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Australian Institute for Maritime Archaeology (AIMA)
Australasian Society for Historical Archaeology (ASHA)

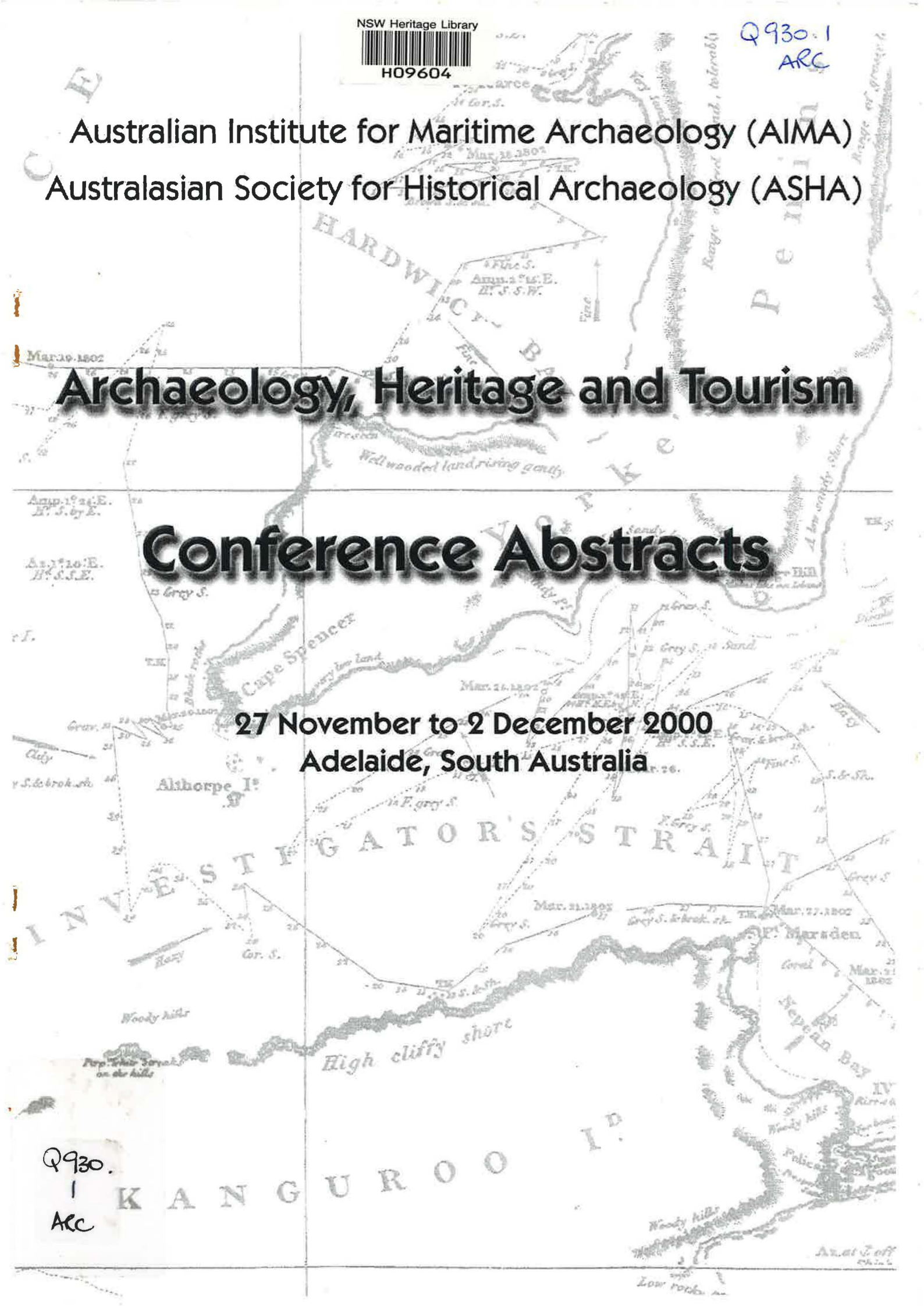
Archaeology, Heritage and Tourism

Conference Abstracts

27 November to 2 December 2000
Adelaide, South Australia

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ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

Session 1: Issues involving Archaeology, Heritage and Tourism

HERITAGE, TOURISM AND INTEGRITY – MAKING IT WORK

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Chair, Cultural Tourism Committee
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Whenever culture and heritage are presented in the market place as commodities, a number of significant issues arise. Marketing of Australian heritage towns and places began in the 1960s and accelerated through the 1970s. Both domestic and international travellers are interested in Australian culture and heritage, and many international visitors are looking to 'experience something Australian' or 'authentic'. 'Australian heritage' experiences have been created specifically to attract tourism, while many heritage places and collections are withering from lack of funding. Tourism operators and marketers are primarily concerned that they offer their customers an interesting experience, that they deliver a consistent standard of service and that their business returns a profit. The heritage sector is concerned about significance, integrity and cultural identity, and also wants to raise money to maintain heritage resources.

