

LAUNCESTON CITY COUNCIL

Agenda Item 8.1 - Attachment 5 - Heritage Planner Report
29-31 and 43 Charles Street and 58-60 William Street, Launceston

MEMORANDUM

FILE NO: DA0055/2018
DATE: 22 March 2018
TO: Duncan Payton Town Planner
FROM: Fiona Ranson Heritage Planner

Heritage and Urban Design Report

29-31 Charles Street, 43 Charles Street and 58-60 William Street, Launceston - Bulky Goods Sales - motor vehicle sales and service; demolition of hotel and listed building fronting the Esplanade retaining the facade; Subdivision and adhesion of land - no extra lots created; construction of a building (two new vehicle showrooms), construction of extensions to a heritage listed building, construction of alterations to existing showroom, installation of associated signage and works in the Charles Street Road reserve for vehicle display.

Dear Duncan

I have considered the documents submitted for the proposed development and have a number of concerns in regard to urban design and heritage issues.

Heritage Significance

A substantial area of the subject site is heritage listed, with multiple titles being included both on the Tasmanian Heritage Register and in Table E13.2 of the Launceston Interim Planning Scheme 2015.

The site was also included within the Launceston City Centre Precinct proposed by Paul Davies as part of the Launceston Heritage Study 2007. This large precinct has since been refined and developed further by officers of the City of Launceston and Heritage Tasmania, being broken down into three smaller precincts, with this property now included in the City Industrial Precinct.

Although the precinct does not yet have statutory status, the documents developed offer guidance backed by sound research, which may be utilised to assist with the assessment of discretionary development in these areas. The most relevant elements of the precinct document are included below.

City Industrial Precinct

Character statement

The Industrial Precinct forms the symbolic hub of historical industry and maritime transport servicing Launceston and the surrounding region.

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Whilst port activity has long-since ceased and industrial land use is declining, the Industrial Precinct retains a strong industrial character and is visually defined today as a composition of major industrial and commercial premises, interspersed with a small number of grand port buildings, corner pubs and residential properties, primarily dating from the 1880s through to 1950s.

Historically the Industrial Precinct has undergone significant change over time. Through the C19th the land use was more varied; industrial and port facilities were intertwined with accommodation and services for the associated industry workers and sailors. Commercial demand for land combined with improvements in transport and living standards saw most of the housing disappear during the mid C20th. The connection point between the city and the river has seen the greatest physical and social change; whereby the wharves, shipping and warehousing has been replaced by the silent barrier of an earthen levee.

The area was developed on a grid layout that parallels the North Esk River. It was and continues to consist of primary and secondary industry, a former wharf area with warehouses, pubs, shops and residences. Its primary function has been that of customs, port management and trade.

One of the outstanding features of the Industrial Precinct is the character of the built environment, defined by following attributes:

- 1. The flat terrain and proximity to the river;*
- 2. The basic rectangular urban street grid, derived from the Cameron Street axis (refer Civic precinct) and alignment of the North Esk River;*
- 3. narrow roadways flanked 'walled-in' by buildings having little or no setback from the footpath to the facade, and little or no space between buildings;*
- 4. generally high proportion of building area covering each block; low proportion of open space;*
- 5. relatively consistent 1-3 storey height to buildings along most street-frontages, and general absence of development over 4 storeys;*
- 6. prevalence of large-scale strong industrial forms with parapets, flat and saw tooth rooves, few windows;*
- 7. presence of a small number of very early (pre-1830) buildings, in their distinctive hipped-roof Georgian style, including the former Penitentiary and Barracks in George and William Streets and Paterson Barracks;*
- 8. presence of street corner pubs, which once serviced the industrial and maritime labour force;*
- 9. construction methods employing predominantly masonry, face brick and generally painted.*

Landmark Places

The precinct also encompasses the former Penitentiary and Barracks in George and William Streets, Boags Brewery on the waterfront, the CH Smith complex in the western section of the precinct, shopfronts in Tamar Street, a block of predominantly wool growing warehouses and headquarters bounded by Cimitiere, St John, William and George streets, pubs on street corners and the former Gasworks at the eastern end of the precinct on Boland Street.

Between and beneath the buildings and structures lie more discreet evidence of a number of archaeological features of outstanding heritage value including:

- Launceston Penitentiary c1826*

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- *Paterson Barracks c1829*
- *Boags Brewery site c1830s*
- *Launceston Gas Works c1852*
- *CH Smith site c1860s*

The archaeology of the precinct is predominantly industrial, although includes some penal, work housing and maritime features. All these sites have the potential to inform us about aspects of early settlement in northern Tasmania, and/or the physical and social origins of the city.

Statement of heritage significance

Launceston's Industrial Precinct is highly significant as the site of one of the earliest and intact industrial centres in Australia, as demonstrated through a number of remaining early buildings and archaeological features dating from the period 1806-1900. The Industrial Precinct possesses a large number of intact historic buildings which are outstanding examples of their type and style, and which collectively contribute to Launceston having one of the finest collections of Victorian industrial architecture of any Australian city.

The Industrial Precinct is highly significant as the centre of trade and commerce services for Launceston and Northern Tasmania, and the character of the precinct is important to the wider community as part of the local built environment and in establishing a sense of identity for the region.

Management objectives

The following policy is proposed to conserve the significance and heritage values of the precinct, to provide for new development that is commensurate with that significance and to encourage the recovery of significance where it has been lost.

- 1. The properties identified as heritage items should be retained and where possible future work should recover significance where it has been lost. No heritage items should be approved for demolition unless in exceptional circumstances.**

This policy is particularly aimed to encourage the adaptive re-use of the building stock in the CAD and to seek innovative ways of incorporating the existing fabric of significant places into new or adaptive works. The Heritage Study advises that almost every listed building is capable of retention while providing reasonable development opportunity.

- 2. Inappropriate painting of buildings should not be permitted. This would include painting the facades of significant buildings for advertising, painting previously unpainted finishes or painting buildings in ways that reduce their significance.**
- 3. All early shopfronts (pre-1950) identified in this and other studies should be retained in their significant form.**
- 4. Remnant or intact interiors of significant buildings should be retained wherever possible.*

Heritage List Review

Current research being undertaken as part of the City of Launceston Heritage List Review is reinforcing this previous work and highlights the important history of the convict ship known to have occupied the site of the current Riverview Hotel.

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The history of the 'The Kains', including its voyages, the end of its seafaring 'life', the creation of a canal to place it in its final resting place, and its use as a 'bonded warehouse' is widely known and documented, but the site has not been formerly heritage listed.

A report provided by Southern Archaeology including a more detailed overview of the history of the Riverview Hotel site is attached to this report for reference.

The Submission

The initial submission did not include evidence of any consideration of the heritage significance of the existing buildings on the site or the history or character of the larger site.

A Further Information Request was issued on 9 February 2018 including the following elements required to address the provisions of the Local Historic Cultural Heritage Code (the Heritage code).

