



# Hampton Pier

## Background History

Final Report

Prepared for  
Parks Victoria  
January 2022



## Acknowledgement of Country

We respect and acknowledge the Bunurong people, their lands and waterways, their rich cultural heritage and their deep connection to Country, and we acknowledge their Elders past and present. We are committed to truth-telling and to engaging with Bunurong Land Council Aboriginal Corporation to support the protection of their culture and heritage. We strongly advocate social and cultural justice and support the Uluru Statement from the Heart.

# Report register

The following report register documents the development of this report, in accordance with GML's Quality Management System.

Job No.	Issue No.	Description	Issue Date
2915	1	Draft Report	24 November 2021
2915	2	Final Report	6 January 2022

## Quality assurance

The report has been reviewed and approved for issue in accordance with the GML quality assurance policy and procedures.

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## Cover image

Hampton Pier, 1905. (Source: State Library Victoria)

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# 1 Introduction

## 1.1 Background

Parks Victoria engaged GML Heritage Victoria (formerly trading as Context) in October 2021 to prepare a desktop background history of the Hampton Pier. The pier is currently closed due to concerns over its safety which were confirmed following a diving inspection in May 2020.

Parks Victoria requires a background history of Hampton Pier as preliminary documentation to support a future heritage assessment and planning for the site. There is significant community interest in the future of the pier and this report is also intended to be used to inform community consultation. The focus of this background history is on the construction and physical development of the pier.

### 1.1.1 Study area

Hampton Pier is located in Hampton, approximately 17 kilometres south-east of the Melbourne CBD. The pier is located proximately 110 metres to the east of the Sandringham Boat Marina and is accessed via Jetty Road (Figure 1.1). Hampton is situated in the City of Bayside.

The pier is within the locality of Hampton; however, it abuts Sandringham and Picnic Point. As a result, the pier has been variously known as Picnic Point jetty, Sandringham jetty and Hampton Pier.



Figure 1.1. Hampton Pier location. (Source: Nearmap with GML Heritage overlay)

## 1.1.2 Methodology

The scope of the project includes desktop research into the key development stages of Hampton Pier, as well as a high-level history of the use of the pier and its immediate surroundings.

The key tasks associated with preparing this report included the following:

- review of background documents provided by Parks Victoria
- historical research using desktop sources available through Trove, State Library Victoria and the Public Record Office Victoria (PROV) including historical maps, plans and images, newspaper articles and the *Victorian Government Gazette* (VGG).

The following organisations were also contacted to request any additional resources that may be accessible electronically:

- Sandringham and District Historical Society
- Queenscliffe Maritime Museum
- Geelong Heritage Centre

## 1.1.3 Authorship

This report has been prepared by Dr Janine Major, Freya Keam and Juliet Berry, and reviewed by Dr Helen Doyle of GML Heritage Victoria.

## 1.1.4 Abbreviations

DELWP	Department of Environment, Land, Water and Planning
PROV	Public Record Office Victoria
PWD	Public Works Department
VGG	Victorian Government Gazette

## 1.1.5 Terminology

**Picnic Point** The term Picnic Point will be used in reference to the area. The term 'Pic Nic Point' or 'Pic-nic Point' will be retained when quoting from historical or quoted source material.

## 1.2 Planning context

Although this report is primarily a history report, a brief overview of the planning context has been provided to support future management and decision making at Hampton Pier.

### 1.2.1 Statutory and non-statutory listings

#### Victorian Heritage Register

Places and objects identified as of state level significance are listed on the Victorian Heritage Register (VHR). Items registered on the VHR are provided automatic protection against harm to their heritage significance. Hampton Pier is not listed on the VHR.

#### Victorian Heritage Inventory

The Victorian Heritage Inventory (VHI) is a listing of all known historical archaeological sites and relics in Victoria. The Victorian *Heritage Act 2017* defines 'archaeological sites' as any place that:

- (a) contains an artefact, deposit or feature which is 75 or more years old; and
- (b) provides information of past activity in the State; and
- (c) requires archaeological methods to reveal information about the settlement, development or use of the place; and
- (d) is not associated only with Aboriginal occupation of the place.

Hampton Pier is not listed on the VHI.

#### Victorian Aboriginal Heritage Register

Aboriginal cultural heritage is protected under the *Aboriginal Heritage Act 2006* (Aboriginal Heritage Act). Aboriginal cultural heritage is defined as Aboriginal places, Aboriginal objects and Aboriginal Ancestral remains. An Aboriginal place is defined as an area in Victoria or the coastal waters of Victoria that is of cultural heritage significance to Aboriginal people generally, or to a particular community or group of Aboriginal people in Victoria. Aboriginal places can include buildings or structures.

Known Aboriginal places are recorded on the Victorian Aboriginal Heritage Register (VAHR). All Aboriginal places, whether recorded on the register or not, are protected under the Aboriginal Heritage Act.

Although Hampton Pier is not listed on the VAHR, it is in an area of cultural heritage sensitivity (specifically coastal Crown Land) as defined by the Aboriginal Heritage

Regulations 2018. There are known with sites of middens and camping areas all along the coastline of Port Phillip Bay, and there is the potential for more that are not recorded on the VAHR. Hampton Pier is specifically within the Registered Aboriginal Party (RAP) boundary of the Bunurong Land Council Aboriginal Corporation. RAPs have legislative responsibility under the Aboriginal Heritage Act for the protection and management of Aboriginal cultural heritage in their area.

## **Heritage Overlay, Bayside Planning Scheme**

The *Planning and Environment Act 1987* establishes the framework for the planning, use, development and protection of land and the structure for implementation of local government planning schemes. Places of local heritage significance are protected through Local Planning Policies and in the Schedule to Clause 43.01.

Clause 43.01 of the Bayside Planning Scheme provides a list of places that are protected at the local level, along with any constraints applied to the place. The list of places is referred to as the 'Schedule to the Heritage Overlay' (HO). Places can be listed individually or as part of a precinct or group, thematic and serial listing. Local councils are responsible for issuing planning permits to manage proposed changes to places on a Schedule.

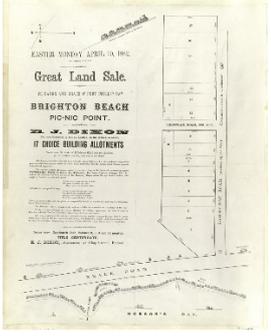
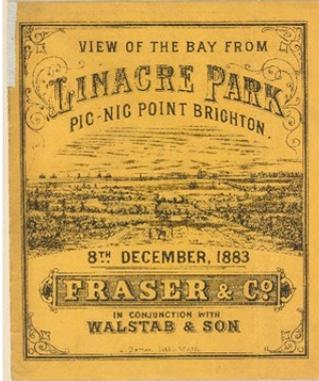
Hampton Pier is not subject to a heritage overlay in the City of Bayside.

## **National Trust of Australia (Victoria)**

The National Trust of Australia (Victoria) Register is a non-statutory register, including all types of cultural and natural heritage, including buildings, trees, landscapes, gardens, public art and pipe organs.

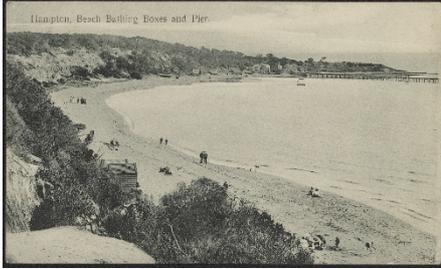
Hampton Pier is not classified by the National Trust of Australia (Victoria).



