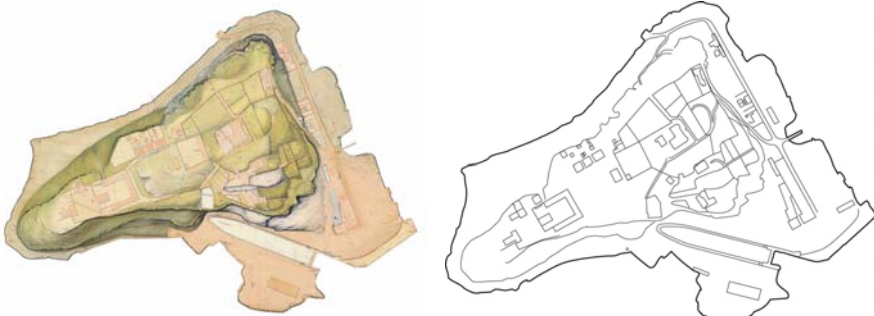
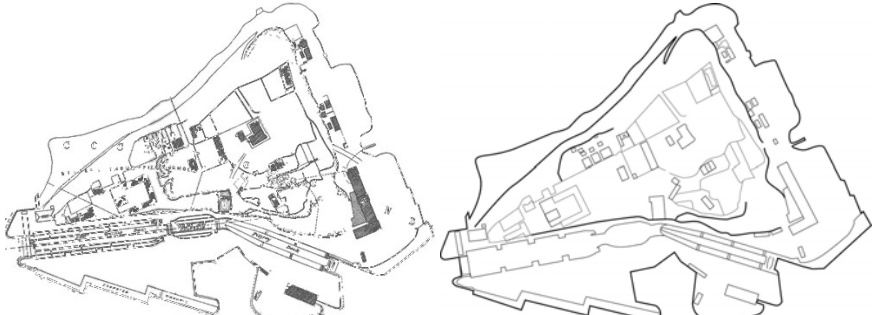
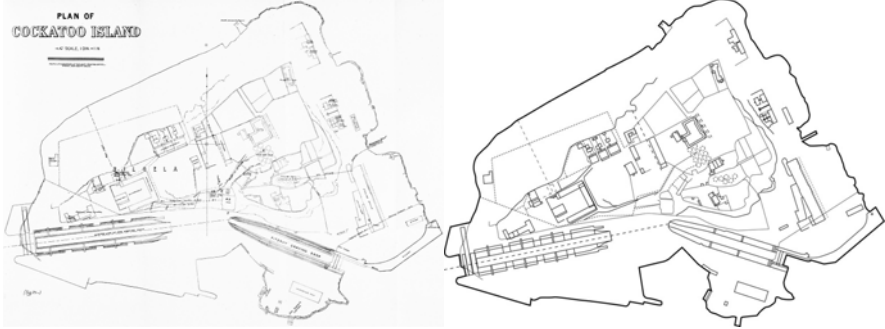



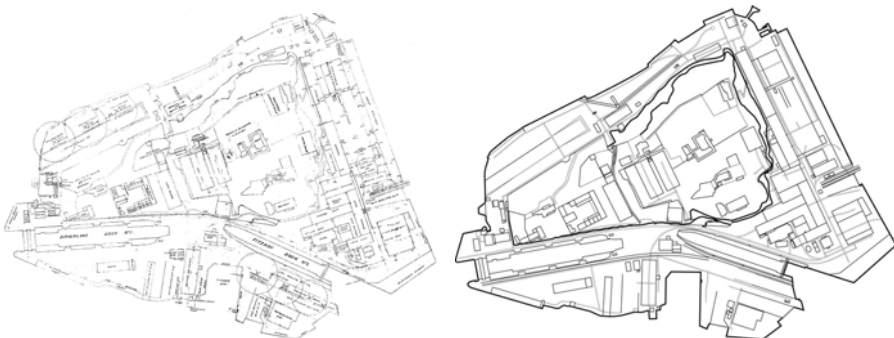
Phase 2 1864–1913	Dual Use: Public Works and Social Institutions
1863	June: The school for prisoners opened.
1864	The administration of Cockatoo Island was split: the prison was taken over by the NSW Department of Prisons, and the dockyard by the NSW Public Works Department, Harbour and Rivers Branch. GK Mann remained Chief Engineer.
1864	Addition to the main Fitzroy Dock machine shop.
By 1865	By this date, 163 vessels had used the Fitzroy Dock.
By 1869	Following increasing numbers of free mechanics and engineers working on the Island, the Executive Council approved the transfer of prisoners from Cockatoo Island to Darlinghurst Gaol and other institutions.
By 1870	Fitzroy Dock extended for the first time from 284 feet (86.5m) to 400 feet (122m)
1870	<p>From 1870, Cockatoo Island Dockyard was under the management of the NSW Department of Public Works, and continued to provide priority access to the Royal Navy, although not exclusively; constant work was carried out in the form of short-term hire of the dockyard by external shipwrights.</p> <p>In response to a request from the Governor for a suitable replacement name for the Island, William Ridley pointed out that 'Biloela' is the native word for cockatoo.</p> <p>Chief Superintendent Mann retired.</p> <p>An investigation began into the construction of a new, larger dry dock by EO Moriarty, Engineer-in-Chief of the Harbours and Rivers Branch of the Department of Public Works.</p>
1871	<p>May: The arrival of girls from the Industrial School at Newcastle began, screened from works of Fitzroy Docks by a fence.</p> <p>The industrial school ship <i>Vernon</i> was moved from Farm Cove to a mooring at Cockatoo Island.</p>
1880s	<p>The NSW Government decided that a larger dock, which would also accommodate naval vessels, was appropriate.</p> <p>New buildings were also erected on the Island for the new technology and new machinery (such as the Plate Roller).</p> <p>Two large timber-framed stores were constructed.</p>
1880	Fitzroy Dock extended again to final length of 475 feet (145m)

1882	<p>The NSW Parliament approved £150,000 for the construction of a new, first class graving dock, capable of accommodating the largest ships of HM Navy.</p> <p>Despite the death of the dock engineer, Louis Samuel, in 1887, the new Sutherland Dock was completed by his brother and opened in March 1890. The total cost amounted to £267,825.</p>  <p>1882—NSW Government Dockyard and Biloela Industrial School JW Deering, Permanent Survey, Cockatoo Island, 1882, Government Surveyor, Lands Department, Crown Plan P134.574.</p>
1884	<p>A polychrome brick Pump House was constructed.</p>  <p>1886—NSW Government Dockyard—Sutherland Dock under construction EO Moriarty, Chief Engineer, Harbours and Rivers Department, Plan of Cockatoo Island and Approaches Showing Graving Docks Etc, in Docks Slips and Engineering Establishments of Port Jackson, 1886, Mitchell Library, ML 627.3/1A1.</p>
1887–88	<p>An outbreak of typhoid fever was reported by Chief Medical Inspector Thomson, who also found the Island's drainage and sewerage provisions highly inadequate. Outbreaks were revealed to be common on ships docking at the Island.</p>

1888	<p>June: Biloela Industrial School was closed and the site proclaimed as a public gaol, prison and house of correction.</p>  <p>1888—NSW Government Dockyard—Sutherland Dock under construction NSW Govt Printer, Plan of Cockatoo Island, 1887, from Journal of the Legislative Council, 1887–1888, Vol 43, Part 4A, pp 477–488, Mitchell Library, MDQ 328.9106/3.</p>
1889	<p>The prison housed 85 male and 108 female prisoners at this time, with two thirds in some form of employment about the Island.</p>
1890s	<p>With the construction of the new dock came a construction program to provide new service buildings and wharves for what became an extensive dockyard.</p> <p>Buildings were constructed on all sides of the Island, rather than just the southeastern side.</p> <p>Work was carried out to improve staff accommodation, provide additional service facilities, increase daytime segregation and, finally, to construct cells for punishment which would replace those demolished to make way for the Sutherland Dock.</p> <p>Variable numbers of workers were recorded as employed at the Island at this time, from 110 in 1893 to 602 in 1900. The vast majority were employed as day-labour.</p>  <p>1892—NSW Government Dockyard—Sutherland Dock in operation GH Halligan, Licensed Surveyor, NSW Department of Lands, Plan of Cockatoo Island, 1892, Crown Plan 708.3000.</p>

