



LOCAL GOVERNMENT HERITAGE INVENTORY



AUGUST 2007



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Introduction

1.1 Background

A Local Government Heritage Inventory is a record of places and areas within the local government area that, in the opinion of the local government, are of cultural heritage significance for the local government district. Its purpose is to provide a cultural and historic record of the local government district and to assist with the achievement of heritage conservation objectives. In accordance with the provisions of the *Heritage of Western Australia Act 1990* (the Act) Local Government Heritage Inventories are required to be prepared, regularly updated and reviewed.

The *Shire of Wyndham-East Kimberley Municipal Heritage Inventory* (O'Brien Planning Consultants, 1997) was prepared in 1997 (hereafter referred to as the MHI). Municipal Heritage Inventories are now referred to as Local Government Heritage Inventories. These documents are to be viewed as open ended documents - new places may be added, existing places may be removed; the information pertaining to existing places on the Inventory will need to be updated as the use of a building or area changes, its condition is improved or declines and so forth.

The Shire of Wyndham-East Kimberley Local Government Heritage Inventory 2007 is the result of a review process undertaken by SMEC Australia which builds on the extensive work and community consultation already undertaken in the compilation of the original MHI.

1.2 The Municipal Heritage Inventory 1997

The compilation of the original MHI entailed a structured process with extensive community consultation and participation. The consultants prepared a Historical Overview and Thematic Framework Matrix (Matrix) for the Shire area from its beginnings (i.e. since initial explorations) to present (i.e. to 1997). The Matrix was structured in accordance with Western Australian Heritage Council Guidelines, with important periods through time on one axis and themes on the other. The objective of the Matrix was to provide a brief yet comprehensive picture reflecting aspects of the Shire's history from its beginnings to present. The Matrix prompted thought as to which places and sites in the Shire area might be included in the MHI. The Historical Overview and associated Matrix provided a contextual basis for the identification of significant places and sites in the local government area.

A Heritage Working Group was established comprising Councillors, staff and community members. The Working Group was comprised of two sub-groups (i.e. for Wyndham and Kununurra). The Working Group refined the Matrix, nominated places for possible inclusion, prioritised nominations, undertook research and prepared place record forms for prioritised places. Fifty six (56) places were selected to form the initial Municipal Inventory list, twenty three (23) historic sites were selected for documentation and the remaining places identified were placed on a review list to be considered at the time of review.

The Draft MHI was advertised for public comment and submissions on proposed entries were invited. The Draft MHI was approved by Council and the final MHI was prepared.

1.3 Review Process

The Shire of Wyndham-East Kimberley Local Government Heritage Inventory 2007 (LGHI) builds on the work already undertaken in the compilation of the original MHI. The preparation of the Draft LGHI has entailed the following:

- Site visits to the most of the places listed in the MHI for the purpose of obtaining a present photographic record; to determine current use and condition and any notable changes since the compilation of the MHI;
- Meetings and liaison with the Wyndham Historical Society and the Kununurra Historical Society recognising these groups as an important source of historical information and important to the future conservation of heritage places;
- Consultation with key individuals for the purpose of obtaining gaps in information and updated information (e.g. the current Manager of Carlton Hill Station was contacted with the purpose of improving the Place Record Form for Carlton Hill Homestead);
- Completion of additional documentary research for existing places on the MHI including research at the Battye Library and internet research;
- Improving and updating the Place Record Forms for the existing 56 places on the MHI using the information obtained from the aforementioned tasks; and
- The designation of a Management Category for each of the existing places on the MHI on the basis of significance in accordance with the Heritage Council of Western Australia's Assessment Criteria (Local Government Heritage Working Party 2005).

1.4 Structure

The LGHI is structured as follows:

Section 2 - Thematic History

Section 2 of the LGHI addresses the history of the physical development of the local government area. As with the original MHI, the Thematic History includes a concise narrative of the chronological history of the area, addressing key events over time. This chronological history is summarised in tabular (matrix) form with the key periods of development along one axis and the key themes on the other. These two components of the Thematic History were referred to as the Historical Overview and Thematic Framework Matrix in the original MHI.

The objectives of the Thematic History are to (Local Government Heritage Working Party 2005):

- “i. identify and explain the themes or ‘story lines’ that are crucial to understanding the area’s historic environment as it exists today.*
- ii. provide a context for the comparative assessment of heritage places in the locality.*
- iii. provide preliminary information as to local places of potential significance...”*

The Historical Overview provided in Sections 2.1 to 2.7 is largely verbatim of the Historical Overview provided in the original MHI, other than Section 2.7 which covers the most recent period in time (1990 – 2007). It has been updated to reflect the ten years that have past since the compilation of the original MHI and modified in places to generally refine and improve.

The Matrix included in Section 2.8 of the LGHI is essentially the same as the Matrix set out in the original MHI, the result of research undertaken by the consultant and input from the Working Group. As with the Historical Overview, it has been updated to address the ten years that have past since the compilation of the MHI.

The latest period in time included in the Historical Overview and Matrix originally covered the years 1990 to 1997 and has been extended to cover the years 1990 to 2007 with the Theme of ‘A Mixed Bag’.

Section 3 – Inventory List and Place Record Forms

Section 3 includes the Inventory list (3.1) and Place Record Forms (3.2) for each of the places on this list. The Inventory list is comprised of the fifty two (52) places. The number of places will potentially increase as the result of a place nomination process which will be undertaken following the adoption of this Draft LGHI. The original MHI listed fifty six (56) places. Four (4) places have been deleted from the list. The reason for these deletions is detailed in Section 4.

The places included in the Inventory list have been assessed in accordance with the criteria established by the Local Government Heritage Working Party (2005). The assessment of each place is recorded in a Place Record Form for each place. The Place Record Forms form the bulk and the essence of the LGHI document. The Place Record Forms for the places already listed in the MHI have been improved and updated where possible. Additional Place Record Forms will be prepared following the place nomination process which will occur after the adoption of the Draft LGHI.

Section 4 – Inventory Deletions

A number of places have been deleted from the Inventory as their significance has depreciated in that there is little or no physical fabric of the place remaining. However, it is considered important to acknowledge the past and continuing significance of these places. The places are acknowledged in Section 4 of the LGHI.

Appendices

Appendix 1 includes the Place Record Form template from the Local Government Heritage Working Party (2005) paper prepared for the Minister for Heritage and Minister for Planning and Infrastructure. The template was used as the basis for the preparation of the Place Record Forms in Section 3.2 of this LGHI.

Appendix 2 lists the Historic Themes and Sub Themes developed by the Heritage Council of Western Australia which assisted the community to identify places of heritage significance in the compilation of the MHI. They are also to be used to identify places for potential inclusion in the LGHI.

Appendix 3 lists the Heritage Council of Western Australian Place Types and Use Codes. Place Type and Use Codes are assigned to each of the places included in this LGHI.

Appendix 4 contains a review list sourced from the MHI and is a useful point of reference for the place nomination process which is to be undertaken following the adoption of this Draft LGHI.

2 Historical Overview and Thematic Matrix

2.1 Introduction

The Shire of Wyndham-East Kimberley local government area extends over a massive 121,000 square kilometres, with two main towns, Kununurra and Wyndham, and a number of smaller communities. The area includes thousands of square kilometres inaccessible by land and long stretches of coast line as far west as Camden Sound.

The Kimberley has had a chequered pattern of development. People who flocked to the district in the late nineteenth century with high expectations had their hopes dashed on numerous occasions. Impenetrable land, extreme climatic conditions, variable water supplies, floods, poisonous plants and mosquito borne diseases were a few of the hardships faced and overcome. Today the region is thriving. The economy shows great diversification being successfully supported by pastoralism, mining, agriculture, horticulture, dairying, aquaculture, fishing and tourism. These are among many other productive sources of employment for Kimberley residents. It is a credit to the pioneers that they faced times of hardship and stayed to develop the area of promise which it is now.

The Kimberley region has been inhabited by Aboriginal people for many thousands of years. Prior to European contact these people were hunter gatherers who moved along definite routes determined by seasonal supplies of food and water. They lived in closely knit family groups related by kinship and, over the previous centuries, they have evolved a sound social framework and a finely tuned established order. They had a close relationship with the land and their identity was both embodied in and derived from the places to which they were connected. The different groups understood the implications of tribal territories, boundaries and sacred places. The attitude of the early Aboriginal people to land was in part due to their spiritual beliefs and also to their responsibilities towards the land and their rights to it which were inherited through kinship. Their rich culture and traditions were passed down to the younger generations through the power of legend, art, painting, dance, story and song. Sites associated with early Aboriginal history may be ethnographic or archaeological: ritual sites, engravings, rock and cave paintings, among others.

The arrival of the Europeans with their different attitudes to land ownership and tenure was to have a devastating impact on the traditional way of life of the Aboriginal people.

2.2 1819 – 1880 Exploration and Attempt at Settlement

The first recorded exploration of the Cambridge Gulf was by Lieutenant Philip Parker King during his WA Coastal Survey in 1818/20. He was responsible for many of the names still used in the region today. The Cambridge Gulf, named in memory of the Duke of Cambridge, followed the time honoured tradition of naming new landmarks after the British peerage. King also named the Bastion, a large hill in Wyndham that was so dominating he thought it resembled a fortress. However, King's forays onto land proved disappointing as his search for fresh water was a failure. He left the Gulf with the sad reminder of the burial of one of his seamen on Adolphus Island.

Further land exploration in the Kimberley occurred in the west of the region in 1837-38. George Grey led an expedition that ventured into the Camden Harbour area. His enthusiastic reports of some aspects of the region were later used to support settlement in this area. With prompting from the government based at the Swan River Colony, many people sought new pastoral territory within Western Australia. Encouraged by inexpensive lease agreements, land companies such as the Camden Harbour Association were formed.

The Camden Harbour Association preselected land using rough maps and information from George Grey's expedition. In 1864 stocks of sheep and families of hopeful settlers disembarked at Camden Harbour to immediately experience harsh conditions in an unforgiving environment. Reports of the struggle were made in a daily diary kept by Traverton Sholl. Traverton was the son of Robert Sholl, who became a significant figure as Resident magistrate of the North West, based in Roebourne.

The diary outlined the dwindling sheep stocks as they died after eating the poisonous plants. The harsh conditions, lack of fresh water and conflict with Aboriginal people led to the quick abandonment of the settlement. Tragically nine people succumbed to the harsh living conditions of Camden Harbour. The area remains remote and uninhabited to this day.

2.3 1881 – 1918 Pastoralism and Gold Fever

Further exploration in the Cambridge Gulf area did not occur until Alexander Forrest's expedition in 1879. Guided by Aborigines, the explorers surveyed the land for stock suitability. When their positive reports were published in 1880, pastoralists from southern climes sent in a team of men (including Michael Durack) to make a close study of the land. In 1882 this team penetrated the Kimberley region, again guided by Aboriginal expertise. They named the Durack, Pentecost and Bow Rivers. Their report supported Alexander Forrest's as they described large tracts of suitable cattle pasture.

There is evidence that sailors from South East Asia came to collect trochus shells and to fish for trepang even before European settlers arrived. They left traces of their presence at Napier Broome Bay. Close to the coast, pottery shards, found to be from Indonesian/Maccassan sources have been excavated. Though difficult to prove, it is possible that the fishermen may have introduced smallpox which could explain a decline

in the Aboriginal population prior to the arrival of the European pioneers. There was nevertheless a significant Aboriginal population in the East Kimberley before 1821.

The arrival of the pastoralists and their cattle herds seriously threatened the structure of Aboriginal society. Their arrival led to competition for water and grazing for native animals. These were traditional food sources necessary for the survival of the Aboriginal people. Despite initial friendly relations, contact with the new settlers was a disaster for the Aboriginal population. Many deaths eventually resulted from conflict as well as from exposure to European diseases such as measles, leprosy and small pox.

John Forrest arrived during the 1880s to commence surveying in the Kimberley district giving an official seal of approval to the selection of land under lease agreements. The first station to be established was the Ord River Station. This was well known for its employment of Bob Button and Nat Buchanan (nicknamed 'Old Bluey'), famous cattle drovers. However, the most prominent family involved in cattle grazing was the Durack family. The Durack brothers established Argyle, Lissadell and Ivanhoe Stations among others. They are famous for their successful overlanding of large cattle herds to stock their leases. Other members of the Durack family contributed to Kimberley development by establishing commercial enterprises in Wyndham.

The port of Wyndham was established at the base of the Bastion, surrounding the jetty known as Anthon's Landing. The town was named after Lady Broome's son, Wyndham. This name was not met with approval by all people. It is alleged that 'Black Pat' Durack was overheard to say, "They called it after some Toff". Wyndham blossomed with the arrival of the news of gold discoveries in Halls Creek in 1881. As Wyndham was the closest port, many shops and hotels sprung up to supply the flood of miners travelling through the port.

Gold fever was the catalyst for much of the early development of Wyndham and the surrounding region. In 1885 the first track from Halls Creek to Wyndham was opened. A shorter track was blazed by W Carr-Boyd and many prospectors travelled this route to seek their fortune.

The number of gold miners to pass through Wyndham during the Halls Creek gold rush was approximately 5,000. Their needs for supplies and water on the track led to the establishment of the Six Mile Hotel and the Wayside Inn at the 12 Mile point south east of Wyndham. Grog shanties also appeared along the way. One of the most famous of these was run by Mrs O'Neil at the Dunham River. She was nicknamed Mother Dead Finish and was also known for her competency as a midwife. This period also signified the arrival of Chinese traders and market gardeners. Some Chinese families such as the Lee Tong's stayed on to contribute towards a multicultural society in Wyndham. Their different building styles are still visible in the buildings in the main street of the Port today.

Transport along the track to the goldfields was fraught with difficulties. Horses had to be tended carefully while bullock drays remained reliable but slow. Donkey and camel teams proved to be more reliable sources of transport. Camel teams tended by Afghan and Indian cameleers became vital on the Wyndham-Halls Creek run. Camels were so suited

to the Kimberley conditions that they stayed beyond the time of the gold rush. The Kimberley was the last area in WA where camels could be seen working. Camel tracks were often used as routes on which later roads were based. These roads were particularly reliable as there were many wells marked by the Afghan Cameleers. One old Kimberley resident said "People out here owe the camel everything for opening up the country."

The early houses, hotels and stores in Wyndham and along the gold track reflected their temporary nature as they were simply made of mangrove staplings and tin. Tents were also used while many people slept under the stars. Mosquitos and sandflies were rife. Fresh water shortages added to the difficulties. In Wyndham this difficulty was solved by water supply from a government well at the expanding Three Mile Settlement. The Three Mile Settlement was necessary owing the lack of good land to build on in the port region.

The development of the town of Wyndham was a boon to the pastoralists in the East Kimberley. A better jetty at Anton's Landing allowed the importing of cattle by boat. Supplies and mail were easier to obtain as many ships called to deliver prospectors and stores. Before loading facilities were available in Wyndham much stock had been overlanded to Derby or further south via the Canning Stock Route. The Canning Stock Route was established by Alf Canning. Cattle dips were maintained at certain points to remove the cattle tick which had become the scourge of the north. By 1898 two jetties had been built in Wyndham, with a tramway, ten trucks and a receiving shed. This dramatically improved the efficiency of ship loading and unloading.

Communication was enhanced in the 1880s with the arrival of the overland telegraph which connected Wyndham to Perth. This created difficulties for local maintenance crews who faced many problems trying to keep the line open. Cyclones frequently downed the line and the Aboriginal people also found that the overhead insulators and wooden poles were useful items. Clashes with policemen created conflict when attempts were made to prevent further damage. In 1913 the overseas communications station was built at Telegraph Hill. This station was instrumental in the sinking of the German raider "Emden" during World War I.

At the turn of the century some of the Christian Churches sought to bring the Word of God to the Aboriginal people. This led to the establishment of three missions in remote areas of the Kimberley. In 1887 the Anglican Church set up the Forrest River Mission. This was not successful as the founder was speared in an altercation. The mission was abandoned and not to be reopened until 1913. In 1908 the Drysdale River Mission (later called the Kalumburu Mission) was established at Pago under the direction of the Benedictine Monks. This was followed by the Port George Mission (later known as the Kunmunya Mission) on the west coast in 1916.

In four years of the gold rush the Wyndham community development significantly. Prominent social events surrounded the first horse race meeting in 1886 and the cricket club which formed in 1887/88. The East Kimberley Road Board District was established in 1887 and the Board had its first election in 1888. A hospital was opened in Wyndham in 1894 and in 1908 the parents of children in Wyndham must have rejoiced at the opening

of the school. Despite these improvements, living in the Kimberley was still a harsh experience. This was particularly emphasised by the high infant mortality rate in the region at the time.

The many untimely deaths that occurred, owing to remoteness and lack of medical facilities are recorded in the cemeteries and lonely graves dotted throughout the Wyndham-East Kimberley district. The Afghan Cemetery east of Wyndham reflects the number of cameleers who travelled throughout the district. The Bend and Gully Cemeteries hold the graves of pioneers as well as men who died in the process of constructing the meatworks in the years 1913-1918.

The decision by the State Government to build the Wyndham Meatworks was vital to the future development of the town. It recognised the importance of the pastoral industry and became a significant cog in the economic growth of the Wyndham Road Board District.

2.4 1919 – 1960 Prosperity and Processing in the Beef Industry

The meatworks created a second 'boom' for Wyndham. Many different positions were created. These included slaughterers, butchers, machine shop workers, hide preparers and barrel makers (barrels were needed for the secondary product tallow). The abattoir required water and electricity resources that had previously been in short supply in Wyndham. Both these utilities were expanded and improved to meet the new requirements thereby improving living conditions for the whole town.

Planning with foresight is reflected in the opening of the meatworks coinciding with the construction of a new wharf at the Wyndham Port. The jetty at Anthon's Landing was not immediately redundant. The light railway at the jetty had been improved in 1915-1916 with a wider gauge line and a petrol driven locomotive. The engines were personified with the names 'Kaiser', 'Kate' and then 'Preston'. They were used when the main wharf was very busy. However, the jetty at Anthon's Landing went into decline and eventual disuse and burnt down in 1944.

Communications and transport enjoyed great changes with the introduction of new technological equipment in the post World War I period. The first telephone line in the East Kimberley is reported to have been the line from Goose Hill Station to the meatworks in Wyndham. This was set up during the 1920s and was operated by Charles Flinders at Goose Hill who passed on news of the cattle movements.

Aviation came to the north with Charles Kingsford Smith and Norman Brearley. Brearley set up Western Australia's first commercial airline. Great benefits were brought to the remote Kimberley by the faster air mail service where previously they had relied on sea mail. By 1934, Western Australian Airways (later to be taken over by MacRobertson Millar Airlines) was also supplying a passenger service. The planes landed at the Wyndham Aerodrome which had been completed in 1930. The increasing number of aircraft along with better reliability, tempted the pastoral industry to experiment with Air Beef projects. This lasted from 1949 until 1962. Competition arose when the wharf was extended in 1959 and road transport became more efficient.

The East Kimberley was brought into the national spotlight by three incidents that were reported widely throughout Australia. The year 1926 is remembered for the Forrest River Massacre. This incident is shrouded in controversy. In June 1926 a number of Aboriginal people (the number has never been determined) died in a reprisal killing. This followed a previous altercation between an Aborigine and a pastoralist from Nulla Nulla Station leading to the grazier's death. A Royal Commission into the affair in 1927 found that a police deputation party led by Constable Regan and St Jack took justice into their own hands by tracking and killing the Aboriginal people in the Forrest River area then burning their bodies. The extent of the atrocities and the guilt of those concerned will probably continue to be one of the uncertainties of this dark period of Kimberley history. However, it does reflect the massive difficulties the Aboriginal people had in dealing with the alien legal and justice system of the 1920s.

The second incident occurred in 1929 when the famous aviator, Charles Kingsford Smith, was reported lost in the wilderness near the Glenelg River on the west coast of the Kimberley. His plane, the 'Southern Cross', had come down near a place now known as Coffee Royale. Kingsford-Smith named the area in honour of the few rations on board which included coffee laced with whisky. He and his crew were rescued after two weeks by some Aborigines and a missionary from the relatively nearby Kunmunya Mission.

The third incident to bring national attention to the Kimberley occurred in 1932. Two German pilots flying a seaplane from Indonesia to Darwin were blown off course and forced to land in a remote area near Cape Bernier. Hans Bertram and Adolph Klausman received much press coverage as people searched for them. They survived for 53 days with little food or water. Without aid supplied by the Aborigines and Father Cubera from the Drysdale River Mission, the men may not have survived. Communication about the finding of the pilots was only made possible by the amazing physical feat of one Aboriginal man. By running across inhospitable land and then swimming through crocodile infested water the news was released to Wyndham and then the world.

Radio communication, which expanded across the Kimberley during the 1930s was a boon to the remote pastoral stations. It decreased the sense of isolation by introducing the School of the Air and the Royal Flying Doctor Service. A chat session each morning also allowed women to communicate with their distant neighbours, further conquering the feeling of isolation.

Once motor vehicles were introduced, they quickly took over from the slower beasts of burden. Trucks replaced camel, donkey and bullock as faster means of transportation. Credit must be given to the reliable donkey which was still being used in the 1950s in areas inaccessible to cars. In 1954 the Morgan expedition used donkeys on their survey across difficult terrain from the Gibb River to Kalumburu.

World War II interrupted life for the Kimberley residents when, for the first time in history, an enemy threatened the shores of Australia. Bombing of Wyndham and the Kalumburu Mission (the new Benedictine Mission set up in the 1930s after the abandonment of Pago) in 1942 and 1943 respectively, caused loss of life and property damage. This emphasised

the close proximity of the Japanese war front to Australia's north. The Government called for women and children to be evacuated south. Though many did leave, there are stories of women who preferred to risk facing the enemy rather than leave their partner's sides. The pastoralists and stockmen who did not join the armed forces worked to get the stock to market to support the defence cause. Nearly all primary products during the war had controls on production and marketing. The contribution of the Aboriginal people to pastoralism was recognised as vital by station owners. The Aboriginal stockmen were adept horsemen and cattle handlers. Many Aboriginal women had also made their mark by becoming indispensable to the pastoralists as domestic workers.

