archive and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.
32.2 Records about the history of a place should be protected and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

Article 33. Removed fabric
Significant fabric which has been removed from a place including contents, fixtures and objects, should be catalogued, and protected in accordance with its cultural significance. Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place.

Article 34. Resources
Adequate resources should be provided for conservation.
APPENDIX B – LONG-TERM MAINTENANCE PLAN

The on-going maintenance plan refers to cyclical maintenance works to fabric that should be implemented by NSW Maritime as part of the process of on-going management of the former Watson’s Bay Pilot Station. Performed work and any faults discovered or repairs made, should be recorded and kept in a log book separately alongside a copy of this maintenance schedule.

<table>
<thead>
<tr>
<th>BUILDING ELEMENT</th>
<th>INSPECT FOR</th>
<th>WHEN</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EXTERNAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) Facades</td>
<td><strong>Timberwork:</strong> Inspect for loose or missing timber boards, battens, corner stops and mouldings. Check around window sills and door thresholds and where boarding is in contact with ground for weathering and potential decay.</td>
<td>7 years</td>
</tr>
<tr>
<td></td>
<td>Inspect if the structural timber members are secure and true.</td>
<td>7 years</td>
</tr>
<tr>
<td></td>
<td>Check external paint finishes for splitting or cracking that may indicate water penetration to timber beneath.</td>
<td>6 months</td>
</tr>
<tr>
<td></td>
<td><strong>Brick wall:</strong> Inspect brick walls for any structural distress such as cracking or movement.</td>
<td>5 years</td>
</tr>
<tr>
<td></td>
<td>Inspect for crumbling and surface salt that indicates a moisture problem.</td>
<td>5 years</td>
</tr>
<tr>
<td></td>
<td>Inspect and re-point brickwork where necessary in accordance with a conservation specialist’s recommendations.</td>
<td>5 years</td>
</tr>
<tr>
<td></td>
<td><strong>Stonework (foundation):</strong> Inspect for deterioration, loose, fretted, broken or missing mortar joints. Patch repair if necessary.</td>
<td>5 years</td>
</tr>
<tr>
<td></td>
<td>Monitor cracks and leaning movements in the stone base wall.</td>
<td>5 years</td>
</tr>
<tr>
<td></td>
<td><strong>Fibre cement:</strong> Inspect for broken or damaged sheets, loose or missing trim and cover strips.</td>
<td>2 years</td>
</tr>
<tr>
<td></td>
<td><strong>Windows:</strong> Inspect for loose or damaged mouldings, architraves, broken or cracked glass or putty, decayed stiles at sill level, sashes, decayed and broken sash cords, sash joints, and slipped and loose flashing.</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td>Inspect if the hardware is operational, or loose, inadequate or damaged, windows operate satisfactorily.</td>
<td>2 years</td>
</tr>
</tbody>
</table>
**Building Element** | **Inspect For** | **When**
--- | --- | ---
Doors: | Inspect doors for loose jambs, decay at the threshold or damage from locks being forced. Check if the threshold is secure, decayed, excessively worn or broken. Inspect mouldings or stops for secure fixing, damage or missing parts. Check whether door joints are firm and secure. Inspect for loose or damaged hardware and ensure operate smoothly. Generally inspect the previously painted surfaces for paint deterioration and weathering. Suitably prepare and paint. | 2 years 2 years 4 years

b) Roof | Metal deck sheeting: Inspect for loose or raised fixings that indicates batten failure, sheet edges and surfaces for deformation. Check for rust stains around fixings, where sheets are lapped and around flashings. Flashings/Capping: Inspect for loose or raised fixings to metal capping, capping that have lifted, slipped or are deformed from wind damage. Timberwork: Inspect eaves for decay and damage, and check for rotten posts and paint deterioration, and ensure they are structurally secure and sound. Inspect eaves for holes, surface stains to fascia, soffit and boards, and paint deterioration or decay to boards. Identify cobwebs and wasp or hornet nest for removal. | 7 years 2 years 7 years 7 years Annual

c) Jetty | Inspect jetty balustrades for structural adequacy. Inspect timber piles for rotten members, straightness. Inspect for marine organism accumulation, clean with high water pressure as necessary | Annual 7 years Annual

c) Drainage | Inspect gutters and downpipes for rubbish and debris. Inspect gutter linings for corrosion and defective joints. Inspect gutter and downpipe joints for cracks, loose or missing brackets. Ensure stormwater drains are not blocked. Inspect for loose or slipped external flashing and broken mortar bedding. | Monthly 6 months 2 years Annual 6 months