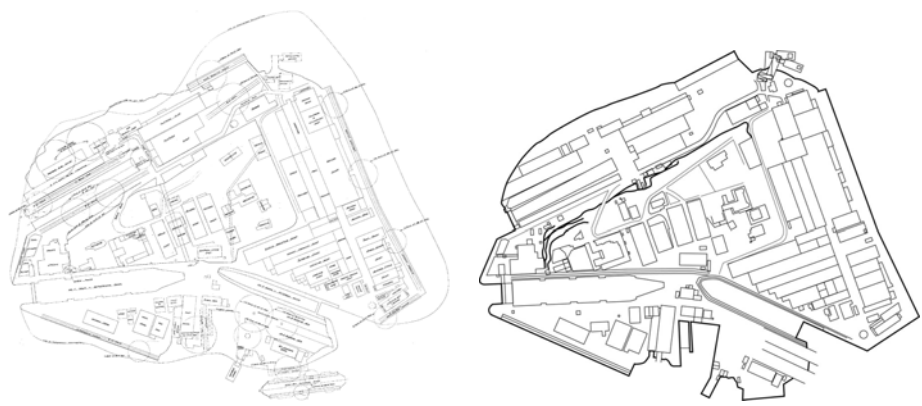
1899	An inquiry into the works of Cockatoo Island Dockyard produced a number of recommendations; inactivity in relation to these leads to the 1903 Royal Commission.
1900	603 workers were recorded as employed at the Island at this time.
1901	The Federation of Australia. The defence of the nation came under federal control; however, Cockatoo Island remained under the control of the NSW Government.
1900s	The prison at Biloela was increasingly used to house 'undesirables' and those without means of support. Prisoners incarcerated for more serious crimes continued to be transferred from the Island.
1903	A Royal Commission was set up to enquire into the 'working and administration of the Government docks and workshops at Cockatoo Island'. The Commission found extensive political interference in previous works, and caused a Management Committee to be appointed from the Public Service Board, which ran the Dockyard until its transfer to the Commonwealth Government in January 1913.
1904–10	General expansion of dockyard facilities by NSW Government, largely to improve the Government's trading position: extension of fitting and machine shops, and construction of two new slipways, steel-working facilities and cantilevered cranes.
1906	The last male prisoners were taken from Biloela Prison. Staff numbers fell from 261 to 225, but were expected to reach 400 by 1908.
1908	February: The <i>Evening News</i> stated that 'the melancholy medley of stone and buildings on ... Cockatoo Island ... is shortly to be pulled down.' A steel foundry was erected on the Island.
1909	September: Biloela ceased operation as a prison upon the opening of Long Bay Gaol. The NSW Public Works Department decided that Cockatoo Island would be the State Dockyard. The contract to build a torpedo boat destroyer for the Australian Navy was accepted, and the Federal Government ordered the <i>Warrego</i> from Glasgow. Nine men were sent there from Cockatoo Island for training. The <i>Warrego</i> was constructed in Glasgow by 1910, and was then dismantled, shipped to Australia, and rebuilt at Cockatoo Island. The <i>Warrego</i> entered active service in 1912.
1910	September: An Australian Navy began with the arrival of the <i>Parramatta</i> and <i>Yarra</i> , ordered in 1908.
1911	October: Official title of the 'Royal Australian Navy' was granted by King George V; the Royal Australian Navy functioned as a squadron of the Royal Navy. Sutherland Dock was widened to accommodate the new naval flagship, HMAS <i>Australia</i> .

Phase 3 1913–1930	Commonwealth Naval Dockyard
1912	The NSW government funded construction of a northern shipyard to build the cruiser <i>Brisbane</i> for the Royal Australian Navy. The slipway was designated No.1 Slipway. The ship was completed in December 1916.
1912	The plate shop erected on northern shoreline
1913	<p>Following a request from the Commonwealth to the NSW Government in May 1908 to find it a suitable naval dockyard, in January 1913 the Commonwealth purchased freehold title to Cockatoo Island for £96,500. Cockatoo Island Dockyard became the Commonwealth Naval Dockyard, under the control of the Naval Board.</p> <p>Also paid was £350,000 for the Sutherland and Fitzroy Docks and nearly £400,000 for buildings, workshops, houses and equipment, for a total price £867,716.19. Further purchases were made for new machinery to make the Island able to handle the construction of all naval ships. However, dockyard facilities were still found to be inadequate, with outdated equipment, poor power supply and a shortage of skilled workers.</p> <p>The last British Admiral left Admiralty House, and with him, the British Naval squadron.</p>
1914	The outbreak of World War I caused a major increase in work for the dockyard. By October 1915, 21 ships had been fitted out for troop transportation. By the end of the war, over 50 ships, launches and ferries had been built, over 100 troop transport vessels were converted or repaired, and major repairs were undertaken on more than 50 warships and cargo steamships.
1914	Cruiser Wharf completed
1914-1918	New bolt shop, brass foundry, ship fitting shop, coppersmith's shop, timber store, electrical workshop (on top of Island), tool room and store, three storey drawing office (on top of Island), plater's shed, new power station and new sail loft all completed, amongst other improvements, including a tunnel from the Sutherland Dock to the northern shipyard, during the years of the First World War.

1915	<p>The Joint Committee of Public Accounts review noted difficulties between workers and management on the Island, particularly the difficulties in managing the 51 categories of awards under which the 2,500-strong workforce were employed. Staff numbers nonetheless continued to rise.</p>  <p>1915—Commonwealth Naval Dockyard—Prior to expansion Commonwealth Naval Dockyard, Survey dated September, 1914 by R. A. Johnston, Civil Engineer, Showing Levels near Cruiser Wharf, September, 1915. National Archives CRS C3539/1</p>
1917	Construction of the 150-tonne floating crane <i>Titan</i> began (and completed in 1919).
1918	<p>In July, the keel of the <i>Dundula</i>, the first commercial cargo ship to be built at Cockatoo Island, was laid down.</p> <p>The Island Powerhouse was completed.</p>
1919	<p>Employment on Cockatoo Island peaked at 4,085 people, the highest of its working life.</p> <p>However, the Commonwealth began to question the value of its operations, in light of the beginning of the post-war slump.</p>
1920s	Diversification of contract types necessary as competition increased and as maritime economy slowed.
1920	No.1 (Northern) slipway widened for refrigerated cargo ships <i>Fordsdale</i> and <i>Ferndale</i>
1919–21	<p>A Royal Commission was appointed to consider the administration and future of Cockatoo Island and Garden Island. It found that there was insufficient naval work to sustain both dockyards, and recommended that Cockatoo Island cease to function as a naval construction yard, in part due to a lack of adequate space for expansion to accommodate new, larger warships.</p> <p>However, it favoured Cockatoo Island to provide continuing maintenance and repair services to the Australian Navy.</p> <p>Facilities were to be given to the Ship Construction Branch of the Prime Minister's Department, created to establish a Commonwealth line of merchant vessels to address the rising post-war demand for shipping.</p>

1921	<p>March: Available funding was exhausted. Naval Board instructed the Commodore in charge of the Island to cease construction work on the <i>Adelaide</i> and <i>Mombah</i>. Almost all of the 2,500 dockyard employees were dismissed.</p> <p>July: The Royal Australian Navy lost control of Cockatoo Island Dockyard when the Shipbuilding Board assumed responsibility for Cockatoo Island. Many workers were re-employed as work resumed on the <i>Adelaide</i> and <i>Mombah</i>.</p>
1923	<p>September: In line with the Australian Navy's strategy to reduce the size of its fleet, Cockatoo Island and Snapper Island were transferred to the Australian Commonwealth Shipping Board, which was also responsible for the docking and repair of Commonwealth Line steamers.</p> <p>The dockyard began operating on a commercial basis, constructing refrigerated cargo steamers, lighthouse service vessels, and the seaplane carrier, HMAS <i>Albatross</i>, for the Royal Australian Navy.</p>
1926–1927	<p>November: The High Court ruled that the Commonwealth-owned dockyard cannot enter into open commercial contracts.</p> <p>The ruling resulted in the loss of a tender for the construction of the new Bunnerong Power Station turbines, which in turn lead to a downturn in work.</p> <div data-bbox="528 1086 1444 1451" data-label="Image"> </div> <p>1927—Commonwealth Naval Dockyard—Post-expansion General Layout Showing Position of Cranes, c.1930, from Schedule of Machinery, Equipment and Plant, c1930 (loose leaf, updated to c1950), Box 1, Australian Archives (NSW): Series 319-13/5/2-3.</p>
1928	<p>The downturn in work leaded to lower employment; from 1,290 persons employed in 1928 to 560 in 1932. These difficulties were evident in recovering costs.</p> <p>The Sutherland Dock was enlarged.</p>
1928	The Commonwealth decided to lease the dockyard to private enterprise.
1932	A new caisson for the Fitzroy Dock was launched by the <i>Titan</i> crane.