Heritage

- *There are concerns in regard to the compatibility of some elements with the heritage significance of the site and the buildings it contains. It is suggested that these elements be reconsidered and/or that the justification required to allow the assessment of these elements may be included as part of a holistic Heritage Impact Assessment for the site; The most significant issues flagged at this stage are the proposed parapet and signage wrapping around the Ford showroom which appears to dominate the historic building and the design of the Kia showroom fronting the esplanade;*
- *At a minimum, justification (and/or reconsideration) must be provided for the following elements of the proposal:*
 - *the proposed demolition and reconstruction of the rear of the building fronting the Esplanade. This should address the Demolition clause (E13.6.1) of the planning scheme;*
 - *the design of the extension proposed to this building to accommodate the Kia showroom in light of its proximity to the retained façade of this building, addressing the relevant clauses of the Heritage code (i.e. E13.6.5 - Height and bulk of buildings, E13.6.6 - Siting of buildings..., E13.6.8 - Roof form and materials, E13.6.9 - Wall materials, E13.6.13 - Signage);*
 - *the design of the proposed Volks Wagen building in light of its high profile corner location, addressing the relevant clauses of the Heritage code (i.e. E13.6.5 - Height and bulk of buildings, E13.6.6 - Siting of buildings..., E13.6.8 - Roof form and materials, E13.6.9 - Wall materials, E13.6.13 - Signage);*
 - *all changes and additions proposed to the signage scheme across the site. This should address clause E13.6.13 Signage.*

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The 'Heritage Reports' produced by 'Plico Design Studio' and submitted on 14 March 2018 in response to this request deal only with the works to the former 'Salisbury Foundry Building' and the demolition of the 'Embankment Building' and do not adequately address the issues required by the Request.

The heritage credentials of the consultants were not provided, nor are they accessible through the Plico Design Studio website.

None of the proposed new building work or associated signage was addressed by the Heritage Reports, no other documents were provided to address the relevant clauses of the Heritage code, and it is not evident that any changes were made to the design of the development in order to address the heritage concerns expressed as part of the Request.

Assessment and Recommendations

The various elements of the proposed works are subject to assessment against the provisions of the Local Historic Cultural Heritage code. The clauses considered to be most relevant to this proposal are included below.

E13.1.1 *The purpose of this provision is to:*

- (a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts;*
- (b) encourage and facilitate the continued use of these places;*
- (c) encourage the maintenance and retention of buildings and places of assessed historic cultural heritage significance; and*
- (d) ensure that development is undertaken in a manner that is sympathetic to, and does not detract from, the historic cultural heritage significance of the places and their settings.*

E13.6.1 Demolition

Objective: *To ensure that demolition or removal of buildings and structures does not impact on the historic cultural heritage significance of local heritage places and their settings.*

A1 *No acceptable solution.*

P1 *Buildings or parts of buildings and structures may be demolished, provided there is no unreasonable impact on the historic cultural heritage significance of the local heritage place and setting, having regard to:*

- (a) the physical condition of the local heritage place;*
- (b) the extent and rate of deterioration of the building or structure;*
- (c) the safety of the building or structure;*
- (d) the streetscape or setting in which the building or structure is located;*

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- (e) the cultural heritage values of the local heritage place;*
- (f) the need for the development;*
- (g) any options to reduce or mitigate deterioration;*
- (h) whether demolition is the most reasonable option to secure the long-term future of a building or structure; and*
- (i) any overriding economic considerations.*

E13.6.9 Wall materials

Objective: *To ensure that wall materials are compatible with the historic cultural heritage significance of local heritage places and their settings.*

A1 *No acceptable solution.*

P1 *Wall material for buildings and structures must be compatible with the historic cultural heritage significance of a place and its setting, having regard to:*

- (a) the cultural heritage values of the local heritage place and setting;*
- (b) the design, period of construction and materials of the dominant building on the site;*
- (c) the dominant wall materials in the setting; and*
- (d) the streetscape.*

E13.6.13 Signage

Objective: *To ensure that signage is compatible with the historic cultural heritage significance of local heritage places and their settings.*

A1 *No more than one sign, not greater than 0.2m², identifying the use, heritage significance, and the name and occupation of the owners of the property.*

P1 *New signs must be compatible with the historic cultural heritage of the local heritage place and its setting, having regard to:*

- (a) the cultural heritage values of the local heritage place and setting;*
- (b) the size and location of the proposed sign;*
- (c) the area and location of existing signage on the site;*
- (d) the period details, windows, doors and other architectural details of the building;*
- (e) any destruction, removal or concealment of heritage fabric through attaching signage; and*
- (f) the streetscape.*

As the existing signage area to be retained is significantly greater than 0.2m² all changes to existing signage and additional signage proposed must be assessed against the performance criteria and the purpose of the code.

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Kia and Isuzu Showrooms and Service Zones

(incorporating the former 'Embankment Offices' building)

1. Demolition of Rear of Embankment Offices

This lot is listed on both the Tasmanian Heritage Register and in Table E13.2 of the Scheme. It contains a small building with complex architectural details and a valued heritage character and the proposed works are not considered to be sympathetic to these values.

The proposed demolition of the walls and roof structure to the rear of the former Embankment office building fronting the Esplanade is not considered to be adequately justified in regard to the provisions of clause 'E13.6.9 Demolition'.

The original scale, form and layout of the building are part of its significance. The removal of all but the front elevation is not considered to be sympathetic to the well established principles of heritage protection, notably those defined by the Burra Charter 2013, and is considered to detract from the cultural heritage values of the local heritage place and its setting and therefore not to be consistent with the relevant performance criteria or the purpose of the code.

However upon inspection of the site it is evident that the rear of the building has been highly modified, especially since the use was changed from offices to vehicle sales and service uses in recent years and that the bulk of the remaining original fabric is to be retained.

If demolition of the bulk of this building is to be approved and best practice heritage management/methods were to be followed, some visual representation of the alignment of walls incorporated into the layout and design, however it is noted that the Tasmanian Heritage Council have approved this demolition without condition and therefore no conditions are proposed in regard to this work.

2. New Kia Showroom

The streetscape of the Esplanade has a distinctive and highly valued commercial and industrial heritage character, and unlike the CBD, even the ground level facades, including that of the subject building, are largely unmodified. As the site fronts the North Esk River the overall appearance of these, and the need for them not to be dominated by signage, is important.

The proposed new building façade is not considered to be beneficial to the streetscape, and potentially to detract from the significant views along the Esplanade. The bold graphic design of the frontages proposed to the new Kia Showroom to the front of the lot is not explained or justified as part of the submission and is not considered to be appropriate or acceptable when assessed against the performance criteria of clauses 'E13.6.9 Wall materials' and 'E13.6.13 Signage'.

