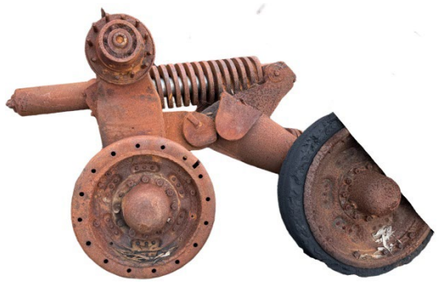
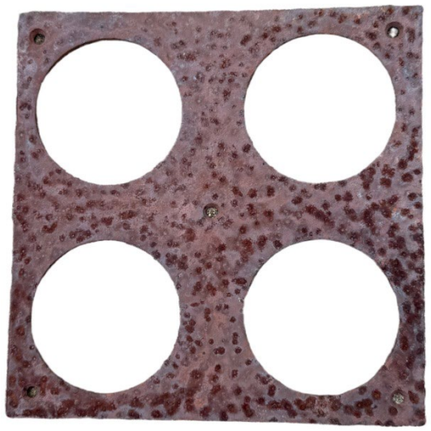
Nungarin Artefacts Log

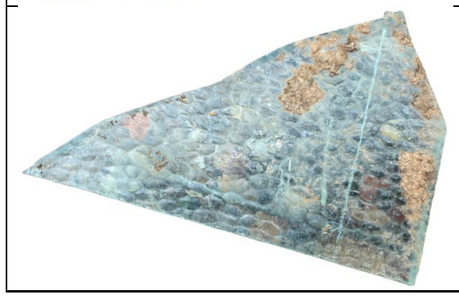
Vehicle Parts	Quantity	Code	Location	Est Date Range	Photo Title & Description	Base	Information
	1		Ordnance Workshops Petrol, Oil, and Lubricants (66)		Bogie Wheel Assembly		This is a suspension axle or bogie wheel assembly, likely part of the suspension system from the tank it's in close proximity to. The large coil spring is a key part of the suspension, designed to absorb shocks and bumps when the vehicle moves over rough ground. The round wheel hub would normally have a rubber tire or be covered by the tank's tracks. The 'T'-shaped arm is probably the swing arm, which connects the wheel assembly to the main body of the vehicle. This allows the wheel to move up and down, with the spring helping to cushion the ride.
	1		Power House (28)		Tank Fuel Cap		This fuel cap is similar to those on trucks but built tougher for military use. It has special ridges and seals to fit tightly on the tank, preventing leaks and keeping dirt out. Military vehicles like tanks often have sealed or pressurized fuel systems, so safety instructions like "REMOVE SLOWLY" warn about possible pressure buildup from heat, altitude, or movement. Their fuel tanks are often armored or built with self-sealing materials to protect against damage and reduce fire risk. In contrast, regular car fuel tanks have simpler venting systems and don't need pressure-release warnings. Car tanks are usually under the vehicle and rely on safety features for crashes rather than sealing against punctures.
	1		Engine Shop (21)		Gasket Plate		This is a typical gasket plate from an old engine or machine, like something you'd find in a car, tractor or industrial equipment. Gaskets like this were used to seal the gap between two metal parts, especially in places where liquids or gases flowed, such as between the engine and a pump or pipe. Because of its unusual shape, it may have come from a water or oil pump on a truck, a timing cover or gear housing on a stationary engine.
	1		Engine Shop (21)		Composite Gasket		This appears to be a composite gasket from an old engine or pump housing. Gaskets like this were used to create a tight seal between metal parts, helping to prevent oil or fuel leaks. The number of bolt holes and the overall shape suggest it may have come from the timing cover or oil pump section of an older petrol or diesel engine. The left side of the gasket looks similar to those used on timing covers in mid-20th century engines, while the right side may have fitted around the oil sump area, sealing in internal ports and bolts. Gaskets like this were commonly found in stationary engines, small trucks, and farm tractors used in the past.

	1		Engine Shop (21)		Four Hole Metal Gasket		Made from mild steel, it appears to have come from an old engine or industrial machine. It was probably used to seal four identical openings and may have been part of: • An air-cooled engine or pump, where four ports needed to be sealed, • An exhaust system on a four-cylinder engine, where each hole matched up with an exhaust pipe, • A hydraulic or fluid system, where four pipes or tubes needed to connect and be sealed, or • A heat exchanger or cooling system, where the holes lined up with inlets and outlets for fluids. The matching holes and bolt pattern suggests it was meant to keep gases or liquids from leaking where metal parts joined together.
	2		Ordnance Workshops Petrol, Oil, and Lubricants (66)		Hydraulic Cylinder		This is a type of actuator that uses fluid pressure to create straight, back-and-forth movement. The looped fittings at each end connect to other parts, allowing it to push or pull components in machinery. It may have come from the suspension system of a military tank or armored vehicle, helping absorb shocks or move suspension parts. Similar cylinders are also common in heavy trucks and industrial machines. Hydraulic cylinders were widely used in tanks during World War II for suspension, turret rotation, gun aiming, and steering because they provide strong, smooth, and precise control—perfect for heavy equipment in tough conditions. Pneumatic cylinders, which use air pressure, were sometimes used on support vehicles but hydraulic cylinders were more common in frontline military vehicles.
	1		Tank Hull Shop (20)		Differential Housing End Cap		This cap was used to cover the end of a shaft and give access to the gears inside a differential or gearbox. It helped keep oil or grease sealed inside the housing and made it easier to check or service the shaft and bearings. The bolts meant it could be removed without having to take the whole unit apart.
	1		Engine Shop (21)		Valve Cover		This object may be a cover from an internal combustion engine, possibly used to protect either the valve train components or spark plug wires. It likely would have been bolted onto the engine block or cylinder head to shield important parts from dirt, debris and damage. Inside engravings on metal strips: (Top) (Bottom) ↖65 ↓72 C M1 2 2 C M 1 21
Wheels	Quantity	Code	Location	Est Date Range	Photo Title & Description	Base	Information