The challenge is to build bridges between the cultural/heritage sector and the tourism industry in ways that can meet the goals of both - and bring benefits to both. Cultural and heritage tourism can only succeed when issues of integrity, conservation, customer service, visitor experience, marketing, staff training, economic benefit and benefits to local communities are all considered together. Interpretation, presentation and place or collection management issues all play a central role in the interface between heritage and consumer and shape visitor experience.

Two major national projects have been undertaken to establish a framework for dealing with these issues. *Tourism with Integrity* is a practical self-assessment manual for cultural and heritage organisations who want to work in the tourism. It links the requirement for cultural integrity with the customer focus and business skills required for successful tourism activities. *Heritage Tourism Guidelines*, due late in 2000, will give principles and guidelines for tourism operators working in heritage places.

Heritage is now seen as an opportunity for the development of tourism in regional Australia. Examples of Australian heritage interpretation projects, including major trails with heritage themes, will be given. Funding of heritage projects is another critical issue that will affect the progress of heritage tourism. It will be essential to develop cooperative synergies between sectors for heritage tourism to work effectively into the new century.

DO HERITAGE TOURISTS REALLY EXIST?

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Tourism typologies have been useful for planning and marketing tourism products but their extrapolation to tourist types has led to considerable misinterpretation of market segments and the demand for specific product types. Heritage tourism is an area where such misunderstanding has led, at times, to criticism of product development efforts. This paper briefly explores the role of typologies in tourism considerations, and reports on studies that reveal that heritage is an important attraction for travelers, meriting continuing effort to develop heritage based tourism products in Australia. It also emphasises the value-adding benefits such efforts have in giving meaning to heritage resources and a rationale for their conservation and presentation.

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ARCHAEOLOGY AND TOURISM IN SOUTH AFRICA – WHERE TO FROM HERE?

Gideon Nurick

Author

Israel

South Africa has a wealth of archaeological sites of universal interest – these are predominantly Early Man sites which are situated in the most scenically beautiful areas of the country and are often found way off the beaten track. Other important sites include an abundance of Rock Art, sites relating to early Black civilisations as well as more recent Zulu sites bearing great impact on recent political history.

The prospects for cultural tourism are extremely promising: Possibilities include an Early Man Heritage Trail as well as an Historical Heritage Route. Such trails are likely to appeal to tourists all over the world.

Ironically though, cultural tourism is very poorly catered for in South Africa. Government is now beginning to realise the potential for cultural tourism but like many developing countries its promotion is being held back because of the lack of resources. The archaeological and heritage community has also traditionally been extremely exclusive in their control of the cultural sites. In many cases the most important and spectacular sites have literally been kept under wraps away from the public. There is a fear that the opening of the cultural sites to the general public will result in a degradation of the sites due to vandalism.

The result is a confusing situation where National Heritage Sites have been declared but where public access to these sites is currently strongly discouraged. Only a handful of relatively unimportant sites have been opened to the public. The important sites in the history of humanity remain closed to the public at large.

Private enterprise has begun to pry open the doors of the most spectacular sites. Tour operators face an uphill battle in the fight against red tape and opposition from established heritage personnel but growing trends in tourism worldwide suggest that they will be successful.

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Session 2: Case studies in Archaeology, Heritage and Tourism

ARCHAEOLOGY, MANAGEMENT AND POTENTIAL CULTURAL TOURISM IN ANDEAN ARGENTINA (SOUTH AMERICA): THE CASE OF QUEBRADA DE HUMAHUACA.

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This paper will present several concepts, problems and opportunities regarding management of archaeological regions in order to create better possibilities to preserve the archaeological resources, to improve the situation of local communities, and to develop cultural tourism. This topics will be reviewed in relation to an specific case the Quebrada de Humahuaca in Northern Argentina, which has a very rich archaeological resource together with an impressive natural setting and also has serious problems of mismanagement

TOURISM IN FAR EAST CRETE: CAN THE MINOAN HERITAGE SURVIVE AT PALIAKASTRO?

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Victoria

Mass tourism has come to Crete. Museums (mainly for Minoan remains)are well patronised. Visitors (mainly Europeans) are more than welcome because they enjoy themselves and bring money. The Cretan heritage assets are only some of the things that attract them.

So far, far east Crete has escaped mass tourism. Rent-room owners are happy with that, but, for instance, many residents of the village of Paliakastro (growing in size, unlike most villages on the island)desire big hotels, and an assumed increase in summer season cash flow. The fact that the best beaches there include areas that are protected from development by virtue of their status as archaeological sites is not popular.

The ancient Minoan town of Roussolakkos at Palaikastro is the second largest Neopalatial settlement on the island and has yielded finds such as, the 'kouros'. At present in the Sitea museum along with other treasures. For almost a century, with the auspices of the British School at Athens, the region of Palaikastro has been uncovered progressively. Roussolakkos itself has had to be back-filled due to the looting of masonry and so olive groves occupy many former dig sites. That remaining is enclosed/protected and open to the public during 'working hours." Visitors, mostly from the nearby beach, inspect the ruins, some of which include remains of mud brick house walls protected by a decaying roof. They are informed by three moderately durable interpretation boards and will not find a "comfort stop except at a nearby taverna.

