FREMANTLE PRISON

Conservation & Future Use

OUTSIDE THE WALLS

HISTORICAL ARCHAEOLOGICAL ASSESSMENT OF PARRY STREET CARPARK

DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

BUILDING MANAGEMENT AUTHORITY OF WESTERN AUSTRALIA

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PREFACE

The Government decided in 1988 that following the closure of Fremantle Prison it would retain ownership and control of the prison complex and it would accept responsibility for its conservation and management.

Because of its exceptional cultural significance, future conservation and development at the prison will be carried out in accordance with the principles of the Australian Charter for the Conservation of Places of Cultural Significance (the Burra Charter).

The bulk of the research and planning is being completed by a project planning team. The Fremantle Prison Conservation and Future Use project planning team members are:-

RALPH HOARE	-	BUILDING MANAGEMENT AUTHORITY
AGNIESHKA KIERA	-	CITY OF FREMANTLE
GERRY MACGILL	-	DEPARTMENT OF PLANNING AND URBAN DEVELOPMENT

This document was commissioned for the Fremantle Prison Conservation and Future Use project and is one in a series to be published.

Ralph Hoare ARAIA
Project Manager
Fremantle Prison Conservation and Future Use

May 1990 ECP

OUTSIDE THE WALLS

An Historical Archaeological Assessment
of Parry Street Car Park, Fremantle, W.A.

Jack McIlroy

April 1990

ACKNOWLEDGMENTS

I wish to acknowledge the assistance of the following people who contributed their expertise to this project;

Fremantle prison historian Michal Bosworth
Fremantle City Council Library historian Lorraine Stevens
Architectural staff at Fremantle City Council, Mike Wells and Ross Bishop
Fremantle City Council architect , Agnieshka Kiera
Myra Stanbury from the W.A. Maritime Museum, Fremantle
Archaeological field assistant Moshe Saldinger.

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0 INTRODUCTION

0.1 The aim of this project was to assess the archaeological potential of Parry Street car park in advance of its possible development. The car park is located north-west of the main prison entrance. Historical research had shown that police stables and a large garden had existed in this area from the 1850s.

0.2 This report is condensed from a larger report which also involved an assessment of the archaeological potential of the Short Street Precinct/Pioneer Park Reserve in Fremantle. The earlier report was commissioned by Fremantle City Countil and was funded by a grant from the National Estate Programme of the Australian Heritage Commission.

0.3 This current report has been produced at the request of the Building Management Authority of Western Australia for the Fremantle Prison Project. It forms part of an assessment of the archaeology of the prison immediately outside the walls.

1 EVIDENCE

1.1 This report is based on;

1.2 Research notes supplied by Fremantle Prison historian, Michal Bosworth,

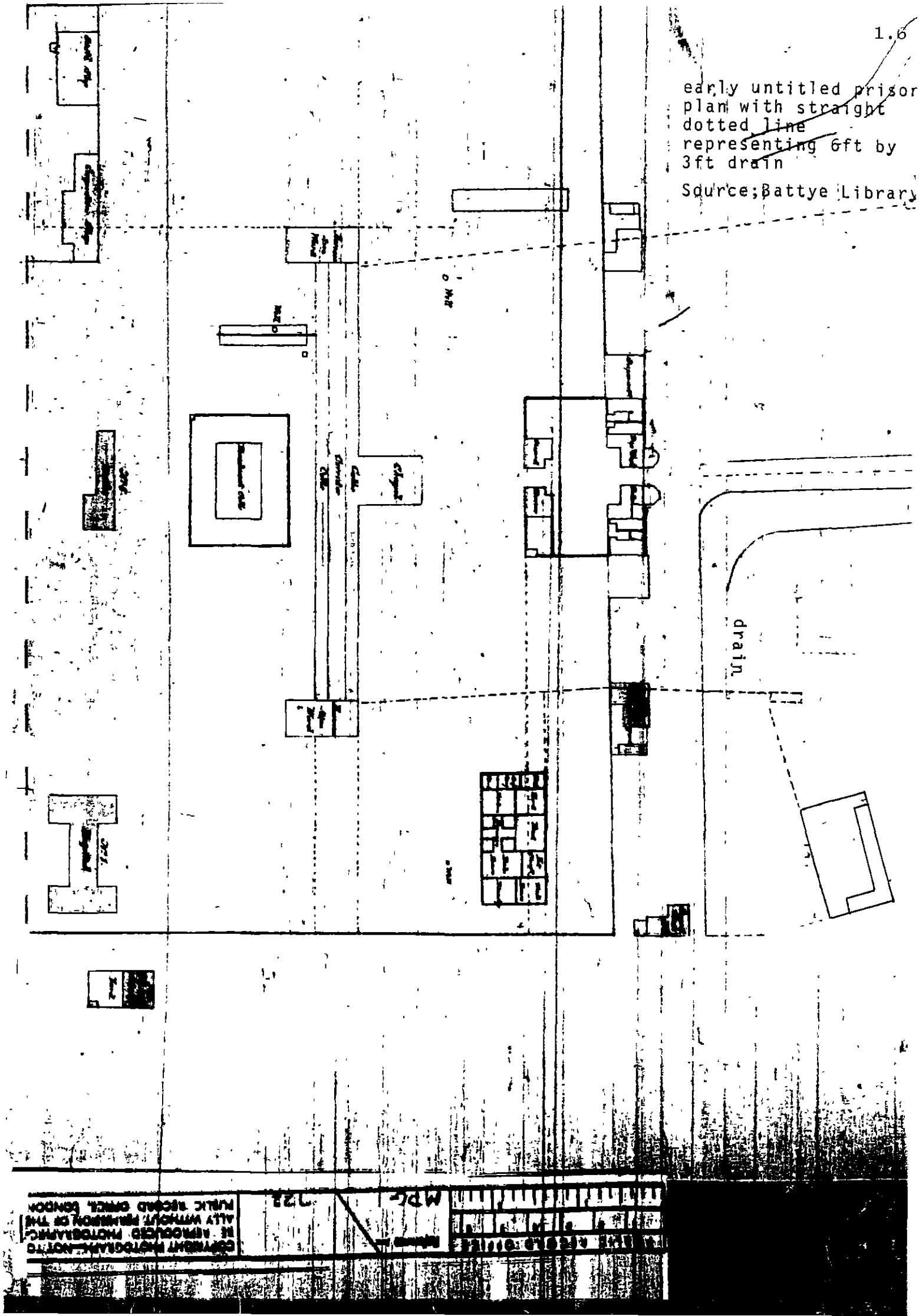
1.3 An unpublished history of the Parry St. site prepared for Fremantle City Council's Planning and Development Committee,

1.4 'Report on the heritage significance of the Short St. precinct, Fremantle, Western Australia', Bob Reece, for Fremantle City Council, December 1986. Unpublished,

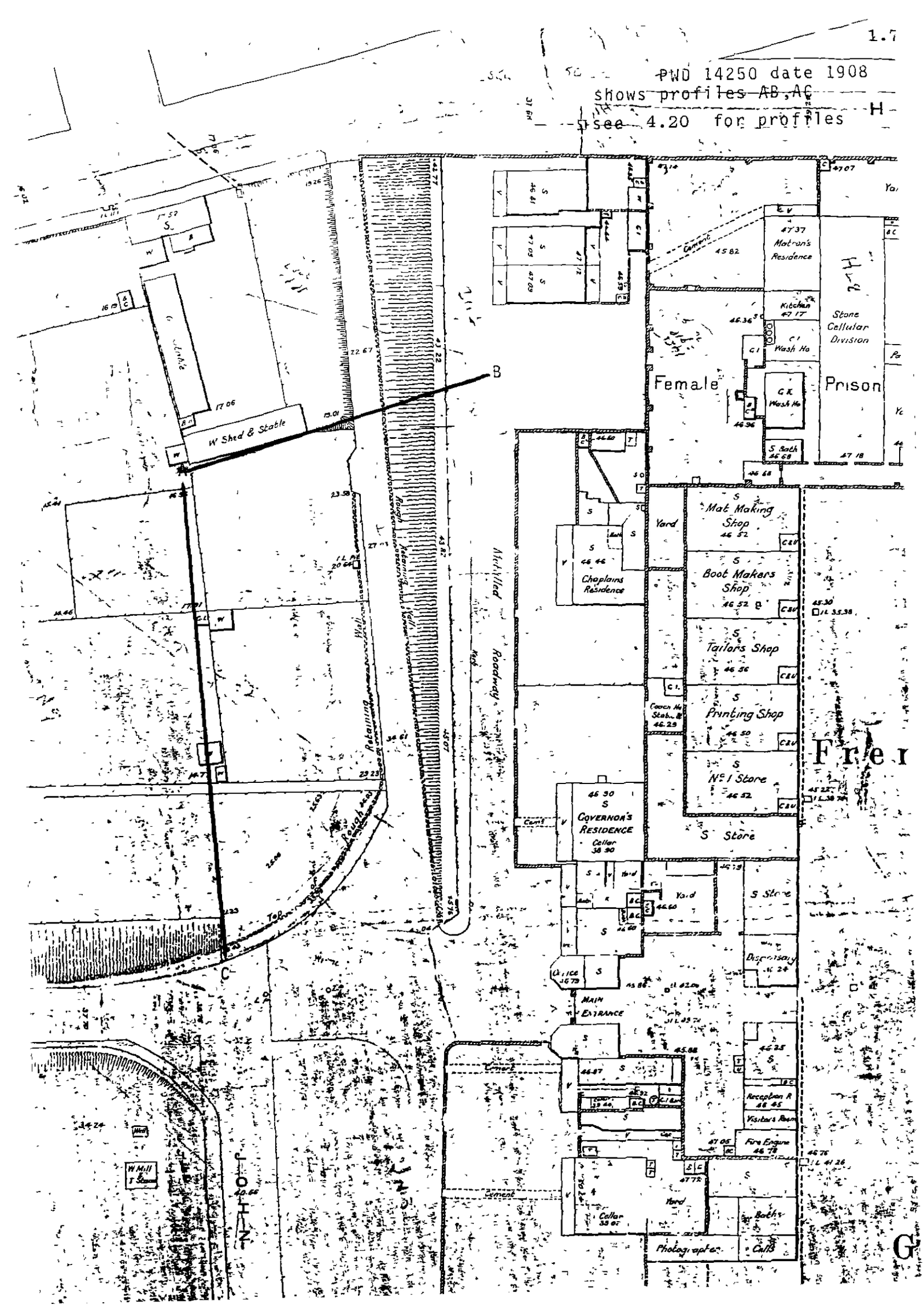
1.5 The early plans presented in the following pages.

early untitled prisor plan with straight dotted line representing 6ft by 3ft drain

Squrce;Battye Library



PWD 14250 date 1908
shows profiles AB, AC
see 4.20 for profiles

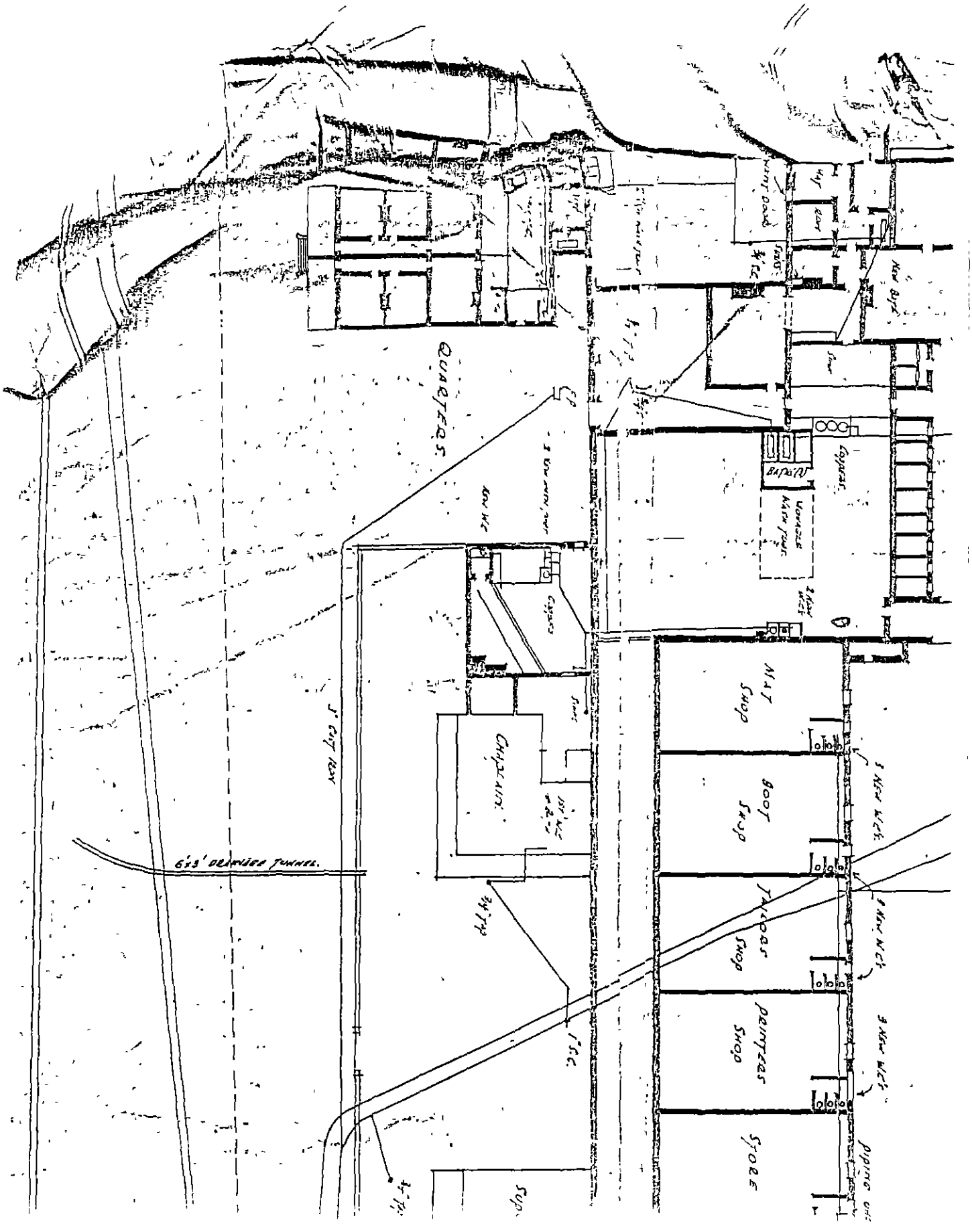


PWD 18035
DATE 1914
POLICE STABLES

1.8

PWD 27887

an amended plan dated 1935 showing curving 6ft by 3ft drain



2 ARCHIVAL RESEARCH

Early maps of Fremantle prison dating to the 1850s were used in conjunction with research notes supplied by historian Michal Bosworth to locate test pits over areas of high archaeological potential An outline history of the car park site prepared by Fremantle city council is presented here. It is taken from the Council Planning and Development Committee Agenda of 27 February 1989.

