



CONTENTS

This document presents the Dicky Beach Precinct Plan while capturing the project's key design phases and associated deliverables.

The document has been organised into several main sections:

- Introduction
- Design Proposal
 - Precinct Plan
 - Heritage and Interpretation
 - Priorities Plan
- Appendix 1 -
Site Analysis - strategic framework, site analysis, historical framework
- Appendix 2 -
Community Engagement - methodology and findings
- Appendix 3 -
Masterplan Review



PROJECT DESCRIPTION

The Dicky Beach Precinct project comprises Dicky Beach's main commercial strip on Beerburum Street and the Dicky Beach foreshore area which includes Dicky Beach Park and carpark, portions of Sir Leslie Wilson Park, Beerwah Parade Park, Dicky Beach Caravan Park interface and Dicky Beach surf club surrounds.

The purpose of the precinct project is to coordinate numerous council initiatives from various areas of council as one integrated design. These initiatives included:

- Dicky Beach Foreshore Precinct Plan
- Dicky Beach Streetscape Renewal and Shade Arbour Removal/Replacement
- S.S. (Screw Steamer) Dicky Wreck Interpretation Display and Marker

The development of the Dicky Beach Precinct Plan is in response to the partial removal of the SS Dicky wreck in July 2015. The purpose of the precinct plan is to define the long term vision for the foreshore area and inform the siting of interpretive display(s) that reference and preserve the wreck's heritage values and significance as a cultural and iconic landmark.

The Dicky Beach Streetscape Renewal and Shade Arbour Removal/Replacement component involves looking at possible small interventions or improvements to refresh the mid-life streetscape. The project will also determine whether the existing structures should be removed due to sight line issues and replaced with new elements for shade and sculptural purposes.

The development of the SS Dicky Wreck Interpretation Display(s) and Marker are recommended outcomes from the SS Dicky Archaeological Management Planning Documentation. The Dicky Beach Precinct project will look at opportunities to interpret the wreck and retain its cultural significance through various interpretation initiatives throughout the precinct area that is in keeping with the Conservation Management Plan's Statement of Significance:

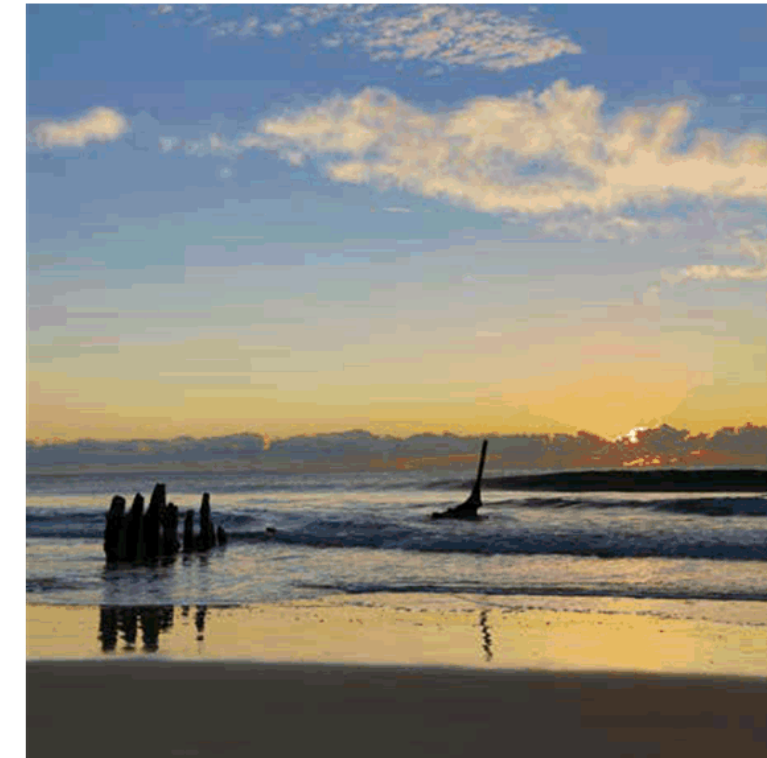
The significance of the S.S. Dicky lies in its excellent ability to convey the story and meaning of shipwreck through its present form and context as well as provide some illumination on iron shipbuilding technology and life aboard a late 19th century cargo vessel. It is a much loved and perhaps even revered cultural landmark of the Sunshine Coast.

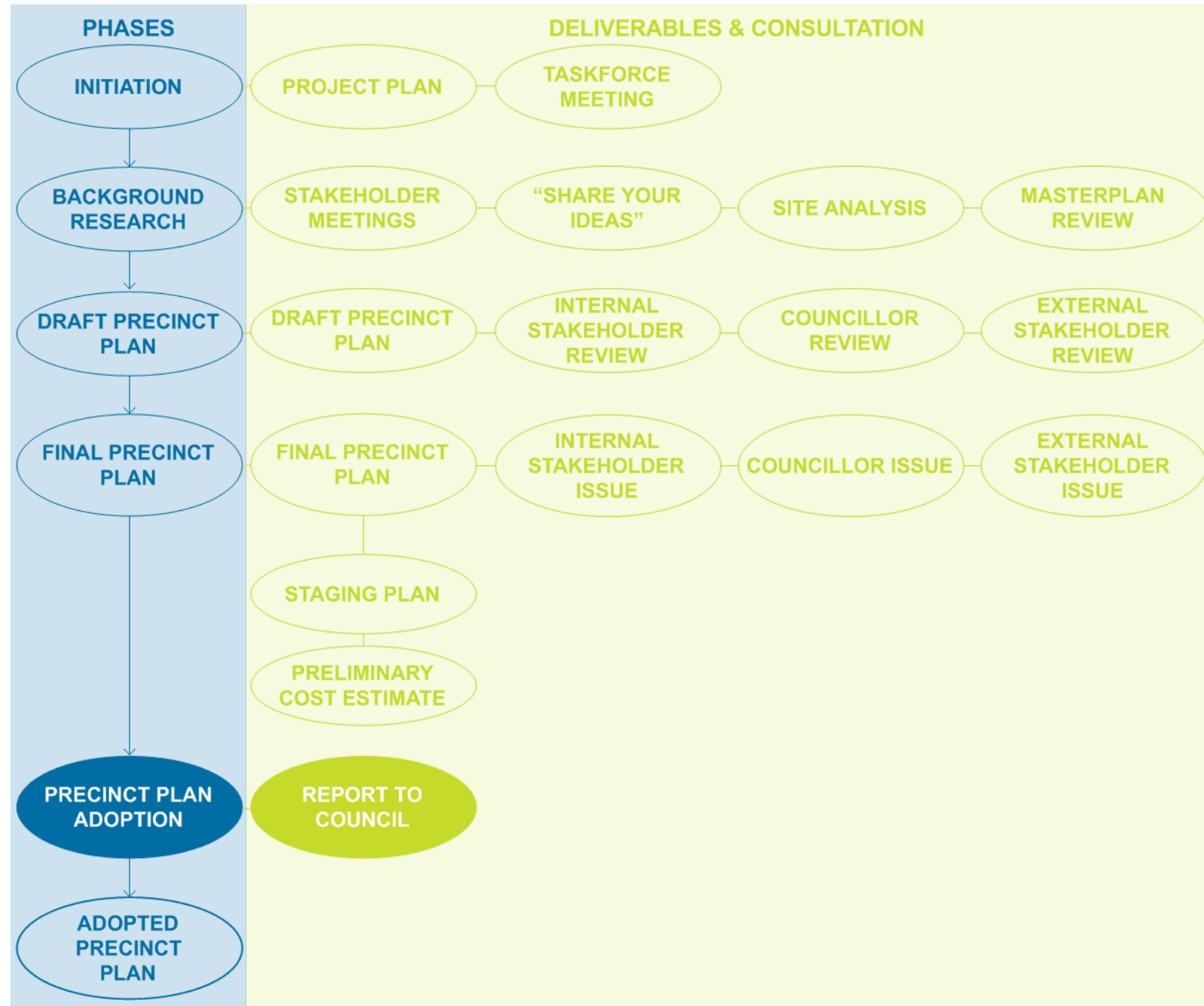


LOCATION MAP

PROJECT OUTCOMES

- To **define the long term vision** for the foreshore area which will guide the future planning, budgets, detailed design and construction outcomes.
 - To **develop the precinct's identity** to support and distinguish this important local centre.
 - To **create a distinctive and coordinated image** for the Dicky Beach precinct that draws on **the significance of the SS Dicky wreck as a 'cultural landmark' that offers visual amenity, rustic aesthetic and a photographic iconic attraction** for the Dicky Beach area and the Sunshine Coast.
 - To develop a design response to the SS Dicky Archaeological Management Planning Documentation that **provides suitable outdoor interpretive initiatives** that are 'in line of sight of the wreck site (vista), possibly containing removed elements of the wreck as an interpretive and high profile replacement of the iconic image of the wreck site, referencing the striking visual features and characteristics of the wreck, rather than attempting to create a duplicate'.
 - To provide a design response that **conveys 'the story and meaning of shipwreck'** through its present form and context as well as provide some illumination on iron shipbuilding technology and life aboard a late 19th century cargo vessel'
 - To provide a design response that incorporates a **new wreck marker** 'to mark the position of the buried wreck remains'.
- To **improve the connectivity** to and through the precinct by the provision of desirable pathway routes, visual cues, legible signage and complementary infrastructure.
 - To **maximise the recreation, social, cultural and economic opportunities** within the Dicky Beach precinct.
 - To **create a safe and usable precinct area** that is high quality, comfortable, safe, accessible and inviting.
 - To **improve the open space, recreation and play, social gatherings and arrival experience**.
 - To **increase the quality of life and community satisfaction** for existing and future residents and visitors to Dicky Beach and the Sunshine Coast.
 - To ensure that the **maintenance requirements** of the new infrastructure does not impose a significant or unnecessary burden on Council resources.





LOCATION MAP





Site Plan 1:750

● Locations of Feature Components

Dicky Beach Precinct Feature Components

1. SS Dicky Memorial Piece and Landscaped Area
2. Dicky Beach Bus Shelter and Screening
3. Street Marker and Caravan Park Fence

Vision Statement

To reinterpret the spirit of the Dicky in the public realm in an authentic and cohesive way.

REINTERPRET

Memories
 Stories / Experiences
 Economic Viability (business/ community)
 Not too literal > Abstract
 A new object - space - artifact

EXPERIENCE

Recollections and memories of the experience at Dicky Beach..... first impressions..... lasting impressions....
 Experience – by road: driving through; by foot: along the coastal pathway – to and through; by the beach – wreck siting, by bike
 Experience as a - visitor, Dicky Beach resident, Sunshine Coast resident, child, adult, surf lifesaver, shopper....

DISCOVER

Sense of discovery...
 Discover the cultural heritage, discover the natural environment, discover the recreational activities, discover the village, discover the spaces

CHARACTER

'Village' Decay Linear
 Relaxed 'Ribbon' Rustic
 Connection to broader Caloundra
 Real Authentic Laid Back
 Relaxed / Easy Mellow
 Kitch Non - Pretentious
 Family

MATERIALS

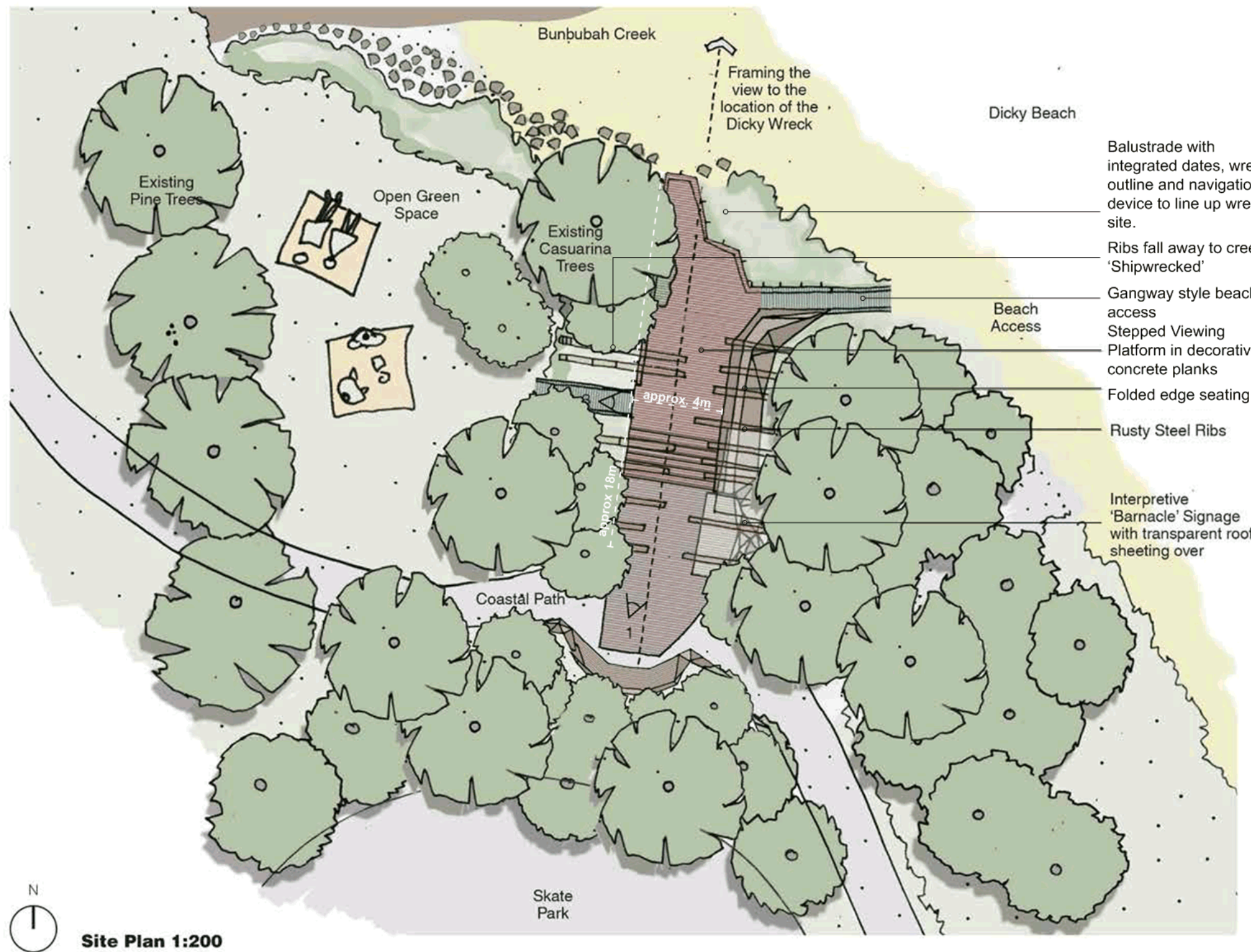
Recycled Timber
 Rusty Steel - cast iron
 Glass - silica Stone (weathered)
 Transparent / Perforated
 Sand 'Natural'
 Sandblasted Concrete
 Bolts Large Rivets
 Grass Salvaged
 Driftwood
 Artifacts of Dicky
 Boulders

COASTAL PLANTING

Reinterpret Dune
 Vegetation
 Norfolk
 Pandanus
 Casuarina
 Cottonwood

EXPERIENCE

Community Connection
 Touch/Feel 'the history'
 Holistic 'Village'
 Create new memories
 Re-connecting Evocative
 Relax & Enjoy Surprise and Delight
 Treasure Hunt Decay Metamorphosis
 Movement Kinetic Navigation
 Spatial Experience Connect Past
 Beach and family / easy fun
 Photographic
 Authentic



MAIN SS DICKY INTERPRETIVE AREA

The SS Dicky Memorial seeks to preserve the history and collection of memories associated with the wreck and to encourage continued education and reflection.