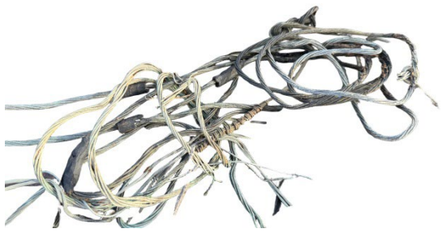
	1		Ordnance Workshops Petrol, Oil, and Lubricants (66)		Tank Road Wheel		This road wheel is from a tank, which was a main part of the suspension system on tracked vehicles. Road wheels support the tank's weight and help guide its tracks as it moves over rough and uneven terrain. Tanks typically have multiple road wheels on each side. Made of solid metal with large spokes, these wheels are built to withstand heavy loads and tough conditions. The rubber padding around the wheel helps reduce noise from the tracks and protects surfaces from excessive wear. The size, spoke design, and construction style of this wheel were common on medium tanks and armored vehicles used by the Allies during World War II, including the M3 Grant, M3 Lee, M4 Sherman, and several Australian variants.
	1		Ordnance Workshops Petrol, Oil, and Lubricants (66		Olympic Trojan Wheel		The Olympic Trojan wheel is designed for a heavy vehicle with a solid steel rim and six large lug nuts, each protected by a cover to help prevent loosening under tough conditions. The tyre is marked 8.25-20, a common size used on heavy trucks and military vehicles in the mid-20th century, as it's built to carry heavy loads and handle rough terrain.
Tools	**Quantity**	**Code**	**Location**	**Est Date Range**	**Photo Title & Description**	**Base**	**Information**
	1		Ordnance Workshops Petrol, Oil, and Lubricants (66		Fuel Can		This rectangular lid with rounded corners is typical of older-style fuel or oil cans. The threaded outlet (taped up) was probably where the fuel line connected to an engine or fuel system. The second opening likely acted as an air vent, helping air flow into the can as fuel was used. Without that airflow, a vacuum could form inside and stop the fuel from flowing properly.
	1		Ordnance Workshops Petrol, Oil, and Lubricants (66)		Machinery		McKinnon Industries Ltd Delco-Remy Model 11 Made in Serial St. Catharines Ont.

	1		Ordnance Workshops Petrol, Oil, and Lubricants (66)		Mobile Crane Hook Block		The hook block's thick metal casing once protected the moving pulleys that guided a heavy-duty cable or wire rope. The bottom section held a large hook or lifting attachment, while the top bracket connected to the mobile crane. The whole setup kept the cable aligned and shielded the internal parts from damage during lifting work.
	1		No Building Accounted For West of Machine Shop		Iron Strap		Possibly an iron strap or tie-down bracket, it may have come from an old machine or military vehicle. The square-shaped hole at one end was likely used to latch onto a hook, chain or bolt. It may have once been used to: • Help tie down cargo or equipment to prevent shifting • Form part of a hinge or latch on a door or access panel • Hold down a lid or cover on a mechanical or industrial setup
	1		South of Tank Hull Shop (20)		Pocket Corkscrew		These were typically made from cast or forged iron and included a protective frame or casing that enclosed the corkscrew spiral when not in use.
	1		No Building Accounted For West of Machine Shop		Valve		An old engine valve that's been repurposed into a makeshift screwdriver. The stem has been ground or flattened at one end to form a crude blade, while the valve head was used as a handle. It was probably adapted on the spot by a mechanic or workshop hand needing a tool in a pinch — a practical example of improvisation using whatever parts were on hand.
Building Materials	**Quantity**	**Code**	**Location**	**Est Date Range**	**Photo Title & Description**	**Base**	**Information**
	Sitewide		Tank Shop Administration (25)	1941-1942	Cardup Bricks		The Cardup brickworks was established in 1899 under the name Bunning Bros & Millard. In 1901, it was sold to Oswald Law and Associates, who renamed it the Cardup Pressed Brick Company. Bricks from this site often had "CARDUP" stamped into the rectangular frog (recessed section) using uniform block-style serif lettering. The brick was made from a clay high in iron and fired in kilns with high oxygen levels. The colour variation likely comes from differences in kiln temperature or the clay recipe used at the time.