The people at Kalumburu Mission were once more pressed into a rescue service when the ship 'Koolama' was bombed in 1942. Passengers of the un-seaworthy ship disembarked and were led across inhospitable territory by Aboriginal guides to the safety of the mission. The Koolama struggled into the port of Wyndham, only staying afloat by constant pumping. Unfortunately the Koolama was doomed to a watery grave at the port. When the warning sirens for an air raid were sounded all the crew had to abandon the ship and the pumps were left unmanned. The holed ship took in water and sank, never to be recovered.

The remote area near Napier Broome Bay became an important strategic post for the war effort in World War II. An airbase was established near Kalumburu Mission. The remains of planes can still be seen in the bush to the side of the runway. In 1943 Kalumburu experienced a Japanese bombing raid in which a priest and some Aboriginal children were killed and in 1944 another airbase was set up to the north west of Kalumburu. This was named Truscott.

In 1939, the Kimberley began to be considered for development other than pastoralism. In this year the State Government agreed to a Jewish Settlement and referred the recommendation to the Federal Government. In the same year President Roosevelt of the United States of America despatched a team of investigators to determine the food bowls of the world. Dr Field, the founder of Field Enterprises and World Book Encyclopaedia reported the Kimberley as being "one of the top five potential food bowls in the world". The outbreak of World War II deferred the Federal Government's decision on the Jewish settlement and the proposal was quashed in 1945.

Government influences in the post-war era in the East Kimberley were critical to the future development of the area. In 1941 the Western Australian Government established an experimental farm on the Ord River. They had been encouraged by the enthusiastic reports sent by Kimberley Durack who had trialled many crops on his farm on the banks of the river where Lake Kununurra is now situated. In 1945 the Government backed experimental farm was moved to black soil country on the lower reaches of the river near Ivanhoe Station. It became the Kimberley Research Station (KRS). Crop trials included cotton, tobacco, safflower, linseed, sugar cane and rice. They were all grown with some success. Linked with this plan for agricultural research was an investigation of potential dam sites to capture the water that flowed down the Ord.

On 7 December 1944, the WA Director of Works, R J Dumas wrote to Sir William Morris Hughes, an influential Federal Politician, seeking political support for the funding of the Ord River Scheme. W M 'Billy' Hughes replied on 29 December 1944 giving his support in a colourful letter. Copies of these letters are held by the Kununurra Historical Society. R J Dumas surveyed the proposed dam sites for the Scheme and was knighted for his services to the State.

The success of the research at KRS convinced the West Australia and Commonwealth Governments that the area would be economically viable for commercial agriculture.

In 1958, after much discussion, the State and Federal governments reached an agreement to develop irrigated agriculture in the Ord Valley.

The beginnings of industrial diversity in the Kimberley were shown with the establishment of the Kuri Bay Pearl Farm in 1956. It was set up as a joint venture between Japanese, American and Australian interests. The farm was particularly significant as it marked the beginnings of the cultured pearl industry in Australia. The first produce harvested in 1959 set a very high standard for the future of cultured pearls in the Kimberley.

Unique to the northern parts of Australia was the occupation of crocodile hunting. This seemingly dangerous task sought out large estuarine crocodiles for their hides and the small freshwater animals for taxidermy. Doggers found an income in hunting dingoes for the bounty paid on each scalp. Bull catching was another occupation in which some of the tougher Kimberley people became involved. All these unique occupations actively involved a number of Aboriginal people who ably participated using their well developed bush skills.

The growing population of the East Kimberley led to an increasing need for community services. Medical services were enhanced by the Royal Flying Doctor Service, a base being set up in Wyndham in 1935. During the 1950s and 1960s community efforts led to the establishment of the Wyndham Country Womens Association (CWA) in 1956 and the construction of the Roman Catholic Church in 1960. The Three Mile population supported a primary school from 1960 which later expanded to a district high school. The school became a base for the medical examination of Aboriginal children who had been exposed to Trachoma. Trachoma is a potentially blinding disease that is treatable on early detection. The incidence of Trachoma was very high amongst the Aboriginal people and required stringent medical checks.

The early 1960s were significant to the Ord River Irrigation Project. In 1961, the dam site (favoured by Kimberley Durack) began to be developed. This was the commencement of Stage 1 of the Irrigation Scheme that was to change the face of agriculture in the newly named Wyndham-East Kimberley Shire. Initial support for the Ord River Project came from John Tonkin and then from David Brand, ministers of successive State Governments. Charles Court, the Western Australian Minister for the North West and Industrial Development was a very strong promoter of the Scheme. While under strong criticism for his support, Charles Court said "The Ord will succeed....its simply a matter of time".

2.5 1961 – 1971 The Ord River Project Becomes and Reality

The construction of the Diversion Dam on Bandicoot Bar increased the sea traffic through Wyndham markedly. All the building materials for the dam came through the port. During this period the Three Mile Settlement expanded with many shops and residences being built.

The construction of the dam was completed in 1963 and in July of that year the Ord River Scheme was officially declared open in a ceremony led by Sir Robert Menzies. The attendance by such a high profile government member reflected the Federal influence on the project.

The first phase of the Scheme incorporated the building of the Diversion Dam and the construction of the main irrigation channel and branch channels to supply water to the farming lots on Ivanhoe Plains. The development of Kununurra township was unique for its time. Like the Pilbara mining towns of the 1970s, Kununurra blossomed overnight. The shops and services expanded quickly for the people who arrived to develop the farms. General stores, service stations, a butcher, as well as a Farmers Co-operative were all established within two years of the dam opening. Wyndham supported the Kununurra residents by supplying fresh bread, medical services and any other needs not met in the new town.

Rice was the first crop proposed for the Ord Irrigation Area. All channel and drain work was designed for the larger water requirements of rice. However, the results of the first experimental farm were not satisfactory. It took ten years before the problems were solved and rice was successfully grown. The crop planted by the first five farmers was Safflower. This crop also did not yield well.

Cotton proved more successful and was therefore recognised as the main agricultural product of the Ord River Scheme. In 1964 a government financed cotton gin was completed, followed by another built in 1968 by the Ord River Co-operative (established to develop coordination in marketing as well as processing). However, cotton farmers struggled against pests that became resistant to chemical control. At first the government subsidised the growers but the economic viability of cotton sunk to even lower depths when these subsidies were removed. In February 1974 the decision was made by both farmers and Government to cease cotton cropping.

Agricultural diversification was necessary for the Ord Irrigation Scheme to survive. Alternatives to cotton were sought in sugar which had proved successful under the Kimberley conditions. However, commercial sugar crops were not permitted in WA under the Commonwealth Government Legislation. In 1968 a banana plantation was developed to commercial levels for the first time. This property on the banks of the Ord on River Farm Road paved the way for horticultural development in the Kununurra district. Other crops tried included melons and sorghum for cattle feed.

The cattle industry in the Kimberley went through some radical changes. Showing a united front, the inaugural meeting of the East Kimberley Cattlemans Association was held in 1962. Owing to increasing mechanisation and fencing, Aboriginal employment on the cattle stations fell. This was even further exacerbated by the implementation of the equal pay provisions in the Pastoral Industry Awards of 1968. Previously, station owners had provided for the

extended family of Aboriginal stockmen but with the new award only those officially employed were given any income. This led to many families leaving the stations and moving to the reserves in the Wyndham and Kununurra townships.

The year 1968 was also significant for many Aboriginal people who had been involved at the Forrest River Mission, the Mission officially closing in this year. Most people moved to the reserve at the Three Mile township in Wyndham. Unfortunately their future included high unemployment and poor living conditions. This contrasted with the Kalumburu experience where the Mission was aiming for high employment and self sufficiency.

Revolutionary changes came about in transport during this period. In 1966 the Kununurra-Wyndham road was sealed, improving transportation from the port. However, roads to the capitals of Perth and Darwin were still fraught with difficulties. Cyclones or extreme wet conditions caused washaways and corrugations shook car and truck suspensions. Collisions with wild bulls also took their toll. The introduction of jet travel in 1969 was welcomed. The arrival of jets meant the end of the State Ships Passenger Service which finished its run from Fremantle to Darwin (with stops in between, including Wyndham) in 1971. Improved transport had the side effect of increasing visitors to the Kimberley region. This assisted the developing tourism industry. Tourists could enjoy catamaran trips on Lake Kununurra, bus tours and could purchase Aboriginal artifacts as well as locally collected and processed gemstones.

Early in 1965 the newly formed Chamber of Commerce recognised the need to support tourism in the growing town of Kununurra. A committee known as the Tourist Development Committee for Kununurra was formed, later becoming the Ord River Tourist Bureau.

Visitors to Wyndham prior to 1965 could be accommodated in the original Wyndham Hotel, built in 1896. After this time, their accommodation needs were met in a new hotel built on the site of the old which was demolished owing to its poor condition.

Further changes in Wyndham included the opening of the Wyndham Anglican Church in 1962, privatisation of the meatworks in 1967, opening of a Shire swimming pool in 1965 and opening of a new hospital in 1970.

Kununurra community groups and services mushroomed. In 1962 the CWA and the Progress Association were formed. At the end of 1962 the first medical help was given from a four bed hospital at the Australia Inland Mission Post. The WA Medical Department took over this function in 1967 with the opening of the Kununurra Hospital. Education in Kununurra commenced from a two room school in 1964. This replaced the school which had been operating at the Kimberley Research Station.

Social gatherings in Kununurra and Wyndham included the bi-weekly movies at the open-air picture gardens. The people had to brave the weather in the wet season and the deck chairs which at times appeared to be on the brink of collapse. In Kununurra, the first Cotton Festival was held in 1965 to celebrate the town's development. It included the election of a Cotton Queen, a float parade and a Mardi Gras. The nearby Lake Kununurra, created by the Diversion Dam, was used for many water based activities such as

swimming, yachting and skiing. A popular leisure pastime for both Wyndham and Kununurra people was fishing. This sport included catching many varieties of fish, the most sought after being the prized Barramundi. The first nine holes of the golf course were constructed and the Lake Kununurra Golf Club was established in 1965.

Dam construction was an important event in 1970 -71 when three dams were completed in the Shire. In 1970 the Arthur Creek Dam was constructed. This was Stage 1 of the Dunham River agreement which aimed to open up new tracts of pastoral land. The catchment of this dam was not sufficiently large and could not provide sufficient water for the Stage 1. The results were not satisfactory and so Stage 2 did not proceed. The Moochalabra Dam on the King River was built to provide a continuous supply of good quality water to Wyndham. The building of these dams has contributed to significant changes in the ecosystem of the Parry Lagoons wetlands. In 1971 the importance of these wetlands was recognised by the creation of the Parry Lagoons Nature Reserve. The second phase of the Ord River Irrigation Scheme was concluded with the completion of the 'Top Dam' that created Lake Argyle.

2.6 1972 – 1989 East Kimberley Struggles to Find Its Destiny

The Ord River Dam, known by local people as the 'Top Dam' was opened by the Prime Minister of Australia, William MacMahon in 1972. The dam wall had been built over three dry seasons. Owing to isolation and the very high temperatures and humidity levels, working conditions were difficult at times. Attempts were made to alleviate these problems. High standard living quarters were maintained at Argyle Village where the workers stayed during the construction period.

With the completion of the Ord River Dam, further land became available on Packsaddle Plain. Four farms were released in 1974. When Argyle Dam filled it saw the end of a pastoral era with the flooding of Argyle Station. The heritage value of the Argyle Homestead was recognised by the reconstruction of the homestead near Lake Argyle Village. This home now honours the contribution made by the Durack family to pastoral development in the East Kimberley. Tourists visit the homestead which is now a museum depicting 19th Century pioneer life in the Kimberley.

Despite the optimism displayed at the opening of the Dam, the Ord River farmers continued to struggle to find commercially viable broadacre crops. By 1974 cotton was no longer planted. Farmers planted rice, maize, peanuts, sorghum, sunflowers and seed crops in its place. Of these, hybrid seed crops had the most success. Difficulties arose with insect and bird species as well as the extreme climatic conditions.

Success has also arisen from the establishment of tropical horticulture on River Farm Road and Packsaddle Plain. Packsaddle Plain commercial horticultural blocks were first developed in the late 1970s (initially only hobby blocks had been allowed). Bananas, melons, pumpkins and mangoes from these properties travel to Australia wide markets.

In 1974 The Kimberley Research Station was passed into the hands of the CSIRO. However, in 1985, the Research Station was returned to the State and was renamed the Frank Wise Institute for Tropical Agriculture. Frank Wise was so honoured because he

was the first Tropical Agricultural Advisor appointed to the North. He was later the MLC for the North and was considered a “champion of Northern Development”. The agriculture based irrigation in the area met with a new difficulty with the arrival of cumbungi river weed. The weed has become endemic in Lake Kununurra and the irrigation channels. Many resources have been empowered to try and solve the problem.

The beef cattle industry benefited from the introduction of irrigated pasture. A new development was introduced by the CSIRO, the legume leucaena. Irrigated tropical pasture also enabled the growth of a dairy in Kununurra in 1985. The dairy has increased production to supply fresh milk throughout the Kimberley. Many residents were very pleased with the new situation as their choice was no longer limited to frozen, tinned or powdered milk.

The meatworks in Wyndham were well used with a steady increase in production until 1982. In that year, a record number of cattle were processed. However, the years following this were poor. In 1985 Wyndham faced a sad loss when the meatworks closed. The reasons appear to have been a combination of drought, increased live cattle shipments overseas, declining meat demand and difficult relations with the unions. Wyndham’s facilities and services declined after the closure of the meatworks. However, alternative industries were established. The Wyndham Crocodile Farm was established near the port, breeding freshwater and estuarine crocodiles for meat and their hides. Off-shore oil drilling in the Cambridge Gulf led to a demand for temporary accommodation and consumer goods from Wyndham suppliers.

A new developmental phase for the East Kimberley came with the arrival of serious diamond exploration in 1972. Many forays in search for diamonds were made into remote isolated areas south of Kununurra. The successful discovery of diamonds occurred in 1979. Alluvial mining started at the Argyle Diamond Mine (ADM) in 1983 and the new AK1 plant started production in 1985. Following the opening of the ADM was the Bow River Diamond Mine which was financed by a rival company. The ADM led to a small building boom as extra residences were required and the company contributed to the capital base for building the community recreation hall, squash courts and swimming pool collectively known as the Leisure Centre. This was opened in 1985.

The retail services in Kununurra expanded in 1989 with a new shopping centre that included a large supermarket. The co-op supermarket which had operated for many years became a partner in the new supermarket.

Expanded retail services in Kununurra were achieved not only because of the larger population of the 1980s but also because of improvements in transport. During the 1970s road transport was revolutionised by road trains and refrigerated trucks which became reliable goods carriers. These were back-loaded with horticultural produce for the Perth market. Interruption to supply was only caused by road washouts or floods in the wet season.

The road trains were also successful transporters of many head of cattle. The cattle industry changed with the introduction of helicopters and small planes. These forms of transport were quicker and more efficient than the old land based mustering methods.

The East Kimberly experienced rapid growth in tourism during the 1980s. People penetrated remote areas by boat, helicopter and four-wheel drive. Unaware of problems that can lead to danger, many people were left stranded or facing life threatening situations. In the remote Prince Regent River National Park, on the west coast of the Wyndham-East Kimberley Shire, are the spectacular Kings Cascades. In 1987 an American tourist, Ginger Meadows, was attacked by a crocodile whilst swimming at the base of the Cascades. The incident instigated a different approach to tourist pamphlets and signs. These became more prevalent and clearly stated the dangers of swimming and fishing in crocodile infested waters.

The community efforts made by people, in conjunction with the Shire, led to the development of a variety of local government services as well as sporting, religious, educational and entertainment facilities. Volunteer fire brigades in both Wyndham and Kununurra were formed, followed by the opening of the fire stations. In Kununurra the Ord River Club was re-established next to the football grounds. The Club was later renamed the Ord River Sports Club.

In Wyndham, a similar move was made when the Wyndham Community Club bought the Six Mile Hotel for their new base. In 1974 the Department of Corrections bought the old Hospital to convert to a gaol which opened in 1975. New parks were established, recognising the need for public open space. These include the Celebrity Tree Park in Kununurra and the Warri Park in Wyndham which houses bronze statues representing Aboriginal family life and animals important to their culture.

In 1985 the approval of adult franchise for local government elections changed the face of the Council. Previously only ratepayers had voting rights. This was particularly evident in the Wyndham-East Kimberley Shire because they had a large percentage of non ratepayers in the Shire. Soon after these changes, Wyndham's Centenary (1986) and then the Shire's Centenary (1988) were celebrated. For the Bicentennial of Australia in 1988 the Wyndham Port Heritage Trail was established.

A quest for self determination by ex-Forrest River Mission people led to a return to the old site that had been abandoned in the 1960s. Renamed Oombulgurri, the people sought help from the Ecumenical Institute. Though the Institute failed to provide the long term help needed, Oombulgurri is still the home for a number of Aboriginal people. Kalumburu has also become an Aboriginal run community but the Catholic church and personnel remain to provide supportive services for the people.

The late 1980s provided a more positive climate for development in Wyndham and Kununurra. During the 1970s and early 1980s, critics of the Ord River Project used terms such as "White Elephant" and "Economic Blunder". The criticisms were quelled with the steadily increasing contributions made by the Shire to the economy of the State. The 1990s dawned with great hope for the East Kimberley region.

2.7 1990 – 2007 A Mixed Bag

The 1990s and beginning of the twenty first century has marked a prosperous time for the Shire of Wyndham-East Kimberley with growth in the mining, tourism, agriculture and pastoral industries and corresponding growth in retail trade. This has resulted in significant population growth, particularly in Kununurra. However, while Ord Stage I enjoys its successes, there is growing uncertainty about Ord Stage II. The future of the sugar industry also faces uncertainty.

A great positive to come out of the 1990's was the establishment of the Kimberley Development Commission in 1993, charged with facilitating economic and social development across the region and also bringing Aboriginal people into the mainstream economy. Various other organisations have also been established including the Ord Irrigation Cooperative in 1996, the Wunan Foundation in 1997 and the Kimberley Primary Industries Association in 2001.

Tourism has had an association with the Shire for many years, since well before the creation of the Ord Tourist Bureau in 1972. The industry gathered steam in the 1990's and continues to thrive. In 1991 Kununurra won the Top Tourism Town of the West Award and received a commendation in 1999. The industry has become an integral part of the Shire's economy and continues to grow at more than four per cent per annum (East Kimberley Directory 2007). The Purnululu National Park and Prince Regent Nature Reserve, among other attractions, bring many people into the district during the dry season from April to September. The strength of the tourism industry is reflected in the number of passengers that arrive at Kununurra airport, at approximately 40,000 a year (EKD 2007). This is not to mention the many numbers that drive in each year. Direct flights from Perth ceased with the collapse of Ansett in 2000 but recommenced in May 2004 with celebrations occurring as the government and Qantas officials disembarked. The recommencement of flights took advantage of the Ord Valley Muster and the Kimberley Moon Experience both held each year in May and both award winning events, the first Muster taking place in 2000. Various pastoral stations have taken advantage of the quest for 'holidays with a difference' by supplying station home stays. El Questro station was recognised as a top tourist attraction by winning the 1995 Sir David Brand Award for Tourism.

On the art scene, the East Kimberley has become a haven for many artists who appreciate the contrasting colours and images produced in the diverse landscape. Art has not been a modern occupation in the East Kimberley. During the 1940s Elizabeth Durack, a renowned Australian artist, set up a bark-shade studio on the banks of Ivanhoe Crossing close to her home. From here she created many pieces of Kimberley art. Today the art scene is well and firmly established. There are four art galleries in Kununurra alone together with other art enterprises including those that utilise the local zebra rock.

Mining is another sector which has gained recent momentum. The Argyle Diamond Mine has grown to become the world's largest supplier of diamonds accounting for one quarter of the world's diamonds by volume. The diamonds are mainly lower-grade but small

volumes of high quality diamonds are also produced. In December 2005, Rio Tinto approved ADM's proposed underground mine development which is expected to extend the operation of the mine from 2007 to about 2020. In 2004/2005, the Kimberley Region produced diamonds valued at \$467.5 million, 92 per cent of which were produced at the ADM (Department of Local Government & Regional Development & Kimberley Development Commission 2006).

In other mining developments, construction of the Sally Malay nickel project was completed in 2004. The mine site is located 120 kilometres north of Halls Creek in the Shire of Halls Creek. Nickel concentrate is transported by road to Wyndham Port for export to China with up to 80,000 tonnes exported via the Port each year (ORDCO, u.d).

The future of Ord River agriculture continues to look bright. In the late 1990s, the gross value of agriculture from the Ord River Irrigation Scheme was approximately \$50million, a far cry from the \$5million of only a few years before (EKD 2007). Today, the Ord River Irrigation Area (ORIA) includes 14,000 hectares of developed land, up from 9,714 hectares in 1995/1996. The Western Australian Department of Agriculture estimates that sugar production accounts for one third of the cultivated area in the ORIA (DLGRD & KDC, 2006). A range of crops are grown on the remaining two thirds including chickpeas, sorghum seed, melons, pumpkins, mangoes, bananas, citrus, irrigated pasture and tropical forests. Bananas and melons are the main horticultural crops. Much of the produce is grown in the southern winter, taking advantage of high priced markets in Australia and overseas (EKD, 2007).

A marriage of the pastoral and agricultural industries has occurred with the production of the forage, Leucaena, making the production of high quality table beef an economic reality as the irrigated forage enables high growth and stocking rates.