The form of the memorial is an abstracted outline of the SS Dicky, with 'rusty' steel ribs wrapping the ghost of the hull.

As the visitor moves through the space, the size and scale of the former wreck becomes apparent. The steel ribs channel the view out to the original wreck site.

The main platform is the prominent form with the narrower gangway style paths splitting off to the sides to provide access beyond.

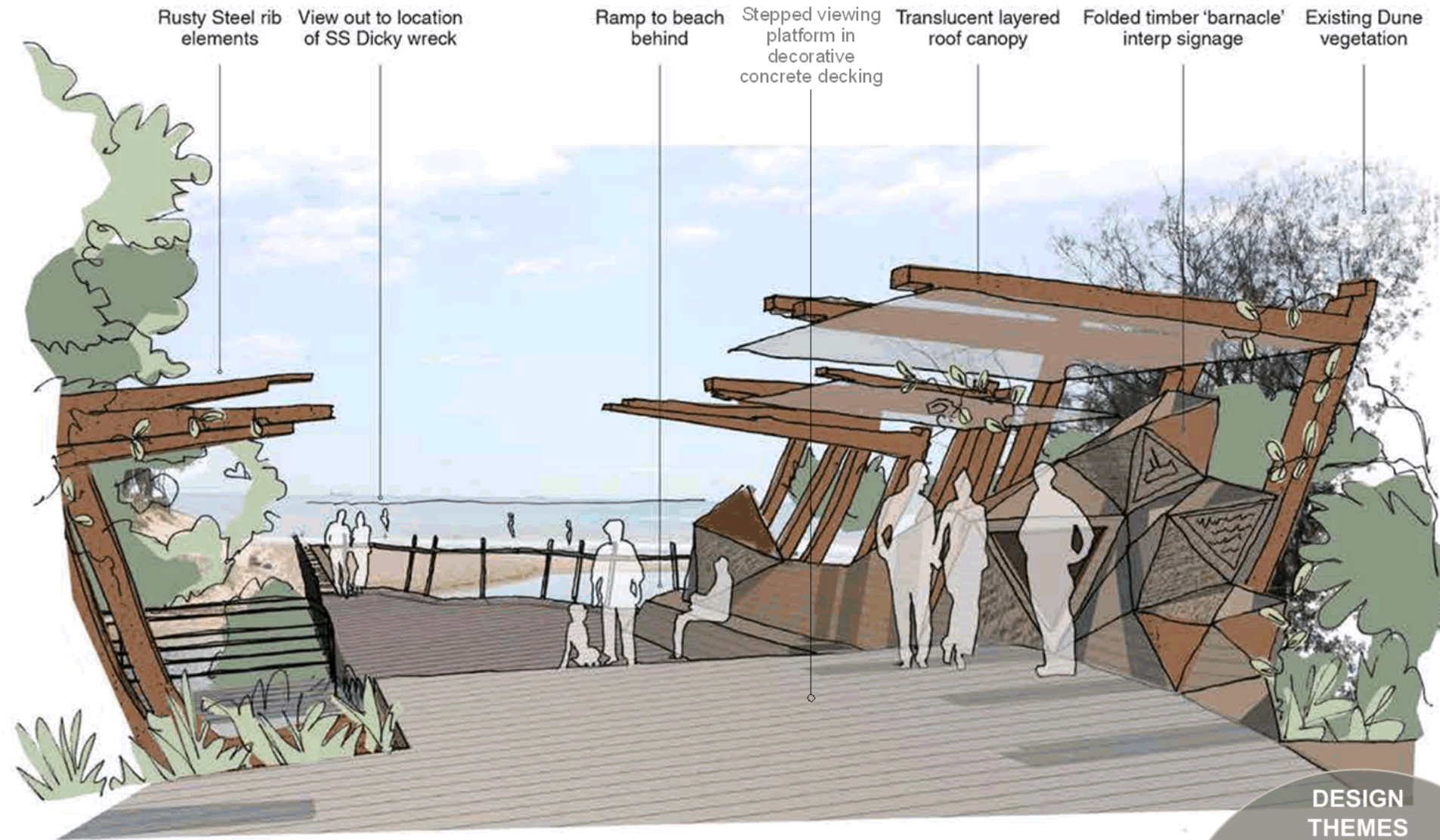
The memorial offers shelter and seating on the eastern edge; the seating wraps and folds to form 'barnacles'.

These barnacles incorporate interpretive elements including stories, pictures, transparent viewing panels with wreck pieces contained within.

The rear of the memorial offers a 'Sweet Spot'; a gesture made apparent and occupiable by the folded 'barnacle' seats.

As the visitor looks through the length of the memorial, the Dicky's original location becomes framed on the beach.

MAIN SS DICKY INTERPRETIVE AREA



1. View from the 'Sweet Spot'

Looking through the split hull to frame the location of where the SS Dicky wreck once resided on the beach. The outline of the former wreck can be visualised through 3D animation on a smart phone app from this location.

DESIGN THEMES
 Layering
 Decay - Change
 Movement
 Triangulation - Navigation
 Barnacles Submerge
 Navigation Perspective
 Beaching of the Dicky
 Lookout!
 Solid and Void



MAIN SS DICKY INTERPRETIVE AREA

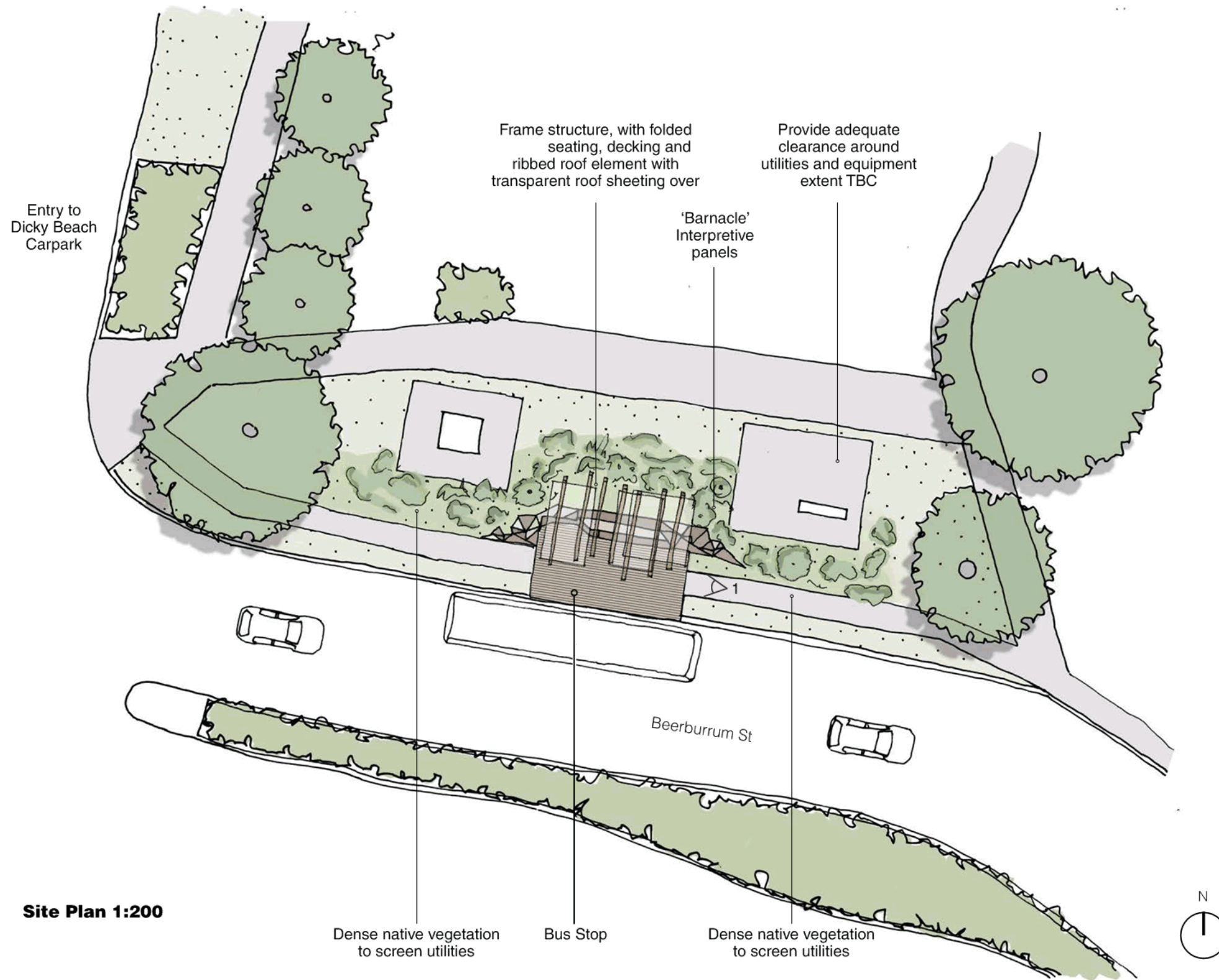
Folded seating edge to wrap around the dune Folded 'barnacle' interp signage Transparent Layered Roof Canopy Folded seating edge with views out to the wreck site Coastal Path Gangway to open green space



2. View looking back toward the coastal path

DESIGN THEMES
 (Re) Connecting - People - Place - Memories
 A new Artifact - Space - Object to allow new activities
 Discover
 Beach / Dunes / Play / History - Natural Environment
 The New Experience - Stories / Memories





DICKY BEACH BUS STOP AND SCREENING

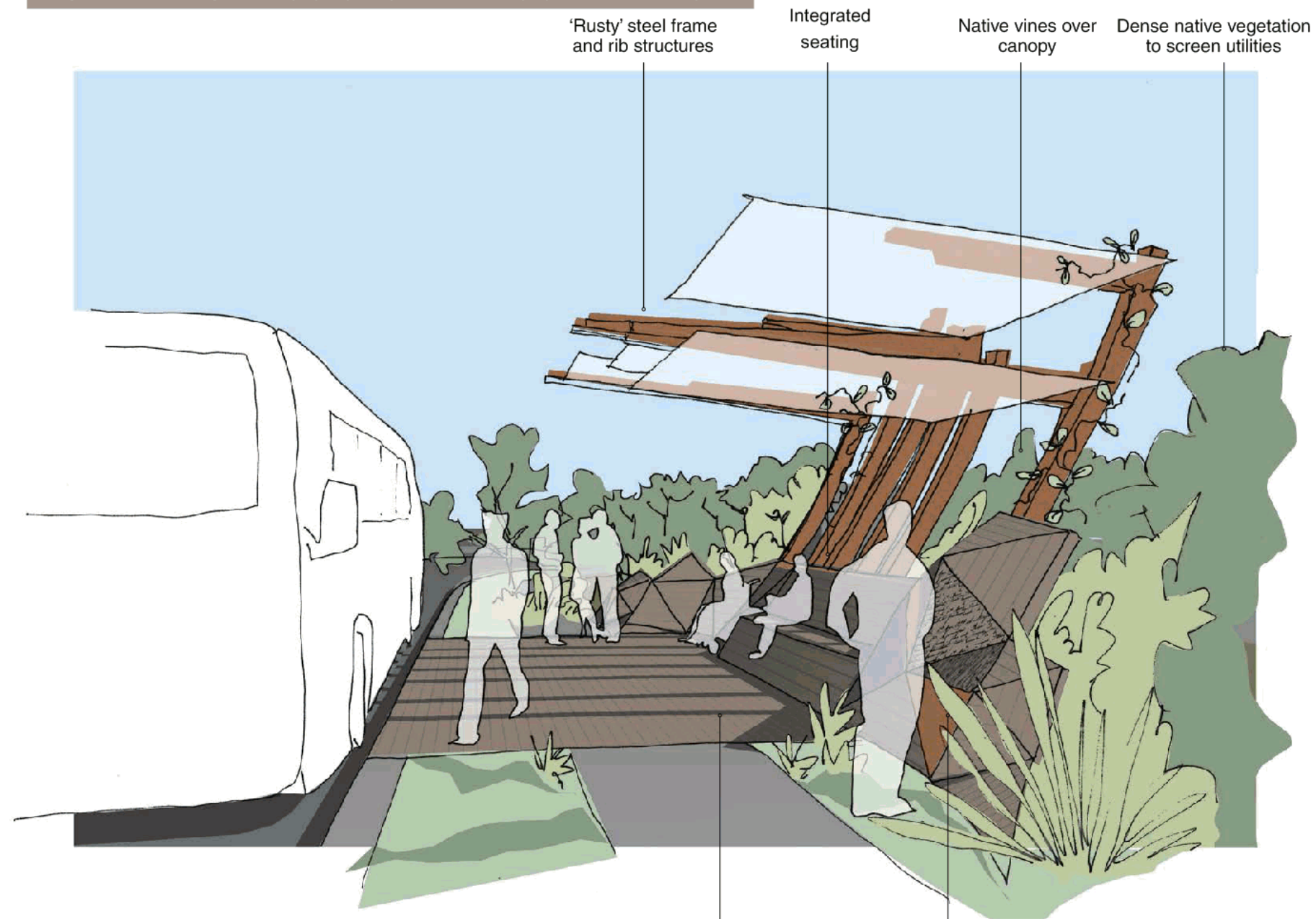
The Dicky Beach Bus Stop and screen planting adopts the same design language as the main interpretive area.