The frontage of the Embankment Offices building retains the bulk of its original heritage detail and the bold colour and design proposed is not considered to be

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sympathetic to this and is considered to detract from the cultural heritage values of the local heritage place and its setting and therefore should not be approved in its current form.

Whatever the outcome of the assessment of the demolition discussed above, it is recommended that a Condition be imposed as part of any Planning Permit requiring:

- **Amended plans showing the design of the Esplanade frontage to the Kia Showroom, including colour scheme and graphic, of walls, glazing and signage to be altered to reduce the visual impact of this new building on views to the Embankment Office building façade and the larger site from the river, streets and other public viewpoints.**

Ford Showroom and Service areas

(former Salisbury Foundry building)

New Signage Structure

The new signage structure proposed to the western façade of the Ford showroom is 9.6m high and over 39m long. Due to its size and location it will 'conceal period details, windows, doors' and 'other architectural details' of the building and is not considered to be necessary in light of the suite of exterior signage already existing on this building and across the larger site.

The scale of the proposed sign structure is considered to be excessive, covering a relatively large area of the large building façade with a bold form which is obviously intended to stand out and dominate this façade which is not the intention of clause E13.6.13 which deals with signage for local heritage places.

The streetscapes surrounding the subject site have a distinctive and highly valued commercial and industrial heritage character and the form proposed is not at all compatible with this.

The new signage is not considered to be beneficial to the streetscape, and potentially to detract from the significant views along Charles Street and from Royal Park which are being developed further as key pedestrian routes for tourists and local people with the construction of the new bridge across the North Esk.

This proposal is most curious considering the care taken to preserve many elements of the subject building when the business first came to occupy the site and it is noted that the existing signage scheme is considered to be a more appropriate solution for this building and the larger site.

While we have become accustomed to motor vehicle sales yards including large and visually intrusive signage, there does not appear to be any justification for this, especially on this established inner city site with known, and previously appreciated heritage values.

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If the larger application is to be approved it is recommended that a Condition be imposed as part of any Planning Permit requiring:

- Amended plans showing removal of the signage and associated structure to the west of the Ford Showroom

VW Showroom and Service area

(former Riverview Hotel/ Salmon and Ball Hotel/ The Kains Bonded Warehouse)

Acknowledging that the lot upon which the Riverview Hotel now stands is not included on either the state or local heritage lists, it is considered to be unlikely that the structures on this title may be required to be retained, however the 'colourful' history of the site is well documented and it is widely understood that there are likely to be significant remains of the ship known as 'The Kains' remaining under the buildings on this site.

If demolition of this building is to be approved it is recommended that Conditions be imposed as part of any Planning Permit requiring:

- Appropriate measures be taken to ensure that the archaeological features and deposits are properly assessed for their heritage value and, if necessary, are appropriately investigated and managed; and
- Amended plans be provided showing integration of information and interpretation of the findings of archaeological investigations including visual representation of the location of 'The Kains' and the alignment of walls of the structures previously occupying the site.

Fiona Ranson
Heritage Planner

Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview

Brief - The 'Kains' – The Ship that became the Bonded Warehouse in Launceston – an overview



Figure 1: 1835 Smythe survey map showing location of the "Kains" (the Bonded Warehouse) and the Canal (Kains Creek) on the corner of Charles Street and William Street, Launceston.

**Brief presented by: Southern Archaeology
Representatives: Darren Watton and Ian Edmondson
For: Launceston City Council
Date: 04th April 2018**



1 Introduction

Southern Archaeology is currently engaged (alongside Gayle Plunkett – Conservation Architect) by the Launceston City Council (LCC) in the Heritage Review of the Launceston Precincts project. Part of this project has been to overview the archaeological significance of buildings and features within the Industrial Precinct within Launceston City. An outline of the Industrial Precinct within the Launceston City is shown below in **Figure 2**.

Southern Archaeology has become aware that there is currently a Development Application (DA) before the Launceston City Council for the corner block of Charles Street and William Street, Launceston (the Location of the Riverview Hotel and the Jackson Motor Company Car yard) (**Figure 3**). The Riverview Hotel is one of the buildings that is part of the Heritage Review within the area designated “Industrial Precinct”.

Considering the critical timeframe concerning the DA, Southern Archaeology has completed the following “Brief” relating to this site. This brief considers archaeology associated with this site which may be impacted by any proposed development of this site.

This report contains a summary of historical research, mapping evidences and GIS projections, and some recommendations for immediate action.

2 Historical Research Summary

Initial investigations and research targeting primary sources for accuracy (maps, surveys, newspaper reports and passenger lists) suggest there is strong evidence within the historical record to support a rich history for the site of the Riverview Hotel:

- There is clear evidence within old maps, newspaper articles and historical documents that a ship – the “Kains” a 3-masted Barque of 353 tons, was located at this site and utilised as a warehouse by various tenants from 1832 until around 1848.
- The Kains carries a story of significance in itself, as it was a vessel initially engaged to transport 128 female convicts from England to Sydney in 1830, then passengers and goods to Launceston in 1831. Departing Launceston that same year with a regiment of soldiers, on route to India, The Kains was becalmed, then wrecked in Whirlpool Reach (near the current location of Batman Bridge) and beached at Devil’s Elbow.



Brief - The “Kains” – The Ship that became the Bonded Warehouse in Launceston – an overview

- The Kains was subsequently purchased by a syndicate, repaired and floated through a purpose-built canal roughly aligned with Charles street, where it was deliberately grounded for use as a warehouse on a piece of land owned by William Walkinshaw. The ship was then hired in 1832 by the government for use as a bonded warehouse.
- Survey maps and plans of 1835 (**Figure 6**), 1838 (**Figure 7**), 1839 (**Figure 8**) and 1849 (**Figure 9**) clearly show land surrounding the ship, implying its virtual interment in the ground and supporting the likely blocking off the canal behind it after it was initially positioned on a high tide. The Kains does not appear in the Sharland 1826 or Scott 1832 maps (**Figures 4 and 5**) or in maps after around 1849 (**Figures 10 to 12**) indicating the occupational history of the Kains was from around 1832 to 1850. This is supported by the documented history of the site.
- From 1834-1847, The Kains was occupied by several tenants. Tenancy was advertised in 1836, 1839, 1842, 1844, and 1846. In later years the Kains became known simply as “Kains Store”.
- The Kains was sold as a separate lot (Walkinshaw’s land was subdivided by this time) to James Lillie in 1847. The site, sold as ‘Lot 1 ‘Kains Store’ was described with dimensions similar to the current block of the Riverview Hotel and large enough to encompass a vessel the size of the Kains.
- The Kains was at least partly dismantled in 1847/8, with auctions advertising iron knees, planks, beams, bolts, copper nails and copper sheathing from the ship Kains (advertised Nov 1847 and Feb 1848). There is no mention of the sale of larger keel or bent frame timbers, suggesting the possibility that larger, sub-surface members may have been left *in situ* as part of likely backfilling of the substantial hole left behind. Mention of Kains Store disappears at this point, apart from later recollections of this unusual, landmark building.
- Around 1850 the Salmon and Ball Inn was built on the site, with James Lillie granted a licence for this establishment in that year. Survey maps show the earliest building was the current brick section of the building fronting William Street. This later became the Riverview Hotel, with timber clad extensions to the corner of the block (**Figure 13**);
- Kains Creek was filled in to reclaim land in 1854, by removing side-wall planking and driving piles where the creek met the river.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview

- The Kains' captain, William Lushington Goodwin, remained in Launceston and became a well-known Launceston figure, as founder of the newspaper *The Cornwall Chronicle*. He died in 1862.
- Archaeological remains are likely to exist on the site, regardless of whether any parts of the ship itself remain. The Kains lay at least partially on the site of the present hotel, and likely along the length of most of the block (**Figure 2 and 3**).
- The subject site has Local and possible State significance under Criteria (c) (scientific value – it has the potential to yield information that will contribute to an understanding of Tasmania's history) outlined in the *Historic Cultural Heritage Act, 1995*.

3 Recommendations

The following recommendations are made for this site in response to a potential DA:

- A Statement of Historical Archaeological Potential (SHAP) be prepared for the site by a qualified archaeological consultant - A SHAP details the archaeological potential, sensitivity and significance of the subject area taking into account such factors as disturbance, history, previous work and reports, geography, legislation and other relevant factors and makes recommendations as to whether any further work or considerations need to be made in regard to the site;
- That the DA approval consider any recommendations within the SHAP report;

4 GIS Projections

The following GIS projections show the approximate location of the former bonded warehouse (*The Kains, or Kains Store*) in relation to the Industrial Precinct. Smythes's 1835 digitised survey for this purpose.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview

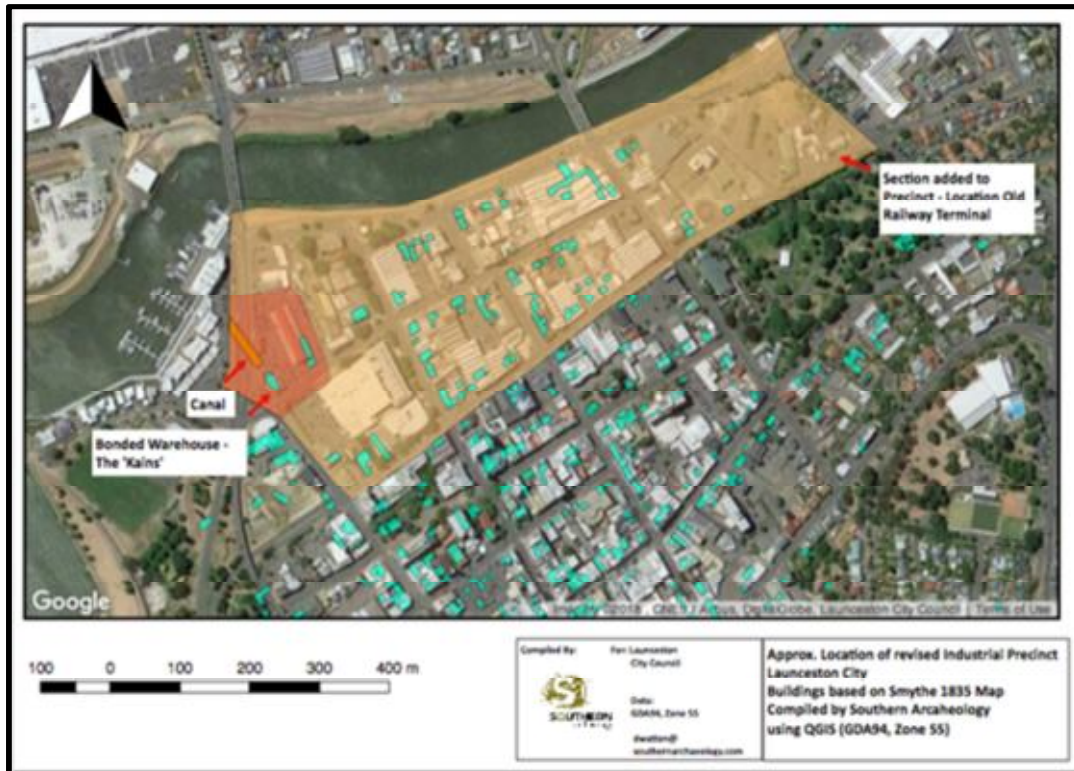


Figure 2: Approx. location of the Bonded Warehouse in relation to the Industrial Precinct in Launceston.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview