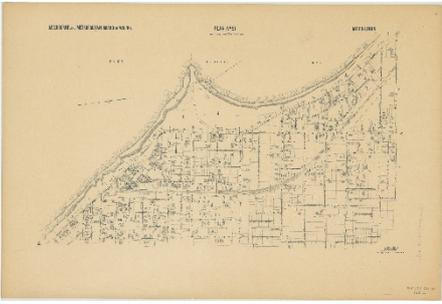
Date	Event	Source
<b>1882, April</b>	<p>An advertisement placed in the <i>Age</i> for land sales at Brighton and Picnic Point on Easter Monday, 10 April 1882, notes that the allotments are in close proximity to the 'new jetty just tendered for'.</p> <p>A further advertisement also notes the recently tendered jetty. It is indicated on an allotment map, but it is not in the correct position. This would indicate the pier has not yet been built (see Appendix A).</p>	<p><i>Age</i>, 8 April 1882, p 2</p>  <p>Brighton Beach, Pic-nic Picnic Point 1882 (see Appendix A)</p>
<b>1882, May</b>	<p>A contract is awarded for £1490.2.9 for the erection of a jetty at 'Pic Nic Point'.</p>	<p><i>VGG</i>, 16 May 1882, no 54, p 1094</p>
<b>1883</b>	<p>A real estate advertisement cover depicts Picnic Point with a jetty in the distance. Note that this is an artist's impression and not a photograph.</p> <p>The inside cover notes that the new pier and boating accommodation is in close proximity to Linacre Park.</p>	 <p>View of the bay from Linacre Park, Picnic Point, Brighton, 1883 (see Appendix A)</p>
<b>1884</b>	<p>Works to construct a breakwater or jetty at Picnic Point are approved to be undertaken by Moorabbin Shire Council.</p>	<p><i>VGG</i>, 31 October 1884, 127, p 3031</p>
<b>1886, November</b>	<p>The jetty at Picnic Point is recorded as being used for a military training exercise.</p>	<p><i>Argus</i>, 10 November 1884, p 6  <i>Age</i>, 11 November 1884, p 6  <i>Argus</i>, 11 November 1884, p 5</p>
<b>1886</b>	<p>A contract is accepted for the construction of the Brighton to Picnic Point (Sandringham) Railway.</p>	<p><i>VGG</i>, 21 May 1886, 60, p 1296</p>

Date	Event	Source
1887	Thomas Murphy, Constable of Police, was appointed to also be an Assistant Officer of Public Wharfs at Picnic Point under Part 2 of <i>The Passengers, Harbors, and Navigation Statute 1865</i> .	<i>VGG</i> , 15 July 1887, 64, p 2105
1887, September	Opening ceremony of the Brighton to Picnic Point railway was celebrated with great 'éclat' at Sandringham, the terminus of the line.	<i>Elsternwick Leader and District Record</i> , 3 September 1887, p 3.
1888	Moorabbin Beach Park (over 61 acres) is permanently reserved as a site for a public park.  The Caulfield Cup winner, 'Chicago' is reported to have trained by swimming the length of the Sandringham jetty.	<i>VGG</i> , 3 August 1888, p 2480 <i>Advocate</i> (Burnie, Tasmania), 29 November 1928, p 3
1890	Peter Augustus Mills, constable, was appointed to carry out the management of Public Wharfs at Picnic Point under Part 2 of <i>The Passengers, Harbors, and Navigation Statute 1865</i> .	<i>VGG</i> , 28 February 1890, no 20, p 828
1890, July	In June a Notice to Mariners indicated that a green jetty light, 32 feet above high water, and visible for about three miles in clear weather, was to be established atop a built-for-purpose lamp post on the outer end of Picnic Point Jetty from 1 July.  A red light was also installed. The green light indicated a safe approach to the jetty, and the red light marked the shoal water on the west side of the jetty.	<i>VGG</i> , 13 June 1890, no 48, p 2447 <i>VGG</i> , 4 July 1890, no 54, p 2703
1892	In July 1892, the Shire of Moorabbin was approved to receive £250 for the construction of a sea wall at Picnic Point, to prevent it being washed away by the action of the waves.	<i>VGG</i> , 15 July 1892, no 96, p 2946
1898	The secretary for Customs wrote to the Shire of Moorabbin stating that a tender had been accepted for repairs to the Sandringham jetty. The Public Works Department had been requested to treat the matter as urgent.	<i>Oakleigh Leader</i> , 12 March 1898, p 3

Date	Event	Source
1899	Letter to the Editor from de Henzel Storey, Councillor, Shire of Moorabbin, calling attention to the dangerous condition of the Sandringham pier. Notes that the poor condition of the flooring and approaches to the jetty were officially notified to the Customs Department 18 months earlier. These works were approved; however, no works had yet been undertaken by the PWD.	<i>Argus</i> , 10 August 1899, p 3
1900–1902	Weather guide notes lamp post, with green and red fixed light, at Picnic Point jetty.	<i>Wragge's Australasian almanac and weather guide for land and sea</i> , 1900  <i>Wragge's Australasian almanac and weather guide for land and sea</i> , 1902
1900	A wooden sea wall is installed at Picnic Point to stop cliff erosion.  Image c1900 depicts a wooden sea wall south of Hampton pier.	Eric Bird 1987, the Sandringham Environment Series – No. 2, Sandringham City Council   Stout & Griffith, photographer, 1900. Hampton Harbour (Source: State Library Victoria) (see Appendix A)
1901	The Hon Thomas Bent MLA canvasses the Minister of Public Works regarding the extension to Middle Brighton and Sandringham piers.	<i>Brighton Southern Cross</i> , 26 January 1901, p 2
1904	New public works recorded for Black Rock breakwater, Picnic Point jetty repair, and Brighton pier repairs and extension for a total of £700.	<i>Age</i> , 7 July 1904, p 5
1905	The red and green jetty light at the outer end of the jetty at Picnic Point was to be discontinued from 1 March 1905.	<i>VGG</i> , 1 February 1905, 15, p 403

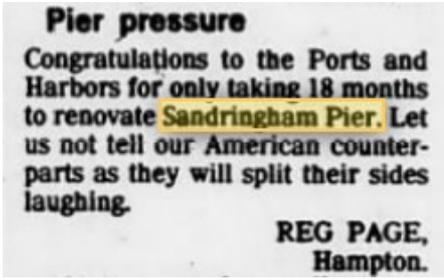
Date	Event	Source
<p><b>1905</b></p>	<p>Report that tenders are to be called for the erection of a breakwater at Picnic Point, at the cost of £600.</p> <p>The article notes that these works will be part of what will ultimately be a complete breakwater. These interim works will have the 'effect of protecting yachts from the N.W. gales, which are the most severe experienced on that portion of Port Phillip Bay'.</p> <p>A black and white postcard shows a busy scene at the pier c1905, with people waiting to step into boats.</p>	<p><i>Leader</i>, 23 December 1905, p 18</p>  <p>Hampton pier, c1905 (see Figure 2.2)</p>
<p><b>c1906</b></p>	<p>Image of Hampton with view of beach bathing boxes and pier, c1906.</p>	 <p>Hampton Beach bathing boxes and pier c1906 (see Appendix A)</p>
<p><b>1908</b></p>	<p>Reference to foreshore improvements on the south side of Hampton Pier making progress. Old sea wall is being removed. Works costing around £200. Council-supervised work, government money.</p>	<p><i>Brighton Southern Cross</i>, 24 October 1908, p 4</p>
<p><b>1909</b></p>	<p>Completed contract for the extension of breakwater at Picnic Point, Sandringham, by the PWD.</p> <p>The article notes that the breakwater was brought closer to the land in a curve, creating 'a fine little harbor'. It goes on to note that 'yachts will be attracted by the shelter afforded and the place promises to become a more popular resort than ever'.</p>	<p><i>Herald</i>, 18 November 1909, p 3</p>
<p><b>1910</b></p>	<p>Article notes that the 'new pier near Picnic Point' was inspected by the Premier and the Minister for Lands. A request was made for £250 to repair foreshore erosion.</p> <p>Further information required to confirm if Hampton Pier was replaced at this time.</p>	<p><i>Age</i>, 12 February 1910, p 12</p>

Date	Event	Source
<b>1911</b>	<p>Notice to mariners that the green and red light shown from the outer end of the Picnic Point jetty will be shifted to a point about 85 feet shoreward on the southern side of the pier.</p> <p>Note that lights were previously removed in 1905. These are assumed to be replacement lights.</p>	VGG, 18 January 1911, 7, p 170
<b>1911, September –December</b>	The Public Works Department’s estimates of receipts note the completion of a breakwater at Picnic Point, on the condition that £250 is contributed locally.	<p><i>Age</i>, 15 September 1911, p 12</p> <p><i>Argus</i>, 11 December 1914, p 9</p>
<b>1912</b>	Letter to the Editor complaining of the condition and maintenance of Sandringham pier. Noted that a portion of decking 10 m wide had been removed, causing a small accident and injury to a young girl.	<i>Argus</i> , 30 September 1912, p 4
<b>1915, January</b>	<p>The Public Works Department’s estimates of receipts notes the completion of a breakwater at Picnic Point for £400, on the condition that £250 is contributed locally.</p> <p>Article refers to the offer of the Government to extend the Picnic Point jetty in the form of an ‘L’ shaped end. It is noted that there has been a standing offer, represented on the estimates, of £400 towards the cost of the extension, providing £250 is raised by the residents. Notes that the work is much needed for the protection of yachts and fishing boats, but there has been difficulty in getting subscriptions from neighbouring residents.</p>	<p><i>Building: the magazine for the architect, builder, property owner and merchant</i>, Vol. 15, No. 89 (12 Jan 1915), p 57</p> <p><i>Age</i>, 25 January 1915, p 8</p>
<b>1923</b>	Aerial image of Hampton in 1923 indicates that the ‘L’ extension to Hampton Pier has not been completed.	Image held by Sandringham and District Historical Society, all rights reserved (see Section 3.2.1).
<b>1924</b>	Estimates prepared by the PWD show that £9000 would be required to prevent further foreshore erosion at Hampton, Black Rock, Sandringham and Beaumaris.	<i>Argus</i> , 5 July 1924, p 27

