

# PORT FAIRY HISTORIC BUILDINGS WALK

**1 DOUGLAS HOUSE 1852 RESIDENCE** built for Dr. W Hume. Then Warehouse & Flour Mill. Now accommodation. 89 Gipps Street.

**2 GOBLE'S STEAM FLOUR MILL 1866** Now private residence. 75 Gipps Street.

**3 BROWNSVILLE TERRACES C.1851/2** Erected be Horace Flower. Four prefabricated cottages, two with central adjoining chimney. Transported to Belfast/Port Fairy from Canada. 61, 63 & 65 Gipps Street.

**4 MOYNE HOUSE C.1848** Land leased by Michael Connolly. House built for John Cowtan. Now private residence. 64 Gipps Street.

**5 GRIFFITHS COTTAGE C.1839** Built for Jonathan Griffiths. Possibly oldest existing cottage. 60 Gipps Street.

**6 RUTLEDGE & CO. WAREHOUSES C.1852** Remains of original stone walls. Cnr. Gipps and Cox Streets.

**7 MILLS COTTAGE C.1841** Campbell residence with separate kitchen. 1856 extensions for the Harbour Master, John Mills. Now owned by the National Trust. 40 Gipps Street.

**8 FORMER COURT HOUSE 1860** Note significant stonework. Now History Museum. 30 Gipps Street.

**9 FORMER CUSTOMS HOUSE 1861** Served Port Fairy when the town was a port of entry into the colony. Now a private residence. 28 Gipps Street.

**10 THE MERRIJIG INN C.1845** Served as local Courts & Police barracks. One of the earliest Inn's in Victoria. Now restaurant and accommodation. 1 Campbell Street.

**11 COTTAGES 19TH C** This block on Campbell Street contains a number of cottages built by local stone masons

**12 VERNACULAR COTTAGES 1850S** Wishart Street. Note 16 Wishart Street 1852 Seafield. Dwelling for Captain Lewis Grant & Tynemouth Villa 1869

**13 EMOH 1844** Built for William & Eliza Rutledge. Partly demolished and rebuilt by David Jermyn. 8 Cox Street.

**14 BANK OF VICTORIA 1870** Now Moyne Council Offices. Cnr Princes & Cox Street.

**15 FIRST TELEGRAPH STATION 1858** Now private residence. 11 Cox Street.

**16 APOTHECARY, BANK, RESIDENCE OF DR. ALEXANDER RUSSELL 1849** Now private residence. 15 & 17 Cox Street.

**17 BLACKSMITH SHOP 1863.** Then undertakers. Jago's garage since 1990. 22 Cox Street.

**18 CHURCH OF ENGLAND SCHOOL AND HEADMASTER'S RESIDENCE 1851** Now private residence. 2 & 4 Princes Street.

**19 RESIDENCES FOR CUSTOM DEPARTMENT AND SOLICITOR C.1859-1861** Now private residence. 6 & 8 Princes Street.

**20 AUCTION HOUSE 1852** Then Glaxo social club. Now Scout Hall. 5 Bank Street.

**21 FORMER ROYAL OAK HOTEL 1857** Then Commercial Hotel and staging post for coaching companies and travelling sales representatives. Now the Oak and Anchor Hotel and accommodation. 9 Bank Street.

**22 BELFAST TEMPERANCE AND PHILHARMONIC SOCIETY 1864** Now Lecture Hall. 67 Sackville Street.

**23 FORMER MECHANICS INSTITUTE 1865** Now the Port Fairy Library. 65 Sackville Street.

**24 STATE BANK OF VICTORIA 1860S** Note boundary stone walls. 49-51 Sackville Street.

**25 MOYNE GAZETTE/PORT FAIRY GAZETTE ESTABLISHED IN 1849** 44 & 46 Sackville Street.

**26 BANK OF AUSTRALASIA 1857** by Architect Nathaniel Billing. Then ANZ Bank. Cnr. Sackville and Cox Street

**27 PORT FAIRY POST OFFICE 1881** built at a cost of 4200 Pounds. 25 Sackville Street.

**28 COLONIAL BANK OF AUSTRALASIA 1911.** Then National Bank. Cnr. Cox and Sackville Streets.

**29 STAG HOTEL 1848** Hotel of Captain John Sanders. Former Guesthouse & Private School. Now Seacombe House Accommodation. 22 Sackville Street

**30 HANLEY HOUSE C.1844** 14 Sackville Street.

**31 MOTT'S COTTAGE 1842** Domestic residence/ bakery/ boarding house. 5 Sackville Street. Now owned by the National Trust.