Phase 4 1933–1947	Cockatoo Docks and Engineering
1933	<p>A new commercial focus appeared in the Island's operations with the signing of a 21-year lease between the Commonwealth Government and Cockatoo Docks and Engineering Company Ltd. The lease allowed the company to operate the dockyard for any client free from previous restrictions.</p> <p>Priority remained with naval work; and rent was paid as a percentage of turnover.</p>
1933–1939	<p>February: Under the new management, Cockatoo Dockyards became involved in a number of heavy industrial projects other than shipbuilding and ship repair, from commercial heavy engineering to the manufacture of equipment for the dairy industry. Also undertaken is the construction of condensers for Bunnerong Power Station.</p> <p>From this period, Cockatoo Island was run as if it was a private concern, with significant government contracts and support, until its closure in 1992.</p>
1935	<p>The first completed ships of the commercialised Cockatoo Island were launched. Tugs, oil lighters, patrol vessels, sloop ships and variety of smaller craft came from the dockyards.</p>
1937	<p>In September, a large storehouse constructed during World War I, close to Sutherland Dock, was destroyed by fire.</p>
1937	<p>In December, the Island was connected to mainland electrical power.</p>
1938	<p>Orders were made for the construction of two destroyers, and completed in 1941.</p>
1939	<p>Australia declared war on Germany in September. Cockatoo Island was the only dockyard of any size in Australia ready to shift to a war footing. Plans for conversion of ships for troop transportation were implemented.</p> <p>Cockatoo Island continued to operate as a private commercial enterprise throughout the war.</p>
1942	<p>The fall of Singapore left Cockatoo Island Dockyard as the main naval dockyard and repair facility for the Southwest Pacific area.</p>
1943	<p>Construction of new turbine shop and brass foundry required extensive excavation of natural cliff face. Excavated rock was used to reclaim land to extend the dockyard on the Island's northern side.</p>
1943–1944	<p>A new plater's shed and welding shop were built on the reclaimed land on the north side of the Island.</p>

1941–1945	<p>Other work carried out during the war included a new slipway built outside the existing No. 1 shipbuilding berth, and existing roads were surfaced with concrete and a new one constructed to give access to the upper part of the Island (the Burma Road). A second tunnel with first aid station, was also excavated through the Island from Fitzroy Dock to near Plumbers Shop.</p> <p>The retaining wall associated with this road reused some of the sandstone from demolished houses and 1830s military guard room. A motor lorry transport system was initiated in 1945 and large number of machine tools, cranes and other plant and equipment were installed.</p>
1939–1945	<p>During the duration of World War II, Cockatoo Island laid down 19 new ships, undertook major repairs on 40 allied warships, including 11 of the Royal Australian Navy, nine ships from the Royal Navy, including the aircraft carriers <i>Illustrious</i>, <i>Indomitable</i> and <i>Formidable</i>, and 15 United States Navy ships, including a new bow for the cruiser USS <i>New Orleans</i>. Overall, the docks recorded 355 naval dockings and 395 merchant ship dockings.</p> <p>A total of over £400,000 was spent during the war years on the dockyard.</p>
1946	<p>Docking capacity increased with the arrival of Admiralty floating dock Admiralty Floating Dock (ADF) 17 from England.</p> <p>A new welding bay was added to the plater's shed in preparation for Daring class destroyer construction, which were to be all welded ships.</p> <p>A 40 ton Whirley crane, purchased from United States, was installed between Slipways No. 1 and No. 2.</p>
1945–1950	<p>Refitting of naval vessels for merchant service began. This included the re-transformation of the HMAS <i>Kanimbla</i>, which had been stripped to accommodate landing craft, back into a passenger ship.</p> <div data-bbox="523 1361 1449 1765">  </div> <p>1945—Cockatoo Docks and Engineering Company Limited—End of World War II Cockatoo Dock—Layout for General Purposes, Corrected to 1947, NSW DEF 4389, Cockatoo Docks and Engineering Company Limited.</p>

Phase 5 1947–1992	Vickers Cockatoo and Closure
1947	The majority of shares in Cockatoo Docks and Engineering Co Ltd were taken up by Vickers Limited of London. The old iron foundry was converted into a markers off and progress shop.
1948	Vickers Cockatoo Docks and Engineering Pty Ltd is formed, and operates the dockyard until 1986.
1949	Beginning of the works program for the construction of new Daring class destroyers, the first all welded hulled ships completed in Australia. Two are completed at Cockatoo Island, HMAS <i>Voyager</i> and <i>Vampire</i> .
1950s	New administration, facilities and techniques were completed in the early 1950s, in response to advances in ship construction and weapons systems. Docking of Royal Australian Navy submarines, small number of submarine refits during 1960s.
1957	The Australian Commonwealth Shipping Board ceased to function and was replaced by the Cockatoo Island Lease Supervising Committee.
1960s	Naval shipbuilding declined at Cockatoo Island and elsewhere as ships increasingly ordered from overseas or other Australian dockyards. Parallel decline occurred in commercial shipbuilding; Cockatoo Island was forced to rely increasingly on naval refits and maintenance. In addition, the dockyard's spaces were increasingly ill-equipped in size and machinery for modern shipping, isolated from mainland transport systems, and increasingly expensive. Submarine refits became the Island's mainstay of work throughout the 1970s and 1980s.
1962	The plater's shop was extended to the east.
c1962–1965	The old Sutherland Wharf was upgraded, including new crane supports and improved docking facility.
1963	No. 1 (Northern) Slipway widened for <i>Empress of Australia</i>
1964	ADF 17 scrapped after seventeen years service at Cockatoo. During its working life at Cockatoo Island, ADF 17 docked 641 vessels, including small vessels, tugs, RAN and RN frigates and submarines. By 1964 it had outlived its usefulness and was considered too costly to repair and maintain. After decommission, two of its electric travelling cranes were removed, their jibs extended and they were used on the Fitzroy dock until its closure in 1991.
1965	Cockatoo Island's last significant commercial contract was finished: laid down in September 1962, the <i>Empress of Australia</i> was launched in January 1964 and completed in January 1965. Work was completed on the Sutherland Dock upgrade.

1967	Scottish-built Oberon class submarines arrive for refit.
1971	The new Sutherland Wharf was built. The new submarine refit facilities were completed.
1973	The new plate wharf and plate yard were completed. Two new water tanks were constructed on top of the Island.
1971–1973	Major work completed during this period included: construction of a sewage treatment plant on the site of the old boiler house, replacement of the Fitzroy Dock floor with concrete, replacement of part of the Sutherland Dock floor with concrete, and the construction of a pit in the floor of the Sutherland Dock to accommodate sonar domes of the guided missile destroyers <i>Perth</i> , <i>Hobart</i> and <i>Brisbane</i> .
1974	A new slave dock, <i>SD 3201</i> , designed on Cockatoo Island for the refitting of submarines, was launched. HMAS <i>Onslow</i> was the first Royal Australian Navy submarine to use the dock, in May 1975.
c1975	Bolt and Destroyer wharves were rehabilitated with new five ton travelling cranes fitted to both.
1978	At the direction of the parent company Vickers Ltd, ownership of the operating company, Vickers Cockatoo Dockyard Pty Ltd, were transferred to Vickers Australia Ltd, a listed public company. Vickers Australia Ltd, the operating company of Cockatoo Island, merged with Commonwealth Steel Company Ltd in 1984 to form Comsteel Vickers Ltd. The latter company was sold to Australian National Industries in 1986, and again acquired by Smorgon Steel Ltd in 1999.
1979	Cockatoo Island won a contract for the construction of a fleet replenishment ship for the Royal Australian Navy, the HMAS <i>Success</i> . The largest naval vessel ever built in Australia to that time (17,933 tonnes) and the last built on the Island, the construction process was difficult and hampered by delays. Employment on the Island grew again during its construction to 2,650, with 400 apprentices.
1980	Purchase of 50 tonne Butters shipyard crane for construction of HMAS <i>Success</i> .
1984	Installation of new pumping system and 30 tonne crane for the Sutherland Dock completed.
1984	HMAS <i>Success</i> was launched on 3 March, and entered operational service in 1987. The Department of Defence Support and Department of Housing and Construction commissioned JS Kerr to undertake a review of the Island's heritage significance, published by the National Trust (NSW) the same year.
1986	Comsteel Vickers (previously Vickers Ltd) was acquired by Australian National Industries Ltd.