d) Generally | The defects identified in the 4th year inspection of the windows and drainage should be rectified prior to |
<table>
<thead>
<tr>
<th>BUILDING ELEMENT</th>
<th>INSPECT FOR</th>
<th>WHEN</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INTERNAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>a) Structure</strong></td>
<td><strong>Timber Walls / Ceilings:</strong> Inspect internal linings/finishes for signs of decay or damp.</td>
<td>7 years</td>
</tr>
<tr>
<td></td>
<td>Inspect whether structural members are secure and true.</td>
<td>7 years</td>
</tr>
<tr>
<td></td>
<td>Inspect for any signs of structural movements, if necessary have a structural engineer to inspect.</td>
<td>5 years</td>
</tr>
<tr>
<td></td>
<td>Inspect wall tiles in amenities for cracks, damage or watertightness.</td>
<td>5 years</td>
</tr>
<tr>
<td></td>
<td><strong>Generally:</strong> Inspect for all joints of walls, floor and ceiling for potential movements, if necessary have a structural engineer to inspect.</td>
<td></td>
</tr>
<tr>
<td><strong>b) Joinery</strong></td>
<td><strong>Windows:</strong> Inspect for loose or damaged mouldings, architraves, and decayed stiles at sill level, sashes, decayed and broken sash cords, sash joints, and slipped and loose flashing. Check internal faces around windows for stains that can indicate failed flashing.</td>
<td>2 years</td>
</tr>
<tr>
<td></td>
<td>Inspect window sills, frames and sashes for paint deterioration and weathering.</td>
<td>4 years</td>
</tr>
<tr>
<td></td>
<td><strong>Doors:</strong> Inspect for loose jambs, damage around locks, firm joints, damaged or missing mouldings and broken or cracked glazing. Check if door stops are installed or missing.</td>
<td>2 years</td>
</tr>
<tr>
<td></td>
<td>Inspect for paint deterioration.</td>
<td>4 years</td>
</tr>
<tr>
<td></td>
<td><strong>Generally:</strong> Inspect for loose, inadequate or damaged hardware. Ensure joinery elements operate satisfactorily.</td>
<td>2 years</td>
</tr>
<tr>
<td></td>
<td>Avoid installing fans or air-conditioners in windows.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Avoid replacing with hardware not in keeping with the existing and removing original hardware.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>The defects identified in the 4th year inspection should be rectified prior to painting if programmed for the same year.</td>
<td></td>
</tr>
<tr>
<td><strong>c) Floors</strong></td>
<td>Inspect all floors for damage to boards and concrete surfaces and for lifting, check for dampness.</td>
<td>7 years</td>
</tr>
<tr>
<td></td>
<td>Undertake termite inspections for timber elements</td>
<td>7 years</td>
</tr>
<tr>
<td><strong>d) Services</strong></td>
<td>Inspect power supply according to services manual and authority regulations.</td>
<td>Monthly</td>
</tr>
<tr>
<td>BUILDING ELEMENT</td>
<td>INSPECT FOR</td>
<td>WHEN</td>
</tr>
<tr>
<td>------------------</td>
<td>-----------------------------------------------------------------------------</td>
<td>---------------</td>
</tr>
<tr>
<td></td>
<td>Inspect main switch board according to services manual and authority regulations.</td>
<td>Monthly</td>
</tr>
<tr>
<td></td>
<td>Inspect hot water system according to services manual and authority regulations.</td>
<td>6 months</td>
</tr>
<tr>
<td></td>
<td>Inspect taps for drips, ease of operation and secured to walls or supports.</td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td>Inspect stormwater system for blockage and damage.</td>
<td>6 months</td>
</tr>
<tr>
<td></td>
<td>Inspect sewerage system for damaged grates and blockage.</td>
<td>6 months</td>
</tr>
<tr>
<td></td>
<td>Inspect electricity services for damaged and loose fittings according to services manual and authority regulations.</td>
<td>Annual</td>
</tr>
<tr>
<td>e) General</td>
<td>Avoid hosing leaves and debris into stormwater pits.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Inspect concrete platforms around the building for cracks.</td>
<td></td>
</tr>
<tr>
<td>URGENT MAINTENANCE</td>
<td>Blocked or broken stormwater and sewerage lines that require repair or cleaning.</td>
<td>As they occur</td>
</tr>
<tr>
<td>a) Generally</td>
<td>Clearing of blocked gutters and downpipes.</td>
<td>“ “ “</td>
</tr>
<tr>
<td></td>
<td>Damaged or defective light fittings and switches.</td>
<td>“ “ “</td>
</tr>
<tr>
<td></td>
<td>Broken water service or leaking faucets and toilet cisterns.</td>
<td>As they occur</td>
</tr>
<tr>
<td></td>
<td>Failed light bulbs.</td>
<td>“ “ “</td>
</tr>
<tr>
<td></td>
<td>Storm damage to building fabric.</td>
<td>“ “ “</td>
</tr>
<tr>
<td></td>
<td>Vandalism, graffiti or break and enter damage to windows and doors.</td>
<td>“ “ “</td>
</tr>
<tr>
<td></td>
<td>Broken or defective locks and latches, replacement of keys or lock cylinders.</td>
<td>“ “ “</td>
</tr>
</tbody>
</table>
APPENDIX C – INVENTORY SHEETS
# Watsons Bay Pilot Station