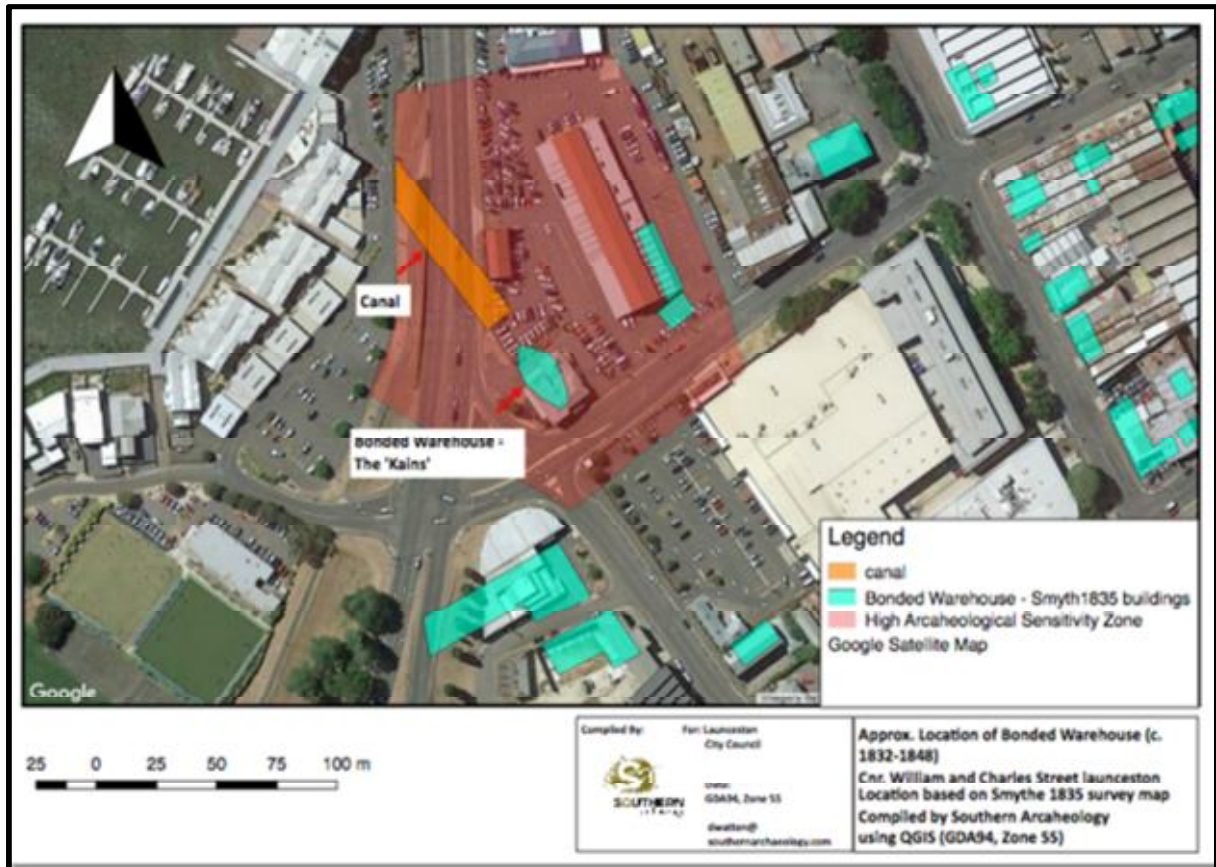


Figure 3: Approx. location of the canal (Kains Creek) and the Bonded Warehouse (Kains) in relation to the Riverview Hotel.

5 Mapping Evidences

Following is a series of maps from Sharland (1826) to c. 1900 showing the chronology of the study area with reference to the Kains store (Bonded Warehouse), the Salmon and Ball Hotel and the Riverview Hotel (Note the ship shape in the early maps, though it is reported the ship was roofed over, thus the oblong depiction in Scott's 1838 survey- where the store is clearly marked as "The Kains"):



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview



Figure 4: Section of 1826 Sharland survey map with no sign of the Bonded Warehouse on the subject site.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview



Figure 5: Section of 1832 Scott survey map with no sign of the Bonded Warehouse.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview



Figure 6: Section of the Smythe 1835 survey map with the Bonded Warehouse clearly depicted.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview

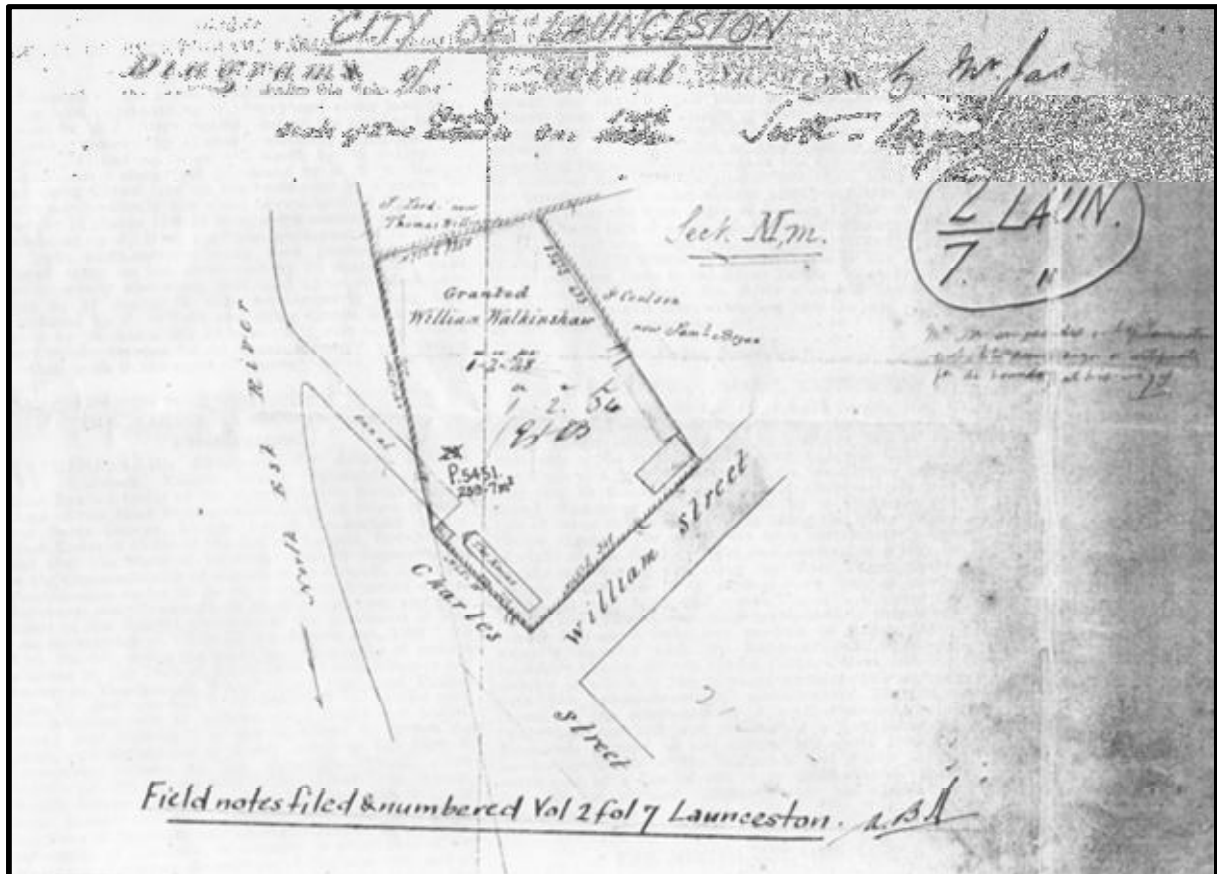


Figure 7: Detail from the Scott 1838 survey of Walkinshaw block cnr Charles and William Street Launceston showing the 'Kains' on the subject site.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview

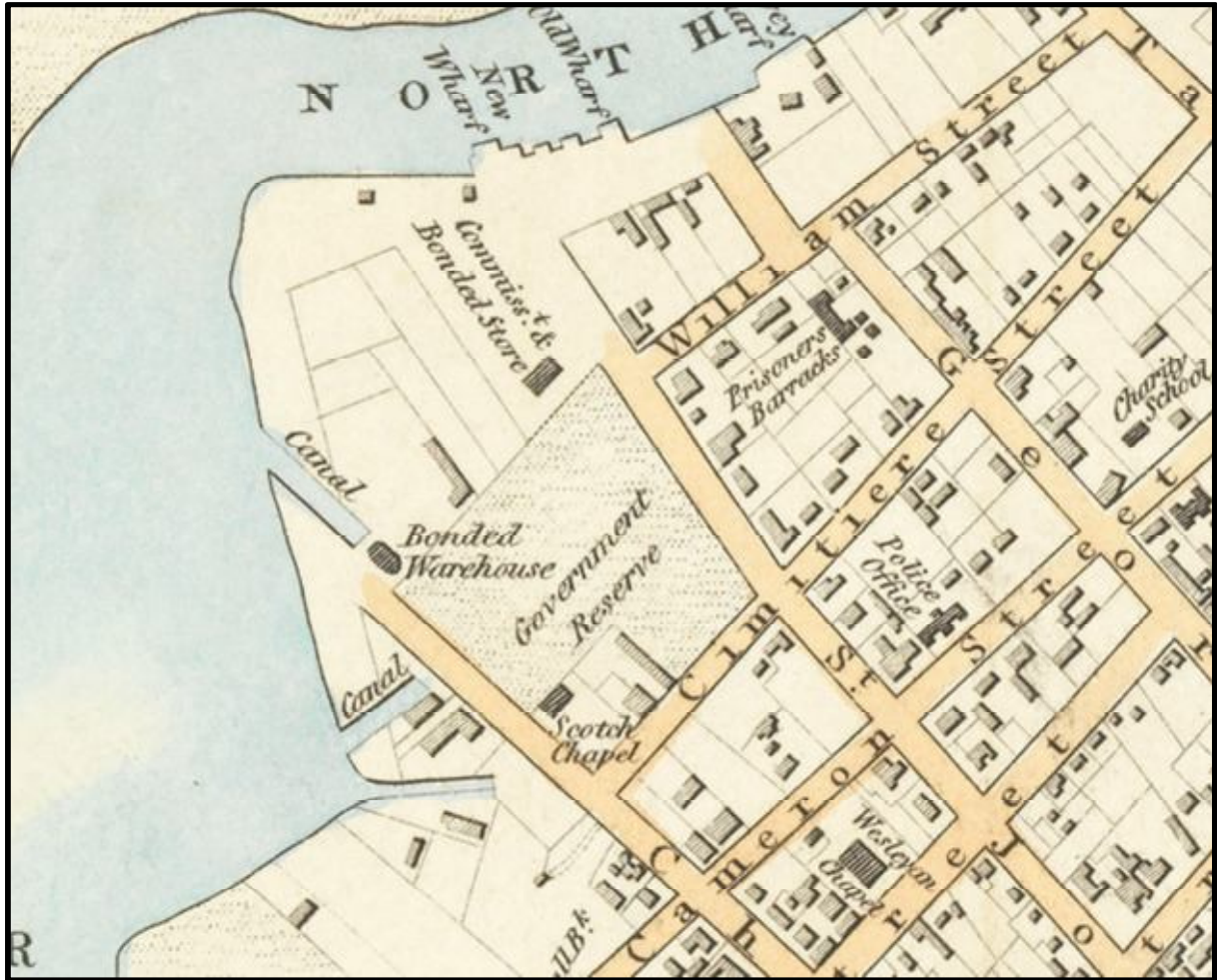


Figure 8: Section of the 1839 Frankland survey map showing the Bonded Warehouse on the subject site.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview



Figure 10: 1870 Bibbs Map with Salmon and Ball Hotel, showing post 1854 wharf extending on Charles St alignment.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview

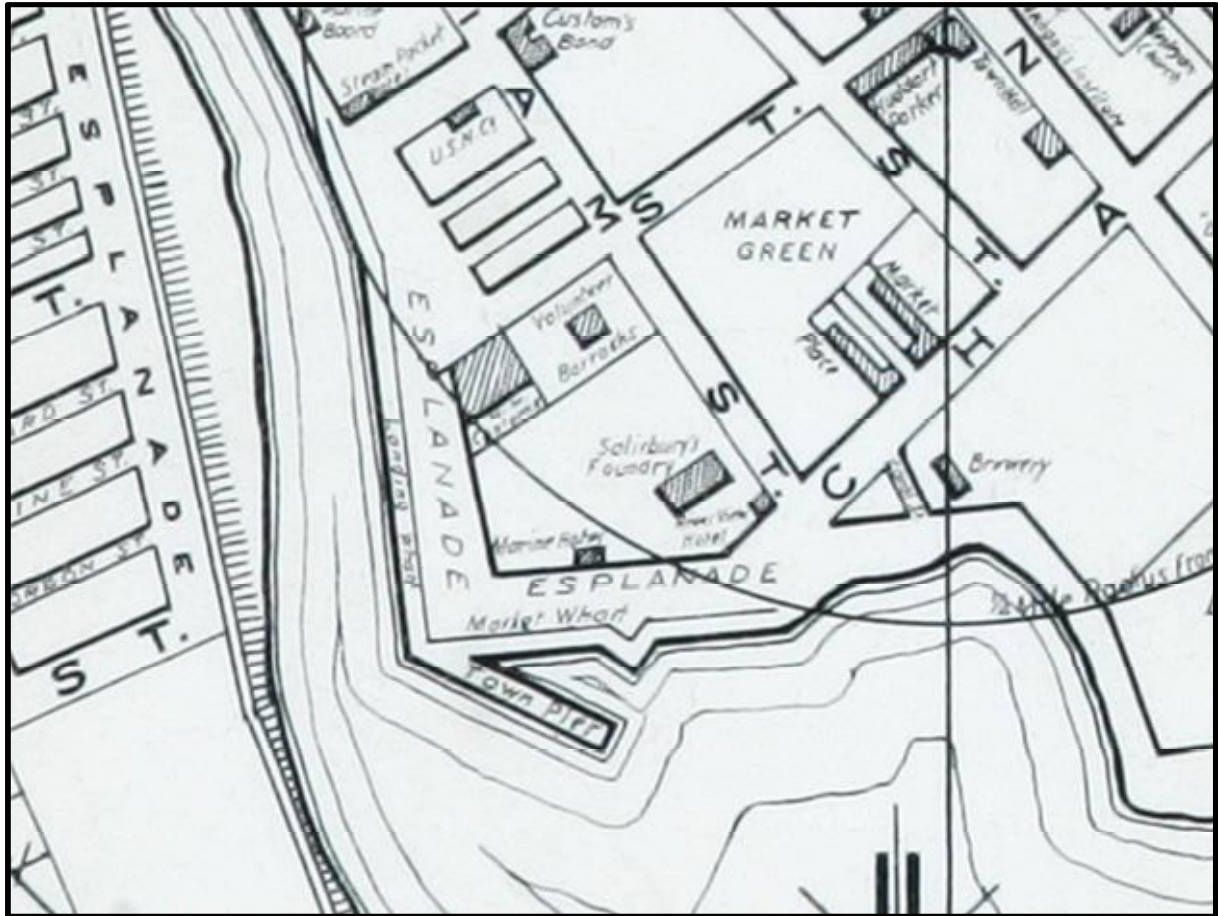


Figure 11: Section of the 1898 QVM survey map with the Salmon and Ball Hotel now changed to the Riverview Hotel.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview

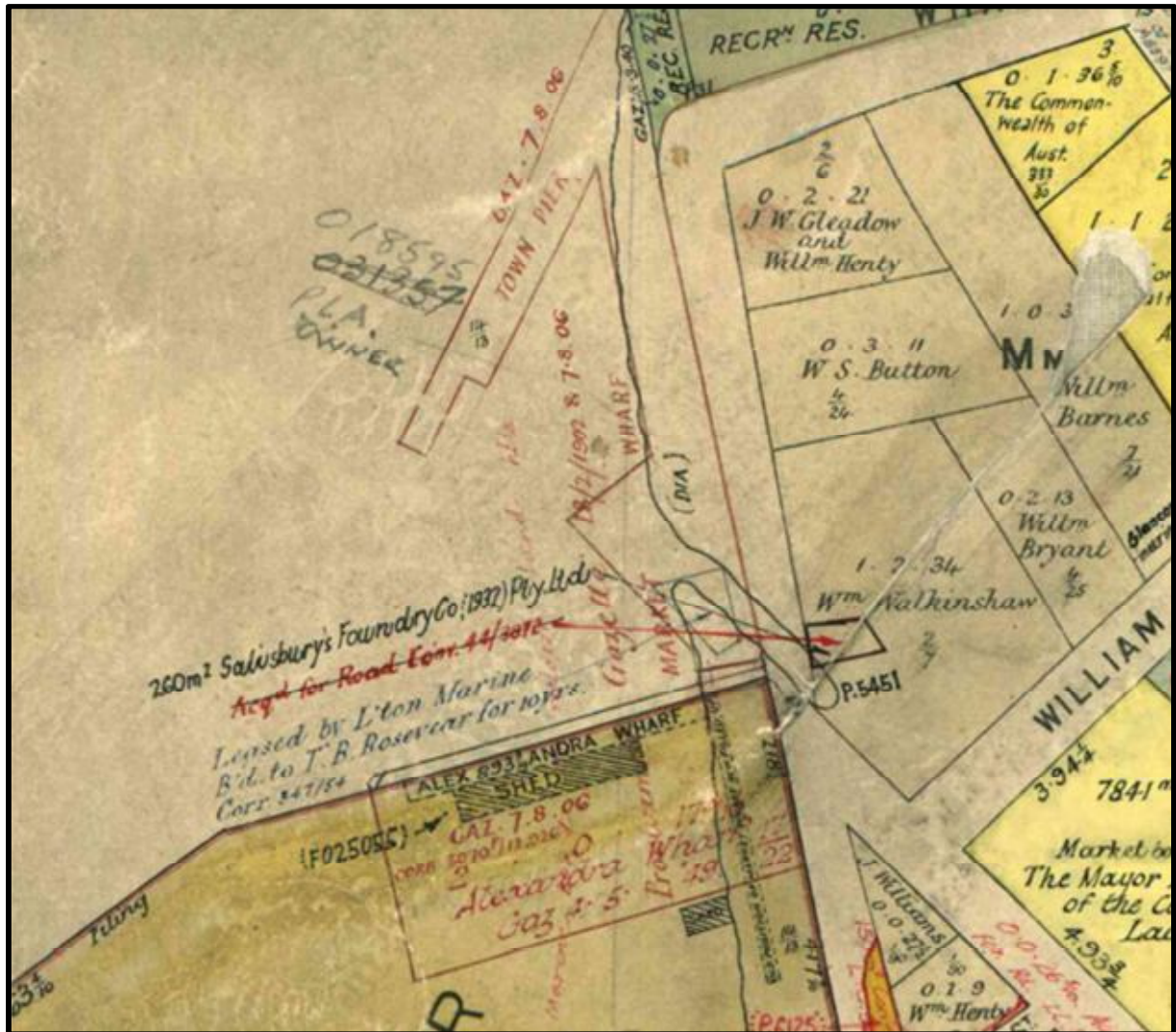


Figure 12: Map from c. 1900 showing the location of the old canal which has now been reclaimed.



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview



Figure 13: Old photo of the Salmon and Ball Hotel.



6 Historical Research: References

Date	Event	Key references
July 8 1830	'Kains' leaves London, with captain William Lushington Goodwin, surgeon thrasyycles Clarke and 130 female convicts. Two convicts died on route.	<p>Ship was a barque (3 masted tallship) of 353 ton</p> <p>Clarke kept a journal from 11 June 1830 to 25th March 1831. Seaman Charles Picknell kept a diary, for other refs see:</p> <p>Journal of Thrasycles Clarke - Ancestry.com. UK, Royal Navy Medical Journals, 1817-1857 Original data: Admiralty and predecessors: Office of the Director General of the Medical Department of the Navy and predecessors: Medical Journals (ADM 101, 804 bundles and volumes). Records of Medical and Prisoner of War Departments. Records of the Admiralty, Naval Forces, Royal Marines, Coastguard, and related bodies. The National Archives. Kew, Richmond, Surrey.</p> <p>C. J. Craig, 'Goodwin, William Lushington (1798–1862)', Australian Dictionary of Biography, National Centre of Biography, Australian National University</p> <p>Bateson, Charles & Library of Australian History (1983). The convict ships, 1787-1868 (Australian ed). Library of Australian History, Sydney : pp.350-351, 387</p> <p>Muster Roll of the 'Kains'. Ancestry.com. New South Wales, Australia, Convict Indents, 1788-1842. Original data: Bound manuscript indents, 1788–1842. NRS 12188, microfiche 614–619,626–657, 660–695. State Records Authority of New South Wales, Kingswood, New South Wales, Australia.</p> <p>Charles Picknell's Diary - Sydney Morning Herald 10 May 1930; Sydney Morning Herald 17 May 1930; Sydney Morning Herald 24 May 1930</p>
11 mar 1831	Arrived Sydney with 128 convicts	<p>Figure 14: Transport female prisoners - Sydney Gazette and New South Wales Advertiser (NSW : 1803 - 1842), Tuesday 15 March 1831, page 2</p> <p>Supply of female servants - Sydney Gazette and New South Wales Advertiser (NSW : 1803 - 1842), Thursday 17 March 1831, page 1 (2)</p> <p>High demand for female convicts at this time... house maids, factories etc</p>



Brief - The "Kains" – The Ship that became the Bonded Warehouse in Launceston – an overview