2.2 History of the Site.

2.2.1 Reserve No. 28227 originally formed part of the Convict Establishment. This was the site selected by Captain Edmund Henderson for the building of a prison and comprised some 39.4 acres. Today the original boundaries are defined by Henderson Street, South Terrace, Alma Street, Hampton Road and Holdsworth Street.

2.2.2 In writing to the Governor on 14 August, 1851, Captain Henderson mentions that the gardens were 25 acres in extent, the soil excellent, and a large supply of vegetables would be obtained for convict use. An 1877 plan of Fremantle shows the Reserve Land and what today would be part of Fremantle Oval in use as gardens.

2.2.3 From the plan it can be seen that the gardens were divided by a 'tramway'. This was so called because a wooden tramline ran from the Gaol to the Commissariat and South Jetty. Trucks drawn by a single horse removed rubble from the quarry site. This was spread as road surfaces (i.e. to form Fairbairn Street, Henderson Street, etc). The 'tramway' was known as Fairbairn Street by 1897, in honour of Robert Fairbairn, who was Resident Magistrate in 1886.

2.2.4 Later plans 1897-1916 and photographs (Nos. 300, 1419) held in the Local History Collection at Fremantle City Library indicate the existence of a house, stables and shed on the site. A morgue also appears on 1898-1916 plans. Apart from these structures the land was vacant at the time.

2.2.5 A PWD plan dated May 1908 shows these four buildings clearly. The first facing Holdsworth Street was a house constructed of a combination of stone, wood and brick, the second was a stable built of galvanized iron, the third a wooden shed and stable, and the fourth a galvanized iron morgue.

2.2.6 The stables and morgue were constructed for the Police. Mr. Norman Chandler (born 13.12.1900) recalled the stables in an interview on 12.11.1980. His father Frank (retired 1933) was a mounted policeman, and the family lived in quarters in Henderson Street. Jimmy Vaughan lived in the house fronting Holdsworth Street and the stables housed three police horses and the Black Maria. The Black Maria was a horse drawn wagon used to transport prisoners to the Fremantle Railway Station. From there they went by train to Perth for the Perth Police Courts.

2.2.7 In a telephone conversation with Mr. Chandler (15.2.1989), he remembered that his father would feed and groom the horses every morning at 6.00 a.m. The horses and Black Maria were housed in the galvanized iron building. The wooden shed and stable at the rear was described as an 'old building.'

2.2.8 The police morgue was also remembered by Mr. Chandler and Mr. Alex Stewart (Fremantle Prison Historian). Mr. Stewart recalled it as a two-roomed building with a washbasin and iron or tin roof.

2.2.9 The stables and morgue appear on an aerial photograph dated 8.1.1957. It seems likely they were demolished as late as c1966 when the area became a car park. The date of the demolition of the house has not been established at this point in time. There is an indication that the site was quarried but the extent is not known

2.2.10 On 5 August, 1966 the area was gazetted as Reserve No. 28227 and vested in the City of Fremantle for use as a parking area.

2.3 The Stables

2.3.1 Fremantle prison historian Michal Bosworth's notes provide two descriptions of stables in course of erection c1857.

2.3.2 "A building 80 ft long and 14 ft wide, constructed of wood on stone foundations, roof weather boarded and shingled, floor paved with wooden blocks, fitted with manger and divided into stables for 13 horses has been erected. A large room 12 ft 8 in. by 12 ft 8 in and 2 rooms each 12 ft 8 in by 12 ft for the stable keeper have been erected of stone, roof weather boarded and shingled and fitted with harness pegs, shelves etc and two stable keepers' rooms plastered...."
Half Yearly Report to 26 July 1856, Convict System Vol 7.

2.3.3 "Superintendents' stable 12 ft by 14 ft has been erected on the convict ground for this officer, constructed of wood on stone foundations weatherboarded, floored with wood blocks, and fitted with rock and manger pegs etc."
Half Yearly Report to 26 July 1856, Convict System Vol 7.6 These stables lie inside the prison between the prison outer wall and the workshops.

2.3.4 The first description is presumed to relate to the Parry Street stables.

2.4 Drains and Cess Pits

2.4.1 **1854.**
There are several references to drainage in Bosworth's notes;

2.4.2 "Two tunnels for the main drains of the prison to carry the sewerage from the various parts of the prison into the garden ground have been commenced, that for the south end of the prison is driven from the foot of the hill 212 feet into the soft though solid rock, that for the north end, including cook-houses, wash-houses etc, has been driven to the east and west from a shaft sunk in a central position to a length of 160 feet."

2.4.3 "No powder has been used in these galleries and both drains are large enough to allow a man walking without inconvenience."

2.4.4 "The privies will be flushed twice a day by the water from the baths, washing sheds and cells, the manure in a highly diluted state applied to the garden ground."
Half Yearly Report of Works, Dec. 1854, Convict system, Vol 7. These seem to be the stables underlying Parry St. car park.

2.4.5 **1855**
'The tunnels of the drains commenced last year have been driven up to the prison and so far answer well. The cess pits in the flats have been made good where required, but they were purposely sunk in the rock to avoid the expense of lining them with masonry.'
Half Yearly Report of Works to 30 June 1855, Convict System Vol. 7.

3 SITE RESEARCH

3.1 Methodology

3.1.1 Test pits were opened over areas considered likely to be highly archaeologically informative. Where possible test pits were located over estimated building edges or corners as this enabled better verification of the old plans being used.

3.1.2 Test pits began generally either as 1metre squares, or as 2 metres long by 1 metre wide to permit ease of working. In some instances where the location of buried features was uncertain, narrow slit trenches 0.5 metres wide and up to 4 metres long were opened up. Appropriate areas of these trenches could then be expanded in light of excavation results.

3.1.3 Tools used were generally mattocks, shovels, trowels, handbrushes and a 5mm sieving mesh. To break through the bitumen car park surface, a kanga hammer was used.

3.1.4 Seven test pits 1, 4, 5, 6, 7, 8, and 9, were opened on the Parry St.site. Descriptive numbers for test pits are arbitrarily assigned and have no significance other than as for ease of reference.

3.1.5 The recording system used on site was developed by the Department of Urban Archaeology at the Museum of London, England. With this system, each archaeological feature encountered is given a reference number known as a context number. Context numbers are arbitrarily assigned. A standard form is used to record the details of each context. The form has been developed to provide ease of cross reference to all details of contexts. To save time in a short project such as this descriptive details only of each context are entered on the form. Further details such as depth of each archaeological feature and stratigraphical relationships between features can be read off from the plan and section drawings and from the matrix chart drawn up for each site.

3.1.6 The matrix chart is a flow chart in which context numbers are entered in boxes and the boxes joined by lines. The stratigraphical relationships between contexts are worked out during excavation and can be seen on section drawings, although the section drawings may not include all contexts in a test pit. Generally only the most representative or major section in each trench was drawn. The stratigraphical relationship between contexts is determined by following the connecting lines downward only. The term LX refers to the limit of excavation reached in any test pit.

3.1.7 Numbers for contexts are not necessarily assigned in numerical sequence and it is quite possible, for example, for numbers 10 or 20 to appear in the matrix as being above numbers 2 or 3. This merely reflects conditions on site in which a number of trenches may be worked on simultaneously and numbers are assigned to contexts as they emerge. Alternatively, sequential numbers may be assigned within a test pit which is later expanded and relatively recent features with higher assigned context numbers may be found in the extended area.

3.1.8 Finds from each context are bagged and marked with the appropriate context number.

3.1.9 Colour slide and black and white photographs of relevant stages in each test pit are taken. The photo reproductions in this report are from laser colour copies taken from slides.

3.1.10 For all test pit locations and levels of contexts in relation to the Australian Height Datum, refer to the drawings and photographs in this report.

3.1.11 Original field drawings, context sheets, slides, black and white negatives and proof sheets are filed with Fremantle City Council.

3.1.12 Field work on the Parry St site was carried out over a two-week period in September 1989.

3.2 EXCAVATION REPORT

3.2.1 Test Pit 1.

3.2.2 **Purpose**
This 1.6m by 1.3m test pit was located on the grass embankment east off and just outside the car park. It purpose was to reveal the stratigraphical sequence outside the car park area.

3.2.3 **Result**
Excavation was rapid through a major sequence of late dumped sand fills. Contexts 45 and 47 are the major dumps containing artefacts discarded as rubbish. These artefacts are presumed to be derived from use of the laneway east of the car park, from establishment of the car park and from late use and demolition of the stables. It is difficult to separate their layers accordingly. A further sequence of rubbish sand deposits exists below 45. This sequence consists of 54 which is similar to 47 and also 56 and 57. The latter deposits are considered to derive from use of the stables and it is suggested that the grass slope was a convenient depository for unwanted rubbish .

3.2.4 The basal rubbish deposit 57 overlies limestone capstone 53 which displays a vertical face running roughly east west across the test pit. The vertical face has not been artificially cut as it drops off at least 2 metres into pristine white natural sand 52. This was assessed by probing the sand with a 2 metre long star picket which was hammered into 52 at the west end of the trench where the top of the capstone is at its lowest point. The top of the capstone drops off some 80 cm across its surface and may have been cut away. Set on its lowest end were remnants of a rusted oil drum. The oil drum was in a fragile state and disintegrated during excavation.The capstone is covered by at least 3 distinctive sand deposits 48, 50 and 51 which are thought to be either natural or redeposited natural.

3.2.5 If the capstone were to be considered as an artificial cut, perhaps for a quarry, then the two metres of sand adjacent to it must equally represent a non-natural deposit. This is thought to be improbable.

3.2.6 To summarise, this test pit has revealed a sequence of rubbish deposits from use of the stables and lane way, and from demolition of the stables, overlying a distinctive vertical cut in the natural capstone and a sequence of natural sand deposits. The archaeological evidence of natural sand deposits covering the vertical capstone combined with a lack of archival references to quarrying in this area outside the prison indicate that this area was not quarried and that the vertical capstone is a natural feature.

3.2.7 Test Pit 4

3.2.8 **Purpose**
This 2m by 1m test pit was intended to locate the southern limit of the police stables.

3.2.9 **Results**
Removal of the car park bitumen 59 revealed a gravel base 60 and a crushed limestone fill 61 associated with the car park construction. An earlier deposit of sand, 64 overlying a concrete floor surface 78 is presumed to derive from demolition of the police stables. Traces of a decayed wooden plank 79 on the stepped down edge of the floor surface probably represent the base of a wooden wall or wall frame.

3.2.10 If the concrete floor surface was at the same height as the stable yard surface (it could of course have been lower), then the yard surface may be represented by layer 73, visible in the southern half of the trench. This is a deposit of light grey sand scattered with pebbles. It is however a rather clean deposit which is not what would be expected from a stable yard, and it is one of 10 sand deposits 66 through to 75 visible in the southern end of the trench and encompassed within a vertical height of 80 cms. There is no clear explanation for these deposits. They all appear too clean to have been part of a sequence of stable yard surfaces and in any case the top surface 66 would have been some 55 cms above the level of the concrete floor surface 78. This deposit sequence may instead derive from the demolition phase of the stables although this also is unconvincing as there would be no need for such a neat sequential deposition. Contexts 66 to 75 have been cut away to the west by cut 80 with its sand and limestone fill 65. This in turn has been truncated by cut 77, dug for the insertion of the iron (or steel) sewerage or drainage pipe 76 which runs east-west across the trench and surprisingly falls to the east, that is, toward the prison and against the presumed natural slope of the land. The natural slope of the land is taken as falling gradually from the grass embarkment and laneway on the east down across the car park towards Parry St. to the west.

3.2.11 There must be a junction with another pipe to the east. From the vague line of the cut of pipe 76 it is considered to post-date demolition debris 64. The only firmly datable feature in this test pit is the concrete stable floor 78. The associated wooden plank 79 could be original and date to the same period as the floor. Alternatively it could be a later addition or alteration. There is no way of telling from the current excavation evidence.

3.2.12 Test Pit 5

3.2.13 **Purpose**
This 2m by 1m test pit was intended to locate the extension, to the west, of the southern limit of the police stables, as first seen in test pit 4.

3.2.14 **Results**
Only a one metre square section of this test pit was excavated following removal of the car park bitumen.

3.2.15 A stratigraphical sequence roughly similar to test pit 4 was encountered. Below the bitumen lay a laterite base 92 over a crushed sand and limestone deposit 93 which formed the car park foundation. These covered 94, a deposit of small to large limestone rocks which could be either part of the car park construction or which could date to demolition of the stables. The sand deposit 95 below 94 is clean and may date to demolition of the stables or later - there is no way to tell. A limestone concrete surface 96 represents the southern limit of the stables as in test pit 4. It is cut vertically along its south edge to a depth of 30-35 cms and traces of a heavily decayed wooden plank 97, about 8 cm wide, are visible in section above the edge of the floor, again indicating a wooden wall or wall framework. This decayed wooden plank, although visible in section only, originally continued along the edge of the concrete surface. Faint traces of decayed wood were noted along this surface edge during excavation.

3.2.16 Below sand deposit 95 and about 30 to 35 cm below the concrete surface lies a sand deposit 98 interspersed with limestone rocks, which may have been the base of the stable yard surface.

3.2.17 Test Pit 6

3.2.18 **Purpose**
This 2m by 1m test pit was intended to locate the northern end of the stable complex.

3.2.19 **Results**
Deposits 82 to 84 represent the car park construction phase with a gravel base 83 below the bitumen and a crushed limestone fill 84 below the gravel. A difference from test pits 4 and 5 is then seen in the form of a substantial sand deposit 85, up to 80 cm thick, which lies below 84 and overlies a sizeable limestone footing 86. This footing has a flat worked surface c.48 cm wide and c.60 cm in depth. Foundation 86 runs roughly north-south. Two smaller alignments of rough limestone rocks approximately 1 metre apart run east at right angles to 86 at its base. They may represent smaller walls of a corridor or even a stable.

3.2.20 A slightly lighter sandfill 90 overlies foundation 86 to the west. The foundation and other footings all overlie a natural sand deposit 88 reached at a depth of c.130 cm below the car park surface.

3.2.21 The limestone footings 86 seem rather substantial to mark the edge of a stableyard, especially when compared with the smaller scale floor edges uncovered in test pits 4 and 5. However, as 86 overlies the line of the stable yard's eastern edge, it must be considered as a stable wall remnant unless a more substantial structure, e.g a house, was added later on the same alignment. Foundations 86 are not part of the structure in the north western corner of the stable complex shown on early plans and believed to be a house facing onto Holdsworth St, unless that structure was substantially extended. It must be concluded that the foundations are substantial footings capable of supporting a building rather than just a stable yard boundary wall. This building is not shown on any archival plan known to the author and further archaeological and archival research would be required to identify it.

3.2.22 Test Pit 7

3.2.23 Purpose

This was a 2m by 1m test pit set in the embankment between the car park and the laneway to the east. It was located 71.5m from the north end of the laneway's retaining wall and was bisected by the line of an iron drain pipe emerging from the retaining wall face. The test pit was aimed at locating a 6ft high by 3ft wide brick drain represented as a dotted line on an 1856 map of Fremantle prison. The test pit's western edge lay c.40 cm from the car park edge.

