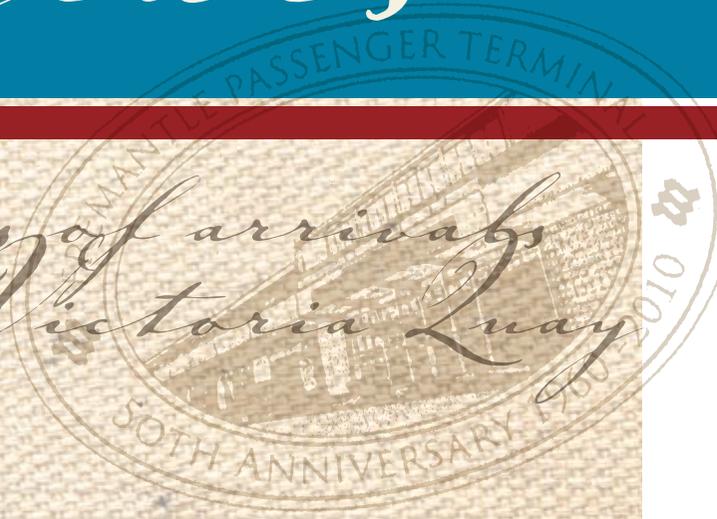




FREMANTLE PASSENGER TERMINAL
50 years

*Celebrating 50 years of arrivals
and departures on Victoria Quay*



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and departures on Victoria Quay*

FOREWORD



Celebrating its 50th anniversary in 2010, the Fremantle Passenger Terminal on Victoria Quay holds a special significance in the social and economic fabric of Western Australia.

The post World War Two wave of immigration was massively important for the development of our State and as the first port of call for passenger ships and hundreds of thousands of migrants taking up the offer of a new life in Australia, the Fremantle Passenger Terminal provided their first impression of this country.

For many other sea travellers who have embarked or disembarked through this western gateway, the terminal is a nostalgic reminder of "bon voyage" farewells and homecoming welcomes.

The spacious building was opened on 12 December 1960, with a second stage opened in May 1962 in time for Perth's hosting of the British Empire and Commonwealth Games. It was described as the most modern passenger terminal in the Southern Hemisphere and as such, it was a source of much pride for our State. Its purpose-built facilities were certainly a huge step up in arrangements for passenger handling at the port.

At its peak in the mid 1960s, the terminal was servicing some 200,000 passengers a year. With the advent of cheaper air fares, the number of passenger ships visiting the port declined dramatically in the 70s and 80s and other uses were developed for the building, including operating as a popular function centre during the America's Cup defence.

Today, as cruise shipping becomes ever more popular, the Fremantle Passenger Terminal has come into its own again.

