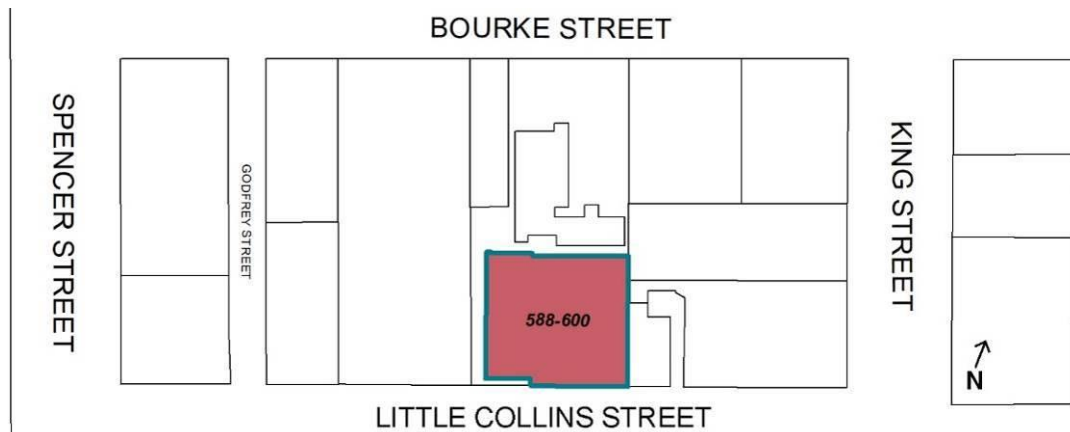


SITE NAME	Stella Maris Seafarer's Centre
STREET ADDRESS	588-600 Little Collins Street, Melbourne
PROPERTY ID	105947



SURVEY DATE: October 2018		SURVEY BY: Context	
HERITAGE INVENTORY	H7822-1575	EXISTING HERITAGE OVERLAY	No
PLACE TYPE	Individual Heritage Place	PROPOSED CATEGORY	Significant
DESIGNER / ARCHITECT / ARTIST:	A K Lines, MacFarlane & Marshall (addition)	BUILDER:	Civil & Civic Pty Ltd (erection), John Holland Group
DEVELOPMENT PERIOD:	Postwar Period (1945-1975)	DATE OF CREATION / MAJOR CONSTRUCTION:	1972

THEMES

ABORIGINAL THEMES	SUB-THEMES
Research undertaken in preparing this citation did not indicate any associations with Aboriginal people or organisations.	Aboriginal Themes (Hoddle Grid Heritage Review, Volume 3 Aboriginal Heritage, March 2019) have therefore not been identified here.
POSTWAR THEMES	DOMINANT SUB-THEMES
4 Creating a functioning city	4.3 Providing health and welfare services

LAND USE

THEMATIC MAPPING AND LAND USE	
1890s	Religious, Schools
1920s	Warehouses
1960s	Warehouses, Club

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individual heritage place.

Extent of overlay: Refer to map

SUMMARY

The Stella Maris Seafarer’s Centre at 588-600 Little Collins Street, Melbourne was built in 1972 and extended in 1981 to provide welfare services to those in the shipping trade. It is associated with the history of Melbourne as a trading port and of the prevailing concerns for the religious, moral and social welfare of people in the shipping trade. The site is adjacent to the St Augustine’s Church and continues the provision of religious, moral and social services to seafarers begun by the Church in the mid-nineteenth century.

CONTEXTUAL HISTORY

Melbourne as a trading port

In the first years of settlement boats and ships were moored on the Yarra between Queen Street and William Street. This became known as Queen's Wharf. Bluestone warehouses were erected close by as well as a customs house (1841) and market square (1847) (*Melbourne's Golden Mile* 2001). In the 1840s Captain George Ward Cole built a private wharf between King and Spencer Streets (Barnard 2008:15). Little survives of these early wharves. Other ports were established further afield at Williamstown and Sandridge (Port Melbourne). Shipping news was relayed at Flagstaff Hill, as a rise on the western side of the township that commanded a fine view of the bay. Although sited some distance from the open sea, Melbourne was connected to major shipping routes, and hence to world markets, via the short access route provided by the Yarra.