3.2.24 Results

Test Pit 7 produced a straight forward stratigraphical sequence. Below topsoil was a sand deposit 16 laid down after the car park was constructed. It overlaid 17, a crushed limestone layer, and 18, a laterite gravel deposit, both of which are seen as spill over units from the car park construction. A sand and limestone flecked layer 19 lies below the laterite and is thought to derive from rubbish thrown into the sand behind the stable yard. An earlier sand deposit 20, below 19, is thought to be natural. It covers a rough and uneven limestone bedrock 21. No evidence of a brick drain was found. The depositional sequence in this trench is less complex than in test pit 1 located 13m to the north indicating that there may be substantial stratigraphical variation in the embankment between the car park and the laneway.

3.2.25 Test Pit 8

3.2.26 **Purpose**
This 1.5 m by 0.9m test pit was located 2 to 3m up the embankment from test pit 7, on the edge of the laneway and represented a second attempt to locate the brick drain believed to emerge from the prison at this point.

3.2.27 **Results**
Three pipes 25, 28 and 29, a line of flagstones 24, and a compact horizontal limestone surface 27 were uncovered. Pipe 25 is considered as the most recent. It is covered by modern concrete flagstones 24 which measure 73 cm by 20 cm by 5 cm and which are meant to both mark and protect the pipe. The pipe and flagstones are set in crushed limestone and sand fill deposits 23 and 26. Pipe 25 runs roughly north south, is metal, presumably steel, and has a diameter of c.7 cm.

3.2.28 Parallel to pipe 25 and running along the base of the western section in the test pit is a further iron or steel pipe 28 with an 11 cm diameter. There is no clear evidence of the trench cut to insert this pipe, which may be due to it being cut through limestone fill and then back-filled with the same material. Pipes 25 and 28 fall to the north down the laneway.

3.2.29 The third pipe 29 is a continuation of the pipe emerging from the retaining wall edging the laneway. It is set partly in concrete, in sand and crushed limestone fill 30.

3.2.30 Fill deposit 31, again crushed limestone, seems the earliest fill deposit but has been considerably cut away by the insertion of the pipes. It overlies the flat limestone surface. There is no evidence to indicate when or why this surface was made. It does not seem to be a bedding plane and must be considered as a constructed surface. It is clean and does not appear to have been walked on or worked on. It lies approximately 1 metre below the modern laneway surface. It seems unlikely to have been a laneway surface itself and its function is unclear. There was no evidence for the existence or demolition of a brick drain in this test pit.

3.2.31 Test Pit 9

3.2.32 Purpose

This test pit measured 1.3m by 1m and was positioned 1m north of test pit 8. A larger scale sewerage plan of the prison, PWD 27887, showed the 6 ft high drain as curving towards the north beginning approximately at the line of the retaining wall edging the laneway. Test pit 9 was laid out over the estimated drain position.

3.2.33 Results

No evidence for the existence of a brick drain was found. The two parallel pipes and flagstones uncovered in test pit 8 continued into test pit 9 as did the flat limestone surface. However in test pit 9 it was possible to define the trench cut,35, for insertion of the steel pipe 36 which ran along the base of the western section. This was not possible with the similar pipe 28 in test pit 8. The stratigraphical sequence for both test pits is now clearer but neither test pit provides any evidence to explain the existence of the compact limestone surface.

3.2.34 The fact that the large brick drain remained undetected in 3 test pits, 7, 8 and 9 suggests either that the curve of the drain as shown on the early plan is deceptive and that the trenches are incorrectly located, or that the drain has been bored through the bedrock and consequently underlies the compact limestone surface unearthed in test pits 8 and 9.

3.3 Finds

3.3.1 The artefacts retrieved during excavation came mostly from refuse deposits or suspected demolition debris. They generally consist of fragmented crockery, assorted nails and broken glass. They are of little use in dating due to the widespread period they represent on either side of 1900. The types of artefacts excavated are listed briefly below. Detailed artefact analysis is not considered as particularly productive at this stage. However artefacts from Parry St. should be retained for comparative purposes until the archaeological phase of the Fremantle prison project has been completed.

3.3.2 **Test Pit 1**
Context 45
Bone, slate, plastic spoon.

3.3.3 Context 47
Broken saucer, cup, egg cup, slate, brown and clear bottle glass, drain pipe, tin cans, leather strap - possibly a harness fragment, shells, bone.

3.3.4 **Test Pit 4**
Context 64
Clear , green and blue bottle glass, blue and white and red and white transfer ware, clear glass stopper, bone, white porcelain figurine (broken, no head, no feet), c.5 cm tall, tin cans, iron hook, nails.

3.3.5 **Test Pit 5**
Context 93
White china cup and plate fragments, bone, rubber.

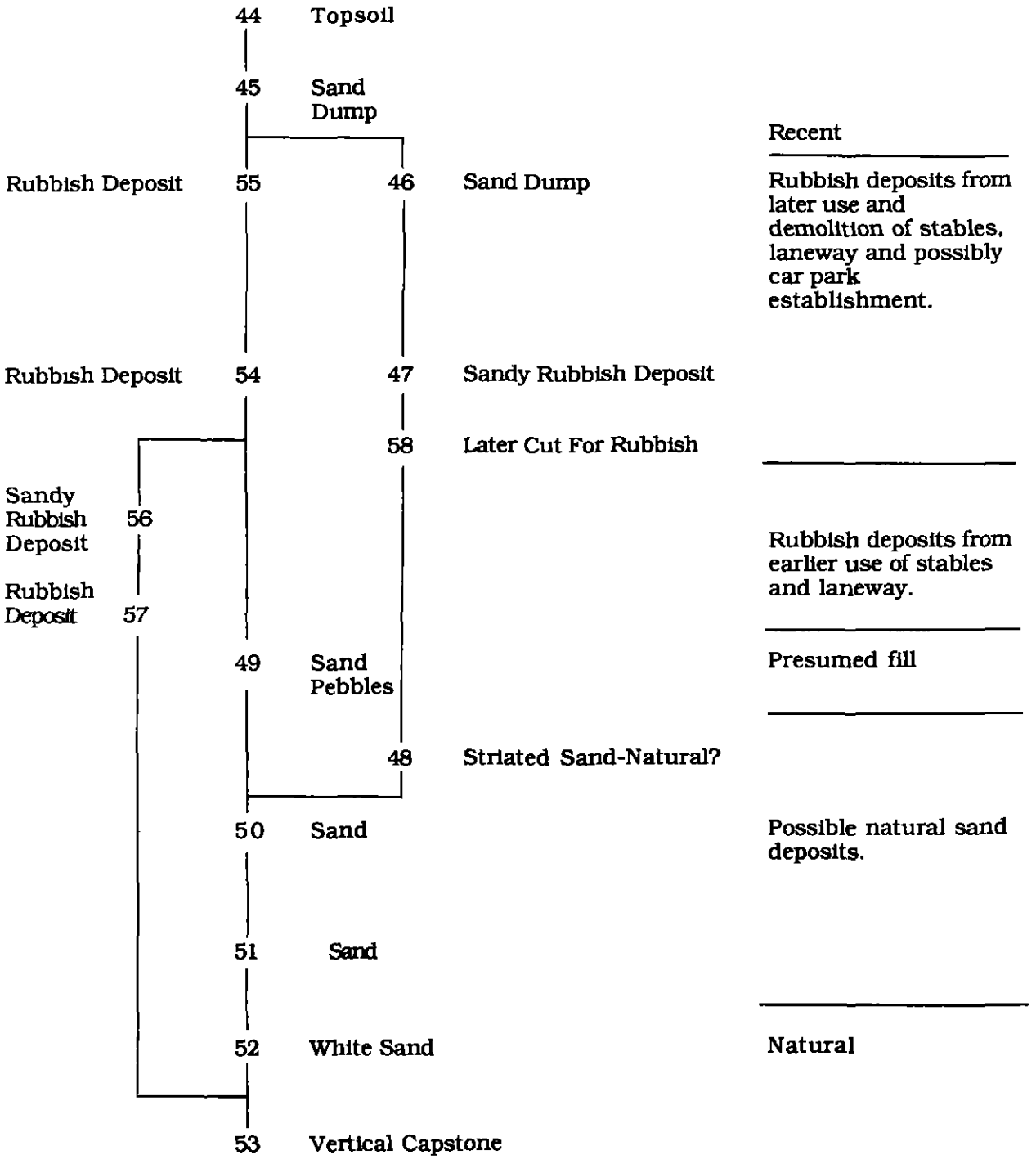
3.3.6 **Test Pit 6**
Context 85
White china cup, blue and white transfer ware, iron nails, bone.

3.3.7 **Test Pit 7**
Context 19
White china cup, clear bottle glass top, unmarked clay pipe stem.

