NEPTUNE ENGINEERING AND SLIPWAY

COMPANY SITE

REPORT ON ARCHAEOLOGICAL MONITORING

Prepared for Gabo Investments Ltd
and the Heritage Council of NSW

GODDEN MACKAY PTY LTD

December 1990
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1.0 INTRODUCTION

1.1 Background

The Neptune Engineering and Slipway Company was established in 1909 as a general boatbuilding and repair works, which specialised in the installation of marine diesel engines. Located at the northwestern extremity of Lavender Bay, the complex has operated as a slipway for most of this century, and is the last example of the boatbuilding industries that were formerly dominant features in the bay.

In mid 1989 North Sydney Municipal Council granted development consent to a Development Application, permitting a multi-storeyed residential development at the former Neptune Engineering site; (lots 7, 8 and 9, King George Street, Lavender Bay). A condition of this consent required certain foreshore areas to be dedicated as public open space. In view of the potential heritage value of the operating parts of the Neptune site, including slipway, cradle and associated machinery and structures, the North Sydney Municipal Council commissioned Don Godden & Associates (now Godden Mackay Pty Ltd) to prepare a Conservation Plan for the Neptune Engineering Company slipway, cradle structure and associated plant and machinery. That Plan was completed in February 1990, and has been adopted by North Sydney Municipal Council as providing a sound basis for the future treatment of the site.

Also during 1989, the site was classified by the National Trust of Australia (NSW), and was made subject to an order issued pursuant to Section 130 of the New South Wales Heritage Act.

Part of the preliminary sitework undertaken at the Neptune site requires the re-location of a rising sewer main, and associated rising main, away from the area to be developed, into a new lot, which is part of the harbour foreshore open space reserve. The re-location of these services necessitated the excavation of a major trench.
diagonally across the western side of the Neptune site, through an area of former workshops, and across the northern extremity of the slipway itself.

The Conservation Plan established that the areas affected by this proposed work were likely to contain "relics". As a result, both North Sydney Municipal Council and the Heritage Council of New South Wales required that excavation work should be supervised by a qualified archaeologist, to whom a permit had been issued pursuant to Section 140 of the Heritage Act.

In a letter dated 31 August 1990, Gabo Investments Pty Ltd commissioned Godden Mackay to undertake archaeological monitoring of the Neptune Engineering site excavations, and to prepare the required report. A permit for the excavation was issued by the Heritage Council on September 12, 1990.

A copy of that permit is included as Appendix A to this submission. A copy of the proposal and research design, submitted in support of the permit application, is included as Appendix B.

1.2 Site Identification

The Neptune Engineering and Slipway Company site is located on lots 7, 8 and 9, King George Street, Lavender Bay. The site comprises an area of steeply sloping land adjacent to King George Street, and a crescent-shaped area of flat land on the shore of the bay. The site location, principal features and line of the excavation are shown in Figure 1.

1.3 Author Identification

Archaeological monitoring was undertaken by Richard Mackay, Director, Godden Mackay Pty Ltd. This report has been prepared by Richard Mackay, with assistance from Jill Shepherd and Sarah Bunn.
1.4 Acknowledgement

Assistance with the archaeological monitoring, and report preparation by the following individuals and institutions, is gratefully acknowledged.

Paul Barber - Gabo Investments Pty Ltd
Scott Frazer - Carrinbgush Corporation Pty Ltd
Susan Haertsch - North Sydney Municipal Council

1.5 Report Format

The history, surviving fabric and operations of the Neptune Engineering and Slipway Company site have been separately chronicled in the above mentioned Conservation Plan. Reference should be made to that document, in conjunction with this report. The Statement of Cultural Significance from that report is reproduced in Section 2 below. Section 3 provides a brief overview of the work undertaken. Features affected by works, or uncovered during excavation, are described in Section 4. The results of the archaeological monitoring are outlined and discussed, in relation to the stated research design in Section 5, and a number of resultant recommendations are made in Section 6.
2.0 SIGNIFICANCE

The Conservation Plan for the Neptune Engineering and Slipway Company site provides the following Statement of Cultural Significance:

2.1 Summary Statement of Cultural Significance

* The site is the last example of the boatbuilding industry that was once a dominant feature of Lavender Bay. It has housed a number of boatbuilding businesses and has the longest history (nearly a century) of any boatbuilding site in the bay.