	1		No Building Accounted For West of Machine Shop		Cardup Broken Brick		This brick only shows the letter C but originally would have had the full CARDUP name stamped into it. The rectangular recessed area (called a frog) has clean, sharp edges and a slight taper, showing that it was made using a mechanical brick press and not shaped by hand. The brick is made from clay with a high iron content, giving it a reddish-orange colour inside. The darker grey or black outer surface likely came from being fired at high temperatures in an oxidising kiln atmosphere, possibly even being near the hottest part of the kiln. These temperature differences are what cause the colour variation in Cardup bricks. This style matches the standard bricks produced at the Cardup Pressed Brick Company, which was modernised around 1901 after it was sold to Oswald Law and Associates.
	Sitewide		Tank Shop Administration (25)		State Brickworks Bricks		These bricks are marked with 'S B', which stand for State Brickworks, a government-run brickmaking facility that supplied materials for big public projects and army buildings all over Western Australia. They were made in bulk using local clay and fired in large kilns at the Bellevue brickworks, which started operating in 1913 and ramped up production during World War II to meet the growing need for housing and military construction. Their rough surface, slight imperfections and the mix of red and buff colours are typical of bricks from that era. They were made to be tough, practical and easy to lay for fast wartime builds like the Nungarin Army Depot.
	1			1930s-1940s	Pressed Brick		This type of pressed brick was made to be used on the outside of buildings, where looks were important. It has neat, straight edges and a deep rectangular indent (called a frog), which shows it was made by a machine, not by hand. The surface is fairly smooth and even, with a consistent reddish colour and a dense, solid texture, typical of bricks made in large numbers using industrial brick presses. Its colour and finish suggest it was fired in a continuous kiln, such as a Hoffman kiln, which became widely used in Western Australia after around 1910. The tiny grains and speckled look show that the clay was finely processed and probably mixed with sand or shale to make it stronger and more uniform.
	1		No Building Accounted For West of Machine Shop		Clay Brick		A variety of bricks were used to build the Nungarin Ordnance Workshops, each with its own background. The deep red colour in this particular brick comes mainly from iron oxide, which is naturally found in the local clay and soil around Nungarin. Bricks with a higher iron content are generally tougher and better at withstanding the elements than those with less. The small black specks seen on the surface likely come from trace minerals like manganese, which create darker spots when the brick is fired. The core of the brick was probably made from local clay or shale, materials commonly used in Australian brickmaking at the time the Nungarin site was being constructed.
	1		Power House (28)		Cylinder Block		Cinder blocks are made from concrete, often mixed with materials like cinders, slag, or gravel. The two large hollow sections make them lighter and provide space for reinforcement or utilities during construction. Designed in a standard size, they are easy to stack and align when building walls. While it's unclear how much cinder blocks were used at the Nungarin Army Workshops, they were popular during the war for being durable, fire-resistant, and quick to build with. Due to supply constraints, materials were often made locally or on-site and the texture of this block suggests it may have included recycled industrial waste like cinders. Bricks are usually chosen when appearance is important but cinder blocks are better when speed and cost matter most.

	1		Tank Hull Shop (20)		Concrete Cover Plate		A concrete cover plate designed to protect access to something in the ground like a cable pit, conduit box, valve or other underground fixture. The hole in the centre was used for lifting the plate with a hook or a special tool, making it easier to remove when maintenance or inspections were needed.
	1		Tank Hull Shop (20)		Concrete Hessian Block		This concrete block appears to have been made by pouring wet cement into a flexible mould like a hessian bag, which was wrapped or folded around it and left to set. You can still see the creases and seam lines in the surface. The rust patches and staining also show that it came into contact with steel or some kind of metal—maybe reinforcing mesh or scrap while it was setting. It was likely made as a temporary counterweight or anchor, maybe to hold down tents or tarps.
	1		Tank Hull Shop (20)		Rice Bubbles Concrete		This lump of concrete is known as no-fines concrete, which was made using cement and large stones like gravel, without sand. It's sometimes called "rice bubbles concrete" because of its airy, bubbly texture caused by the big gaps between the stones. No-fines concrete was often used in parts of buildings that didn't have to carry heavy loads, like internal walls, outer panels or as infill. It was cheap and quick to make, didn't use as much cement, and was much lighter than regular concrete. It also allowed water to drain through and helped keep buildings a bit cooler or warmer.
	1		No Building Accounted For West of Machine Shop		Brisbane & Wunderlich Roof Tile		This broken roof tile was made by Brisbane & Wunderlich, an Australian company that was part of the larger Wunderlich group, originally based in Sydney, with factories in Brisbane and Perth. Stamped along the bottom is the label "Bristile Product," which stands for Brisbane Tile. The tile is made from pressed terracotta clay and was machine-made, as shown by its neat lettering and smooth surface. This interlocking roofing tile was commonly used on Australian homes.
	1		No Building Accounted For West of Machine Shop		Textured Glass Shard		This textured glass scatters light and blurs images, giving privacy while letting light in. The pebbled pattern is made by pressing or rolling the glass during production. This style, often called 'pebble' or 'stippled' glass, was commonly used in windows and doors in the mid-1900s.

	1		South of Tank Hull Shop (20)				
Electrical	**Quantity**	**Code**	**Location**	**Est Date Range**	**Photo Title & Description**	**Base**	**Information**
	1		Engine Shop (21)		Federal Ceramic Electric Fuse		This old-fashioned ceramic fuse were widely used in domestic and small workshops running on 240–250 volt power. It was made by a company called Federal, which was known for producing simple, reliable electrical parts like fuse holders and bases. These fuses were common before modern circuit breakers came along. The ceramic body helped prevent overheating and fires, making it tough, heat-resistant and didn't conduct electricity. A thin fuse wire or cartridge was held in place by a metal screw terminal inside. If too much current flowed through the circuit, the wire would burn out and stop electricity from continuing, which protected the rest of the wiring. By the 1980s and 1990s, this type of fuse began to disappear as newer safety devices like RCDs and circuit breakers took over. These newer systems were faster, easier to reset and didn't need old-fashioned fuse wire.
	2		Power House (28)		Lightbulb Top		This is the remains of an old bayonet-style lightbulb base (BC or BC22), the standard type used in Australia and the UK. It has two small pins on the side of the metal sleeve that lock into the socket with a push-and-twist action. This style was, and still is, common in Australia. The black centre is made from Bakelite, one of the earliest plastics which was valued for being heat-resistant, non-conductive and tough. The two round metal pads on the Bakelite are the contact points for positive and neutral, which would have connected with spring contacts in the lamp holder. Although bayonet fittings are still used today, modern globes are made with improved plastics, better safety standards and LED or compact fluorescent technology instead of incandescent filaments. Using bayonet bases and Bakelite was standard for military and government buildings at the time and other Bakelite fittings like switches, sockets and fuse boxes were also used at the Army Depot.
	2		Engine Shop (21)		Spark Plug 1		This spark plug has a single central post and a ceramic body, which was a common design in engines from the early to mid-1900s. It was likely used in a military vehicle, generator or piece of machinery during that time. The white porcelain body helped insulate the spark and resist heat and the smooth glazed finish was made using older manufacturing methods, probably between the 1930s and 1940s. At the top is a long central pin where the spark would have jumped across. It's a non-resistor type, which was standard in wartime trucks, tanks and engine equipment. Around the base is a corroded metal collar, likely a lead or copper gasket, which would have sealed it into the engine.
	1		Engine Shop (21)	1920-1940s	Spark Plug 2		Likely from the first half of the 20th century, it features a large ceramic insulator with deep ridges — a distinctive design seen in older spark plugs. The threaded terminal still has its ignition wire attached, which is unusual compared to more modern spark plugs that typically use removable connectors. Its shape and style closely resemble early models made by brands like Champion, Lodge and KLG, which were commonly used in British and Australian machinery such as stationary engines, military vehicles, tractors and generators during that period.