3.4 Matrix Charts - Stratigraphical Sequences

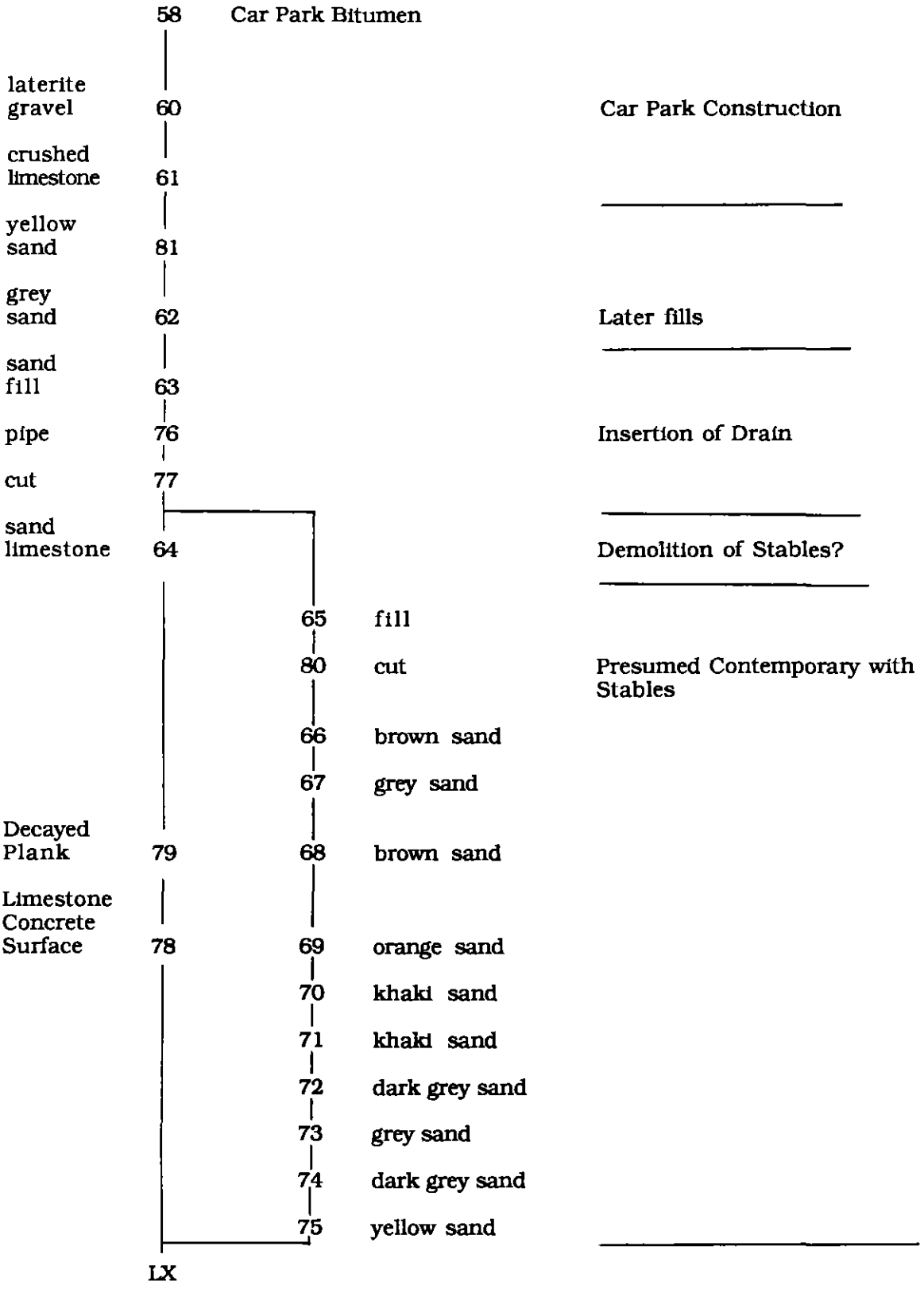
3.4.1 Parry St. Car Park

Test Pit 1 Matrix



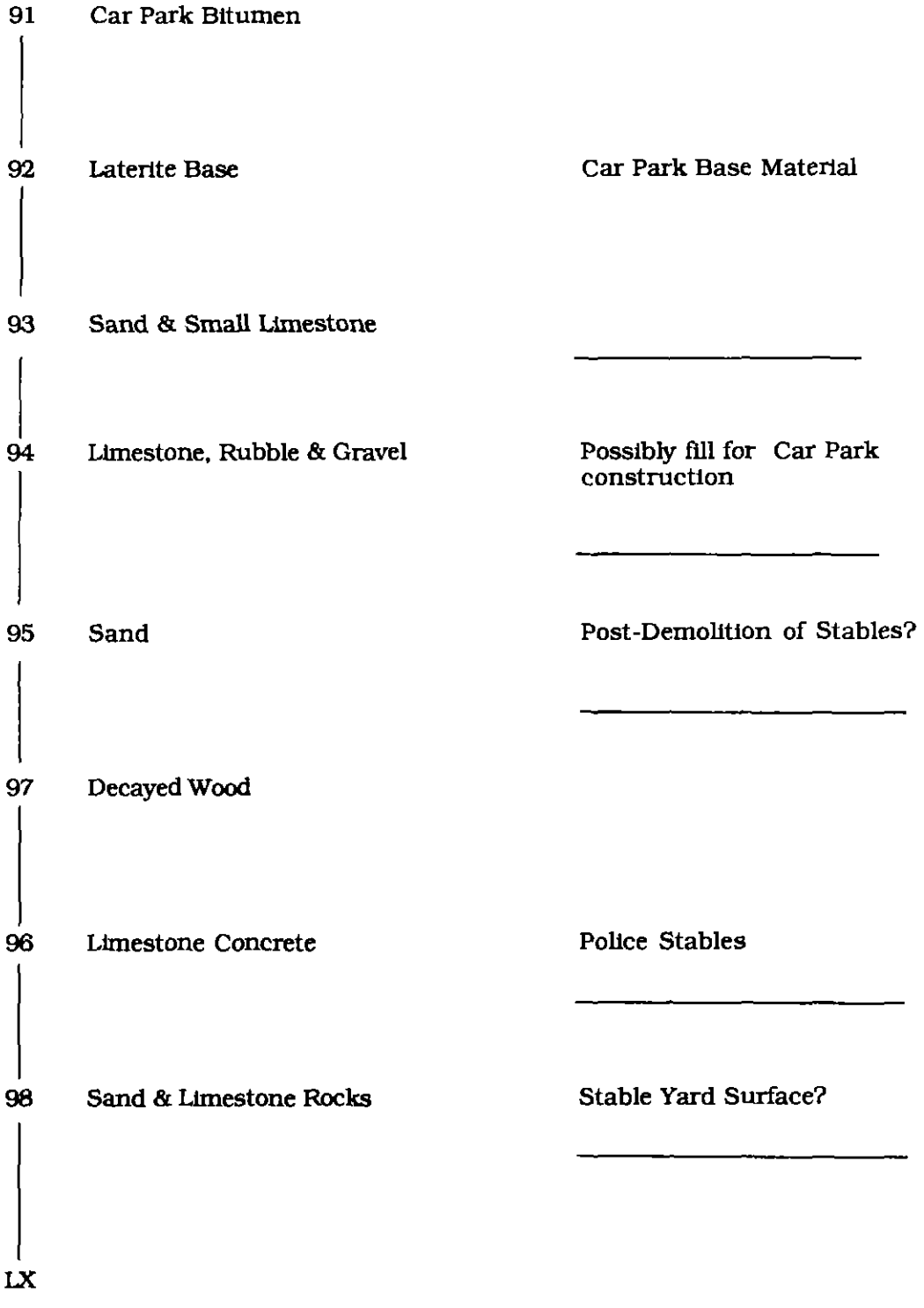
3.4.2 Parry St. Car Park

Test Pit 4 Matrix



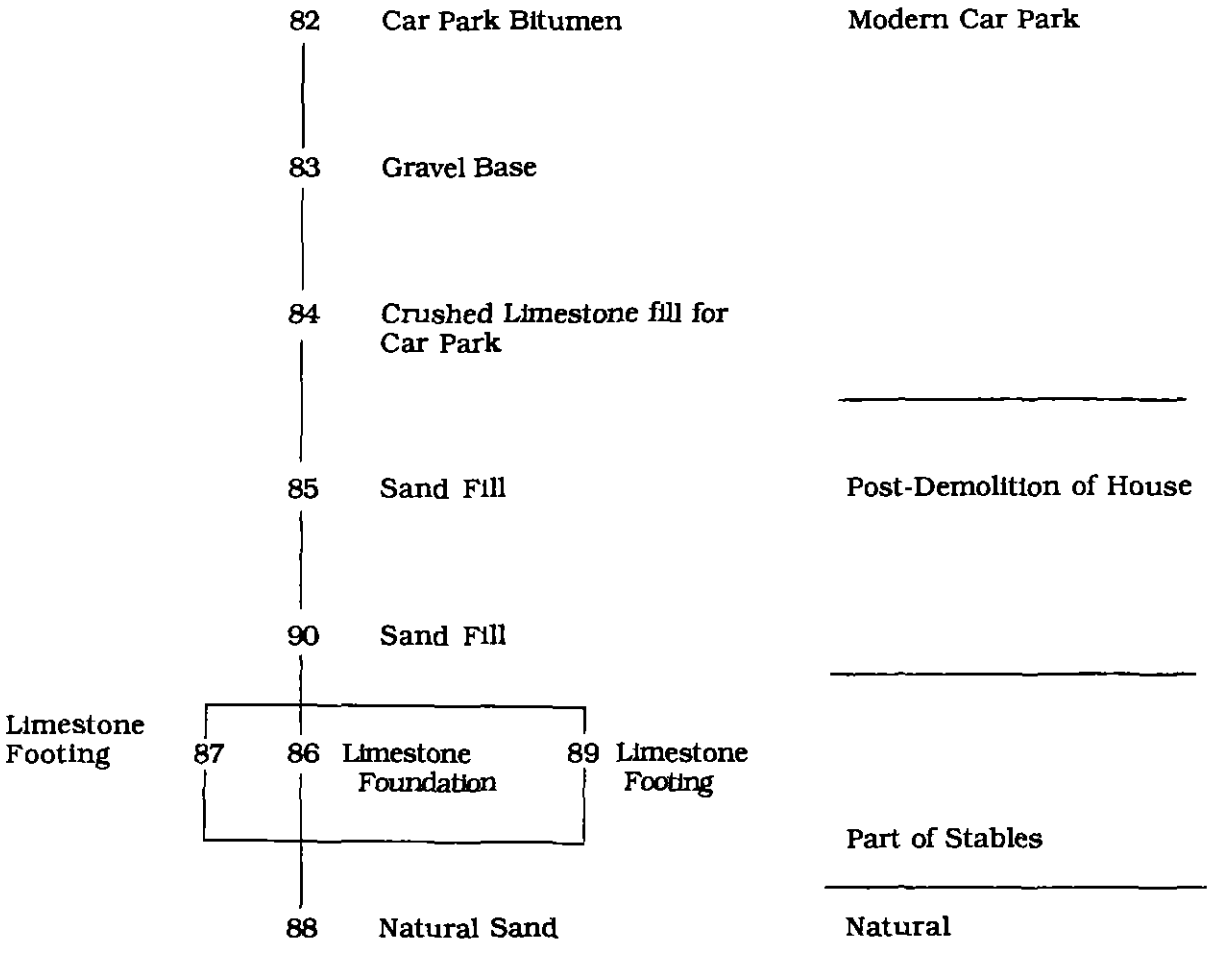
3.4.3 Parry St. Car Park

Test Pit 5 Matrix



3.4.4 Parry St Car Park

Test Pit 6 Matrix



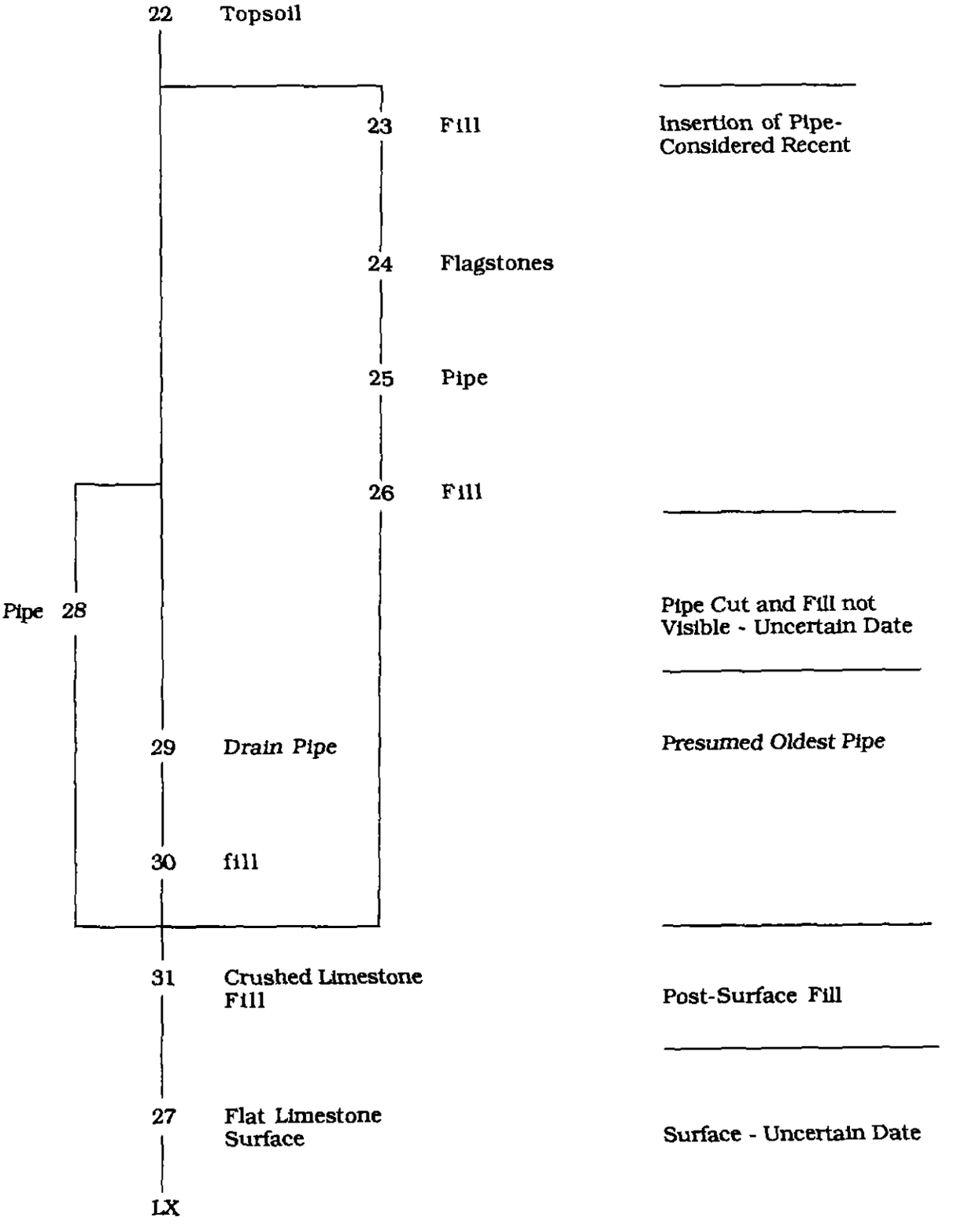
3.4.5 Parry St. Car Park

Test Pit 7 Matrix

15	Topsoil	
16	Sand Dump	Refuse Deposited During & After Car Park Construction
17	Crushed Limestone Base	Car Park Base Materials
18	Laterite Gravel Base	
19	Rubbish Sand Deposit	Stables Occupation Period
20	Sand - Natural?	Presumed Natural
21	Limestone Bedrock	