By the 1880s, Melbourne had grown from being a small settlement serving pastoral interests to a major international port. Coode Canal, which was formed in 1886, altered the course of the Yarra to provide a shorter and more direct passage for shipping. This work involved the removal of the bend in the river known as Fishermen's Bend (Presland 2001:19). Dry docks were built on the reclaimed site of the drained West Melbourne Swamp ('Down by the Docks', Davison and McConville 1991:108). With the completion of Victoria Dock in 1892 Melbourne continued to develop as a busy international port.

Accommodation for sailors and seamen was provided as various lodging houses and hotels and also at the Sailors' and Seamen's Home, Flinders Street. Buildings close to Flinders Street and Flinders Lane also accommodated shipping agents.

The Yarra and the docks west of Swanston Street were in essence the 'lifeline' of the city, in providing port facilities and in defining the city's siting. Yet until recently the city of Melbourne turned its back both on the river south of Flinders Street, and also on the docks.

Providing health and welfare services in the postwar period

Health, welfare and education services were historically established in Melbourne's city centre. The Stella Maris Seafarer's Centre at 588-600 Little Collins Street (1972-73) was one of many charities established as part of the Catholic Church's official missionary work to provide pastoral care, services and support for seafarers.

The Pharmaceutical Guild, established in Victoria in 1928 to ensure the quality of medicines and to establish a uniform scale of wages for pharmaceutical assistants, constructed a building at 18-22 Francis Street in 1954 to a design by Cowper, Murphy and Appleford. Optometrists, Coles and Garrard, established an office building and consulting rooms at 376 Bourke Street in 1957 to a design by architects Meldrum and Noad.

The Queen Victoria Hospital, established in La Trobe Street in 1896 as the first women's hospital in Victoria, moved to 210 Lonsdale Street in 1946. Its primary aim was to be a hospital 'For Women, By Women'. By 1965 it became the new Monash University's teaching hospital for gynaecology, obstetrics and paediatrics and changed from treating solely female patients to being a 'family hospital'. Renamed the Queen Victoria Medical Centre in 1977, it relocated to the Monash Medical Centre at Clayton in 1989 (Russell 2008).

Stella Maris

The Stella Maris is a global organisation established by the Catholic Church as part of its global outreach to seafarers. A seaman's institute was established in Melbourne around 1931, initially as part of the St Vincent de Paul Society (founded in Melbourne in 1854 at St Francis' Church in Lonsdale Street) and then as a separate organisation in 1960. Archbishop Mannix (Archbishop of Melbourne 1917-63) was instrumental in the founding of the institute in 1931 (SMSC 2018). In 1934, women from the Central Telephone Exchange formed a group to help care for seafarers and became known as the Stella Maris Ladies Auxiliary. In 1946, Les Royal carried on the care of visiting seafarers in Melbourne (SMSC 2018).

Stella Maris is closely linked to the Apostleship of the Sea which was formed in England out of the Apostolate of Prayer. The Apostolate of Prayer first posted devotional magazines and books to 12 ships, and with the Society of St Vincent de Paul commenced visiting seafarers in three British ports in 1893. Catholic seafarer's centres were established in other countries progressively and these activities gained formal recognition by Pope Pius XI in 1922. He encouraged the Apostleship of the Sea to extend its mission to the oceans and shores of all the hemispheres (ASA 2018; SMSC 2018).

The Apostleship of the Sea was formally established in Melbourne 1960 with the appointment of Fr Kevin Quinlan as the first full-time Port Chaplain. He oversaw the integration of the work of the International Apostleship of the Sea in the Melbourne Port and formed the Stella Maris as a separate organisation in Melbourne (SMSC 2018). As requested by the Commission of Public Health, Fr Quinlan clarified the function and the purpose of the Stella Maris club as follows:

1. *The Club is a worldwide Roman Catholic organisation, functioning in every major port and it is responsible to the Archdiocese of Melbourne.*
2. *It is a private facility, where admission is restricted to Club members.*
3. *Club members themselves will provide the necessary catering, serving and cleaning.*
4. *The general public will not be permitted to use the club facilities (PROV VPRS 7882/P1 unit 2017).*

Today, the Stella Maris Seafarer's Centre in Melbourne, which continues to use the subject building, is one of 353 centres worldwide established as part of the Catholic Church's official missionary work to provide pastoral care, services and support for seafaring people (SMSC 2018).