Date	Event	Source
1927	A black and white photograph shows Hampton Pier in the moonlight with the timber breakwater in the background.	 <p data-bbox="983 763 1417 819">Hampton Pier and timber breakwater, 1927 (see Appendix A)</p>
1933	Melbourne & Metropolitan Board of Works detail plan which depicts Hampton Pier. The drawing does not depict the 'L' extension to the pier at this time.	 <p data-bbox="983 1160 1417 1245">Melbourne &amp; Metropolitan Board of Works detail plan, 1933 (see Appendix A)</p>
1934, September –December	<p data-bbox="391 1272 954 1473">Several articles report on a significant storm in September 1934 which damaged infrastructure in Port Phillip Bay. The storm significantly damaged 12 jetties between Port Melbourne and Frankston, according to the Chief Engineer of Ports and Harbors (Mr McKenzie). This included Picnic Point jetty.</p> <p data-bbox="391 1489 954 1608">Further reports note that 12 bathing boxes were smashed to pieces against a concrete jetty in front of the Hampton Life Saving Club. This is not thought to be Hampton pier.</p> <p data-bbox="391 1624 954 1765">Report in the <i>Herald</i> on 3 December 1934 notes that Sandringham and Brighton did not suffer the same extent of damage as the more southern suburbs, and the storm damage here largely impacted bathing boxes.</p>	<p data-bbox="983 1272 1380 1301"><i>Herald</i>, 28 September 1934, p 5</p> <p data-bbox="983 1317 1380 1368"><i>Weekly Times</i>, 6 October 1934, p 11</p> <p data-bbox="983 1384 1380 1413"><i>Herald</i>, 3 December 1934, p 10</p> <p data-bbox="983 1429 1380 1458"><i>Age</i>, 4 December 1934, p 12</p>
1935	Offshore breakwater extended.	Bird, E 1987, <i>The Sandringham Environment Series – No. 2, City of Sandringham</i>
1936	Submarine is sunk to fill a gap between the breakwater extensions.	Bird, E 1987, <i>The Sandringham Environment Series – No. 2, City of Sandringham</i>

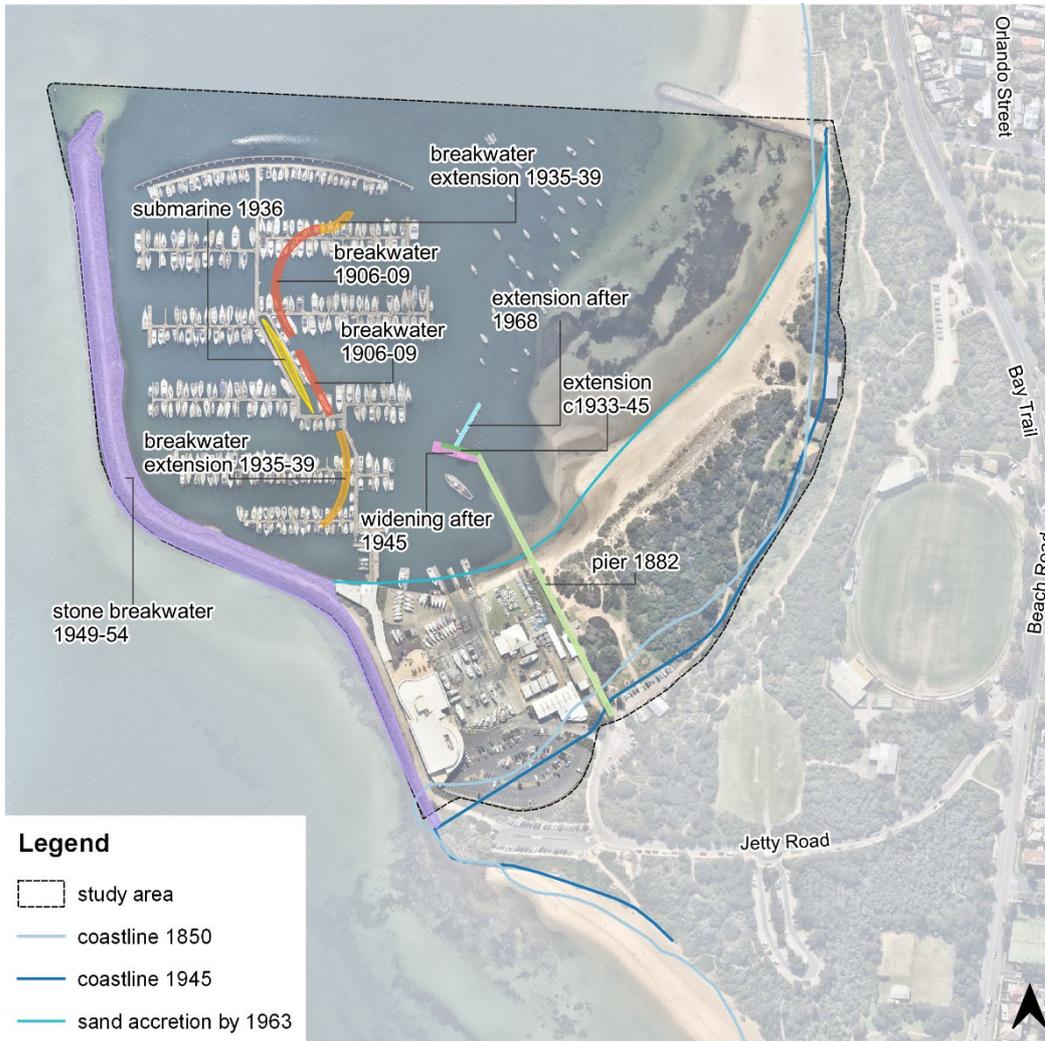
Date	Event	Source
<b>1938, April</b>	<p>Report on the submission of plans to Sandringham Council for a bathing pool and new jetty at Sandringham. The works would cost £8000 and be the first pool of their kind in Victoria. It was decided to arrange a deputation to the Sandringham Council to ask that a government grant be sought.</p> <p>PROV holds Public Works Department documents for a survey of a proposed bathing pool in the City of Sandringham in 1938 (see Section 3.1.2).</p>	<i>Argus</i> , 27 April 1938, p 2
<b>1938, August</b>	Reconstruction of a low sea wall on the north side of the Picnic Point jetty, and the reclamation of the area behind the wall.	<i>Age</i> , 6 August 1938, p 16
<b>1939</b>	£2000 grant for improvements to Sandringham boating harbour.	<i>Argus</i> , 26 August 1939, p 12
<b>1945</b>	<p>Aerial image of Hampton in 1945 depicts Hampton Pier with the 'L' extension.</p> <p>Contemporary aerial image indicates that the current 'L' extension is wider than what is seen in this image. This may suggest material changes.</p>	 <p>Aerial view of Hampton Pier, 1945 (see Appendix A)</p>
<b>1948</b>	Commonwealth Aid Roads and Works grant allocated funding to improvements to Sandringham boat harbour.	<i>Argus</i> , 6 March 1948, p 3
<b>1949</b>	Report of government support for new harbour facilities at Picnic Point, Sandringham. Notes progress that has been made on new breakwater, which will enclose 36 acres of water and provide sheltered anchorage for at least 300 boats. The line of the new breakwater extends in a northerly direction from the end of Picnic Point and above a submerged reef that lies outside the old pile-constructed breakwater.	<i>Age</i> , 9 April 1949, p 4
<b>1950</b>	Continued works on the above harbour plans.	<i>Age</i> , 17 January 1950, p 3

Date	Event	Source
<b>c1950s</b>	Rose postcard titled 'The Jetty, Hampton, VIC.' c1950s.	 <p data-bbox="979 734 1430 801">The Jetty, Hampton, c1950s Rose Stenograph (see Appendix A)</p>
<b>1954 - 1963</b>	In 1954, the gap at the southern end of the 1949 constructed breakwater is sealed off. The gap was initially created to ensure sand was carried out by tidal flow, however sand was instead washed in through this gap. When the gap was sealed, rapid sand accretion occurred along the shoreline behind Hampton Pier. By 1963 a broad sandy beach had formed (See Section 2.2).	Bird, E 1987, The Sandringham Environment Series – No. 2, City of Sandringham
<b>1956, December</b>	Report that Sandringham pier is in reasonably good condition.	<i>Argus</i> , 21 December 1956, p 7
<b>1960</b>	Aerial image looking south-east across Hampton towards Port Phillip Bay.	 <p data-bbox="979 1644 1430 1709">Aerial view of Hampton, 1960 (see Appendix A)</p>