**Subject:** Watsons Bay Pilot Station  
**Date:** 7 August 2009  
**Photographer:** NSW Maritime  
**Copyright:** NSW Maritime

<table>
<thead>
<tr>
<th>Other/Former Names</th>
<th>GPS Reference</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Datum Reference</th>
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<tbody>
<tr>
<td>Street No.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Name</td>
<td>Marine Parade, Sailsbury Street</td>
<td>33° 50.78' S</td>
<td>151° 16.37' E</td>
<td>GDA94</td>
</tr>
<tr>
<td>Suburb</td>
<td>Watsons Bay</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LGA</td>
<td>Woollahra</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Harbour</td>
<td>Sydney Harbour</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Foundation description:**

**Land Title Information**

<table>
<thead>
<tr>
<th>Lot No</th>
<th>DP No</th>
<th>Section No</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Heritage Listings

- [ ] Local Environmental Plan (Heritage Item)  
- [ ] Local Environmental Plan (Conservation Area)  
- [ ] Draft Local Environmental Plan (Heritage Item)  
- [ ] Draft Local Environmental Plan (Conservation Area)  
- [ ] Regional Environmental Plan (Heritage Item)  
- [ ] Sydney Harbour REP (Sydney Harbour Catchment)  
- [ ] Sydney Regional Environmental Policy  
- [ ] State Heritage Register

## Description

**Description Summary:**

The Watsons Bay Pilot Station is a two-storey corrugated iron building set on a long timber pile wharf.

**Integrity:** Good  
**Condition:** Good

## Type of Site

- [ ] Archaeological Site (Indigenous)  
- [ ] Archaeological Site (Non-Indigenous)  
- [ ] Batch  
- [ ] Building (Non-Residence)  
- [ ] Buoy  
- [ ] Camp site  
- [ ] Dwelling  
- [ ] Fence/Wall  
- [ ] Jetty/Wharf/Dock

- [ ] Lighthouse/Tower/Beacon  
- [ ] Monument  
- [ ] Mooring  
- [ ] Nortel  
- [ ] Pot/Hands  
- [ ] Pulpit  
- [ ] Quay  
- [ ] Rail  
- [ ] Ship/Wreck  
- [ ] Steps  
- [ ] Vessel  
- [ ] Yard  
- [ ] Other

**Printed on:** 30/08/2010  
**Page:** 157 of 286
Watsons Bay Pilot Station

SIGNIFICANCE

Summary Statement of Significance

Today's Watsons Bay Pilot Station is the successor to a long history of pilot facilities and operations from Watsons Bay which have a key role in the European history of Australia. Until the mid-twentieth century, all arrivals and departures in Australia were by ship and, until the 1970s, Sydney Harbour was the largest and most important port in Australia. Today's Watsons Bay Pilot Station is the successor to a long history of pilot facilities and operations from Watsons Bay and occupies virtually the same site that was originally dedicated for this purpose in 1818 and maintains the pilotage services association with Watsons Bay, which was named after an early pilot and shipmaster, Robert Watson.