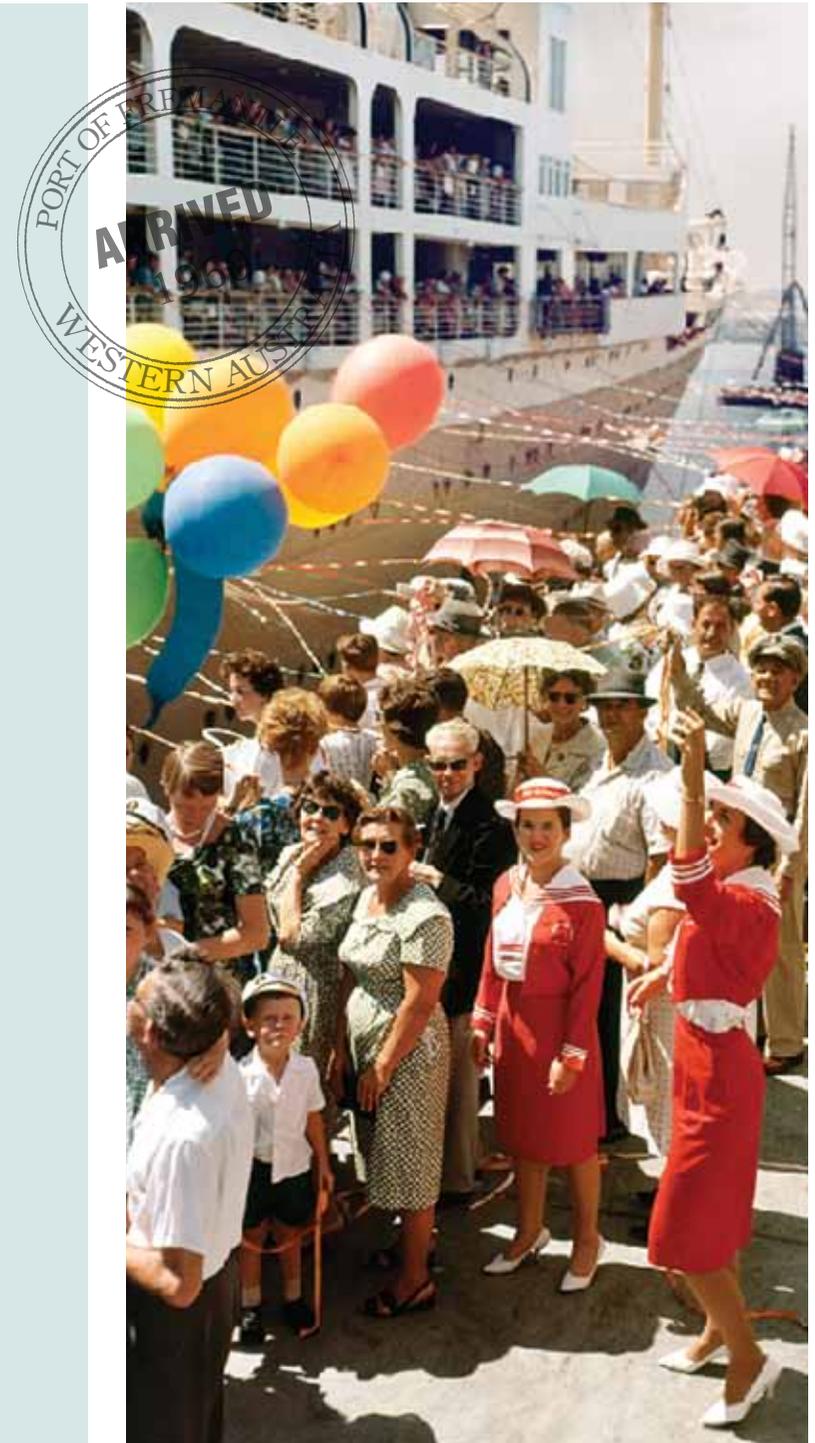
As we celebrate its 50th anniversary, it is wonderful to see this iconic heritage-listed building back in the business for which it was designed.

A handwritten signature in dark ink, appearing to read "Simon O'Brien".

Hon Simon O'Brien MLC

Member for South Metropolitan Region

December 2010





The Fremantle Passenger Terminal, in its distinctive cream, ochre and blue colour scheme, is a significant feature of Victoria Quay. Since the opening of its first stage in 1960 it has fulfilled an important role in handling arrivals and departures, with part of the building designed and dedicated for cargo.

If the walls of this building could speak, they would have countless stories to tell of the events that are part of the terminal's history and of the huge number of people who have passed through its spacious halls.