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The stand-off between archaeologist and developer is dormant. There are moves to enlist "virtual reality" to preserve some sites. It is argued here that the archaeologists will need to cooperate with the developers. There is scope to promote a niche market for tourist interested in the Minoan world, so bringing income to the village without the burden of mass tourism.

PORT MACQUARIE ARCHAEOLOGY INTERPRETATION MASTERPLAN – A REGIONAL FRAMEWORK INTEGRATING HERITAGE CONSERVATION, ARCHAEOLOGY AND CULTURAL TOURISM

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Port Macquarie is a modern town with only a few surviving elements from the convict period up to 1847. Due to the relaying of the town in 1831, most of the evidence from this period is represented in the archaeological record. Port Macquarie is a rapidly growing area and a regional approach was required to manage the cultural resource to ensure that the cultural significance of Port Macquarie is conserved for future generations.

The *Port Macquarie Archaeology Interpretation Masterplan* is unique being the first interpretative project in NSW that identifies, interprets and communicates the archaeological resource within a regional and contextual framework. The Masterplan deals specifically with the convict period of Port Macquarie (1821 – 1847).

The purpose of the *Archaeology Interpretation Masterplan* is to facilitate an understanding of why Port Macquarie is culturally important, its unique role in Australian history and the conservation of the cultural environment (both archaeological and extant).

Most of the evidence from the convict period is represented in the archaeological record. In the present town setting, it is difficult to read the early convict cultural landscape. The provision of interpretation facilities can assist in making the archaeological record visible to help conserve and manage this resource while encouraging cultural tourism in the town.

The *Archaeology Interpretation Masterplan* sets out:

- The interpretative approach for the Port Macquarie CBD area;
- The archaeological and historic precincts identified for future interpretation;
- Historical themes relevant to the significance of Port Macquarie and relevant archaeological sites/precincts that communicates these themes/significance;
- Individual interpretation plans for each identified site/precinct;
- Different interpretation techniques and facilities;
- Responsibilities for the developer and local council in the interpretation process; and
- Funding and implementation strategies.

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

Session 3: The Archaeology of confinement: Themes and directions within Australia

PENAL ARCHAEOLOGY: THEMES AND DIRECTIONS WITHIN AUSTRALIA

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This paper introduces the session on The Archaeology and Landscapes of Confinement. We discuss changing perceptions of transportation, prisons and confinement in Australian historical studies and popular culture. The associated shifting significance of physical sites and landscapes of confinement is examined. Comparison is made with overseas sites in emphasising the distinctive nature of confinement in Australia, and the role the interpretation of confinement heritage plays in reifying a uniquely Australian identity.

GET THEE TO CHURCH: HARD WORK, GODLINESS AND TOURISM AT AUSTRALIA'S FIRST RURAL REFORMATORY

Greg Jackman

The Point Puer settlement represents a seminal experiment in 19th century penology, charting the transition from prison to reformatory-style institutional management of young male offenders. Its operation spanned a period of significant transformation in philosophies and techniques of penal discipline, coinciding with changing cultural perceptions of childhood, youth and adulthood. Unlike celebrated European institutions like Mettray and Parkhurst, the Point Puer settlement was largely unplanned, structures were erected and spaces appropriated as needs and fashions dictated. Evolving models of punishment and reform are closely mirrored in the organic spatial and archaeological characteristics of the site.

Recent work at the site of the Chapel/Schoolhouse has provided insights into the regimens of labour, discipline and education within the establishment, and provides an opportunity for a semiological analysis of the exercise of power through the manipulation of space. The significance of former spatial demarcations and landscape iconography has profound implications for future interpretation and tourism at the site.

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THE ARCHAEOLOGY OF WILLIAM SMITH O'BRIEN AT PORT ARTHUR

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Richard Morrison,
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Australian Heritage Commission
Canberra

Peter McFie

During the term of the Port Arthur Conservation and Development Project, from 1979 to 1987, archaeological excavations were undertaken in support of conservation efforts. One of the most extensive projects was undertaken on the cottage briefly inhabited by the Irish patriot William Smith O'Brien. The archaeology of the standing structure, given the sensitive nature of the Irish Australian context and the imprisonment of a Peer of the Realm, reveals a compelling account and can be used to highlight the condition of political prisoners within the daily routine of an Imperial prison.

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

Session 4: Case studies in Archaeology, Heritage and Tourism

PULLING TOGETHER: COOPERATIVE MARITIME HERITAGE EFFORTS IN THE UNITED STATES

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USA

The advantages of good partnerships are obvious, but the strategies employed to achieve success have been many and varied. In recent years a number of innovative maritime heritage partnerships have pooled financial resources and skills to achieve more than would have been possible when any one organisation worked alone. Ships, lighthouses, archaeological sites, and other maritime resources, have been saved from destruction and visited by untold thousands. Private and public investments in archaeology and heritage preservation have yielded rich rewards from tourism and better public awareness.

Sailing in close company can bring dangers as well as rewards, however. Several of the most colourful casualties from such hazards will be discussed. The presentation features successful partnerships between multiple interest groups, non-profit organisations, government agencies, and disciplines working to preserve, study, and interpret maritime heritage resources. For those of us near the water "pulling together" is the best way to proceed.