1987	<p>April: The Commonwealth Government decides that the lease of Cockatoo Island would not be renewed upon expiration on 1 January 1993.</p> <p>The Federal Treasurer stated that Cockatoo Island would be sold upon expiration of the lease.</p> <p>Contracts under negotiation were cancelled; the next five years saw the completion of remaining work, primarily the refit of two Oberon-class submarines.</p>
1988	<p>The Department of Housing and Construction, the building service provider for the Island, undertook a heritage study of the Island to identify items for retention and removal when the company would quit the site.</p>
1989	<p>Industrial action closed the dockyard for 14 weeks, in protest at the proposals to shift the facilities for submarine refits to Garden Island.</p>
1990	<p>June: The Hawke Government awarded the last two submarine refit contracts to Australian Defence Industries at Garden Island, signalling the end of naval activity—and general operations—at Cockatoo Island.</p>
1991	<p>June: Final submarine refit completed.</p> <p>November: First auction of material on Cockatoo Island.</p>
1992	<p>April: Second auction of material.</p> <p>December: Final closure of the Island. Both docks were flooded. Demolition and remediation processes began.</p> <p>Termination of lease on 31 December 1992.</p>
1993	<p>The keys were handed back to the Commonwealth Government on 1 January 1993. Management of the Island passed to the Department of Defence's Major Decontamination Projects unit. Contamination of the site became the subject of on-going court disputes between the company (ANI) and the Commonwealth.</p> <p>Asset Services (the former Department of Housing and Construction) stabilised and maintained buildings during deliberations.</p>
1997	<p>Godden Mackay Logan, following a commission from the Department of Defence, prepared a Conservation Management Plan for the Island.</p> <p>Cockatoo Island was transferred to the Sydney Property Disposal Unit, a section of Defence Property Management. The proposal to sell the Island remained in discussion.</p> <p>The Sydney Property Disposal Unit commissioned AGC Woodward-Clyde Pty Ltd and CMPS&F Pty Ltd to undertake an Environmental Characterisation Study to determine the nature and extent of environmental contamination present.</p>

1998–99	<p>April 1998: The Environmental Characterisation Study was completed, identifying a range of spot contaminations, an ambient level of lead paint contamination and a range of structural and safety issues.</p> <p>A works program, developed by Cockatoo Island Rehabilitation Consortium with heritage input from Godden Mackay Logan, was instituted to address the most significant of these issues.</p>
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Phase 6 The Present	Sydney Harbour Federation Trust
1999	<p>The Interim Sydney Harbour Federation Trust was established to take planning and management responsibility for a number of former defence sites in and around Sydney Harbour.</p> <p>The Trust was formally established when the <i>Sydney Harbour Federation Trust Act</i> was passed by Federal Parliament in March 2001.</p>
1999–2005	<p>Demolition, rehabilitation and conservation of the Cockatoo Island dockyard facilities was undertaken.</p> <p>The Cruiser Wharf, the Destroyer Wharf, the Ruby Wharf and Steps, the Camber Wharf and the Old Plate Wharf were all demolished. In each case, the adjoining sea walls were repaired.</p> <p>Repairs were made to the concrete beams and piles of Bolt Wharf, Sutherland Wharf and Parramatta Wharf.</p> <p>The new portal crane at the Destroyer Wharf (Crane 301) was dismantled, following the demolition of Building 117 to gain access to the crane.</p>
2000	<p>November: After remediation works, and while the Island remained vacant, a group associated with the Aboriginal rights movement moved to the Island and declared that, as vacant Crown Land, it was now subject to a land claim under the Native Title Act 1993, and that a branch of the Aboriginal Tent Embassy would be established there.</p> <p>After continued opposition to the land claim by the Department of Defence and a series of appeals, the High Court of Australia refused the group's application on 13 March 2001. The group and Embassy quit the Island immediately.</p>
2005	<p>Easter music and cultural festival was held on the Island, including within the dockyard precinct.</p> <p>The Trust called for public Expressions of Interest in the use, lease or occupation of areas, buildings or components of the Island.</p>

2.7 The Physical Development of the Workshops Complex

2.7.1 Introduction

The following section sets out graphically the chronological physical development of the Engineering Workshops complex of buildings. Today, the complex comprises Buildings 137–154, with the numbers broadly reflecting individual building structures and their physical boundaries. The exception is the definition of Buildings 142 and 141, where internal uses have led to the building number boundaries creeping across physical boundaries.

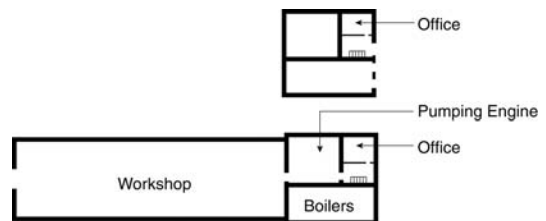
Each date reflects a relevant set of changes to the buildings and are selected to be at the end of a period of change, so as to incorporate the total set of changes that occurred in close proximity.

In each plan, the building is oriented as shown in figure 2.42 which shows the total building complex surviving at 2007. The building developments are reflected in the various trusses used to support the roofing. The disposition of roof types is shown in Figure 2.43.



Figure 2.43

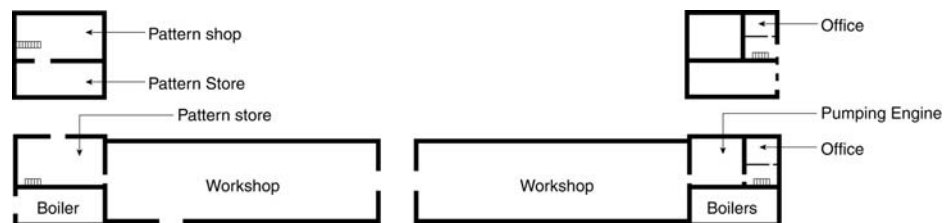
The Engineering Workshops Complex comprises Building Numbers 137–148, 150, 153 and 154



Workshops Building by 1860

Background and Context: 1860

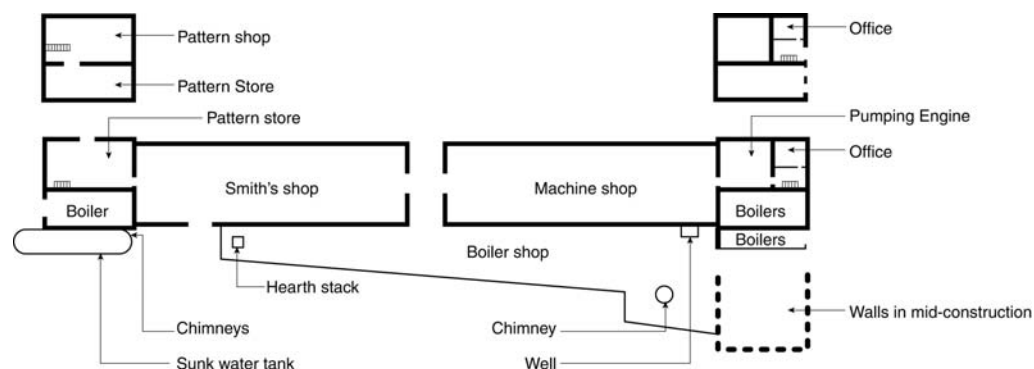
- Workshops (B 137/8) under construction during 1850s using convicts sentenced to hard labour.
- Fitzroy Dry Dock opened in 1857 with pumps in a separate pumping station. The Department of Public Works was created this year.
- New pumps manufactured in Cockatoo Workshops and commissioned in 1860.
- Naval dockyard with commercial leasing of facilities as available—Select Committee of NSW Legislative Assembly entered into commercial arrangements at Fitzroy Dock in 1860.