The Ord River District Cooperative (ORDCO) which was formed in 1963 to meet the agricultural requirements of Ord Valley farmers has diversified its holdings. It now manages the Wyndham port facilities. ORDCO was also involved in an aquaculture project at Argyle Dam however this was closed in June 2005. In the 1990s, ORDCO commenced negotiations to develop the sugar industry resulting in the established of a sugar mill with a capacity to crush 2000 tonnes of cane a day. The mill was commissioned in late 1995, supporting a 3500 hectare industry (EKD 2007). The sugar mill was sold by CSR to the Korean company Cheil Jedang in 2000. The sugar industry went into crisis in May 2007 when the owner refused to open the mill because of the losses it faced which could have resulted in 375,000 tonnes of cane being dumped. Fortunately, the State Government helped the remaining sugar growers to buy the sugar mill, the only mill in the region (Bolt 2007).

The struggling sugar industry faces a threat on another front due to the rise of the Indian sandalwood industry. The Indian sandalwood has become a significant part of the crop mix in the ORIA over the past six years. The expansion of sandalwood plantation has contributed to a period of transition with long-term growing cycles (over 18 years) causing the value of production in the ORIA to remain lower until the tree crop is harvested

(DLGRD & KDC, 2006). The march of the sandalwood is set to continue at record pace over the next year as close to 1000 hectares of new plantations are due to be planted (Bolt 2007). This will add to the existing 2000 hectares of existing sandalwood plantations meaning that it will have grown to take over nearly a quarter of the ORIA in less than a decade consolidating WA's status as the home to the biggest Indian Sandalwood plantation in the world (ibid 2007).

Agricultural research continues to support the Ord River Irrigation Scheme. Projects are undertaken by Agriculture WA at the Frank Wise Institute of Agriculture in the areas of horticulture, field crops, intensive beef production and new industries including cotton, sugar and processed tomatoes. Interestingly, cotton research is back on the agenda after a 20 year lapse with early trials proving very promising.

The Ord River Hydro facility was opened at Argyle Dam in February 1995. This was some 25 years after the American company Dravo offered to provide, install, maintain and run a hydro facility at the location. The facility brings a renewable energy source of electricity to the towns of Kununurra and Wyndham and the Argyle Diamond Mine. The privately owned 30MW hydro power facility is the largest single contributor to renewable electricity generation in WA.

Wyndham went into a decline following the closure of the meatworks in 1985 however the Port remains busy and alternative businesses are being pursued to encourage economic growth and employment. The Port facility is likely to increase in importance with expansion of the mining industry and with Ord Stage II still in the background.

Wyndham is visited by many tourists, most of whom photograph the Giant Crocodile that greets them at the entry to the town. They also enjoy the Crocodile Lookout and Farm, the Five Rivers Lookout (from the summit of the Bastion) and the Grotto among other attractions. The Parry Lagoons Nature Reserve not far from Wyndham is a protected bird sanctuary sheltering many bird species. The Reserve has become an attraction for bird watchers from all over the world and has been declared a wetland of international significance as it is a stop over point for migratory species that travel from as far as Siberia. It is also the home of a number of species that are rare and threatened. As a historic town, Wyndham (particularly Wyndham Port) is also visited for its history.

During the 1990s there was a revival in consciousness of Aboriginal history and culture. In the Aboriginal communities of Kalumburu and Oombulgarri, among others, they are working towards independence, although they are still experiencing many difficulties in health, education and employment. Determination to gain land rights continues, the Kimberley Land Council representing the interests of claimants throughout the region. The Mabo decision made in Australia's High Court in 1992 resulted in the introduction of the *Native Title Act 1993* which led to many land claims throughout the Shire. Significantly, in November 2006, the Federal Government made a consent determination on the Mirwung Gajerrong claim, closing the final chapter in one of the most significant native title claims in Australia. The claim area covers 6,758 square kilometres and includes the township of Kununurra, Lake Argyle, and the Ord River Irrigation Area. A feature of this determination

is an agreement between the claimants and the pastoralists operating effected leases which recognises the importance of each parties' rights in various areas and puts in place practical, workable structures to form the basis for long term relationships (Kimberley Land Council, u.d).

Education in the Kimberley has been boosted by the introduction of the Kimberley College which offers post-secondary education. There are campuses in Kununurra and Wyndham as well as other Kimberley towns.

Communications have been boosted by digital mobile phone services available in Wyndham and Kununurra as well as the expansion of the CDMA network to include both towns. Access to broadband technology in the towns and more remote areas is also available at a comparable cost to those in metropolitan areas.

In other developments, construction of the Wyndham Recreation and Youth Centre was completed in 2003. The year 2004 saw the first residential land release in Kununurra in eleven years which was a welcome relief given the demand for additional housing due to growth of the tourism, mining and agricultural industries. Originally set up in the 1960s, the Kununurra open-air picture garden was reopened in 2004 following an ownership crisis which left its future uncertain. Lobbying by the local community led to the State Government selling its share of the property to the Kununurra Progression Association for a nominal amount. In March 2007, the Department of Housing and Works invited tenders for the redevelopment of Wyndham Hospital. The call for tenders coincided with the completion of the \$6.7million redevelopment of Kununurra District Hospital.

The recognition of places and artefacts with heritage value has increased significantly. Both Wyndham and Kununurra have active historical societies. In May 1995 the Wyndham Historical Society opened a new museum in the Old Court House in Wyndham Port. Conservation Plans have been prepared for Kalumburu Mission, the Old Wyndham Post Office and Bluey Lloyds House and Flat.

In 1990 a WA Heritage Committee from the Department of Geology at the University of Western Australia recommended that the Pottery Shard collection from Napier Broome Bay be listed on the National Estate. This collection representing Maccasan/Indonesian influences was excavated in 1967-1968 and is held in the WA Museum. In 1989 the WA Museum was also presented with well preserved specimen of the jaw from a *Zygamaturus trilobus* an extinct animal similar to a giant wombat. The archeologically significant find was made near the Kununurra township.

In 2007 the Kimberley Research Station (now Frank Wise Institute of Agriculture) and the Kununurra Pump Station were entered on to the State Register of Heritage Places in recognition of their exceptional cultural heritage significance to the State. The significance of Truscott Airbase and Argyle Dam are also recognised, both listed on the Register of the National Estate as Indicative Places (i.e. a formal nomination has not been made).

The future for the Shire of Wyndham-East Kimberley looks bright notwithstanding the current limbo state of Ord Stage II. The tourism industry looks set to continue its ride and the extension of the life of the Argyle Diamond Mine is a boon for the economy.

Associated population growth is supporting vibrant communities. The fruits of Ord Stage I look set to continue in the form of horticultural produce and Indian sandalwood together with pastoral forage production and potentially cotton and other new crops as research continues. Of course the Shire's ongoing success, including the maintenance of growth and vibrancy within its communities, depends on conserving the delicate environmental balance on which the district's economy and people depend as well as the stability of domestic and world markets for the region's agricultural produce (although diversification is supporting management of this risk).

There is always a degree of uncertainty about the future particularly in relation to aspects which are largely out of ones control however the sheer determination of the East-Kimberley people and their willingness to try new things has seen amazing accomplishments thus far. It seems that nothing could halter the Shire and its people and this leaves a great sense of anticipation as to what lies behind the next corner.

2.8 Thematic Matrix

3 The Inventory

3.1 List of Places

Afghan Cemetery
Argyle Dam
Argyle Homestead
Bend Pioneer Cemetery
Bluey Lloyd's House and Flat
Boab Tree Caravan Park
BP Service Station
Camden Harbour
Careening Bay and Boab Tree
Carlton Hill Homestead
Chimooly Dam and Stockyards
Chinese Shops
Commemoration Cairn on Diversion Dam
Country Club Hotel
Crushing Plant
Drover's Memorial
Durack's Folly
Durack's Store
First Government Residences
Fork Creek Community
Gully Cemetery
Gully Road Precinct
Hidden Valley
Ivanhoe Crossing
Kalumburu Mission
Kimberley Research Station School
Kimberleyland Boab Tree
Kununurra Cemetery
Kununurra Pre-School

Lonely Stockman's Grave
Main Pump Station
Moochalabra Dam
Old Catholic Church
Old Courthouse
Old Hospital and Prison
Old Shire Hall
Old Wyndham Post Office
Oombulgurri
Ord River Diversion Dam
Postmaster's Residence
Prison Boab Tree
Royal Flying Doctor Service Base
Shangril'la Mine
Shire Offices
Swimming Beach and Tree
The Grotto
Truscott Base and Airfield
Warrui Park Statues
Wyndham Meatworks
Wyndham Wharf and Koolama Site
Zebra Rock Bar
Zebra Rock Mine Site



NAME: Afghan Cemetery

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Kooloma Street, Wyndham

CONSTRUCTION DATE: During the late 1890s

PLACE TYPE: Other Structures

USE	Original Use	CEMETERY
	Current Use	CEMETERY

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Afghan Cemetery is the resting place of the Afghan Cameleers. The Cemetery consists of several graves, evident as rock mounds with irregular tombstones all facing west towards Mecca. The tombstones are unmarked therefore there is no detail about the graves' occupants. The graves are consistent with Muslim burial customs and are particularly large due to the lead camel often being buried with its master (Kununurra Visitor Centre, 2007).

HISTORICAL NOTES:

The Afghan Cameleers played a significant role in the development and settlement of the Kimberley region, particularly in and around the Wyndham area. Once gold was discovered at Halls Creek in 1884 and Wyndham was proclaimed a port, the Cameleers were required to move goods and supplies from the port to the Goldfields. They interacted well with Aboriginal people and many Aboriginal descendents of Wyndham owe their mixed heritage to this interaction.

HISTORIC THEME: Transport and Communication: Road Transport

CONSTRUCTION MATERIALS: Stone mounds and headstones

STATEMENT OF SIGNIFICANCE:

The Afghan Cemetery has Historic significance: it is physical evidence of the Afghan Cameleer and an important reminder of the role that the Cameleers and their camels played in the development and settlement of the region.

Whilst there are numerous cemeteries in the region, the Cemetery has Rarity value as it is the only cemetery in the region where the Cameleers are buried, it is the resting place for the Afghan Cameleers only and it is unique in its nature. Its physical nature is consistent with Muslim burial customs, there are no details of graves' occupants and the graves accommodate the lead camel with its master.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

Kununurra Visitor Centre 2007, *the Glove Box Guide to the East Kimberley* 2007, Kununurra Visitor Centre, Kununurra.

SURVEY/ASSESSMENT DATE: 25 June 2007



NAME: Argyle Dam

OTHER NAMES: Top Dam, Lake Argyle

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Lake Argyle Road, approximately 40km upstream of Kununurra

CONSTRUCTION DATE: 1969-1972

PLACE TYPE: Other Structures

USE

Original Use	GOVERNMENTAL: Dam
Current Use	GOVERNMENTAL: Dam

OTHER LISTINGS: Register of the National Estate – Indicative Place

PHYSICAL DESCRIPTION:

The main dam wall extends 68 metres above ground level. The crest is 341 metres in length. The dam has a storage capacity of 10,763,000 Mega litres and a surface area of up to 70,300 hectares. The dam wall is constructed with earth and rockfill secured by steel anchors. Fractured material from explosions of Mt Guy Reid was used in the construction of the main dam wall. Water intake tunnels are located under the right abutment and used to divert water to Lake Kununurra. An intake structure of steel and concrete is positioned in front of the intake opening. A separate spillway was blasted through two kilometres of solid granite and transported seven kilometres where it was used to rock armour the main dam wall. The spillway is 2130 metres long and 27.5 metres deep.

HISTORICAL NOTES:

Construction of Argyle Dam commenced in 1969 and completed in 1972. The contract for the construction of the Dam was awarded to a large American construction company Dravo Pty Ltd. The decision to go ahead was made by the Federal Government in conjunction with the State Government in October 1967. Argyle Dam is the second stage of the Ord River Irrigation Scheme first proposed in the late 1950s. Argyle Dam supplies water to the Diversion Dam from which water is supplied to the Weaber and Packsaddle Plains for irrigating a variety of crops. A hydro electricity station was completed in 1995. The Ord Hydro Station was officially opened on 10 May 1996 by the Hon Richard Court, Premier Western Australia. The Dam is now also a focus for tourism.

HISTORIC THEME:	Outside influences: Water Power and Major Transport Routes
CONSTRUCTION MATERIALS:	Clay core, granite and sand filter with rock fill outwards Concrete tunnels for two outlets, one for irrigation and the other for hydro-electricity
STATEMENT OF SIGNIFICANCE:	<p>Argyle Dam has Historic significance: it represents the culmination of the Ord Irrigation Project.</p> <p>The Argyle Dam has Aesthetic significance: it is set in an attractive landscape, has many lake features including bays, inlets and islands and is simply impressive in its vast area. The aesthetic appeal of the Dam is reflected in its popularity as a tourist attraction.</p> <p>The Dam has Rarity value as the largest man made lake in the southern hemisphere.</p>
LEVEL OF SIGNIFICANCE:	Exceptional Significance
MANAGEMENT CATEGORY (Desired Outcome)	<p>The place should be retained and conserved unless there is no feasible and prudent alternative to doing otherwise.</p> <p>Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one existing for the place).</p>
MAIN SOURCES:	<p>Water Corporation; <i>Statewide Dam Storage</i> 2007, Retrieved 25 June 2007, from http://www.watercorporation.com.au/d/dams_storage/detail.cfm?id=22241</p> <p>Alvin, P 2006 'Kununurra 45 Years On', in N Wainwright & K Wright (eds), <i>Kununurra – From Dreams to Reality</i>, N Wainwright & K Wright in conjunction with A Elford, Kununurra Telecentre, Kununurra, pp.182-187.</p>
SURVEY/ASSESSMENT DATE:	8 July 2007





NAME: Argyle Homestead

OTHER NAMES: Argyle Downs Homestead

PIN NUMBER:

LAND DESCRIPTION: King Location Lot 400, Reserve No. 31887

LOCATION: Argyle Homestead Road

CONSTRUCTION DATE: 1894/95

PLACE TYPE: Individual Building

USE

Original Use	PASTORAL: Homestead
Current Use	EDUCATIONAL: Museum

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

Argyle Homestead is a stones throw from Argyle Dam, near Lake Argyle Tourist Village. The Homestead was rebuilt in its present location to save it from the waters of Argyle Dam. The Homestead is constructed of local stone set in mud mortar. The roof is constructed of corrugated, galvanised iron sheeting and the verandah is paved with local flagstone.

HISTORICAL NOTES:

Argyle Homestead was originally built in 1894/95 by Patsy Durack on the Behn River close to the junction with the Ord River. There had been an older homestead at the junction of the Ord and Behn Rivers, the walls of which were constructed of mud bricks. This homestead was washed away by flood waters.

In 1971 the decision was made to relocate the Homestead to its present location to prevent its loss under the waters of Argyle Dam. The Homestead was dismantled and was rebuilt in its present location in 1979 using the original stones and minus a kitchen. A number of grave headstones are located in the garden adjacent to the homestead which were also resited to prevent them being lost under the Argyle Dam waters. Dame Mary Durack Miller, who died in 1994, is also commemorated here. The garden has been planted using the same types of trees, plants and creepers as those used by the Durack family at the turn of the century.

The Homestead is now a museum of pioneer history, providing visitors to the area with an insight into the life and times of early settlers in the Kimberley region.

HISTORIC THEME: Occupations and People: Grazing and Pastoralism

CONSTRUCTION MATERIALS: Walls: Local stone and mud mortar
Roof: Corrugated iron and timber
Verandah floor: Flagstones

STATEMENT OF SIGNIFICANCE:

The Homestead has Historic significance due to its connection with the Durack family, one of the original pioneer pastoralist families in the Kimberley region. The Durack family is credited with starting the giant beef industry in the Kimberley after bringing 7,500 head of cattle with them from Queensland. The Historic value of the Homestead is reflected in the ambitious initiative to relocate the Homestead to save it from the waters of Argyle Dam.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

SURVEY/ASSESSMENT DATE: 25 June 2007







NAME: Wyndham Pioneer Cemetery

OTHER NAMES: Bend Cemetery

PIN NUMBER:

LAND DESCRIPTION: Lot 424 Great Northern Highway, Wyndham

LOCATION: Adjacent the Great Northern Highway between Wyndham Port and Three Mile, Wyndham

CONSTRUCTION DATE: 1895

PLACE TYPE: Other structures

USE

Original Use	CEMETERY
Current Use	CEMETERY

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Pioneer Cemetery is located midway between Wyndham Port and the Three Mile settlement on the eastern side of the Great Northern Highway. Some of the headstones have gone but those that remain are in fairly good condition. There is no register of deaths available for the Pioneer Cemetery.

HISTORICAL NOTES:

The Pioneer Cemetery was the first official cemetery in Wyndham. The Cemetery contains graves of many men who died during the construction of the Wyndham meatworks between 1913 and 1918.

HISTORIC THEME: Demographic Settlement and Mobility: Settlements

CONSTRUCTION MATERIALS:

STATEMENT OF SIGNIFICANCE:

The Bend Cemetery has Historic significance as the first official cemetery located in Wyndham, forming an important historic link with the early pioneering of the district. A number of descendants with ancestors buried in the Cemetery are still living in Wyndham today.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable.
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

SURVEY/ASSESSMENT DATE: 25 June 2007



NAME: Bluey Lloyd's House and Flat

OTHER NAMES: Bluey Lloyd's

PIN NUMBER:

LAND DESCRIPTION: Lot 9 and Pt of Lot 10 O'Donnell Street, Wyndham Port

LOCATION: O'Donnell Street, Wyndham

CONSTRUCTION DATE: 1950s

PLACE TYPE: Individual Building(s)

USE

Original Use	RESIDENTIAL: Single Storey Residence
Current Use	RESIDENTIAL: Single Storey Residence

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

Bluey Lloyd's House and Flat are located on the eastern side of O'Donnell Street in Wyndham Port.

The Flat is detached from the House and is located up to the street alignment. The Flat is small (approximately 6.6m²) and is constructed of fibro and tin.

The House is setback from the street alignment and was converted at some point in time into two parts by sealing some of the internal doors and by adding internal walls. The two parts of the House are not entirely segregated however the two parts can be lived in comfortably and privately with access to a central kitchen. The external fabric of the building remains original.

The building style of the House is interesting, in that many features such as the wooden louvers and shutters are of an architectural style earlier than the 1950s when the House was built. The buildings blend in well with the older buildings which comprise the Wyndham Port historic precinct.

HISTORICAL NOTES:

Bluey Lloyd is a past member of the Wyndham community. The significance of the House lies in its direct relationship to Bluey Lloyd's standing in the community. She lived much of her life on her own. She worked as a nurse at the hospital and was a much respected resident in the community. Her name was firmly established when she left the buildings to the Historical Society to open as a museum or to assist in raising monies to open a museum.

The House is now used as an office for a funeral business and as private residence. The two parts of the House with centrally accessible kitchen enable the business to operate from one part while the private living quarters remains undisturbed.

The Flat was originally used as a shop with a fuel pump at the front providing fuel to residents of Wyndham Port. The Flat is currently vacant and in poor condition.

HISTORIC THEME: People: Local Heroes and Battlers

CONSTRUCTION Walls: Timber and Fibro

MATERIALS: Roof: Iron

STATEMENT OF SIGNIFICANCE:

Bluey Lloyd's House and Flat has Social significance due to its direct relationship to Bluey Lloyd's standing in the community.

LEVEL OF SIGNIFICANCE: Some/Moderate significance

MANAGEMENT Conservation of the place is desirable

CATEGORY (Desired Outcome) Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

Agars I C - Wyndham Historical Society (e-mail)

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

SURVEY/ASSESSMENT DATE: 26 June 2007





NAME: Boab Tree - Three Mile Caravan Park

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 1306 Great Northern Highway, Three Mile, Wyndham

LOCATION: Three Mile Caravan Park, Wyndham

CONSTRUCTION DATE: c1500 years old

PLACE TYPE: Tree

USE	Original Use	SOCIAL/RECREATIONAL: Other
	Current Use	COMMERCIAL: Other

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Boab Tree at Three Mile Caravan Park is one of the largest boab trees in the area being up to 17 metres in circumference. It is referred to as "the largest boab tree in captivity."

HISTORICAL NOTES:

The site of the c1500 year old Boab Tree was originally used as an Aboriginal meeting place. According to oral traditions, the area around the tree was used by Aboriginal people as an important meeting place for the local tribe, long before white man came in to the area. It is known to the Aboriginal people as Gundicuy meeting place.

More recently, the Afghan Cameleers and mounted police camped in its vicinity and still later the site of the Boab Tree was the hub of Wyndham social gatherings being the location of the original rifle range as well as golf course and cricket pitch. The Boab Tree is now within the grounds of a caravan park.

HISTORIC THEME: Demographic settlement: Aboriginal meeting place

**CONSTRUCTION
MATERIALS:**

STATEMENT OF SIGNIFICANCE:

The Boab Tree has Social significance due to its historical use as an Aboriginal meeting place and as a previous hub of social activity being the site of the original rifle range, golf course and cricket pitch.

It also has Scientific value due to its great age and the fact that it is also one of the largest boab trees in the area.

**LEVEL OF
SIGNIFICANCE:** Some/Moderate Significance

**MANAGEMENT
CATEGORY (Desired
Outcome)** Conservation of the place is desirable
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

SURVEY/ASSESSMENT DATE: 25 June 2007



NAME: BP Service Station

OTHER NAMES: DDK's Service Centre, Scott Munro's "little" BP Service Station

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Bandicoot Drive, Kununurra

CONSTRUCTION DATE: 1963

PLACE TYPE: Individual Building

USE

Original Use	COMMERICAL: Other
Current Use	COMMERICAL: Other

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Ampol Station (as it was first known) was a prefabricated building bought from Perth. It is designed to allow the breeze through in the days before air conditioning and to withstand cyclonic conditions.

HISTORICAL NOTES:

The Ampol Station was built and owned by Gregor McQuie. The garage supplied fuel, bread, ice creams, milk, perishables and newspapers which were flown from Darwin by DC3 plane. McQuie was the first person to bring Paul's icecrean to Kununurra. McQuie also ran several other agencies from the Station. He supplied Lanes Chemicals and CIG and held the agency of MacRobertson Miller Airlines (MMA) which entailed meeting and transporting passengers to and from the airport. Avis Rent-A-Car and a freighting agency were also known to have operated from the Station and it also held the first Holden dealership in the district.