The bus stop is highly visible from the street and will be viewed by the road and on foot. The structure will become a landmark feature along Beerburrum Street and attract the attention of those passing through Dicky Beach.

The framed rib structure, folding seating and 'Barnacle' interpretive signage offers a compelling space for locals and visitors to meet, wait and interact.

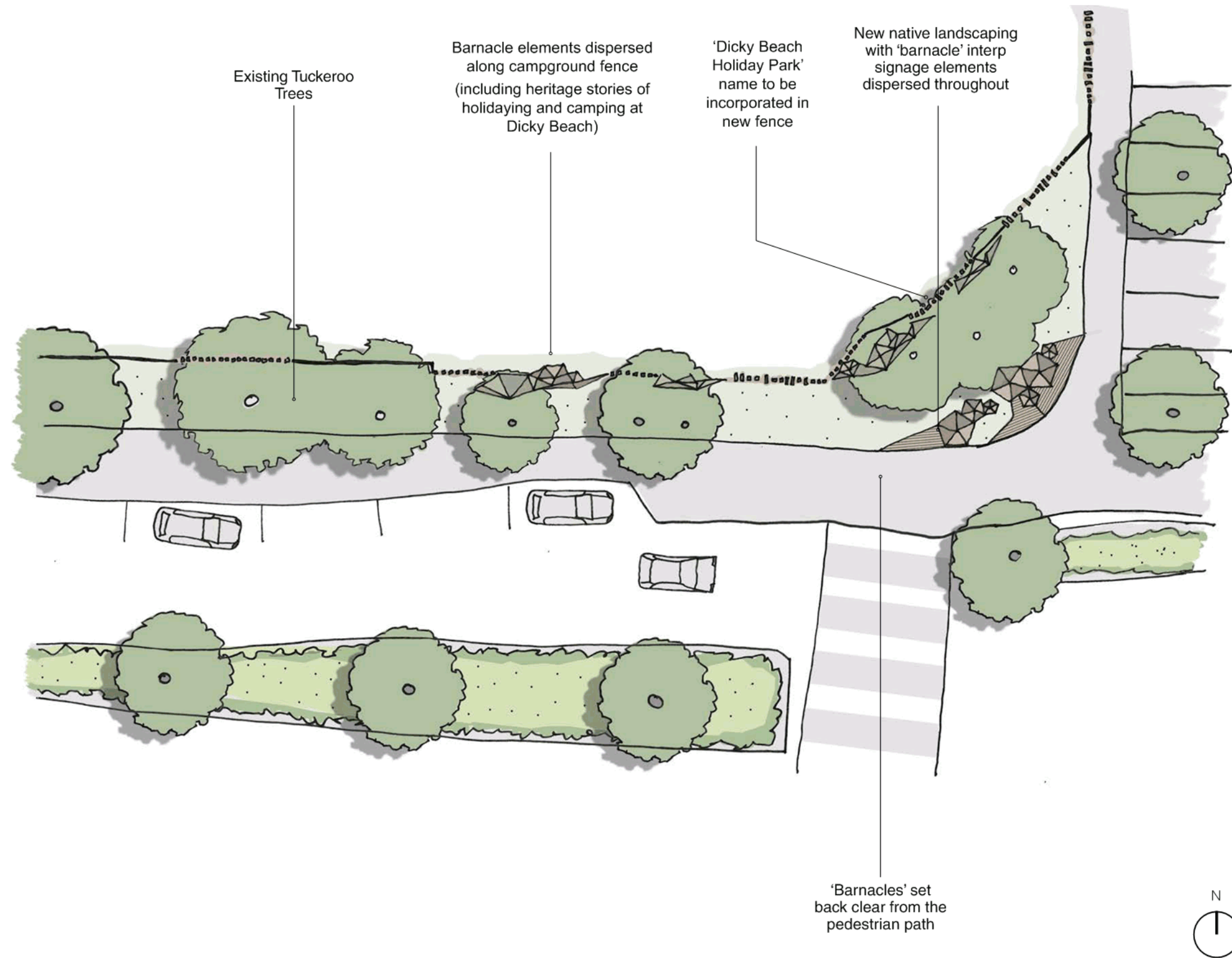
Native vegetation and painted utility pillars will conceal and softly integrate the bus stop into the surrounding landscape.

DICKY BEACH BUS STOP AND SCREENING



1. View West along Beerburrum Street to Bus Stop





DICKY BEACH STREET MARKER AND CARAVAN PARK EDGE

The Dicky Beach Street Marker is a continuation of the barnacle visual language. The markers create an identity for the town and hint at what is to be discovered further in the park.

The folding 'barnacles' are set back from the pedestrian path and integrated in the native landscaping. Set low to the ground, they are at a human scale that can be touched, stepped around and interacted with.

The barnacles contain information on the SS Dicky but also feature historic photos and stories that relate to holidaying and camping at Dicky Beach.

The Caravan Fence consists of timber palings which frame its perimeter. Alternating from denser to dispersed, they complement the barnacle elements and offer improved transparency across to shops rather than a visual barrier.

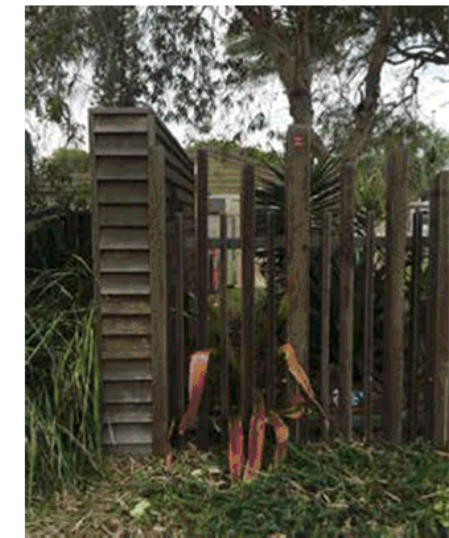
DICKY BEACH STREET MARKER AND CARAVAN PARK EDGE

Improved transparency through caravan park fence with patches of different sizes and dispersions of timber palings

Barnacle elements dispersed along campground fence

New native landscaping with 'barnacle' interp signage elements dispersed throughout

Existing Tuckeroo trees



1. View West along Caravan Park Edge



Budget Forecast

The Precinct Plan proposes outcomes which will require funding from various sources. It is envisaged that the Precinct Plan will be delivered through a number of avenues including council, developer contributions, the local community, state and federal government grant programmes.

Examples of potential grant programmes include the QLD State Government: Local Government Grants and Subsidies Program, Queensland Tourism Infrastructure Fund and Arts Queensland: Regional Arts Development Fund.



	ASSET RENEWAL / REPLACEMENT PROGRAMME - UNSCHEDULED	UNALLOCATED WORKS - NEW ASSET	OPERATIONAL PROGRAMME	ALLOCATED WORKS - SCHEDULED IN THE 10YR CAPITAL WORKS PROGRAMME	TOTALS
PRIORITY AREA 1A - MAIN INTERP AREA		\$700,000			\$700,000
PRIORITY AREA 1B - BEERBURRUM STREET		\$325,000	\$35,000	\$30,000	\$390,000
PRIORITY AREA 2 - OPEN SPACE AT BEACH	\$170,000	\$180,000		as per coastal pathway draft masterplan	\$350,000
PRIORITY AREA 3 - COASTAL PATHWAY				as per coastal pathway draft masterplan	
PRIORITY AREA 4 - CARPARK AND PATHWAYS		\$325,000			\$325,000
PRIORITY AREA 5 - TOILET BLOCK AND PICNIC AREA	\$400,000	\$75,000			\$475,000
PRIORITY AREA 6 - SKATE PARK UPGRADE	\$480,000				\$480,000
PRIORITY AREA 7 - PLAYGROUND AND SHELTER AREA	\$340,000	\$95,000			\$435,000
PRIORITY AREA 8 - SURF CLUB INTERFACE	\$260,000	\$70,000			\$330,000
PRIORITY AREA 9 - BEACH VIEWING AREA	\$270,000				\$270,000
SUBTOTALS	\$1,920,000	\$1,770,000	\$35,000	\$30,000	\$3,755,000

Note that the costs are indicative and exclude:

- _ Escalation (priced in 2016 dollars)
- _ GST
- _ Ongoing maintenance

All costings do allow for:

- _ Contractors preliminaries and margin
- _ Construction and design contingency
- _ Approvals
- _ Consultant professional fees
- _ Internal design and delivery costs

STRATEGIC FRAMEWORK

Sunshine Coast Council's vision is to be Australia's most sustainable region – vibrant, green and diverse.

The Dicky Beach Precinct Landscape plan sits within the Sunshine Coast Council Corporate Plan (2015-2020) and is directly influenced by the 5 goals:

A NEW ECONOMY

Providing the regional policy, regulatory setting and identity to shape a globally competitive economy

A STRONG COMMUNITY

Supporting an engaged resilient and inclusive community that embraces diversity

AN ENVIABLE LIFESTYLE AND ENVIRONMENT

Managing and enhancing the regions natural assets, liveability and environmental credentials

SERVICE EXCELLENCE

Providing value-for-money services responsive to the needs of the community

A PUBLIC SECTOR LEADER

Delivering a high performance organisation, supported by good governance and robust decision-making.

The 5 goals and associated strategies and policy framework directs council's business and results in the allocation of resources, projects and the delivery of services to the community.

Corporate and Strategy Documents

The following documents present a range of contextual information and strategic directions that have implications on the project. This material has been reviewed and summarised below.

Sunshine Coast Planning Scheme 2014

guides development within the Sunshine Coast Council area. Generally, development of the Landscape Plan seeks to use the planning scheme standards and constraints as its basis.

The project area is zoned in part Open Space, Community Facilities (Tourist Park), Sport and Recreation, Tourist Accommodation, Environment Management and Conservation.

Key planning scheme overlays applying to the site include:

- Flood Hazard Area
- Acid Sulphate Soils – land at or below 5m AHD
- Waterways
- Native Vegetation Area
- Coastal Protection Area
- Height of Buildings and Structures
- Heritage Area
- Landslide Hazard Area

The Landscape Plan aims to adhere to the relevant codes within the planning scheme.

Sunshine Coast Council Corporate Plan 2014-2019

sets council's vision and priorities and guides decision making, budget operation and resource allocation.

Sunshine Coast Community Plan: our vision for 2030

provides council's vision and hopes for the region's future and guides all planning.

Open Space Strategy 2011

provides a strategic framework for the planning, development and management of council controlled open space.

Skate and BMX Strategy 2011-2020

guides the planning, development and management of the skate and bmx network across the Sunshine Coast for the next 10 years.

Recreation Trails Plan 2012

provides a plan for an equitable supply and diverse range of high quality walking, mountain bike riding and horse riding trails in urban and rural areas.

Social Infrastructure Strategy 2011

provides the framework for the planning of current and future key community facilities.

Waterways and Coastal Management Strategy 2011-2021

outlines key values, challenges and strategic directions to guide future planning and implementation.

Sunshine Coast Access and Inclusion Plan 2011-2016

demonstrates council's commitment to build an inclusive community.

Sunshine Coast Active Transport Plan 2011-2031

sets out the strategic coordinated planning for council's active transport network for walking and cycling.

Other council plans and reports

Coastal Pathway Masterplan, draft 2016

identifies the existing coastal pathway network and identifies the short-long term priority implementation areas.

CPTED Report Dicky Beach Skate Park Precinct 2015

provides a CPTED audit of the skate park and recommendations.

SS Dicky Archaeological Management Planning Documentation

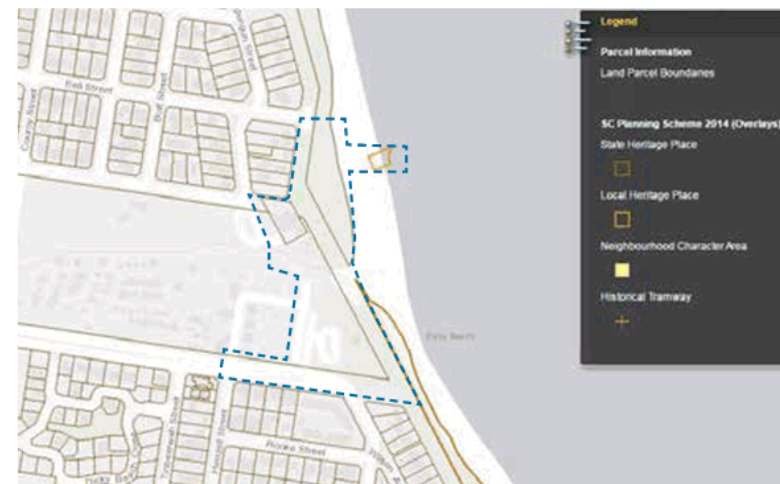
comprises the Conservation Management Plan, Heritage Impact Assessment Plan, Artefact and In-situ Features Registry and Wreck Interpretation Plan.