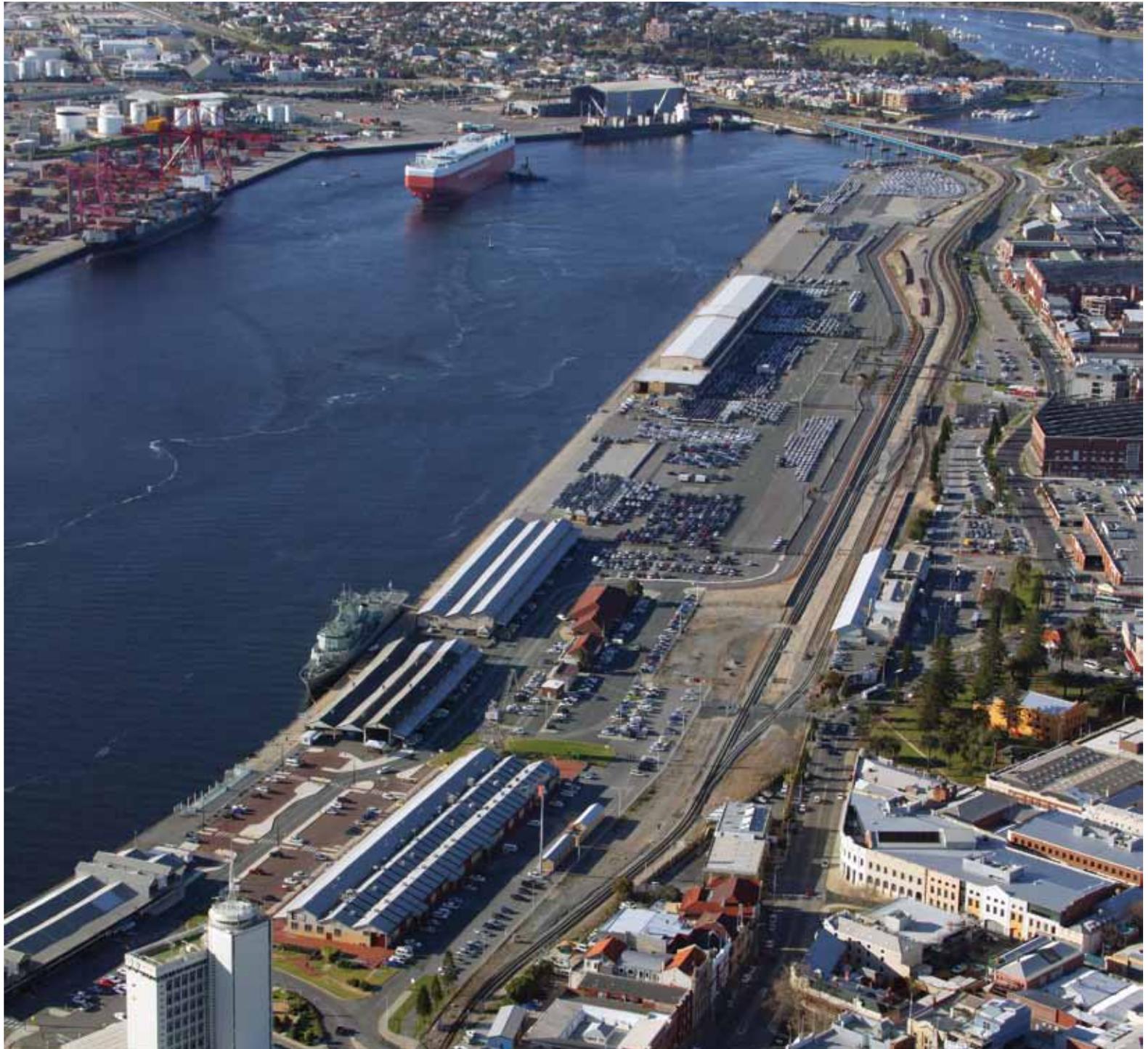
This commemorative brochure was produced to mark the Fremantle Passenger Terminal's 50th anniversary.