	1		Engine Shop (21)		Spark Plug 3		Some older Champion spark plugs had markings like 'MICRO' or 'MICRON' but the 'MIC' on this piece might just be part of a longer word like 'CERAMIC' or part of a different brand name altogether. During wartime, some spark plugs were made specifically for the military under contract and didn't always carry standard branding. Just partial codes or markings instead.
	1		Traffic Centre (17)		Multi-Pin Circular Electrical Connector		This is a heavy-duty military electrical plug that was likely used on the nearby Mack NR truck to hook up the external lights, radio equipment or power controls. These connectors were made to handle rough conditions and commonly used on army trucks during and after World War II.
	1		South of Tank Hull Shop (20)		Multi-Core Electrical Wiring		This bundle of multi-core electrical wiring is wrapped in fabric insulation, which was common before plastic coatings became the norm in the 1950s–60s. Under the outer cloth, there may be an older insulating layer made from rubber or gutta-percha (a tough, natural latex once used in wiring before synthetic materials took over). The joins and outer wrapping seem to be hand-tied with waxed string or thread, possibly from having been repaired or customised. Several conductors are in the bundle with some twisted and individually wrapped, which indicates it may have been part of a more complex electrical system, such as in a vehicle, generator or control panel.
	1		Engine Shop (21)		Small Field Junction Box		The bent metal top was shaped to work as a simple weather cover, helping to protect electrical or communication gear inside from rain, dust, and sun. The rough timber backing inside still contains the old nails, which would have once held things like wiring terminals, fuses or maybe a small switch. Because it's fixed to a post out in the bush, it was likely set up as a field unit, possibly for connecting power, controlling lights or linking up phone lines in the depot.
Metal	**Quantity**	**Code**	**Location**	**Est Date Range**	**Photo Title & Description**	**Base**	**Information**
	1		Engine Shop (21)		Cone-Shaped Collar		This thin metal piece may have been used as a protective collar, typically fitted where a cable or pipe enters a machine or metal casing. Its purpose was to prevent sharp edges from cutting into the cable or hose and to reduce wear over time.

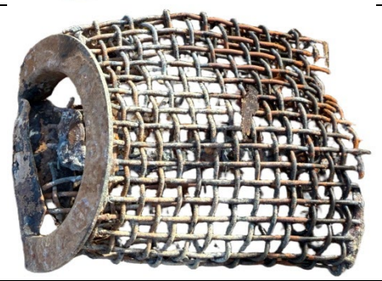
	1		Engine Shop (21)		Heavy Square Lid		A thick, heavy square lid made from pressed steel, designed to fit securely over a container. It was likely used as a cover for a battery box, electrical housing, machinery panel or equipment crate — possibly to protect engine parts, tools, or other components inside.
			Engine Shop (21)		Thick Pressed Steel Lid		The rectangular lid is made from thick pressed steel and was probably used to seal a heavy-duty container or industrial box. Its solid construction and raised edges suggest it may have come from an equipment case, battery box or electrical housing. Lids like this, with a flat surface and upturned sides, were commonly used on stackable containers for tools, engine parts or portable machinery, especially during the mid-1900s. It was likely part of something that needed to be opened and closed often, possibly in the workshop.
	1		No Building Accounted For West of Machine Shop		Heavy-duty Steel Mounting Bracket		This bracket is made from thick, heavy steel, likely cast or forged. It has bolt holes and side bolts that show it was designed to clamp firmly onto a pipe, rod or axle. One side has an extended arm or tab that may have helped lock or steady whatever it was holding. It may have been used to support large steel pipes or conduits, possibly mounted against walls or floors in one of the depot's pump houses, engine bays or fuel-handling areas. It may also have held a rotating shaft or spindle in place, like those used in old machinery, belt-driven tools or generators. The shape and the strong bolts suggest it wasn't meant to move but to hold something solidly in place.
	1		No Building Accounted For West of Machine Shop		Rolled Metal Pipe		Made from mild steel or iron, the thickness and visible seam makes this pipe look like it was rolled and welded during manufacturing. It likely came from an old utility line, like for carrying water, compressed air or fuel.
	1		No Building Accounted For West of Machine Shop		Cast Iron Plug		This heavy metal plug appears to be made from cast steel or iron. The two raised ridges on the inside may have helped line up or secure a tool when it was being fitted or removed. Since there are no threads, it probably wasn't screwed in but instead pushed into place or held down by a locking ring or bolts around the outside. Plugs like this were commonly used to seal openings in engines, machinery, tanks, or pipes.
	1		Engine Shop (21)		Metal Strap		Made from iron or steel, this metal strap has a number of irregularly spaced holes and was likely used as a bracket or joining strap to connect or strengthen timber or metal beams. It may also have been a backing plate for a door hinge, which was commonly used on workshop doors.