STRATEGIC MAPPING

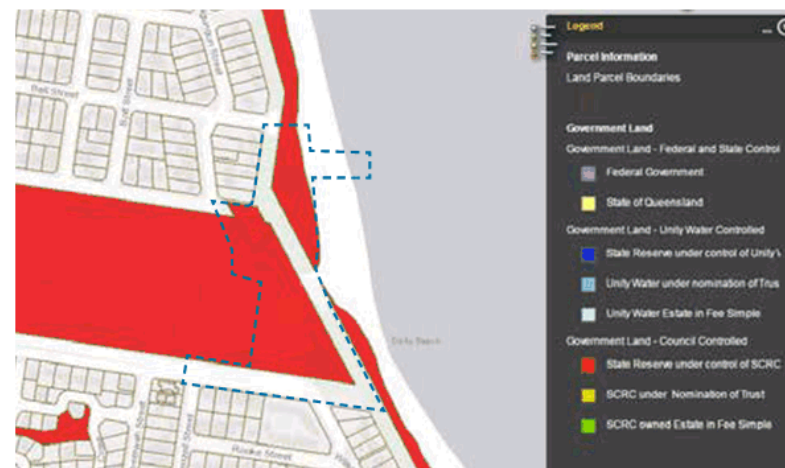
The following maps illustrates the mapping of the planning scheme designations and other matters affecting the site.



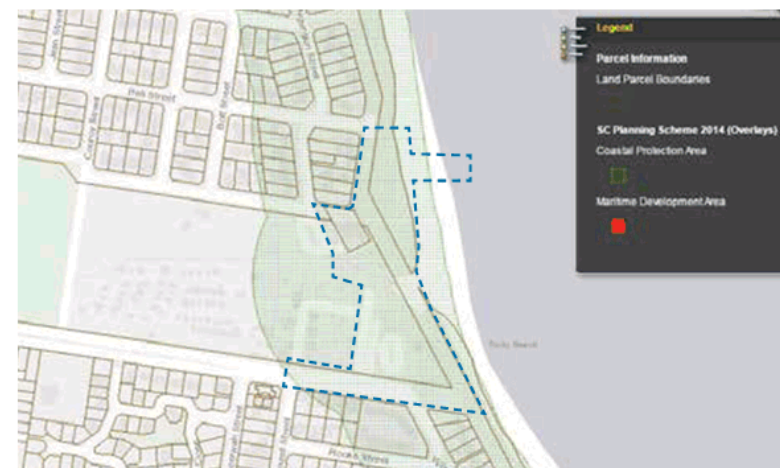
ZONING



LOCAL HERITAGE PLACE



GOVERNMENT LAND



COASTAL PROTECTION AREA



OPEN SPACE STRATEGY

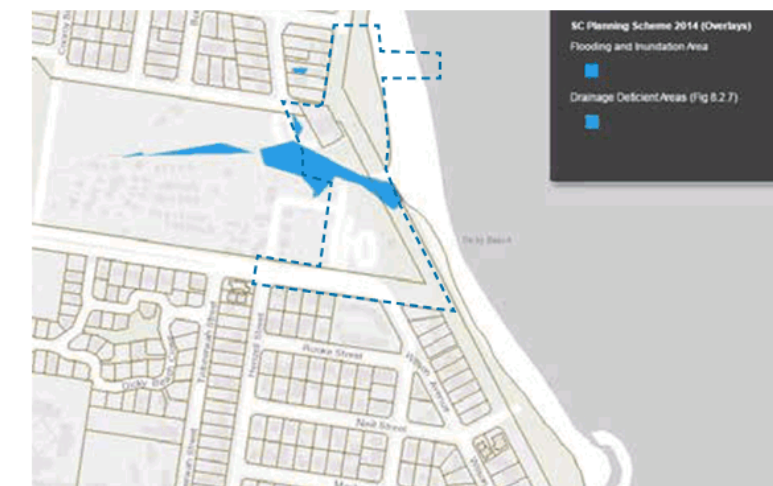
STRATEGIC MAPPING cont.



