
NEWPORT OIL WHARVES



Newport Oil Wharves
Williamstown June 2003 001



Newport Oil Wharves
Williamstown June 2003 002



Newport Oil Wharves
Williamstown June 2003 003

Location

410-430 DOUGLAS PARADE NEWPORT, HOBSONS BAY CITY

Municipality

HOBSONS BAY CITY

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H7822-0534

Heritage Listing

Victorian Heritage Inventory

The Oil wharves at the northern end of the site appear to have been demolished to make way for a land reclamation for a power line tower, which has constructed heavyweight corrugated iron sheet piling retaining wall, with iron reinforcing support beams and a concrete lip and top. The northern extremity of the site shows evidence of a previous concrete and/or bluestone structure, possibly an embankment wall or an earlier wharf. Three timber piles protrude from the water at the northern extremity of the site, and are possibly part of a previous wharf structure.

Interpretation
of Site

The sheet piling dates to the two phases of berth development for the oil wharves. The northern uncut circular timber piles were sheet piling installed around 1911-1915 by the Melbourne Harbour Trust to service the needs of the British Imperial Oil Company. The southern section of rectangular section sawntimber piles dates to the 1923 construction of the # 4 berth, which was associated with the Commonwealth Oil Refinery Co. bulk terminal at Spotswood. Possible remains of the piles associated with the former pier berths may exist underwater below the seabed.

These wharves were a significant feature of the Newport oil industry, and are an essential component of the State's early oil industry. They are a prominent aesthetic feature of the Yarra River foreshore.

Hermes
Number

13792

Property
Number

History

In 1901, the Shell Company established a bulk handling facility for imported fuel oil at Williamstown in the old Langhorne Place wool store in Nelson Place. As Shell moved from supplying fuel in tin cans to bulk fuel distribution, they established a bulk handling depot at Newport in 1914. The Port of Melbourne Authority established a wharf and railway siding facilities for the company, and tankers used the wharf to offload their cargo into nearby storage tanks. Use of the facility declined when Shell built a new refinery at Geelong in the 1950's, and oil was pumped direct to the facility from Geelong. Use of the site continued to at least the 1970's.

Two phases of construction were undertaken to build the oil wharves. Sheet piling was installed for the first oil berths from 1911-1915 by the Melbourne Harbour Trust to service the needs of the British Imperial Oil Company, which had established a new depot at Spotswood in 1913. The berths consisted of free standing piers stood 8m from the and parallel to the sheet piling/ shoreline, and were accessed via connecting landings/ gangways to the shore. The installation of the wharves led to the widening of the river so as not to impede navigation of the channel. This section consisted of the unshaped circular piles at the northern end of the site. When the Commonwealth Oil Refinery Co. established a bulk terminal at Spotswood on 1923, a second wharf (Berth 4) was constructed. This facility was erected to the south of the first wharf, and was made from rectangular sawn piles. The berth was of similar construction to the first phase outlined above (Lovell, 2006: 4, 11). This phase was mistakenly identified as the Newport Coal Wharf (H7822-0535) earlier in this assessment project (see also below).

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>