	1		First Aid, Ambulance & Fire Station (46)		Metal Tray Cover		This small piece of sheet metal looks like it was hand-shaped, probably from galvanised or zinc-coated steel. The edges are curled on three sides, which would've helped make it stronger. The holes allowed nails or screws to attach it to a timber surface. The uneven bends show it was roughly made using basic tools, probably shaped on the spot for a quick fix. It might've been used as a simple cover or shield, placed over things like wiring terminals, switches or junction boxes to keep rain, dirt or debris out. It also could've been used as a small tray to hold nuts, bolts or tools during repairs, especially in a workshop or vehicle bay. Another possibility is that it was a vent or cable cover, used to protect the opening of a pipe, a hole for wires or a ventilation gap in a wall or floor.
	1		Engine Shop (21)		Mounting Strap		This mounting strap was likely used to reinforce or secure part of a structure. The square hole was probably made to fit a bolt or carriage bolt, which were commonly used in both wooden and metal construction. It may have been part of a hinge assembly, a door brace, or a mounting strap, possibly from the workshop's door, frame or workbench.
	1		Engine Shop (21)		Protective Metal Cover		This metal cover is made from cast iron or heavy-gauge steel and was built to be strong, possibly as a lid for a machine. The raised pattern that looks like vents is to make the metal sturdier and stop it from bending under weight or pressure.
	1		Engine Shop (21)		Sliding Door Tracks		These rails are made from galvanised steel with a flat-bottom groove and were part of the track system that let the engine shop's large steel doors slide open and shut, rather than swinging out like regular doors. The doors probably had wheels or rollers attached underneath that ran along these tracks, helping them stay straight and move smoothly. There may have also been a top rail to help keep the doors steady and upright as they opened and closed.
	1		South of Tank Hull Shop (20)		Steel Cable		This cable is made by twisting a lot of thin steel wires into strands, which are then wound together to create a strong but flexible wire rope. It may have been used with cranes or winches to lift or pull heavy loads, to support or suspend structures, or to anchor things like towers, masts or utility poles.
	1		Engine Shop (21)		Steel Joining Strap		The evenly spaced holes suggest it was used to join or reinforce two pieces of wood or metal using bolts or screws. It may have been used to connect beams, posts, or planks as part of the Engine Shop building.

	1		Engine Shop (21)		Steel Ring		This rusted iron or steel ring has a bent backing piece and may have once been used to hold or support a round pipe against a flat surface. It could've been part of an old pump, helping to hold something in place like a pipe or fitting. It might also have come from a wheel or bearing housing, or even been part of a hinge or locking ring on a tank, drum or lid.
	1		Engine Shop (21)		Steel Wire Cable		This cable is made from approximately 20 thin metal wires tightly twisted together, creating a strong but flexible wire. It may have been used as a winch or hoist cable for lifting or pulling machinery, possibly in a workshop, although it appears more likely to have been used as a guy wire to help anchor and support things like poles, towers or antennas.
	1		Engine Shop (21)		Twisted Steel Strap		A broken or leftover piece of metal from some kind of industrial equipment, which was probably straight or slightly curved when it was in use. It's possibly a part of a bracket, blade, strap or support. Over time, it's become twisted out of shape, most likely from weather exposure, heavy use or being torn or bent under pressure. Metal can twist like this if it breaks while under strain, gets caught in rotating machinery, or is bent and pulled too many times. It might even just be an old scrap piece that was tossed aside and gradually warped over the years.
	1		South of Tank Hull Shop (20)		Service Cover		An old service cover, likely from a fuel tank, storage drum or piece of machinery. The hinge and latch visible in the first image, along with the rim around the edge (which is now bent and broken) show that it was once bolted or riveted onto a larger container or surface. The second image of the underside, where a guiding slot or locking feature show that it was designed to swing open on a hinge.
	1		No Building Accounted For West of Machine Shop		Mounting Plate		This is part of an old mounting or bracing plate, with the edges folded over to make it stronger and stop it from bending out of shape. The hole at the top shows where it was probably screwed into timber or a steel frame, maybe to hold something like a light fitting, junction box, or control panel. It also could've been used to help secure pipes, cables, or even storage drums.
	1				Splined Steel Shaft		This is a type of mechanical shaft designed to transfer power between two moving parts—like inside an engine, gearbox or other machinery. The ridges, known as splines, are evenly spaced to fit snugly into a matching socket or gear, stopping it from slipping while still allowing it to rotate smoothly. It likely came from something like a driveshaft, gear unit or clutch, possibly from a vehicle or industrial equipment.

	1		No Building Accounted For West of Machine Shop		Steel Fuel Can		The curved sides with pressed-in grooves are a common feature of old steel fuel cans. They were added to make the metal stronger and stop it from bending out of shape. The round opening with a raised edge is where the cap and spout would've gone for pouring or filling up with fuel. The slotted sections on the side were likely part of the handle or helped add extra strength to the can.
	1				Hatch and Staple Latch		This hasp and staple-style latch isn't a traditional hinge and was used as a locking mechanism for a door, lid or hatch, especially on sheds, boxes, or utility enclosures. The four holes were for screws to fix it to a timber or metal surface. The curved loop and keyhole-shaped slot at the top lined up with a separate latch or staple, so it could be secured with a padlock or locking pin.
	1				Heavy Steel Strap		This heavy steel strap might have been used as a spacer, mounting tab or washer plate. The bolt hole at one end shows it could have been part of a bracket, hinge or used to anchor something in place. Its flat, rectangular shape means it was probably used to help spread pressure or strengthen timber or steel structures.
	1				Heavy Steel Flat Bar		This was most likely used as a backing plate, joining strap or mounting bracket. The two bolt holes allowed it to be fixed to something like a beam, post or another piece of steel. Its flat, rectangular shape would've helped strengthen joints and spread out the weight or pressure from the bolts.
	1		Engine Shop (21)		Universal Joint		This component was likely part of a machine or vehicle, used to transfer movement or force between two angled parts. The central cylindrical section acted as the rotating shaft or pivot point. The clamps or collars on each end seem to have held the shaft in place within a frame or housing.