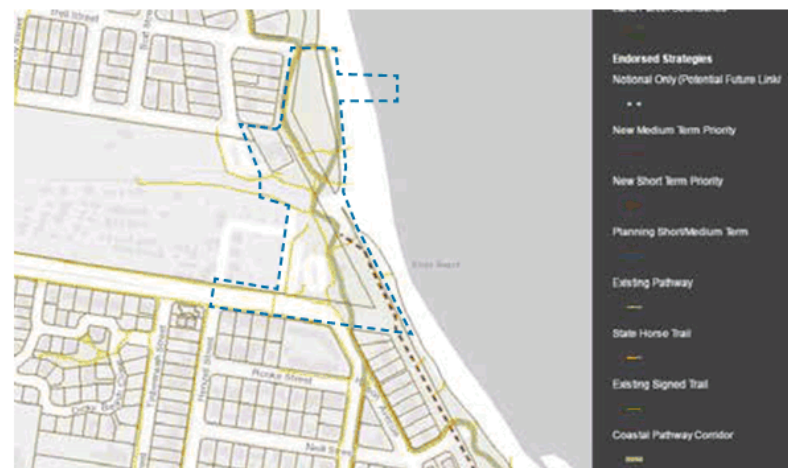
SOCIAL INFRASTRUCTURE STRATEGY



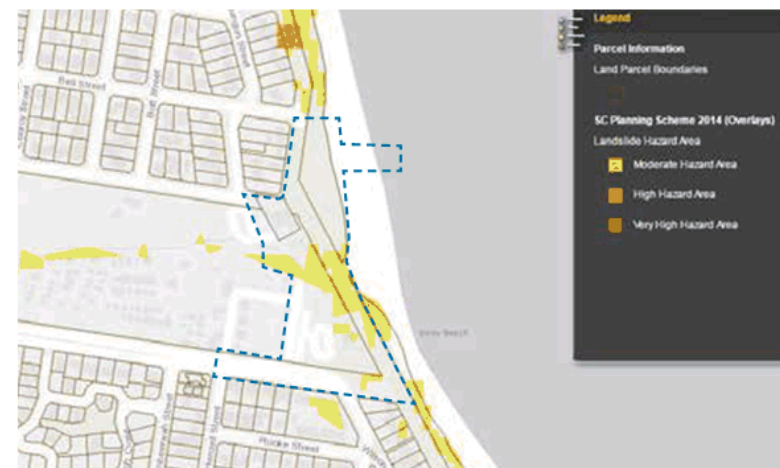
ACID SULPHATE SOILS



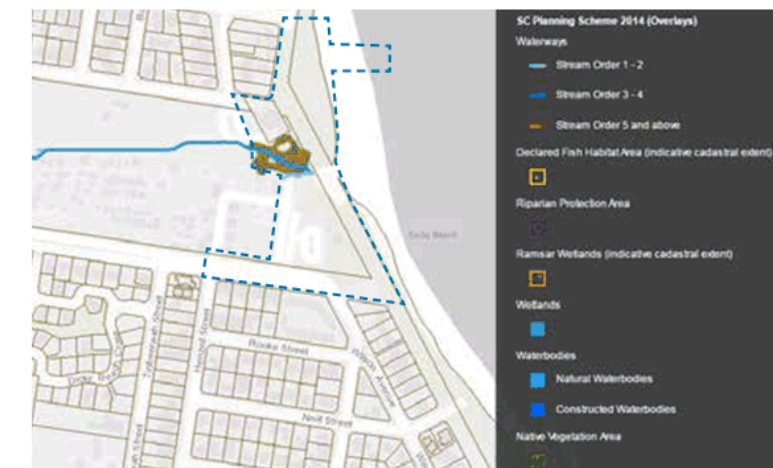
FLOOD HAZARD



RECREATIONAL TRAILS PLAN



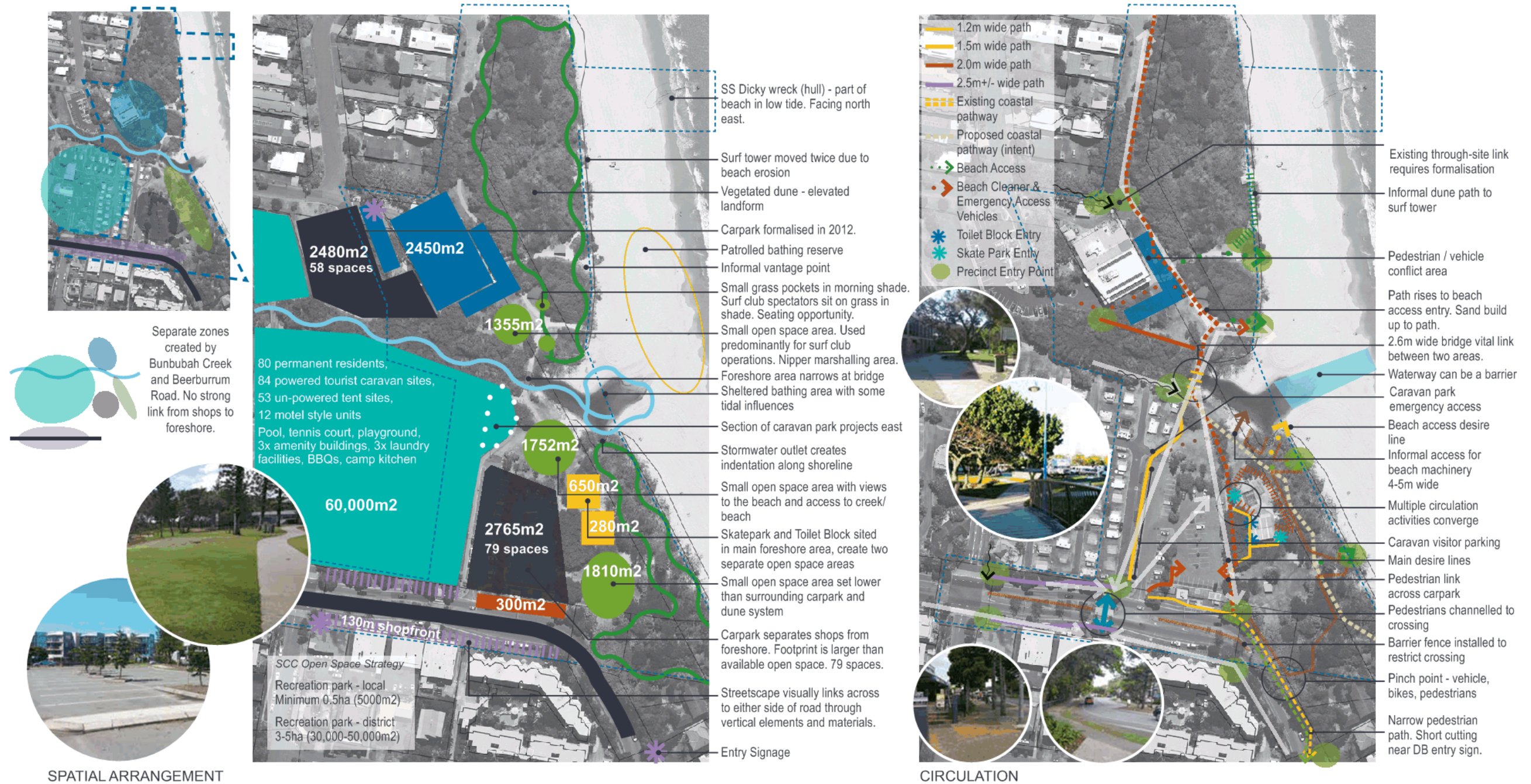
LANDSLIDE HAZARD

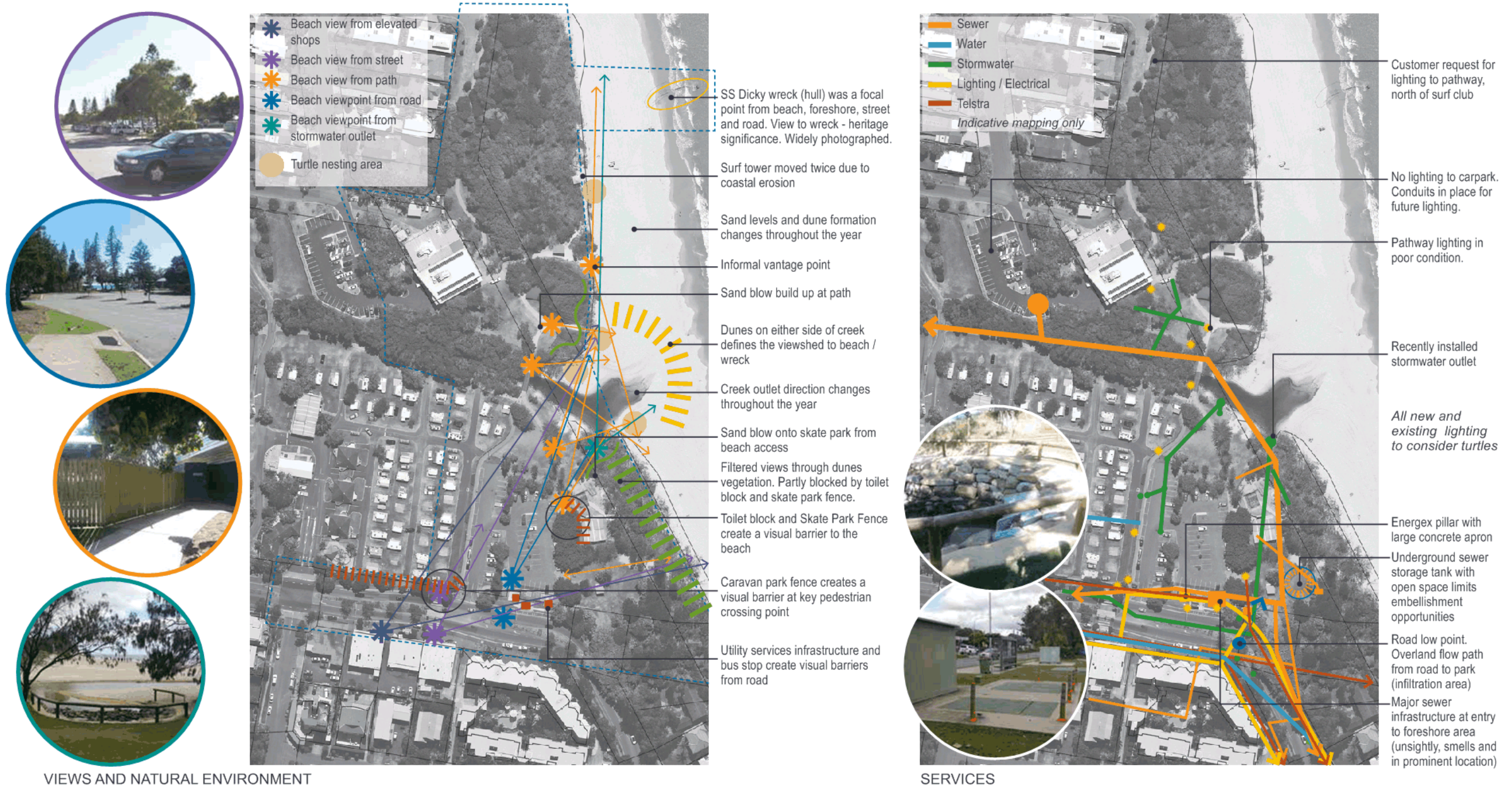


WATERWAYS & NATIVE VEGETATION AREA



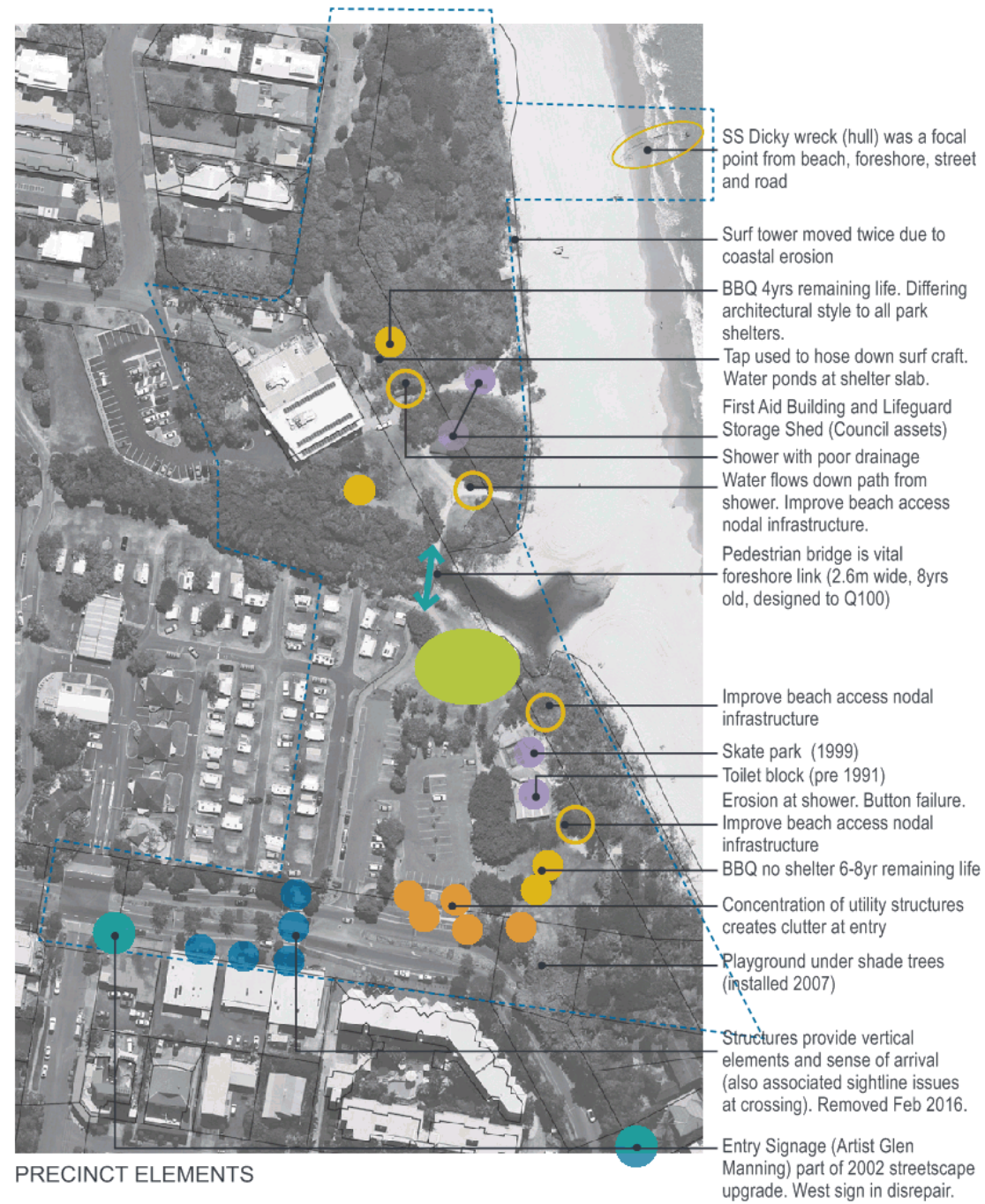
CONTEXT





VIEWS AND NATURAL ENVIRONMENT

SERVICES



Dicky Beach District Skate and BMX Facility caters for beginners to intermediate, is in average condition with rough sections (joints and bottom of ramps). Heavily utilised. Recommends modification to bowl, introduction new elements and relocation of amenities block. Alternatively, possible relocation of facility to alternate site to open up foreshore (*Skate and BMX Strategy 2011-2020*).

CPTED Report Dicky Beach Skate Park Precinct (2015) recommended relocating the amenities as it obstructs sightlines into the skate park. The report also highlighted internal entrapment areas and concealment spaces within the existing amenities building. Other recommendations included removing the wire fencing around the skate park as it enhanced the perception that the area was unsafe and to redesign the skate park entrance as it was 'sterile and had a policing feel, not celebrating the facility'. The audit suggested investigating lighting options for the skate park, pathways, carpark, playground and shelter areas.

Dicky Beach Park Public Amenity Condition Assessment (Cardno, 2012) deemed the superstructure to be in a good condition with around 30 years of remaining useful life. The internal fixtures and finishes were deemed to be in an average condition. The asset is not within the 3 year CWP horizon and sits at 43 of 170 assets scored for CWP prioritisation. Property Management has begun to develop an internal service level hierarchy for public amenities (Priority 1,2 and 3 – 1 being the highest), Dicky Beach Park PA is considered a Priority 3 asset.

HISTORICAL FRAMEWORK

SS Dicky Archaeological Management Planning Documentation

Heritage Impact Assessment Plan (key notes)

The Heritage Impact Assessment assesses the proposed impacts to a heritage site, in this case the wreck of the S.S. Dicky, against its heritage significance and determines whether such impacts are acceptable. Mitigation measures are proposed to minimise negative impact in situations where they are not acceptable.

The wreck is protected under the Queensland Heritage Act 1992.

Statement of Significance:

The significance of the SS Dicky lies in its excellent ability to convey the story and meaning of shipwreck through its present form and context as well as provide some illumination on iron shipbuilding technology and life aboard a late 19th century cargo vessel. It is a much loved and perhaps even revered cultural landmark of the Sunshine Coast.

The statement of significance also implies that the;

- Setting within which the wreck of the S.S. Dicky is located is a critical component of its significance.
- Current form and articulation of the wreck makes it recognisable as a wreck.

Following on from this, it is obvious therefore that the;

- Severance of the wreck from its present context will markedly reduce its most elevated values, these being its aesthetic, interpretative and social significance, as would deterioration, breaking up, and dis-articulation through natural causes.

Background of the SS Dicky

Location

The wreck of the S.S. Dicky is situated within the intertidal zone of a sandy surf beach located 100 metres to the north of Bunbybah Creek and 2.5 kilometres north of Caloundra City Centre. The vessel lies on an approximate south-west to north-east axis, perpendicular to the shoreline with the bow facing inland, and has been in this location for

over 120 years. The wreck is a well-known feature of the area; the beach where it is located is named after it.

History

The iron hulled 225 ton (gross) steamship was wrecked in a severe storm in early February 1893 whilst en route from Fitzroy River to Brisbane carrying sand and water ballast. No lives were lost. The S.S. Dicky was initially only grounded by the stern at high tide, however, four attempts to re-float the vessel failed with it being washed back ashore each time. Following the last attempt in late February 1894, the vessel was run ashore bow first and officially salvaged.

In the years that followed the effects of wave action, corrosion and scavenging have seen the progressive alteration and deterioration of the S.S. Dicky wreck. Substantial collapse events occurred in the mid-1920s and mid-1930s due to heavy seas arising from cyclones. In 1963, the propeller was removed and mounted on a specially erected stone cairn near the site. During the late 1960s, a broad section of the upper parts of the hull at midships was removed; possibly to allow the passage of 4WD vehicles along the beach. The passages of two cyclones in 1974 scoured out the sand around the wreck to such an

extent that timber beams and floorboards were reportedly exposed. However, no significant loss or collapse appears to have occurred at that time. In 2005, the wreck was again exposed when then SCC (then Caloundra City Council) applied fish oil as a means of slowing down corrosion. It does not appear that the interior of the wreck was uncovered down to the bilge.

The pattern of deterioration during cyclonic seas has most recently culminated in the collapse of the mid-section of rib framing following Cyclone Oswald (January 2013). This event has been the catalyst for the SCC to take a pro-active stance for the long term management of the wreck.

Natural Environment

The wreck of S.S. Dicky is located in the intertidal zone of a surf beach; Dicky Beach. The position of the wreck in relation to tidal movements varies due to seasonal and sporadic accumulation and erosion of sand. Conditions during the 2008, 2013 and 2014 inspections indicate that the water level does not drop far beyond the stern post of the wreck, with the wreck remaining for the most part at least slightly submerged



Remaining exposed elements prior to removal, July 2015

Heritage Impact Assessment Plan (key notes) cont.

The most common wind direction is from the southern and eastern quadrants. The afternoon sea breezes come from the north east quadrant. The strongest winds, those in excess of 40 km/h, come from the south east quadrant in the morning. A review of monthly averages between 1970 and 1992 show that, in the morning, the lowest wind speeds are experienced in August at 15 km/h while the largest are during February with a mean of 21.6 km/h. During the afternoon, the lowest wind speeds occur during June at a mean of 19.2 km/h and the highest again in February at 27.9 km/h.⁸

Evaluation:

Aesthetic Significance

In 2008, the wreck of the S.S. Dicky was a shipwreck archetype. The twin rows of frames with the upright rudder post protruding from golden sand just beyond the crashing waves on a long sweep of beach, combined to form an image that is universally recognisable and iconic. The contrasts between light and dark, the transient and the seemingly immovable, straight lines and curves, the tensions between culture and nature were what attract the photographer. Recently, only the starboard side is visible in normal conditions and, of that side, only the stern side of amidships, with sections of even this part of the hull broken off and missing. The wreck no longer contains the symmetry and shape it did in 2008. It is still a striking feature of the beach, which offers plenty of opportunity for photographers in the ever-changing environment, but the wreck has lost much of the completeness that it once had as nature is overcome by nature.

The changes in light, tide, sea state and sand levels ensure that the site is in a constant state of flux. This ensures that there is a near infinite ways the wreck can be photographed. While not the only wreck on a beach in Queensland, the remains of the S.S. Dicky in its current location are a perfect subject for a photographer interested in the shipwreck theme.

The wreck of the S.S. Dicky could be considered to be of moderate aesthetic significance.

Archaeological Significance

There are usually three main aspects to the archaeological significance of a shipwreck – what can be learned about the way it was constructed, what can be learned about the cargo and what can

be learned about the crew?

The S.S. Dicky appears to be a typical iron built steamer of the period. That Lloyds eventually insured it suggests that the vessel was built according to the norms of the day. Table 3 lists the number of iron hulled vessels lost in Australia. With over 500 iron hulled vessels known to have been wrecked, abandoned or scuttled, the S.S. Dicky could be considered to be representative in this respect.

The S.S. Dicky, however, was built in Germany, which had a different shipbuilding tradition to that of Britain and the British Empire. Of the 9,000 or so known shipwrecks in Australia, only 23 are known to be of German origin. Of these, only two were iron hulled steamers built in the 1880s including S.S. Papua and S.S. Dicky. Very little is known of Papua other than it was lost on Osprey Reef in 1885. It has not been found and could even have been refloated. Within an Australian

context, the S.S. Dicky can be considered to be very rare with respect to the combination of the decade and origin of construction with that of it being a steamer. The details of the construction of the S.S. Dicky that could be obtained from the remnants would be of some archaeological significance as such information is apparently not available in the historical record.