Workshops Building by 1865

Background and Context: 1865

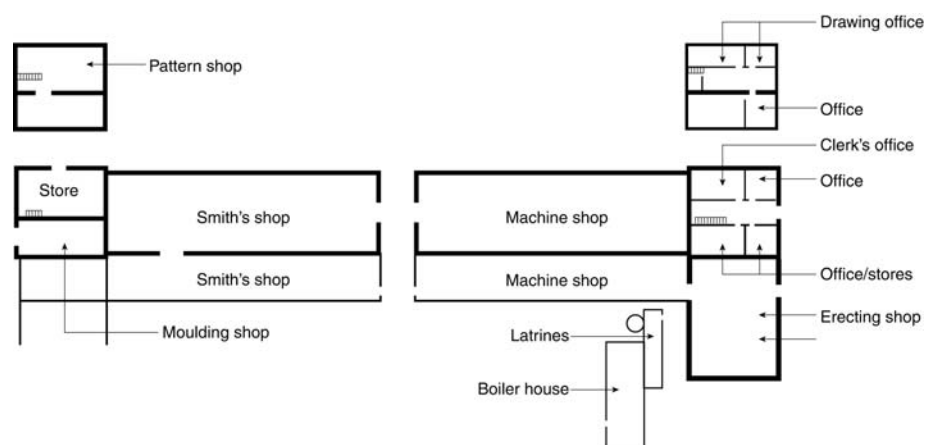
- Building completed to full size during 1860s—second half almost mirror-image of first.
- Dedicated functions in discrete areas—machine tools driven by 6hp steam engine.
- Primarily naval dockyard work but also a continuous stream of commercial work.
- Convict labour in dock and in workshops as punishment and for reward.



Workshops Building by 1892

Background and Context: 1892

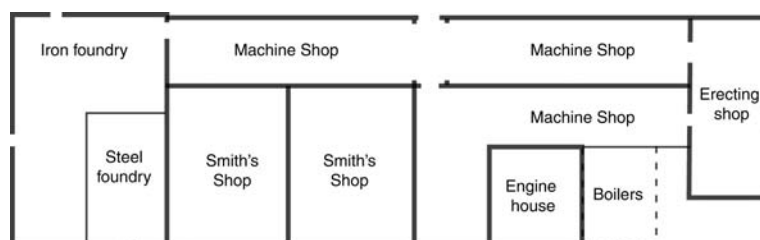
- Convict prison closed in 1869. GK Mann retires. Dockyard becomes part of NSW Public Works—Harbours and Rivers Department from 1870 under EO Moriarty, Engineer-in-Chief.
- Massive public works program undertaken for New South Wales coastal ports—dredging channels, building seawalls and erecting wharves. Dredgers, punts and tugs built and serviced, as well as on-going naval and commercial dockings.
- New dry dock (Sutherland Dock) investigated from 1872, recommended in 1874, designed in 1882 and built from 1883 to 1890.
- Engineering support for Public Works Department projects—country town's water supply, bridge components, railways etc.



Workshops Building by 1900

Background and Context: 1900

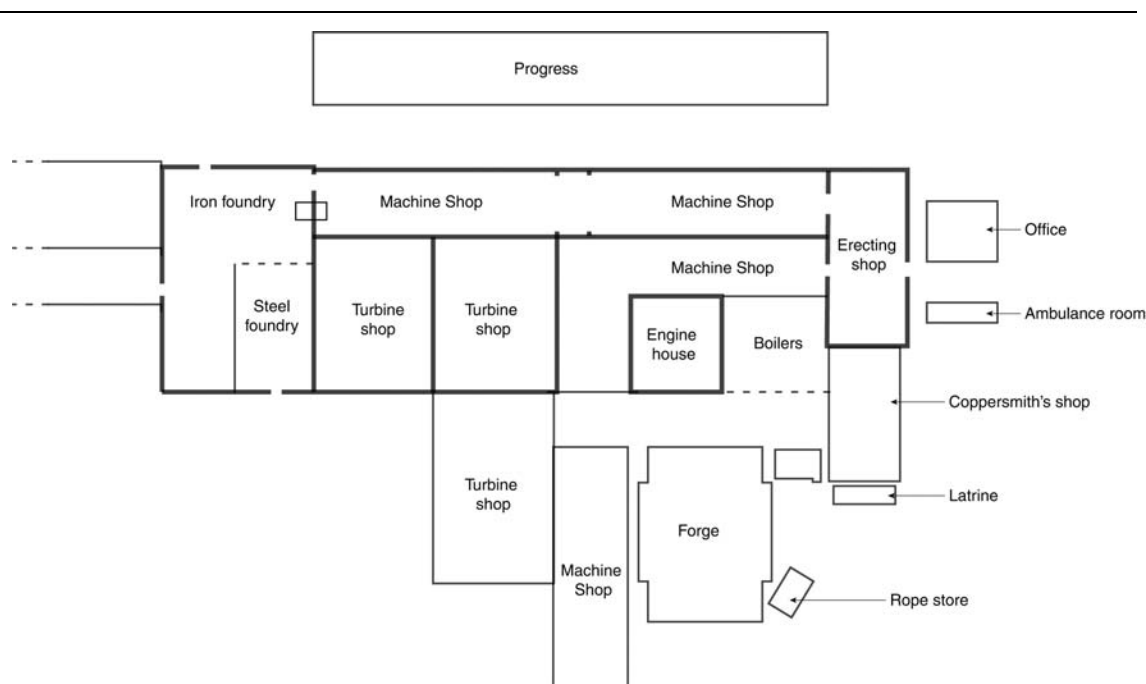
- Political criticism for inefficiency and ministerial interference, leading to a Parliamentary Inquiry in 1899.
- Boiler Shop and Pattern Shops relocated to new buildings. Old Boiler Shop at the rear of B138 replaced with a skillion (B142). Iron Foundry created in the former Pattern Shop. Smiths and Machine Shops rearranged.
- Dock pumping taken over by new Pump House. New boilers for shop engines located outside.
- B143 completed and sandstone masonry undertaken on B137 to expand foundry.



Workshops Building by 1906

Background and Context: 1906

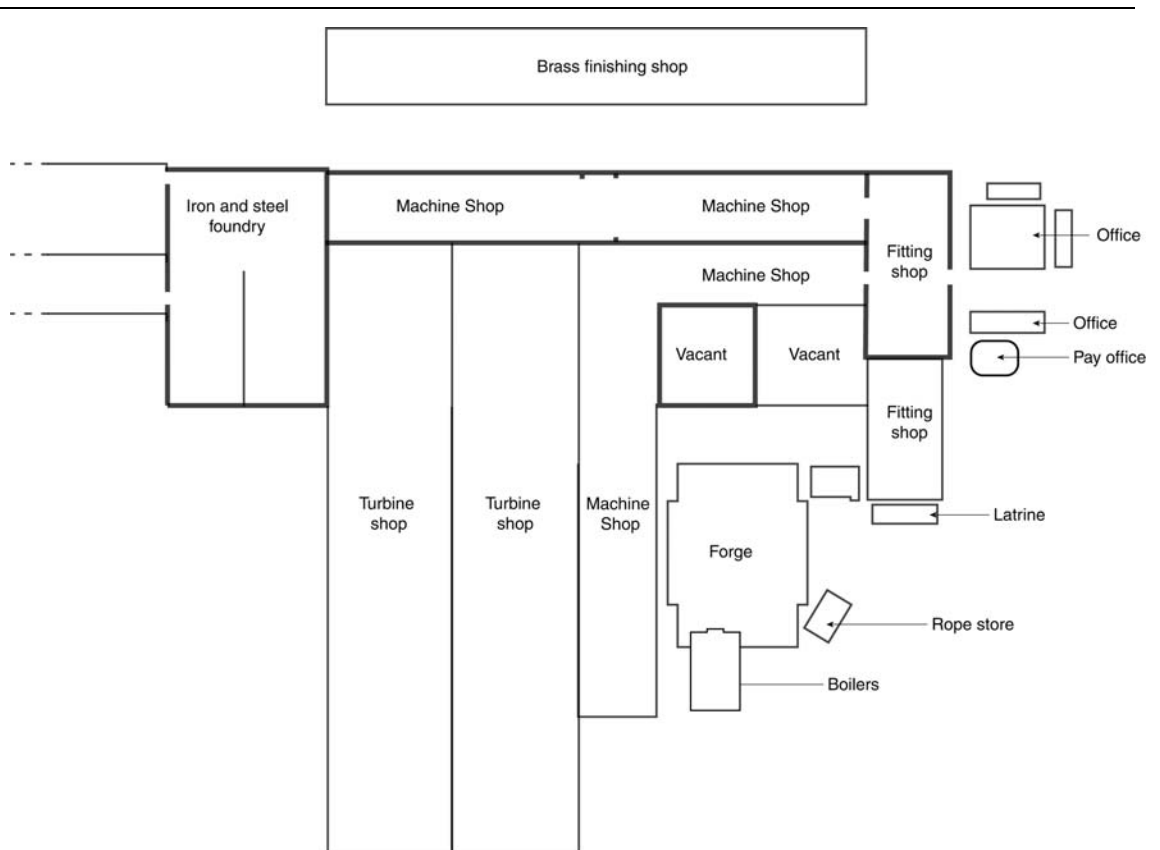
- Continuing criticism leads to Royal Commission in 1903. Managing Committee appointed in 1903 to operate NSW State Dockyard and modernisation program commenced.
- Foundry expanded and shops extended westwards in brickwork. Electricity used in workshops and new engine house (B146) erected adjacent to boilers (B144).
- Construction of Southern Shipyard and five slipways commenced—established by 1910.
- Engineering work for Public Works Department substantial—bridge steelwork, dam gates, pipes, railway rolling stock and track-gear.