* The Neptune Engineering and Slipway Company was established in 1909 as a general boatbuilding and repair works specialising in the installation of marine diesel engines. The company performed significant work in this field for most of its operating life and achieved a number of milestones, including the importation of the first diesel into Australia and the design and construction of the first two Australian made diesels.

* The slipway and cradle and the associated equipment are intact, in fair condition and, with the exception of the electrical motor to drive the winch, have remained unmodified from their original construction. It was a large example of a patent slipway when built and such types of this size are now rare in Sydney Harbour. In its features, materials and location, it presents as an almost ideal example of its type.

2.2 Aesthetic

* The Neptune site occupies a prominent position in Lavender Bay, being visible from most viewing areas north, east and south of the site and particularly from the water and from the Sydney Harbour Bridge.
From 1870 to around 1900, Lavender Bay was the principal site of boatbuilding on the North Shore.

Lavender Bay was the site of the prominent boat-building firms of William Dunn, William Holmes, James Halstead, William Goddard and John Meredith's Neptune Engineering and Slipway Company.

The Neptune site, prior to its occupation by the Merediths, was the first site used by William Holmes for boat-building in Lavender Bay.

It is likely that the famous yacht "Boomerang", now housed in the Sydney Maritime Museum, was built at Holmes yard during this occupation of the Neptune site.

William Goddard occupied the site for about six years prior to the Merediths and built several substantial ships on this site.

John Meredith imported the first full diesel engine into Australia in 1912 for the Neptune company.
The Neptune company was one of the earliest maritime engineering works specialising in diesel engines and played a significant role in the adoption of this technology in Australia.

Roydon Dallewy Meredith designed and manufactured the first and second all-Australian designed and built (except for the fuel pumps) diesel engines in Australia in the Neptune workshops at Lavender Bay.

The Neptune company was a major contributor to the maintenance of the Australian war effort in World War 2 through its expertise in diesel engineering and its action in designing and building the manufacturing machines necessary to build replacement parts for all major brands of diesel motors in use at the time.

The Neptune site stands on land reclaimed in the latter half of the last century by wealthy property owners occupying large mansions on the hillside above the bay for the establishment of private boatsheds on the waterfront.

2.4 Scientific/Technological

The Neptune Company Slip, when constructed, was one of the largest privately owned slips in Sydney Harbour.

The Neptune Company Slip, when closed, was one of only three non-government slipways of comparable capacity commercially available in Sydney Harbour.

The Neptune Slipway site is an ideal location for such a facility, having a north facing aspect, a low angle of rise and a very sheltered water body with no access problems.
* The slip and its cradle are excellent examples of their type and period, which, following their relatively recent refurbishment, are in good condition.

* The slip, cradle and winding gear remain unaltered from their original configuration with the exception of the replacement of the original diesel engine with an electric motor.

* The Neptune slip and its associated machinery are an example of late nineteenth and early twentieth century technology and materials and the attendant design philosophies that remains entirely functional in its application to the present.

* The Neptune Company Slipway was being operated until the commencement of the change of ownership leading to the current situation.

2.5 Social

* The Neptune Company works was, when closed, the last boat-building and repair facility operating in Lavender Bay.