It was out of the business with MacRobertson Miller Airlines that McQuie's first Tourist business began providing tours of the area by bus and boat. Tourism soon became very important, the Ampol Station becoming the home of Triangle Tours, said to be one of the earliest tour providers in Western Australia. As agencies changed, tourism became more important for the business. The garage changed from Ampol to BP in the 1970s and is now Scott Munro's "little" BP service station.

HISTORIC THEME: Occupations: Commercial Services

CONSTRUCTION MATERIALS: Prefabricated metal

STATEMENT OF SIGNIFICANCE:

"Little" BP Service Station has Social significance: it has supplied a range of goods and services to the Kununurra community since the early days of the township.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

Wilson, P 2006 'Triangle Tours at the Beginning', in N Wainwright & K Wright (eds), *Kununurra – From Dreams to Reality*, N Wainwright & K Wright in conjunction with Alison Elford, Kununurra Telecentre, Kununurra, pp.312-313.

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 26 June 2007

NAME: Camden Harbour

OTHER NAMES: Camden Harbour Association Camp

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Camden Harbour

CONSTRUCTION DATE: December 1864 to October 1865

PLACE TYPE: Historic Site

USE

Original Use	OTHER
Current Use	VACANT/UNUSED

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

Camden Harbour is situated in a coastal region of rugged inlets with many reefs. It is located in the south east corner of the much larger Brecknock Harbour. It is scientifically spectacular but is recognised as a harsh area to live in.

There are a number of sites around Camden Harbour that are a physical reminder of the failed attempt at settlement that occurred in 1864/65.

The Camden Harbour Association Camp was established on the western side of a fresh water stream at the head of the Harbour. Little remains of the Association Camp.

At the Government Camp, a track was constructed to provide access through the rocks and mangroves and this is still clearly visible today. The track leads to a stone wall which holds a collection of crockery shards, nails and other small metal objects. Further inland is the ruins of stone buildings and the remnants of what appears to be animal holding yards.

The Calliance Wreck is marked by a pile of black basalt stones and a number of white fire bricks near low water mark at Camden Head. A lesser known reminder of the Wreck is a lone boab tree on the eastern shoreline of the Harbour inscribed with "JAN 1865 – SHIP – CALLIANCE".

HISTORICAL NOTES:

Camden Harbour was named by Captain PP King in 1821. PP King's records state that the harbour was named after the Marquess of Camden.

In 1838 the Explorer George Grey ventured into the Camden Harbour area. He was the first to officially recognise the settlement potential of the locality.

The WA Governor John William Hampton contributed men and money to the eventual settlement scheme (promoted by Melbourne agent William Harvey) based on the glowing reports of Grey.

Pioneers in search of new lands were encouraged to settle. About 70 interested settlers mainly from the mining and pastoral areas around Ballarat and Bendigo were assembled. The first ship to set sail from Melbourne was the 'Stag', in November of 1864. They arrived in December with a small amount of breeding stock, ample provisions and farming equipment. The 'Stag' was followed by the Helvitia, Calliance and the Jeannie Oswald.

The first settlers faced horrendous conditions. The wet had not yet arrived so the land was dry and provided little feed for the stock. The animals began to perish quickly.

The Calliance arrived with her load of settlers and supplies on Christmas Day 1864. Having suffered some damage to the hull on an uncharted reef, the captain brought the ship close to shore to assess the

damage. The Calliance was caught in a storm which blew the ship onto rocks where it was wrecked. The wreck was sold to three men who sold the salvaged materials from the ship.

The settlement limped on, continuing to face many difficulties. The WA Government sent a magistrate, surgeon, policemen and surveyors to the settlement on the "Tien Tien" in February 1865. By this time, a quarter of the stock had died and the scene was one of chaos and misery. The settlers did not have any knowledge of local food sources and their relations with the local Aborigines was not cordial. Many of the settlers left on the "Stag" and the "Tien Tien" with the skipper and crew of the "Calliance" and by October 1865 all of the people of Camden Harbour had withdrawn from the settlement.

In the ten months of the Association, nine people had died. Six are buried on Sheep Island. Those known are Constable Gee, Jimba, John Meadon, Baby Patterson and MJ Pascoe. The headstone of Mary Jan Pascoe, who died in child birth is still standing today beside a large boab tree on the south-eastern tip of the island.

HISTORIC THEME: Demographic settlement: Settlements

CONSTRUCTION MATERIALS: Stone: Stone fire place, stone walls, gravestone

STATEMENT OF SIGNIFICANCE:

The ruins at Camden Harbour have Historic significance: they are a monument to, and representative of, a failed settlement; failed largely due to the harsh conditions of this particular coastline and the Kimberley coast in general.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

Kimberley Cruising, *Camden Harbour Settlement*. Retrieved 25 June 2007 from kimberleycruising.com.au/

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 25 June 2007

NAME: Careening Bay and Boab Tree

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Southern end of Port Nelson in the Prince Regent Nature Reserve

CONSTRUCTION DATE: Inscription made in 1820.

PLACE TYPE: Historic Site and Tree

USE
Original Use OTHER
Current Use OTHER

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The section of coastline encompassing Careening Bay is uninhabited and has very limited access. It is part of a coastline of extreme complexity with a high rugged hinterland. The shores are mostly rocky, but there are sandy beaches in many of the bays, including Careening Bay.

On the beach, approximately 60 metres from the International Standard High Water Mark (ISHWM) is a large Boab Tree. Carved on the trunk is the inscription "HMC Mermaid 1820". The carving is divided into two sections where the tree divides. It is believed that the lettering dimensions have expanded with the growth the tree.

HISTORICAL NOTES:

Philip Parker King (PP King) careened HMC "Mermaid" on the beach at Careening Bay for repairs in 1820. Careening Bay was a stop over for PP King while charting the Australia coastline. His crew made the inscription on the Boab Tree during this stop over. PP King and his crew camped at Careening Bay for 17 days. Water was obtained from a creek 150 metres ESE of the Boab Tree.

HISTORIC THEME: Demographic Settlement and Mobility: Exploration and Attempt at Settlement

CONSTRUCTION MATERIALS: Not applicable

STATEMENT OF SIGNIFICANCE:

Careening Bay and the Boab Tree with its inscription, have Historic significance. Lieutenant King's expeditions along the Western Australia north west coastline were extremely important as it was on his information that a number of further expeditions were based.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 25 June 2007

NAME: Carlton Hill Homestead

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Carlton Hill Road, Kununurra

CONSTRUCTION DATE: Early 1890s

PLACE TYPE: Individual Building

USE
Original Use PASTORAL: Homestead
Current Use PASTORAL: Homestead

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

Carlton Hill Homestead was built on Cypress Pine tree stumps in the late 1890s. The trees on the site were cut down and the stumps used as foundations. The Homestead has a medium pitched sweeping roof with a large verandah along one elevation. The Homestead was comprehensively renovated by the previous station Managers (David and Susan Bradley) in the late 1980s. The house stumps and the floor of the Homestead remain original. New materials were used for the walls and roof however the layout of the house remains as original. The billabong and Homestead grounds of the property were also revamped.

Since the compilation of the original Municipal Heritage Inventory, a cover has been erected over the verandah and it has been enclosed with flyscreen.

HISTORICAL NOTES:

Carlton Hill Homestead is located on one of the earliest settled pastoral properties in the area. The original lease for Carlton Hill Station was taken up by the Hart and Durack families in 1893. A year later, the Durack family sold their share of the lease to the Hart family. The Homestead was constructed by John and Joseph Hart.

HISTORIC THEME: Occupations: Grazing and Pastoralism

CONSTRUCTION MATERIALS:
Walls: Corrugated iron
Roof: Corrugated iron
Other: Timber floorboards and stumps

STATEMENT OF SIGNIFICANCE:

Carlton Hill Homestead is significant as a place with Historic and Rarity value as it was one of the earliest settled pastoral properties in the area and there are few if any station homesteads in the region of the same age still standing. Although the original Homestead has been transformed, it has been undertaken with new materials sympathetic to the original.

LEVEL OF SIGNIFICANCE: Considerable significance

**MANAGEMENT
CATEGORY (Desired
Outcome)**

Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

Claire W – Current Carlton Hill Station Manager

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

SURVEY/ASSESSMENT DATE: 4 July 2007

NAME: Chimooly Dam and Stockyards

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Old Durack Stock Route into Wyndham, within Parry Lagoons Nature Reserve

CONSTRUCTION DATE: 1920s

PLACE TYPE: Other Structures

USE
Original Use FARMING/PASTORAL: Dam and Stockyard
Current Use PARK/RESERVE

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

Chimooly Dam remains in its original form but the stockyards are no longer used and are now evident only as remnant fence sections.

HISTORICAL NOTES:

The Stockyards were a holding area for stock destined for the meatworks at Wyndham Port. Chimooly Dam was used to water the meatworks cattle. The location was part of the original cattle route into Wyndham. The Duracks were the first to use this route into Wyndham. Remains of the cattle dip where the stock were dipped prior to being moved onto Wyndham can still be seen in the vicinity. The cattle dip was used through to 1960.

HISTORIC THEME: Demographic Settlement and Occupations: Exploring & Surveying;
Grazing; Pastoralism

CONSTRUCTION MATERIALS:

STATEMENT OF SIGNIFICANCE:

The Dam and Stockyards have Historic significance due to their integral link to the meatworks era of Wyndham and their earlier association with the movement of cattle into Wyndham for shipping out. The Dam also has links with the old Goose Hill Homestead the remains of which can be seen in the vicinity.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

SURVEY/ASSESSMENT DATE: 25 June 2007



NAME: Chinese Shops

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 274 (33) and Lot 273 (35) O'Donnell Street, Wyndham

LOCATION: O'Donnell Street, Wyndham

CONSTRUCTION DATE: Late 1880s and early 1890s

PLACE TYPE: Individual Buildings

USE
 Original Use COMMERCIAL: Shops
 Current Use VACANT/UNUSED

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Chinese Shops line the western side of O'Donnell Street in the historic Wyndham Port town. Three of the original five Chinese shops are still standing. The building technique is typically outback Chinese (i.e. built with whatever material came to hand) with additions added as required.

HISTORICAL NOTES:

The Chinese Shops were built in the 1890s. As their name suggests, they were constructed, owned and operated by members of Wyndham's Chinese community.

HISTORIC THEME: Demographic Settlement: Land Allocation and Subdivision

CONSTRUCTION MATERIALS:
 Walls: Timber and corrugated iron
 Roof: Corrugated iron
 Other: Fibro repairs

STATEMENT OF SIGNIFICANCE:

The Chinese Shops have Historic significance due to their direct link to the Chinese history of Wyndham. They also form an integral part of the historic Wyndham Port precinct.

LEVEL OF SIGNIFICANCE: Considerable significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable
Any alterations or extensions should reinforce the significance of the place and the original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

SURVEY/ASSESSMENT DATE: 25 June 2007





NAME: Commemoration Cairn on Diversion Dam

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Victoria Highway, Kununurra

LOCATION: Southern side of Victoria Highway on the town side of the Diversion Dam, Kununurra

CONSTRUCTION DATE: 1963

PLACE TYPE: Other Structures

USE	Original Use	MONUMENT
	Current Use	MONUMENT

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The monument is situated to east of the Diversion Dam wall and can be found set in a mosaic of river stones with designs derived from Aboriginal rock art arranged by Elizabeth Durack. Elizabeth Durack descends from the famous Kimberley pastoralist family and had established a reputation as an outstanding artist. The monument itself is quartzite rock quarried locally. A plaque is attached to the monument noting the date of the official opening of the Ord Irrigation Project by Sir Robert Menzies, former Prime Minister of Australia. It also lists the key people involved in overseeing the funding, organisation and planning of the project.

HISTORICAL NOTES:

The monument and associated art work was completed for the opening of the Ord River Irrigation Project on 20 July 1963.

HISTORIC THEME: Demographic Settlement: Land Allocation and Subdivision

CONSTRUCTION MATERIALS:	Monument: Quartzite rock
	Mosaic: Stones from the river bed

STATEMENT OF SIGNIFICANCE:

The Commemoration site has Historic significance, built specifically to commemorate the opening of the Ord River Project. The Project was opened by the Prime Minister of Australia which reflects the Project's value to the Federal Government.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable.
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

Kununurra Visitor Centre 2007, *the Glove Box Guide to the East Kimberley* 2007, Kununurra Visitor Centre, Kununurra.

SURVEY/ASSESSMENT DATE: 26 June 2007





NAME: Country Club Hotel

OTHER NAMES: Public Works Department (PWD) Staff Quarters
Ord River Club
Ord River Sports Club

PIN NUMBER:

LAND DESCRIPTION: Lot 76 Coolibah Drive, Kununurra

LOCATION: Coolibah Drive, Kununurra

CONSTRUCTION DATE: May 1961

PLACE TYPE: Individual Building

USE

Original Use	GOVERNMENTAL: Other
Current Use	COMMERCIAL: Hotel

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The original complex was comprised of two distinct parts, linked via a covered concrete walkway. One part was the mess, with kitchen and dining area. The other part was the quarters, comprising rooms approximately eight feet by five feet with toilets, showers and other facilities downstairs. Air conditioning was added later. The staff quarters no longer existing however the mess/club component still survives in its original 'U' shape with Country Club hotel reception on one arm, Chopsticks Restaurant on the other with the Country Club bar/restaurant forming the link. An outdoor dining area is located between the two arms.

HISTORICAL NOTES:

The PWD Staff Quarters and Mess were built in 1961 to accommodate and cater for PWD staff. The Ord River Club integrated with the dining room and kitchen facilities of the PWD facility. The place became a high society venue and only those that worked for the public service were eligible for membership.

The complex later became the Ord River Sports Club. The first managers were Mr and Mrs Robinson while Roy Hamilton was a prominent early President.

The site of the PWD quarters and mess is now an upmarket hotel – the Country Club Hotel. Part of the hotel reception area, bar, Country Club Restaurant and Chopsticks Restaurant is the area of the original

The staff quarters were used as a backpackers for a period but were demolished in 1999 and replaced with hotel units.

HISTORIC THEME: Demographic Settlement and Mobility: Settlements

CONSTRUCTION MATERIALS: Walls: Brick, Fibro and feature rock
Roof: Corrugated iron
Other: Steel uprights – concrete steps and flooring

STATEMENT OF SIGNIFICANCE:

The portion of the present Country Club Hotel comprising the original PWD mess has Historical significance as the first purpose built mess for single men working in Kununurra at the time of the construction of the Diversion and Argyle Dams.

The building also has Social significance as it was used by the Ord River Club and later the Ord River Sports Club.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

SURVEY/ASSESSMENT DATE: 26 June 2007





NAME: Guerinoni Crushing Plant

OTHER NAMES: Christiani & Nielson's Crushing Plant

PIN NUMBER:

LAND DESCRIPTION: Lot 313 Great Northern Highway, Kununurra (Reserve 29277)

LOCATION: Great Northern Highway, Kununurra

CONSTRUCTION DATE: Late 1960/Early 1961

PLACE TYPE: Other Structures

USE

Original Use	INDUSTRIAL: Other
Current Use	INDUSTRIAL: Other

OTHER LISTINGS: No other listings

PHYSICAL DESCRIPTION:

Nestled among the trees above the Ord River, the Crushing Plant is on the town side of the Diversion Dam. The plant is a steel structure with a long conveyor belt leading to the apex.

HISTORICAL NOTES:

Christian and Nielsen were contracted to build the Diversion Dam and in late 1960 they erected the Crushing Plant at its present site and was ready for production in early 1961. The Crushing Plant was built to produce crushed aggregate to be used in concrete for the construction of the Diversion Dam. Christian and Nielsen operated the Crushing Plant from 1961 to 1963. Another contractor took over the operation of the Crushing Plant in 1963 and continued until 1967 when Charlie Guerinoni took over. Today the Crushing Plant is still owned and operated by the company that Charlie and his wife Mary started with its products used for gardens, driveways, roads and concrete.

HISTORIC THEME: Occupations: Technology and Technological Change

CONSTRUCTION MATERIALS: Steel

STATEMENT OF SIGNIFICANCE:

The Crushing Plant has Historical significance: the construction of the Diversion Dam would not have been possible without it, the Diversion Dam being integral to the Ord Irrigation Project. The construction of the nearby Dunham River would also not have been possible without the Crushing Plant for the supply of material. The Crushing Plant was also important to the establishment of Kununurra town.

The Crushing Plant has Aesthetic significance. It has been a dominant part of the landscape since its erection in the early 1960s and is a familiar site to the Kununurra community.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable
Any alterations or extensions should reinforce the significance of the place and the original fabric should be retained wherever feasible.

MAIN SOURCES

Wright, B 2006 'MRD – The Road Ahead', in N Wainwright & K Wright (eds), *Kununurra – From Dreams to Reality*, N Wainwright & K Wright in conjunction with Alison Elford/Kununurra Telecentre, Kununurra, pp.43–53.

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

SURVEY/ASSESSMENT DATE: 25 June 2007



NAME: Drover's Memorial

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: O'Donnell Street, Wyndham

CONSTRUCTION DATE: 1968

PLACE TYPE: Other Structure

USE

Original Use	MONUMENT
Current Use	MONUMENT

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Memorial is located in O'Donnell Street in Wyndham Port in front of the Old Hospital/Prison building. The Memorial consists of a concrete bench with cover over, stone pillars and base. Above the bench is the key feature of the Memorial being a bronze frieze of cattle and mounted stockmen. A plaque is attached to the bench in honour of the Kimberley pastoral pioneers and overlanders.

The Memorial is adjacent and parallel to the footpath and is clearly visible from the street. The Memorial is well shaded by trees and the bench provides an ideal opportunity for quiet reflection and contemplation.

HISTORICAL NOTES:

The Memorial was erected by the Western Australian Historical Society in 1968 on behalf of the Wyndham community as a tribute to the efforts of the region's pastoral pioneers and overlanders.

HISTORIC THEME: Community Efforts: Cultural Activities

CONSTRUCTION MATERIALS: Bronze frieze

STATEMENT OF SIGNIFICANCE:

The Memorial has Historic significance: its significance lies in its direct link with the early pioneering pastoral industry of the Kimberley, particularly the industry's contribution to the establishment and growth of Wyndham.

**LEVEL OF
SIGNIFICANCE:**

Some/Moderate significance

**MANAGEMENT
CATEGORY (Desired
Outcome)**

Conservation of the place is desirable

Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

Kununurra Visitor Centre 2007, *the Glove Box Guide to the East Kimberley* 2007, Kununurra Visitor Centre, Kununurra.

SURVEY/ASSESSMENT DATE: 9 July 2007



NAME: Durack's Folly

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Duracks Folly Road (off Lake Argyle Road)

CONSTRUCTION DATE: 1903/1904

PLACE TYPE: Other Structures

USE Original Use TRANSPORT/COMMUNICATION: Other (Road)
Current Use UNUSED

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

Durack's Folly is difficult to locate as it is not maintained and is now barely visible. It was never a formal gazetted road and, as an informal access track, it no longer serves a purpose. It has therefore degraded over time as the natural process of erosion has taken hold.

HISTORICAL NOTES:

Prior to the construction of Durack's Folly, the road from Ivanhoe Station to Argyle Station passed through the cockatoo sand country. This was heavy going for horse and buggy. Patsy Durack devised the idea of a route which would be shorter and firmer. A track had to be cut through the rocky terrain up in the Carr Boyd Range on the east side of the Ord River. The southern slope to the top was short and steep. The northern slope was gentle. The route was surveyed by Patsy Durack and Scanlon cut a track up the side of the hill and built it up with stones where it needed widening and strengthening.

A team of men built the bush road which was quite an engineering feat given the steep and rocky terrain. One of the team members died and was buried at the foot of Durack's Folly a name given by sceptics who thought the road not possible.

The steep descent was scary to people and cattle alike. Cattle were lost as they got up to speed and disappeared over the edge. Trees were cut to drag as a brake behind the buggies in their descent. The road was used for many years by teamsters and travellers with buggies, wagons or drays as it shortened the track between Ivanhoe and Argyle Station by twenty miles.

HISTORIC THEME: Transport and Communication: Road Transport, Droving

CONSTRUCTION MATERIALS: Rock and earth

STATEMENT OF SIGNIFICANCE:

Durack's Folly has Historical significance due to its direct link with the early pioneering pastoral industry including direct association with the Durack family, Patsy Durack having devised the idea for the road and surveying the route.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 9 July 2007



NAME: Durack's Store

OTHER NAMES: Wyndham Port Hardware

PIN NUMBER:

LAND DESCRIPTION: Lot 4 O'Donnell Street, Wyndham

LOCATION: O'Donnell Street, Wyndham

CONSTRUCTION DATE: 1885

PLACE TYPE: Individual Building

USE

Original Use	COMMERCIAL: Shop
Current Use	VACANT/UNUSED

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The building is essentially a barn like construction under a single gabled roof. On the inside, enormous dressed timber beams run laterally from wall to wall to support the roof. The building materials including nails were all hand made.

A verandah set on stumps once extended across the front elevation of the building. Almost half of its length has been removed and most of the other half enclosed, with two large window configurations at the front. A central set of steps has also been added providing access to the front double entry doorway of the building. Steps up to the verandah were originally on the side (south) of the verandah.

HISTORICAL NOTES:

Durack's Store was built in 1885 by the firm Conner, Doherty and Durack. It is one of the few pre-1900 buildings remaining in Wyndham. The shop stocked stores and supplies for the region. Donkey teams and camels driven by Afghan cameleers were used to cart goods to outlying stations. It was originally operated by the Duracks a famous early pioneering family in the region. The Store included a small post office component following the closure of the Wyndham Port Post Office in 1967. The building continued to be used as a shop (Wyndham Port Hardware) at the time of compilation of the original Municipal Heritage Inventory. The building is now vacant and markedly deteriorated, eaten out by white ants and almost beyond repair.