Criterion A (History)
The pilot service in Australia originated from Watsons Bay and continues to be one of the oldest government services still operating in Australia. The pilot service has played a key role in the European history of Australia — until the mid-twentieth century, all arrivals and departures in Australia were by ship and, until the 1970s, Sydney Harbour was the largest and most important port in Australia. Today's Watsons Bay Pilot Station is the successor to a long history of pilot facilities and operations from Watsons Bay and occupies virtually the same site that was originally dedicated for this purpose in 1818.

Criterion B (Association)
The pilot station at Watsons Bay is associated with a number of notable pilots and maintains the pilotage service's association with Watsons Bay, which was named after an early pilot and shipmaster, Robert Watson.

Criterion C (Aesthetic/Technical)
The pilot station at Watsons Bay physically demonstrates the physical and operational requirements of the pilotage facility during the second half of the twentieth century, which was a significant evolution from the traditional approaches and facilities that had been in place for the previous century.

Criterion D (Social/Cultural/Spiritual)
No values identified.

Criterion E (Research)
No values identified.

Criterion F (Uncommon/Rare/Endangered)
The pilot station at Watsons Bay provides the only evidence of the operation of the pilot service for two hundred years in Sydney Harbour. The pilot station is a unique facility, designed specifically to provide the facilities needed by pilots in association with the new new pilot boats in the second half of the twentieth century.

Criterion G (Representative)
No values identified.

HISTORY

Summary History

The official pilot service for Sydney Harbour dates from the 1790s, when William Barton was recorded as acting as a pilot when required. A range of arrangements operated for the next sixty years but involved pilots operating out of Watsons Bay, the closest habitation available close to the harbour entrance. The government pilot service was inaugurated in Watsons Bay in 1818 and was land for a pilot station was acquired and small diesel locomotive equipment and anchors to the pilot boat was provided. An anchorage in Watsons Bay was reserved for the pilot ship, which was originally a small schooner and later, purpose-built steamers were used.

The present pilot station was constructed at a new station in 1958 to serve three new pilot vessels brought into service the same year. The three new boats were 20 metre diesel-powered pilot cutters, able to pull alongside vessels entering the harbour. They replaced the Captain Cook I that had operated in Sydney Harbour since 1929, the last of the large pilot steamers. Those ships were discontinued partly because the system of pilot transfer from the pilot steamer to the incoming or outgoing vessels was via a longboat, with the pilot rowing the oars to get alongside. This method was often ineffective with sailing vessels, by the 1950s, large commercial ships were finding it increasingly difficult to slow down enough to allow the longboat to come alongside. Hence, new, faster pilot boats that could pull up directly alongside were acquired. The new vessels were able to maintain a speed of 10-11 knots and were seaworthy in all conditions. As little on-board accommodation was possible on these new vessels, it was therefore necessary to provide a new on-shore pilot station.

The new pilot station and jetty at Clifton Beach, Watsons Bay was opened by the NSW Premier JJ Cahill on 25 May 1959. The new station was built on the same site as the original pilot station at Watsons Bay, which had operated in 1818 but, as the beachfront land had subsequently been transferred for public access, the entire facility was erected on a long pile wharf.

From 1967 the gradual decline of commercial shipping into Sydney Harbour resulted in questions about the viability of the Watsons Bay location of the pilot service. As more container and commercial shipping was diverted to Port Botany, the decision was made to close the Watsons Bay station and relocate it to the honey point. By mid 2001, 80% of Sydney's commercial shipping was coming into Port Botany. The pilot station continued to operate at Watsons Bay until November 2006 when the pilots were moved to Miller's Point, with eventual relocation to Botany Bay.

Year of construction: 1859

Designer/Architect: Maritime Services Board

Maker/Builder: Maritime Services Board

Printed on: 30/06/2010
FORMER WATSON’S BAY PILOT STATION
1A MARINE PARADE
APPENDICES

CITY PLAN HERITAGE
OCTOBER 2011 / CH11-045

Page 1

This report was produced using State Heritage Inventory database software provided by the heritage office of New South Wales.
**Sydney Ports Corporation Heritage Inventory**

**Item Name:** Watson's Bay Pilot Station  
**Location:** Salisbury Street, Watsons Bay [Woollahra]

In 1860 the first Pilot Station was constructed at Watson's Bay and a schooner the 'Seawitch' was issued to the Station in June 1862. A second vessel known only as No 2 pilot schooner went into service in 1863. The schooners did not prove practical and their use was discontinued in 1864. Open whaleboat were once again introduced.  
In July 1867 pilot Robinson while attempting to board the 'Strathdon' in a southerly gale capsized his boat. He was drowned along with his 4 crew and 3 others who tried to save them.  
In 1871 the Marine Board of NSW was established and in the same year a steamer 'Thetis' was brought into service for use in bad weather. In 1875 the tug was commissioned as a permanent pilot steamer. All pilots were made employees of the board.  
In 1877 a new vessel named the 'Captain Cock' came into service. Sixteen years later in 1893 she was replaced by a second Captain Cook.