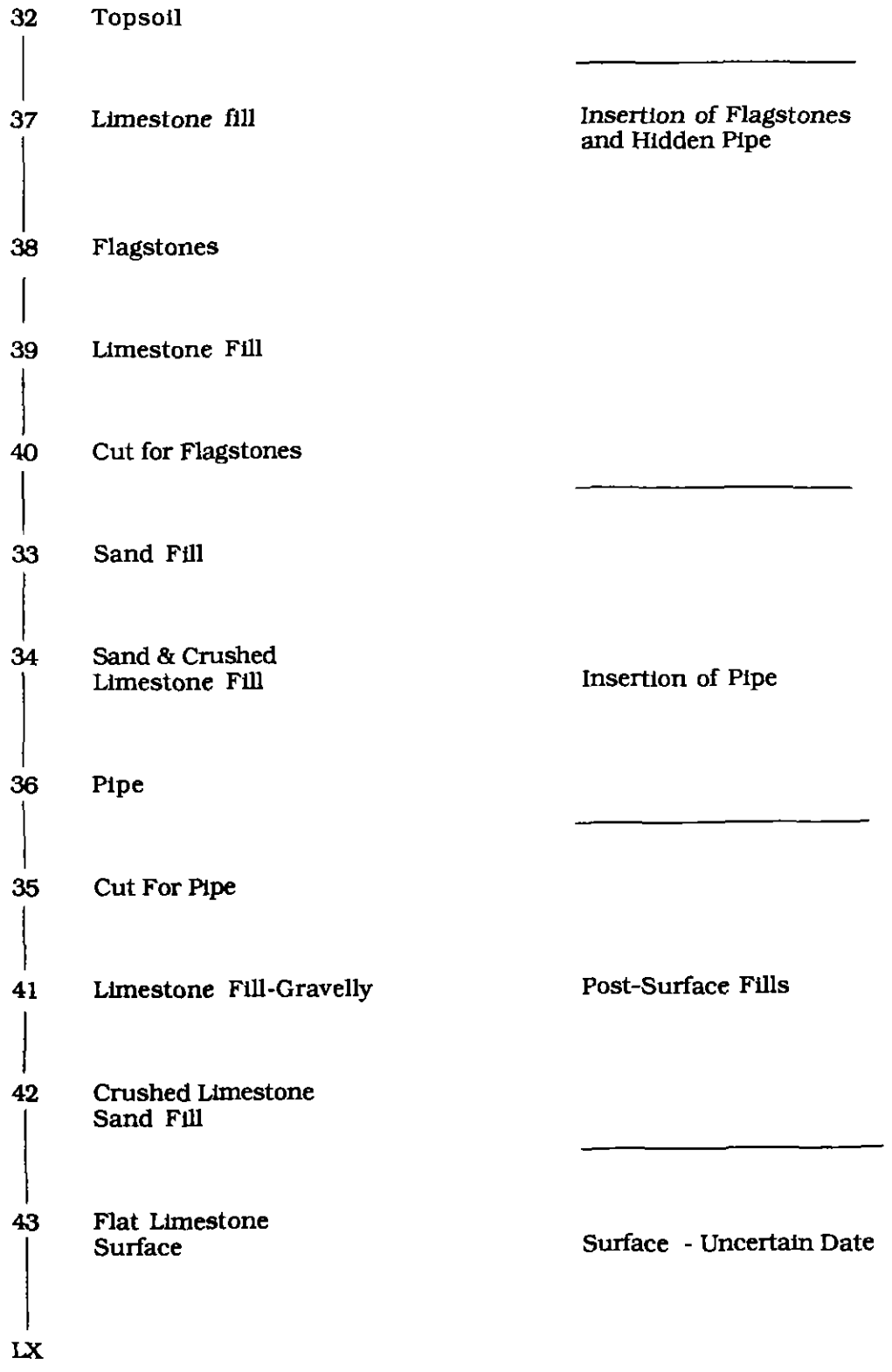
3.4.6 Parry St. Car Park

Test Pit 8 Matrix

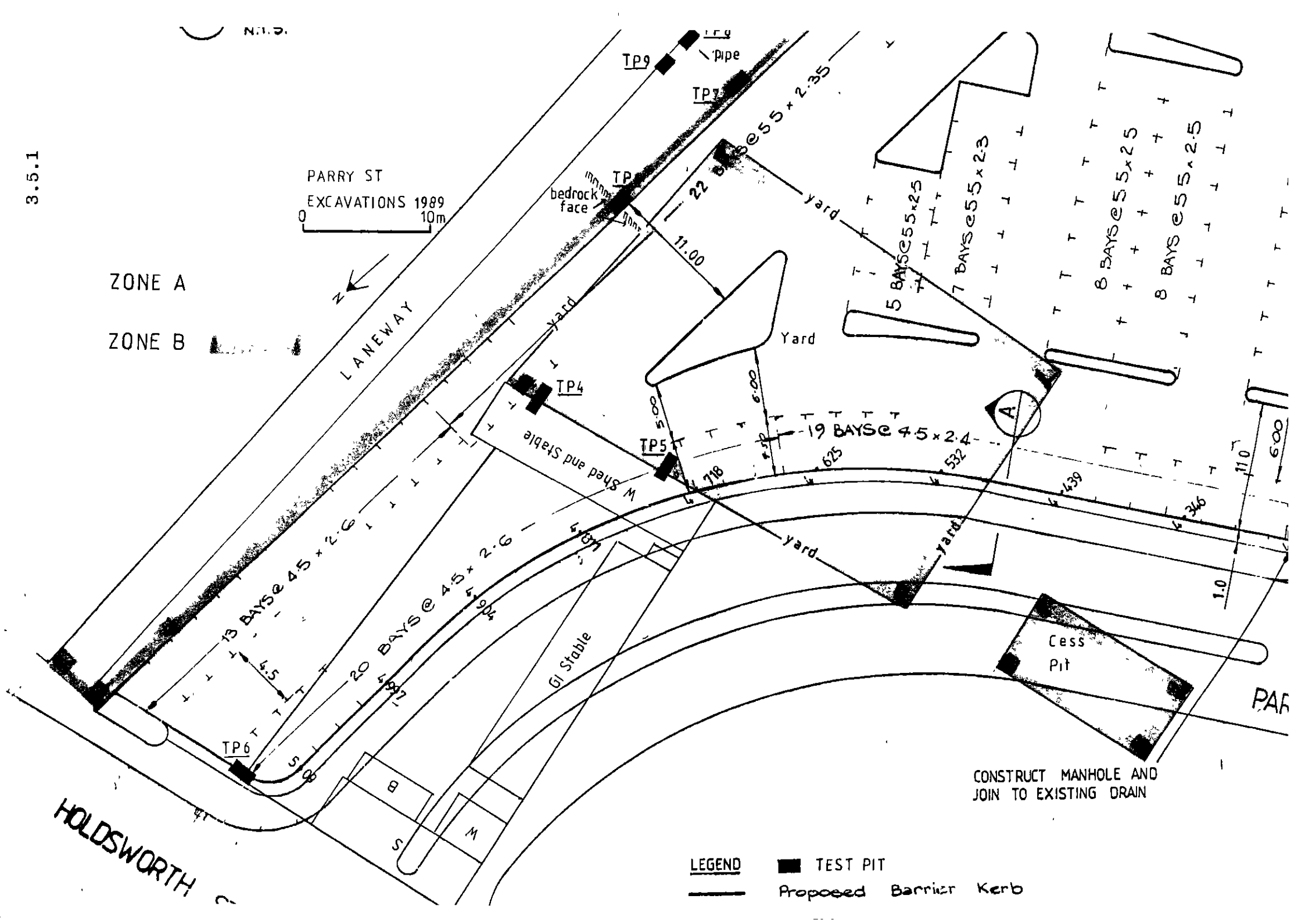


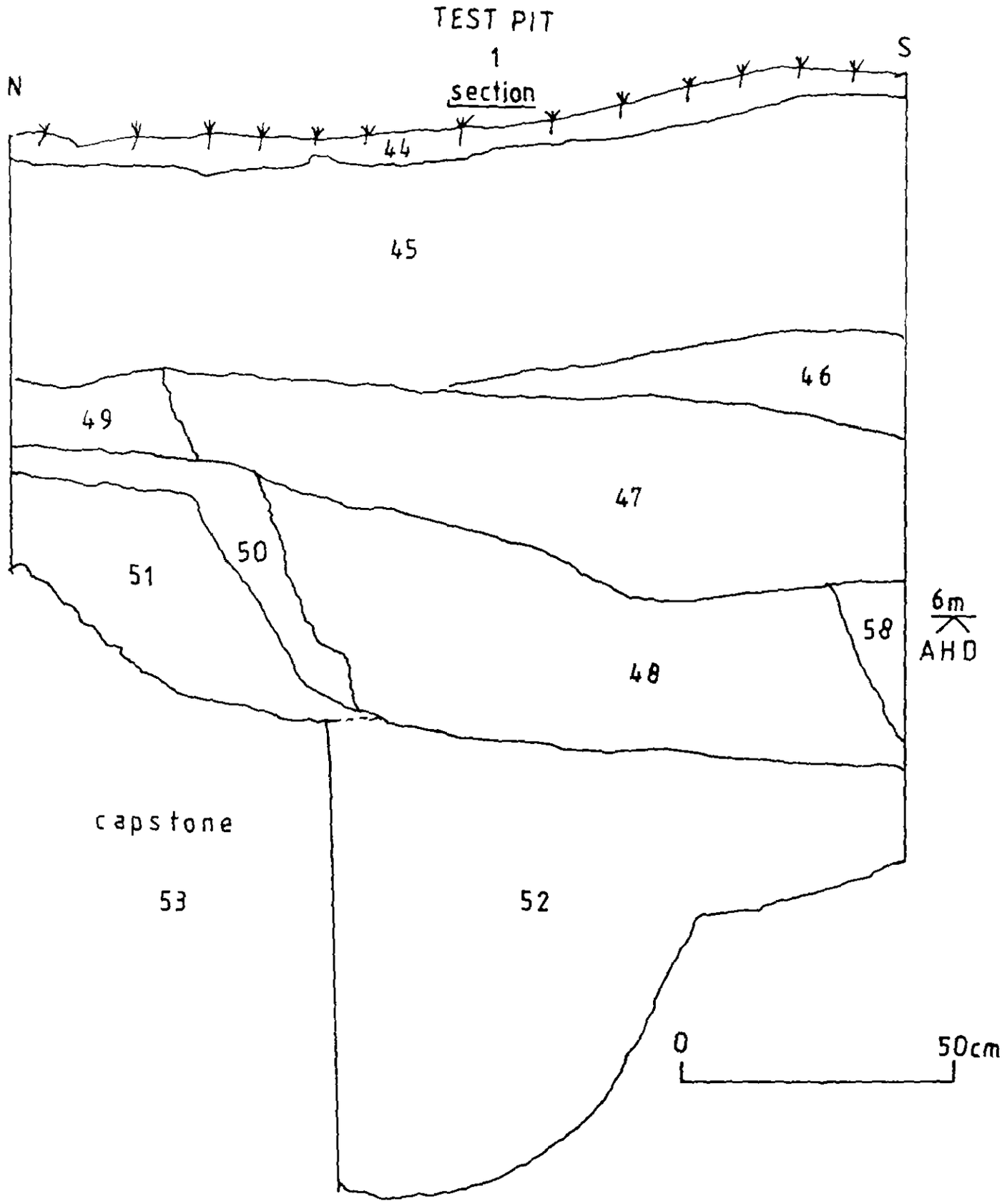
3.4.7 Parry St. Car Park

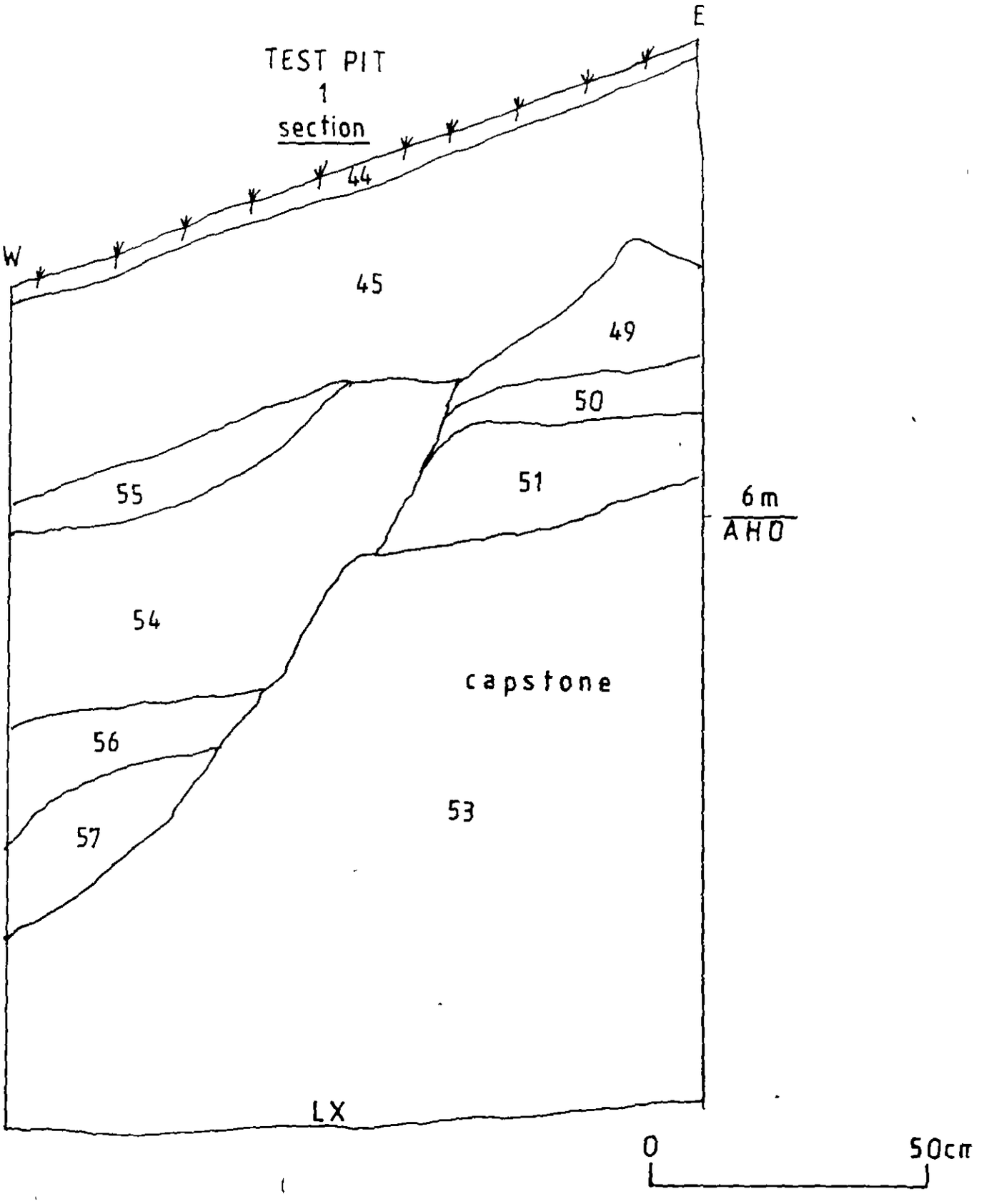
Test Pit 9 Matrix

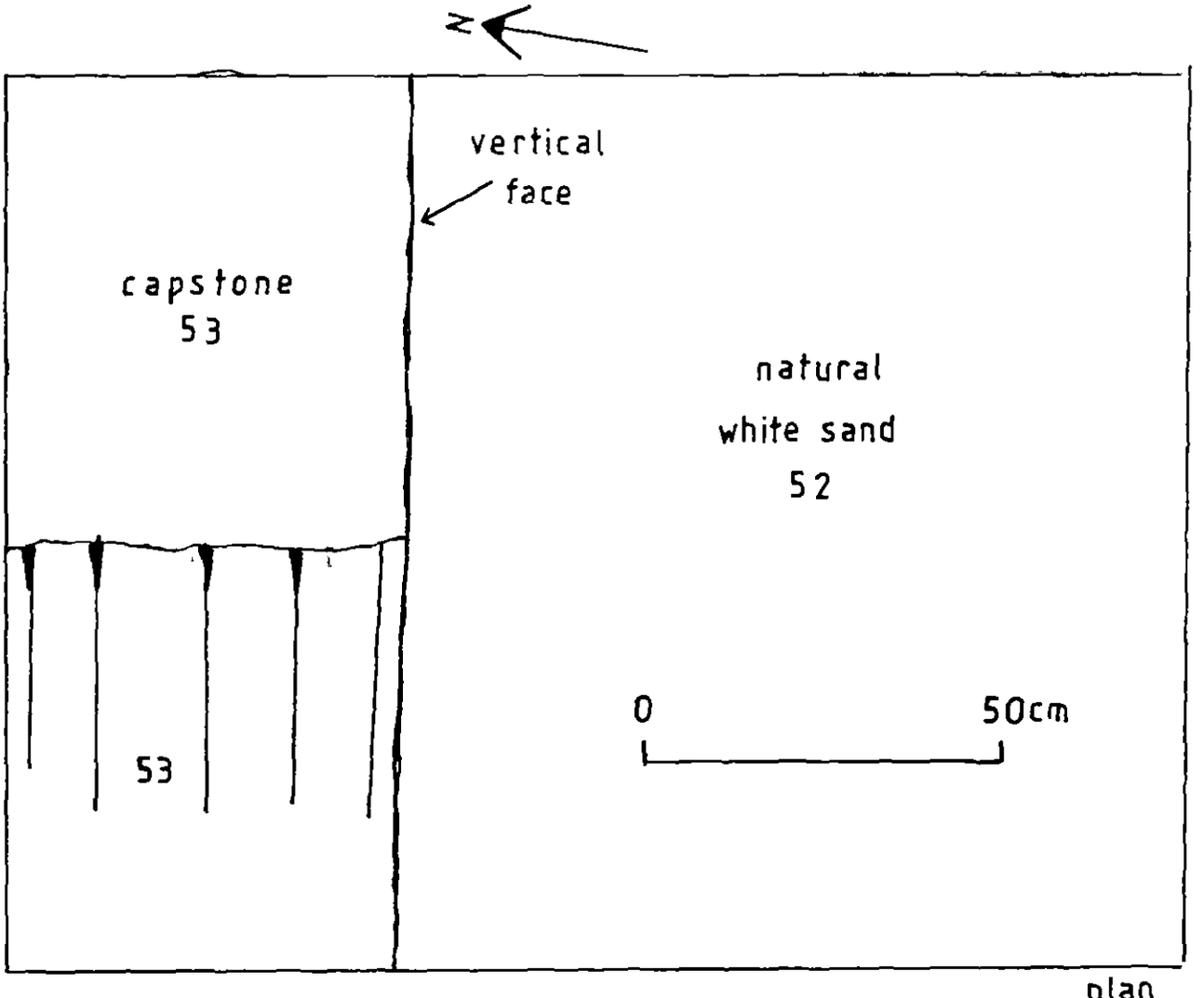


3.5 Sections and Plans


3.5.1
PARRY ST
EXCAVATIONS 1989
0 10m
ZONE A
ZONE B
LANEWAY
TP9
pipe
TP8
bedrock face
TP4
TP5
TP6
22 BAYS @ 5.5 x 2.35
yard
11.00
Yard
5 BAYS @ 5.5 x 2.5
7 BAYS @ 5.5 x 2.3
8 BAYS @ 5.5 x 2.5
8 BAYS @ 5.5 x 2.5
19 BAYS @ 4.5 x 2.4
6.00
5.00
W Shed and Stable
718
625
532
439
346
110
6.00
1.0
13 BAYS @ 4.5 x 2.6
20 BAYS @ 4.5 x 2.6
4.5
GI Stable
Cess Pit
CONSTRUCT MANHOLE AND JOIN TO EXISTING DRAIN
HOLDSWORTH
LEGEND
TEST PIT
Proposed Barrier Kerb