Date	Event	Source
1970	Aerial image of the Sandringham Yacht Club and Hampton Pier.	 <p data-bbox="981 806 1425 896">Sandringham Yacht Club and Hampton Pier c1970 (see Appendix A)</p>
1979	Road Traffic Act, powers extended to a schedule of piers which includes Sandringham jetty.	VGG, 5 January 1979, 3, p 46
1984	<p data-bbox="391 1041 965 1153">Letter to the Editor from local Hampton resident Reg Page, where he makes reference to the 'renovations' to Sandringham pier that had taken place over the past 18 months.</p> <p data-bbox="391 1164 965 1366">Parks Victoria hold infrastructure drawings that have been captured on microfiche (see Section 3.1.3). <i>Plan No. 83-2102 Jetty reconstruction general arrangement</i>, is thought to have been created in 1983, and may yield further information regarding these 'renovations'.</p>	<p data-bbox="981 1041 1425 1064"><i>Age</i>, 22 May 1984, p 12</p> 
c1990s	Sandringham Boat Harbour Marina redevelopment involving various works including pile driven barges and pontoons.	<i>Age</i> , 27 November 1992, p 15
2002	Substantial upgrade to Hampton Pier including the replacement of the deck elements.	Parks Victoria

## 2.2 Historical development map

The following images illustrates high-level material changes to Hampton Pier and broader infrastructure and land changes.

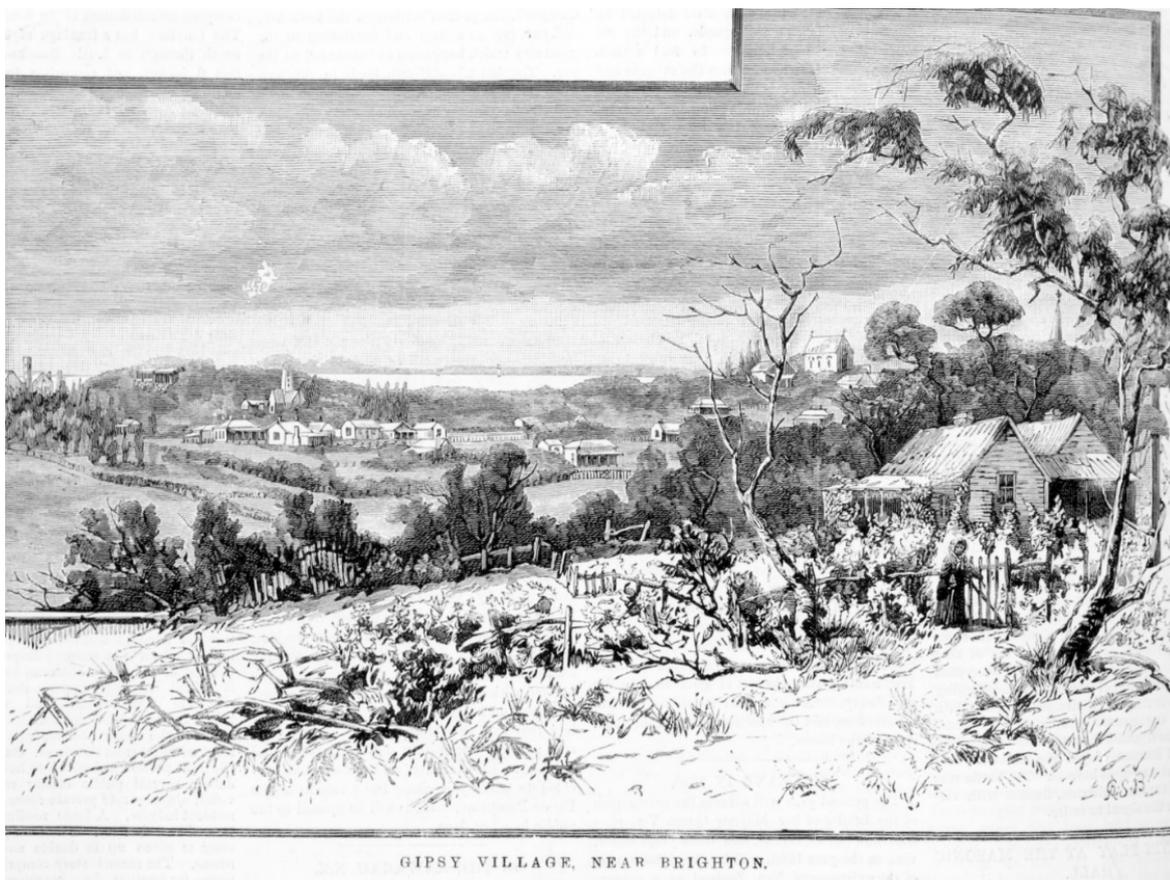


**Figure 2.1** Visual depiction of material changes at Hampton Pier and surrounds. (Source: Nearmap with GML overlay)

## 2.3 Background history

Hampton Pier occupies the traditional land and water of the Bunurong people of the East Kulin. The pier is situated at a protruding point of the coastline (named Picnic Point by settlers) that was occupied and used by Aboriginal people for sourcing food and other purposes. The Bunurong people are known to have used the coastline of this area up until at least the late 1870s. It is situated not far from the former Mordialloc Aboriginal Reserve, which was closed in 1877.

Gipsy Village,<sup>1</sup> was the first European settlement in the area that is now Sandringham. It was located east of Picnic Point (later part of Hampton). In 1852, a land speculator, Josiah Holloway, purchased Crown Portion 21 of the Parish of Moorabbin, subdividing the land into 280 allotments for sale as 'Gipsy Village'. Settlement in the area was slow, and by 1881 the population of Gipsy Village was 183.<sup>2</sup> Figure 2.2 provides an illustration of Gipsy Village from the period.



**Figure 2.2** Gipsy Village near Brighton, Bennett, C. (1887). (Source: State Library Victoria, AN: IAN30/04/87/76)

The approximately 67-acre foreshore area of Picnic Point was first reserved from sale in 1864 as part of wider protection of foreshore areas and riverbank.<sup>3</sup> It was so named because it was popular with picnic parties. The area was temporarily reserved as a public park in 1874 and was permanently reserved as such in 1888.<sup>4</sup>

<sup>1</sup> Some secondary sources refer to Gipsy Village as 'Gypsy', however the first recorded spelling was 'Gipsy'.

<sup>2</sup> Victorian Places 2015, *Sandringham*, accessed November 2021; *Age*, 13 June 1993, p 32.

<sup>3</sup> VGG, 15 July 1864, no. 72, p 1527.

<sup>4</sup> VGG, 20 February 1874, p 358; Moorabbin parish plan 1888.

By the early 1880s, Picnic Point had emerged as a popular bayside destination as it could be easily reached from the railway terminus at Brighton (extended in 1861). The rumoured railway extension from the Brighton terminus to Picnic Point and Gipsy Village at this time further increased its popularity and encouraged more successful land sales in the area.

In 1882, an advertisement for the sale of 17 building allotments by auction described Picnic Point and the broader areas as 'suitable for a mansion or a "cottage by the sea"'. The advertisement also spruiked the allotments as:

Near proximity of the new jetty just tendered for, and the proposed Brighton Rail Extension which passes close to this land...will bring this locality within half-an-hour's ride by train of Melbourne. Consequently the value of these Allotments must double in a very short time. (See Appendix A)

A later advertisement for the auction of the 'Sandringham Estate' in 1886 notes that the 'splendid PIC-NIC POINT JETTY affords a most delightful promenade. It is within five minutes' walk of the estate, and there is a safe anchorage for Yachts alongside of it' (see **Figure 2.3**).



**Figure 2.3** Batten & Percy. The Sandringham Estate, Picnic Point Brighton, 1886. (Source: State Library Victoria)

In September 1887, the railway extension from Brighton to Picnic Point and Sandringham (the terminus of the line) was completed.<sup>5</sup> The following year, the name Sandringham was formally adopted for the area and Gipsy Village slowly declined.<sup>6</sup> The railway attracted large numbers of people to the area for recreational purposes. The station was close to the Moorabbin Beach Reserve and the Hampton Pier. A variety of recreational activities were pursued at the foreshore reserve, including boating and swimming.