Stella Maris seeks to meet the spiritual, social and material needs seafarers –regardless of nationality, ethnicity, faith, gender or social standing. The Centre offers a range of practical services including a ship visitor who assists ships' crew with various tasks. It also provides chaplaincy services, bus transport to and from the docks, and a place in which 'seafarers are provided with an opportunity to communicate with family and loved ones, relax away from their work and living environment, and equip themselves with basic necessities' (SMSC 2018).

SITE HISTORY

The land at 588-600 Little Collins Street, Melbourne, is part of Crown Land Block 16A, the block bound by Bourke, Little Collins, Spencer and King streets, which was originally reserved for public

buildings in Robert Hoddle's 1837 town grid plan (Hoddle 1837). A portion of Block 16A, comprising the subject land, was granted to the Roman Catholic Church. The site is to the south of and adjoins the 1867 St Augustine's Church. This church is recognised as being historically significant for its long association through the nineteenth and twentieth centuries with many national groups and through its mission to provide welfare support to seafarers and others engaged in port activities, a service now provided separately through the Stella Maris Centre located to the immediate south (VHD report for H0002). Today, an anchor and plaque in the garden of St Augustine's Church reflects the link to Melbourne's early port life (Hermes record for 'St Augustine's Church'; Swain 2008b).

By c1882 it appears the land at 588-600 Little Collins Street had been separated from St Augustine's Church and had been developed with private warehousing facilities. Up until the early 1930s, T Warr & Co operated free stores at the premises (S&Mc 1882; Mahlstedt Map section 1, no 23, 1910 & 1925; S&Mc 1930). By the early 1930s and up until the early 1960s, one- and two-storey warehouses were used by shipping and importing companies (Cooke 1882; S&Mc 1930-60). These premises were vacated by the mid-1960s, possibly due to the decline of port activities in the city's southwest, which once comprised merchants, free stores and shipping businesses (S&Mc 1950, 1955, 1960 & 1965).

Stella Maris Seafarer's Centre

In the late 1960s, the site at 588-600 Little Collins Street was purchased by Archbishop Knox as a gift to Fr Kevin Quinlan, who was appointed the first full-time Port Chaplain in 1960. Fr Quinlan integrated the work of the International Apostleship of the Sea in Melbourne Port and formed the Stella Maris entity in Melbourne (SMSC 2018). The Stella Maris Seafarer's Centre (then known as Stella Maris Centre for Seafarers) was established in the former warehouse buildings that existed on the site (S&Mc 1970; Age 4 December 1969:17).

Plans for a new building for the Stella Maris Seafarer's Centre were in hand by the end of the 1960s. In addition to 40 single-size rooms, five family rooms were planned to provide accommodation for families of seafarers, who were often unable to visit their homes in the country or interstate due to the quick turnaround of ships. To raise money for the construction and running of the building, a fete was held at the centre in December 1969 (Age 4 December 1969:17).

In June 1972, a building application was lodged with the City of Melbourne to build a new two-storey 'non-residential' club building to replace the old warehouses on site. The cost of erection of the reinforced concrete building was \$175,000 (MBAI). The building contractors were Civil & Civic Pty Ltd at 437 St Kilda Road, Melbourne, working on behalf of the Roman Catholic Trusts' Corporation for the Diocese of Melbourne (PROV VPRS 7882/P1 unit 2017). Whether there was an architect involved in the initial building plan is not able to be confirmed.