UNDERWATER CULTURAL HERITAGE: THE CASE OF ARGENTINA

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Virginia Dellino

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The general aim of this paper is to present the situation of underwater cultural heritage in Argentina within its cultural, economic and geographic context.

The program Investigation and Conservation of Argentinian Underwater Cultural Heritage of the National Institute of Anthropology, created in 1997, will be presented as a major step in the development of underwater archaeology in the country. Its goals and ethical principles will be discussed.

Within this program, the HMS *Swift* Archaeological Project will be presented as a case study for the positive and negative aspects of this discipline in Argentina.

Finally, other research projects dealing with underwater cultural heritage in several parts of the country will be reviewed.

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UNDERWATER CULTURAL HERITAGE IN FINLAND - MANAGEMENT, UNDERWATER PARKS AND CURRENT PROJECTS

Sallamaria Tikkanen

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Finland is situated beside the Baltic Sea which is the largest brackish body of water in the world. The shipworm *Teredo Navalis* does not exist in the Baltic Sea because of the low level of the salinity. This is a fact which has been beneficial for the preservation of wooden-hulled shipwrecks.

The legislation concerning archaeological finds, the Antiquities Act, dates from 1963. All vessels that have been sunk over one hundred years ago are protected by the Antiquities Act and must remain undisturbed by divers. The responsibility for underwater finds is given to the Maritime Museum. Research permits for the underwater finds are granted by the Museum.

The Maritime Museum of Finland is the smallest and youngest unit of the National Board of Antiquities. It is situated on a small island that used to be the headquarters of the Helsinki Pilot Station, less than one mile off the centre of Helsinki. The Museum was founded as a maritime historical unit in 1968. In 1981, a permanent exhibition about the history of seafaring in Finland was completed, and the museum was opened for the visitors. At present, exhibitions and maintaining the collection are the Museum's main activities. The Museum deals also with the maritime archaeological questions; updating the register of wrecks, rendering opinions on civil engineering and town planning matters, co-operation with sport divers and other matters related to underwater archaeological finds and questions. The Museum has organised underwater field work expeditions or inspection dives every year.

In Finland there are some 700 known wrecks. There are also other types of underwater historical sites, for example old harbours, underwater defence constructions, prehistoric dugout canoes, beached shipwreck remains and 19th and 20th century steamships.

In June 2000 the Maritime Museum of Finland opened the first underwater park in Finland at the wreck site of *Kronprins Gustav Adolf*, a Swedish ship of line wrecked in 1788. The park is a underwater part of the Museum's Ships Lost at Sea exhibition. In July 2000 the Maritime Museum investigated the wreck of *Vrouw Maria*, a two-masted Dutch koff-ship wrecked in 1771 and found in July 1999 by the Pro Vrouw Maria Association.

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

Session 5: The Archaeology of confinement: Themes and directions within Australia

THE MILITARY GAOL, ANGLESEA BARRACKS, HOBART

Richard Morrison

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Historic Assessment
Australian Heritage Commission

This paper presents the results of an archaeological investigation and conservation analysis of a rare type of Australian confinement facility – a military gaol constructed 1847-49 seemingly on a British model used around the Empire. It functioned as a gaol 1849-70 but also had a later use as a reformatory for girls 1881-1905. Both types of facility have been previously little reported on and this relatively, non-invasive fabric investigation with historical research and significance assessment, provides some preliminary exposure of these different types of confinement facilities.

CONVICTS AND THE FREE: NINETEENTH CENTURY LUNATIC ASYLUMS IN SOUTH AUSTRALIA AND TASMANIA

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Flinders University of South Australia

The nineteenth century was to see the rise of the lunatic asylum as the primary place of care for the insane. Changing ideas about lunacy saw the rise of the curative moral environment in the form of the ideal asylum. This paper will consider the provisions for the insane in two colonies: South Australia and Tasmania. South Australia was not to receive convicts, while Tasmania was for many years a convict colony and even when transportation ended it retained a high proportion of former convicts in its population. This paper will seek to answer the questions - Did the composition of the colony's populations effect the types and quality of the built environments provided for the insane? and was the curative moral environment a factor in the built environments provided?

CONVICT HERITAGE IN NSW

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The convict legacy of NSW still represents a strong tangible reminder of the first quarter of the state's history when it was an economy largely built upon convict labour and government control. The surviving convict heritage has been investigated by a range of researchers working within and on the margins of historical archaeology - all of them focussing on material evidence as the key to understanding the convict experience.

This paper provides an overview of the research that has been undertaken in NSW on convict sites. It shows that while there are strong and thorough investigations of some aspects of the convict past, there are still substantial gaps in our knowledge of the evolving 'convict system' from 1788 to the 1840s. Convict prisons and places of formal detention have been well studied through the works of J.S Kerr, while Karskens and others have examined the major convict-built public works of the middle period of convict transportation to NSW. Some investigations have taken place on the domestic arrangements of convicts. A particular gap is the survival of convict landscapes that place sites in a contemporary setting.