25 mar 1831	Convicts disembarked	Transport Female Convicts - Sydney Gazette and New South Wales Advertiser (NSW : 1803 - 1842), Thursday 24 March 1831, page 2 Likely destined for 'the factory'... Paramatta? See 24 mar, 17 mar refs
24 sept 1831	Kains arrives launceston	Arrived Launceston - Colonial Times (Hobart, Tas. : 1828 - 1857), Wednesday 5 October 1831, page 2 See 5 Oct reference for list of passengers in newspaper articles below. Passenger list records (hand written) can also be accessed online.
14 October 1831	Kains wrecked upon leaving launceston.	Kains wrecked - Tasmanian (Hobart Town, Tas. : 1827 - 1839), Saturday 15 October 1831, page 8 Becalmed at whirlpool reach (batman bridge) drifting onto a rock, then lost rudder and rudder post, beached at Devils Elbow, the bay immediately north of the present batman bridge. See Oct 15 ref. repaired and towed to Launceston. See 1935 perspective, which includes mention of floating through canal to current site.
14 Dec 1831	Wreck sold	Kains wrecked - Launceston Advertiser (Tas. : 1829 - 1846), Wednesday 14 December 1831, page 389 Sale of wreck to a syndicate 'Dr.Laudale and others' repaired and refloated. relocated to Launceston
15 nov 1832	'Kains' docked at bottom of Charles street	Kains drawn into creek in Launceston - Launceston Advertiser (Tas. : 1829 - 1846), Thursday 15 November 1832, page 365 'Kains' drawn up through dock cut for purpose to be secured on land owned by William Walkinshaw and used as a warehouse by Walkinshaw.
23 May 1833	'Kains' operating as store	Kains as store - Launceston Advertiser (Tas. : 1829 - 1846), Thursday 23 May 1833, page 2 'The 'Kains', now filled up as a store, and in the occupation of Mr Walkinshaw, makes a very good appearance, and is highly commodious for the purpose to which it is devoted'
15 May 1834	Gov't Hires 'Kains' for use as Bonded Warehouse	Launceston Advertiser (Tas.: 1829 - 1846), Thursday 15 May 1834, page 3
20 August 1836	'Kains Store' to let	By this time occupied by 'Mr Vallance' Includes, and describes, all buildings on the 'Kains' allotment as well as the store... Letting of kains store - Cornwall Chronicle (Launceston, Tas. : 1835 - 1880), Saturday 20 August 1836, page 3



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Nov 1839	To let	Letting Kains store - Cornwall Chronicle (Launceston, Tas. : 1835 - 1880), Saturday 23 November 1839, page 1 Letting Kains store - Launceston Advertiser (Tas. : 1829 - 1846), Thursday 14 November 1839, page 2
Sept 1842	To let	Letting Kains store - Launceston Examiner (Tas. : 1842 - 1899), Saturday 24 September 1842, page 1
May 1844	To let	Letting Kains store - Launceston Advertiser (Tas. : 1829 - 1846), Friday 20 December 1844, page 1 Letting Kains store - Launceston Examiner (Tas. : 1842 - 1899), Saturday 25 May 1844, page 1
Aug 1846	To Let	Letting Kains store - Launceston Examiner (Tas. : 1842 - 1899), Wednesday 10 June 1846, page 5
Jan 1847	For sale	Selling Kains store - Cornwall Chronicle (Launceston, Tas. : 1835 - 1880), Wednesday 20 January 1847, page 57 Note Kains store now as separate 'lot 1' to other buildings on the larger site. Some good dimension/ locational descriptions here.
24 Feb 1847	Lot one Kains Store sold	Selling Kains store - Launceston Examiner (Tas. : 1842 - 1899), Wednesday 24 February 1847, page 3 Sold to James Lillie for 225 pounds.
27 Nov 1847	Lillie dismantling ship 'Kains'- sells components	Selling Kains components - Cornwall Chronicle (Launceston, Tas. : 1835 - 1880), Saturday 27 November 1847, page 3 The whole of the iron knees and bolts belonging to the ship 'Kains' [knees are the brackets at the hull ends supporting floor beams], also a quantity of very useful timber consisting of beams planks etc etc..
23 Feb 1848	More Parts of 'Kains' for auction	Figure 15: Selling Kains components- Cornwall Chronicle (Launceston, Tas. : 1835 - 1880), Wednesday 2 February 1848, page 3 Selling Kains components- Launceston Examiner (Tas.: 1842 - 1899), Wednesday 23 February 1848, page 7 Tues 29 feb auction. 'One ton of old copper sheet [hull sheathing] stripped from the ship 'Kains' one ton copper bolts four cwt nails and spikes'
April 2 1851	Evidence of salvaged	Cornwall Chronicle (Launceston, Tas. : 1835 - 1880),



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	timber used elsewhere	Wednesday 2 April 1851, page 204 Floor timber (English Oak) from 'Kains' turned into spokes of ships wheel for the vessel Premier
Oct 9 1850	Lillie granted licence for hotel	Licence Salmon and Ball Hotel - Launceston Examiner (Tas.: 1842 - 1899), Wednesday 9 October 1850, page 5 Hotel is named (Salmon and Ball Inn- original name for Riverview) possibly already constructed but language is unclear- describing a 'new house'- early pics show a timber component at front, existing brick structure to the rear. Could have been built initially as a timber structure- or this element could have been part of later extensions.
Dec 28 1854	Kains creek being filled in this date	Kains Creek (the canal) filled in - Launceston Examiner (Tas.: 1842 - 1899), Thursday 28 December 1854, page 2 Incidental mention in an article of workers removing planking at the sides of "Kains Creek" and driving piles at the entrance to fill it in.
6 Aug 1862	Goodwin's eulogy	Capt. Goodwin eulogy - Cornwall Chronicle (Launceston, Tas.: 1835 - 1880), Wednesday 6 August 1862, page 4
14 may 1892	Recollection of Kains Creek and the bonding store	Recalling Kains Creek - Tasmanian (Launceston, Tas.: 1881 - 1895), Saturday 14 May 1892, page 20 'Cains' creek (misspelling) recalled as a place of childhood memory... '...where formerly the Salmon and Ball, but now the riverview hotel stands' '....'Kains' brought up, secured and roofed over like a veritable Noah's Ark...'
	Other refs	Figure 16: Ship to Launceston- failed initial voyage early 1831 - Sydney Gazette and New South Wales Advertiser (NSW : 1803 - 1842), Saturday 14 May 1831, page 1 Capt. Goodwin - Independent (Launceston, Tas.: 1831 - 1835), Saturday 10 May 1834, page 2 Robbery at Kains store - Launceston Advertiser (Tas.: 1829 - 1846), Thursday 12 February 1835, page 3 Reference Kain store - Launceston Examiner (Tas.: 1842 - 1899), Saturday 4 August 1883, page 3 Kains reference - Colonist (Launceston, Tas.: 1888 - 1891), Saturday 4 October 1890, page 16 Kains store reference - Mercury (Hobart, Tas.: 1860 - 1954), Friday 5 April 1935, page 7 Reference Kains store sale - Examiner (Launceston, Tas.: 1900 - 1954), Monday 10 March 1947, page 2 History of Kains store, Richardson, P. (2001) <i>On the Tide</i> , Launceston Library



7 Conclusion

This has the potential to contribute much to the story of Launceston's early development, particularly in relation to early town trade and expansion, port activity and industrial development. Such opportunities for greater understanding, and ultimately, heritage protection, are rare, and should not be missed. There is clear scope here for community motivation, involvement and education. Archaeological investigation should be seen as an enhancement to development, not a hurdle or hindrance. This investigation could stand as a model for future consideration of heritage protection within the central Launceston area, under the Heritage Precincts project.