HISTORIC THEME: Occupations: Technology and Technological Change

CONSTRUCTION

Walls: Timber and Fibro

MATERIALS:

Roof: Corrugated Iron

STATEMENT OF SIGNIFICANCE:

Durack's Store has Historic significance. It was the first building constructed in Wyndham Port and it was originally operated by the Durack's, a famous pioneering family of the East-Kimberley region.

The Store has Social significance having supplied goods to the Wyndham community and outlying stations since Wyndham's early days.

Durack's Store also has Aesthetic significance. The large, barn style of the building attributes it with a prominence above other buildings in the historic Wyndham Port precinct, befitting of its valued and long held role in Wyndham Port.

It is a Rare building in that it is one of the few buildings of original fabric and building style left in Western Australia.

**LEVEL OF
SIGNIFICANCE:**

Considerable Significance

**MANAGEMENT
CATEGORY (Desired
Outcome)**

Conservation of the place is highly desirable.

Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

Wyndham Port Heritage Trail - *Durack's Store Bi-Centennial Plaque*.

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 2 July 2007



NAME: First Government Residences

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 37 Cadjeput Street, Kununurra

LOCATION: Cadjeput Street, Kununurra

CONSTRUCTION DATE: 1961

PLACE TYPE: Individual Buildings

USE
 Original Use GOVERNMENTAL: Government Residence
 Current Use RESIDENTIAL: Single Storey Residence

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The First Government Residences are two dwellings sitting side by side. They are raised on stumps, have fibro walls and corrugated iron low pitched roof. They were designed with 360 glass louvers which were to be closed in the day time and opened in the evening to allow cool breezes to flow through the house. The subsequent advent of fans and air-conditioning made this time consuming task and unnecessary. A verandah has been added to the front of one of the dwellings, its roof constructed of corrugated iron and at the same pitch as that of the dwelling.

HISTORICAL NOTES:

The First Government Residences were built on Cadjeput Street in 1961. The building materials were transported from State Ships at Wyndham to Kununurra by East Kimberley Transport (EKT). Construction was overseen by Bill Worsteling. They were the first houses built in Kununurra, built to accommodate the government workers who were to provide the infrastructure for the Kununurra township. One of the early residents was Lyle Fairley and his family. He was the power station supervisor.

HISTORIC THEME: Demographic Settlement: Settlements

CONSTRUCTION MATERIALS:
 Walls: Fibro
 Roof: Corrugated iron
 Other: Each home has 360 glass louvers

STATEMENT OF SIGNIFICANCE:

The First Government Residences have some Historic significance as the first houses built in Kununurra.

LEVEL OF SIGNIFICANCE:

Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome)

Conservation of the place is desirable.
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra.

Camerpeschi R 2006 'House Building in the Early Days of Kununurra', in N Wainwright & K Wright (eds), *Kununurra – From Dreams to Reality*, N Wainwright & K Wright in conjunction with A Elford, Kununurra Telecentre, Kununurra.

SURVEY/ASSESSMENT DATE: 26 June 2007



NAME: Fork Creek Community

OTHER NAMES: 12 Mile

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Great Northern Highway, 12 Mile, Wyndham

CONSTRUCTION DATE: 1960s

PLACE TYPE: Individual Buildings

USE

Original Use	RESIDENTIAL: Other
Current Use	VACANT/UNUSED

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Fork Creek Community is located on the Wyndham side of Fork Creek, set amongst a forest of boab trees. The now abandoned settlement consists of half a dozen single roomed dwellings constructed of fibro and tin. The generator plant and water tank are located a distance from the camp. One larger central building was the meeting area. The buildings have deteriorated significantly. The timber frame is all that remains of the larger central building.

HISTORICAL NOTES:

The Fork Creek Community was originally set up as a Native Pensioner residential area. Many of the first residents were moved to this area against their will from more isolated communities so it did not have a happy beginning. This community and its building design are a unique example of the 1950s and 1960s settlement programme for Aboriginal people carried out by the Government of the day. The site was abandoned several years ago after the death of one of the elderly. The place was never smoked, a ceremony that clears the area of spirits.

HISTORIC THEME: Demographic Settlement: Settlements

CONSTRUCTION MATERIALS:

Walls: Fibro
Roof: Tin
Other: Wood and cement

STATEMENT OF SIGNIFICANCE:

The Fork Creek Community has Historical significance as a unique example of the 1950s and 1960s settlement programme for Aboriginal people carried out by the Government of the day.

LEVEL OF SIGNIFICANCE:

Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome)

Conservation of the place is desirable.

Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 26 June 2007





NAME: Gully Cemetery

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 441 Gully Road, Wyndham Port

LOCATION: Gully Road, Wyndham Port

CONSTRUCTION DATE: 1922

PLACE TYPE: Other Structures

USE	Original Use	CEMETERY
	Current Use	CEMETERY

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Gully Cemetery is located in Gully Street, Wyndham Port, the first residential street established in Wyndham with native bushland and the Bastion providing the backdrop. The gravestones are well marked and the cemetery is well maintained by the Shire.

HISTORICAL NOTES:

The Gully Cemetery was established once there was no more room at the Bend Cemetery. Its origins go back to 1922 and it provides significant information on that early history of Wyndham. The Cemetery is the resting place for twelve men who died during the building of the meatworks and contains the graves of members of the earliest station families who began the pastoral industry in the area in the late 1880s. It is an important link to the past for descendants living in Wyndham today. The Cemetery is occasionally reopened for burials for descendants and members of the remaining pioneer families of the East Kimberley.

HISTORIC THEME: Demographic Settlement: Settlements

CONSTRUCTION MATERIALS:

STATEMENT OF SIGNIFICANCE:

The Gully Cemetery has Historic significance as the resting place of twelve men who died during the construction of the meatworks and other members of the early Wyndham Port community.

The Cemetery has Aesthetic significance, positioned in an attractive setting at the base of the Bastion.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCE:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 26 June 2007



NAME: Gully Road Precinct

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Gully Road, Wyndham Port

CONSTRUCTION DATE: 1890s to latest in the 1990s

PLACE TYPE: Individual Buildings

USE	Original Use	RESIDENTIAL: Single Storey Residences
	Current Use	RESIDENTIAL: Single Storey Residences

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Gully Road houses form part of the first residential street in Wyndham Port. The houses are of varying ages. Some of the buildings were brought in from elsewhere. Most are of the 1940s and 1950s architectural style. Gully Road is now a no-through road but was once the main road to the former industrial area now owned by the Crocodile Farm.

HISTORICAL NOTES:

The Gully houses form a section of one of the first residential streets in the Wyndham Port. Many of the earlier residents of these houses were meat workers. The Gully Cemetery is also part of this street.

HISTORIC THEME: Demographic Settlement: Technology and Technological Change

CONSTRUCTION MATERIALS: Walls: Timber and Fibro
Roof: Tin, corrugated iron

STATEMENT OF SIGNIFICANCE:

The Gully Road Precinct has Historical significance as one of the first residential streets in Wyndham Port. Many of the earlier residents of these houses were meat workers and thus there is a historic link with the meatworks era.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable.
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever possible.

MAIN SOURCE:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 26 June 2007





NAME: Hidden Valley

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 1636 (Mirima National Park), Kununurra

LOCATION: Mirima National Park, Kununurra

CONSTRUCTION DATE:

PLACE TYPE: Geological Monument

USE	Original Use	PARK/RESERVE
	Current Use	PARK/RESERVE

OTHER LISTINGS: National Park

PHYSICAL DESCRIPTION:

Hidden Valley is located in the Mirima National Park north of Kununurra. Hidden Valley is a stones throw away from Kununurra and yet a world away. It is a valley with rugged cliffs forming amphitheatres, gullies and ridges. Mirima is the name given to the area by the Miriwoong people who still live in the region and consider the area to be especially significant to their culture.

HISTORICAL NOTES:

Traditionally a place for Aboriginal ceremony, the Hidden Valley has been placed in the care of the Aboriginal community. The name 'Hidden Valley' was said to be given by an early tourist operator who bought tours into the valley to view the scenery.

HISTORIC THEME: Demographic Settlement
Occupations: Environmental Awareness/Tourism

CONSTRUCTION MATERIALS:

STATEMENT OF SIGNIFICANCE:

The Hidden Valley has Social significance to the Aboriginal community as a traditional place of ceremony and to the wider community as a distinctive place in the local landscape contributing to the local sense of place.

The Hidden Valley has Aesthetic significance with its rugged cliffs, natural amphitheatres, gullies and ridges.

LEVEL OF SIGNIFICANCE:

Considerable significance

MANAGEMENT CATEGORY (Desired Outcome)

Conservation of the place is highly desirable

Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCE:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 26 June 2007



NAME: Old Wyndham Port Hospital and Regional Prison

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 101 O'Donnell Street, Wyndham Port

LOCATION: O'Donnell Street, Wyndham Port

CONSTRUCTION DATE: 1913

PLACE TYPE: Individual Buildings

USE

Original Use	HEALTH: Hospital
Current Use	RESIDENTIAL: Single Storey Residence

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The buildings of the old Hospital and Prison are of a mixed architectural style. The Matron's Quarters and the other outbuildings such as the Morgue and one wing of the hospital appear to be the original buildings constructed in 1913. All are primarily constructed of timber and iron. The Matron's Quarters is cottage style with a steep pitched gabled roof. The Morgue is of similar construction style and only partly intact. Large wooden louvers and wooden shutters add an interesting feature to the buildings.

Between 1970 and 1993 the buildings were used as the Wyndham Port Regional Prison. As a result, the north wing had additional internal walls added and prison safety screens were added to the exterior of the building.

HISTORICAL NOTES:

A hospital was first built on the site in 1894 however its poor design with a low roof was uncomfortable for both patients and nurses. Temperatures inside the building averaged 10C higher than outside. The ant-eaten building was condemned in 1909 by the District Medical Officer who recommended that it be demolished and replaced with a new hospital. It was not until after the building was almost demolished in a storm in February 1913 that a new building was commenced and completed later than year. Nothing remains of the original hospital building.

Two mosquito proof rooms were constructed in 1916 followed by nurses' quarters, an operating room and a men's room. In 1919 an outbreak of dengue fever necessitated further extensions to the Hospital. Renovations were undertaken in 1927 and in 1956 a two bedroom maternity ward was added. The Hospital was closed in 1970 and became the Wyndham Port Regional Prison which operated until 1993.

The site is now privately owned and the buildings are being renovated.

HISTORIC THEME: Demographic Settlement: Settlements, Technology and Technological Change

CONSTRUCTION MATERIALS: Walls: Iron, timber, asbestos cladding
Roof: Iron

STATEMENT OF SIGNIFICANCE:

The old Hospital and Prison has Historical significance. It was the first hospital built in the East Kimberley, operating for almost sixty years providing an important service to the Wyndham community. Its subsequent use as a Prison adds an interesting path to the buildings' history, the prison use greatly contrasting to that of a hospital.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCE:

Wyndham Port Heritage Trail Plaque

SURVEY/ASSESSMENT DATE: 26 June 2007





NAME: Ivanhoe Crossing

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Ivanhoe Road, 12km north of Kununurra

CONSTRUCTION DATE: Original crossing - 1930
Upgraded crossing – 1952/1953

PLACE TYPE: Other Structures

USE Original Use TRANSPORT/COMMUNICATION: Other (Road)
Current Use TRANSPORT/COMMUNICATION: Other (Road)

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The original crossing was constructed in the 1930s. The crossing was raised and upgraded in 1952/1953 because it was impassable for more than three months of the year in the wet season when river flows would result in the crossing being up to 35 feet under water.

The equipment and materials for Ivanhoe Crossing were transported from Perth by State Ships, including 20 tonnes of cement. Aggregate was sourced locally. Approximately 750 empty 44 gallons drums were used to provide the formwork for the 125 culverts under the main part of the Crossing. The pavement is 16 feet in width with some wider sections to permit some parking and passing (Wright, 2006).

HISTORICAL NOTES:

A small team was established in 1950 to construct the Wyndham-Nicholson Road. The Ivanhoe Crossing was an essential part of this road as it enabled crossing of the Ord River. A crossing already existed however this was in need of raising and upgrading as it was impassable for more than three months of the year.

The present Ivanhoe Crossing was constructed over the years of 1952 and 1953, the task being completed on New Years day in 1954. The original crossing of the Ord River was constructed in the 1930s.

The Wyndham-Nicholson Road was funded by the Federal Government with the funds allocated by the

State's Main Roads Commission. The Crossing was constructed in hot and difficult conditions. The labour force was varied and accommodated in a camp on the southern bank of the River (Wright, 2006).

The Crossing was essentially superseded with the construction of the Diversion Dam in 1962 but continues to form an essential link in the local road network and is a popular tourist attraction.

HISTORIC THEME: Transport and Communication: Road Transport

CONSTRUCTION MATERIALS: Concrete with modified petrol drums for culverts

STATEMENT OF SIGNIFICANCE:

The Ivanhoe Crossing has Historical significance as it provided (and still provides) a crossing of the Ord River, an essential part of the Wyndham-Nicholson Road constructed in the early 1950s. The original crossing enabled pastoralists to avoid the rigours of the stock route.

The Ivanhoe Crossing has Aesthetic significance which is reflected in its ability to attract large numbers of tourists that come to watch the waters of the Ord River flow over the Crossing.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCE:

Wright, B 2006 'MRD – The Road Ahead', in N Wainwright & K Wright (eds), *Kununurra – From Dreams to Reality*, N Wainwright & K Wright in conjunction with Alison Elford/Kununurra Telecentre, Kununurra, pp.43–53.

SURVEY/ASSESSMENT DATE: 27 June 2007

NAME: Kalumburu Mission

OTHER NAMES: Drysdale River Mission

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Lot 4 Gibb River/Kalumburu Road

CONSTRUCTION DATE: 1930s

PLACE TYPE: Precinct

USE

Original Use	RELIGIOUS: Monastery, Church and Other
Current Use	RELIGIOUS: Monastery, Church and Other

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Kalumburu Mission is located on the King Edward River. Napier Broome Bay is approximately eight kilometres to the north. Kalumburu is the northern most settlement in Western Australia, approximately 574km west of Wyndham. The Mission is adjacent to the now independent Kalumburu Community.

The core buildings are positioned around a quadrangle with the church (1938) at the centre. Other core buildings include the monastery, boy's and girl's dormitories, school, hospital buildings, mission volunteer's house, clothing store and convent annex. Other support buildings surround these core buildings. There is also a cluster of huts in the south-west corner of the precinct which were originally used for Aboriginal accommodation but are now disused.

The most significant buildings are the Church and the Monastery. The Monastery was built in the 1937 for the Benedictine Monks who founded the Mission. It is the only stone building in the Kalumburu Mission Precinct. The walls are local sandstone with cement corner blocks. The roof prefabricated steel trusses with corrugated iron sheeting. The Monastery is an 'H' shape with a central spine and a wing of rooms at either ends. The rooms open onto verandahs. There is an enclosed annex along the west side of the Monastery which accommodated the parish priest.

The Church is a rectangular building on a concrete slab with timber structure clad with corrugated iron. The corrugated iron is unclad on the inside and the building is cooled by ceiling fans. It has a gently pitched roof with a gabled porch over the front door supported by metal poles. At the apex of the roof gable is a cross structure which includes a small bell.

HISTORICAL NOTES:

Under the guidance of Abbot Torres, the Benedictine Monks of New Norcia established a mission at Mission Bay in 1908, later becoming known as Pago, the Aboriginal name for the area. Attempts to make contact with the local Aboriginal people were met with indifference or hostility, the mission was attacked and items were taken on a number of occasions.

In 1932, an outstation was established 25km inland at a pool on the King Edward River and known locally as Kalumburu. In 1936, the Pago Mission was moved to Kalumburu. By 1940, development at the Mission included a monastery, convent, church, kitchen, dormitories, storage buildings, boiler room, fowl yard, sheds, mission garden and Aboriginal accommodation.

In 1939 a military airfield was built at Kalumburu to contribute to sea lane protection. In September 1943, Japanese planes bombed the Mission and airfield causing much damage and killing six people. The church and kitchen were all but destroyed and the convent, garage, store and tool shed were totally destroyed. The monastery suffered a burnt ceiling and three broken doors.

The residents of the Mission moved to Tingun, about five miles away, the Priests returning in 1945 to commence reoccupation of the area and a new phase of building activity.

In the 1950s there were renewed efforts to make the Mission self sustaining. Under the guidance of the monks and nuns, Aboriginal people built up a successful self sustaining community. Tropical fruits, nuts and vegetables were raised along with beef and dairy cattle.

In the early 1960s, an Aboriginal village was constructed adjacent to the Mission.

The Commonwealth's government's policy of self-determination for Aborigines began to be implemented in 1972 with missions expected to hand over control to Aboriginal residents. The Benedictines transferred the bulk of the land to the Aboriginal residents and the Bishop of Broome retained the land on which the church related buildings were erected.

The Mission continued to care for the Aboriginal people and control finances until 1981 when the Kalumburu Aboriginal Community was incorporated.

In 2003, the Kalumburu Community numbered approximately 400 Aboriginal people and about twenty-five non-Aboriginal people. The Mission is now the parish centre for Our Lady of the Assumption Parish which covers approximately 250,000 square kilometres. The parish is staffed by a Benedictine Priest, a Benedictine Oblate, three Benedictine Sisters, a lay missionary and mission volunteers.

HISTORIC THEME: Community Efforts: Religion

CONSTRUCTION MATERIALS: Walls: Stone and corrugated iron
Roof: Corrugated iron

STATEMENT OF SIGNIFICANCE:

Kalumburu Mission has Historical significance: the church, monastery and other core buildings form a significant precinct indicative of the place's historical function as a mission; the layout provides an example of mission planning in the early twentieth century in Western Australia and of pioneering occupation of a previously isolated area; it is closely associated with foreign missionaries' attempts to induct Aboriginal people to the Christian faith; and it is significant in the history of World War II being one of four sites of air attacks in Western Australia, with six people killed.

The Kalumburu Mission has Social significance: it has religious and spiritual value for the Catholic Church and the northern Kimberley community in general.

LEVEL OF SIGNIFICANCE: Exceptional Significance

MANAGEMENT CATEGORY (Desired Outcome) The place should be retained and conserved unless there is no feasible and prudent alternative to doing otherwise.
Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one existing for the place).

MAIN SOURCE:

Taylor J 2003, *Conservation Plan for Kalumburu Mission Precinct*, Perth.

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 11 July 2007

NAME: Kimberley Research Station School

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Portion of Lot 203 (part of Reserve 22609)

LOCATION: Durack Drive, Kununurra

CONSTRUCTION DATE: 1958

PLACE TYPE: Individual Building

USE Original Use EDUCATION: Combined School
Current Use VACANT/UNUSED

OTHER LISTINGS: State Register of Heritage Places

PHYSICAL DESCRIPTION:

The School is set in the grounds of the Frank Wise Institute of Tropical Agriculture (formerly the Kununurra Research Station) on the corner of the main intersecting road through the site. The School is a single storey building on stumps and clad with asbestos. It has a low pitched hipped roof of corrugated iron which extends into a skillion along the rear enclosed verandah. The original rear verandah has been enclosed including a window configuration the lower panes of which have been boarded over. All classroom fit outs have been removed and there is some water damage due to the damaged roof.

HISTORICAL NOTES:

The contract for the construction of the School was awarded in November 1957 to George A Esslemont & Son of Welshpool who tendered an amount of 5,340 pounds. The School was completed on 27 June 1958. The School catered for the Kununurra Research Station, Ivanhoe pastoral station and those living in the new Kununurra township. In 1963, the School had an enrolment of 89, comprising 7 children from the KRS, 15 from Ivanhoe Station, and the remainder from the Kununurra township who were transported to the school each day by bus. The School closed in 1963, replaced by a new school in the Kununurra township. The School building was used for a period of time as a Visitors Centre, housing displays of pioneer and current crops. The building is now vacant.

The Frank Wise Institute of Tropical Agriculture, the grounds of which the Old School is situated, was entered onto the State Register of Heritage Places in 2007.

HISTORIC THEME: Community Efforts: Education and Science

CONSTRUCTION MATERIALS: Walls: Asbestos
Roof: Corrugated Iron

STATEMENT OF SIGNIFICANCE:

The School has Historical significance as the first school servicing Kununurra town. The KRS as a whole is significant due to its contribution to the success of the Ord Irrigation Project. The significance of the KRS is recognised with its permanent entry into the State Register of Heritage Places on 19 January 2007.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCE:
Heritage Council of Western Australia 2007; *Register of Heritage Places Assessment Documentation: Frank Wise Institute of Tropical Agriculture*; Heritage Council of Western Australia.

SURVEY/ASSESSMENT DATE: 28 June 2007



NAME: Kimberleyland Boab Tree

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 1519 Victoria Highway, Kununurra

LOCATION: Kimberleyland Caravan Park (access via Old Darwin Road)

CONSTRUCTION DATE:

PLACE TYPE: Tree

USE	Original Use	FARMING/PASTORAL:	Other
	Current Use	COMMERCIAL:	Other

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Kimberleyland Boab Tree is situated inside the grounds of Kimberleyland Caravan Park on the Victoria Highway on the outskirts of Kununurra. The Caravan Park is adjacent to the old Wyndham Darwin Road and is two to three kilometres from Kimberley Durack's original farm on the Ord River. The Boab Tree is a fine example of an old boab tree.

HISTORICAL NOTES:

Owing to its size and location it was a recognised camping site for many drovers, including the Durack family who used the location when they travelled between their Argyle Downs Station and Wyndham.

HISTORIC THEME: Demographic Settlement: Settlement

CONSTRUCTION MATERIALS:

STATEMENT OF SIGNIFICANCE:

The Boab Tree has Historic Significance as it was a recognised campsite for many drovers, including the Durack family who used the location when they travelled between their Argyle Downs Station and Wyndham.