Session 6: Archaeological projects

A SEVENTH-CENTURY TIDAL MILL AT NENDRUM MONASTERY NORTHERN IRELAND

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Department of the Environment, and
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The Centre for Maritime Archaeology has conducted a detailed archaeological survey of the inter-tidal zone in Strangford Lough, Northern Ireland. As part of this pioneering research excavations have been carried out on an inter-tidal feature close to the well-known early monastic site at Nendrum. Two seasons of excavations have revealed three tidal mills built between AD 619 and 787. Every aspect of the mill technology survives in the inter-tidal wetland context showing the very high standard of technology available in this early period.

UNDERWATER SURVEYING TECHNIQUES IN AUSTRALIA AND TURKEY

Jeremy Green

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Western Australian Maritime Museum

This paper deals with a variety of surveying and mapping techniques recently developed for maritime archaeology. These include the use of side scan sonar in mapping sites and the georeferencing of side scan sonar images in the River Murray, the Telstra site and the *James Matthews*. The system integrates the sonar image, GPS survey data and magnetometer data. ArcView has been used as a GIS tool for working with these survey data sets and SmartImage for referencing the tiff images within ArcView. Site survey work on the classical 4th century BC shipwreck at Tektas in Turkey used Photomodeller to map the amphora on the site and Rhino was used to produce 3 dimensional images. This system is compared with the standard tape measuring system using SiteSurveyor as the analytical package. Further developments of the HPASS system are described and the latest developments in the 3 D photogrammetric program Virtual Mapper is described.

HPASS SURVEY OF A ROMAN BRIDGE, THE NETHERLANDS

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Western Australian Maritime Museum

In 1997, as part on a technological innovation program, the Australian National Centre of Excellence for Maritime Archaeology based at the Maritime Museum, initiated the further development of a High Precision Acoustic Sonar system (HPASS), a project that had been initially developed in the early 1980s by Curtin University of Technology and the Department of Maritime Archaeology of the Western Australian Maritime Museum. After preliminary tests, in Western Australia in 1998, it was first successfully deployed on the wreck of the *City of Launceston* in Port Phillip Bay, Victoria, in November 1998. HPASS was then used to survey the permanent control points and hull structure on the 1999 *Pandora* Expedition. The system continued to be used locally until, at the invitation of the

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Netherlands Institute of Ship Archaeology (NISA) it was deployed on the remains of a third century AD Roman Bridge in the river Maas. This work provided an opportunity to showcase the system overseas and to compare it with SHARPS and other techniques available in Europe. This paper outlines the Dutch fieldwork as well as critically assessing both the application and results of this technique in this context.

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Session 7: The Archaeology of confinement: Themes and directions within Australia

BEYOND FREMANTLE PRISON - THE ARCHAEOLOGY OF THE CONVICT SYSTEM IN WESTERN AUSTRALIA

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The convict era in Western Australia (1850 to 1868) represents the last phase of British Transportation to Australia. Despite being the final their to a system that had paramount importance for the origins of five Australian colonies, convictism in Western Australia has not been subject to either systematic historical or archaeological study. The little work that has been done has generally focussed on Fremantle Prison, a monumental but remarkably unrepresentative legacy of the system. This paper will report on the first stage of a historical archaeological study to identify and interpret the physical remains of the convict system in W.A., with particular focus on recording the regional hiring depots, road camps, and major public works undertaken under the direction of the Royal Engineers. In addition to the cultural heritage management aims, the project and this paper attempts to place the Western Australian convict system within the context of the wider British convict system. In particular, it asks whether or not the Western Australian convict system represented a philosophical and/or practical continuity with the earlier periods in Australian history.

THE LEPERS WERE GLAD TO GET OUT OF SIGHT: ARCHAEOLOGICAL EVIDENCE FOR THE USE OF VISUAL AND SPATIAL ELEMENTS OF CONTROL AT THE PEEL ISLAND LAZARET

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University of Queensland

The Peel Island Lazaret operated from 1907 to 1959. It was ostensibly designed as a hospital for the treatment of Hansen's Disease patients. In reality it was created to remove and keep patients from the view of mainstream society. In this paper I investigate the archaeological evidence for spatialisation and line-of-sight in the maintenance of control at the Lazaret. I will show that although the Lazaret was designed to keep inmates 'out of sight', its main role, in fact, was to keep them in sight.

**CONFINEMENT BY ISOLATION. BRITISH SETTLEMENT AT FORT DUNDAS,
NORTHERN TERRITORY, 1824-29**

Clayton Fredericksen

Northern Territory University

The decision in the early 1820s to establish a British colony in northern Australia was made for strategic and commercial reasons. But colonial administrators in far-off London had little understanding of the difficulties that the 'advance guard' of civilian, convict and military personnel would encounter in their efforts to form a viable settlement. Problems in coping with an unfamiliar and unyielding tropical environment and a largely hostile indigenous population were compounded by extreme isolation. The fledgling settlement was always dependent on imported commodities, the supply of which was neither sufficiently regular nor adequate to maintain the health and morale of the population. The result was a resentful population that was merely serving an enforced time of solitude until the inevitable abandonment of the settlement, which was finally carried out in 1829.