**32 BLUESTONE AND LIMESTONE COTTAGES 1860S** 57 & 59 Campbell Street.

**33 COLLECTION OF STONE COTTAGES 1856 - 1866** Built by local stone masons. Note dormer window to sleeping loft. 66 & 68 Campbell Street

**34 1 WILLIAM STREET C. 1856** Built from limestone rubble with fanlight over door.

**35 KELL COTTAGE C. 1847** Residence of Andrew Cowan Kell mercantile agent of William Rutledge. In original condition with garden. Now private residence. 14 William Street

**36 DRILL HALL C.1866** Then Webb Bros. Cordial factory. Now private residence. 29 William Street

**37 PRESBYTERIAN CHURCH 1854** Classic revival style in rendered basalt with Manse. Completed in 1860 with mixture of limestone and bluestone quoins. 34 William Street.

**38 THE CALEDONIAN INN 1844** [The Stump] Built by David McLaws. Many additions to original inn. 41 Bank Street.

**39 DRILL HALL C.1887** Purchased by the Defence Force converted to a large orderly practice room. 42 Bank Street.

**40 ALBION HOTEL 1873** Now the Victoria Hotel 42 Bank Street.

**41 BRAIM HOUSE 1854** Built as 3 terrace houses. Boarding School and Headmaster Residence. 42 James Street.



**42 WESLEYAN CHURCH [2ND] 1855** Walter McGill sculptures over doorway. Note Common School at rear. Now Uniting Church. 44 James Street.

**43 WIRRNIGILL 1850** Residence of Robert Henry & Letitia Woodward. 24 Regent Street.

**44 ST. JOHN'S CHURCH AND HALL 1854** Architect Nathaniel Billing with McGill sculptures. Tower completed in 1955 Church Street.

**45 PORT PHILLIP SAVINGS BANK 1865** Then Borough Chambers. Now restaurant. 20 Bank Street.

**46 STAR OF THE WEST HOTEL 1856** Previously on site was a timber hotel named Sally Ann and staging post for Cobb & Co. 76 Sackville Street.

**47 RAILWAY GOODS SHED 1890** Railway station was to the west of the goods shed. The line closed in 1977

**48 ST. PATRICK'S ROMAN CATHOLIC CHURCH 1859** by Nathaniel Billing Architect. Note fine stonework, gargoyles and buttress. 487 Princes Hwy.

**49 SOMERSET HOUSE C.1870** Bluestone cottage. 16 Albert Street.

**50 CONSOLIDATED SCHOOL 1874** Significant perimeter drystone walls with stone quarried on site. 10 Albert Street.



## THE GUNDITJMARA PEOPLE

Gunditjmara people, also known as Dhauwurd Wurring, are the Traditional Owners of Southwest Victoria. Their land extends from Portland in the south, around the coast to Port Fairy, Warrnambool and inland to Camperdown. They have lived in this region for at least 40,000 years.

We acknowledge the Traditional Owners of Southwest Victoria and pay our respects to their Elders past, present and emerging.

