

PORT FAIRY HISTORIC BUILDINGS WALK

1 DOUGLAS HOUSE 1852 RESIDENCE Built for Dr W. Hume. Then Warehouse & Flour Mill. 89 Gipps Street.

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

3 BROWNSVILLE TERRACES C.1851/2 Erected by 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. Corner 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 with police barracks. One of the earliest inns 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 Wishart Street. Notable residences are Seafield (1852), dwelling of Captain Lewis Grant, and Tynemouth Villa (1869).

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

14 BANK OF VICTORIA 1870 Now Moyne Shire Council offices. Corner Princes & Cox Streets.

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 CUSTOMS DEPARTMENT AND SOLICITOR C.1859-1861 Now private residence. 6 & 8 Princes Street.

20 COWTAN AND BLAND STORE 1852 Then Glaxo social club. Now Sea 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 1925 Note the boundary stone walls built in the 1860s. 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. Corner 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. Corner Cox and Sackville Streets.

29 STAG HOTEL 1848 Hotel of Captain John Sanders. Former guesthouse and 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 and 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 three 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 Built to a design by English architect Charles Hansom with works supervised by Nathaniel Billing. Note fine stonework and carvings by Walter McGill. 487 Princes Hwy.

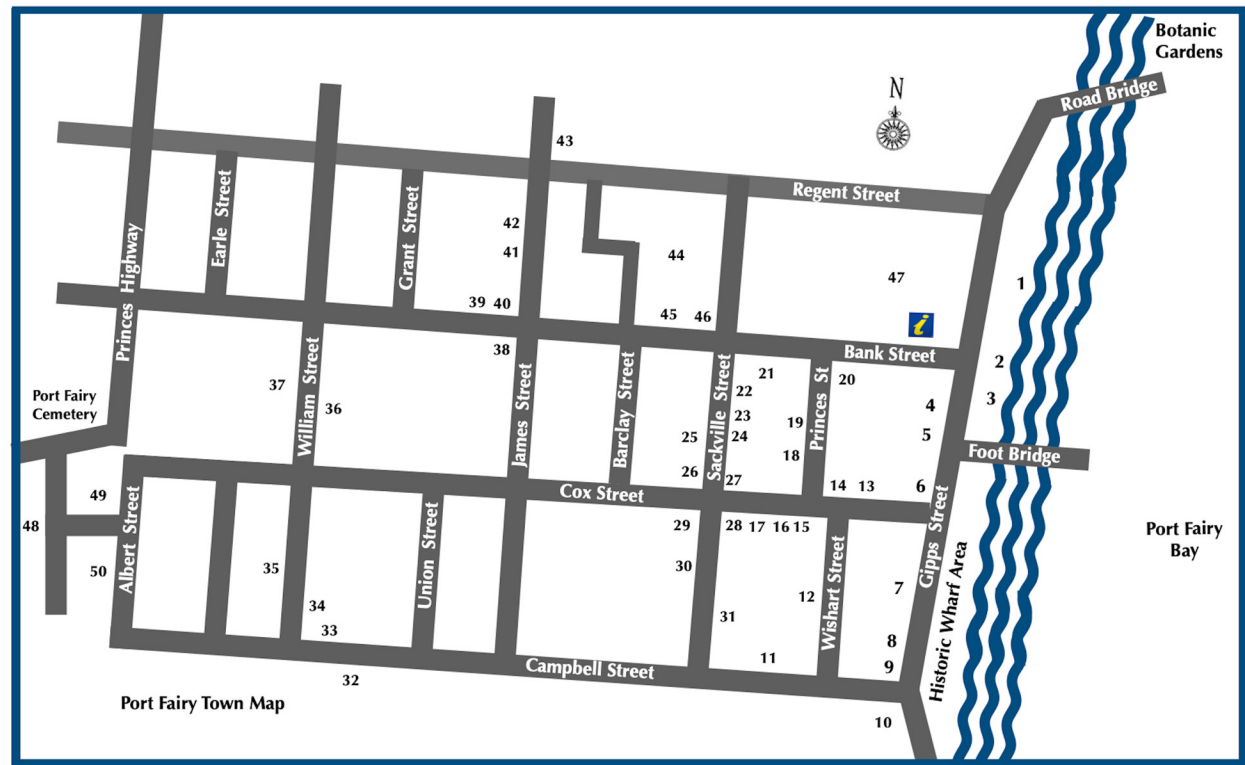
49 SOMERSET HOUSE C.1870 Bluestone cottage. 16 Albert Street.

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



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THE GUNDITJMARA PEOPLE

The Gunditjmarra people, also known as Dhauwurd Wurrung, 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 Captain Henry Wishart in his cutter, Fairy, arrived in Port Fairy Bay and named the bay ‘Port Fairy’. Whalers began arriving from 1835, heralding the beginnings of European settlement. In 1843, Irishman James Atkinson purchased 5120 acres (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 settlement’s 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) planted from the 1860s. 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 Martins Point.



THE PORT FAIRY MARITIME AND SHIPWRECK WALK

The Port Fairy Maritime and Shipwreck Walk will take you back in time to the 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 cargo and passengers 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.

There are 19 shipwrecks lying in Port Fairy Bay and surrounding waters. The bulk of the disasters were due to ships being drive ashore on East Beach when strong southeasterly 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 in 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 (BKSN) in 1882 to ensure that the trade in agricultural produce flowed via Port Fairy. ‘Old Cas’, as the Casino was affectionately known, had completed more than 2500 voyages between Port Fairy, Melbourne and other coastal towns before it was wrecked in Apollo Bay on 10 July, 1932. Ten crew, including the captain, lost their lives.

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

5 THE WHARF AREA The Moyne River was made accessible to seaborne vessels from the 1870s. Ships originally anchored in the bay and passengers and cargo were transferred to the river port by boats and lighters (either sailing or towed barges). The west bank of the Moyne included warehouses and jetties, as well as the public wharf and government buildings.

6 THE CUSTOMS 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 and cross the footbridge to the east side of the river. Now a small marina, the swinging basin was a vital addition to the river port in 1878 as it allowed large vessels to turn and head back out to sea.

8 THE PORT OF PORT FAIRY Now controlled by Moyne Shire Council, which 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 The schooner Balmoral was wrecked in July 1868 when a southeasterly gale struck and it parted its cables and was driven broadside onto East Beach near Battery Lane.

13 ESSINGTON The 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 built in India in 1825, the Thistle carried Edward Henty and others to Portland in November 1834 to establish Victoria’s first permanent European settlement. The Thistle was in Port Fairy Bay loaded with wattle bark (for tanning) bound for Launceston, Tasmania when it was blown ashore on Christmas Day 1837. (Wreck site off Rogers Place.)

15 LADY MARY PELHAM The brig was wrecked in 1849 by wild seas and strong gales. The wreck site lies opposite the second groynes 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 southeast.

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

18 SOCRATES The three-masted barque of 152 tons was built in Scarborough, England in 1821. In 1843 it 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. (Wreck site near the surf lifesaving club.)

19 ELIZA The two-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 The 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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