This paper presents the results of recent archaeological work at Fort Dundas in the context of the theme of isolation. Discussion is given to the use of the accumulated archaeological data for the development of a site management plan for the Tiwi people, who regard Fort Dundas as an integral part of their cultural history.

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Session 8: Maritime archaeology research and management

CHARTING A NEW COURSE FOR THE *MONITOR*: PRESERVATION, RESEARCH AND CULTURAL TOURISM

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Monitor National Marine Sanctuary

National Oceanic and Atmospheric Administration (NOAA)

USA

The National Oceanic and Atmospheric Administration (NOAA) has determined that the hull of the famed Civil War ironclad USS *Monitor* has begun to disintegrate at a rapid rate. In response to the threat of the *Monitor*'s collapse, NOAA and the U. S. Navy conducted missions to the Sanctuary in 1993, 1995, 1998 and 1999 for the purpose of surveying the wreck's condition, stabilising the hull and recovering significant artefacts, all in accordance with a long-range preservation plan. In 1998 Navy divers recovered the *Monitor*'s propeller, thus reducing stresses on the hull. Planned objectives for the year 2000 include stabilisation and recovery. Phase One will be the insertion of frames beneath the *Monitor*'s elevated hull. These frames will contain bags into which grout (concrete) will be pumped to shore up the hull and prevent its collapse. Following shoring activities, Navy divers will begin removing lower hull plating in order to gain access to the engine. The engine will be separated from the hull and attached to a series of lifting slings which will, in turn, be connected to a steel lifting frame. Time and weather permitting, the engine will be recovered. The long-range plan calls for eventual recovery of the *Monitor*'s famous revolving gun turret.

The *Monitor* project has provided NOAA with an opportunity to utilise its three primary strategies: preservation, research and education. Because the *Monitor* is virtually inaccessible, NOAA's education and outreach program has taken the form of lectures, publications and museum exhibits. However, the current plans to raise significant portions of the *Monitor* have provided a new and exciting opportunity to promote cultural tourism. NOAA's partner in this project is The Mariners' Museum of Newport News, Virginia, which has just announced plans for a multi-million dollar "*Monitor* Centre" to display recovered *Monitor* artefacts and hull components in a large-scale exhibit. The "*Monitor* Centre" is expected to significantly increase visitation to the Museum and cultural tourism in the area.

NEW WINE FROM OLD BOTTLES: CHANGING PERSPECTIVES OF MARITIME HERITAGE PROGRAMS IN NORTH AMERICA AND THE PACIFIC RIM

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Maritime museum staff, underwater archaeologists, some government officials, and growing numbers of citizens within Canada, United States, and Pacific Island governments are seeing new opportunities in heritage programs and projects. Broader outreach to media, schools, Senior citizens, or ethnic communities about famous ships or wrecks, diversity of crews and land support populations, sailors' daily lives, naval warfare, or national significance of overseas trade and cultural contact are now popular museum strategies. Changes in legal issues and government policies toward shipwrecks have also developed recently. Shipwreck research and authorised salvage has taken different tacks as well. Examples from more than a dozen venues will illustrate these changing perspectives.

THE ECONOMICS OF SHIPWRECK MANAGEMENT

Suzanne S. Finney

Department of Anthropology,
University of Hawaii

Many people believe the only value of a shipwreck is its potential market value when salvaged. This presentation looks at one alternative, the management of shipwrecks as submerged cultural resources. Without a definitive use value to the non-salvage of a shipwreck, a non-use value must be categorised. This approach is similar to cost-benefit analyses of natural resources such as forests and coastlines. How much are people willing to pay to maintain shipwrecks in their pristine states?

Revenues to states from salvage operations is discussed and discounted. There has never been an appreciable profit to states for allowing salvors to remove wrecks from state waters [in the United States]. In contrast, the question of revenue from tourism is discussed, using examples both domestic and international. Tourist interest in historic ships, whether on land or underwater, is a constant source of revenue to such nations as Sweden, home of the *Wasa*, or Turkey, where the museum at Bodrum is a popular attraction.

Session 9: Archaeology of Culture Contact

RECENT RESEARCH INTO ABORIGINAL HISTORIC-PERIOD SITES: ABORIGINAL WORK HISTORIES IN THE NORTHERN TERRITORY PASTORAL DOMAIN

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Centre for Archaeology

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This paper describes a recent research project which, by extending existing research and building on established relationships with the Aboriginal participants, aims at two landscape scales (in the 'home' country of the Aboriginal participants, and on the Murrniji Stock route, NT) to:

- 1) examine and document the work histories in the pastoral industry of Aboriginal veterans of the industry and thereby,
- 2) analyse Aboriginal-pastoralist relations and the role of landscape in shaping these relations, and,
- 3) consider the consequences of such life histories on contemporary Aboriginal culture and land use.