## EUROPEAN SETTLEMENT

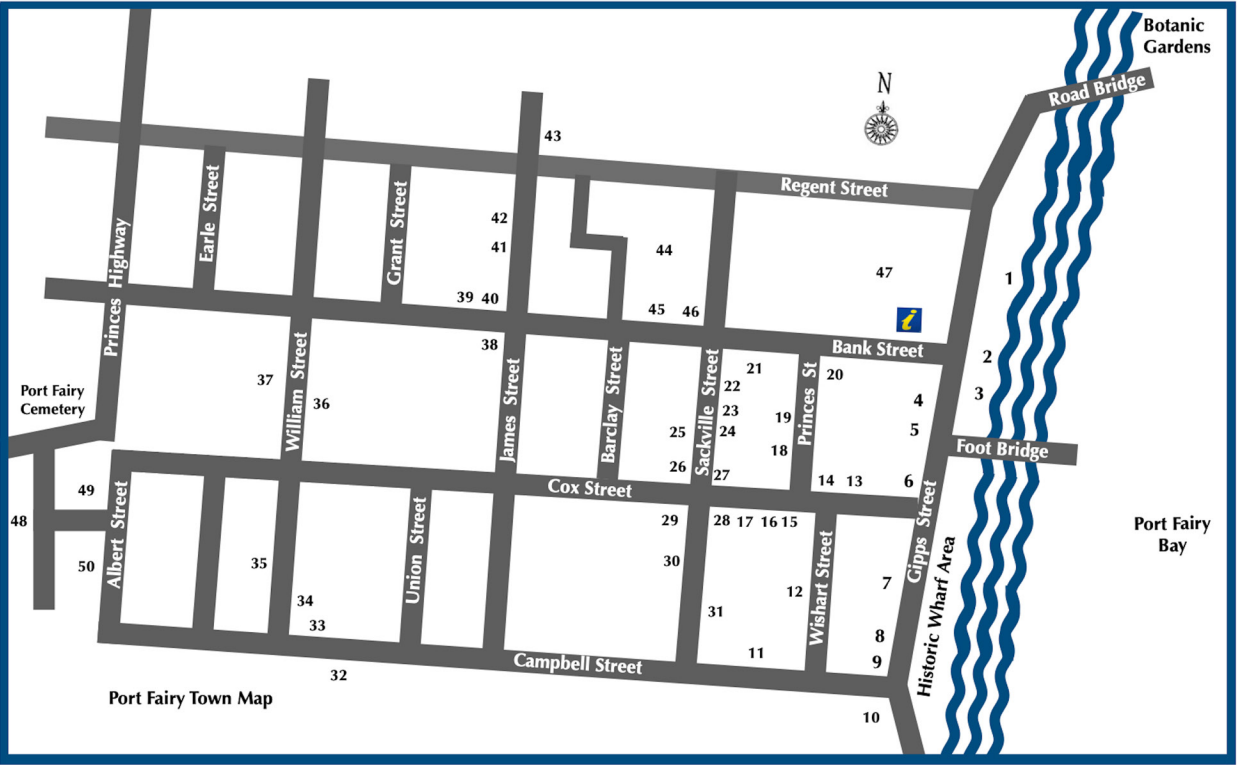
Port Fairy, what's in a name? In 1828 Henry Wishart in his Cutter, Fairy, arrived in Port Fairy Bay and named the bay 'Port Fairy'. Between 1835 and 1847 whalers and European settlers arrived to establish a colony. During this time, Irishman James Atkinson, purchased about 20 square kilometres of land and envisaged a township which he called Belfast. However, in 1887, when the inhabitants of the town were offered a plebiscite about the settlements' name, the majority voted for "Port Fairy" to be consistent with the name of the bay. The Maritime and Shipwreck walk explores the wharf and Port Fairy Bay

## 19TH CENTURY BUILDINGS

The township continued to emerge after James Atkinson gave land for community purposes, which encouraged business and residential investment. At this time the local population exceeded 2,000 and a number of cottages, schools, churches, banks, hotels and shops were built including Government buildings such as the Lighthouse and the Courthouse. The 19th Century buildings were built in a variety of styles and building materials including, bluestone and sandstone. William Rutledge was largely responsible for the economic growth of the town. However, by 1862 Rutledge & Co. had collapsed and was forced into insolvency, which was a serious blow to the fortunes of Belfast. Although today, we can thank this economic downturn for the preservation of many historic cottages and buildings. The National Trust has classified over 60 buildings in the town and these range from small cottages to substantial homes and public buildings with many buildings restored to their former glory which you will discover on your Historic Buildings Walk.

## NORFOLK ISLAND PINES

The significance of Port Fairy, with its large number of historic buildings, is greatly enhanced by the outstanding rows of Norfolk Island Pines (Araucaria heterophylla) c.1850 to today. The trees dominate the skyline and have become a symbol of the township, initially marking the boundaries of the town and numbering around 300. They are located in Sackville Street, Regent Street, Campbell Street, Gipps Street, William Street, Griffiths Street, Princes Highway, Albert Street and Martin's Point.







## THE PORT FAIRY MARITIME AND SHIPWRECK WALK

The Port Fairy Maritime and Shipwreck Walk will take you back in time to the mid 1800s. The Maritime Walk, commencing at the Harbour Master's Office, will take you past significant sites at the Port revealing the busy community life of the time. There would have been bustling wharves with passengers and cargo preparing for the arrival or departure of the steamers, SS Casino and SS Dawn. You may have witnessed the Belfast detachment of the Volunteer militia practising with their Warrnambool rivals at the Battery.