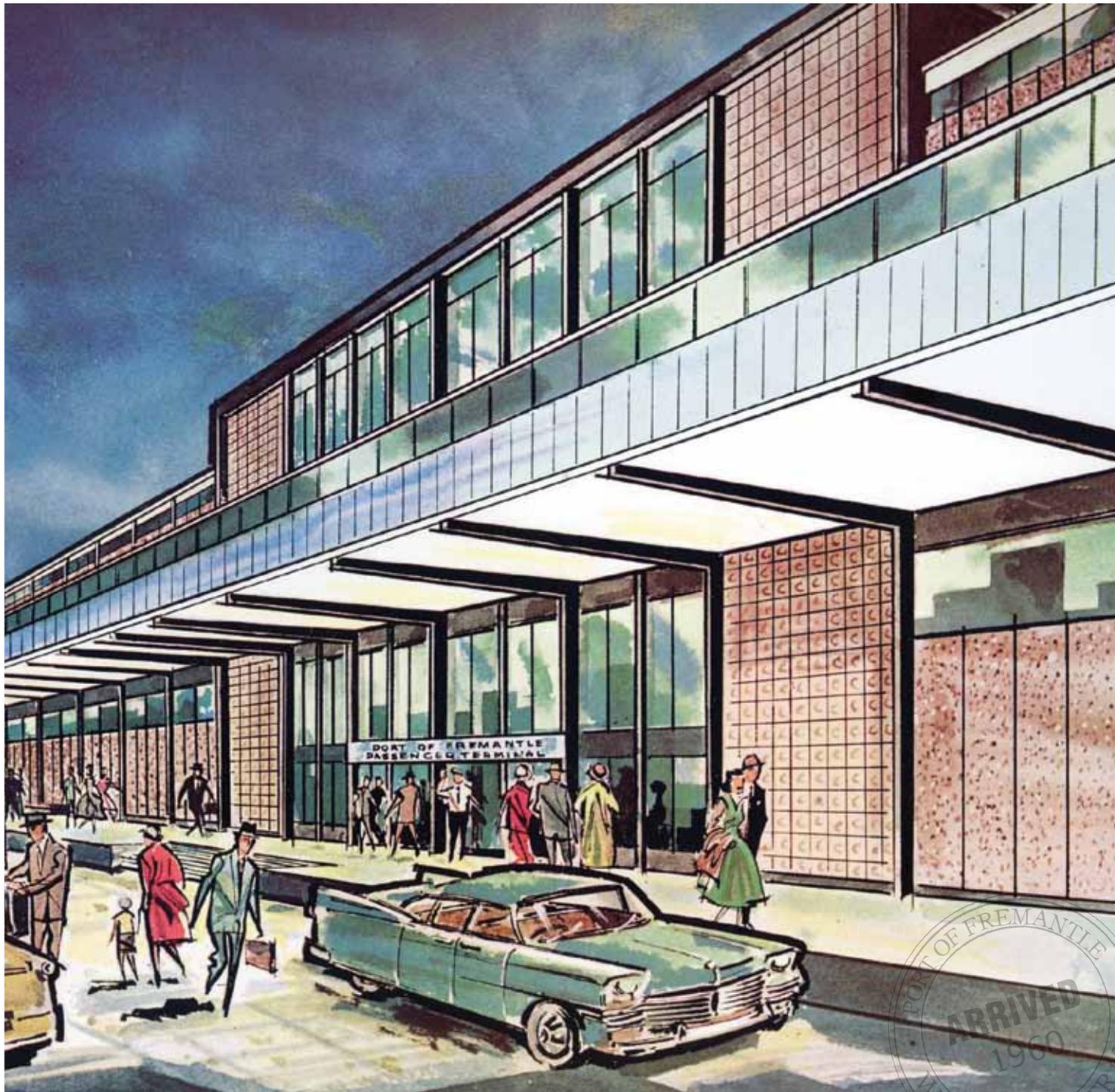


AUSTRALIA'S WESTERN GATEWAY

Fremantle Port's geographical location makes it a first and last port of call for many of the ships travelling between Australia and Europe, East and South East Asia, the Indian sub-continent and South Africa.

Since its opening in 1897, it has been Western Australia's biggest general cargo port but also its principal port for passenger ship calls to this side of the continent - from the days of sail and steam to the modern era of container shipping and giant cruise liners.





PLANNING FOR THE TERMINAL

Until the 1960s, passengers embarking or disembarking in Fremantle had been processed through transit sheds and immigration offices.

The Australian Government's post World War Two "populate or perish" policies resulted in a huge influx of newcomers arriving to take up opportunities in Australia. There was a growing pressure for improved berthing for passenger ships and a purpose-built passenger terminal.

The Harbour Trust believed that:

With people all over the world travelling to a far greater extent than ever before, particularly Australians, and with Australia's extensive immigration programme and increasing interest in the economic "pie" of tourism, ship-passenger traffic through the Port of Fremantle has necessitated the construction of the up-to-date Passenger Terminal.

Planning began in 1957 and took into account the anticipated future need for the ability to handle two large liners simultaneously.

1959 Artist's impression.



DESIGN AND CONSTRUCTION

The two-level Fremantle Passenger Terminal was designed in what is known as the Post War International Style. This is characterised by simple, functional, largely unadorned structures with open spaces, large areas of glass and an emphasis on steel and concrete in the building materials.