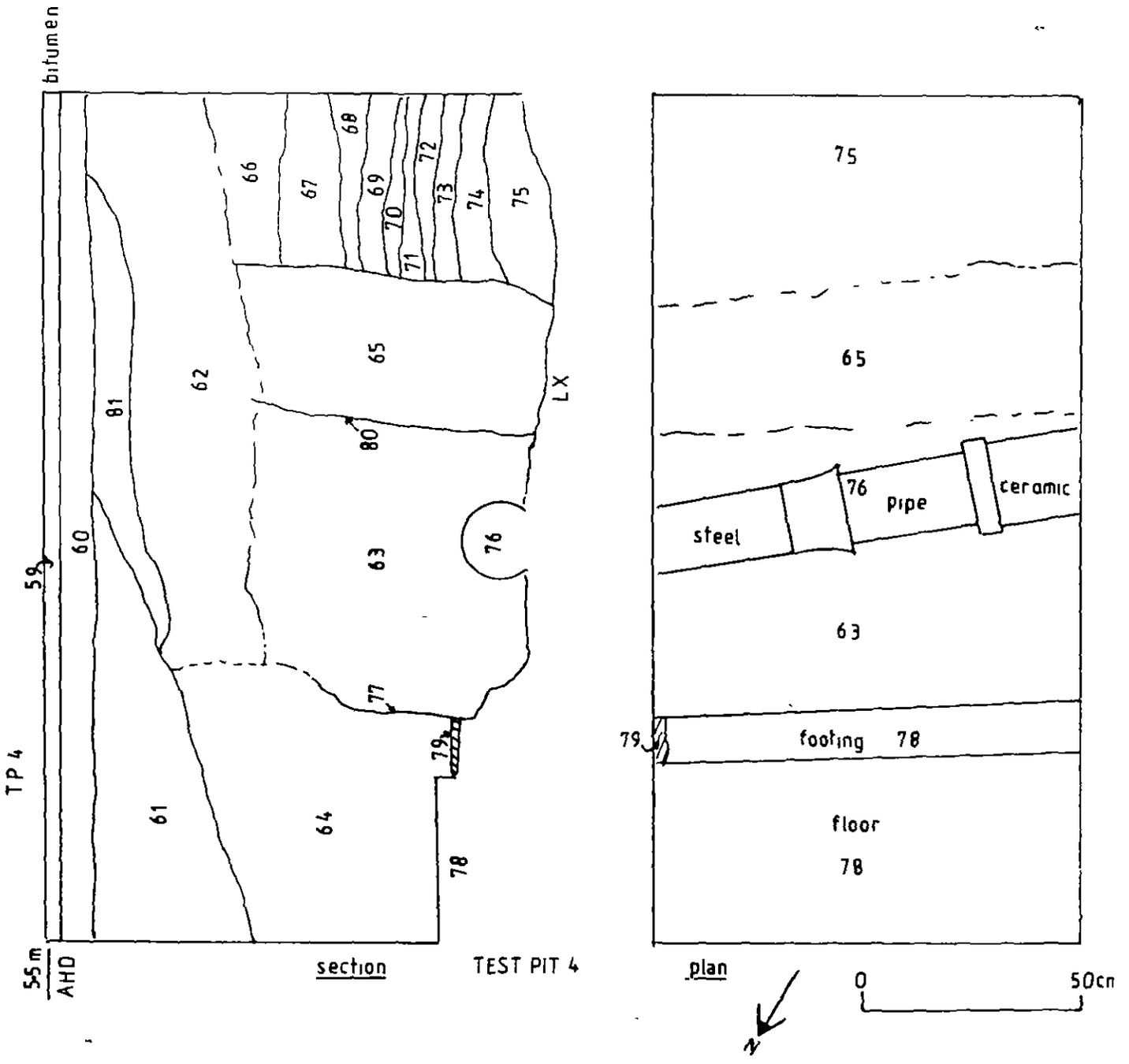

TEST PIT
1
section
N
S
44
45
46
49
47
50
51
58
6m
AHD
48
capstone
53
52
0
50cm

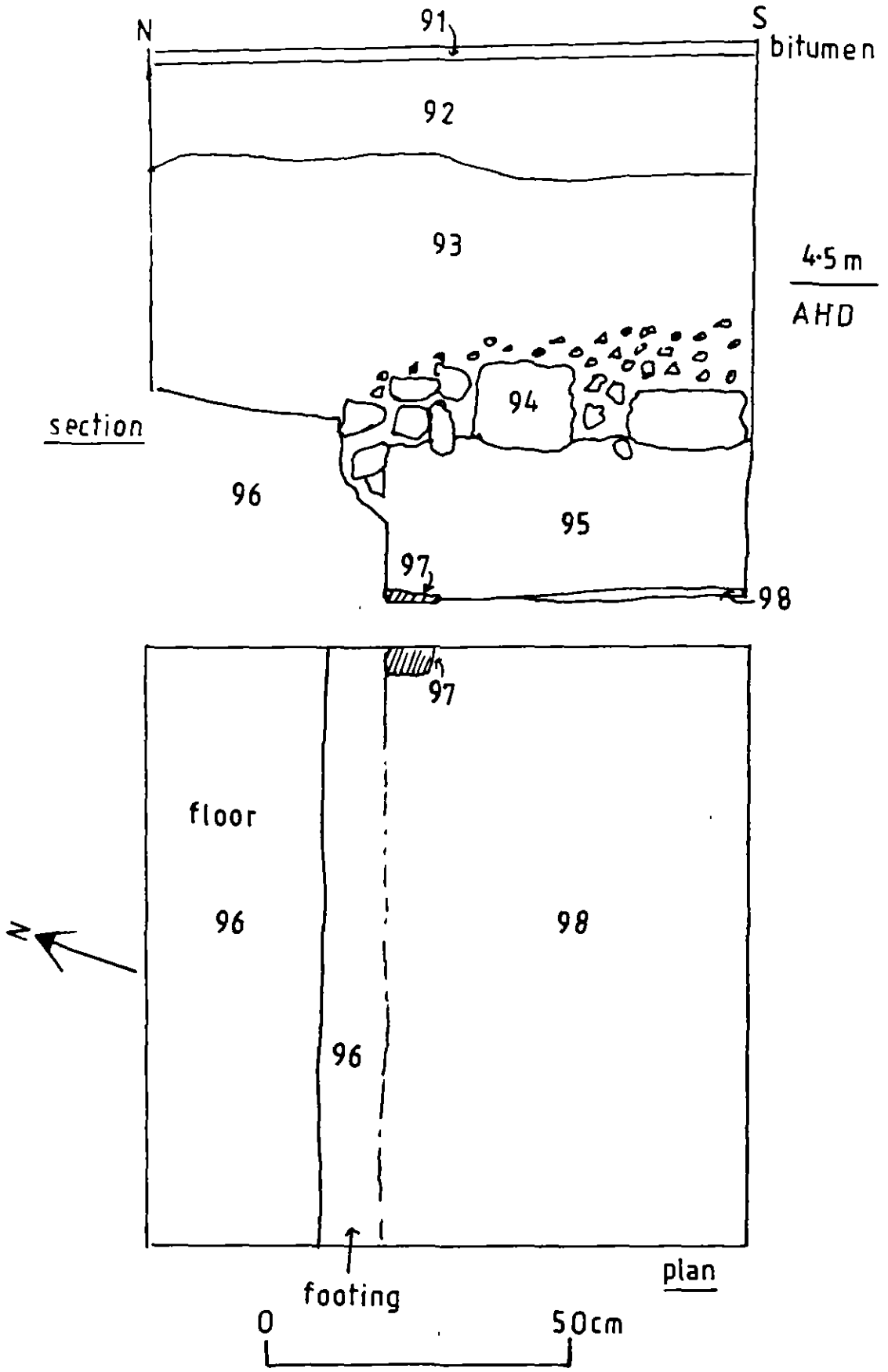

E
TEST PIT
1
section
44
W
45
49
50
55
51
6m
AHD
54
capstone
56
53
57
LX
0
50cm



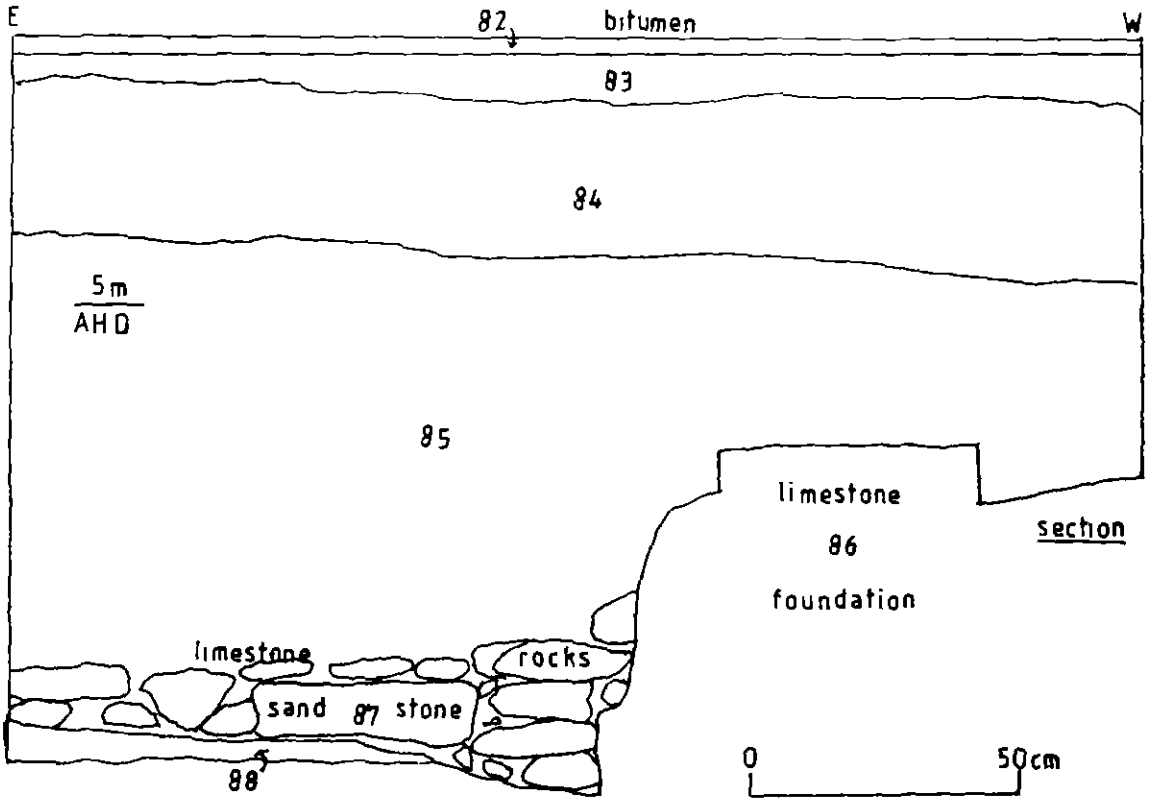
plan

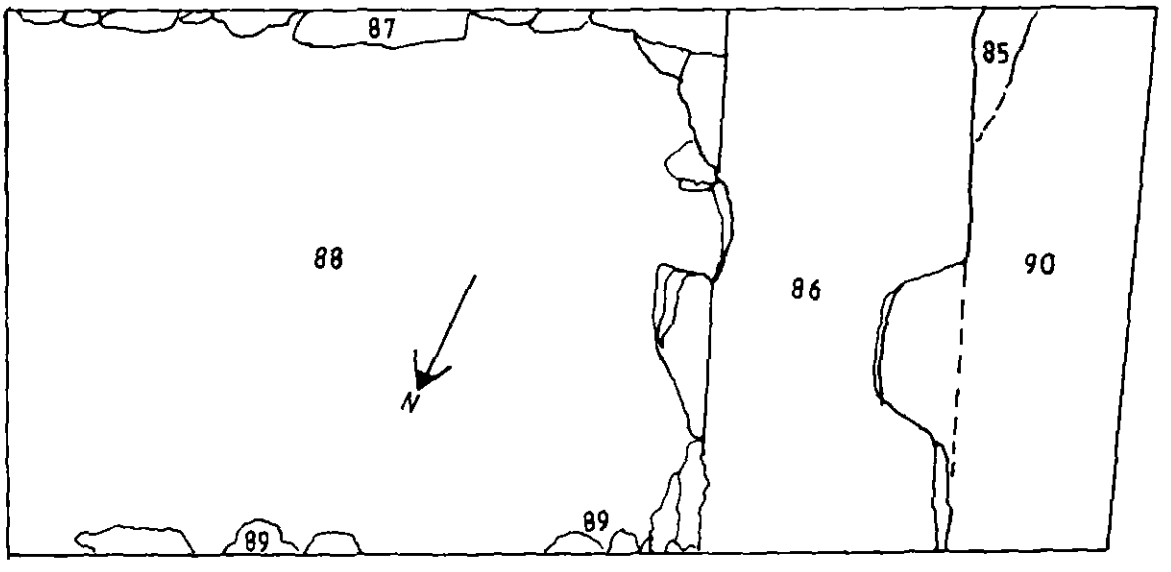
TEST PIT 1


bitumen
TP 4
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
LX
5.5m AHD
section
TEST PIT 4
plan
steel
pipe
ceramic
footing
floor
0
50cm
N

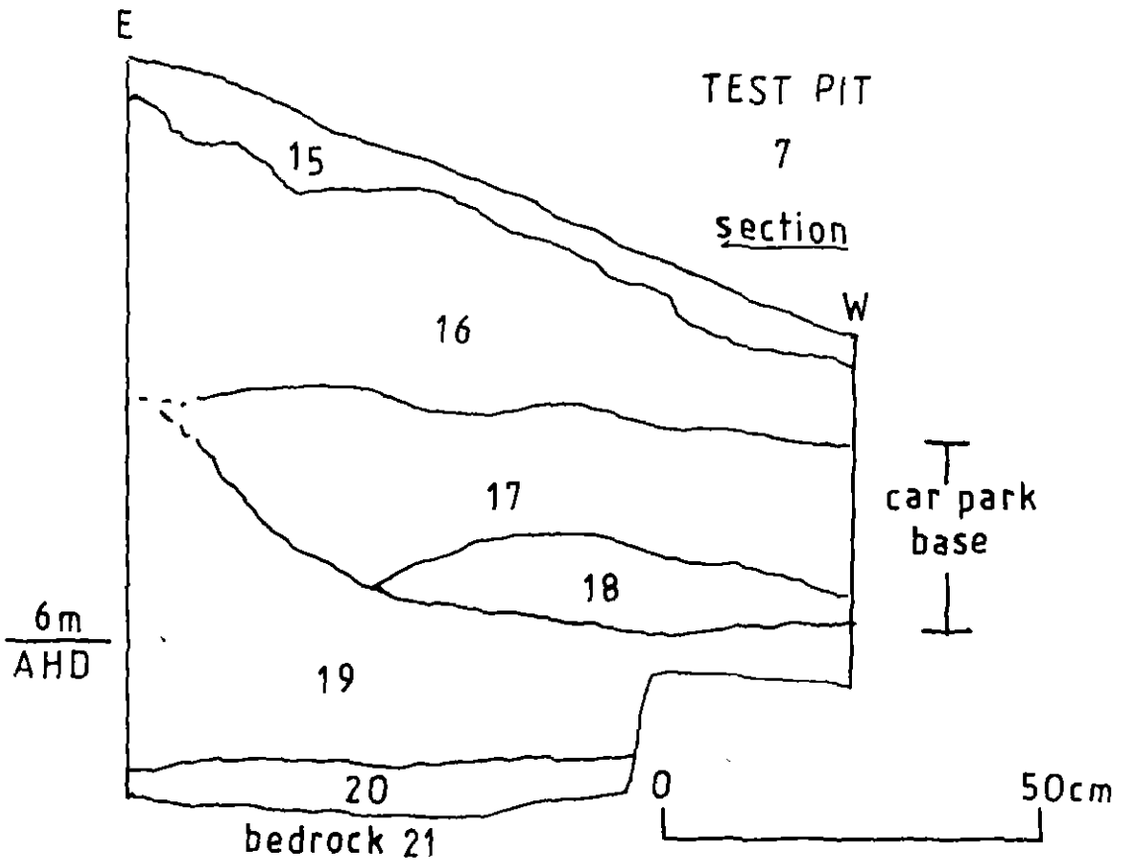

N
91
S
bitumen
92
93
4·5 m
AHD
94
section
96
95
97
98
97
floor
96
98
N
96
footing
plan
0
50cm