From Battery Hill you would have witnessed shipwrecks in the bay with volunteers at the Lifeboat Station launching the lifeboat for rescue events. There are 17 shipwrecks in the bay, and the surrounding waters, although not necessarily visible at any time. The bulk of disasters were due to ships being driven ashore on East Beach when strong south-easterly winds caused them to drag their anchors.

The Shipwreck Walk commences as you make your way from Newman's Landing on the river along the beach to Battery Lane where the first wreck the Balmoral lies in the bay on the seabed.

Note the Griffiths Island Lighthouse built in 1859 at the tip of Rabbit Island from bluestone quarried on the Island (subsequently linked with Griffiths Island) to allow seamen to locate the bay. There were two bluestone keepers' cottages on the Island which were demolished 1956.

**1 MILLS COTTAGE C.1841** Originally Campbell residence with separate kitchen. Then Mills Cottage with 1856 extensions which served the Harbour Master, John Mills. 40 Gipps Street.

**2 THE CUSTOMS HOUSE 1861** (the bluestone building opposite the Casino Memorial) at 28 Gipps Street offered vital government services

**3 CASINO MEMORIAL IN KING GEORGE SQUARE.** The steamer Casino was purchased by the Belfast & Koroit Steam Navigation Company (BKSND) in 1882 for £14,250 to ensure that the trade in agricultural produce flowed via Port Fairy. The BKSND was particularly successful until voluntarily liquidated before World War 2.

**4 THE MOYNE STEAM FLOUR MILL 1860** Originally four storeys high with extensive storage buildings alongside. Now bluestone two storeyed buildings on the southern boundary of the King George Square.

**5 THE WHARF AREA** first visited by Henry Wishart 1828 in his cutter "Fairy", resulting in the port being named "Port Fairy". Ships originally anchored in the bay, transferring their passengers and cargo to the port area by boats and lighters (either sailing or towed barges), because the river's entrance was too shallow. The west bank of the Moyne included a number of warehouses and jetties, as well as the public wharf and government facilities at King George Square.

**6 THE CUSTOM'S GAUGING HOUSE 1863.** The round-topped wooden shed, was originally erected as a goods shed and terminus for the tramway that crossed the river by the now demolished bridge and ran along Battery Lane onto a jetty in the bay. It is the only general purpose government port building surviving in Victoria.

**7 THE SWINGING BASIN WALK** down the boardwalk, cross the footbridge to the east side of the river. The Swinging Basin catered for large vessels into the river providing protection against shipwreck. The turning circle was also used to allow vessels to proceed out to sea again. Now the Marina.

**8 THE PORT OF PORT FAIRY,** now controlled by Moyne Council, manages the two slipways, the lighthouse and navigation facilities. The construction of the extensive training walls were designed to project the river flow into the bay. The large slipway c. 1890, in the Port compound, is used by fishing boats around the western coast.

**9 THE LIFEBOAT STATION 1862.** The wooden round-topped lifeboat house was originally built on the jetty projecting from East Beach near Battery Lane but was dismantled and re-erected in the current location in 1873 and fitted with a slipway to launch the lifeboat. The lifeboat was built in Williamstown, Victoria in 1857, making it the oldest surviving self-righting lifeboat in the world. The bluestone rocket house built in 1886 contains a large amount of rescue equipment which has been on site continuously from its functioning days as a lifeboat station.

**10 BATTERY HILL** served as the Harbour Master's signal point for shipping. A climb to the top of the hill offers wide views of the bay, river and ocean. Concerned for the protection of the State from foreign warships (and landing parties), the government encouraged local militia units to establish Gun Batteries. The guns were 32, 68, and 80 pounders, the latter located in the concrete fortifications which were completed in 1887. Note the remains of a bluestone wall associated with the tramway built in 1860s from timber and stone which extended to the jetty in the bay. The tramway bridge crossed the Moyne with a terminus on the western bank with store facilities.

**11 THE POWDER MAGAZINE 1860** A repository for explosives brought to the Port for use in civil construction and farming works. The vaulted ceiling was constructed to limit the effect of any accidental explosion. Continue along the river to Newman's Landing and take the path leading down to East Beach.

**12 BALMORAL,** a Schooner, was wrecked in 1868 when a south easterly gale struck and she parted her cables and was driven broadside onto the beach at the end of Battery Lane.

