

Heritage Citation



Evans Deakin Dry Dock (former)

Key details

Also known as	Moar's Slip, Frank Nicklin Dock
Addresses	At 78 Cairns Street, Kangaroo Point, Queensland 4169
Type of place	Boat ramp / dry dock
Period	Victorian 1860-1890, World War II 1939-1945

Lot plan

L16_SP133286; L4_BUP10414; L2_BUP10414; L39_BUP10414;
L13_BUP10414; L47_BUP10414; L9_BUP10414; L43_BUP10414;
L24_BUP10414; L46_BUP10414; L27_BUP10414; L41_BUP10414;
L44_BUP10414; L40_BUP10414; L30_BUP10414; L37_BUP10414;
L1_BUP10414; L5_BUP10414; L8_BUP10414; L10_BUP10414; L11_BUP10414
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L38_BUP10414; L45_BUP10414; L19_BUP10414; L25_BUP10414;
L34_BUP10414; L42_BUP10414; L35_BUP10414; L14_BUP10414;
L23_BUP10414; L3_BUP10414; L7_BUP10414; L28_BUP10414; L1_BUP12743
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L140_BUP12743; L141_BUP12743; L142_BUP12743; L143_BUP12743;
L144_BUP12743; L145_BUP12743; L146_BUP12743; L1_SP310469;
L3_SP310469

Key dates

Local Heritage Place Since — 30 October 2000
Date of Citation — December 2011

People/associations	Evans Deakin Pty Ltd (Association); the Moars family (Association)
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Criterion for listing	(A) Historical; (C) Scientific; (H) Historical association
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The former Evan Deakins Dry Dock was originally constructed for shipwright Hugh Moar in 1884. Shipwrights and builders had been working at Kangaroo Point for some time, however the construction of Moar's dry dock helped consolidate the industry in the area. Moar's slip closed in 1928 and the land was purchased by the Brisbane City Council with the intention of making a ferry crossing, however it never progressed. In 1940, the Department of Harbours and Marine purchased the site and enlarged the dock, which was then leased to Evans Deakin and Co. as a ship repair site. The ship repair facilities were closed in the 1980s and the dock has since been incorporated into the Dockside complex. Remnants of the dry dock include winch-operated mechanisms, a bollard at the opening of the marina to the river and rock walls along sections of the length of the marina.

History

Construction of Moar's Slip began in circa 1881 following the purchase of an acre of land at Kangaroo Point by Hugh Moar from A.R. Jones. Jones reputedly owned a "Ship Chandlery Store" in Eagle Street and had no use for the land. He offered it to Moar for the same price he paid for the land when it was sold as part of the Shafston Estate sale in December 1874 - £280.

Moar, a shipwright himself, came from a maritime background being the son of a shipbuilder's draftsman. Since his arrival in Queensland as an immigrant in 1862, Moar had at one stage operated the ferry service between the city and Kangaroo Point.

The dock opened in 1884, with the first vessel to occupy the slip being the steamer Fanny, which was captained by the member of another prominent Kangaroo Point maritime family, John Burke. This was not the first slip or ship builder at Kangaroo Point, as ship repairers and builders were operating at Kangaroo Point prior to this date. However, its construction did help consolidate the industry in this area.

Moar operated the slip quite successfully until his death on 13 April 1913¹. The slip was then taken over by his eldest son William, and Miss Moar (possibly Moar's sister). William Moar died in 1924 and Mr R.V.H. Moar and Miss Moar operated the slip until its closure in c.1928². The Moar family, living locally and as employers and owners of a ship yard, were prominent identities at Kangaroo Point and within the Kangaroo Point area.³

The Brisbane City Council purchased the property in 1929, "for ferry purposes," for the sum of £5,500. However the Council never used the site for this purpose. In 1939 the Council was asked to present a purchase price or in lieu of this an annual rental. The Council valued the property at just £2,500 or an annual rental of £200, plus water and sewerage rates and cleansing due.⁴