It appears that the Stella Maris Centre building was initially constructed as a non-residential club and comprised a lounge, a small chapel with chaplain's room, a bar, a kitchen and dining space, a games room and other smaller storage rooms. Club facilities were provided on the first floor, with the ground floor area on either side of the entrance lobby serving predominantly as car parks (PROV VPRS 7882/P1 unit 2017). The newly finished club building was depicted in the Mahlstedt Fire Survey Plan published of 1948 (amended post-1972). According to the plan, the ground floor car park was finished with bituminous paving, and the upper level comprised a concrete steel deck. It appears that the west elevation was treated as a curtain wall (see Figure 1). In December 1974, a conditional

licence for selling bottles of liquor was granted to the first-floor premises of the Stella Maris Centre building (Age 11 December 1974:18).

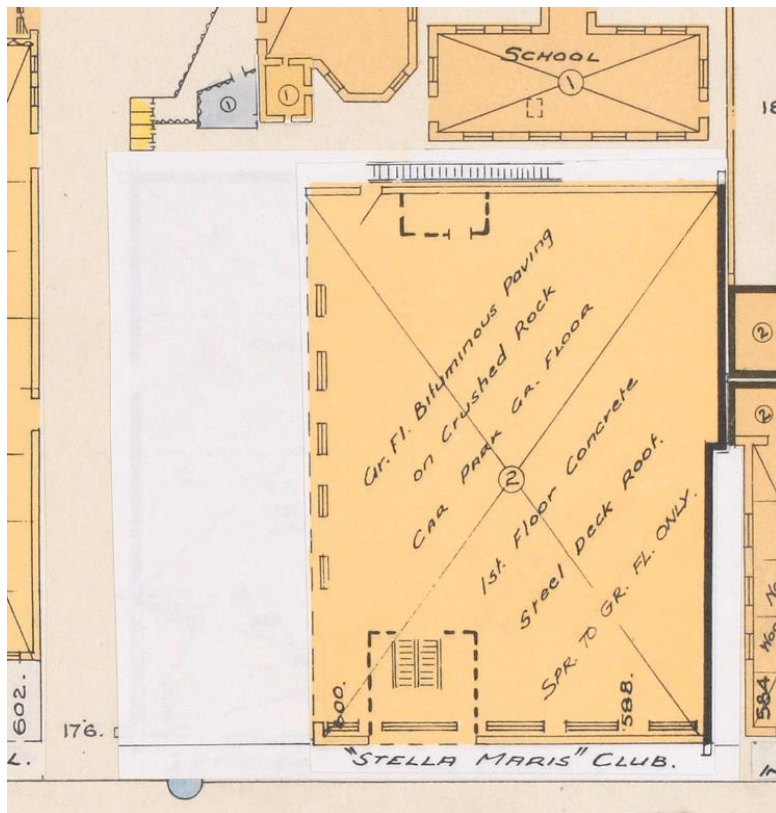


Figure 1. Detail of the Mahlstedt Fire Survey Plan showing the new club premises c1972. (Source: Mahlstedt Map section 1, no 23, 1948)

It is likely that the construction of the accommodation at the premises was carried out nine years after the erection of the building, as in May 1981 an application for alterations and additions [for conversion] to a residential club was lodged with the City of Melbourne (MBAI). Architectural and town planning firm, A K Lines, MacFarlane & Marshall, provided the building plans, and the construction was carried out by the John Holland Group (PROV VPRS 7882/P1 unit 2017).

According to the plans prepared in March 1981, five en-suite bedrooms of various sizes and an outdoor terrace with views towards Little Collins Street were added to the northwest corner of the existing building. The west elevation of the extension was to be of face concrete-blockwork. The ground floor was put aside for undercover car parking, with the upper level supported by a cantilevered slab. A separate staircase access to the new residential section was provided on the north elevation (see Figure 2).