**13 ESSINGTON,** a two-masted Brig of 123 tons was built in Sydney in 1826. While anchored, with a cargo of coal, she began to take water and was run ashore in May 1852 and was a total wreck. Small pieces of coal are still washed ashore today, particularly after rough weather.

**14 THISTLE,** a two masted schooner of 58 tons, was built in Bengal, India in 1825 and was blown ashore on Christmas Day 1837. It was loaded with wattle bark (for tanning) for Launceston, Tasmania. This vessel had previously carried Edward Henty and others to Portland in November, 1834 to establish Victoria's first permanent settlement. (Wreck site off Rogers Place).

**15 LADY MARY PELHAM BRIG** wrecked in 1849 after wild seas, winds and strong gales, lies opposite the second groyne well out in the bay.

**16 INELLAN** wrecked in 1854 when she lost her mooring and dragged to shore due to huge seas and fierce gales from the South East.

**17 LYDIA,** a 3 masted barque of 277 tons, built at Liverpool, England in 1825 had called at Port Fairy en route from Sydney to London and was run ashore ahead of a south-easterly in February, 1847. Large sections of her hull were removed and the timber reused.

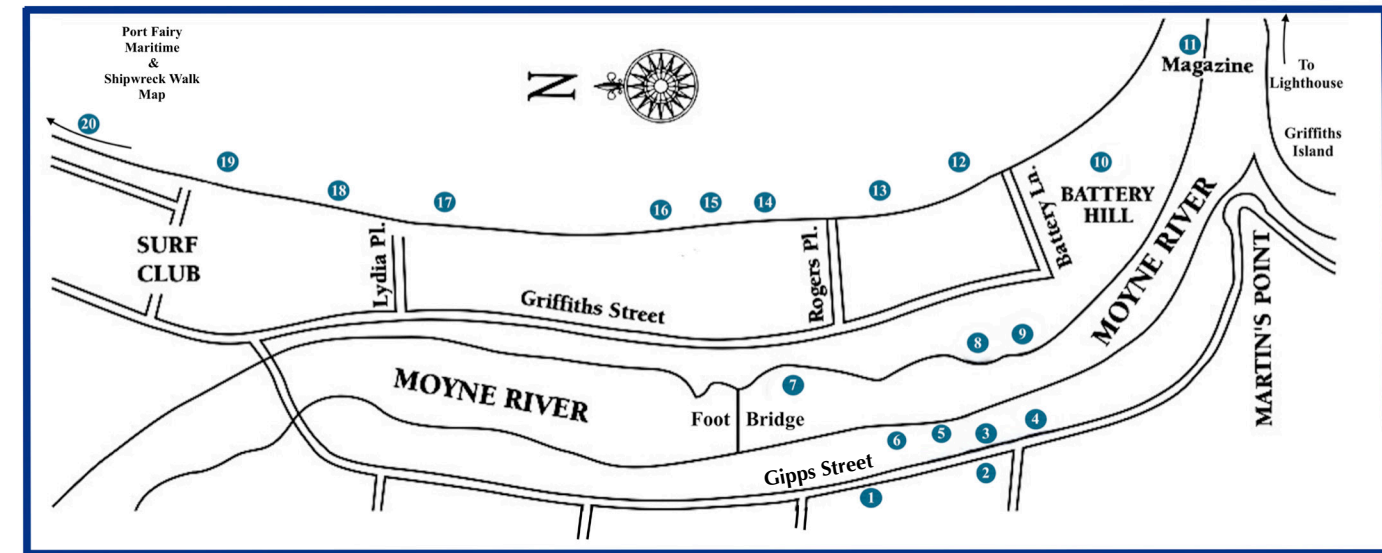
**18 SOCRATES,** 3 masted barque of 152 tons built in Scarborough, England in 1821. In 1843 she was blown ashore after discharging livestock cargo. The Captain returned to Port Fairy 10 years later, establishing a Lightering business and the Steam Packet Wharf.

**19 ELIZA,** a 2 masted schooner of 94 tons, was built at Port Arthur, Tasmania in 1834. She was blown ashore in December, 1866 carrying potatoes. The hull was sold to a local lighterman.

**20 SARAH LOUISA,** a brig was lost on 6th July 1849. The full force of a July storm caught the Sarah Louisa as she was about to sail for London fully laden with wheat and tallow. She was driven across the bay, the lifeboat crew were summoned to assist and saved all but two of the crew, the steward and the cook. (Off Connolly Street)



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