	Common		Engine Shop (21)		Heavy Steel Anchor Bracket		Heavy steel anchor brackets were installed at the end corners of the door tracks on the inside of the building to stop the sliding door from rolling too far or to lock it in place when closed. The square base was bolted into the concrete and the welded bar and supports may have worked as a stopper or brace to keep the large door secure.
	Sitewide		Engine Shop (21)		Steel Anchoring Wire		These wires were embedded into the warehouse floor during construction and may have been part of the temporary formwork. They're spaced at regular intervals of approximately 50cm apart along every strip in the concrete foundation.
	1		South of Tank Hull Shop (20)		Metal Cap		This metal cap or cover once fitted over a pipe, valve or tank. It has both inner and outer cylindrical parts to protect something like a bearing, the end of a rotating shaft or electrical wiring. The cut-outs and gaps in the structure may have allowed wires or moving parts to pass through while still protecting it. The outer rim likely sat over a flange or lip, while the inner section helped guide or shield whatever was housed inside.
	1		South of Tank Hull Shop (20)		Heavy Metal Cap		This metal piece has a raised rim around the edge, a common feature on old pressed or stamped lids. It would have once fit snugly over something like a round container, a bearing housing or the end of a drum to keep it sealed. It might have been a dust cover, a bearing cap or a hub lid from machinery or a vehicle axle. In the centre, there's a built-in bracket or raised section that looks like it was cast or forged as part of the piece. Several screw holes show it was made to be bolted onto something, likely to hold a shaft, rod or bolt in place. The even, circular shape and fixing points show it was designed to be opened or removed, probably part of a machine access panel, valve cover or equipment housing.
	1				Heavy-duty Hinge		This was once part of a heavy-duty hinge, possibly from a door. The long flat section was likely fixed to a wall or frame, while the upright end with the curled loop holding a pin or rod for a door or panel to pivot open. With several bolt holes and a solid build, it was clearly designed to carry a fair bit of weight.

	1		Tank Hull Shop (20)		US 100 Litre Drum		This 100-litre drum was made in the United States and likely used for fuel or oil. It's constructed from pressed sheet steel, with welded seams along the body. Even though it's badly crushed, you can still make out the reinforcing ribs. These raised bands around the drum helped stop it from bending or collapsing when stacked or under pressure. The rounded, sealed ends are typical of smaller drums like this, often used to store things like fuel, oil or chemicals.
			South of Tank Hull Shop (20)				
							
							
							

Water	Quantity	Code	Location	Est Date Range	Photo Title & Description	Base	Information

	N/R		Sitewide		Borehole Casing 1		These pipes are found all over the site and were most likely used as bore casings. Strong pipes were placed inside drilled holes to stop the sides from caving in and helped protect the water supply by keeping out dirt, sand and surface water. Because they had to hold up against pressure from the surrounding ground, the casings were usually made thick and tough to keep the hole stable and open for drawing up water.
	N/R		Sitewide		Borehole Casing 2		These pipes are found all over the site and were most likely used as bore casings. Strong pipes were placed inside drilled holes to stop the sides from caving in and helped protect the water supply by keeping out dirt, sand and surface water. Because they had to hold up against pressure from the surrounding ground, the casings were usually made thick and tough to keep the hole stable and open for drawing up water.
	1		First Aid, Ambulance & Fire Station (46)		Fire Hose Section		Older hoses like this one, were typically made from nature fibres like cotton or linen, tightly woven to provide some water resistance and durability. Older hoses tend to degrade faster, especially when exposed to weather, water, and heat, as natural fibers absorb water and break down over time. Older hoses might rely on coatings or treatments but often absorb water. Modern fire hoses these days are made from synthetic materials like nylon, polyester, or other engineered fabrics that are stronger, durable, flexible, resistant to mildew, UV damage and chemicals. Many modern hoses have an inner rubber or synthetic lining to make them fully waterproof and prevent water absorption in the fabric.
							
	N/R		Sitewide		Pacman Ghost Drain		The wavy edge at the bottom, which looks a bit like the ghosts from Pac-Man, was probably designed that way to help water flow better. The indentations allow water to continue draining even if debris like leaves or silt partially cover the lower edge. Unlike a straight-bottomed cover, those gaps create extra inlets, reducing the chance of clogging and allowing water to flow in from multiple angles. The arched top helps add strength, distributing weight and stress more evenly if something presses down on it like the older masonry drains.
Fasteners	Quantity	Code	Location	Est Date	Photo Title & Description	Base	Information