After the Royal Commission on 1897 the Marine Board was abolished and the Navigation (Amendment Act) was passed in 1899 which established the Department of Navigation. This Department remained until 1936 when it was replaced by the maritime Services Board.

The third pilot steamer to bear the name 'Captain Cook' came on station in March 1939 and remained in service until 1959.

On 25th May 1959 a new Pilot station at Watsons Bay was officially opened 3 new smaller more manoeuvrable vessels the 'Girling', 'Goolara' and 'Goondooloo' replaced the 'Captain Cook'.

<table>
<thead>
<tr>
<th>Themes</th>
<th>National Theme</th>
<th>State Theme</th>
<th>Local Theme</th>
</tr>
</thead>
<tbody>
<tr>
<td>3. Economy</td>
<td>Transport</td>
<td>(none)</td>
<td></td>
</tr>
<tr>
<td>4. Settlement</td>
<td>Towns, suburbs and village</td>
<td>(none)</td>
<td></td>
</tr>
</tbody>
</table>

**Designer:**  
**Maker / Builder:** Maritime Services Board of NSW  
**Year Started:** 1959  
**Year Completed:** 1959  
**Circa:** No  
**Physical Description:** Not inspected  
**Physical Condition:** Not inspected  
**Modification Dates:**  
**Recommended Management:** Carry out a detailed heritage assessment of this building and associated deposits and structures.  
**Date:** 27/09/2008

---

*CITY PLAN HERITAGE  
OCTOBER 2011 / CH11-045*  
*FINAL 115*
**Watson’s Bay Pilot Station**

**Location:** Salsbury Street, Watsons Bay [Woollahra]

**Further Comments:**

- Criteria a)
- Criteria b)
- Criteria c)
- Criteria d)
- Criteria e)
- Criteria f)
- Criteria g)

**Integrity / Intactness:**

**References:**

- Author: Anon
  - Title: Pilotage Service of Port Jackson in RAHS Journal 1 no 20
  - Year: 1934
  - Anon
  - Title: The Port of Sydney Its History and Development part 1
  - Year: 1970

**Studies:**

**Parcels:**

**Latitude:**

**Location validity:**

**Map Name:**

**AMG Zone:**

**Listings:**

- Name: Regional Environmental Plan
  - Title: Sydney Harbour Catchment
  - Number: 47
  - Date: 28/03/2005
- Name: Regional Environmental Plan
  - Title: Sydney and Middle Harb
  - Number: 13/17/19/93
  - Date: 13/17/19/93
- Name: Development Control Plan
  - Title: Watsons Bay Heritage Co
  - Number: 20/02/2004

**Custom Field One:**

**Custom Field Two:**

**Custom Field Three:**

**Custom Field Four:**

**Custom Field Five:**

**Custom Field Six:**

**Data Entry:**

- Date First Entered: 14/12/2006
- Date Updated: 15/12/2006
- Status: Basic

**State Heritage Inventory**

- Date: 27/09/2008
- Full Report with Images

---

This report was produced using State Heritage Inventory database software provided by the Heritage Office of New South Wales.
Sydney Ports Corporation Heritage Inventory

State Heritage Inventory

Item Name: Watson’s Bay Pilot Station
Location: Salisbury Street, Watsons Bay [Woollahra]

Image/s:

Caption: Location of Watson’s Bay Pilot Station

Copyright: Image by: Image Date: Image Number: 1 Image Path: Image File: 4560053b1.jpg

Thumb Nail Path: Thumb Nail File:

State Heritage Inventory

Date: 27/08/2008
Full Report with Images Page 5

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APPENDIX D – STATE RECORDS FILES

Drawings of Pilot Stations in the inaccessible material at State Records
(Drawings from the Maritime Services Board and its predecessor the Sydney Harbour Trust)