## 2.4 Development of piers in Victoria

In 1851, when Victoria was declared a separate colony from New South Wales, with its own regulations and customs department for trade and immigration, there was a pressing need to establish improved maritime infrastructure. The development of maritime infrastructure, including piers and jetties, was essential in the establishment of a number of coastal towns that relied heavily on sea transportation.<sup>7</sup> In Port Phillip Bay, this included Sandridge (Port Melbourne), Point Gellibrand (Williamstown) and St Kilda, and Schnapper Point (Mornington) further south.

Piers and jetties at these towns were constructed to facilitate the transportation of people and goods from further afield. They also provided a vital connection to the rapidly growing centre of Melbourne. The infrastructure to assist overland travel in many parts of Victoria was non-existent, and sea-based transport was the quickest, cheapest and fastest way to transport products and resources from these settlements. Early shipping in Melbourne was concentrated in Sandridge and Point Gellibrand, and the Yarra River at Queens Wharf.<sup>8</sup>

Pressure to improve maritime infrastructure in Victoria was compounded by the great influx of immigrants in the 1850s and 1860s, which put a further strain on the existing port facilities that had proven to be inadequate. As a result, resources were channelled into improvement works at Victoria's major ports, including Williamstown, Port Melbourne, Geelong, Port Albert and Portland.<sup>9</sup>

The pier at Picnic Point, built in 1882, did not service a port as such, but rather was designed for fishing boats and as a general recreational facility. From the 1880s, there was an increase in recreation and leisure in Victoria, with workers enjoying reduced

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<sup>5</sup> *The Elsternwick Leader & District Record*, 3 September 1887, p. 3.

<sup>6</sup> Victorian Places 2015, *Sandringham*; *Herald*, 11 January 1935, p. 5; *Oakleigh Leader & District Record*, 24 December 1887, p. 2; *Argus*, 26 February 1938, p. 12.

<sup>7</sup> Jill Barnard 2008, *Jetties and Piers: a background history of maritime infrastructure in Victoria*, Heritage Council of Victoria, p. 12.

<sup>8</sup> Barnard 2008, pp. 12–14.

<sup>9</sup> Barnard 2008, pp. 17–18.

working hours and a Saturday half-holiday. This encouraged the development of recreational facilities in public parks and gardens and at seaside locations. In this context, Hampton Pier compares well with a number of other bayside piers, including the Kerferd Road Pier (1889) in Albert Park and Altona Pier (c1888) in Altona. The construction of Hampton Pier in the early 1880s is also associated with the land sales and residential development in the Picnic Point and Sandringham area. The appeal of the area rested in part on the attractive seaside location, and the pier was an important element of this.

## 2.5 Public use

Since its construction in 1882, Hampton Pier has served as a pier for fishing boats, yachts and other recreational craft, as well as a pedestrian promenade and a place of for general recreation. It has also served as a public meeting place, and a backdrop for recreational activities at Hampton Beach and foreshore reserve.

As discussed, land sale advertisements for Sandringham and Picnic Point in 1882 and 1887 boasted that Hampton Pier was 'a most delightful promenade'. A c1905 postcard reproduction also depicts a busy social scene of people walking and waiting to step into boats along Hampton Pier (see **Figure 2.4**). The caption notes that Hampton Pier was a 'popular destination for those wishing to promenade and see the sights'.



**Figure 2.4** Black and white postcard, 25 x 39.5 cm, showing a busy scene at Hampton Pier c1905 (Rose Series, P.1793). (Source: Bayside Library Service)

The pier has long been accessed and used for amateur boating and water activities.

**Figure 2.5** from the Museums Victoria collection and other images held by the Sandringham and District Historical Society depict bay scenes of boats moored at Hampton Pier and people swimming in front of the pier (see Section 3.2.1). Some notable references to the pier have included a boat race from Williamstown Gem pier to Hampton breakwater pier in 1916.<sup>10</sup> An even more extensive venture was undertaken by Basil Nixon in 1938, who was reported to have rowed a 15-foot dinghy 38 miles from Hampton Pier to Geelong in 119 hours to 'settle a wager made between two of his friends that it could not be done in less than 13 hours'.<sup>11</sup>



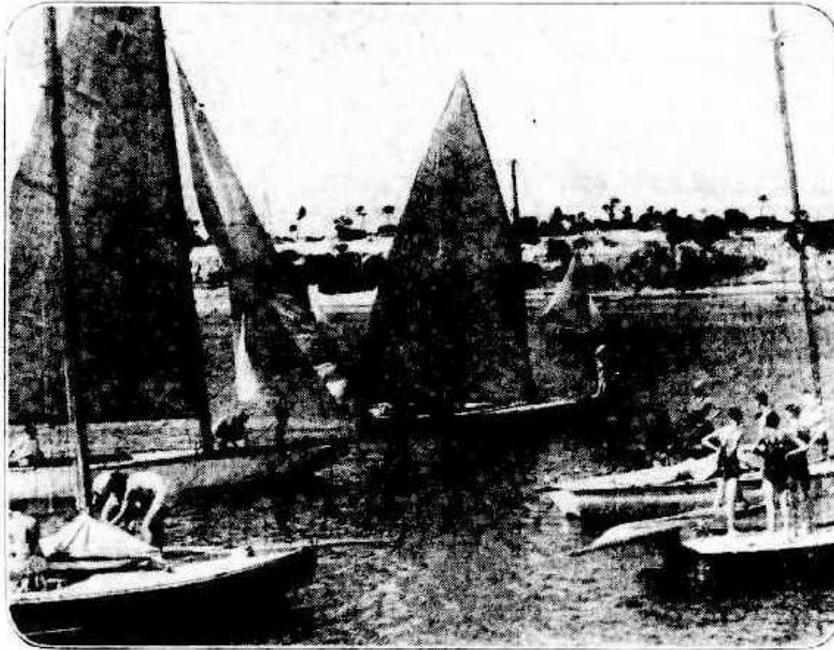
**Figure 2.5** Six children playing in a wooden 'clinker' built boat, in the water by a pier, Sandringham, late 1930s. (Source: Museums Victoria Collections, Item MM 110223)

The pier also abuts the Sandringham Yacht Club (formerly Port Phillip Yacht Club), whose current club house has been established on reclaimed land within Sandringham Harbour. The Sandringham Yacht Club was established in 1903 and as a result Hampton Pier has been the backdrop for many of the club's activities. One example includes an image of the Sandringham Regatta which was taken from Hampton Pier in 1934 (see **Figure 2.6**).

<sup>10</sup> *Winner*, 16 February 1916, p 7.

<sup>11</sup> *Argus*, 15 August 1938, p. 3.

**SANDRINGHAM REGATTA**



WHITE WINGS: The scene before the start of the Sandringham Yacht Club's regatta off Picnic Point today. This picture was secured from Hampton Pier. The yachts are from Brighton and St. Kilda Clubs.

**Figure 2.6** Image of the 1934 Sandringham Regatta taken from Hampton pier. (Source: *Herald*, 19 March 1932, p. 32)

The pier also served an important purpose for both commercial and recreational fishermen, who would unload their fish at the pier.<sup>12</sup>

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<sup>12</sup> Sumeyya Ilanbey 2021, "Jewel in the crown": Victoria's missing targets on protection of historic piers', *Age*, <https://www.theage.com.au/politics/victoria/jewel-in-the-crown-victoria-missing-targets-on-protection-of-historic-piers-20210711-p588n7.html>

## 3 Additional resources

This report has been limited to a desktop study. As a result, several historical resources held in physical archives were not accessed. Access to these resources may assist in further understanding the development of Hampton Pier and its physical changes over time.

### 3.1 Government records

The Hampton Pier is a government structure that occupies Crown land and, as such, the official records for the development of the pier were created by and still should be held by the Victorian Government. Relevant physical records are held by the Department of Land, Water, Environment and Planning (DELWP), Public Record Office Victoria (PROV) and Parks Victoria.

#### 3.1.1 Reserve file, DELWP

The Victorian Government Reserve file for the 'Moorabbin Beach Park' (Rs 1116) would most likely contain references relating to the Hampton/Sandringham Pier/Jetty. This file is held physically by DELWP's Port Phillip Regional Office.

#### 3.1.2 Public Record Office Victoria (PROV)

The following files held by PROV relating to Public Building Plans may contain information relating to the Hampton Pier. It is recommended that they be checked:

Name	Citation	Date
Port Phillip; Hampton Breakwater Boat Harbour	VPRS 3686/P0020, 51/30	Undated
Sandringham Boat Harbour; Plan of Proposed Moorings	VPRS 3686/P0020, 50/125	Undated
Sandringham Boat Harbour; Plan of Moorings	VPRS 3686/P0020, 38/0106	Undated
City of Sandringham; Survey Proposed Bathing Pool	VPRS 3686/P0020, 38/9	1938

### 3.1.3 Parks Victoria

Parks Victoria holds an archive of Port Phillip Bay infrastructure drawings that have been captured on microfiche. The originals of these drawings are likely to have been lost or destroyed, however Parks Victoria hold copy of the film.