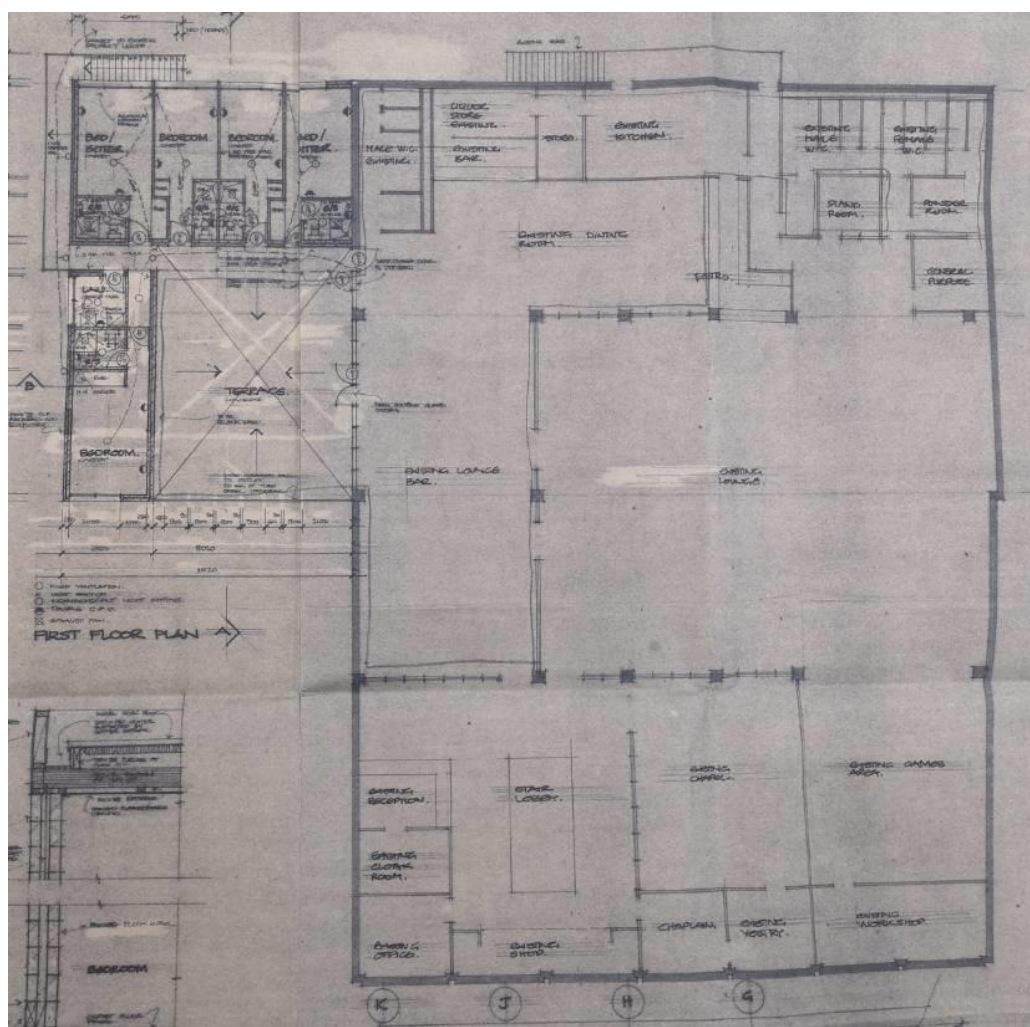


Figure 2. Detail of the building plan prepared for the 1981 alterations to the Stella Maris Club. (Source: PROV VPRS 7882/P1 unit 2017)

By December 1981, three further applications for various alterations and additions to the club building were submitted. The total of the building work carried out in 1981 was \$325,000 (MBAI).

In addition, the upper storey was extended with a rectangular section of concrete masonry, slightly recessed from the original façade. The exact date of the construction of this section is not known. The addition resulted in the open-air terrace section being enclosed by walls on all sides (Nearmap 2017).

Stella Maris Seafarer's Centre continues to provide welfare services to seafarers, operated by a combination of staff, volunteers, ship visitors and assisting priests.