A 3861
Bundle 1  Eden Pilots Station
Bundle 7  Watsons Bay Pilot Station

A3881
Bundle 2  Tweed Heads Pilots Station

Series A4087 Foolscap Series
J Series drawings of Watsons Bay

Note: these drawings have not been sighted.
## APPENDIX E – COASTAL PILOT STATIONS, NSW

<table>
<thead>
<tr>
<th>Name</th>
<th>In operation</th>
<th>Notes</th>
<th>Tenders</th>
<th>PWD Drawings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ballina Pilot Station (Richmond River)</td>
<td>By 1878</td>
<td>New facilities erected 1929 and 1940. Old site to be a recreation reserve</td>
<td>Ballina Pilot Station, August 1929 Residences, August 1940</td>
<td>Boat shed (1926), New Pilot and Boatmen’s Residences (1940) and Pilots residence undated. Misc 215/1-5</td>
</tr>
<tr>
<td>Camden Haven Pilot Station, Dunbogan nr Laurieton, Port Macquarie</td>
<td>operated c. 1890 – 1990</td>
<td>Cottage dates 1950s, previous destroyed fire Also boat shed and signal shed. Now holiday accommodation</td>
<td></td>
<td>Undated site plan, Misc 915/1</td>
</tr>
<tr>
<td>Crookhaven Pilot Station (Shoalhaven River)</td>
<td>from 1872</td>
<td>Boatmen’s Cottages erected 1910</td>
<td></td>
<td>New residence, 1938 Misc 827/1 Undated repairs to slipway PKD 196</td>
</tr>
<tr>
<td>Eden Pilot Station (Twofold Bay)</td>
<td>By 1926</td>
<td></td>
<td></td>
<td>No drawings at PWD</td>
</tr>
<tr>
<td>Forster Pilot Station</td>
<td>By 1937</td>
<td></td>
<td></td>
<td>No drawings at PWD</td>
</tr>
<tr>
<td>Kiama Pilot Station</td>
<td>By 1881</td>
<td>Cottages erected 1881</td>
<td></td>
<td>No drawings at PWD</td>
</tr>
<tr>
<td>Manning River Pilot Station (Harrington)</td>
<td>by 1860</td>
<td></td>
<td></td>
<td>No drawings of pilot station PWD plan room</td>
</tr>
<tr>
<td>Moruya Heads Pilot Station</td>
<td>By 1927</td>
<td>Weather station</td>
<td>Boatmen’s Cottage, 1927 Misc 830/1</td>
<td></td>
</tr>
<tr>
<td>Nambucca Pilot Station</td>
<td>by 1899</td>
<td></td>
<td></td>
<td>No drawings of pilot station PWD plan room</td>
</tr>
<tr>
<td>Narooma Pilot Station</td>
<td>By 1911</td>
<td></td>
<td></td>
<td>New Flagstaff, 1913, Cottages, Additions, 1914, New access road, 1963 Misc 9/1 &amp; Misc 9/2 &amp; PKB 436 &amp; PKB 466B</td>
</tr>
<tr>
<td>Swansea Pilot Station</td>
<td>By 1938</td>
<td></td>
<td></td>
<td>Undated site plan Dwg 52967</td>
</tr>
<tr>
<td>Tweed Heads (mouth of the Tweed River) Dangar Point</td>
<td>By 1885, also a post office</td>
<td>No. 2 Cottage used by coast watchers in WW2</td>
<td>Two new cottages, October 1924</td>
<td>Cottages 1923, Rocket Shed, Block Plan 1925 Misc 702/1 to Misc 702/9</td>
</tr>
<tr>
<td>Wollongong</td>
<td>Listed in the 1867</td>
<td>Residences and rocket station</td>
<td></td>
<td>Additions and alterations to Pilots Residence 1902</td>
</tr>
<tr>
<td>Name</td>
<td>In operation</td>
<td>Notes</td>
<td>Tenders</td>
<td>PWD Drawings</td>
</tr>
<tr>
<td>-----------------------</td>
<td>--------------</td>
<td>----------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Yamba Pilot Station, Pilot Street,</td>
<td>Station first built 1862 Weather records since 1877</td>
<td>Still operational Pilot Boatmen’s Cottages built c.1904 Lighthouse nearby New lighthouse 1955 Replica of 1879 lighthouse used as radio station</td>
<td>Boatmen’s Cottages 1905. Undated plan pilots residence and cottage 1, 2 &amp; 3 plan. New asbestos roof 1940</td>
<td>Misc 69/1-69/3</td>
</tr>
</tbody>
</table>