The archive register lists drawings that may provide further information about the material changes made to the Hampton Pier through the twentieth century.

Drawing no.	Description	Locality
46-0046	Pier	Hampton
58-0613	Pier ½ ton davit	Hampton
69-2038	Jetty repairs	Hampton
70-2076	Pile casting base	Hampton
76-2168	Jetty security fence	Hampton
83-2102	Jetty reconstruction general arrangement	Hampton
84-2151	Jetty electrical services	Hampton
76-2078	Hampton jetty GA	Sandringham
87-24819	Hampton jetty loc plan	Sandringham
79-2046-W1	Sandringham to Brighton	N/A

### 3.1.4 Victorian Ports Corporation (Melbourne)

As of 2019, the Victorian Ports Corporation (Melbourne) is the custodian of original pressed plans of maritime infrastructure in Port Phillip Bay. These plans were previously held in the Queenscliff Maritime Museum collection. Public access to this archive collection has not yet been confirmed.

## 3.2 Historical images

### 3.2.1 Sandringham and District Historical Society

The following images are held by the Sandringham and District Historical Society, which reserves all rights to the image copyright. Disbursements for images has not been included in the fixed project fee.

Year	Title and description	Location
c1900	Hampton, pier and boat harbour View of pier and Picnic Point, Sandringham. Copy of postcard and verso with message and date of 1910. Original postcard printed in Germany.	<a href="https://ehive.com/collections/9138/objects/1062275/hampton-pier-and-boat-harbour">https://ehive.com/collections/9138/objects/1062275/hampton-pier-and-boat-harbour</a>
c1909	Picnic Point and pier, Sandringham Sandringham harbour scene showing pier. Copy of postcard with reverse side postmarked 1909.	<a href="https://ehive.com/collections/9138/objects/1063020/picnic-point-and-pier-sandringham">https://ehive.com/collections/9138/objects/1063020/picnic-point-and-pier-sandringham</a>
c1908	Yachts in Sandringham Harbour Some of the Sandringham Yacht Club members, and the yacht <i>Kurrewa I</i> , on the beach after winter 1908 (later wrecked at Middle Brighton, November 1909).	<a href="https://ehive.com/collections/9138/objects/1060200/yachts-in-sandringham-harbour">https://ehive.com/collections/9138/objects/1060200/yachts-in-sandringham-harbour</a>
c1908	Picnic Point & pier, Sandringham Used postcard with view of pier and foreshore at Sandringham.	<a href="https://ehive.com/collections/9138/objects/1061034/picnic-point-pier-sandringham">https://ehive.com/collections/9138/objects/1061034/picnic-point-pier-sandringham</a>
c1910	Southern end of Hampton Beach View of Hampton Beach looking towards Sandringham harbour	<a href="https://ehive.com/collections/9138/objects/1068037/southern-end-of-hampton-beach">https://ehive.com/collections/9138/objects/1068037/southern-end-of-hampton-beach</a>
c1920s	Site of Sandringham Yacht Club Boatsheds, jetty and sea wall at Picnic Point, near where the Sandringham Yacht Club now stands.	<a href="https://ehive.com/collections/9138/objects/1061942/site-of-sandringham-yacht-club">https://ehive.com/collections/9138/objects/1061942/site-of-sandringham-yacht-club</a>
1923	Aerial view of Hampton 1923 Features Beach Road and the foreshore including Picnic Point and the Sandringham Yacht Club and beaches at Hampton and Sandringham.	<a href="https://ehive.com/collections/9138/objects/1066416/aerial-view-of-hampton-1923">https://ehive.com/collections/9138/objects/1066416/aerial-view-of-hampton-1923</a>

Year	Title and description	Location
c1924	The pier, Hampton Sandringham pier at southern end of Hampton beach forming Sandringham harbour, framed by tea tree	<a href="https://ehive.com/collections/9138/objects/1063037/the-pier-hampton">https://ehive.com/collections/9138/objects/1063037/the-pier-hampton</a>
c1930	Sandringham harbour Looking south to the harbour and pier	<a href="https://ehive.com/collections/9138/objects/1063165/sandringham-harbour">https://ehive.com/collections/9138/objects/1063165/sandringham-harbour</a>
c1930	Seashore fun Five young girls fossicking in a rockpool at low tide, Picnic Point, with the Hampton Pier in the background.	<a href="https://ehive.com/collections/9138/objects/1062890/seashore-fun">https://ehive.com/collections/9138/objects/1062890/seashore-fun</a>
c1934	Yacht club house and slipway, Picnic Point. Original weatherboard club house at Picnic Point.	<a href="https://ehive.com/collections/9138/objects/1060624/yacht-club-house-and-slipway-picnic-point">https://ehive.com/collections/9138/objects/1060624/yacht-club-house-and-slipway-picnic-point</a>
c1940s	Car Park and pier at Sandringham harbour Full car park near the pier.	<a href="https://ehive.com/collections/9138/objects/1063177/car-park-and-pier-at-sandringham-harbour">https://ehive.com/collections/9138/objects/1063177/car-park-and-pier-at-sandringham-harbour</a>
c1940–50s	Sandringham Yacht Club Aerial view of Sandringham Yacht Club and the Hampton foreshore.	<a href="https://ehive.com/collections/9138/objects/1063973/sandringham-yacht-club">https://ehive.com/collections/9138/objects/1063973/sandringham-yacht-club</a>
c1960	Yacht Club, Sandringham Breakwater with yacht club in distance	<a href="https://ehive.com/collections/9138/objects/1060625/yacht-club-sandringhamvic">https://ehive.com/collections/9138/objects/1060625/yacht-club-sandringhamvic</a>
1983	Sandringham Distant aerial view of the Hampton and Sandringham foreshore, including Picnic Point.	<a href="https://ehive.com/collections/9138/objects/1066440/sandringham">https://ehive.com/collections/9138/objects/1066440/sandringham</a>