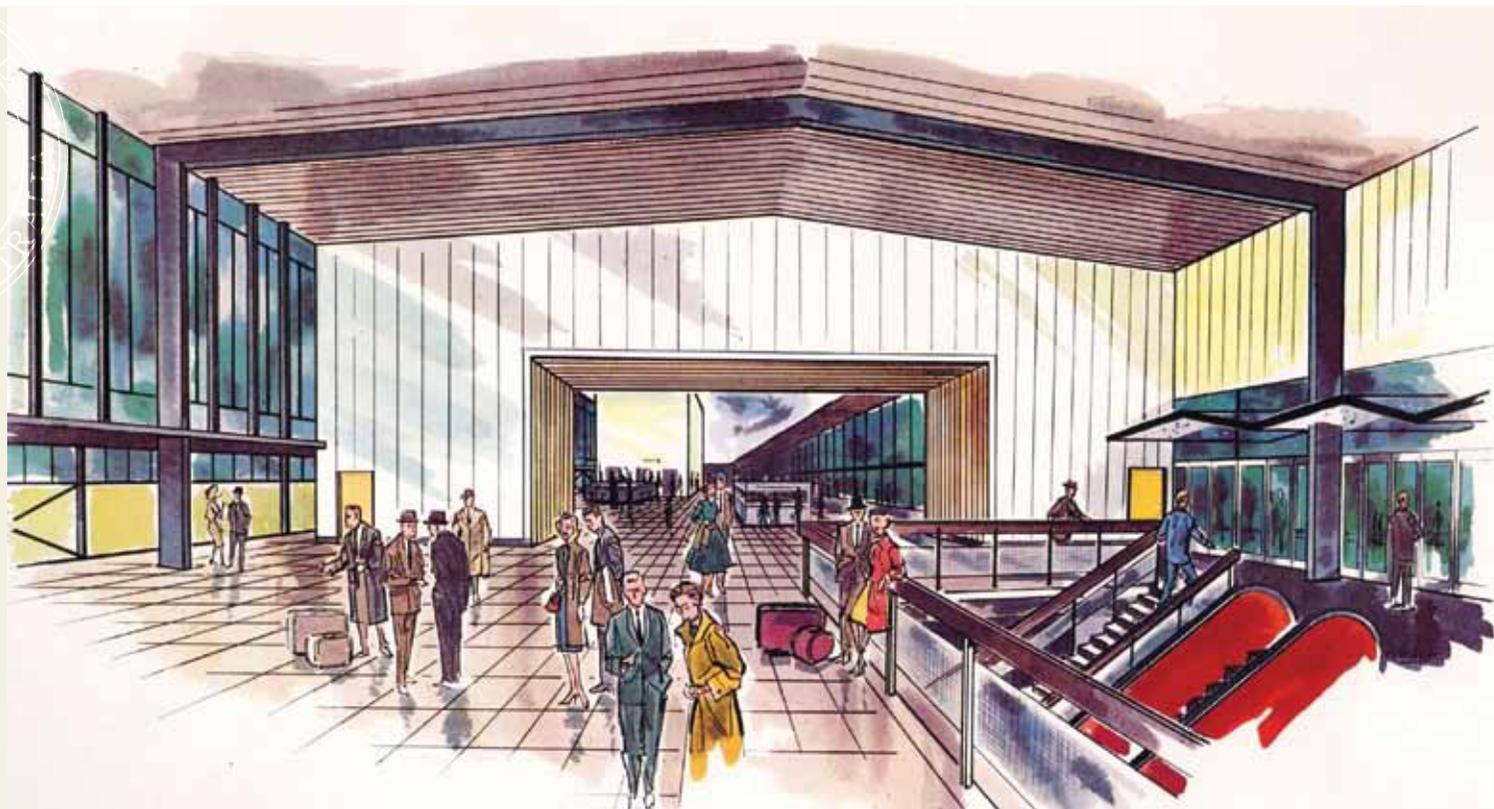
Some other notable examples of this architectural style in Western Australia are the Fremantle Ports Administration Building at the western end of Victoria Quay, Council House in Perth, the Dumas House office building and the Western Australian Police Service Building.

Architectural firm, Hobbs, Winning and Leighton was the consulting architect for the Fremantle Passenger Terminal in association with the Fremantle Harbour Trust. The builders were the Fremantle Harbour Trust and A.T. Brine and Sons, with 22 sub-contractors involved.

Hobbs, Winning and Leighton and A.T. Brine and Sons, with the Fremantle Harbour Trust, went on to design and build the Fremantle Port Authority Building, which was opened in 1964.

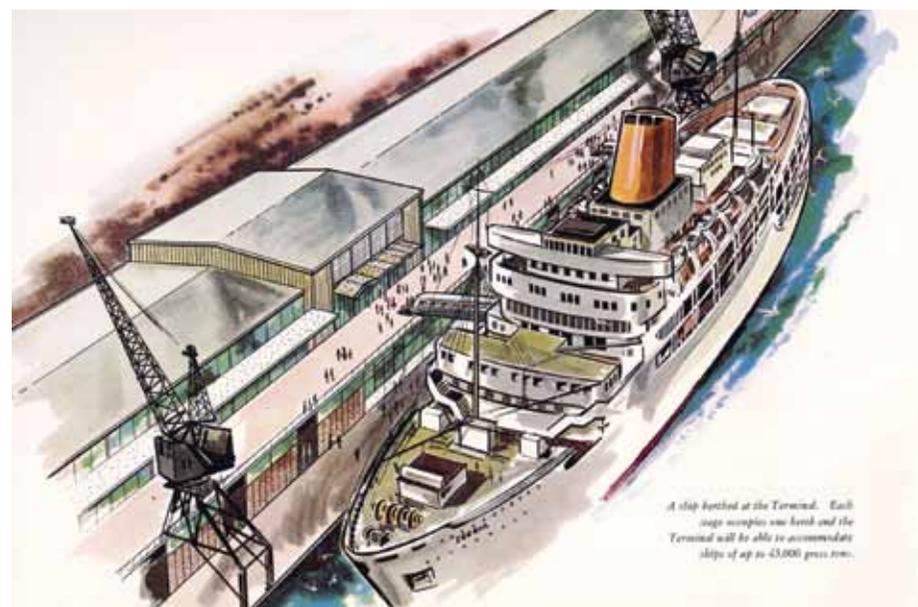
Construction of the Fremantle Passenger Terminal began in 1958.