Fieldwork with Aboriginal veterans of the pastoral industry will be conducted near Tennant Creek, where Murphy Kennedy Japanangka still runs cattle, and on the Murrniji Stock route. The project enhances understanding of processes and activities that have contributed to, and continue to contribute to, national development and national identity. Moreover it will contribute to understanding the basis and development of race relations in pastoral Australia.

In particular this paper focuses on the evidence for how Aboriginal people provided much of the labour for the Northern Territory pastoral industry until the late 1960s and early 1970s. Today this history influences Aboriginal identity, land use, culture, and interaction of Aboriginal people with settler pastoralists. Yet it remains largely a "hidden history" for many Australians. This project grew out of the interest of Murphy Kennedy Japanangka in this history, and his concern to record some of the events of his life for his descendants.

RECONSTRUCTING A COLONIAL LANDSCAPE: THE UPPER STURT CREEK BASIN, SOUTH-EAST KIMBERLY, W.A.

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PhD

Department of Archaeology

Flinders University

The upper Sturt Creek basin is the traditional country of some members of the Nyininy language group, a dialect of Djaru. During the 1880s European pastoralists came into this region looking for fertile country to establish runs for their cattle and attempted to displace the Aboriginal owners whom they perceived as competing with the cattle for the water holes.

This paper reconstructs the spatial and temporal dimensions of this cultural landscape during the 70-80 years following the white invasion and provides a model of changing land use by both the traditional owners and the pastoralists. Three maps showing the distribution of sites of cultural significance are compared and are linked by historical and ethnographic data. The first map shows known locations of traditional Aboriginal sites, the second map shows known Aboriginal and European occupation sites from the early 1900s to the 1930s and the third map dates from the late 1950s when most traditional owners had been incorporated into the economic structure of the pastoral industry and were living in camps adjacent to station homesteads.

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A comparison of the three maps shows that although the traditional owners were displaced to a certain extent during the 1920s and 1930s, their roles in the pastoral industry provided opportunities to access sites of significance and enabled them to maintain elements of their traditional culture throughout the “station times”, which ended in the 1970s.

INTERPRETATION AND THE CONTINUING CULTURAL LANDSCAPE

Sue Smalldon

Project Officer

National Parks and Wildlife South Australia

Department for Environment and Heritage

One of the criteria for inclusion of a cultural property in UNESCO’s World Heritage List is ‘Cultural Landscapes’. The definition of a cultural landscape includes a ‘Continuing landscape’. According to the *Operational Guidelines for the Implementation of the World Heritage Convention* a ‘continuing landscape’ is: “one which retains an active social role in contemporary society closely associated with the traditional way of life, and in which the evolutionary process is still in progress”.

In Australia historical cultural heritage and Indigenous archaeological heritage are usually treated in different ways in the practice of archaeology; cultural heritage management; cultural heritage legislation and cultural tourism. This is often because Indigenous heritage is seen as ‘someone else’s heritage’ rather than heritage that belongs to the Australian ‘majority’ and because many Australian’s perceive Aboriginal heritage as something from the past rather than an evolutionary part of the present.

This paper explores cultural landscapes as a more comprehensive concept than the conventional one of ‘sites’ or ‘monuments’. It looks at how Archaeologists can take this approach so that the information they gather can be used in tourism interpretations.

Session 10: Maritime archaeology research

ARCHAEOLOGICAL EVIDENCE AND HISTORICAL DOCUMENTS: THE HMS *SWIFT* CASE

Virginia Dellino

Postgraduate Fellow

University of Southampton

United Kingdom

This paper will be focused on a critical analysis of theoretical and methodological aspects concerning the management and use of historical sources as another line of evidence in historical archaeology. The wreck of the Sloop of war H.M.S. *Swift* (1763-1770) located in Puerto Deseado (Santa Cruz Province, Argentina) will be analysed as a case study.

From a global perspective, this wreck will be understood within the general historical context during the 18th Century. Furthermore, the complex and diverse variables involved in the moment of the wrecking will be considered (*v.gr.* economic, political and social factors).

For research purposes, the gathering of historical documents was organised in:

- a) Primary source: such as historical maps, charts and plans, original letters from the Captain, Lieutenant and Master of the *Swift* wreck, among others.
- b) Secondary source: implies those texts which were written by historiographers such as, Caillet-Bois (1952) and Goebel (1927).

Through the analysis of historical documents some hypotheses were generated, and potential archaeological indicators were identified with the aim to test these hypotheses against the archaeological evidence.

Hence, the information obtained through the historical documents will be considered as another resource to generate new hypotheses to understand the problem under study. These hypotheses will be tested later on against the archaeological record. With this statement, the relevance of the archaeological evidence -the main source of evidence during our research- will be underlined.

TREASURE FROM THE SCRAPHEAP: AFTER 17 YEARS AN IRON WRECK AND ITS PEOPLE TRANSFORMED

Mike McCarthy

Department of Maritime Archaeology

Western Australia Maritime Museum

Over a century ago, the SS *Xantho* quietly slid beneath the waves- settling onto the historical and technological scrapheap and sending its owner Charles Broadhurst into financial and social ruin. Both then came to be dismissed as unworthy, ignominious failures and were soon forgotten.