The Boab Tree also has Aesthetic significance due to its size and natural beauty.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable.
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCE:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 28 June 2007



NAME: Kununurra Cemetery

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 241 Hidden Valley Road, Kununurra

LOCATION: Hidden Valley Road, Kununurra

CONSTRUCTION DATE: 1962

PLACE TYPE: Other Structures

USE

Original Use	CEMETERY
Current Use	CEMETERY

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Kununurra Cemetery is located at the entrance to the Hidden Valley. The setting is picturesque, at the base of an imposing rock formation. The large ancient Boab tree in the cemetery is a dominant feature. The entrance gates are built from steel and locally quarried stone. They were erected by local craftsmen.

HISTORICAL NOTES:

The first interment at the Kununurra Cemetery was Mrs Flora Robinson on 13 July 1962. She was the wife of the first manager of the Ord River Club and hostel.

In the late 1980s a project to construct entrance gates and generally beautify the Cemetery was undertaken as part of a community effort initiated by Rosalie Hamilton and taken up by Kununurra Rotary Club. Materials and effort were supplied by Rotarian men and ladies and the project was completed around 1989.

In 2004, a Niche Wall (Columbarium) was constructed at the Cemetery near the entrance gates, becoming the Roy Hamilton Wall of Remembrance. Others to also be recognised on the Wall include Ross Barrett, Colin de Cruz, Craig S Johnston, Gregor & Francis McQuie and Patricia Sharpe. Two pioneer headstones recovered from the bottom of Lake Argyle were located at Cemetery as part of this project. This was in accordance with family wishes.

HISTORIC THEME: Community Efforts: Religion/Institutions

CONSTRUCTION MATERIALS: Entrance gates made of steel and local stone

STATEMENT OF SIGNIFICANCE:

The Kununurra Cemetery has Social value: it was established when Kununurra township first came into being and is the resting place of many past members of the Kununurra community. It holds much importance to the descendants of those people. It contains two pioneer headstones recovered from Lake Argyle and is also the site a Wall of Remembrance in recognition of those people that have had significant roles in Kununurra.

The Kununurra Cemetery also has Aesthetic significance set in an attractive position with the Hidden Valley National Park as the backdrop.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCE:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

Shire records

SURVEY/ASSESSMENT DATE: 28 June 2007





NAME: Kununurra Community Pre-School

OTHER NAMES: Kununurra Community Kindergarten

PIN NUMBER:

LAND DESCRIPTION: Lot 2440 (15) Pindan Avenue, Kununurra

LOCATION: Pindan Avenue, Kununurra

CONSTRUCTION DATE: 1973

PLACE TYPE: Individual Building

USE

Original Use	Pre School
Current Use	Vacant/Unused

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Pre-School is located on a large block comprising an outdoor playground and a rectangular building constructed of bricks, with a Trimdeck roof and verandah across the front of the building under the one roof structure. At the time of approval, the building was described in the Minutes Book as 'well designed, comparatively cool and acoustically dead', very suitable for its purpose. The building is now vacant, the building and play equipment appear tired and the landscaped grounds have become overgrown.

HISTORICAL NOTES:

The Kununurra Community Pre-School was the first pre-school in Kununurra. It was made possible by a great deal of community effort. The cost of the building, fillings, furniture and equipment was \$45467, \$13,700 of which was raised by a community of approximately 1500 people. Local trades people donated goods and services. The Pre-school was managed by a dedicated committee of parents.

HISTORIC THEME: Community Efforts: Education

CONSTRUCTION MATERIALS:

Walls: Brick
Roof: Iron Trimdeck
Other: Timber barge boards

STATEMENT OF SIGNIFICANCE:

The Pre-School has Social significance as it is the result of a great community effort. Following construction, the community effort continued through management and maintenance.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCE:

Shire records

SURVEY/ASSESSMENT DATE: 27 June 2007



NAME: Lonely Stockman's Grave

OTHER NAMES: David Suttie Lone Grave

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Adjacent Parry's Creek Road between Fuddah Springs and Black Rock Falls, 3 miles from Ivanhoe towards Buttons Gap.

CONSTRUCTION DATE: c1912

PLACE TYPE: Other Structures

USE Original Use CEMETERY: Lone grave
Current Use CEMETERY: Lone grave

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:
The Stockman's Grave is behind a tree and not easy to see. It is a simple mound, covered with stones. A white painted tin cross is inscribed with the details of the deceased man.

HISTORICAL NOTES:
The Lonely Stockman's Grave is the grave of a stockman named David Suttie, known as "The Silent Stockman". He died on 29 January 1912 aged 62 years. He was one time head stockman of Elsie Station (NT) of "We of the Never, Never" fame. He was also head stockman of Ivanhoe Station on which he is buried (Kununurra Visitor Centre 2007). He died of excessive heat and exposure. His grave is a reminder of the harsh conditions faced by the early pastoralists in the Kimberley region.

HISTORIC THEME: Occupations: Grazing, Pastoralism and Dairying, People

CONSTRUCTION MATERIALS: Stones and tin cross

STATEMENT OF SIGNIFICANCE:
The Lonely Stockman's Grave has Historic significance as the resting place of a lone stockman of the early pastoralist days of the region. The grave is Representative of the harsh conditions faced by the early pastoralists of the Kimberley and is Rare in that it is a lone grave, clearly marked and in good condition.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCE:
O'Brien Planning Consultants; *Shire of Wyndham-East Kimberley Municipal Heritage Inventory* (1997)
Kununurra Visitor Centre 2007; *The Glove Box Guide to the East Kimberley*; Kununurra Visitor Centre

SURVEY/ASSESSMENT DATE: 28 June 2007



NAME: Moochalbra Dam and Pump Station

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 316 King River Road, Wyndham(Reserve 16869)

LOCATION: King River Road, Wyndham

CONSTRUCTION DATE: 1972

PLACE TYPE: Other Structures

USE	Original Use	GOVERNMENTAL: Dam and Pumping Station
	Current Use	GOVERNMENTAL: Dam and Pumping Station

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The original Moochalabra Dam was constructed over the years of 1971 and 1972. The original Dam had a water storage capacity of 646 million litres, an embankment height of 13 metres and width of 110 metres. The embankment and spillway were one with surplus water overflowing the wall during the wet season. The embankment was constructed of rocks with a steel mesh placed over the wall to prevent water dislodging the rock. The mesh was held in place with large anchor bars that penetrated the dam wall.

The new Moochalabra Dam was constructed over the original dam in 1999. It has a water storage capacity of 2007 million litres, embankment height of 24 metres and width of 160 metres. It is constructed of a coarse rock embankment with fine rock, gravel, sand and clay fill.

The Dam viewing area is accessible by a 1.2km access track off King River Road, approximately 20km from the Great Northern Highway.

The Pumping Station is located on King River Road to the north of the Dam next to the spillway. As with the Dam, the Pumping Station has been upgraded following the compilation of the original Municipal Heritage Inventory in 1997.

HISTORICAL NOTES:

The original Moochalabra Dam was designed and surveyed by the Public Works Department and constructed by Carratti Bulldozing Company in 1971 and 1972. The dam was to be a temporary measure to allow time to better understand the catchment runoff characteristics and future water demand for Wyndham. The old dam did not hold enough water to meet Wyndham's water demand and

in dry years supply was supplemented from the old King River rock pools, the original water supply for Wyndham. The corrosion of the anchor bars ultimately triggered the need for the new dam.

The new Moolchalabra Dam was designed by Geo Eng Pty Ltd, surveyed by Whelans Survey and Mapping Group and constructed by JJ McDonald & Sons Engineering in 1999.

HISTORIC THEME: Transport and Communications: Technology and Technological Change

CONSTRUCTION MATERIALS: Compacted clay and rock fill

STATEMENT OF SIGNIFICANCE:

The Dam has Scientific significance as it is unique in its design, being the only one of its type of construction in Australia.

It has Social significance to the Wyndham town as it is the main water supply for the town.

It also has Aesthetic significance, set in an exceptionally picturesque area with the surrounds characterised by small lagoons, red rock gorges and boab trees.

LEVEL OF SIGNIFICANCE: Considerable significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCE:

Water Corporation - Information panel at public viewing area

SURVEY/ASSESSMENT DATE: 28 June 2007





NAME: Old Catholic Church

OTHER NAMES: St Vincent's

PIN NUMBER:

LAND DESCRIPTION: Lot 141 Rosewood Avenue, Kununurra

LOCATION: Rosewood Avenue, Kununurra

CONSTRUCTION DATE: 1962

PLACE TYPE: Individual Building

USE

Original Use	RELIGIOUS: Church
Current Use	VACANT/UNUSED

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Church is constructed of a timber frame with fibro cladding and a corrugated iron roof. It is a traditional design other than it being on stumps due to termite problems in the area. It has a manse attached by a breezeway.

One of the outstanding features of the church was a bell tower about 10 metres high. For many years, the bell rang to announce mass each Sunday morning. The bell was removed to prevent unauthorised use which brought community complaints. The bell tower has also been removed.

HISTORICAL NOTES:

Prior to the construction of the Church, the priest from Wyndham, Father Boes, came to Kununurra each fortnight to say Mass for the Public Works Department workers. Bishop John Jobst who was the Catholic Bishop of the Kimberley contacted Mr Stan Costello to draw up plans for a Catholic Church on a site inspected by the Bishop on 17 April 1967. The Bishop hoped that the Church would be completed by May/June 1962 however the Church was completed earlier with the Blessing and Opening of the Church held on 10 March 1962. The guests at the opening included the Rev. Ron Sparks AIM, Mr McGuigan (Administrator of the North West) and Mr Roy Hamilton (Public Works Department Engineer). Three lay Missionaries who had built the church under adverse conditions were also at the opening.

HISTORIC THEME: Social and Civic Activities: Religion
CONSTRUCTION MATERIALS: Walls: Timber frame with fibro cladding
Roof: Iron

STATEMENT OF SIGNIFICANCE:

The Old Catholic Church is of Historical significance being the first Church built in Kununurra. Prior to its construction, the nearest Church was in Wyndham.

The Old Catholic Church has Social value: Catholicism is a major religion in the Kimberley area including amongst the Aboriginal people. Churches are a very important part of the social fabric possibly even more so in remote, isolated towns such as Kununurra.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the places is desirable.
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

The Office of the Bishop of Broome (the Most Reverent Christopher Saunders) 2006, 'The Catholic Church in Kununurra', in N Wainwright & K Wright (eds); *Kununurra: From Dreams to Reality*, N Wainwright & K Wright in conjunction with A Elford, Kununurra Telecentre, Kununurra.

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 26 June 2007





NAME: Old Court House

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 381 (Reserve 1276) Cnr Gambier & MacPhee Streets, Wyndham

LOCATION: Macphee Street, Wyndham Port

CONSTRUCTION DATE: 1954

PLACE TYPE: Individual Building

USE

Original Use	GOVERNMENTAL: Police Station
Current Use	EDUCATIONAL: Museum

OTHER LISTINGS: No other listings

PHYSICAL DESCRIPTION:

The Old Courthouse is located in the historical Wyndham Port precinct. It was built in typical 1950s architectural style and much later than the majority of the other historic buildings in the precinct. It is none-the-less complementary to the architecture of the other historic buildings in the precinct. The Old Courthouse is located at the northern end of O'Donnell Street, on the western side of the street. Oral histories indicate that the foundations and materials of a previous building on the site (built in 1928) were used to erect the present building.

HISTORICAL NOTES:

Construction of the Old Court House building commenced in 1954 and was built in three stages over 15 years. It was initially used as a temporary police station. The police sergeant acted as the clerk of the court and as a marriage celebrant. The building then became a court house. Oral histories indicate that the earlier building on the site was also used as a courthouse. The use of the building as a court house continued until 1970. The building was derelict for several years until it was reopened as the present Historical Society Museum.

HISTORIC THEME: Transport and Communication: Road Transport/Ethnic Groups

CONSTRUCTION MATERIALS:

Roof: Corrugated Iron
Walls: Fibro and Asbestos
Other: Concrete floor

STATEMENT OF SIGNIFICANCE:

The Old Courthouse has Historical significance forming an integral part of the Wyndham Port precinct, originally as a police station, then court house and presently as the Historical Society Museum.

LEVEL OF SIGNIFICANCE: Some/Moderate significance

MANAGEMENT CATEGORY Conservation of the places is desirable.

(Desired Outcome)

Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

Information plaque on site

SURVEY/ASSESSMENT DATE: 28 June 2007



NAME: Old Shire Hall

OTHER NAMES: Wyndham Port Shire Hall

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Lot 7 O'Donnell Street, Wyndham

CONSTRUCTION DATE: 1960

PLACE TYPE: Individual Building

USE

Original Use	GOVERNMENTAL: Shire Hall
Current Use	VACANT/UNUSED

OTHER LISTINGS: No other listings

PHYSICAL DESCRIPTION:

The Old Shire Hall is the first building on the west side of O'Donnell Street on entry to Wyndham Port. It is a fibro building with a slightly gabled roof and a skillion roofed verandah supported by metal poles.

HISTORICAL NOTES:

The Old Shire Hall building is the third building to be built on the site. It was originally used as the District Road Board offices and occasionally used as a Hall. This use ceased in 1982 and the building was unused for a short period until it was taken up by an art gallery (Boab Art Gallery).

HISTORIC THEME: Community Efforts: Sport, recreation and entertainment

CONSTRUCTION MATERIALS:

Walls: Fibro
Roof: Corrugated iron
Other: Timber and concrete

STATEMENT OF SIGNIFICANCE:

The Old Shire Hall has Historic significance as the site of the old District Road Board offices and hall.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

Information panel on site

SURVEY/ASSESSMENT DATE: 28 June 2007



NAME: Old Wyndham Post Office

OTHER NAMES: Wyndham Port Post Office

PIN NUMBER:

LAND DESCRIPTION: Lot 1 O'Donnell Street, Wyndham

LOCATION: O'Donnell Street, Wyndham

CONSTRUCTION DATE: 1927

PLACE TYPE: Individual Building

USE

Original Use	TRANSPORT/COMMUNICATION:	Post Office
Current Use	RESIDENTIAL:	Single Storey Dwelling

OTHER LISTINGS: No other listings

PHYSICAL DESCRIPTION:

The Old Post Office is a timber framed building with a corrugated iron hip and valley roof covering the previous main office space and public service area. A lower height hip roof with gable end (south-west elevation) covers the rear rooms and verhandah. The walls of the southern portion of the building are clad in timber weatherboards and the walls to the other elevations are clad in asbestos sheeting.

HISTORICAL NOTES:

The Old Post Office was built in approximately 1927. In the late 1960 to mid 1961 repairs, alterations and painting was undertaken. Building of the new post office in Three Mile commenced in May 1967. The Old Post Office was decommissioned in November 1967 and in 1986 it was opened as a Tourist Information Centre. The Centre operated until the end of the 1997 tourist season and was sold by the Shire to a private purchaser in July 1998 and is currently used as a private residence.

HISTORIC THEME: Transport and Communication: Mail Service

CONSTRUCTION MATERIALS:

Roof:	Corrugated Iron
Walls:	Timber
Other:	Asbestos

STATEMENT OF SIGNIFICANCE:

The Old Post Office has Historical significance being closely associated with the development of Wyndham Port in the early-mid part of the twentieth century. It represents a portion of a previously more prosperous town and port which played a significant role in the development of Wyndham and the East-Kimberley.

The Old Post Office has Scientific value, demonstrating technical sophistication in the design and incorporation of ventilation devices into the building for the purpose of cross ventilation and interior climate control.

The Old Post Office has Aesthetic value as a simple example of a post office building.

The Old Post Office has Social value as forms part of the Wyndham Port tourist destination, contributes to the community's sense of place and is associated with post office services in the remote areas of the East Kimberley.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable.
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

Taylor J 1998, *Conservation Plan for Wyndham Post Office*, Perth.

SURVEY/ASSESSMENT DATE: 28 June 2007

NAME: Oombulgurri

OTHER NAMES: Forrest River Mission

PIN NUMBER:

LAND DESCRIPTION: Forrest River Reserve

LOCATION: Forrest River, Cambridge Gulf

CONSTRUCTION DATE: 1913

PLACE TYPE: Individual Buildings

USE Original Use RELIGIOUS: Mission
Current Use RESIDENTIAL: Other

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Oombulgurri community is located north of the Forrest River in the Forrest River Reserve. The buildings are a mixture of local resources – timber, rock, mudbrick and grass thatch as well as modern timber, tin, corrugated iron and fibro. There is a blending of the historic with the new. The main street of the community is lined with an avenue of Boab trees planted in the early days of the Mission. The trees are a magnificent example of landscaping with native species. The two buildings of most significance in the Oombulgurri settlement are the church and the school. The church is from the days of the Forrest River Mission and continues to be used for occasional services. The school was the first independent Aboriginal school in Australia. Both buildings are maintained and are in good condition.

HISTORICAL NOTES:

The Anglican church tried to start up a Mission in 1897 but the attempt was abandoned due to poor contact with the Aboriginal people. Another attempt was made, the Forrest River Mission being founded in 1913. Reverend Gribble managed the Mission from 1914 to 1926, the Mission continuing to operate until 1968 under several changes in management. In 1965 the Native Welfare Department decided that the Mission should close down and move the Wyndham.

The area around the Forrest River Mission site is called 'Oombulgurri'. In 1970, the Oombulgurri committee was set up by Elders who had lived at the Mission and wanted to return to the Forrest River to start up a community. The return was achieved with the assistance of the Uniting Church. A government committee was set up to re-establish service and staff and to resolve the ongoing water supply problems. This had been achieved by 1982. The community had the first independent Aboriginal school in Australia. The Oombulgurri community continues today under the management of Oombulgurri committee.

HISTORIC THEME: Demographic settlement: Aboriginal Occupation/Racial Contact

CONSTRUCTION MATERIALS: Walls: Mud brick, tin, timber, fibro and local rock
Roof: Tin, corrugated iron and grass thatch

STATEMENT OF SIGNIFICANCE:

Oombulgurri has Historical significance as the site of the first Mission established in Western Australia, the Forrest River Mission. The old church remains and is a reminder of Mission that once was and attempts by the Anglican church to induct local Aboriginal people to the Christian faith. The school has Social significance as the first independent Aboriginal school in Australia.

LEVEL OF SIGNIFICANCE:	Considerable Significance
MANAGEMENT CATEGORY (Desired Outcome)	<p>Conservation of the place is desirable</p> <p>Any alterations or additions should reinforce the significance of the place, and original fabric should be retained where feasible.</p>
MAIN SOURCE:	
<p>Oombulgurri Committee Chairperson (oral information, 16 July 2007)</p> <p>Kimberley Land Council 2004, <i>How Traditional Owners of the North Kimberley Want to Look After Their Country: Department of Planning and Infrastructure Scoping Study Indigenous Consultations</i>, Kimberley Land Council, Western Australia.</p> <p>O'Brien Planning Consultants 1997, <i>Shire of Wyndham-East Kimberley Municipal Heritage Inventory</i>, Kununurra</p>	
SURVEY/ASSESSMENT DATE:	16 July 2007



NAME: Ord River Diversion Dam

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Victoria Highway/Ord River junction

CONSTRUCTION DATE: March 1961 to June 1963

PLACE TYPE: Other Structures

USE	Original Use	GOVERNMENTAL: Dam
	Current Use	GOVERNMENTAL: Dam

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Diversion Dam is located 6km west of Kununurra town forming part of the Victoria Highway. The Diversion Dam is comprised of a concrete spillway with 20 radial gates that are raised or lowered to regulate the water level of Lake Kununurra. The spillway is 1000 feet (305m) long and the gates are 37 feet (11m) high by 49 feet (15m) wide.

The Diversion Dam was constructed at Bandicoot Bar, a natural quartzite bar at a bend in the Ord River. The Dam created Lake Kununurra which provided the water for irrigation. Water was distributed to the farmlands via the M1 Channel and a system of branch channels.

A Pumping Station was built in association with the Diversion Dam however this was no longer needed with the construction of the Argyle Dam (Top Dam).

HISTORICAL NOTES:

The construction of the Diversion Dam was the first step of Stage 1 of the Ord River Irrigation Scheme. The project was designed and supervised by the Public Works Department and the contract for the construction of the Dam was awarded to Christiani and Nielsen. Work commenced in March 1961 with the Dam officially opened on 20 July 1963 by the then Prime Minister of Australia Sir Robert Menzies.

HISTORIC THEME: Community Effort: Transport and Communication

CONSTRUCTION MATERIALS: Reinforced concrete, steel radial gates and earthen abutments

STATEMENT OF SIGNIFICANCE:

The Diversion Dam has Historical significance, its construction marking the commencement of the Ord Irrigation Project, the Project being the basis for the development of intensive agriculture in the East-Kimberley and for the development of the Kununurra township. Without the Project and the defining Diversion Dam the Kununurra township and its community would not exist as it does today.

LEVEL OF SIGNIFICANCE: Exceptional Significance

MANAGEMENT CATEGORY (Desired Outcome) The places should be retained and conserved unless there is no feasible and prudent alternative to doing otherwise.
Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one existing for the place).

MAIN SOURCES:

Kununurra Visitor Centre 2007, *the Glove Box Guide to the East Kimberley* 2007, Kununurra Visitor Centre, Kununurra.

Graham-Taylor S 1978, Excerpts of 'A History of the Ord River Scheme 1978', in N Wainwright & K Wright (eds), *Kununurra: From Dreams to Reality*, N Wainwright & K Wright in conjunction with A Elford, Kununurra Telecentre, Kununurra.

Heritage Council of Western Australia; *Register of Heritage Places Assessment Documentation – Main Pump Station, Kununurra*, Heritage Council of Western Australia, East Perth.

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 29 June 2007



NAME: Postmaster's Residence

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 2 O'Donnell Street, Wyndham Port

LOCATION: O'Donnell Street, Wyndham Port

CONSTRUCTION DATE: 1920

PLACE TYPE: Individual Building

USE
 Original Use RESIDENTIAL: Single Storey Dwelling
 Current Use COMMERCIAL: Guesthouse

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Postmaster's Residence overlooks the Cambridge Gulf. The building has undergone some changes both in structure and use. Early photographs indicate the building has not altered significantly although all external wooden shutters have been removed. Additional interior walls have been added to create more accommodation. The basic integrity of the building remains intact and therefore it retains the charm of early nineteenth century government building style.