				Range			
			Engine Shop (21)		Steel Plate With Screw		This small steel plate was likely coated in zinc to help prevent rust and was probably used to attach something to a larger structur, like part of a machine, panel, or frame. It may have been used to hold something lightweight in place, such as a sign, cable mount, cover or light fitting.
			Engine Shop (21)		White Rubber Grommet		This old rubber grommet was likely used in plumbing, fuel systems or industrial machinery. Made from rubber or a rubber-like compound, its chamfered shape suggests it fitted tightly around a pipe, bolt or tube, especially where it passed through a metal part or panel. The wear and markings around the edge show it was likely squashed between two parts to stop leaks, like in a joint or under a fitting. Its dry, chalky surface is what happens to old rubber that's been exposed to the sun and air for years. If it's not synthetic, rubber can go hard, crack or lose its shape over time.
Products	**Quantity**	**Code**	**Location**	**Est Date Range**	**Photo Title & Description**	**Base**	**Information**
	1		No Building Accounted For West of Machine Shop		Ripolin Paint Tin Lid		In 1897, Dutch chemist Carl Julius Ferdinand Riep invented a high-quality, ready-to-use enamel paint. He partnered with Otto W.G. Briegleb to produce and distribute it commercially, later joining forces with the French company Lefranc, known for making artists' materials. The name Ripolin comes from "Riep" and the French word huile, meaning oil—as it was an oil-based paint. Ripolin quickly gained popularity around the world and became a well-known brand across Europe. It's believed to have first reached Australia around 1909, and by the 1930s and 1940s, it was widely used.
	1		No Building Accounted For West of Machine Shop		Triangular Tin Container		This tin is the same size as those used for Pascall Sweet's toffees, which were popular during the 1930s and possibly into the 1940s. Those tins were often decorated with debossed cartoon characters like Mickey Mouse or Golliwog dolls. However, similar tins were commonly used for a variety of other products at the time, including ration items, chewing and smoking tobacco, metal polish, cough lozenges and menthol balms.

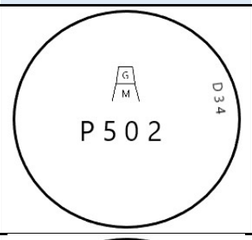
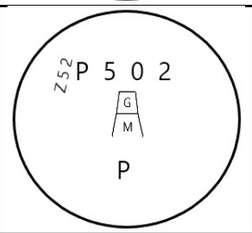
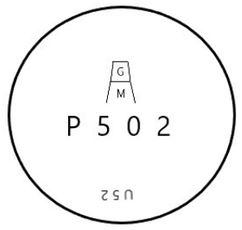
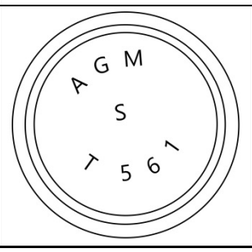
			South of Tank Hull Shop (20)		Great Britain Oval Ration Tin		
Personal	**Quantity**	**Code**	**Location**	**Est Date Range**	**Photo Title & Description**	**Base**	**Information**
	1		No Building Accounted For West of Machine Shop		Belt Buckle		During World War II, Australian Army personnel were typically issued trousers with built-in brass slide buckles. These simple buckles were sewn into the waistband and used to tighten or loosen the fit. They were usually made from brass. It's unclear exactly what this broken buckle came from but it may have been part of a uniform or similar military gear from that era.
	1		No Building Accounted For West of Machine Shop		Broken Purple Bottle		
Kitchenware	**Quantity**	**Code**	**Location**	**Est Date Range**	**Photo Title & Description**	**Base**	**Information**
	1		No Building Accounted For West of Machine Shop		Wedgewood & Co Plate Fragment		Wedgwood & Co was founded in 1759 by Josiah Wedgwood in Stoke-on-Trent, Staffordshire, England. The company became renowned worldwide for its high-quality ceramics, fine china and decorative pieces. It's likely that Wedgwood china was used by personnel or officers at the Nungarin site as part of their tableware.

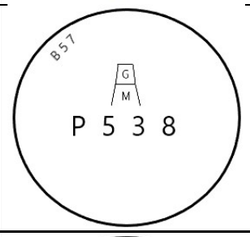
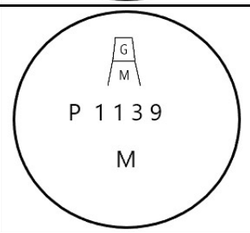
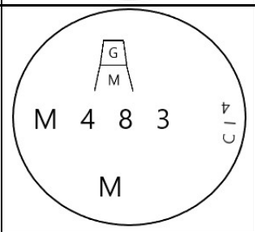
			South of Tank Hull Shop (20)		White Plate Fragment		
	1		No Building Accounted For West of Machine Shop		Phoenix English China Mug Base		Phoenix English China was made by a pottery company based in Longton, Staffordshire, England. It originated from Thomas Forester & Sons, a long-established pottery firm that underwent a major restructure in the 1930s. After this change, the company began trading under the name Phoenix Pottery Co, and introduced the Phoenix China and Phoenix Ware brands. These names were used to label their ceramic products from the 1930s through to the 1960s.
			No Building Accounted For West of Machine Shop				
	1		No Building Accounted For West of Machine Shop		Glass Bottle Stopper		Glass bottle stoppers were typically made with a tapered, cone-shaped base so they could fit tightly into the neck of a bottle and form a secure seal. While they were often used in alcohol bottles, it's hard to picture anyone saving leftover liquor during wartime, especially when alcohol was rationed and often scarce. These types of stoppers were also common in medicine bottles, perfume jars and laboratory glassware. It's unusual for a small piece of metal to be embedded inside, as most stoppers were solid glass. The stopper may have been part of a more specialised setup, possibly designed for pressurised liquids or carbonation.