A K Lines, MacFarlane & Marshall, architects and town planners

A biography of the firm A K Lines, MacFarlane & Marshall, prepared by Built Heritage Pty Ltd, is as follows:

The prominent postwar firm of A K Lines, MacFarlane & Marshall grew from the inter-war practice of Albert Keith Lines (1897-1981), whose career began before 1916 as an articled pupil of Claude Merritt. After wartime service, Lines returned to Melbourne to work for

*Morewood & Rogers, a prolific house building firm, for whom he designed and supervised many commercial, retail and residential projects. In 1923, Lines opened his own office and, five years later, took on a teenaged Jessica MacFarlane (1911-95) as an articled pupil. The prestige of the small firm increased during the 1930s with a stream of large-scale residential projects in the prosperous middle-class suburbs of Balwyn, Camberwell and Kew. Several houses (some designed and supervised by MacFarlane) were published in the *Australian Home Beautiful*. The practice was briefly suspended during the Second World War, but re-opened in 1945 with MacFarlane as a full partner. Three years later, they were joined by Bruce Marshall, ex-RAN, who was himself elevated to partnership in 1952. Although MacFarlane left the office in 1954 (when she married and moved to South Australia), her surname was retained in the firm's title (*Built Heritage 2010:135*).*

*Much of the subsequent output of A K Lines, MacFarlane & Marshall was guided by Bruce Marshall, whose expertise was in larger-scale commercial and industrial work. This new direction was evident in such projects as the factories for Ruston & Hornsby at Dandenong Road, Clayton (1954), and Yakka Overalls Pty Ltd at Ballarat Street, Brunswick (1955). From the late 1950s, the firm also became one of Victoria's leading specialists in the design of municipal offices. This trend had actually begun just before the War, when Lines & Marshall (as it was then known) designed the new Eltham Shire Offices (1941). After restrictions on building activity were relaxed in the 1950s, the firm was commissioned to design a new modern headquarters for the Shire of Benalla (1958-59). For more than three decades thence, the provision of council offices and related municipal buildings formed the mainstay for the office of A K Lines, MacFarlane & Marshall, with notable examples being built at Oakleigh (1962), Myrtleford (1967), Ringwood (1970) and elsewhere (*Built Heritage 2010:135*).*

*Albert Lines retired in 1967, but his firm continued, and remains in operation to this day (*Built Heritage 2010:135*).*

Catholic Church and Stella Maris Seafarer's Centre

The site of the Stella Maris Seafarer's Centre is closely associated with the Catholic Church in Melbourne and has offered a dedicated service to seafarers arriving in Melbourne port since at least 1960. Prior to that a Catholic mission to seafarers, and a seafarers' centre at 546 Flinders Lane, operated through the St Vincent de Paul Society. This centre was close to the river and port.

The Stella Maris Centre was built through donations and fund-raising efforts of volunteers and has been and continues to provide services to seafarers through a team of paid staff and volunteers.

The community of Stella Maris is those who provide services to seafarers and the seafarers themselves who are assisted here. The Stella Maris community is distinguished by the shared service offered within a Catholic mission framework.

The Stella Maris community has a direct association with the subject site, having contributed to its construction and running for more than 45 years. The association is continuing.

588-600 Little Collins Street is one of more than 45 centres across Australia that offered dedicated services to seafarers. The Stella Maris Seafarer's Centre is the focus of efforts to support seafarers by the Catholic Church.

The Stella Maris Seafarer's Centre and the site at 588-600 Little Collins Street has a long-standing association with a community of Catholic people dedicated to supporting the needs of seafarers and more directly with its members. As a pivotal place for the community's collective socialisation and welfare services, the Stella Maris Centre is important for the community's sense of identity, a sense of ownership and pride in the Centre as a place and the services offered.

SITE DESCRIPTION

Stella Maris Seafarer's Centre at 588-600 Little Collins Street, Melbourne is located on the northern side of the street between King Street and Spencer Street. It was built on land, adjacent to the rear of St Augustine's Church, that was gifted to the Stella Maris Association by Archbishop Knox in the late 1960s. The current building was completed in 1973. The building is utilitarian in detail, with slight brutalist overtones, but otherwise without any strong expression of a particular architectural style. The two-storey building is of post and beam concrete construction with a flat steel deck roof.

Facing Little Collins Street, starting at its western end the first third of the building is set back from the street line creating a small courtyard space. With open car spaces underneath a large concrete lintel supported by two columns supports the painted concrete block walls above. At the first-floor level five aluminium framed windows sit below a simple boxed eave with overhang. This section of the building was a later addition post 1981.