HISTORICAL NOTES:

The Postmaster's Residence was located at its current site in 1920. The building was originally located at Telegraph Hill. Before it became the Postmaster's Residence it served as a radio telegraph station established in 1914. The building was one of two identical buildings at Telegraph Hill used as staff accommodation. The station provided an important communication link for shipping, especially in war time. Later the minerals around the station interfered with the signals so it was decided to close the station. One of the accommodation buildings was moved to Broome and the other was located to O'Donnell Street and used as the Postmaster's Residence.

The Post Office closed in 1968 and the Postmaster's Residence was sold privately, becoming a guest house which is still used for today.

HISTORIC THEME: Transport and Communication: Telecommunications

CONSTRUCTION MATERIALS: Walls: Fibro
Roof: Corrugated iron
Other: Timber and concrete

STATEMENT OF SIGNIFICANCE:

The Postmaster's Residence is Historic and Aesthetic significance. The building's value lies in its age, architectural features and its setting. As a former postmaster's residence it is linked to the Old Post Office. The building forms an integral link with the historic Wyndham Port precinct as a whole. Today it is used as tourist accommodation for the visitors touring the area.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

Information sign on site

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 29 June 2007



NAME: Prison Boab Tree

OTHER NAMES: Hillgrove Lockup

PIN NUMBER:

LAND DESCRIPTION: Reserve 16869, King River Road, Wyndham

LOCATION: King River Road, 25km from Great Northern Highway

CONSTRUCTION DATE: Approximately 4000 years old

PLACE TYPE: Tree

USE

Original Use	GOVERNMENTAL: Other
Current Use	PARK/RESERVE

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Prison Boab Tree is located on the King River Road, 25km (by road) from the Great Northern Highway. The Tree is hollow with a circumference of some 15 metres. It is thought to be about 4000 years old. It is located in an attractive setting, set against the backdrop of the Cockburn Range and the King River.

HISTORICAL NOTES:

The Prison Boab Tree was used by early police patrols as an overnight lockup and holding site.

HISTORIC THEME: Demographic Settlement: Transport
Exploration and Surveying: Road Transport

CONSTRUCTION MATERIALS:

STATEMENT OF SIGNIFICANCE:

The Prison Boab Tree has Historical significance, holding an important link to Aboriginal pre-history through oral tradition and to the early contact period when it was used as a holding site for prisoners.

The Prison Boab Tree has Social value having provided a location for social gatherings of both Aboriginal and non-Aboriginal people.

The Prison Boab Tree also has Aesthetic significance. The Boab Tree is a large and beautiful specimen in an attractive setting with the Cockburn Range and King River providing the backdrop.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable
Any alterations or extensions should reinforce the significance of the place and the original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

Scott-Virtue L 1999; 'This is Wyndham time', *The Kimberley Echo*, 28 January, p.6.

SURVEY/ASSESSMENT DATE: 29 June 2007





NAME: Main Pump Station, Kununurra

OTHER NAMES: M1 Pump Station

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Lakeview Drive, Kununurra

CONSTRUCTION DATE: 1962/1963

PLACE TYPE: Individual Building

USE	Original Use	GOVERNMENTAL: Pumping Station
	Current Use	VACANT/UNUSED

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Pump Station is comprised of three Johnson single stage axial flow vertical pumps housed in a steel framed corrugated iron shed on a concrete substructure pumping chamber that extends below water level. It is located on the north bank of Lake Kununurra approximately one kilometre southwest of the Kununurra town centre adjacent to Lakeview Drive. The shed is at the same level as the adjacent roadway and is accessed via a suspended concrete platform across the bank of the Lake (Heritage Council of Western Australia 2006).

HISTORICAL NOTES:

The Pump Station was constructed in 1962-1963 at the mouth of the Main Irrigation (M1) Channel of the Ord River Irrigation Area. The construction of the Ord River Diversion Dam created Lake Kununurra which provided the water for irrigation. Only the top five feet of the water provided gravity feed for the Irrigation Channel therefore it was necessary to pump the water when it fell below this level.

Tenders for the construction of the Pump Station were called in March 1961. The contract was awarded to Harland Engineering of Victoria and completion of the Pump Station was planned for November 1962. Water storage at the Diversion Dam commenced on 9 March 1963 however the initial irrigation from the Diversion Dam was by means of an interim pumping installation as the Pump Station had not been completed by this time. Delays were caused by a strike at British General Electric, the licence holder for the Johnson Pumps.

The completion of Arygle Dam in December 1971 enabled the water level in Lake Kununurra to be maintained at a sufficient height to provide year round gravity feed to the Irrigation Channel. The Pump

Station was no longer required. The power supply to the Pump Station was disconnected but the place was not fully decommissioned and it remained as an emergency facility.

In the decades following its closure the Pump Station was used as a jetty and refuelling point for tour boats, most notably the *Jabiru* which was moored at the site for 25 years.

In 1998 an application was made to lease the site and corresponding proposal put forward to convert the Pump Station to a restaurant. The Shire approved the proposed development however the Water Corporation refused the application following a lengthy investigation. The refusal was due to issues associated with joint land tenure, environmental and operational issues.

In 2004, the operators of the *Jabiru* were negotiating to use the place to display the history of Ord River projects as the starting point of their tour operation.

The Pump Station was officially decommissioned in 2004.

In 2005 a structural review was produced for the Water Corporation to assist in its considerations of alternative uses and site survey was also undertaken.

In June 2007, the place continued to remain unutilised.

HISTORIC THEME: Outside Influences: Water, power and major roads

CONSTRUCTION MATERIALS: Walls: Corrugated iron
Roof: Corrugated iron
Other: Concrete substructure

STATEMENT OF SIGNIFICANCE:

The Pump Station has aesthetic, historic, scientific and social value as comprehensively detailed in the Heritage Council's (2006) Assessment Documentation for the place.

The Pump Station has Aesthetic significance as a landmark element located at Kununurra Lake adjacent the north bank at the juncture of the M1 Channel. The place is clearly associated with the Ord Irrigation Project.

The Pump Station has Historical significance as an integral part of the Ord Irrigation Project, the Project being responsible for the establishment of Kununurra town and the surrounding district.

The Pump Station has Scientific value as it contributes to an understanding of the cultural history of Western Australia in the innovated use of resources to construct an irrigation water supply scheme for the region in the 1960s.

The Pump Station has Social significance due to its association with the development of the Ord River Irrigation Area and Kununurra township. It contributes toward a sense of place for the local and wider community.

LEVEL OF SIGNIFICANCE: Exceptional Significance

MANAGEMENT CATEGORY (Desired Outcome) The places should be retained and conserved unless there is no feasible and prudent alternative to doing otherwise.
Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one existing for the place).

MAIN SOURCES:

Heritage Council of Western Australia 2006; *Register of Heritage Places Assessment Documentation – Main Pump Station, Kununurra*.

SURVEY/ASSESSMENT DATE: 28 June 2007

NAME: Royal Flying Doctor Service Base

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Three Mile, Great Northern Highway, Wyndham

CONSTRUCTION DATE: 1950

PLACE TYPE: Individual Buildings

USE

Original Use	HEALTH: Other
Current Use	RESIDENTIAL: Single Storey Residence

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The old Royal Flying Doctor Service Base is located on the western side of the Great Northern Highway in the 3 Mile settlement of Wyndham. It is comprised of two separate buildings, a residence and office.

HISTORICAL NOTES:

The original base was established in the Old Hospital grounds in Wyndham Port and moved to its present location in the 1950s. The Royal Flying Doctor Service was initiated in the Kimberley by Reverend John Flynn with the first base was established in Wyndham. The Service continued in Wyndham until 1985 when the Base was closed and eventually moved to Derby in 1990.

HISTORIC THEME: Transport and Communications: Air Transport

CONSTRUCTION MATERIALS:

STATEMENT OF SIGNIFICANCE:

The old RFDS Base in Three Mile, Wyndham has Historic significance as the first RFDS Base established in the Kimberley.

The Base also has Social significance: given its isolation, it was a valuable service for Wyndham and the greater Kimberley region providing health care to Wyndham and the outlying communities.

LEVEL OF SIGNIFICANCE: Some/Moderate significance

MANAGEMENT CATEGORY (Desired Outcome)

Conservation of the place is desirable

Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 28 June 2007



NAME: Shangril'la Mine

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Victoria Highway, 21km west of Kununurra

CONSTRUCTION DATE: Commenced 1967

PLACE TYPE: Other Structures

USE

Original Use	MINING: Other
Current Use	VACANT/UNUSED

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

Shangril'la Mine lies inconspicuously in the landscape, on the northern side of Victoria Highway, 21km west of Kununurra. A narrow gravel track provides access to the site. An entry sign and remnants of the past mining operations can be seen at about 100m off the highway. There is no entry statement on the Victoria Highway to mark the location of the mine and therefore it can easily be missed by passers by.

The ore deposits at this location contain silver, gold, copper, lead, zinc and antimony as a mixed ore as well as other more rare minerals. The open cut pit is approximately 500m² and cut to a depth of about 10 metres. Remnants of the mining operations include rusted old equipment and barrels. The mine site is surrounded by native bushland.

HISTORICAL NOTES:

The history of the Shangril'la Mine is not clear. The original MHI indicates that it is possibly the first mine set up in the Shire of Wyndham-East Kimberley and that it may have attracted other investors to further explore the East Kimberley. At the time of compilation of the original MHI visitors were encouraged to view the mine in operation still using old mining methods with little or no modern machinery. Ten years on, the mine ceases to operate and there are no signs of tourist promotion of the site. It is understood the long term lease holder for the site (Peter Costeo) recently passed away, the family relinquished the lease earlier this year and the lease area was re-pegged. Mr Costeo's past mining activities at the site could perhaps best be described as small scale; a hobby more so than a large commercial pursuit.

HISTORIC THEME: Demographic Settlement and Mobility: Occupations
Resource Exploitation and Depletion: Tourism

CONSTRUCTION MATERIALS: No buildings. Open cut pit only.

STATEMENT OF SIGNIFICANCE:

The Shangril'la Mine has Historic value as the first mine established in the Shire of Wyndham-East Kimberley. The Mine has Rarity value as its operation used old mining methods with little or no modern machinery. It is also has Rarity value in that it was a small scale Mine perhaps best described as a hobby more so than a large scale commercial enterprise.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

Kununurra Historical Society (oral information)

SURVEY/ASSESSMENT DATE: 29 June 2007





NAME: Shire Offices

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Lot 75 Coolibah Drive, Kununurra

LOCATION: Coolibah Drive, Kununurra

CONSTRUCTION DATE: 1968

PLACE TYPE: Individual Building(s)

USE	Original Use	GOVERNMENTAL:	Administration Building
	Current Use	GOVERNMENTAL:	Administration Building

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Shire of Wyndham-East Kimberley administration offices are located on the western side of Coolibah Drive. The offices are located in a garden setting, adjacent to the Kununurra Leisure Centre and Swimming Pool.

The offices are an amalgamation of building styles. The front façade is characterised by a parapet wall of local stones. The walls of the remainder of the building are fibreglass. The building has a flat roof, typical of the 1960s.

HISTORICAL NOTES:

The initial building sketches were drawn by W Withers and BJ Cole in support of a motion for funding at a Shire meeting in 1966. At that time, Kununurra did not have an official post office, civic centre, infant health clinic or Shire office. It was proposed to seek funding from the State Government for the infant health centre and to borrow money using a lease agreement with the Postmaster General's Department. The application was further supported by the lease of one shop and office. The civic centre hall was designed for expansion westwards with a stage area. The northern and southern walls opened on to patio areas for tables and chairs at functions.

HISTORIC THEME: Community Efforts: Local government/Community services

CONSTRUCTION MATERIALS: Walls: Stone, glass, fibro
Roof: Steel

STATEMENT OF SIGNIFICANCE:

The Shire offices have Historical significance as the first and still only Shire offices in Kununurra.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 24 July 2007

NAME: Swimming Beach and Tree

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Upstream of the Diversion Dam on the north bank

CONSTRUCTION DATE:

PLACE TYPE: Tree and Open Space

USE Original Use SOCIAL/RECREATIONAL: Other
Current Use SOCIAL/RECREATIONAL: Other

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The well known Swimming Beach is located on the north bank of the Ord River. An old, long dead Eucalyptus tree is located about 25 metres from the shore. A parking area, barbecue and toilet facilities have been provided and are maintained by the Shire. A boat ramp is adjacent to the Swimming Beach.

HISTORICAL NOTES:

The location was established as a swimming area in 1964. In earlier years, a swimming area was established on the opposite side of the river but it became too congested and busy so a group of people graduated to what became known as the Swimming Beach. There was an attempt to remove the dead tree at one stage but without success. The tree has become a focal point of the swimming area. People climb the tree and swing from a rope attached to one of its branches and 'bomb' into the water. Naturally the tree has deteriorated and rotted over time.

HISTORIC THEME: Community Efforts: Sport, Recreation and Entertainment

CONSTRUCTION MATERIALS:

STATEMENT OF SIGNIFICANCE:

The Swimming Beach has Social significance: it has been valued by the community as a recreational area and social gathering point since the early days of Kununurra.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 29 June 2007

NAME: The Grotto

OTHER NAMES:

PIN NUMBER:

LAND DESCRIPTION: Grotto Gorge Reserve, Grotto Road (38 Mile)

LOCATION: Grotto Gorge Reserve

CONSTRUCTION DATE:

PLACE TYPE: Geological Monument

USE Original Use SOCIAL/RECREATIONAL: Other
Current Use SOCIAL/RECREATIONAL: Other

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Grotto is located 36 kilometres from Wyndham and two kilometres west of the Great Northern Highway. The Grotto is a deep pool at the base of a rocky ravine which forms a natural amphitheatre. A water fall cascades over the rock face during the wet season. The water level of the Grotto is approximately 70 metres from the surface rock and the water depth is reputed to be over 100 metres although this has never conclusively been proven. Access to the pool is via 144 steps. Construction of the concrete steps was a Lions project.

HISTORICAL NOTES:

The Grotto area was an extremely important area for the hunter gatherer Aboriginal people. Large Lithic sites and Aboriginal art are evident in the area. Since European settlement the Grotto has been an important part of Wyndham's social and recreational scene. From 1919, meatworks trucks were used to bring members of the community and the meatworks to the site for picnics and swimming. It is now a popular tourist attraction.

HISTORIC THEME: Community Efforts: Sport, recreation and entertainment

CONSTRUCTION MATERIALS: Natural landscape formation

STATEMENT OF SIGNIFICANCE:

The Grotto has Historic and Social significance. It is connected to the hunter and gather Aboriginal people and to the early Wyndham community including meatworks employees and their families. Its recreational use is associated with happy times for the Wyndham community.

The Grotto also has Aesthetic significance as a place of natural beauty.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable.
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 1 July 2007

NAME: Truscott Base and Airfield

OTHER NAMES: Anjo

PIN NUMBER:

LAND DESCRIPTION: Part Reserve 24705

LOCATION: Anjo Peninsula

CONSTRUCTION DATE: 1944

PLACE TYPE: Historic Site

USE

Original Use	MILITARY: Other
Current Use	GOVERNMENTAL: Other

OTHER LISTINGS: Register of the National Estate – Indicative Place

PHYSICAL DESCRIPTION:

The Truscott Base encompasses an area of about 23,500ha located 25km north west of Kalumburu, in the central part of the Anjo Peninsula. The Truscott Base is comprised of relics of its World War II operations. The state of the various sites on the Base reflects deterioration over more than 40 years as well as post war salvage and souveniring, and redevelopment from 1989.

The original layout of the site remains apparent. The original Pierced Steel Planking (PSP) airstrip has been removed however the taxiways, dispersals and access road are largely in tact. The Buildings within the former campsites have been removed, with concrete slabs remaining together with occasional building remnants such as timber, pieces of sheeting and rusty corrugated iron. The service latrines (military toilets) are largely intact as are many anti-aircraft sites made of 44 gallon drums and/or PSP. The 30 plus vehicles on the Base are in various stages of dismantlement, the airfield grader and steamroller being relatively intact. The aircraft wrecks on the site have varying degrees of integrity. The Liberator (Sismey) is in pieces where it crashed at end of the airstrip killing eleven men soon after take off. The Spitfire wreck is barely recognisable as a Spitfire.

The remains of the timber control tower were demolished by Santos Ltd in July 1989 and the airstrip was widened and regraded in 1989-90.

HISTORICAL NOTES:

Truscott Base and Airfield is an RAAF facility established to extend the range of Northern Territory based aircraft during World War II thereby supporting the Allied advance.

The Base was constructed in 1944, initial works commencing in January of that year. Materials, equipment and personnel were shipped to the Anjo Peninsula to a landing area at West Bay. The work was undertaken by some 700 RAAF personnel assisted by working parties of Aborigines from the Kalumburu Mission. The Base consisted of a single runway (some 2440m long and 37m wide) with bitumen hardstands at each end. The runway was claimed ready for operations on 7 July 1944, two months after its construction commenced.

Due to other operational requirements, the construction personnel left the Anjo Peninsula on 19 August 1944. The first heavy bomber operation took place on 19 October 1944, involving eighteen B24 Liberator bombers. Spitfires also flew missions from Truscott. The heavy bomber operations continued until May 1945.

As the original construction personnel were not given enough time to complete their task, defects started to appear in the taxiways and hard stands and the PSP runway began to curl up at the edges. In May 1945 major reconstruction works and urgent repairs to the PSP runway were undertaken with the works program completing on 15 August 1945 two months after the cessation of hostilities in the Pacific.

There was a disposal sale on 18 February 1946 and Truscott was officially closed in July 1947. In November 1947 the status of Truscott was downgraded to retain but not maintain. The salvage work, including the removal of the buildings next to the runway was undertaken between 1948 and 1951. Most of the PSP had been removed by 1951. Between one and three caretakers stayed on during the 1950s.

The airstrip, access road and the landing were reopened by Santos Ltd in 1989 to facilitate oil exploration.

Truscott is now a base of Australia's border protection forces. The air strip was extended and sealed in 2004 to enable Dash-8 aircraft to use the airstrip to improve coastal surveillance and border protection. The airstrip was already being used by smaller Customs Coastwatch aircraft, including the Reims and Islander. Truscott is currently leased by the Wunambal Gaambera Aboriginal Corporation (WGAC) and Triple A Air Services to operate the Base.

HISTORIC THEME: Outside Influences: World War II

**CONSTRUCTION
MATERIALS:**

STATEMENT OF SIGNIFICANCE:

Truscott Base and Airfield has Historic and Scientific Significance. The Base made an important contribution to Australia's participation in World War II. The relics left by the forces stationed at the Base are a reminder of the technology and strategy used by the RAAF at the time. Owing to the isolation of this historic place many of the artefacts remain undamaged and protected from vandalism.

**LEVEL OF
SIGNIFICANCE:** Exceptional Significance

**MANAGEMENT
CATEGORY (Desired
Outcome)** The place should be retained and conserved unless there is no feasible and prudent alternative to doing otherwise.

Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one existing for the place).

MAIN SOURCES:

Aussie Heritage; *Truscott Airbase*; Retrieved 2 July 2007, from www.aussieheritage.com.au/

Department of Justice and Customs 2004, *Truscott Airbase extension strengthens remote coastal surveillance*. Retrieved 2 July 2007 from www.ag.gov.au

SURVEY/ASSESSMENT DATE: 29 June 2007



NAME: Aboriginal Dreamtime Statues

OTHER NAMES: Warri Park Statues

PIN NUMBER:

LAND DESCRIPTION: Lot 1308 Koolama Street, Wyndham (Three Mile)

LOCATION: Warri Park, Wyndham

CONSTRUCTION DATE: 1990

PLACE TYPE: Other Structures

USE

Original Use	MONUMENT
Current Use	MONUMENT

OTHER LISTINGS: No other listings

PHYSICAL DESCRIPTION:

The Aboriginal Dreamtime Statues are located in Warri Park at the Joorook Ngarni end of Koolama Street. The Statues are made of copper and bronze and have been placed on a knoll of land facing west, overlooking a residential area. The Statues are of an Aboriginal family and native animals. The dominant feature is a five metre high male hunter gatherer. The family also includes a female hunter gatherer and child (the latter two in sitting positions).

HISTORICAL NOTES:

They Statues are a reminder of the Aboriginal heritage of the Wyndham area. The Statues were built as part of a Bi-Centenary project. They were built by Aboriginal people, traditional owners of the land. The sculptor was Andrew Hickson. A commemorative ceremony was held in 1990 headed by Ernie Bridge, the MLA for Kimberley.

HISTORIC THEME: Social and Civic Activities: Cultural Activities

CONSTRUCTION MATERIALS: Copper and Bronze

STATEMENT OF SIGNIFICANCE:

The Statues have Social significance as a reminder of the Aboriginal heritage of the Wyndham area. They have symbolic meaning for Aboriginal people today, of a lifestyle lost forever.

LEVEL OF SIGNIFICANCE: Some/Moderate Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is desirable
Any alterations or extensions should reinforce the significance of the place, and original fabric should be retained wherever feasible.

MAIN SOURCES:

Wyndham Telecentre, *Aboriginal Dreamtime Statues* 2006. Retrieved 2 July 2007, from <http://wyndham.wa.au/visiting/places-to-see/aboriginal-dreamtime-statues>

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 28 June 2007



NAME: Wyndham Meatworks

OTHER NAMES: Wyndham Freezing, Canning and Export Works

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Wyndham Port, Wyndham

CONSTRUCTION DATE: 1913-1919

PLACE TYPE: Historic Site

USE Original Use INDUSTRIAL/MANUFACTURING: Abattoir
Current Use COMMERCIAL: Other

OTHER LISTINGS: No other listings

PHYSICAL DESCRIPTION:

None of the old meatworks buildings remain. The blood drain where the factory effluent flowed into the nearby Gulf is recognised by a plaque and is a site for feeding crocodiles.