* The Neptune Slipway has been associated with some of the more notable boats and yachtsmen in Sydney Harbour.
3.0 DESCRIPTION OF WORK

The site plan in Figure 1 provides an overall indication of the nature and extent of the excavation work undertaken to relocate sewerage mains at the site. In essence, this work involved excavation of a deep trench, approximately 1.2 metres wide, running from the existing sewage pumping station (number 24), diagonally into the site, to a point south of the seaward edge of the slipway, and then north, diagonally across the northern end of the slipway so as to intercept with existing lines.

The bulk of excavation work was carried out using a small backhoe. Initially stonework within the western slipway wall was drawn, and individual stones were numbered. The stones were then removed using the backhoe, and stacked within the slipway itself. The slipway concrete pavement, along the excavation line, was broken using a pneumatic hammer, and was removed by backhoe. Owing to the depth of excavation required, metal sections of shoring were inserted along most of the trench, except where wooden shoring was used close to the sewage pumping station, and at manhole junctions. The total width of excavation was, as a consequence, sometimes considerably wider than the trench width itself.

Figure 2 presents a photographic panorama, showing the line and extent of the excavated trench.

In order to monitor excavation works, Richard Mackay attended the site on twelve days (September 3, 11, 12, 17, 18, 21, 24, 26, 28 and October 3, 4, 5). Provision was made for excavation work to cease if and when significant relics or features were uncovered. Work was stopped under this arrangement on two occasions; once to provide for recording for a former sea-wall, (and consideration of options for re-locating the sewer line around it), and once to provide for stabilisation work on the slipway rails and timber bearers.

Excavation works which affected the site were completed on October 5, and no monitoring was undertaken during the subsequent pipe relocation and backfilling works.
Figure 1. Location and site plan.
Figure 2. Panorama (north-south-west) showing completed trench excavation.
Figure 3. Slipway wall; photographic montage and drawing.
4.0 FEATURES

4.1 Slipway Wall

The existing wall, along the western side of the slipway, consisted of coursed sandstone masonry, bonded with various mortars and, more recently, with Portland cement, butted by the cement paving of the slipway itself. The wall showed extensive signs of modification and repair work and, in part, was extensively paint stained. Figure 3 presents a photographic montage and drawing of the slipway wall, prior to the commencement of work.

This wall was removed, block by block, and the numbered sections were stockpiled at the eastern edge of the slipway itself (Figure 4).

Figure 4. Blocks from western wall of slipway, following removal.
4.2 Slipway Pavement

The slipway pavement consisted of a single level of reinforced concrete, approximately 8cm thick, reinforced by a wide mesh steel grid. The concrete was arranged in four sections, filling spaces between the slipway rails and the outer walls. It included simple semi-circular dish gutters along the eastern and western sides. (Figure 5).

The pavement was broken into sections using a pneumatic hammer attachment, and was removed by a back hoe (Figures 6 and 7).

Figure 5. View looking south from northern end of slipway, showing alignment of trench, prior to commencement of work (3/9/90).
Figure 6. Northern end of slipway, following initial breaking and removal of concrete (17/9/90).

Figure 7. Detail of section of concrete paving, showing steel reinforcing (12/9/90).
4.3 Slipway Rails

The slipway rails consist of four separate rails; a pair in the centre of the slipway and a single rail close to either side, on which the cradle operates. The rails themselves are of heavy gauge railway type, I section, with no maker’s marks. They rest on large parallel 30cm square timber bearers. As the excavation proceeded, it became apparent that the bearers are in fact recycled wharf headstocks (see Figure 8). The bearers themselves rest on transverse beams of similar dimension (Figure 8).

Figure 8. Section of exposed slipway rail, bearer and support beam, at northern end of slipway. Note mortice in bearer timber (3/10/90).
During excavation beneath the timber bearers, a single Tooth & Company beer bottle was uncovered (Figure 9). The date stamp on this bottle indicates manufacture in 1965. On this basis, it is concluded that the rails were re-laid about this time.

Figure 9. 1963 beer bottle excavated from immediately beneath slipway timber bearer (4/10/90).