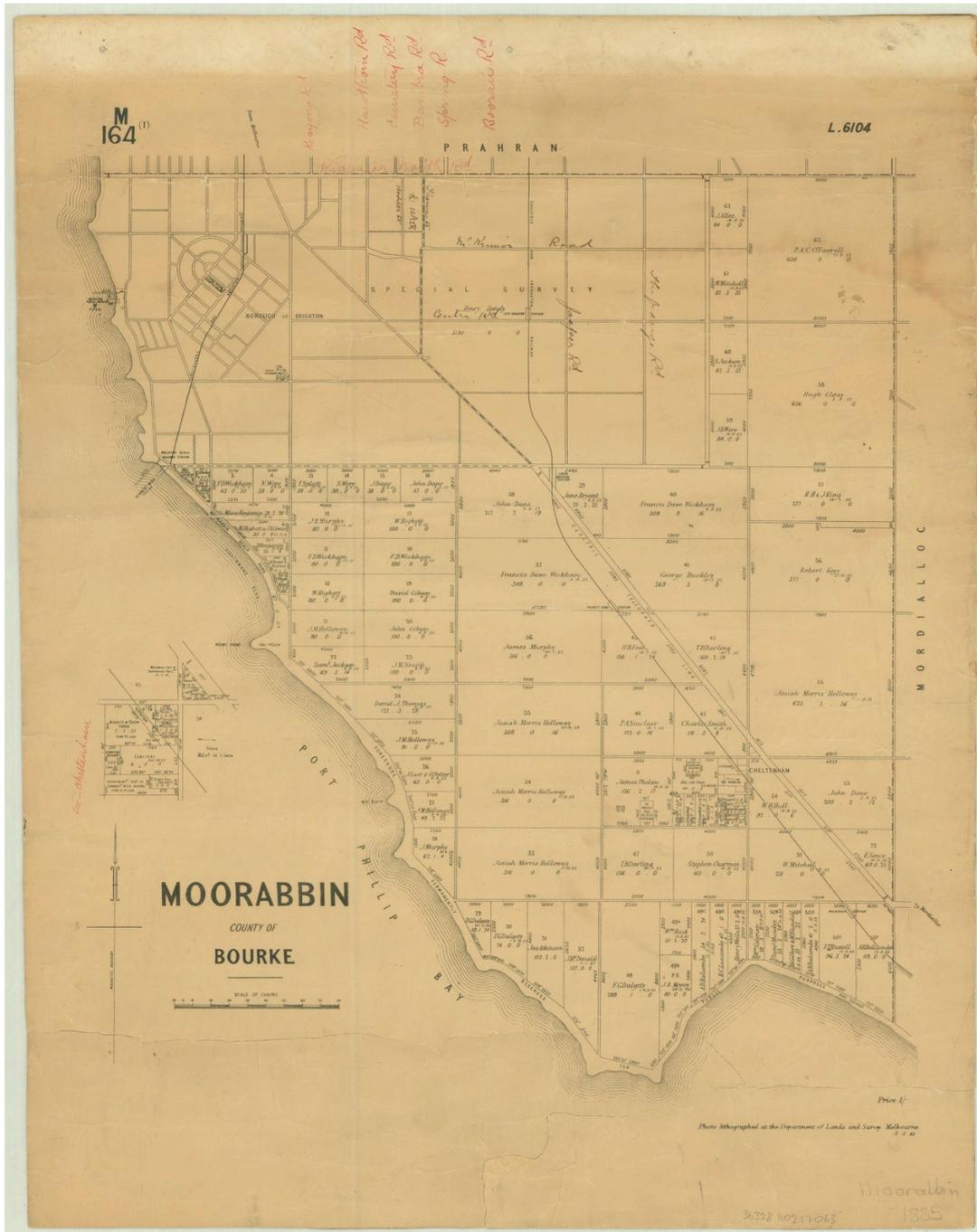
### 3.3 Additional sources

Below is a list of secondary sources that could not be accessed remotely which may yield further information on the history of Hampton Pier and the broader area.

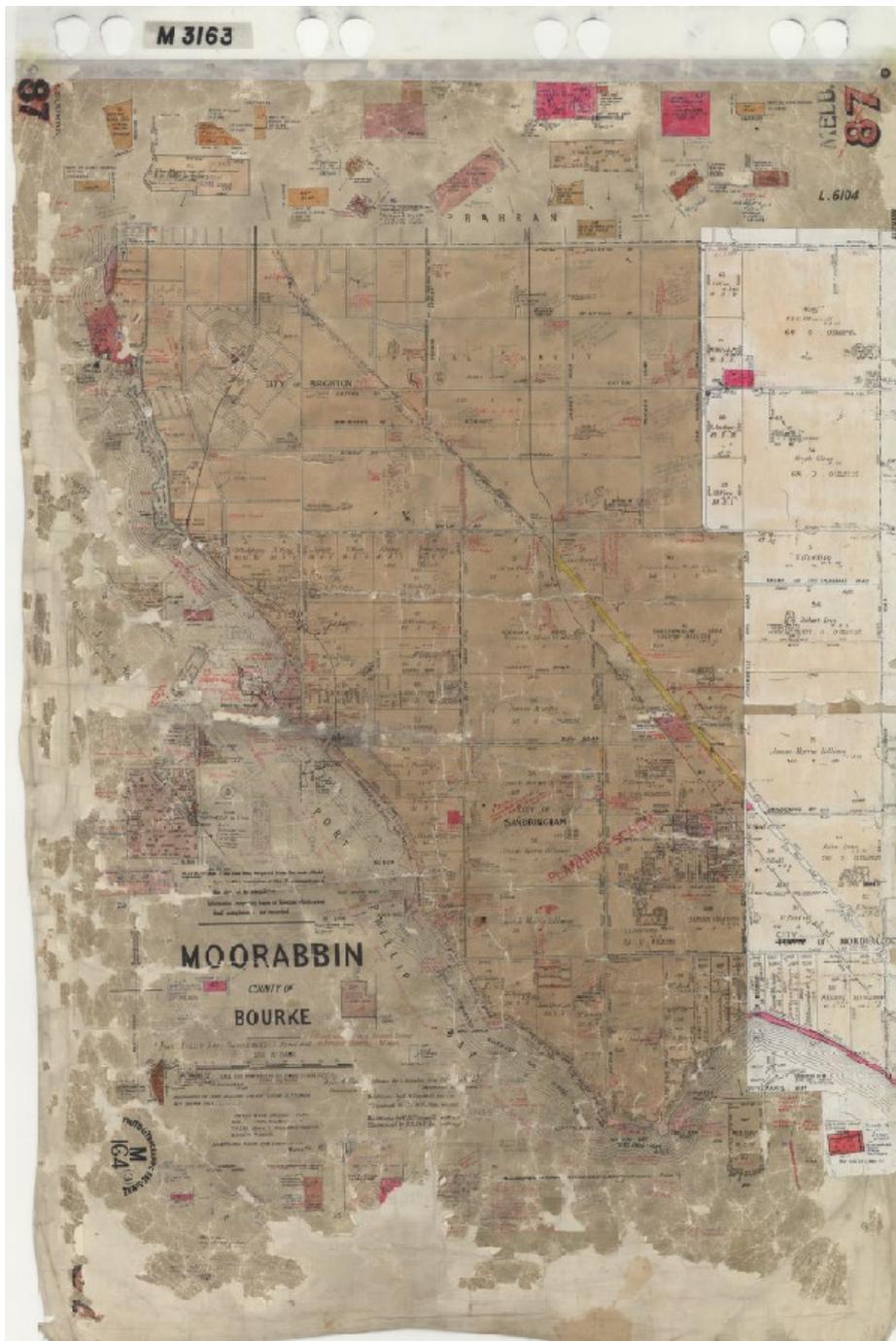
- Margaret Glass 2009, *Sandringham by the work of all: the history of a bayside community*, Sandringham.
- Graeme Disney and Valerie Tarrant, 1988, *Bayside reflections: history & heritage of Sandringham, Hampton, Black Rock & Beaumaris*, Sandringham
- Jill Orr-Young 1998, 'Sandringham Foreshore Master Plan and Management Plan', prepared for Bayside City Council

- Tom Sheehy 1965, *A shire preceded three cities: Moorabbin, Sandringham, Mordialloc*, Cheltenham
- Tom Sheehy 1966, *A short history of Moorabbin*, Cheltenham.

## 4 Appendix A: Historical images



**Image 1.** Victoria. Dept. of Crown Lands Survey & Victoria. Department of Crown Lands Survey, 1885. Parish of Moorabbin, County of Bourke. (Source: State Library Victoria)