The wreck of the S.S. Dicky could be considered to be of moderate archaeological significance.

Architectural Significance

If there were any decorative elements on the S.S. Dicky, they have since been removed or destroyed. From the information available it does not appear that the S.S. Dicky was of a particular rare design or type of vessel.



Exposed elements removed July 2015

Heritage Impact Assessment Plan (key notes) cont.

The wreck of the S.S. Dicky could be considered to be of low architectural significance.

Historical Significance

The known history of the S.S. Dicky prior to its arrival to Australia is unremarkable, though it is not common for vessels previously registered in Hong Kong to transfer its registry to this country. The history of registration, transactions and mortgages of the vessel gives an insight into the practices of ship owners in Queensland at the time, along with a whiff of a suspicion of insurance fraud.

The activities of the vessel in southern Queensland are typical of many other steamers of the period – hauling cargo and passengers between outports and major centres such as Brisbane. The S.S. Dicky operated in the twilight of the coastal tramp steamer period in southern Queensland as by the 1890s, the railway wound its way up the coast from Brisbane slowly depriving ship owners of their livelihood, port by port. The alleged murder of Mary Tinsell provides some colour to the history of the vessel.

The wrecking of the S.S. Dicky took place in one of southern Queensland's best remembered storms and floods:

"How one could write and tell of that eventful year of floods and financial disaster. Day and night, week on without cessation, the rain fell as it never could have fallen before, and the wind blew in storm and hurricane and gales. Business almost ceased to exist in the city; and in suburbs and northern towns ever the same story of flood and misfortune was written and told. Nature seems to have lost control and wrought damage and distress to the rich as well as the poor."

The wreck of the S.S. Dicky and the abutment of the Victoria Bridge at Southbank, Brisbane, are probably the most recognisable relics of this event. Of some additional historical note surrounding the wrecking event is the brief illumination it provides on the early European settlers of the area and the relative 'wilderness' of the area at that time.

The Premier of Queensland in 1963 gave a speech in response to mounting the S.S. Dicky propeller that in effect elevated the historical significance of the wreck to that of State level, saying:
"Throughout the State many obelisks, cairns and plaques have been

erected to perpetuate important events in our history and to preserve for prosperity the story of outstanding happenings in the settlement of the State."

In reviewing this aspect of the vessel's significance it is proposed that:

The wreck of the S.S. Dicky could be considered to be of moderate historical significance.

Interpretative Significance

From the late 19th century into the early 21st century the wreck of the S.S. Dicky has displayed some wonderful attributes that readily lent itself as an educational tool. These included its accessibility and context, which have been the most significant aspects of its interpretive value. Where else but on a surf beach, standing in amongst the ruined hull, could the story of a shipwreck be told to an audience. What the site was, is so self-evident that little, if anything needs be stated. The site interpreted itself where it is.

The remains of the S.S. Dicky as a static display on the beach and in context leaves the visitor with the reinforced perception of the generic wreck, an enigma upon which one can make up their own stories of romance, terror, bravery, folly, hopelessness and desolation. Apart from playing the role of the 'unknown' wreck, the S.S. Dicky can also be interpreted in a completely opposite manner where it is used as a vehicle to introduce stories of the early European settlement in the Caloundra area, the events of 1893 and even the role of coastal shipping in the development of Queensland. The mystery of the demise of Mary Tinsell could add a salacious element to the mix.

In recent years storms have reduced the visual impact of the S.S. Dicky wreck and as a consequence have reduced the interpretive potential of the wreck. The remains are still identifiable as a shipwreck and provide a setting for interpretation as its location on the beach maintains accessibility for public interaction and curiosity. If anything, the continual degradation of the wreck is part of a timeline of change and the continuation of the story of S.S. Dicky. The wreck has been continuously altered by both cultural and natural forces. The remains display the processes of shipwreck collapse, showing how even large and robust cultural features, such as an iron ship's hull, will slowly give way to nature. Despite this, continual degradation has led to significantly less remains being normally visible on the beach and,

eventually, will lead to the complete lack of remains. Interpretive significance may adapt as the shipwreck continues to degrade but interpretation requires material and, as the wreck continues to diminish, so does the potential for interpretation. The wreck of the S.S. Dicky could be considered to be of moderate interpretive significance.

Scientific Significance

One of the significant aspects of the wreck of the S.S. Dicky is that it has been well documented with photography from the time it was wrecked to the present day. This is unprecedented within an Australian context for a wreck, which is 121 years old.

The photographic resource of the S.S. Dicky deteriorating over time contributes greatly to our understanding and to the study of the formation of wreck sites in similar environments. The sites accessibility also allows the opportunity for conducting scientific



Stern, July 2015

Heritage Impact Assessment Plan (key notes) cont.

work on the wreck for the purposes of its conservation. As the case study summaries in Annex C show, conservation of iron hulls in Australia has largely been conducted in situ with only smaller elements being removed for separate conservation. Depending upon the management of S.S. Dicky, there is the potential for the conservation of this wreck to be unique in Australia. Continual deterioration, especially in recent years, highlights its scientific significance as an example of the diachronic formation of iron wreck sites.

The wreck of the S.S. Dicky could be considered to be of moderate scientific significance.

Social Significance

The wreck of the S.S. Dicky has always been a prominent part of Caloundra society. The beach has been named after the wreck and poems have been written about it (Annex D). The North Caloundra Surf Life Saving Club changed its name recently to Dicky Beach Surf Life Saving Club.

From the earliest years it has been an attraction for both local and visitor. As C. H. Mann stated:
 "... I think there are more photographs (of the wreck) in photo albums around the coast than you can shake a stick at."

What the wreck of the S.S. Dicky means to the local community and those many thousands from interstate who spent their childhood holidays on the Sunshine Coast can be summed up by the following:
 "... but she will last a long time yet to delight the crowds of happy children who use her as a playground and a curiosity, for not many places provide a real ship on the beach to play in."

Though the above account was written in 1960, this holds true to the present today and is evidenced by the community reaction against the proposal to move the wreck. In the 1980s, debate first arose within the local community as to whether the wreck of the Dicky should be removed. Most of the local community, headed by historians Neil Dowsett, C. H. Mann, the President of the then North Caloundra Surf Club, Barry Emerton and Reverent Allan Malle, opposed the removal of the wreck.118 The reasons for retaining

the wreck were based on the site's apparent uniqueness – the only recreational beach in the world named after a wreck and where the wreck was still visible – and the tourists (money) it attracted.

In 2014, some of the reactions of locals in Caloundra were collected into a newspaper article by the Sunshine Coast Daily titled 'SS Dicky wreck: Why we will miss her so much'119. The article demonstrates a fondness for the wreck, but also concern at its continual degradation. One recalled memories of family holidays to the beach, saying "I was like every young boy that walks down on the beach – their eyes light up. ...It was something to look forward to." A couple of photographers claimed "when I see it, I feel a lot of history" but also that "from a photographer's point of view, it sucks that it will go but we can see over the years that it's fading away and I'd rather see it preserved how it is than be gone in a couple of years." Another described how the wreck is part of the beach, but he would like to see it moved for the sake of the wreck and history.

The wreck of the S.S. Dicky could be considered to be of high social significance.

It is one of the often-made statements in the promotion of the wreck of the S.S. Dicky that it is the only 'recreational' beach in the world named after a shipwreck.120 This is erroneous. Coolangatta (QLD), Malabar (NSW), Collaroy (NSW) and Kwinana (WA) are just a selection of recreational beaches known to be named after shipwrecks. At Kwinana the wreck is still visible.






Technical Significance

The construction of iron (not steel) ships had its heyday from the 1850s to the 1880s. Compared to wood, steel, aluminium and fibreglass this medium had a relatively narrow window of popularity. Building ships from iron required techniques and a level of craftsmanship that is now most likely extinct. The skills and quality of work is best evidenced by the way the rudder post has managed to stay intact and upright under the sustained assault of the sea for 121 years and occasional human intervention. It is also highly likely that no ship lines or half model exist for the S.S. Dicky so the remains are the only potential source of information about the original form of the ship.

The wreck of the S.S. Dicky could be considered to be of moderate technical significance.

Other reference documents:

- SS Dicky – Caloundra, Qld – In-situ Features Registry
- SS Dicky – Caloundra, Qld – Artefact Registry
- SS Dicky Conservation Inspection Report, August 2015, Jon Carpenter and Vicki Richards, Western Australia Museum
- Test Excavation of SS Dicky, 17 April 2015

Photo	Outcome Retain / Discard	Reason to Retain or Discard	Store in Depot? Yes/No	Conservate Yes/No
	R	Scientific value – poorly preserved and semi diagnostic but can be kept for testing integrity of framing at knee assembly.	Y	N
	R	Scientific value – diagnostic for frames and hull. Potential for park display.	Y	Y
	R	Scientific value – diagnostic for frames and hull. Potential for park display.	Y	N
	R	Scientific value – diagnostic for frames and hull. Potential for park display.	Y	N
	R	Scientific value – diagnostic for frames and hull. Potential for park display.	Y	N

Artifact Registry, 2015

HISTORICAL FRAMEWORK

SS Dicky Archaeological Management Planning Documentation

Conservation Management Plan (key notes)

The Conservation Management Plan provides a methodology for acceptable mitigation to be implemented during Pre Main Works, during Main Works, Post-Main Works and Ongoing Site Management as part of the S.S. Dicky project. It is accompanied by an Heritage Impact Assessment and Wreck Interpretation Plan... which was... submitted to DEHP for a permit to undertake the... partial removal of the SS Dicky in July 2015.

The SS Dicky was partially removed in order to:

Preserve key heritage elements of the SS (Screw Steamer) Dicky wreck as well as reduce safety risks posed by the remains.

In July 2015, a 'Cut and No Cover' approach was adopted as it sought to minimise disturbance to the wreck of the SS Dicky while reducing the risks posed by the wreck to public safety on the beach. It include(d) the removal of the upper portions of the wreck remains buried in situ beneath natural beach sand deposits.

The CMP addresses the 'Cut and No Cover' approach with archaeological, conservation and interpretation mitigation measures for an acceptable impact to the wreck. Mitigation measures for this project include archaeological recording before, during and after the proposed Main Works, controlled cutting of hazardous elements and detailed recording of the artefacts removed. It also includes provisions for the conservation of removed elements.

Significance Criteria	Impact	Assessment
Aesthetic	Removal of stern assembly and extant section of hull on starboard side.	This will have a substantial impact as the bulk of the wreck will be buried and only infrequently exposed
Archaeological	Removal and recovery of structural elements	Removal of elements will have a minor impact as a considerable amount of material will remain and the removed/recovered elements are likely of low to moderate (stern assembly) archaeological potential.
Architectural	No impact.	
Historical	Establishment of an outdoor interpretive display.	This will enhance the historical significance of the wreck by providing an informative display.
Interpretive	Establishment of an outdoor interpretive display.	This will enhance the interpretive significance of the wreck by providing an informative display.
Scientific	Examination, conservation and select burial of wreck components.	The proposed project will enhance the scientific significance of the wreck by increasing our understanding of wreck deterioration processes.
Social	Outdoor display and attention to wreck due to works	Proposed project recognises social significance of the wreck
Technical	Removal and recovery of structural elements	Minor impact as the bulk of material will remain and the removed/recovered elements are likely have low technical potential

Interpretation Mitigation

An outdoor display within line of sight of the wreck is the main mitigation measure for impacts to the aesthetics and social significance of the wreck. The outdoor display would be a high profile / above ground replacement of the iconic image of the wreck, referencing the striking visual features and characters of it, rather than attempting to duplicate.

Consequences of Conservation Policy (key points specific to this project)

- Once the stanchion has been removed, a new wreck marker should be installed to mark the position of the buried wreck remains;
- An outdoor display will be created in line of sight to the wreck site at Dicky Beach, possibly containing removed elements of the wreck as an interpretive and high profile replacement of the wreck site. This will reference the features and characteristics of the wreck but not attempt to duplicate it;

Post –Main Works

The strategy for minimising loss of significance after to the Main Works as part of the SS Dicky project is largely based on the Interpretation Plan... and conserving the remaining material

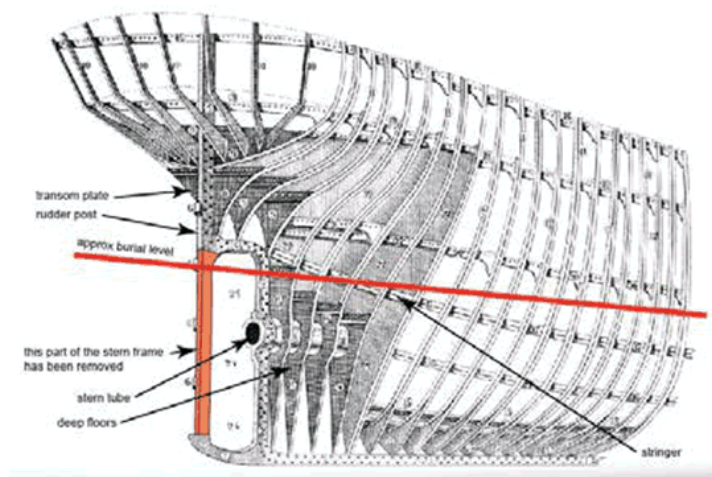


Figure 1. Possible arrangement of framing of the stern of S.S. Dicky. Note that this illustration depicts a three-deck ship whereas S.S. Dicky had two decks only. Also, S.S. Dicky probably had fewer transom plates and deep floors than this as it was a smaller vessel. Orange section indicates part that was removed in the 1960s. The red line indicates the usual sand level.⁶