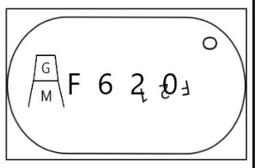
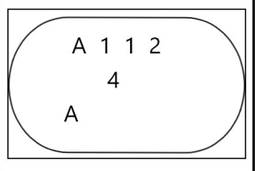
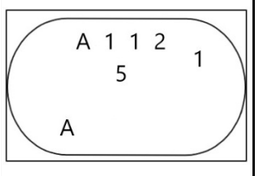
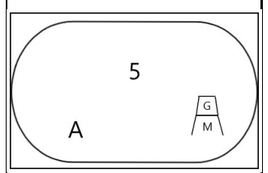
			No Building Accounted For West of Machine Shop				
			No Building Accounted For West of Machine Shop		Melted Salt Shaker		
	1		No Building Accounted For West of Machine Shop		Salt Shaker		A metal tin crudely punctured with small holes to most likely use as a salt shaker.

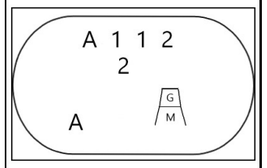
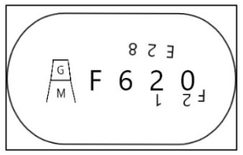
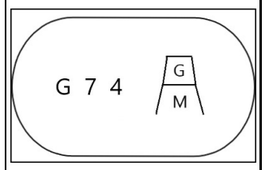
Food Stuff	Quantity	Code	Location	Est Date Range	Photo Title & Description	Base	Information
	1		South of Tank Hull Shop (20)		Oval Ration Tin		During the war, rations were often packed in tins like this one. They usually held things like bully beef, meat and vegetables, or stew made from minced meat with potatoes or beans. Bully beef is the nickname soldiers gave to canned corned beef, especially the type included in army rations during both World War I and World War II. The name may have come from the French word bouilli, meaning “boiled.” The beef was preserved using coarse grains of rock salt as part of the curing process, typically made from brisket or other inexpensive cuts. It was usually packed into tins in chunks or shredded form, already fully cooked and ready

							to eat, either hot or cold. This made it an ideal sustenance for soldiers on the front line. These meals were packed tightly into small containers like this to save space and make them easy to carry. After the war, tins in similar shapes were also used for household items, especially while rationing continued into the late 1940s. Although some medical supplies did come in oval tins, the size and depth of this one suggests this tin was more likely used for food.
	1		No Building Accounted For West of Machine Shop		Metal Food Tin		
	1		No Building Accounted For West of Machine Shop		Norway Norvees		
	1		South of Tank Hull Shop (20)				

	1		No Building Accounted For West of Machine Shop		Tin Food Can Lid		The ring tab was invented by Ernie Fraze in 1959 to eliminate the need for a can opener. His US patent no. 3,255,917 was registered for his invention in 1963, which he subsequently sold to Alcoa. The Swan Brewery were the first to use ring pulls in Australia in 1969. 15L LIFT TAB PUSH TO RIM PULL BACK
Bottles	**Quantity**	**Code**	**Location**	**Est Date Range**	**Photo Title & Description**	**Base**	**Information**
	1		No Building Accounted For West of Machine Shop		Brown Bottle 1		
	1		No Building Accounted For West of Machine Shop		Brown Bottle 2		12 THIS BOTTLE ALWAYS REMAINS THE PROPERTY OF THE WEST AUSTRALIAN GLASS MANUFACTURERS LIMITED
	1		No Building Accounted For West of Machine Shop		Brown Bottle 3		14 THIS BOTTLE ALWAYS REMAINS THE PROPERTY OF THE WEST AUSTRALIAN GLASS MANUFACTURERS LIMITED
	1		First Aid, Ambulance & Fire Station (46)		Brown Bottle 4	P502 V39	
	1		No Building Accounted For West of Machine Shop		Brown Bottle Base 1		

	1		No Building Accounted For West of Machine Shop		Brown Bottle Base 2		
	1		No Building Accounted For West of Machine Shop		Brown Bottle Base 3		
	1		No Building Accounted For West of Machine Shop		Brown Bottle Base 4		
	1		South of Tank Hull Shop (20)		Clear Glass Bottle Base 1		
	1		No Building Accounted For West of Machine Shop		FGC Bottle Base		Born in England in 1853, John Forster initially started his career as an apprentice, working for Robinson Cook & Co, Atlas Foundry. After working the boiler-making department in 1876, John teamed up with his oldest brother to form a partnership in a new business called D & J Forster. When the partnership dissolved some 12 years later in 1890 and with the lease expiring at the Navigation Works where they were based, John acquired new premises and continued his business spanning constructional engineering, boilermarking and later, glass bottle production. John died in 1927 and his sons assumed control of the business until it was later taken over by Rockware Glass in 1968.
	2		No Building Accounted For West of Machine Shop		FDM Bottle Base		
	1		No Building Accounted For West of Machine Shop		Green Bottle 1		
Medicine Bottles	Quantity	Code	Location	Est	Photo Title &	Base	Information

				Date Range	Description		
	1		South of Tank Hull Shop (20)		Brown Poison Bottle 1		
	1		South of Tank Hull Shop (20)		Brown Poison Bottle 2		
	1		South of Tank Hull Shop (20)		Brown Poison Bottle 3		
	1		South of Tank Hull Shop (20)		Brown Poison Bottle 4		Poison was often stored in brown glass bottles, with the texture of raised lattice dots on the sides clearly identifying it as poison.
	1		South of Tank Hull Shop (20)		Brown Poison Bottle 5		

	1		South of Tank Hull Shop (20)		Brown Poison Bottle 6		
	1		South of Tank Hull Shop (20)		Brown Poison Bottle 7		
	1		South of Tank Hull Shop (20)		Clear Medicine Bottle		

Engravings	Quantity	Code	Location	Est Date Range	Photo Title & Description	Base	Information
	1		South of Tank Hull Shop (20)				

	1		Power House (28)	1943			