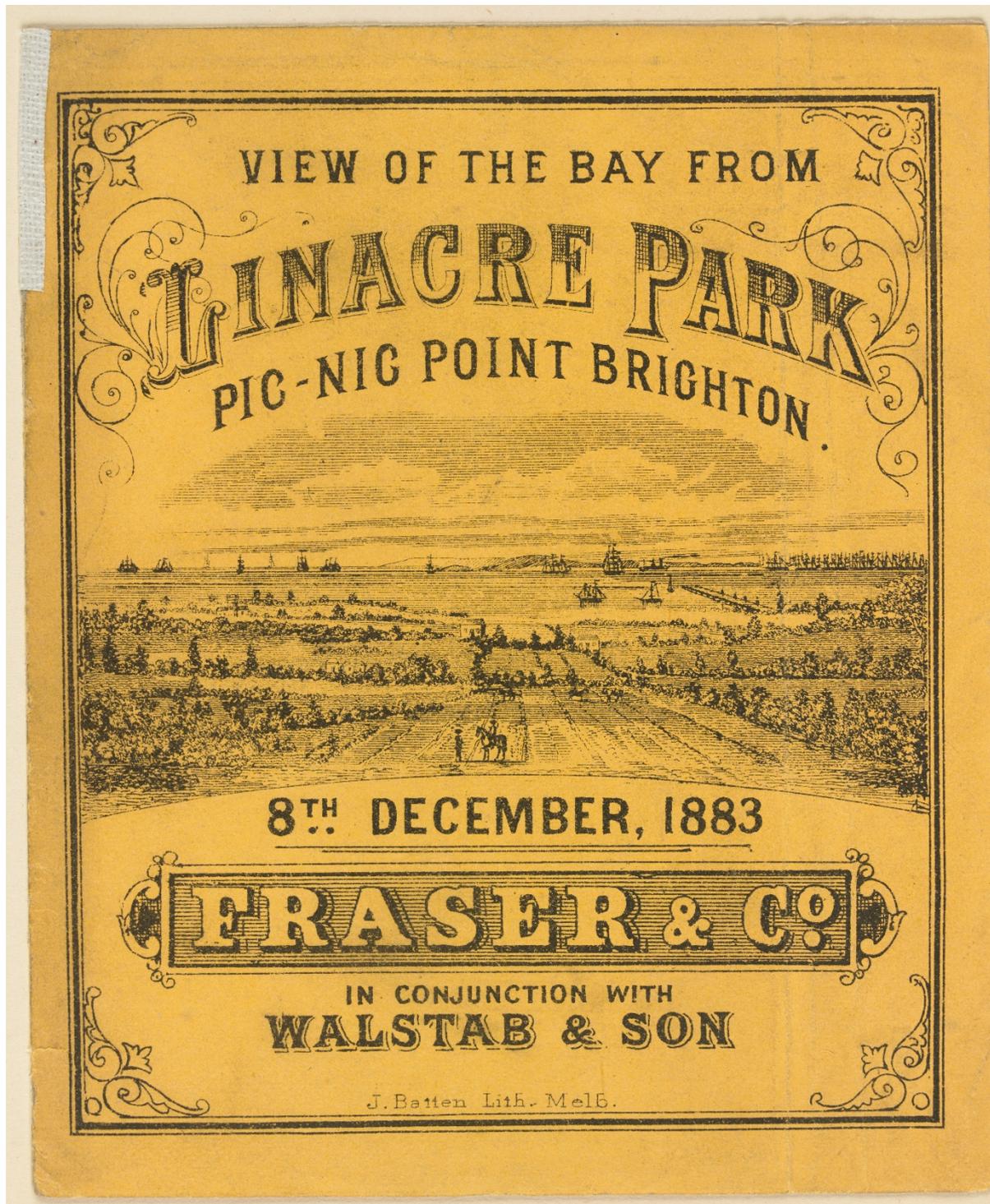


**Image 2.** Parish: Moorabbin; County: Bourke; Land District: Melbourne. 1887. (Source: PROV)



**Image 3.** Stout & Griffith, photographers, c1882. *Hampton Pier*. (Source: State Library of Victoria, Accession no: H31598/1)





**Image 5.** Batten, J., & Gilks, E. (1851). View of the bay from Linacre Park, Picnic Point, Brighton, 8th December, 1883, Fraser & Co. in conjunction with Walstab & Son / J. Batten, Lith. (Source: State Library Victoria (Accession no: H32088/85/2))



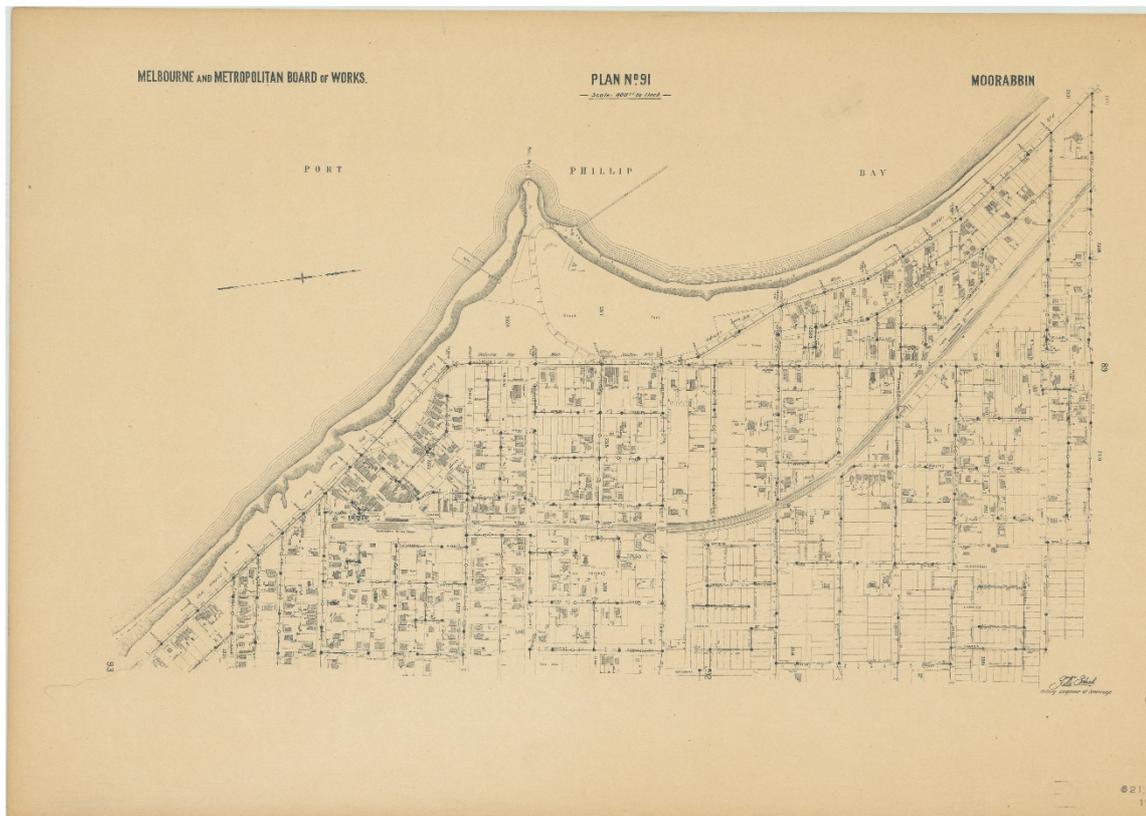
**Image 6.** Stout & Griffith, photographer, 1900. *Hampton Harbour.* (Source: State Library of Victoria)



**Image 7.** Hampton, Beach Bathing Boxes and Pier, c1906. (Source: State Library Victoria, Accession no: H89.196/13)



**Image 8.** Hampton Pier in moonlight with the wooden breakwater in the background, 1927.  
(Source: Bayside Library Service)



**Image 9.** Melbourne & Metropolitan Board of Works, 1933. Melbourne and Metropolitan Board of Works plan, scale 400 feet to 1 inch. no. 91, Moorabbin. (Source: State Library Victoria)



**Image 10.** Melbourne and Metropolitan area project (12/1945). (Source: Landata, cropped by GML)



THE ROSE SERIES P.2369

THE JETTY, HAMPTON, VIC.

**Image 11.** Rose postcard titled 'The Jetty, Hampton, VIC.' (c1950s). (Source: State Library Victoria, Accession no: H32492/3362)



**Image 12.** Aerial view looking south-east across Hampton towards Port Phillip Bay, 16 November 1960. (Source: State Library Victoria)



**Image 13.** Black and white photograph, 15.5 x 20.5 cm. Aerial view of the Sandringham Yacht Club and Hampton Harbour 1970. (Source: Bayside Library Service)

## 5 References

### Primary sources

#### Maps and plans

Plan of the Parish of Moorabbin, 1885. (SLV)  
Plan of the Parish of Moorabbin, 2002. (PROV)  
Melbourne & Metropolitan Board of Works 1933. Detail plan. (SLV)  
PROV records, various.

#### Select newspapers and journals

*Advocate.*  
*Age.*  
*Argus.*  
*Brighton Southern Cross.*  
*Elsternwick Leader and District Record.*  
*Herald.*  
*Weekly Times.*  
*Wragge's Australian Almanac and Weather Guide for Land and Sea.*

#### Government publications

*Victorian Government Gazette.*

### Secondary sources

#### Published sources

Bird, Eric 1987. *The Sandringham Environment Series – No. 2*, Sandringham City Council.

#### Unpublished material

Allom Lovell & Associates 1999. 'City of Bayside Heritage Review: Thematic History', prepared for the City of Bayside.  
Bird, Eric 2011. 'Changes on the Coastline of Port Phillip Bay', Victorian Government Department of Sustainability and Environment.

Cosmos Archaeology 2021. 'St Kilda Redevelopment Project: Maritime Archaeological Impact Assessment', prepared for Jackson Clements Burrows Architects.

Barnard, Jill 2008. *Jetties and Piers: A background history of maritime infrastructure in Victoria*. Heritage Council of Victoria.

Duncan Brad 2003. 'Maritime Infrastructure Heritage Project Stage One: Melbourne', prepared for Heritage Victoria.

Hyder Consulting Pty Ltd 2011. 'Hampton Jetty Structural Timber Condition Assessment — Portion A — Draft', prepared for Parks Victoria.

Professional Diving Services 2020. 'Hampton Pier Diving Inspection', prepared for Parks Victoria.

Robin Crocker & Associates 2004. 'Heritage Information: Piers and Jetties of Port Phillip', prepared for Parks Victoria.

### **Digital resources**

Picture Victoria: <https://www.picturevictoria.vic.gov.au/>

Museums Victoria – Collections: <https://collections.museumsvictoria.com.au/>

Sandringham & District Historical Society: <https://sandringhamhistorical.org.au/>

State Library Victoria: <https://www.slv.vic.gov.au/>

Victorian Places: <https://www.victorianplaces.com.au/>