As excavation proceeded, it became apparent that a larger section of the westernmost rail and its bearer would be exposed, in order to provide the required working room (Figure 10). It was also observed that the bearer of this rail was not continuous, but was joined, close to the end of metal shoring to the south (Figure 11). With the agreement of the excavation contractors, work was suspended while an independent support structure for the bearer and rails was put in place. This consisted of a temporary RSJ girder above, with chain winch and support. Once the temporary support was in place, timber piles were driven on either side of the bearer and a headstock was put in place immediately beneath it, providing long-term support (Figures 12 and 13).
Figure 10. Slipway rail, looking north, showing temporary support structure (5/10/90).

Figure 11. Detail of slipway rail and bearer, showing bearer join (4/10/90).
Figure 12. Looking south from northern end of slipway, showing completed excavation, exposed slipway bearers and temporary support structure.
Figure 13. Northern end of western slipway rail, showing temporary support structure, and piers and headstocks providing permanent support below (5/10/90).

4.4 Cradle

The slipway cradle which is described in detail in the Conservation Plan remains in situ at the seaward end of the slipway. It consists
of two timber frames, connected by either a steel rod or a timber beam, resting on cast iron wheels, axles and bearing blocks.

The cradle was essentially unaffected by the trench excavation works. However, as the northernmost transverse beam of the cradle was located relatively close to the edge of the trench, and in an area affected by stockpiling of fill material, it was covered with a protective coating of geotechnical fabric during the duration of works (Figures 14 and 15).

Figure 14. Northern transverse member of slipway cradle (22/9/90).
4.5 Former Seawall

During excavation of the northern leg of the sewer trench, a section of former seawall was uncovered (Figure 16-19). This wall, which was running at a slight angle to the trench (ENE-SSW), came into conflict with the trench alignment for approximately eight metres of its length (Figures 16 and 17). The wall, which is drawn in Figure 19, was constructed of regular courses of sparrow pecked square sandstone masonry. At the point of interception the wall was seven courses high. Damaged in the upper sections, the top of the wall showed evidence of a former tar or bitumen coating (Figure 18).

Following discovery of this wall, work on site was suspended and a representative from the Sydney Water Board attended the site, together with the archaeologist and the project manager. Options for re-location of the trench, so as to avoid or minimise damage to
the wall, were considered. However, in view of the acute angle at which the wall cut the proposed trench, and the site constrictions imposed by the size of the lot dedicated so as to provide for construction of the trench, it was agreed that there was no option but to remove a section of the wall in order to allow the trench to proceed. This removal occurred, following the recording of the wall structure presented in this report.

Figure 16. Trench shoring, showing conflict with wall (24/9/90).
Figure 17. Section of sewer trench, and the former seawall (24/9/90).
Figure 18. Detail of sandstone seawall (24/9/90).
Figure 19. Photograph and sectional drawing of former sandstone seawall (refer Figure 1 for location of this section) (24/9/90).
4.6 Deposit/Relics

Deposits and relics uncovered during excavation works were carefully monitored. Apart from the former seawall noted above, no significant features were uncovered. As would be expected, the deposit in the area to the west of the slipway included lenses of bituminous material, no doubt associated with the former operations of the site, and the products used for shipbuilding (Figure 20).

Figure 20. Sectional view of deposit within trench. Note lenses of oil/bitumen (21/9/90).
5.0 RESULTS

The research and design for the archaeological monitoring project, which is included in Appendix B, indicated that in view of the nature of the work, the proposal had very limited research value. Two specific questions were identified:

- Were there any other, as yet unknown, structures on the route of the proposed sewer line?

- Does the fill include any significant cultural material?

Both of these questions were answered as a result of the archaeological monitoring.

The former sandstone seawall had not been previously recorded. Substantial sections of this seawall are believed to remain on site. The location of known sections of the wall are shown in Figure 1.