The remaining two-thirds of the building runs along the front property line of the site. Utilising concrete post and beam construction the street facing southern elevation is divided into seven evenly spaced modules. From the eastern end, at the ground level, the first three modules are infilled with decorative concrete panels concealing car parking behind. The fourth module is left open providing car access to the parking under the building. The fourth and fifth modules are combined and frame a recessed glazed timber framed entry to the building. A simple mild steel framed security screen runs along the property line. These elements appear original or early. The last two modules are infilled with the same decorative concrete panels as used in the first three modules.

At the first-floor level seven evenly spaced concrete panels are set slightly proud of the post and beam construction allowing the vertical lines of the construction to be read. Above each panel is an aluminium framed clerestory window. Divided into four, the end panes are fitted with awning hung sashes. Running across the top of the windows a deep concrete beam acts as a simple unadorned parapet to the building.

A drive runs along the western boundary accessing open car spaces under the building. The building's western elevation facing the side driveway is utilitarian in detail. A first-floor level sits above the carpark below and has a raised walkway running along its length.

INTEGRITY

Stella Maris Seafarer's Centre at 588-600 Little Collins Street is a building constructed in two halves, with the eastern section built in 1973 and the western, recessed portion completed post 1981. Both demonstrate a high level of integrity with their built and roof forms, original fenestrations and windows intact. The 1970s portion demonstrates a high level of integrity at street level with the original

perforated concrete screens and entrance doors and security screen extant. The post 1981 addition consolidates and extends the use by the centre.

COMPARATIVE ANALYSIS

Established with support from the Roman Catholic Church, the Stella Maris Seafarer's Centre can be compared to other buildings in the City of Melbourne that are:

- associated with Melbourne's history as a trading port; and
- associated with the provision of welfare; or
- associated with a use for a particular social, cultural or spiritual group.

Associated with Melbourne's history as a trading port and the provision of welfare

The following buildings are comparable to the Stella Maris Centre as buildings associated with Melbourne's history as a trading port and with the provision of welfare. The images and descriptions are provided by CoM Maps unless stated otherwise, with images dating from c2000 or later.

Missions to Seafarers, 717 Flinders Street, 1937 (VHR H1496; HO650)

Of British origin, the first Anglican Seamen's Mission was established in Bristol in 1837. The first Australian branch was started in 1856 by Rev. Kerr Johnston, and operated from a hulk in Hobson's Bay, later moving to buildings in Williamstown, Port Melbourne and then Siddeley Street. A new Anglican Mission to Seamen was designed in 1916 by architect Walter Richmond Butler, to replace the Siddeley Street premises which had been resumed by the Harbour Trust for wharf extensions. It was designed in the Spanish Mission architectural style. The building has a long association with the Missions to Seamen (now Mission to Seafarers) and the provision of welfare services and space for recreation to assist those working in the shipping trade.



Figure 3. 717 Flinders Street, built in 1937.

YWCA building, 489 Elizabeth Street, 1939 & 1975 (Significant in HO1125 Elizabeth Street Precinct)

The Young Women's Christian Association (YWCA), an organisation with a mission to nurture the physical and spiritual well-being of young women, but which existed outside of mainstream established religious institutions. A building was constructed in 1939 but has been rebuilt in 1975.



Figure 4. 489 Elizabeth Street, built in 1974.

Associations with use for social purposes

The following buildings are comparable to the Stella Maris Centre as buildings associated with a particular social, cultural or spiritual group.

Lyceum Club, 2-18 Ridgeway Place, 1959 (Interim HO1285 – Recommended as individually significant in the Hoddle Grid Heritage Review)

2-18 Ridgeway Place is built in 1959 to a design by architect Ellison Harvie for the Lyceum Club. The Lyceum Club is significant as the largest and most important club for professional women in Victoria, having been formally established in Melbourne in 1912 to provide a place of retreat, meeting and discussion for professional and retired women. It is significant for its pioneering role in furthering the status of women within the professional sphere dominated by men at the time. The Lyceum Club is of local social significance for its strong and enduring association with the organisation and its membership.