Workshops Building by 1913

Background and Context: 1913

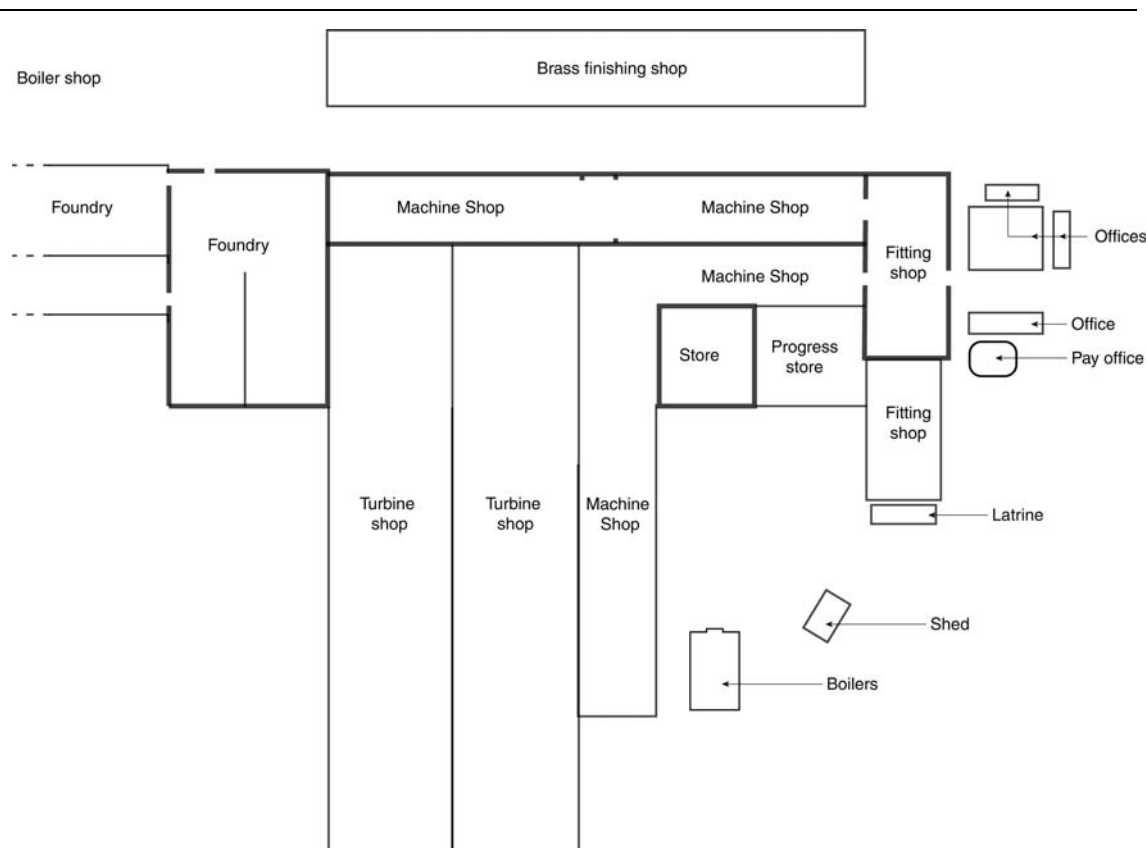
- Take-over of dockyard by Commonwealth Government in January 1913. Creation of Australian Navy on 1 July 1913. First World War 1914–1918.
- Construction of warships for Royal Australian Navy from 1909. Cruiser HMAS *Brisbane* built 1913–1916. Commencement of turbine manufacture. New Boiler Shop and new Smiths Shop built on East Apron.
- Brass Finishing Shop added over Machine Shop (B138), additional Machine Shop building (B141), Coppersmiths Shop (B147), Erecting Shop (B140 addition) and Heavy Forge. Offices in new buildings.



Workshops Building by 1922

Background and Context: 1922

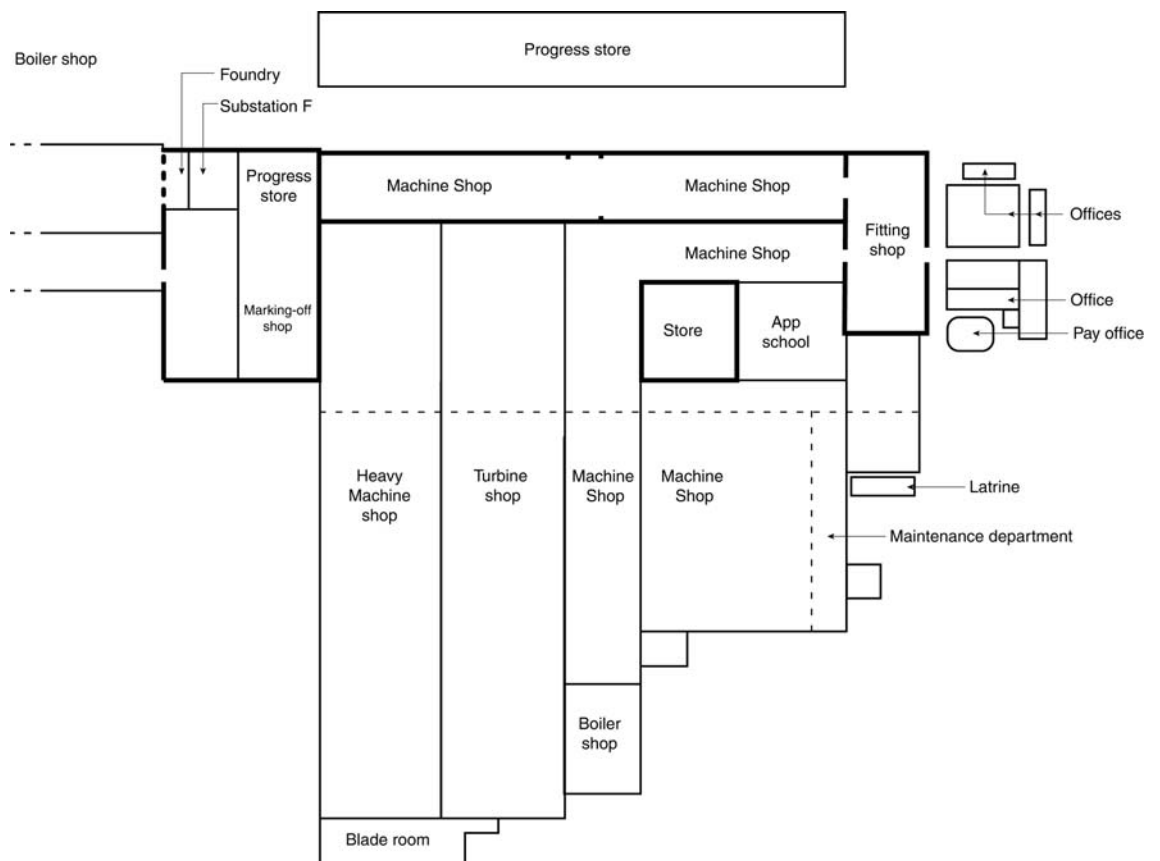
- Commonwealth Naval Dockyard operated throughout the war—modelled upon British naval dockyard.
- Large investment in expanded workshops. New Powerhouse replaces Engine House in B146. New Pay Office.
- Large steel-framed, iron-clad additions to B139 and B140. New boilers at Heavy Forge replace boilers in B144. B141 connected to B142 over roadway. Coppersmith and Forge move to new buildings.
- Construction of cargo ships for Commonwealth Government Line of Steamers 1918–1921.
- Royal Commission of 1921 into administration of the naval dockyard