The two-level building is of steel-framed construction with concrete panels. The upper floor is timber parquet and Western Australian hardwood timbers were used extensively in the interior.



The first stage, servicing F berth, was opened in December 1960 by the Premier, the Hon David Brand MLA. Between then and completion of Stage 2 at G Berth in May 1962, over a quarter of a million passengers had passed through the terminal.

The building at that time was described as the largest of its kind in Australia and the only passenger terminal in Australia with two-berth capacity. It was built for dual purpose usage with capacity for cargo handling as well as servicing passenger needs.



A ship berthed at the Terminal. Each stage comprises one berth and the Terminal will be able to accommodate ships of up to 45,000 gross ton.



DESIGNED FOR EFFICIENCY AND COMFORT

The terminal was designed with an array of modern features to streamline the movement of passengers, baggage and cargo. Some elements of the original baggage conveyor system survive today.

The terminal's escalators were the largest in Western Australia at that time, each capable of carrying 8,000 people an hour.

The main passenger halls at the first level provided services such as a post office, representatives of banks, a florist, gift and souvenir shop, Aboriginal art shop, tourist bureau and travel agency, Travellers' Aid Society, hire car service and snack bar with hot and cold refreshments.

A viewing balcony extends along the length of the two main halls at the upper level and there are promenade decks at each end.





PORT AUTHORITY HOSTESSES MADE INTERNATIONAL NEWS

Well remembered as very much part of the scene at the busy passenger terminal of the 60s, 70s and 80s were the Fremantle Port Authority hostesses who played a significant role in assisting passengers and visitors.

These immaculately turned-out hostesses in their red and white uniforms spoke at least two languages and needed to have a broad knowledge of Western Australia. They were an invaluable source of information as well as being available at times to take visitors on tours of the port.

Fremantle was the first port in Australia to introduce such a service and the idea gained world-wide publicity, with a number of other ports following the example.





THE PASSENGER LINERS

The port was a regular call for many of the major passenger shipping lines and their ships travelling to and from Europe via exotic destinations were household names.

Ships with timetables to follow; ships that carried passengers who weren't cruising, but purposefully travelling, some of them under assisted passage on a very cheap ten pound ticket.

These were the mail boats, and every morning newspapers would list which was due, from where, and when.

There were big liners from Britain. The Orient Line's fleet all named after unheard of rivers and places, P&O's *Strathnaver* with her sisters, and later Shaw Savill's *Southern Cross* and *Northern Star*, were regular callers.

The Italians joined in with the beautifully named *Angelina Lauro* and *Castel Felice*, then went grander with *Galileo Galilei* and *Guglielmo Marconi*.

The Greek liners *Patris*, *Ellinis* and *Australis*, were also frequent visitors and the Dutch sent the *Johan van Oldenbarnevelt*, *Oranje* and *Willem Ruys*.

From Australia the ships would be farewelled, with streamers, to sail home to Genoa or Southampton or Piraeus, with a cargo of young Australians seeking adventure in the old world.

If there was one ship that summed up the era it would be, for many people, *Himalaya*.

And the liners got bigger. In their day *Canberra* and *Oriana* would dominate the port, sometimes together.







Top: In the summer of 1986-87, with Fremantle hosting the America's Cup defence, the port needed to accommodate large numbers of visitors from overseas and interstate. Ships were lined up along Victoria Quay as floating hotels.



The passenger terminal and its heavy duty berths have been used on many occasions over the years by United States and other visiting naval vessels.

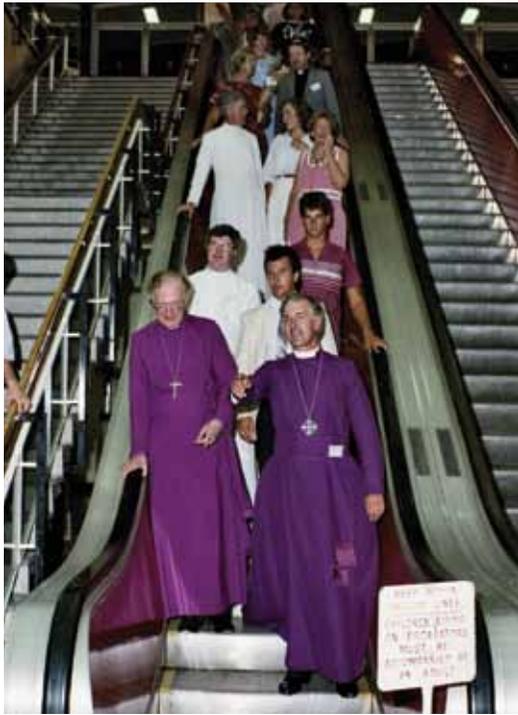
Top: 1988 Netherlands naval visitors.