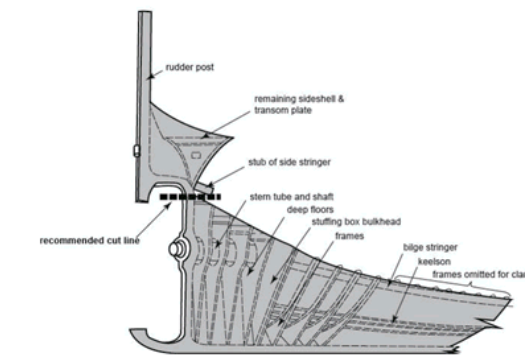


Figure 2. Schematic view of remaining stern structure of S.S. Dicky as inspected in late 2014. The proposed cut line at the stern frame is shown. This schematic assumes the presence of a bilge stringer.⁷

HISTORICAL FRAMEWORK

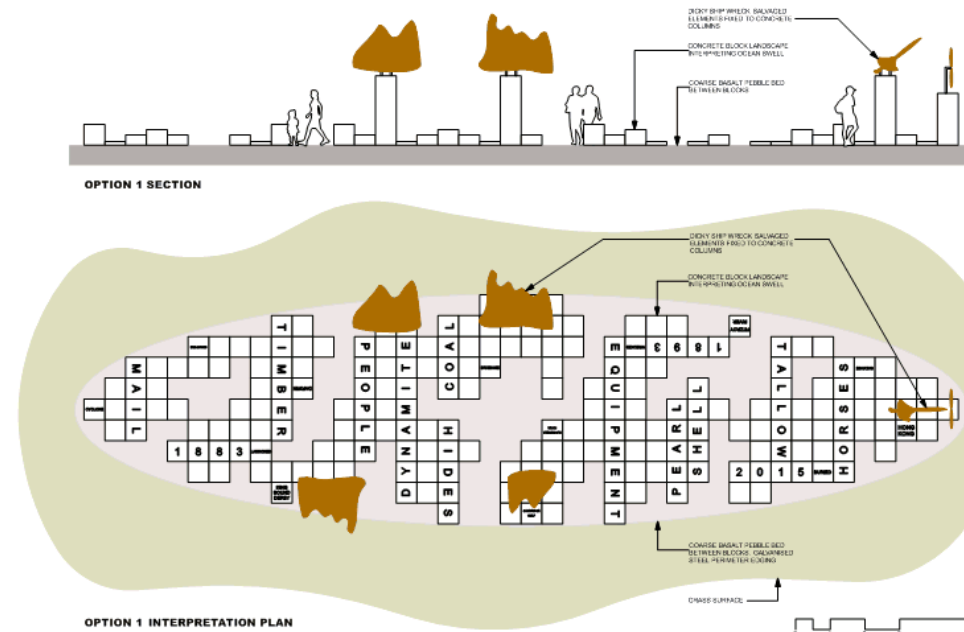
SS Dicky Archaeological Management Planning Documentation

Interpretation Plan (key notes)

The plan nominates important elements for the SS Dicky and provides two main options for onsite interpretation as well as an option for beach installation.

“Ghost in the Sea” involves a 1:1 scale footprint of the Dicky wreck containing concrete blocks of varying heights which represent ocean swells. The top faces of some of the blocks are impressed with key dates and text which interpret core aspects of the history of SS Dicky. Metal signage also displays historic photographs and a summary history. Selected artefacts from the wreck are suspended on concrete columns in the correct positions within the wreck footprint.

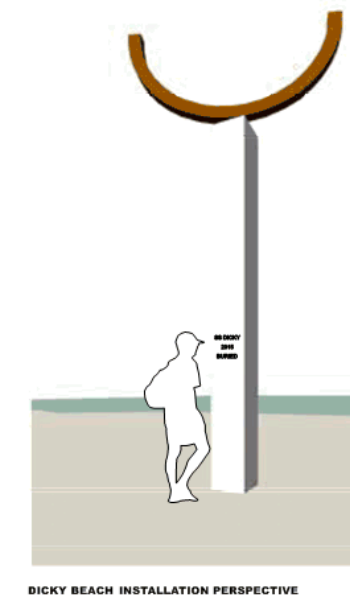
It is recommended that the condition of the hull and frames to be used in the display be flexible for the purposes of creating the best interpretive effect. For example the wreck elements could be left untreated and allowed to rust and stain the columns. Alternatively they could be sand blasted and buffed to produce a silver metallic surface. It is acknowledged that this approach may not be beneficial for the long term stability of the objects, however this approach has been recommended on the basis that there will be a relatively large number of objects recovered from the wreck, not including those already stored at the Council Depot. As all objects will be recorded in detail the loss of cultural significance due to either no conservation or aggressive presentation techniques will be minor. Furthermore the choice of similar objects – frames and hull – will allow the opportunity for the display to be periodically refreshed. The second park option, ‘Ghost in the Forest’, comprises squared hardwood timber posts of variable lengths positioned



vertically at 1 m spacing to create a hardwood forest effect. A 1:1 scale rendering of the S.S. Dicky’s original shape and volume will be represented by a durable paint finish to the timber poles which enables visitors to see the shape from a number of views. Key dates and texts related to the history of the vessel will be routed on some of the posts, as well as metal signage incorporated into the timber poles display.

The beach installation concept is a large column marker placed next to the location of the bow of the wreck (which will be removed). This will be clearly visible from the installation in the park, nominated above. The beach marker could be constructed of concrete or hardwood to match the park installation, with an artefact from the wreck suspended above. Text to be impressed or routed to the marker would be simple ‘grave’ text as follows:

SS Dicky
 Built Germany 1883
 Wrecked by cyclone 1893
 Buried Dicky Beach 2015



HISTORICAL FRAMEWORK

Concrete Piers to old dressing sheds used 1950s

SCC Heritage Library:

Peter remembers two dressing sheds about fifty years ago one for male and the other for females. They were constructed from weatherboard and were on cement piers. "You had to walk up two or three stairs to get into the dressing sheds. They each had a seat which went all around the wall of the shed."

Peter Overland 2004.

"The piers appear to be the earliest built evidence of European recreational use of this particular area. They are the only things left from a larger tourism infrastructure, which included a shelter shed and swing. They are the physical evidence of not only a building, but the stories associated with it. They give added meaning to the stories, and place them in the landscape (and it would seem, occasionally, seascape). The stories evidence the post war boom in beach visitors; the Dicky as an early tourist attraction; the environmental health of the area 50 years ago; and give us an understanding of the social norms of the day. They can help us understand other information about the place, such as the accuracy of mapping or the placement of objects in aerial photos. Given the dynamic nature of the coastline, this physical reference point is useful. They may also help people interpret additional material which may be uncovered in the future, such as from photographs or first hand accounts. Given an understanding of what they are, they have the ability to evoke a sense of the history of the place. I also think that the weathered concrete is aesthetically pleasing, and could be incorporated into a meaningful design solution for works in the area." Roger Todd 2004.



The aerial photo attached shows how the tidal flats spread out near Bunbubah Creek hence the need for elevated dressing sheds till the creek was piped.

Concrete piers removed during construction of new footbridge, currently stored at Caloundra Depot

PHASE 1: SHARE YOUR IDEAS



Methodology

The project news featuring the survey was distributed and advertised via the following channels:

- Mailout to 808 surrounding residents, 80 permanent caravan park residents
- Printed copies available at Dicky Beach shops, surf club and caravan park
- Survey available online via council's webpage
- Featured in local primary schools newsletters
- Featured on council's social media sites and media releases
- Information signs placed within the precinct

Informal discussions with Dicky Beach Shops

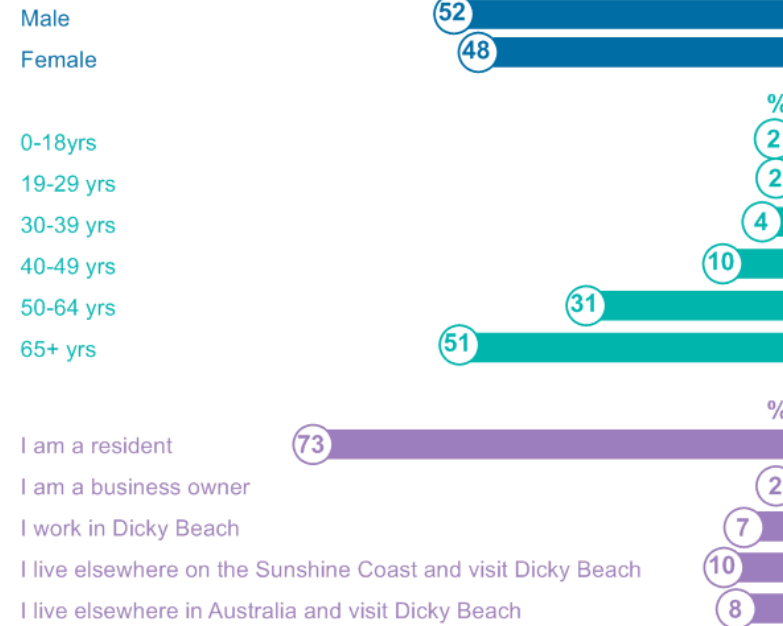
Informal discussions were undertaken with staff / owners of the Dicky Beach shops. The informal discussions aimed to introduce the project, explain the project news / survey and initiate discussion and feedback in relation to the project.

Findings

Survey Sample Group

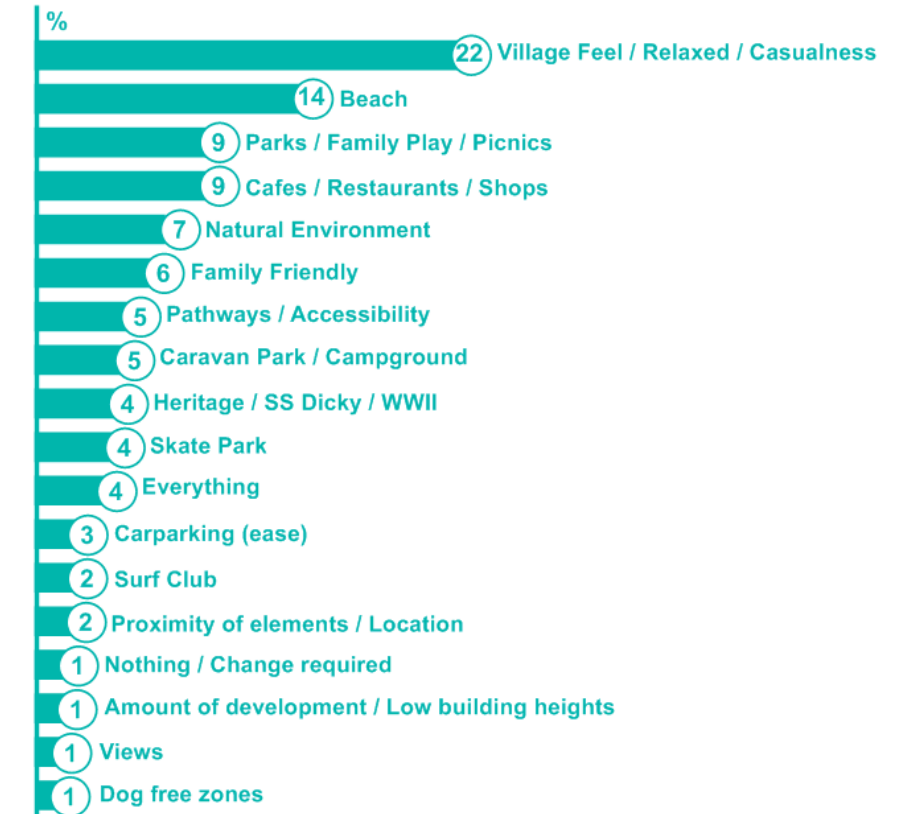
A total of 202 individuals provided input by responding to the questionnaire either online (132) or via the printed copy (70).

NB. Not all respondents answered the following. Statistics based on those who responded.



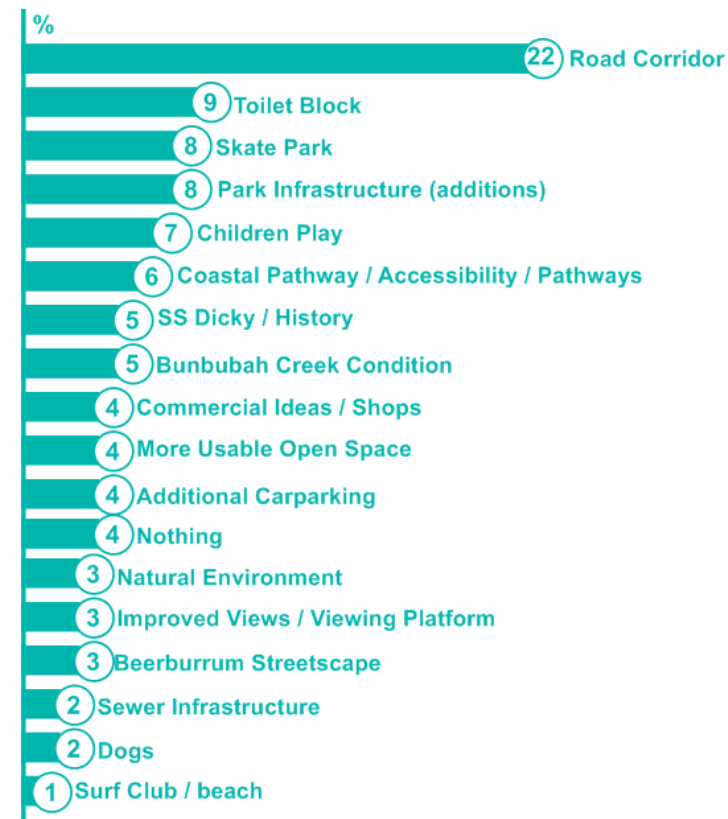
The responses for each question reflected a range of key themes and values.