The fill along the western edge of the slipway site, although stratified, did not include any significant cultural material other than oily and bituminous deposits associated with the former use of the site as a shipbuilding facility.

The archaeological monitoring had one further direct benefit in that, partly as a result of the presence of the archaeologist on site, careful measures were able to be taken to ensure that adequate temporary support, and ultimate permanent support, was provided for the slipway rails and bearers that were affected by the excavation works.
The following recommendations result from the archaeological monitoring work undertaken at the Neptune Engineering and Slipway Company site;

* Following completion of pipe re-location works, and backfill of trenches, the western edge wall of the slipway should be reconstructed by an appropriately qualified stonemason. At the time the stones from this wall were initially removed, they were numbered, so as to allow the possibility of precise reinstatement. However, in view of their condition, and the substantial amount of stone recovered and stockpiled on site from the former seawall, it is considered to be appropriate that any of the available stone be incorporated in this wall. The location and extent of the wall should conform to the diagram shown in Figure 3.

* The concrete or paving of the slipway itself should be reconstructed.

* The recommendations of the Conservation Plan are endorsed, particularly those relating to on-site interpretation of the history and significance of the site.
APPENDIX A: EXCAVATION PERMIT
HLRITAGE COUNCIL OF NEW SOUTH WALES
APPLICATION FOR EXCAVATION PERMIT UNDER SECTION 140, HERITAGE ACT, 1977, AS AMENDED

Applicant's name and full postal address: Gabo Investments Pty Ltd
Level 22
56 Pitt Street
SYDNEY NSW 2000

To: The Secretary,
Heritage Council of New South Wales,
P.O. Box A284
Sydney South 2000.

Applicant's phone no.: (02) 27 218

Note: (1) This application must be submitted in duplicate and must be accompanied by a fee of $5.
Cheques should be made payable to 'Heritage Council of New South Wales'.

(2) Insufficient information may result in the return of the application or a delay in its processing.

I hereby apply for an excavation permit to disturb and excavate the land described below,
for the purpose of discovering/exposing/moving* a relic.

DESCRIPTION OF LAND

LOT 7-9 KING GEORGE STREET, LAVENDER BAY

City/Municipality: NORTH SYDNEY
Suburb/Village: NORTH SYDNEY
Post Code: 2066

Street: KING GEORGE
Side of Street: 
House No. or Name: N/A
Lot or Portion: 7, 8, 9
Vol/Book: 
Fol/No: 
Depth: 
Nearest Cross Street: BAYVIEW ST.

Nature of property (whether vacant land, house, etc): VACANT LAND, SLIPWAY, JETTY

Owner's Full Name: GABO INVESTMENTS PTY LTD

Address: LEVEL 22, 56 PITT STREET, SYDNEY

Has the consent of the Owner been obtained: N/A

Name of the Excavation Director: RICHARD MACKAY

GODDEN MACKAY PTY LTD

Where the Excavation Director has not previously supplied details of qualifications and
past experience: The attached form, Page 3, must be completed.

To what extent is the excavation: (1) a training exercise? (2) salvage? (3) research?
(4) preliminary site exploration? NONE OF THE ABOVE. TRENCH FOR SEWER LINE

Proposed date of commencement of excavation work: 31 AUGUST 1990
Estimated date of completion of excavation work: APPROX. ONE WEEK (7.9.90)

Signature of Applicant: 

Date: 3/9/90

Note: This application must be accompanied by:

(1) Why the excavation is to be undertaken
(2) A research design which includes:
   (i) Detailed history
   (ii) Statement of Cultural Significance
   (iii) Inter and intra research questions to be answered by the excavation director
   (iv) *Accurate location plan
   (v) *Accurate site plan showing details of the area to be excavated
   (vi) Proposed excavation methods
   (vii) Information about team members (numbers, experience, etc.) and
        arrangements for recording the information (photographer, drafts person, etc.)
   (viii) A bibliography and illustrative material where available
         * to show north point and scale

(3) A description of the relic, where the application is for a permit to expose or move a relic
    and why.