Centre: 1988 USS New Orleans

Right: 1991 USS Missouri.



Right: 1986 Naming ceremony for Australia IV, a defender candidate for the 1987 America's Cup.



In 1988, Australia's Bicentennial year, the Archbishop of Canterbury, the Most Reverend Dr Robert Runcie visited the Fremantle Passenger Terminal.



Many famous international and Australian visitors have passed through the terminal over the years.

In 1963 Major General Sir Douglas Kendrew KCMG arrived by sea to take up his post as Governor of Western Australia. He was met by the Premier of Western Australia, the Hon David Brand MLA (later Sir David Brand) and his wife, Doris.



HERITAGE SIGNIFICANCE

The Fremantle Passenger Terminal was recorded in April 2000 in the Register of Heritage Places as a Permanent Entry by the Heritage Council of Western Australia.

The building was assessed as having significance for its aesthetic value as a design reflecting the architectural styles and values of the 1950s and 1960s, its landmark qualities from both the landward and harbour sides and as a significant 20th century feature of Victoria Quay.

Distinguished Western Australian artist Howard Taylor's flora and fauna art works commissioned for the terminal are also acknowledged. Howard Taylor is regarded as one of the most significant Australian artists of the 20th century and the friezes of trees, plants, birds and animals painted for the terminal are important examples of his work. Other commissions of Howard Taylor's art can also be found in the Fremantle Ports Administration Building.





In terms of its historic and social value, the terminal's association with the hundreds of thousands of migrants who came through Fremantle in the 1960s and 70s as a result of post World War Two immigration is seen as significant. The terminal has special importance as the site of first landfall and first impressions of Australia for new settlers.

It is also associated with F.W.E. Tydeman, General Manager of the Fremantle Harbour Trust from 1950 to 1965 who initiated and directed the modernisation, mechanisation and containerisation of port facilities during the post war mineral and immigration boom.

1968 - Fremantle Port Authority hostess Marie Levar greets Rachel Charlton, Western Australia's 10,000th sponsored migrant.







Of heritage significance, too, is the social value of the Fremantle Passenger Terminal for its associations with holiday makers arriving and departing aboard passenger liners and cruise ships.

A Conservation Plan prepared for Fremantle Ports by architect Ronald Bodycoat was completed in 2001 and is being implemented in consultation with the Heritage Council of W.A. Any work done to maintain or develop the building is required to be carried out in a way that does not diminish, destroy or conceal any of its significant elements.



CHANGING ROLE

By the early 1980s, air travel had become significantly more affordable and the era of regular calls by migrant ships and other passenger liners was coming to an end. Fremantle Ports looked for other ways of extending the use of this very large terminal.

The terminal was refurbished in 1996 to enable some areas to be used for functions and exhibitions while still retaining the ability to service cruise ships in the summer cruise season.

The venue became popular for events such as the antiques and collectors fair, bridal expos and boat shows.

Growth in trades handled at the eastern end of Victoria Quay, particularly Fremantle Ports' trade in motor vehicle imports, led to a decision to lease G shed lower level within the terminal building for new car detailing to enable direct delivery to dealerships. Trade growth also created a need for more on-wharf storage space.

With its primary role being to facilitate trade, Fremantle Ports needed to ensure that there was adequate space for this cargo and the flexibility to move and change fencing according to security needs. For operational reasons, it was no longer practicable to make the terminal available for non-port related purposes and its use for external functions and trade shows was discontinued in 2007.

Canary Island date palms planted on Peter Hughes Drive make an attractive entry statement for the terminal.





THE LINERS ARE BACK

With cruising now one of the most popular and fastest growing sectors of the tourism industry worldwide, Fremantle is receiving an increasing number of cruise ships visits. Fremantle Ports is represented on Cruise Down Under, the peak body for cruising in Australia and is working with tourism organisations and with other ports to promote Fremantle and Western Australia's attractions to cruise companies.

Fremantle handled 39 cruise ship visits in 2009/10, with some of the shipping lines choosing to base ships in this port during the cruise season. To ensure efficient handling of the large numbers of passengers coming through the terminal (up to 2000 embarking and disembarking from some of the larger ships), systems have been upgraded.