Workshops Building by 1935

Background and Context: 1935

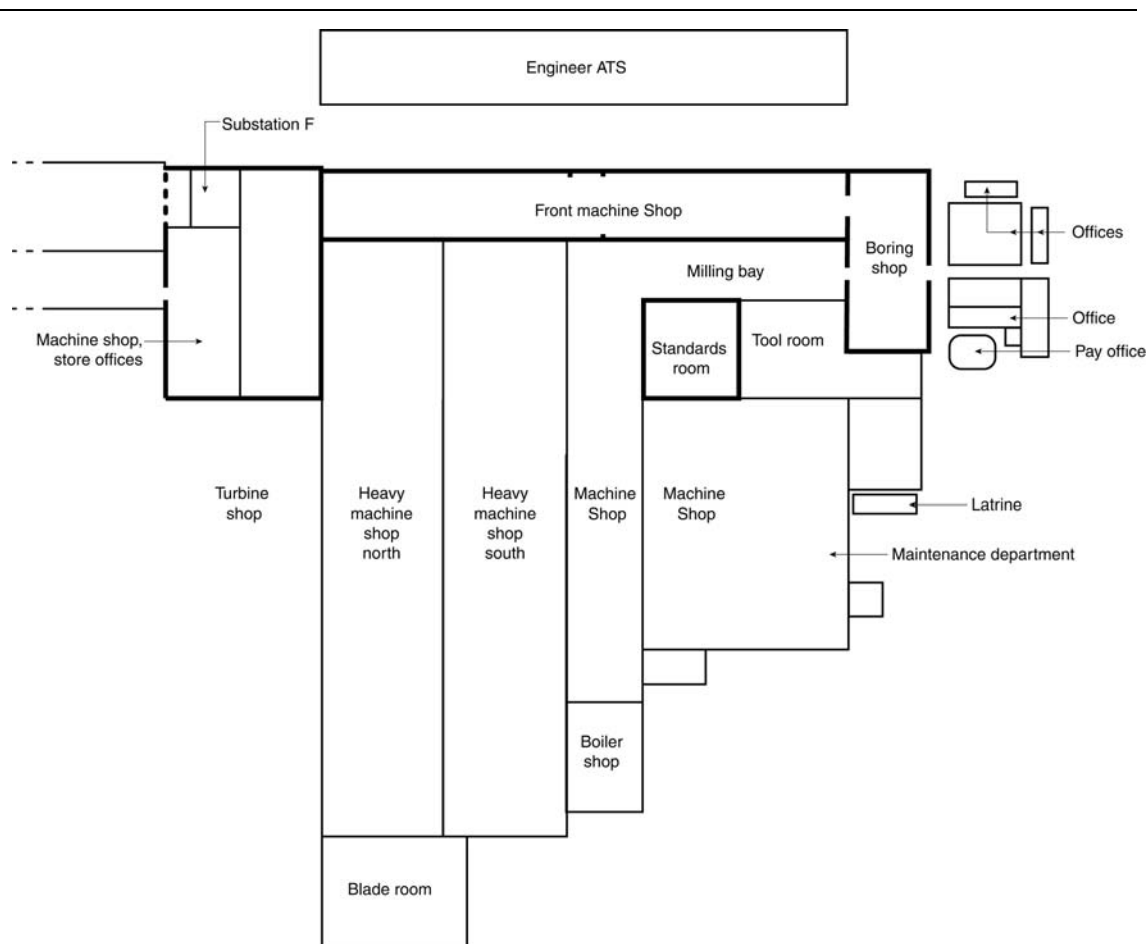
- Transferred from Navy control to Commonwealth Shipping Board in 1923, with ambition of operating on a 'sound business footing'.
- Commercial work important until High Court decision of 1927 led to cessation of general manufacturing.
- Economic depression in 1929 led to near closure.
- Island leased to Cockatoo Docks and Engineering Company consortium in 1933, allowing commercial operations with a naval priority.
- Old Heavy Forge removed and B146 and B144 refitted as Machine Shop Store and Progress Store.



Workshops Building by 1944

Background and Context: 1944

- Second World War commenced 1939. Naval ship-building recommenced 1933 and six warships were ordered in 1938/39. Ship repair significant from 1942 to 1945.
- Defensive installations in 1942—Air-Raid Shelters, ARP Tunnel, Observation Posts and Searchlight Post.
- Merchant/troop ship conversions 1939–1943.
- Cargo freighter construction commenced 1941.
- New Machine Shop (B145) c1939. Foundry rearranged and largely relocated into B136. Cliff on east and south excavated further.
- Brass Finishing Shop converted to Progress (ie 'work in progress') Store.



Workshops Building by 1955

Background and Context: 1955

- War's end—completion of works in hand and reconversion of merchant ships to peacetime configurations.
- Construction of new Turbine Shop (B150). Conversion of old Turbine Shops to Heavy Machine Shops (B139, B140).
- Engineering Apprentice Training School established on floor above B138.
- Machine Shops rearranged into specialist areas, including Boring, Milling and Light and Heavy Machining. Blade Room reconstructed and new Shop Boiler erected in B154.
- Maintenance Department occupy eastern part of B145 and B147.

2.7.2 Building Nomenclature

The preceding section addresses the various parts of the Engineering Workshops complex by their title and function. Building numbers also apply to parts of the building, reflecting mostly the fundamental division of building structures, but also, in the case of Buildings 141 and 142, the divisions between various activities. For clarification, the identification of the building components are expressed in the following three figures. Figure 2.43 shows the roof plan of the workshops, showing the nature and extent of the roof structure (usually truss) type. Figure 2.44 show this plan overlain with the building numbers and boundaries added. Figure 2.45 shows the date of construction of the underlying building components. Figure 2.46 shows, in outline, the nomenclature adopted for this report following a CMP Workshop held on 12 May, 2005 in respect of the buildings and their boundaries.