PERMIT UNDER SECTION 140, HERITAGE ACT, 1977, AS AMENDED. Heritage Council use only

This permit is issued subject to the conditions on the reverse of this form.

Issued by the authority of the Heritage Council of N.S.W.

Approved under delegation 9/9/90

For Secretary: 

Date: 6/9/90.
CONDITIONS ATTACHED TO THE EXCAVATION PERMIT
(Section 140)

Note: For the purpose of these conditions, "relic" is defined in Section 4 of the Heritage Act, as Amended, as: "any deposit, object or material evidence relating to the settlement of the area that comprises New South Wales, not being aboriginal settlement and is 50 or more years old". This definition also includes the archaeological terms "artefact", "feature" and "structure".

1. This permit is valid only while the approved excavation is being carried out under the direction of the nominated Excavation Director.

2. The Excavation Director must take adequate steps to record all relics and structures discovered on the site during the excavation.

3. The Excavation Director must endeavour to ensure that artefacts and structures are not subject to deterioration, damage or destruction.

4. The Applicant shall be responsible for the safe-keeping of all artefacts recovered from the area of the site and shall consult with the Heritage Council regarding the final location for storage of artefacts recovered. In accordance with the Amended Act, this shall be:
   (i) The Museum of Applied Arts & Sciences or another museum specified in the notice; or
   (b) a person who, in the opinion of the Minister, is able to conserve the relic

5. The Excavation Director shall be responsible to ensure that the artefacts are cleaned, identified and labelled, stabilised and that the identification is affixed to each artefact indicating the provenance of each or referring to a catalogue.

6. The excavation shall be backfilled to the satisfaction of the Heritage Council and if necessary landscaped on completion of the project.

7. The Heritage Council reserves the right to inspect the records from the site at all times.

8. The Excavation Director shall make available to the Heritage Council copies, or originals for copy, of all relevant records (written and photographic) as soon as practicable on completion of the excavation.

9. An interim report shall be submitted to the Heritage Council within six(6) months of each session of the excavation. (Typed A4).

10. The final report should incorporate any comments made by the Heritage and Conservation Branch on content/style/format following the submission of the draft report. The final report is to be prepared, to publication standard, within one(1) year of the conclusion of the project unless an extension of time is approved by the Heritage Council. (Typed A4). Selected reports will be published.

11. The final report shall include:
   (i) An abstract of the excavation report in a form acceptable to academic journals.
   (ii) Due creditation to the client paying for the excavation on the title page.
   (iii) Research questions and discussion.
   (iv) Accurate site location and site plan.
   (v) Historical research, references, names and addresses of local informants and bibliography.
   (vi) Detailed information on the excavation, including aim, procedure, conclusions, treatment of artefacts (cleaning, sorting, cataloguing, labelling, scale drawings, photographs, repository).

12. If after two years of receipt of the final report the Excavation Director has not published the material, the Heritage Council reserves the right to publish the findings of the excavation.

13. When written material is published by the Excavation Director, regarding the excavation, the subject of this permit, he/she shall provide the Heritage Council with a copy of the publications.

14. Should any Aboriginal relics be uncovered, excavation or disturbance of the area is to stop immediately and the National Parks and Wildlife Service is to be informed in accordance with Section 91 of the National Parks and Wildlife Act, 1974.

N.P. & W.S. CONTACT NUMBERS

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15. Other conditions:
1) Agree to undertake the proposed excavations in accordance with the abovementioned conditions;

2) Certify that to the best of my knowledge the information supplied herewith is correct.

6. Consent of Owner:

I, _ William Ross Scott _ A Director of _ Gago Investments Pty Ltd _
of _ Level 22, 56 Pitt Street, Sydney NSW 2000 _

being the owner of the building, work, relic, land or place which is the subject of this application, hereby consent to the making of this application.