Figure 5. 2-18 Ridgeway Place, built in 1959. (Source: Context 2017)

As an organisation focused on the religious, moral and social welfare of those in the shipping trade and with a shared history in relation to Melbourne as a trading port, the Stella Maris Seafarer's Centre is comparable historically to the Missions to Seafarers at 717 Flinders Street (located outside the Hoddle Grid). Established by the Anglican Church in Melbourne in 1856 (moving to the Flinders Street

site in 1916-17), the Missions to Seafarers is another example of only two such organisations currently in operation near the site of former Port of Melbourne.

For its strong and enduring association and use for social purposes, the subject building has some similarities to the Lyceum Club. As postwar private clubs, both examples convey a deep sense of ownership/stewardship and/or connectedness to the place or object of the corresponding community, being a place of importance to this community's sense identity, and as a place that continues to provide welfare services for that community.

ASSESSMENT AGAINST CRITERIA

✓	<p>CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).</p>
	<p>CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).</p>
	<p>CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).</p>
	<p>CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).</p>
	<p>CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).</p>
	<p>CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)</p>
✓	<p>CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).</p>
	<p>CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).</p>

RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individual heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Melbourne Planning Scheme:

MELBOURNE PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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PREVIOUS STUDIES

**Central Activities District
Conservation Study 1985** Ungraded

**Central City Heritage
Review 1993** Ungraded

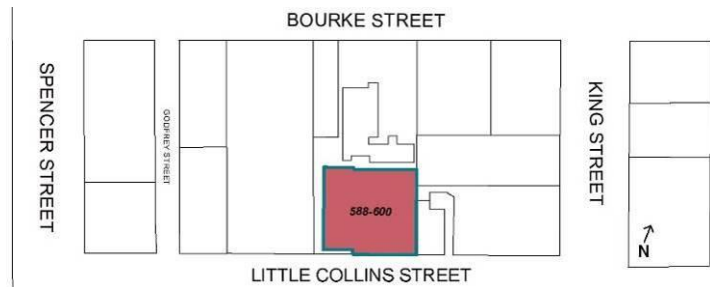
**Review of Heritage
overlay listings in the
CBD 2002** Ungraded

**Central City Heritage
Review 2011** Ungraded

STATEMENT OF SIGNIFICANCE

Heritage Place: Stella Maris Seafarer's Centre

PS ref no: HOXXXX



What is significant?

Stella Maris Seafarer's Centre at 588-600 Little Collins Street, Melbourne, a postwar club building built in 1972 and extended in 1981, is significant.

Elements that contribute to the significance of the place include (but are not limited to):

- Early building form;
- The 1981 additions that consolidated and extended the use by Stella Maris; and
- The building's use as Stella Maris Seafarer's Centre.

How it is significant?

The Stella Maris Seafarer's Centre at 588-600 Little Collins Street is of historical and social significance to the City of Melbourne.

Why it is significant?

The Stella Maris Seafarer's Centre is historically significant for the tangible evidence it provides of part of the history of Melbourne as a trading port, and of the prevailing concerns for the religious, moral and social welfare of people in the shipping trade. The place has a long association with the adjoining St Augustine's Church through its role from the late 1960s in continuing the Catholic Church's official missionary work to provide pastoral care, services and support for seafaring people, begun by the Church in the mid-nineteenth century. It is also important for its links to St Augustine's Church (631-653 Bourke Street) built in 1867, one of Melbourne's oldest Catholic churches, and the associated St Vincent de Paul Society, whose members were active in caring for seafarers from the late 1880s. (Criterion A)

The Stella Maris Seafarer's Centre is of social significance for its strong association with a Catholic community of lay staff and volunteers, and religious staff, that offer a dedicated mission to seafarers through their work at the Centre and at Melbourne port. The Stella Maris Seafarers' Centre was created through the efforts of this community, and the association is long-standing. The social significance of the Stella Maris Seafarer's Centre is reflected through a strong sense of connection and shared community identity along with a sense of ownership and pride in the Centre as a place and the services offered. (Criterion G)

Primary source

Hoddle Grid Heritage Review (Context & GJM Heritage, 2020)