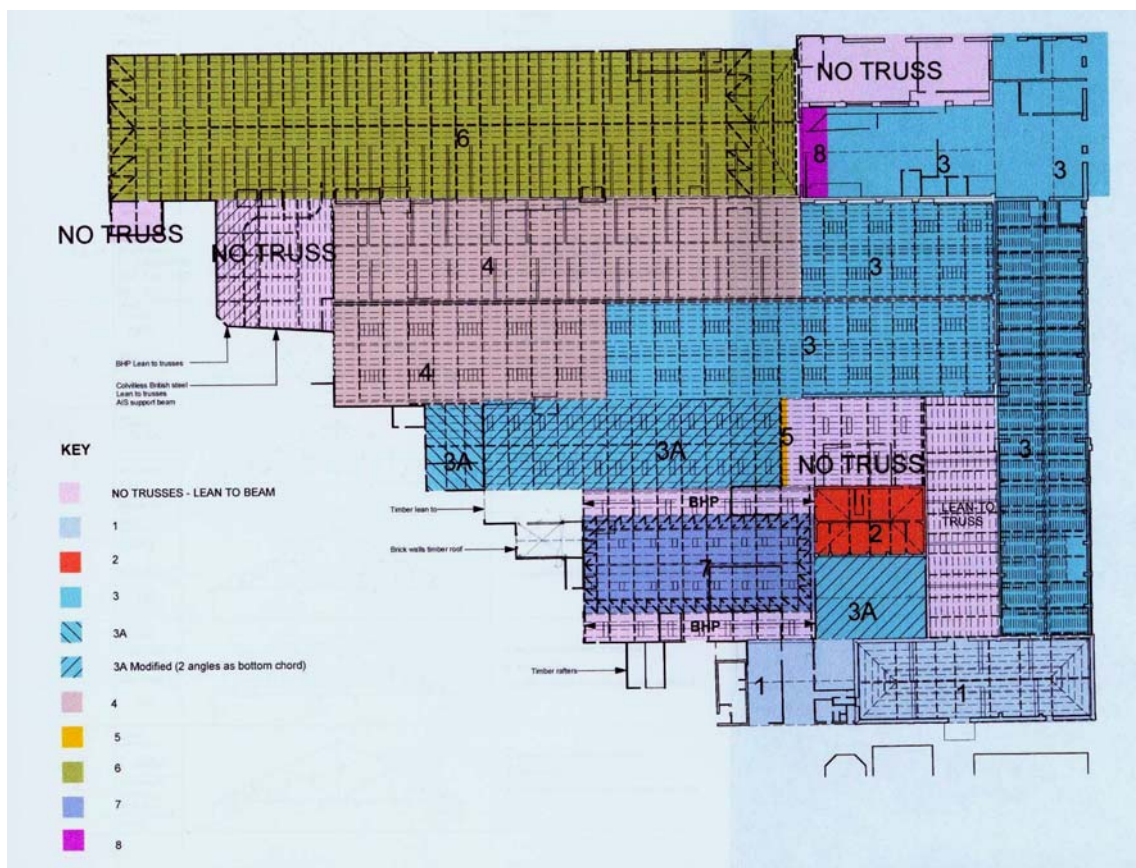


Figure 2.44 Engineering Workshops—Roof Truss Identification Plan (Design 5 Architects).

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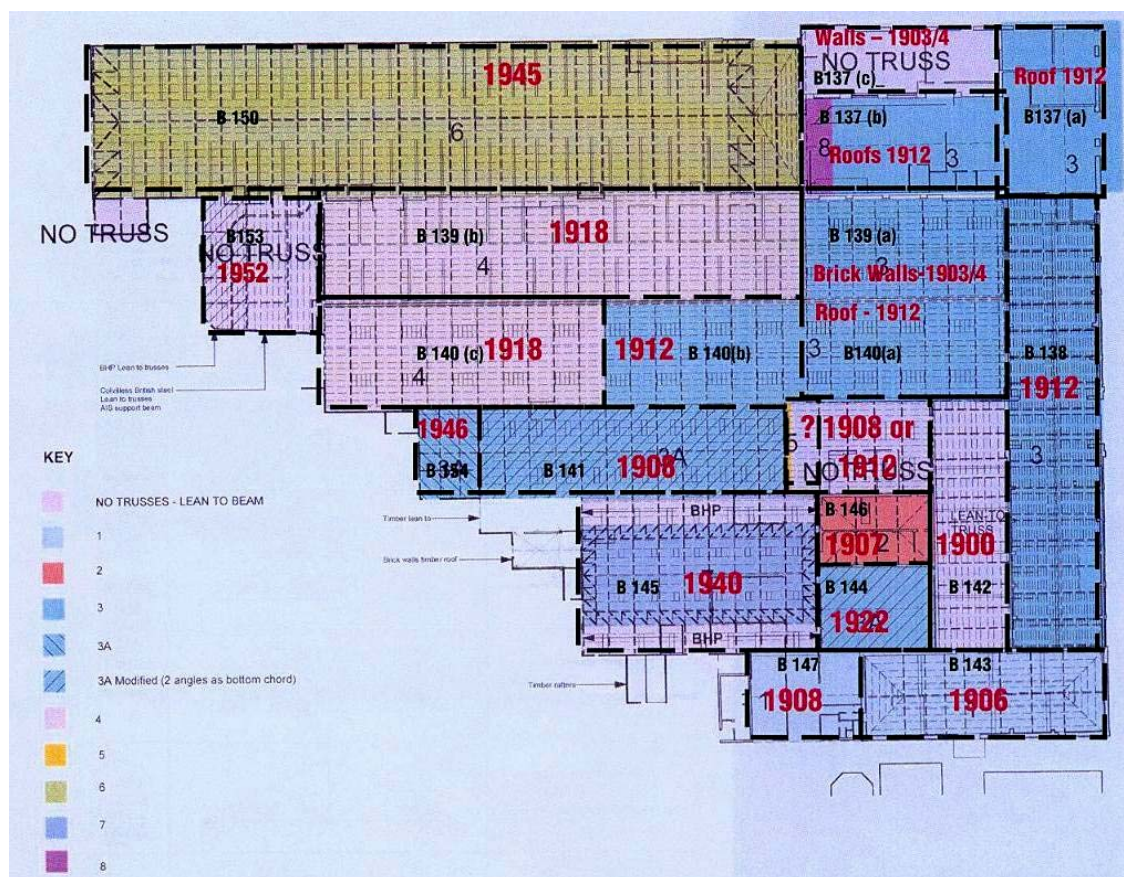


Figure 2.46 Building Construction Date Plan (based on drawing by Design 5 Architects).

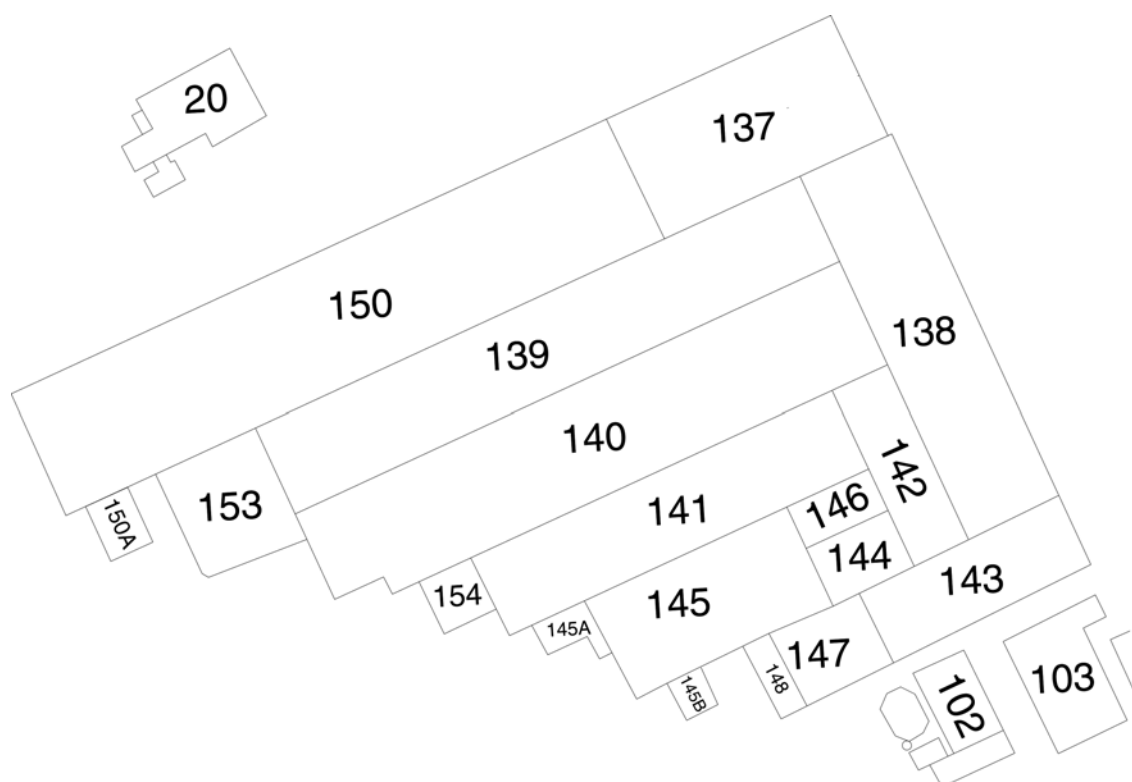


Figure 2.47 Building Nomenclature Plan (based on discussions held at CMP Workshop, 12 May 2005).