1. What do you love about the Dicky Beach precinct?



"We love the neighbourhood atmosphere and belonging to a community which covers all ages and genres. We have youngsters on their scooters in the streets, surfers and skateboarders, baby boomers and the older generation. We all look out for each other and this creates a feeling of security in the area."

2. What would you change within the Dicky Beach precinct?



Road Corridor

Speed Reduction 27%; Pedestrian Crossing Safety 22%; Reduce/Redirect Traffic Flow 12%; Remove Structures 9%; Raised Crossing / Speed bumps 9%; Improve Sightlines 7%; Shared Zone 7%; New Roundabout 3%; Caravan Park Access 3%; Road Median 3%; Pedestrian Lights 1%

Toilet Block

New toilet block 78%; Remove / Relocate 22%

Skate Park

50% Refurbish 40% Relocate 10% Behavioural

Park Infrastructure (additions)

High: Picnic Tables, BBQs; Moderate: Seating, Wedding Shelter

Children's Play

Upgrade 81%; Relocate 18%

Coastal Pathway / Accessibility / Pathways

Coastal Pathway (east / dune / boardwalk, wider, upgrade) 52%; Footpaths (better through connections, additional) 28%; Increase beach accesses 20%

SS Dicky / History

SS Dicky Interp Ideas 66%; Return wreck 22%; Indigenous heritage / WWII 11%

Bunbubah Creek Condition

Smell, Litter, Stagnant, Water Quality

Commercial Ideas / Shops

More Shops 53%; Reconfigure / Relocate Carpark / Caravan Park 29%; Improve shop facades 18%

More Usable Open Space

Increase open space 48%; Reclaim Caravan Park / Reconfigure Carpark 40%; Regrade 2%

3. What should stay the same within the Dicky Beach precinct?



"The grassed areas, bbq areas, playground and skate park - all add to the family-oriented ambience of the area."

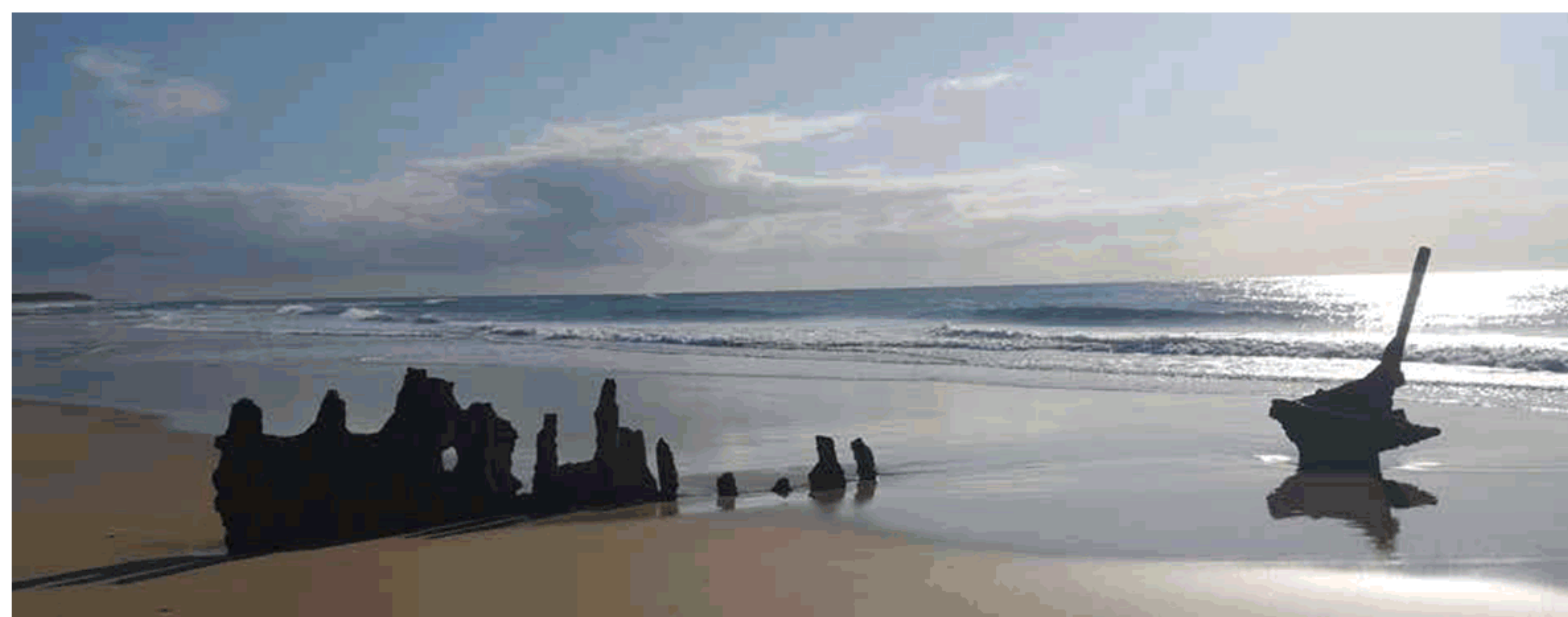
4. What other ideas / suggestions do you have for the Dicky Beach precinct?

The community were invited to provide additional comments. A range of responses were received with some of the more specific items depicted below:

- Improve traffic issues at Caloundra Road to lessen the traffic along Beerburum Street;
- Relocate the carpark that is in prime land and develop site with cafes/ restaurants;
- Improve the coastal pathway connection from Ballinger Beach through Dicky Beach to Moffat Beach;
- Review caravan park near carpark pathway and consider giving back to open space (offset sites through reduction of permanent sites to accommodate more visitors).

“The area of dicky, shops, park, surf club be as one, a real community area, as opposed to separate entities as it stands. Get the whole area connected.”

5. How would you like to see the SS Dicky wreck remembered / interpreted within the precinct?



Week of Removal, July 2015

PHASE 2: HAVE YOUR SAY



Methodology

In July 2016, the project news featuring the draft precinct plan was distributed and advertised via the following channels:

- Mailout to 808 surrounding residents
- Printed copies available at Dicky Beach shops and surf club
- Precinct plan available online via council's webpage
- Featured in local primary schools newsletters
- Featured on council's social media sites and media releases
- Information signs placed within the precinct
- Meeting with SS Dicky Taskforce

Findings

A total of 34 individuals provided input by responding via email to the Parks Capital Works mailbox. The comments are summarised under the following common themes:

Agree

- 14) Positive and in support of plan
- 4) Interpretation of the SS Dicky wreck
- 3) Coastal Path
- 30 Increase in BBQs and picnics
- 2) Restoration works along Bunbubah Creek
- 2) New Toilet Block
- 1) Proposed Pathways
- 1) SS Dicky Murals
- 1) Children's Playground
- 1) Revamped Skate Park
- 1) Turtle friendly lighting
- 1) Priorities plan

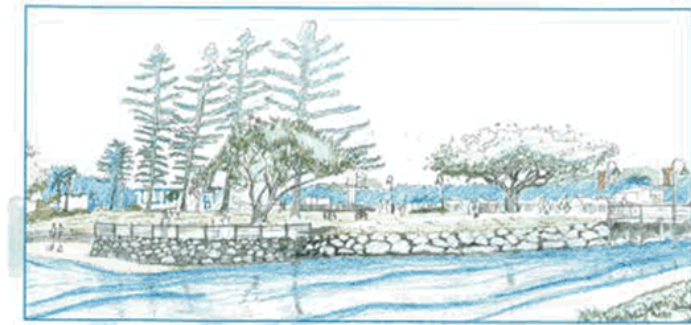
Disagree

- 4) Coastal Path - ocean side of Wilson Avenue
- 2) Disappointed skate not relocated or removed
- 1) Unisex toilets are a public safety risk
- 1) Turtle friendly lighting ineffective if dogs are allowed on turtle beaches
- 1) Does not address the lack of up market cafe/restaurants in the beach front area
- 1) Resumption of the first row of the caravan park and some of the car park to make way for beachfront café/restaurant

Further considerations / suggestions / comments

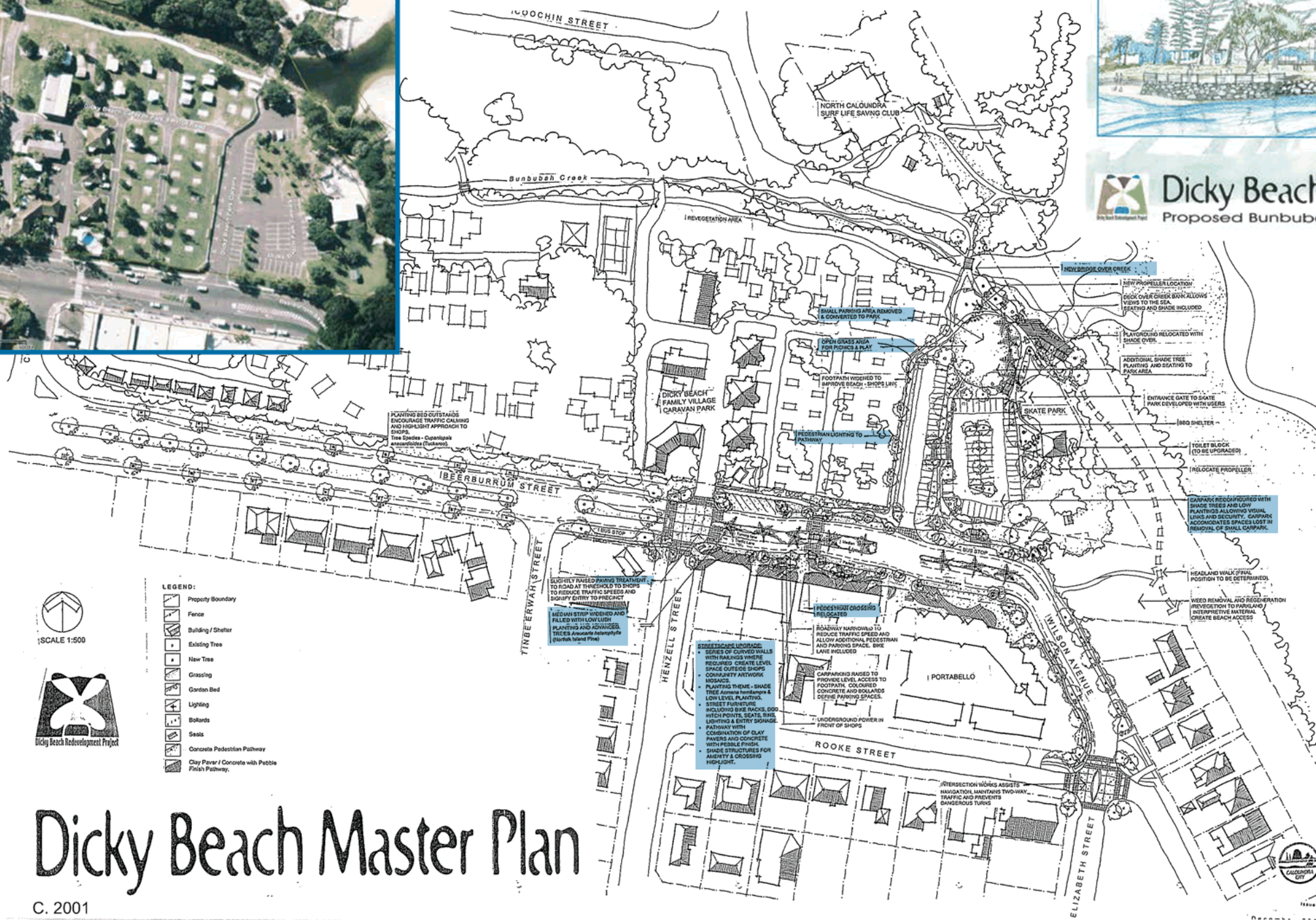
- 4) Showers near surf club - increase number of shower heads
- 4) Introduction of raised crossings at Beerburrum Street
- 2) Introduction of speed humps at Beerburrum Street
- 2) An additional pedestrian crossing at Henzell Street
- 2) Paint 40km/h signs on the roadway

- 2) Centre median fence is effective in controlling pedestrians
- 2) Sewerage pump station emits offensive smells
- 1) Relocate caravan park overflow carparking to Coochin St
- 1) Light skate park so families can BBQ and children can continue to skate
- 1) 40km/h signs need to be bigger and flashing
- 1) Remove trees on the northern side of ped crossing
- 1) Paint ped crossing lines as one continuous crossing across the median
- 1) Cars exiting the caravan park should only be able to turn left into Beerburrum Street
- 1) Locate toilet block next to surf club
- 1) Consider pedestrian crossing within carpark
- 1) Consider how to better link the shops to the open space area - changes to the road pavement finish to encourage more of a low speed environment and village feel, a roundabout at the entrance to the car park. The roundabout would act as a speed control plus also facilitate right turns out of the car park which are always problematic.
- 1) Carpark next to the surf club should be part of precinct
- 1) Introduction of fitness equipment
- 1) Introduction of a drinking fountain near the coastal pathway
- 1) Indication of cost, staged implementation and timeframes
- 1) Coastal Pathway - continue east of Ngungun Street
- 1) Coastal Pathway - a footbridge over Tooway creek closer to the beach.
- 1) Open up dune area in front of the surf club
- 1) Consider powerpoints at the BBQs and WiFi for the area
- 1) Consider siting refreshments / snack bar and toilet block near the SS Dicky interp sweet spot



Dicky Beach Streetscape 8
 Proposed Bunbubah Creek Boardwalk

Masterplan Item Implemented



Dicky Beach Master Plan

C. 2001



DICKY BEACH PRECINCT
 APPENDIX 3 - MASTERPLAN REVIEW

Issued 10/11/2016
 Project no. 23915

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