Signature of Owner: _ [Signature] _ Date: _ 31/3/90 _
APPENDIX B: PROPOSAL AND RESEARCH DESIGN
NEPTUNE ENGINEERING AND SLIPWAY COMPANY SITE

Excavation for Sewer Deviation

Archaeological Monitoring Proposal

Application Details

Property: Lots 7-9 King George St, Lavender Bay
(Neptune Engineering and Slipway Site)

Owner: Gabo Investments Pty Ltd (pursuant to deed of agreement between Gabo Investments Pty Ltd and North Sydney Municipal Council)

Excavation Director: Richard Mackay

Reason for Excavation

Gabo Investments Pty Ltd proposes the construction of a block of eight units at a site in King George Street, Lavender Bay. Two sewer lines currently run across the site proposed for construction. One of these is a pressure line leading from adjacent sewerage pumping station. The Sydney Water Board has indicated that in order for the development to proceed, the lines must be relocated, so as not to be beneath the new buildings.

In order to allow for the proposed re-location, a separate allotment (shown as an easement on accompanying plan A) has been created, under a deed of agreement between Gabo Investments and North Sydney Council. The new easement encompasses part of the site of the Neptune Engineering and Slipway Company site. This site, which is an item of environmental heritage significance, is currently zoned "Future Open Space". In February 1990 a Conservation Plan was prepared for the site by Don Godden and Associates Pty Ltd. That Conservation Plan has been adopted by North Sydney Municipal Council, and it is proposed that the site be conserved as open space and that the new easement lot be utilised, following re-location of the sewer mains, as a walkway providing public harbourside access.

Development consent for the site has been granted by North Sydney Municipal Council on this basis.

In accordance with the recommendations of the Conservation Plan, Gabo Investments Pty Ltd have engaged Richard Mackay of Godden Mackay Pty Ltd to undertake archaeological monitoring of the excavation works required for the construction of the sewer re-location.
Description of Proposed Work

The proposal involves excavation of a narrow trench, along the alignment indicated in green (diagram A) and pink (diagram B) on the accompanying diagrams. Diagram A shows existing property boundaries whereas diagram B is showing existing structures on the site. The trench will be excavated mechanically and by hand. It is proposed that the slipway rails will be retained in-situ and that the trench will be constructed beneath them. In order to achieve this, part of the existing concrete base of the slipway will be removed. (This will be re-concreted following completion of the works).

The route of the trench must cross the eastern slipway wall at one point. In this area the wall is already unstable and there is little or no mortar between the stonework. On this basis it is proposed that the existing wall be photographed and sketched and then removed in pieces so that it can be reinstated following completion of works.

This work will be supervised by Richard Mackay.

Impact of Proposal

Other than the slipway rails and wall, as discussed above, no known structures or other features are affected by the proposal. The area is comprised of sections of fill and from 1909 and 1922. It is possible that remnants of debris from a 1958 fire on the site may be encountered. There is only a very slim possibility that another other features, or deposits containing material culture, will be revealed.

Research Design

In view of the nature of the work, the proposal has very limited research value. Two questions may be answered:

- were there any other, as yet unknown, structures on the route of the proposed sewer line?

- does the fill include any significant cultural material (this latter question may prove useful in the future management of the site)
Conclusions

1. The site is a significant site of environmental heritage.

2. A Conservation Plan has been prepared for the site and has been adopted by North Sydney Council.

3. The site is to be conserved, in accordance with an agreement between Gabo Investments Pty Ltd and North Sydney Council.

4. Development consent for the proposed works has been granted.

5. Re-location of the sewer is essential and there is no alternative option to the proposed route.

6. The sewer line will have minimal impact on the existing significant fabric of the site.

7. Works will be monitored and significant features will be recorded.
APPENDIX C: CHRONOLOGICAL PHOTOGRAPHIC RECORD
24 September 1990
4 October 1990