TEST PIT 5

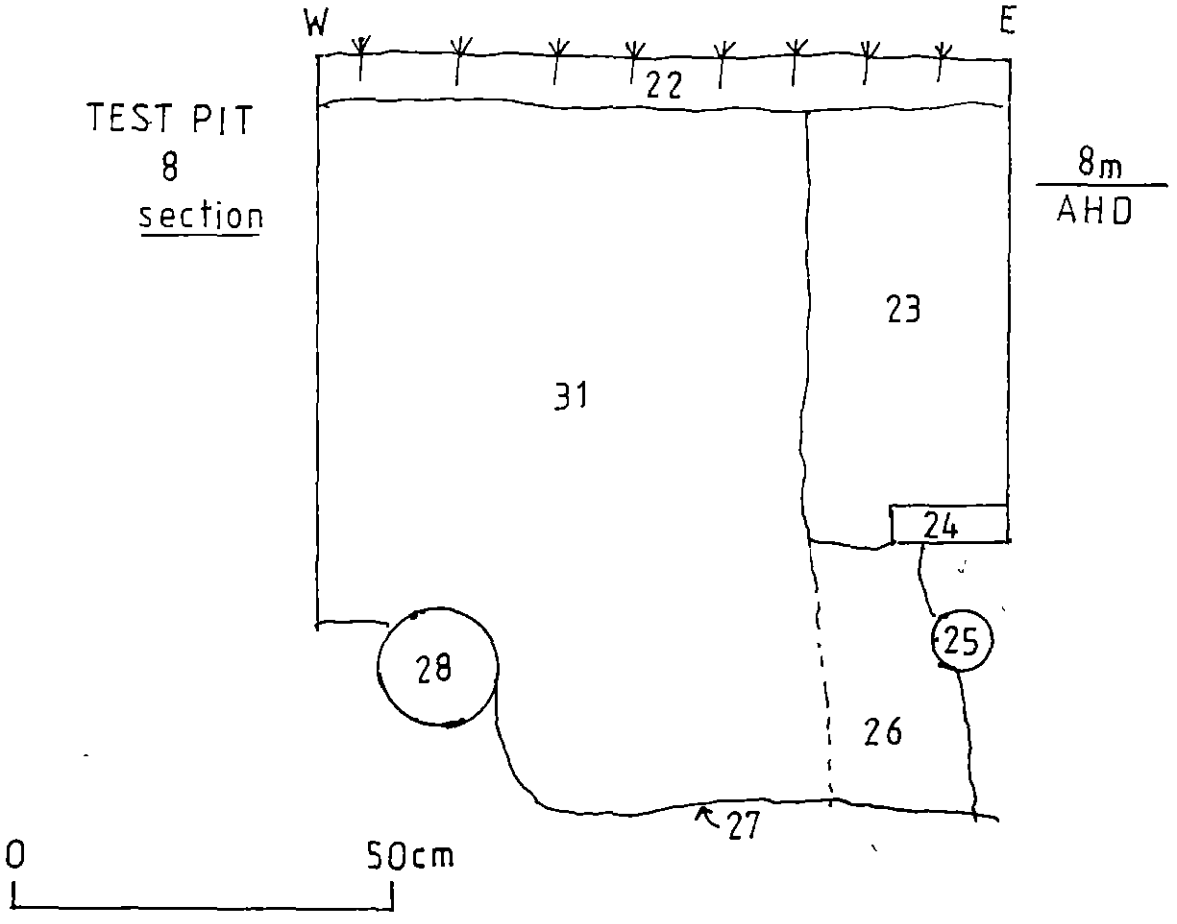


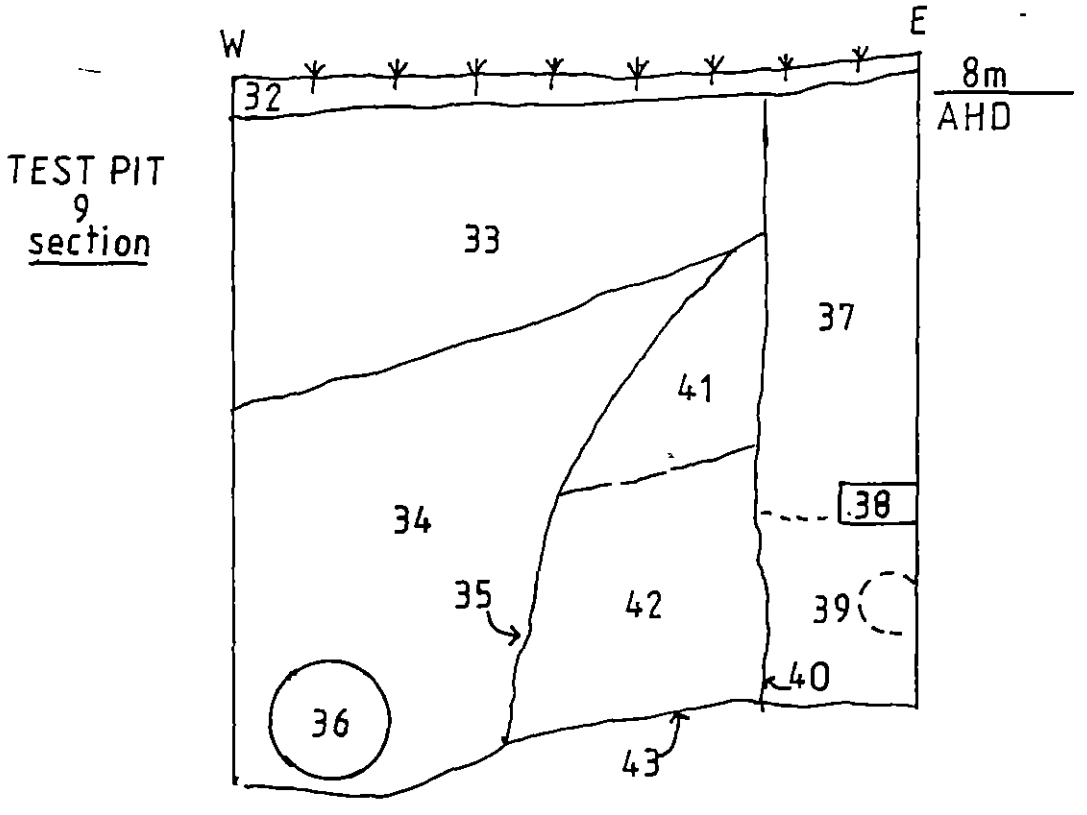


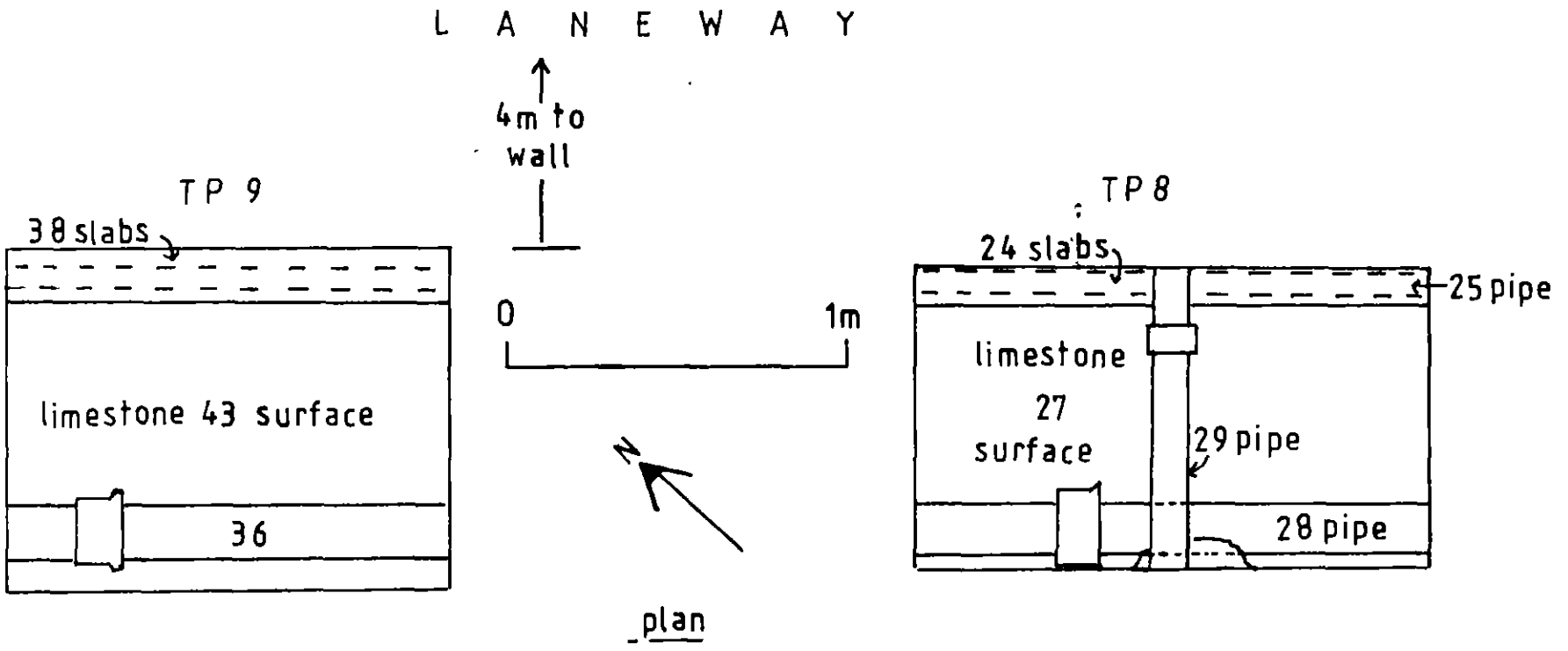
TEST PIT 6 plan



plan not drawn — shows bedrock 21 only


TEST PIT
8
section
W
E
8m
AHD
22
23
31
24
25
28
26
27
0
50cm


TEST PIT
9
section
W
E
8m
AHD
32
33
37
41
38
34
35
42
39
40
36
43

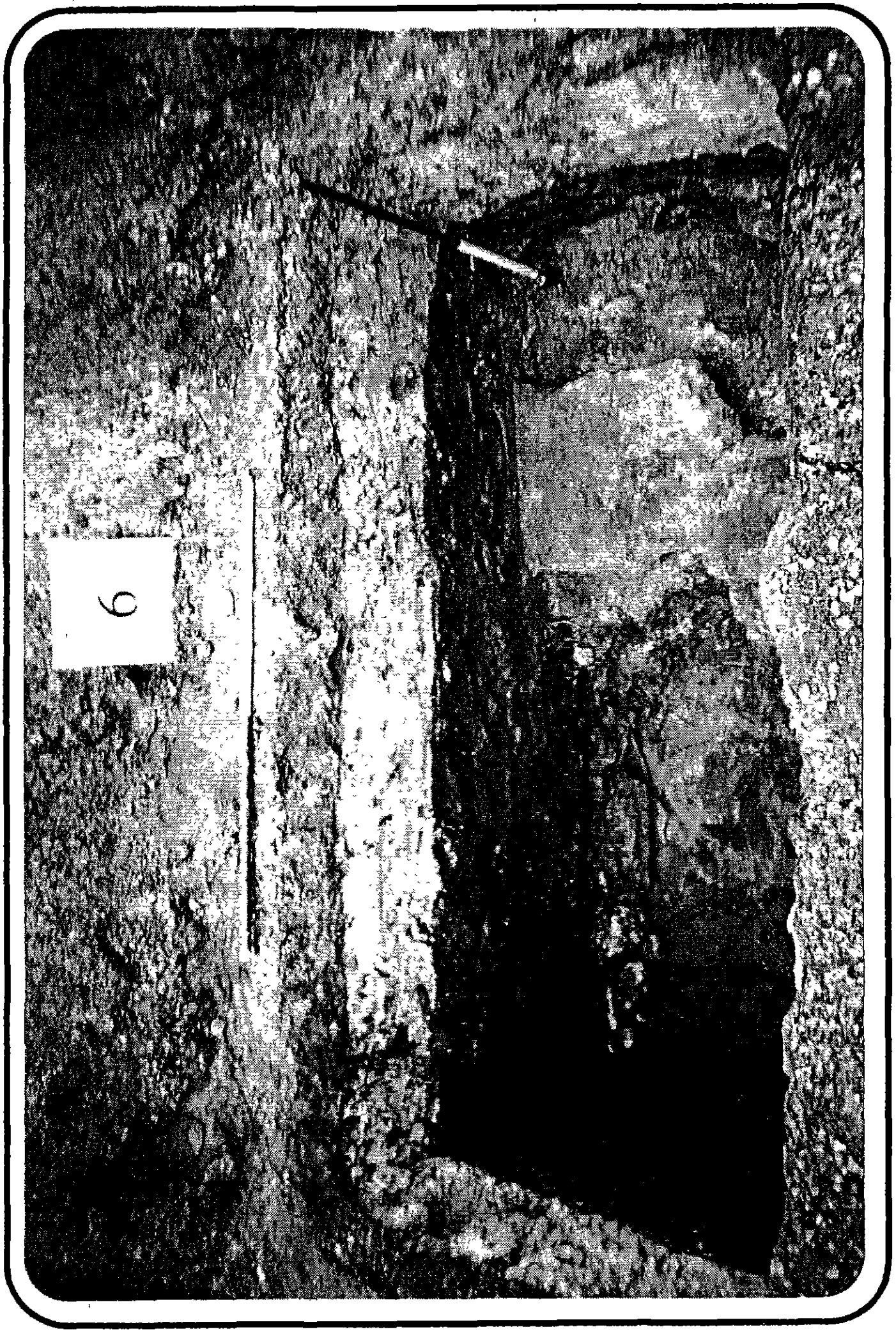

L A N E W A Y
4m to wall
TP 9
38 slabs
limestone 43 surface
36
0
1m
plan
TP 8
24 slabs
25 pipe
limestone 27 surface
29 pipe
28 pipe