In 1940 the site was purchased from the Brisbane City Council by the Department of Harbours and Marine "with the intention of widening and extending the slipway to accommodate building berths for two 9,000 ton ships and naval vessels." This was required for the war effort. In March 1940 work began and 35,410 cubic yards of mostly rock was excavated to enlarge the dock. By September 1941 piles had been driven for foundations and a fitting

out wharf was built adjoining the Immigration Depot. In 1944 a new 600ft long wharf was constructed to fit out new ships. The site was then leased to engineering firm, Evans Deakin & Co Ltd “who set up as shipbuilders.”⁵

Evans Deakin ran Brisbane’s major shipbuilding projects during World War II. It built warships for the Royal Australian Navy and merchantmen for the Commonwealth. Other Brisbane firms only had the capacity to build small craft or barges. By July 1940, its Kangaroo Point shipyard had commenced its first corvette HMAS Lismore. During 1941, the corvettes Launceston, Ipswich and Broome were completed. In June 1941, the shipyard was chosen by the Commonwealth as the site of one of two new marine engines annexes within Australia. Corvettes Bunbury, Bundaberg, Gympie, Townsville and Fremantle were built in 1942. In 1943, the corvettes Ararat, Parkes plus Kiama were launched. In 1944, Evans Deakin laid down the keel of its last and largest warship, the frigate HMAS Murchison. Production shifted to cargo vessels. When these wartime contracts were completed by 1 December 1948, Evans Deakin had launched River Burdekin, River Norman, Dalby, River Burnett and Dulverton.⁶

From the mid 1970s to the early 1980s Evans Deakin gradually closed their ship building and repair facilities. The dock stood empty for a number of years but has been redeveloped as a marina with for the apartments of the dockside complex.⁷

The former Evans Deakin Drydock is currently used as a marina which is part of the Dockside complex. Remnants of the drydock include winch operated mechanisms, a bollard at the opening of the marina to the river and rock walls along sections of the length of the marina.

Description

The site includes two modern buildings which are not part of the heritage significance of the site.

Statement of significance

Relevant assessment criteria

This is a place of local heritage significance and meets one or more of the local heritage criteria under the Heritage planning scheme policy of the *Brisbane City Plan 2014*. It is significant because:

Historical

CRITERION A

The place is important in demonstrating the evolution or pattern of the city's or local area's history as a remnant of the maritime industry that has been operating at Kangaroo Point since the nineteenth century;

and as the site of ship building and repair during World War Two.

Scientific

CRITERION C

The place has the potential to yield information that will contribute to the knowledge and understanding of the city's or local area's history

as the site of substantial wartime maritime operations.

Historical association

CRITERION H

The place has a special association with the life or work of a particular person, group or organization of importance in the city's or local area's history

for its association with prominent local family, the Moars, who were pioneers in Brisbane's early maritime industry; and its association with Evans Deakin Pty Ltd and the important role it played in Brisbane's and the Allies' maritime defence operations in World War Two.

References

1. Photocopy of newspaper article in the National Trust files on Kangaroo Point. It is likely to be an article from the Telegraph from July 1929 or July 1939. Queensland Post Office Directories. 1868 - 1890
2. *Transmission of Real Estate by Death Index*. Vol 5. 1910 – 1914. P.1506. & *Queensland Government Gazette*. Vol. CIII. 19 September 1914. P.100 & Newspaper article from National Trust files
3. *Post Office Directory*. 1887 p.254
4. *Reports and Proceedings of the Brisbane City Council; During the Period 1st July, 1939 – 30th June, 1940* p.708
5. Winifred Davenport, *Harbours & Marine: Port & Harbour Development in Queensland from 1824 to 1985*. (Brisbane; Department of Harbours & Marine. 1986). P.540
6. *S.J. Butin & C.B. Schedvin War Economy 1942-1945*. Series 4 (Civil) Vol.IV (Canberra: Australian War Memorial, 1977), p.485
7. Visual Inspection of site 1994. & Brisbane City Council Photograph of Expo site under construction c.1987-1988

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Note: This citation has been prepared on the basis of evidence available at the time including an external examination of the building. The statement of significance is a summary of the most culturally important aspects of the property based on the available evidence, and may be re-assessed if further information becomes available. The purpose of this citation is to provide an informed evaluation for heritage registration and information. This does not negate the necessity for a thorough conservation study by a qualified practitioner, before any action is taken which may affect its heritage significance.

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