Top: 2009 Diamond Princess

Left: 2009 Arcadia

FREMANTLE
ARRIVED
2010
AUSTRALIA



The love of passenger ships endures. When the majestic Queen Mary 2 came calling on her maiden visit to Fremantle on 14 March 2010, an estimated 100,000 people came down to the port to see her.



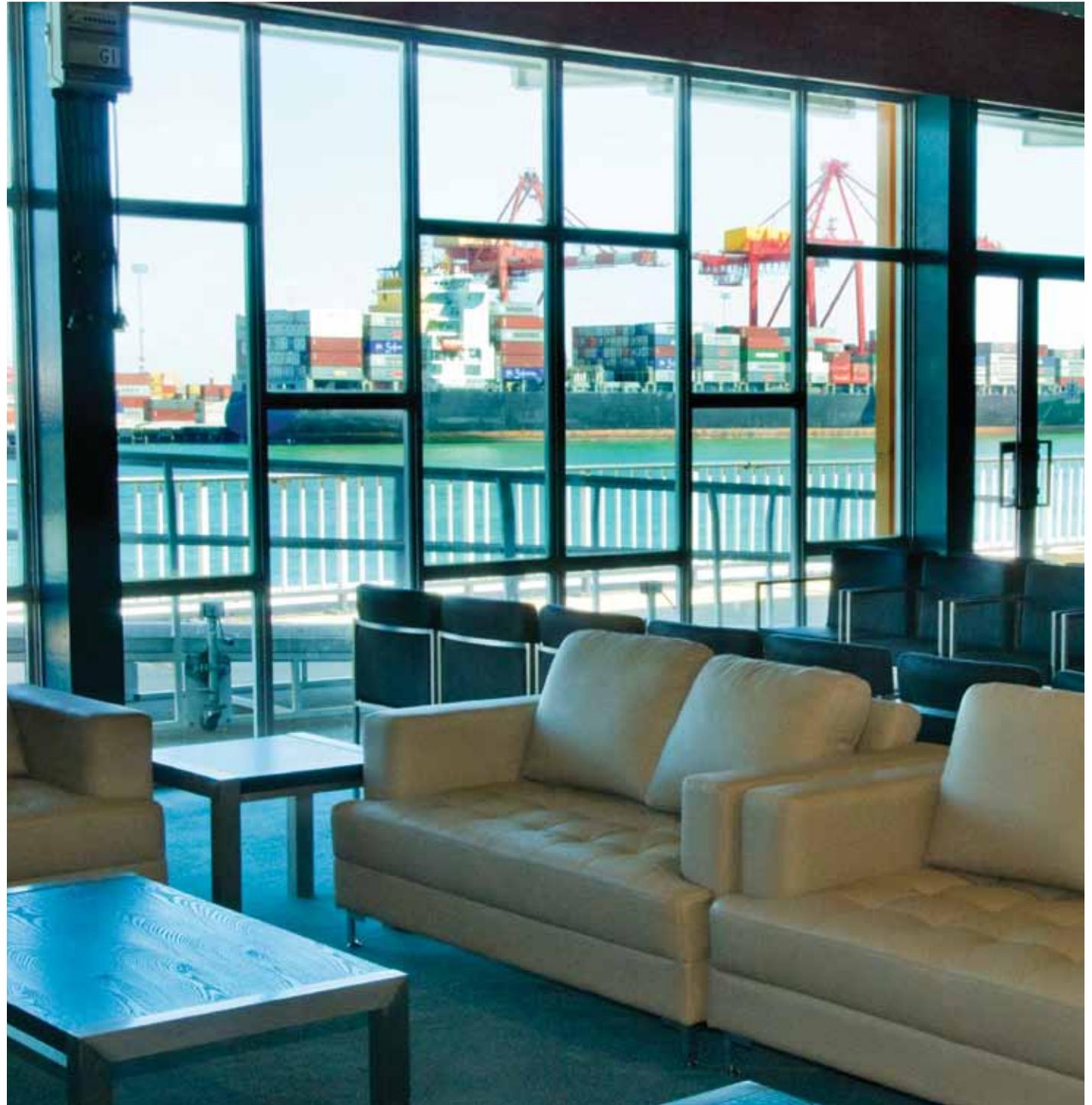


The Fremantle Passenger Terminal has undergone significant renovation, with the \$2million program of work designed to be respectful of the heritage significance of this Victoria Quay landmark.

Top: 2005 Saga Rose

Photograph courtesy: Jean-Pierre Hericher

Left: 2010 Athena



Reference sources:

*Register of Heritage Places Assessment Documentation –
Heritage Council of Western Australia*

*Passenger Terminal Conservation Plan – Ronald Bodycoat
Fremantle Ports records*



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