3.6 Excavation Photographs

TEST PIT 1,vertical bedrock 53,view NW

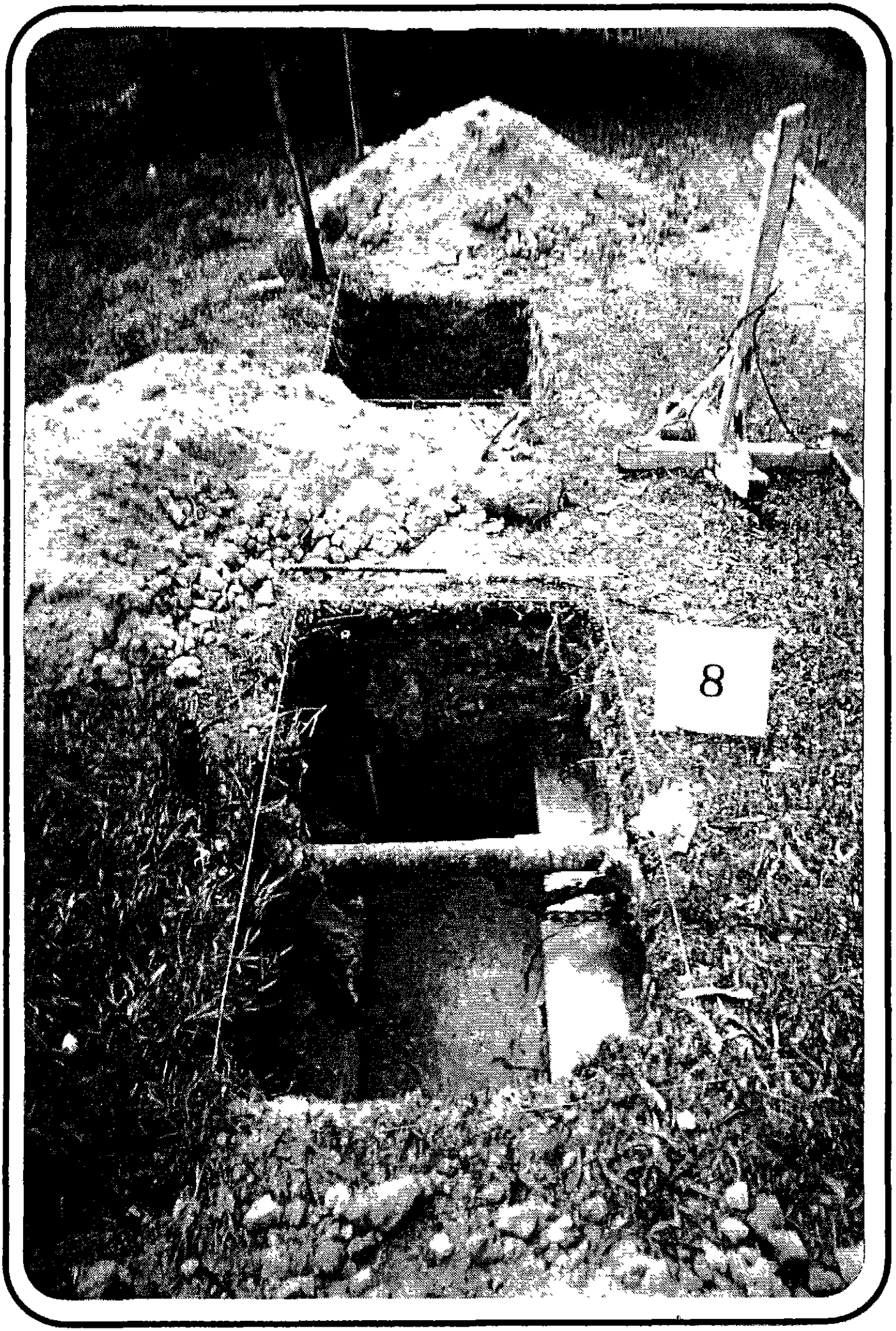
TEST PIT 4,floor 78,view NE

TEST PIT 5, floor and foundation 96, view NE



TEST PIT 4,foundation 86,view SE

TEST PIT 7,bedrock 21,view S



TEST PIT 8,surface 27,pipe 29,view NE

TEST PIT 9,surface 43,view SE

4 ANALYSIS OF THE FINDINGS

4.1 Test excavations in the car park have revealed the presence of stable floors , wall footings and substantial limestone footings.

4.2 Test pits on the grass embankment and the edge of the laneway adjacent to the car park have failed to reveal evidence of a major drain emerging from the prison.

4.3 These test pits have however indicated the presence of an artificial, compacted limestone surface approximately 1 metre below the present laneway surface.

4.4 The major drain which was not located may have been bored, or cut, through bedrock rather than constructed in an open cut fashion.

4.5 On the basis of the test pits it is suggested that the north end of the car park is an area in which there is a high possibility of significant archaeological ruins surviving, specifically, stable floors, wall footings, and other foundations.

4.6 This area should be considered a Zone A area of high potential archaeological significance, preferably not to be disturbed by development.

4.7 The garden and stable yard areas south of the stables should be considered a Zone B area - to be archaeologically investigated prior to disturbance.

4.8 The grass embankment behind the stables is a refuse pit from use of the stables and laneway and a useful future archaeological resource.

4.9 The area of the laneway and the grass embankment east of the car park should be considered a Zone B area, to be archaeologically investigated prior to disturbance.

4.10 The area of the cess pit should be a Zone B area, to be archaeologically investigated prior to disturbance.

4.11 While it is not possible on the basis of the test pits to accurately profile original ground levels on the site, spot levels on a 1908 sewerage plan, PWD 14250, enable certain comparisons with excavation results. It is assumed that these early spot heights refer back to Low Water Mark at Fremantle.

4.12 The 17.06 ft spot height within the stable yard equates to 4.40m AHD which is the height of the top of the concrete surface uncovered in test pit 5. The similar surface in test pit 4 was found at 4.57 AHD. The height difference may represent alterations to the footings in test pit 4 but, overall, a working level across the stables seems to have been in the vicinity of 4.40m AHD at the lowest.

4.1.13 Spot heights on PWD 14250 outside and south of the stables, in what may have been the garden area, vary from 16.96 ft through 17.91 ft to 14.77 ft These correspond to 5.17m through 5.46m to 4.5m AHD, suggesting an uneven garden surface.

4.14 The slope to the west between the laneway and the garden area outside the southern edge of the stables is given by spot heights of 23.58ft to 16.96ft, representing a drop from 7.19m to 5.17m AHD. If the slope between these two points was constant, the original ground surface could have been cut away by a minimum of about 1 metre when the stable complex was constructed. This is based on the 77 cm difference between the lowest garden height of 5.17 m

outside the stables, and the 4.40 m AHD stable yard surface, plus the approximately 30 cm thickness of the concrete surface exposed in test pit 5. Of course, the original ground surface could have risen and fallen in an irregular fashion. Refer to sketch 4. 20 for a schematic representation of heights in the stables and the external yard area or garden.

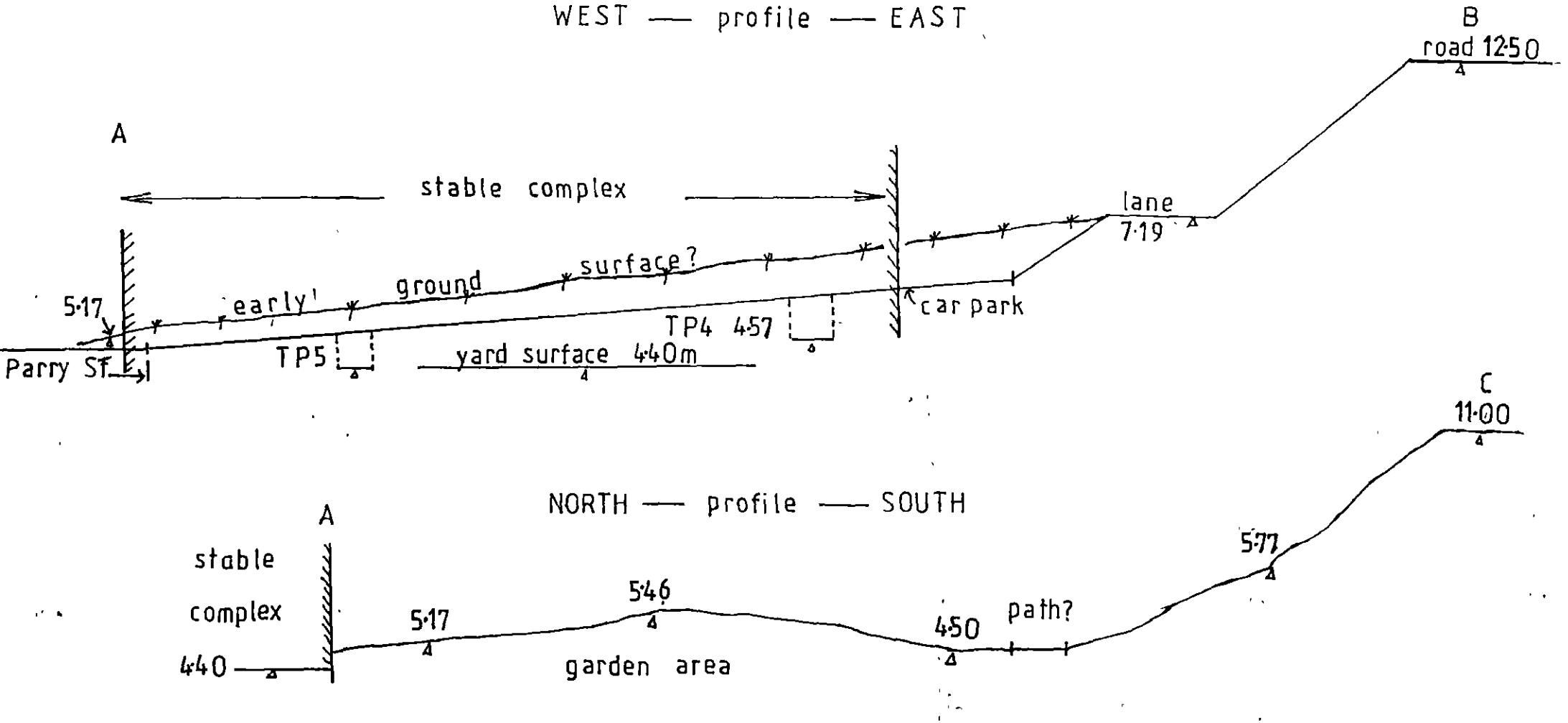
4.15 An estimate of the height of the laneway surface at a useful point in 1908 was made by working out the laneway slope between two spot heights. The result suggests a laneway surface height in 1908 of c.8.4m AHD where the drain currently emerges from the laneway retaining wall. The present measured height at this point is 8.2m AHD. The variation could be due to difficulty in estimating the slope of the laneway at this point on the old plan with much accuracy. Alternatively the early laneway surface could have been cut away and replaced with a more recent and slightly lower surface.

4.16 An engineer's drawing, City of Fremantle #No. PA 24, indicates the fill required over the existing surface when the car park was constructed. It is thus of some use in assessing ground levels of an earlier phase in the area's development. It indicates that the area was filled in rather than dug out. This seems to be confirmed by the excavation results and suggests that early garden surfaces could survive.

4.17 Bedrock has been located only in test pits 1 and 7 at levels of approximately 6.10m and 5.85m AHD.

4.18 A trench sunk to bedrock east west across the entire site from the top of the grass embankment near the prison to the edge of Parry St. would assist greatly in the interpretation of the original ground profile.

4.19 A high degree of interpretation has been applied to the archaeological evidence in the Parry St test pits and the resulting conclusions need to be viewed with proper caution.



NOT TO SCALE levels taken from PWD 14250
and converted to metres above AHD
refer to PWD 14250 for location (1.7)

4.20

5 CULTURAL SIGNIFICANCE

5.1 Statement of Cultural Significance

5.1.1 The ruins of the Police stables in Parry St. car park and the adjacent unexcavated garden area, into which major drains from the prison feed, must be seen as part of the prison complex and therefore as sharing in the overall significance of the prison site.

5.1.2 It seems likely, given the survival of the stable footings and floors, that original garden levels have also survived. These would represent original Fremantle topography.

5.1.3 The possibility of drains and cess pits surviving under the car park also adds to the significance of the site while proximity to the gaol enhances its setting.

5.1.4 Mounted police forces today are used largely for ceremonial purposes or occasional crowd control. The role of the horse in the implementation of law and order has been taken by the motor car and motor bike. Consequently the remains of the stables represent a police function no longer in common use.

5.1.5 For individual test pits, the following rough high/medium/low assessment of significance is presented:

5.1.6

Test Pit 1	High.	The vertical limestone bedrock face is a major topographical feature.
Test Pit 4	High.	Part of the police Stables
Test Pit 5	High	Part of the police Stables
Test Pit 6	High.	Part of the police Stables
Test Pit 7	Low.	Shows bedrock only and seems highly disturbed during carpark construction.
Test Pit 8	Medium.	The compacted limestone surface is the most interesting feature and is not yet explained.
Test Pit 9	As for Test Pit 8.	

6 MANAGEMENT

6.1 Recommendations

6.1.1 Development plans for the car park should avoid its northern end, categorised as Zone A. This means at least the first 40 metres of the car park measured south from Holdsworth St.

6.1.2 The major 6ft by 3ft brick drain emerging from the prison should be located.

6.1.3 As this drain may have been driven through bedrock there are two options;

a) sink a trench 1m wide by backhoe along the edge of the laneway for up to 15m north of the drain pipe emerging from the embankment wall;
b) locate the beginning of the drain within the prison and follow its line to pinpoint its end.

6.1.4 A useful trench from an archaeological viewpoint would be one giving a section from the top of the grass slope adjacent to the prison chaplain's across the laneway, embankment and car park to the edge of Parry St footpath.

6.1.5 If development plans permit, this trench could be sunk on the southern side of the drain pipe in the laneway retaining wall.

6.1.6 It should be sunk by a backhoe with a maximum 1m wide bucket to natural sand or bedrock.

6.1.7 This would reveal the stratigraphical sequence across the site and help indicate original surface levels.

6.1.8 Surface levels shown on the 1908 map PWD 14250 could be compared with current levels by having a surveyor measure spot heights exactly on, or as close as possible to, the locations of spot heights shown on PWD 14250.

6.1.9 The natural vertically cut capstone in test pit 1 is an intriguing feature and its line could be followed by backhoe bucket if it is decided, at a future date, to develop the car park or to carry out works which would disturb the area in which the capstone is located.

6.1.10 All backhoe work should be archaeologically supervised.

6.1.11 Future public display of the stable remnants is not considered viable due to the high conservation costs required to stabilise them. If and when the opportunity arises to expose more fully the remains of the stables, they should be archaeologically recorded and then covered with bidum, a similar geo-textile, or polythene if nothing else is available. They should then be carefully backfilled.