HISTORICAL NOTES:

The meatworks was a State Government enterprise. Construction commenced in 1913 and took some years, the meatworks becoming operational in 1919. The original works included a water supply system, jetty, abattoirs and cold store, engine and boiler house, canning, can making, case making and cooperage blocks, stores, workshops, toilets, laundry, mess, manager's and engineers residences, stockyards, races and a tramway to the jetty. The main building was the abattoir and cold storage block. Twelve men died during the construction of the meatworks.

In 1921 the meatworks were closed down due to strike and in 1942 they were closed due to World War II, reopening again in 1944. In 1967 the meatworks were sold to a private enterprise called Norwest Beef Industries. Several buildings including the single men's quarters were demolished at this time. In 1972 the meatworks suffered a major fire and fire fighters from Darwin were flown down to help fight the fire which caused significant damage. In 1982 the meatworks recording its highest level of processing. However, in 1985 this level dropped by more than half due to a general slump in the pastoral industries. Slaughtering of buffalo helped to carry the season through. The meatworks closed at the end of the 1985 due to poor economic viability. In 1987 the main block burned down, the cork insulation within said to have been the main fuel for the fire.

HISTORIC THEME: Demographic Settlement and Mobility: Sites of successful and failed enterprises

CONSTRUCTION MATERIALS: No buildings remain

STATEMENT OF SIGNIFICANCE:

The site of the Meatworks is of considerable significance both Historically and Socially. The Meatworks were the main supporting industry in Wyndham for almost 70 years with Wyndham's main social and cultural activities carried out around the Meatworks killing season. Much of the machinery still remaining is of a Rare and Scientific nature, particularly the ammonia compressor.

LEVEL OF SIGNIFICANCE: Considerable Significance

**MANAGEMENT
CATEGORY (Desired
Outcome)**

Conservation of the place is highly desirable.

Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

Kelleher P 1988, *Historic Buildings of the Kimberley Region of Western Australia*, Unpublished.

'The Meatworks in 1919-1986', *Bastion Bulletin*, July 1998.

SURVEY/ASSESSMENT DATE: 2 July 2007

NAME: Wyndham Wharf and Koolama Site

OTHER NAMES: Ordco Wyndham Port

PIN NUMBER:

LAND DESCRIPTION:

LOCATION: Wyndham Port, Wyndham

CONSTRUCTION DATE: Wharf – 1919
Mess – 1926

PLACE TYPE: Other Structures

USE Original Use TRANSPORT/COMMUNICATIONS: Jetty
Current Use TRANSPORT/COMMUNICATIONS: Jetty

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The dominant feature of the Port is the 'D' shaped jetty structure, built of timber, steel and concrete.

The old wharfies' mess is located in a central position on the eastern side of the wharf. It is a simple timber frame/fibro and asbestos structure – a typical 1960s government style building.

The wreck of the state passenger ship, the Koolama, lies approximately 100 metres due north west of the Port. This location is marked on a memorial plaque located on one of the bollards on the Port.

HISTORICAL NOTES:

The government provided a jetty at Anton's Landing in 1894 (it would later be destroyed by fire in 1944). The jetty was 'T' shaped and incorporated facilities for handling of livestock. Wyndham Port was founded in 1885 and gazetted as a port in 1886. Vessels berthed at the jetty at Anton's Landing, the remains of which can be seen at low water time. The Port was the landing point of thousands of gold prospectors and cattle graziers.

In 1917, a new timber jetty was built on the site of the current jetty. The new jetty was built to service the newly opened meatworks. The timber jetty was completed in 1918 to an 'L' shaped plan.

In 1959 the jetty was extended to form a complete circuit. Steel piles were used in this extension. Due to the bad state of repair of the original timber component of the jetty, a major reconstruction was commenced in the early 1970's. The current jetty was built to replace the original timber structure and the unique 'D' shaped was completed allowing for the more efficient movement of cargo on and off the jetty. Originally, a light rail loop was used to move cargo from the jetty to the meatworks and storage sheds. One of the original trains can be seen at the front of the port administration building. Up until the closure of the meatworks in 1986, frozen meat was exported from Wyndham to overseas markets. Since then, live cattle exports have become the major trade for the Port.

The government owned shipping line, Stateships, operated a regular service from Fremantle to Wyndham from 1908 to 1995. This was replaced by a government subsidised service operated by Norwest Shipping which still calls at Wyndham every 17 days.

In 1999, the operation of the Port was handed over to the Kununurra based Ord River District Cooperative (ORDCO).

Wyndham is the only deep water port between Broome and Darwin. Current exports include live cattle from the many stations in the East Kimberley, raw sugar from the Ord River Irrigation Area, molasses and nickel concentrate. Imports include fuel, oil, Ammonium Nitrate from the mining industry and general cargo.

The Koolama had been bombed by a Japanese flying boat in 20 February 1942. The Koolama was confirmed to be unseaworthy and the ship was subsequently beached at Koolama Bay. The passengers were forced to disembark on rugged the coastline. Aboriginal people from the Kalumburu Mission came to assist the stranded passengers to the safety of Drysdale River Mission, approximately 150km away. On 1 March, the Koolama left Koolama Bay and managed to limp into Wyndham Port the following day staying afloat only by vigilant pumping. Unfortunately the pumps were abandoned during an air raid warning and the ship keeled over and sank. A salvage attempt was made in 1946 which succeeded to move the ship 100m northwest of the wharf, again settling in the mud. Today the Koolama is covered by about 4 metres of mud and 20 metres of water.

HISTORIC THEME: Transport and Communication: River and Sea Transport

CONSTRUCTION Jetty: Timber, concrete and steel

MATERIALS: Mess: timber frame, fibro cladding, asbestos roof

STATEMENT OF SIGNIFICANCE:

Wyndham Port has outstanding Historic significance. Since the early days of European settlement, the Port has played a major role in connecting the East Kimberley to the outside world. In the early years, when road transport was non-existent, it was the only way to get people and goods into the area. The Port has also provided a vital economic basis for the Wyndham community and is integrally tied with the pastoral industry and meatworks, the Halls Creek gold rush in the 1880s and more recently to the Ord River Project as a point of export for produce. The Port has changed over the years however the jetty maintains the same general fabric and unique 'D' shape established in the early 1970s.

The presence of the Koolama wreck close to the jetty represents a significance phase of Australia's wartime history and the vulnerability of Wyndham during this time.

LEVEL OF SIGNIFICANCE: Considerable Significance

MANAGEMENT CATEGORY (Desired Outcome) Conservation of the place is highly desirable
Any alterations or extensions should reinforce the significance of the place.

MAIN SOURCES:

Kelleher P 1988, *Historic Buildings of the Kimberley Region of Western Australia*, Unpublished.

ORDCO u.d, *Wyndham Port*. Retrieved 2 July 2007 from wyndham.wa.au/visiting/places-to-see/wyndham-port

Kimberley Cruising, *The Koolama Incident*. Retrieved 17 July 2007 from kimberleycruising.com.au/Kimberley%20History/koolama.htm

SURVEY/ASSESSMENT DATE: 17 July 2007



NAME: Zebra Rock Bar

OTHER NAMES: The Cave Bar, The Homestead Bar

PIN NUMBER:

LAND DESCRIPTION: Lot 206 Messmate Drive, Kununurra

LOCATION: Hotel Kununurra, Messmate Drive, Kununurra

CONSTRUCTION DATE: 1964

PLACE TYPE: Other Structures

USE

Original Use	COMMERCIAL: Hotel
Current Use	COMMERICAL: Hotel

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The Zebra Rock Bar is located in the Homestead Restaurant of the Hotel Kununurra. There have been considerable alterations around the original bar including the addition of a roof section and the walls behind the bar area have been set back and given a cave-like appearance.

The Bar was built at the time the Hotel was constructed in 1964. Local men transported loads of zebra rock from Argyle Station. Zebra rock is a distinctive stripy rock which is mined in the area. The rock was sorted, scraped, cut and polished and then setback into a supporting brick wall. The wall was finished with clear varnish with at least six coats applied. A laminex top was fitted which was subsequently replaced in 1965.

HISTORICAL NOTES:

Built in 1964, the Cave Bar was the only area available for people to entertain friends, business partners and associates in the early days of Kununurra. Local people and visitors would have experienced may an entertaining evening, important business transaction or developing relationship.

HISTORIC THEME: Community Efforts: Sport, Recreation and Entertainment

CONSTRUCTION MATERIALS: Brick and zebra rock

STATEMENT OF SIGNIFICANCE:

The Zebra Rock Bar has Social value being the only place available in the early days of Kununurra township for people to socialise and entertain outside their own homes.

The Zebra Rock Bar also has Aesthetic value being clad with the distinctive and unique zebra rock.

LEVEL OF SIGNIFICANCE:

Some/Moderate significance

MANAGEMENT CATEGORY (Desired Outcome)

Conservation of the place is desirable

Any alterations or additions should reinforce the significance of the place, and original fabric should be retained where feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 28 June 2007



NAME: Zebra Rock Mine Site

OTHER NAMES: Mining Location 80/185

PIN NUMBER:

LAND DESCRIPTION:

LOCATION:

CONSTRUCTION DATE: 1985/1986

PLACE TYPE: Other Structures

USE

Original Use	MINING: Other
Current Use	MINING: Other

OTHER LISTINGS: No

PHYSICAL DESCRIPTION:

The mining lease coincides with a ridge of snappy gums. The buildings are located close to the centre of the lease. A shaft has been dug and the zebra rock is obtained by chipping away at the layers of the shaft wall.

HISTORICAL NOTES:

The mine is one of a few mines with the Ranford Formation where the distinctive striped zebra rock can be obtained. Other mines are situated at Remote Island in Lake Argyle (Mining Tenement 80/1135) and Tenement 80/279 close to the old Duncan Highway. The rock is also found in undeclared fossicking areas in the Northern Territory adjacent to the WA border. The rare material is promoted and valued by the tourist industry.

HISTORIC THEME: Occupations: Prospecting and mining

CONSTRUCTION MATERIALS: Brick and zebra rock

STATEMENT OF SIGNIFICANCE:

The Zebra Rock Mine Site has Historic significance as the first zebra rock mine pegged in the area.

LEVEL OF SIGNIFICANCE: Some/Moderate significance

MANAGEMENT CATEGORY (Desired Outcome)

Conservation of the place is desirable
Any alterations or additions should reinforce the significance of the place, and original fabric should be retained where feasible.

MAIN SOURCES:

O'Brien Planning Consultants 1997, *Shire of Wyndham-East Kimberley Municipal Heritage Inventory*, Kununurra

SURVEY/ASSESSMENT DATE: 4 July 2007

4 Inventory Deletions

Doreen's Flowers

The building that was Doreen's Flowers (originally Withers & Young) at Lot 195 Cotton Tree Avenue, Kununurra, was demolished in June 2007. Whilst the building that once was, will continue to have significance in the history of the development of Kununurra, the place has little significance as there is no physical fabric of the building remaining.

Doreen's Flowers was located on the northern side of Cotton Tree Avenue between Gulliver's Tavern and the Commonwealth Bank. Constructed in 1964, the building operated for some years as a general store known as Withers & Young, supplying pharmaceuticals, foodstuffs, fresh bread (initially bought from Wyndham), clothes and electrical equipment. It later became a chemist and most recently a florist and nursery as well as office space for the adjacent tavern.

The building's foundation pillars were transported to Kununurra as ballast in a double decker bus which undertook the epic journey from Sydney as part of a convoy bringing the Withers and Young families to the new town site of Kununurra in April 1964.

In 1963 the two Sydney based families were attracted by the national publicity of the new Ord River Irrigation Scheme. Howard and Beryl Young, Bill and Judy Withers made a decision to become partners with the view of obtaining farm land in the new Scheme. They were not successful in obtaining farm land but they secured two commercial blocks in Kununurra town. They planned to build the town's first general store with the trading name of Withers & Young. Their overland trek from Sydney to Kununurra took 31 days.

The building was designed in Sydney by Bill Withers and Howard Young to meet the conflicting specifications of the Local Authority and the State Government's Inter-Department Liaison Committee for Kununurra. Each Authority had conflicting design and building specifications and neither would compromise so the developers had to design around the differences. Hence the strange design of the building, setback from the footpath with steps up to the shop floor and the front awning over the owner's land instead of the footpath.

The building was vacant and had deteriorated significantly prior to its demolition in June 2007. Interestingly, demolition of the building was undertaken by the son of Howard and Beryl Young.

Honest Johns

The building that was Honest Johns was located on Lot 271 O'Donnell Street, Wyndham. It was demolished in 2000 and a new building was constructed in its place.

Honest Johns was built in the late 1890s. It was the first drapery shop established in Wyndham and was a central meeting place for the shopping community both Aboriginal and non-Aboriginal. At the time of its demolition in 2000, the building was in urgent need of repairs as termites had infested the building causing significant structural damage.

As far as its external appearance, the new building is essentially a reproduction of the original. It has no historic significance but makes a good contribution to the historic Wyndham Port precinct by way of its architectural style, building materials and building line which are complementary to the precinct and a sympathetic reminder of what once was.

Native Hospital and Matron's Quarters

The site of the old Native Hospital and Matron's Quarters is located within the Joorook Ngarni Aboriginal Reserve in Three Mile, Wyndham. The Native Hospital and Matron's Quarters were constructed in the 1920s and used as a rehabilitation area for those patients released from the main hospital and as a place for care of the older generation of Aboriginal people.

At the time of compilation of the original MHI in 1997, only two of the original five buildings remained – the Matron's Quarters and what appeared to be part of the administrative block. These buildings were subsequently destroyed by fire, effectively removing the last physical reminder of the place that once was. The main hospital building was dismantled in the 1970s.

The Chalet

The building that was The Chalet was located on Lot 2436 Coolibah Drive, Kununurra. The Chalet was one of the earliest buildings built in Kununurra. It was built in 1961 as living accommodation for the resident engineer in charge of construction of the Ord River Diversion Dam, Kununurra town development and irrigation works.

The Chalet was damaged by fire in July 1999 and subsequently demolished. In 2000, a new building for use by the Kununurra Historical Society was constructed on the site with a Federal Government grant under the Federation Community Projects Program. It continues to be used by the Historical Society as a museum, meeting place and archival building.

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Appendix 1 Place Record Form Template

The template below is from the Local Government Heritage Working Party (2005) paper prepared for the Minister for Heritage and Minister for Planning and Infrastructure. The template was used as the basis for the preparation of the Place Record Forms in this Shire of Wyndham-East Kimberley LGHI.

Minimum Information	Explanatory Notes
Name of Place	Current name.
Other names	Former or other names.
PIN Number	If available, cite the Parcel Identifier Number ascribed to the land by the Department of Land Information
Land Description	Where available, cite the Lot-on-Plan number and Certificate of Title number; or the Reserve number/CLR in the case of Crown land.
Location/Address	
Construction date(s)	Original construction year; or if constructed in stages, specify additional relevant year(s).
Place type	Use Heritage Council codes (eg. Individual Bldg, Precinct, Urban Park, Tree etc).
Use (original/current)	Use Heritage Council codes. State both Original and Current Uses if possible.
Other Listings	Show any other listings that apply to the place at the time of survey or assessment, eg. 'State Register', 'Classified by the National Trust'.
Physical Description	Provide a brief description of the place, its component elements, and any important features of its context or setting.
Historical notes	Provide a brief history of the place relevant to its significance. Detail the historical evolution of the place, including dates of importance, past and current uses, and associated persons or events.
Historic theme	Select from standard themes (HCWA codes).
Construction materials	Select from standard construction materials (HCWA codes).
Statement of significance	Provide a concise statement of the place's significance with reference to the Assessment Criteria published by the Heritage Council.
Level of significance	State whether the place is considered of Exceptional, Considerable or Some Significance.
Management category (desired outcome)	State the Management Category associated with the Level of Significance assigned to the place.
Main sources	List any written records, maps, plans, photographs or other sources used in the assessment of the place.
Date of survey/assessment	
Photograph	Include one photograph that clearly depicts the place.
Optional Information	
Architect	
Architectural style	Select from standard styles
Condition (and condition date)	State whether the place is in Good, Fair or Poor condition, and if available, a summary of major works required to conserve or restore the place.

Appendix 2 Themes and Sub Themes

The following themes and sub themes, developed by the Heritage Council of Western Australia assisted the community to identify places of heritage significance in the compilation of the Municipal Heritage Inventory (1997). They are also to be used to identify potential places to be added to the LGHI as part of the review process.

1. Demographic settlement and mobility

Why people settled; why they moved away; the things they left behind

Sub Themes

Exploration and surveying
Aboriginal occupation/racial contact
Land allocation and subdivision
Workers (Aboriginal, convict, indentured)
Settlements (including group, soldier, Aboriginal after 1829)
Immigration, emigration and refugees
Resource exploitation and depletion
Depression and boom
Technology and technological change
Environmental change (degradation and conservation)

2. Transport and communications

How people and goods moved; how people communicated and exchanged information

Sub Themes

River and sea transport
Road transport
Rail and light rail transport
Droving
Mail services
Newspapers
Telecommunications
Technology and technological change
Air transport

3. Occupations

What people did for sustenance or to add quality of life; paid and unpaid labour

Sub Themes

Grazing, pastoralism, dairying
Rural industries, market gardens and small animal farming
Timber
Prospecting, mining, quarrying and mineral processing
Domestic activities
Intellectual activities, arts and crafts
Commercial and service industries
Technology and technological change
Commercial and service industries
Manufacturing and processing
Hospitality industries and tourism

4. Social and civic activities

What people did together as a community; the issues that divided them; the structures they created to serve civic needs

Sub Themes

Government, local government and politics
Education and science
Law and order
Community services and utilities
Sport, recreation and entertainment
Religion
Cultural activities
Institutions
Environmental awareness

5. Outside Influences

Events, decisions or changes which affected the community but were beyond its control

Sub Themes

World Wars and other wars
Refugees
Depression and boom
Natural disasters
Markets
Tourism
Water, power and major transport routes

6. People

Women and men from all walks of life who left their mark on the history of the community

Sub Themes

Aboriginal people (before and after 1829)

Early settlers

Local heroes and battlers

Innovators

Appendix 3 Heritage Council Place Types & Use Codes

Appendix 4 Review List

The Municipal Heritage Inventory (1997) lists the following places for further research by a Review Committee. These are potential places for inclusion in the LGHI. They are a useful point of reference for the place nomination process which is to be undertaken following the adoption of this Draft LGHI. Not all of these places will be eligible for inclusion in the LGHI. Research and assessment of places is required to ascertain the nature and level of significance of each place.

1961 Roman Catholic Church

3 Mile Afghan Camp

Afghan Zarnan Shol Store and house (Three Mile, Wyndham)

Aim/Nursing Post

Ammonia Compressor from Meatworks

Anglican Church, Kununurra

Anglican Church Rectory

Argyle Diamond Mine

Arthur Creek Dam

Bethel Sanctuary

Black Rock

BP Service Station, Wyndham

Bungle Bungle Mural (Mecure Inn)

Celebrity Tree Park

Crocodile Farm

Ewin Community Centre

Fire Brigade Building

First Highrise Residence, Wyndham

Five Rivers Lookout

Four Mile Creek Bore

Goose Hill Station

Gryll's Old Residence

Kelly's Knob

KRS Pumping Station

Kununurra Race Course

Kuri Bay Pearling Base
Kurunji Station
Lake Argyle Village
Magistrate's Residency
Moonwung Darwung
Muggs Lagoon
National Bank, Wyndham
New Catholic Church
Nine Mile Well and Tank Stand
Nurses Quarters/Matrons Quarters
Old Doctor's Residence
Old Halls Creek Road
Old Morgue, Wyndham
Old School Port Area
Original Engines Kununurra Power House
Packsaddle Pump Station
School and Community Library, Kununurra
Scout and Guide Hall, Kununurra
St Joseph's Catholic School, Wyndham
The Crocodile Lookout
The Jabiru, connected with Jabiru Passage
The Lillian Hamilton (Catamaran)
The Rafters Tavern
Three Mile Bakery
Uniting Church
Wardens Quarters
Well near 12 Mile Flat
Withers and Young Double Decker Bus
Wyndham War Memorial

The Municipal Heritage Inventory (1997) lists 23 historic sites in addition to the 56 places included on the Inventory list. The MHI presents these historic sites in tabular format separate from the Place Record Forms that comprise the Inventory. Given that 'Places' of cultural heritage significance can include 'historic sites', it is not necessary to list these places separately. Therefore, the 23 historic sites listed in the MHI need to be reviewed and included in the LGHI where appropriate (i.e. where the place retains significant physical fabric from the past and the nature and degree of significance of that place warrants inclusion of the Inventory list). Not all the places may be eligible for inclusion on the Inventory list.

Button's Gap

Anthons Landing

Singh's Garden

Chinese Gardens Parry Creek

Cattle Dip

Philchowski's Crossing

Old Telegraph Station

Coffee Royale

Wyndham Airport

Seaplane Bay

Kim Durack's Original Farm and Pump Station

PWD Living Quarters, Wyndham

Curtin's Cowboys

Koolama Bay

Old Wyndham-Darwin Road

The 1954 North Kimberley Survey and Mapping Expedition

The 38 Mile Cairn

Kununurra Picture Gardens

Old Mirima Building

Kurunji – Gibb River Road

Old Co-op Store

Swift Bay

Three Mile Valley

In addition to the aforementioned historic sites listed in tabular format in the MHI, the MHI also includes a list of historic sites for further review by a Review Committee. These sites are listed below. These places can also be considered for inclusion in the LGHI, following research and assessment to determine eligibility for inclusion.

Aboriginal Trackers Quarters

Crocodile Hole

Durack Cattle Trail

Durack Homestead – Ivanhoe

Hugo’s Crocodile Farm

Lemonade Factory, Wyndham

Old MMA Store, Wyndham

Old Moonlight Valley Homestead

Old Picture Theatre Meatworks

Old Wyndham Hotel

Pago Pago

Parry Creek Picnic Site

Site of wreck of ‘Lady Durack’ – Argyle Dam

Sorry Hills Lead Mine

Telegraph Hole

The Cut

Three Mile Wyndham Golf Course

View Hill – original site of Pat Durack’s Store



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