In the two decades that have elapsed since the wreck was examined by staff the Departments of Maritime Archaeology and Conservation at the Western Australian Maritime Museum, the ship, its machinery, the man and his extraordinary family came to be reassessed in detail and with surprising results- this was a phenomenon that occurred primarily because the material remains found at the wreck were at odds with engineering expectations and with the known historical records.

Oddly configured, the ship has since proved to be both technological significant in its own right and a test-bed for new methods in underwater archaeology and conservation science.

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Strangely matched, the ship's people were Charles and Eliza Broadhurst-British emigrants then Victorian squatters ...victims (or proponents) of northwest land speculation schemes hatched in Melbourne. He was a remarkable and controversial entrepreneur, rival of any produced in the west in recent years, an innovative and controversial pastoralist and pearler, using (abusing?) Aboriginal and 'Malay' labour, introducing the 'hard hat' and steam power to the Australian industry decades ahead of others. He was also a Justice of the Peace, an acting Resident Magistrate, fish-canner, a failed guano merchant, and a (temporary) Member of Parliament, forced to resign for failing to repatriate his 'Malay' labourers. She was a talented musician, singer, teacher, a colonial mother struggling with the backwash caused by her controversial husband, then a headmistress and owner of an early Perth day and boarding school, a reader of early feminist literature and an un-recognised force (again due to her husband's failings) in colonial society. One of their daughters became a suffragette-force fed in Holloway Prison, one son a successful guano merchant, the first cataloguer of Dutch shipwreck relics on the West Australian coast, and another a noted London heart surgeon and violinist. Both took their own lives for reasons that afflict many today.

The historical accounts, the oral histories, the remains on the seabed and the Aboriginal record of the *Xantho's* passing, have proved complementary and conflictory evidence that has not only provided remarkable insights into people, objects and events, but also has attested to the difficulty in reaching agreement when attempting to satisfactorily account for complex human behaviour.

THE MARITIME CULTURE OF A STRUGGLING PORT: A STUDY OF EARLY PORT DARWIN THROUGH THE HISTORY AND ARCHAEOLOGY OF THE WRECKED SS *BRISBANE*

David Steinberg

Museum and Art Gallery of the Northern Territory

Established in 1869 Port Darwin struggled to maintain a solid base against the successes and failures of entrepreneurial industries and government initiatives. The port itself facilitated population and cargo transport for much of the Northern Territory and the necessary importation of food goods and material culture. One tool to securing the port's existence was an attempt to distinguish itself as an advantageous stop along the Torres Strait route linking Asia with the east coast of Australia.

The history of the SS *Brisbane* can be seen as a springboard for exploring the maritime culture of early Port Darwin during this period, with the importation of goods such as opium, the transport of cheap Chinese labour and fears of disease from the north. Wrecked in 1881, artefacts from the site include ceramics manufactured in China, and clothing and coins which once belonged to Chinese immigrants. An obstacle to the analysis of this rich assemblage is the fact that much has been salvaged and remains scattered in private possession.

This paper will deliver a brief historical study of this steamship in relation to early Port Darwin. It will also report on a preliminary survey of the site and will comment on the validity of a material culture study based on a scattered collection where provenance can not be authenticated.

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

Session 11: Archaeology of Culture Contact

ON THE FAR SIDE OF THE CREEK. INDIGENOUS FRINGE CAMPS IN BELTANA, FLINDERS RANGES

Bianca Di Fazio

BA (Hons) student

Department of Archaeology

Flinders University

The post-contact Indigenous occupation of Beltana in the Flinders Ranges, like countless other Australian towns both in history and in the present, was mainly confined to fringe camps on the outskirts. It is these fringe camps and their associated artefactual material that has been the focus of my research for the past year. The study of contact period archaeology, and fringe camp areas in particular, have been largely neglected until recent times, and yet these areas of occupation can tell us much about the processes of colonisation, which include the destruction of Indigenous cultures and assimilation of them into the dominant imposed culture. Further, the study of the fringe camp areas surrounding Beltana have illustrated the resistance of the Indigenous people of the Flinders Ranges to the imposed culture, and some of the ways in which these people sought to maintain their own culture and ways of life alongside and within that of the European invaders.

IDENTITY AND THE CULTURAL LANDSCAPE: THE ARCHAEOLOGICAL HERITAGE OF AUSTRALIA'S SOUTH SEA ISLANDERS

Lincoln Hayes

Australian Heritage Commission

Canberra

This paper will examine the cultural identity of the Australian South Sea Islanders, the descendants of those brought to Australia in the 1860-1900 period as indentured labourers for Queensland's sugar industry. It will examine the identity crisis felt by many Islanders, who feel that they are trapped between two worlds.

The paper will argue that through an examination of the cultural landscape, archaeologists are in a position to provide for the Islanders a strong and tangible link to their cultural heritage, creating for them a sense of place, which is an essential step in establishing concepts of identity and belonging.

I will refer to results from my recently completed PhD studies, as well as other research, to illustrate my comments.

THE IMPORTANCE OF INDIGENOUS VOICES IN HISTORICAL ARCHAEOLOGY

Darren Griffin

BA (Hons) student

Department of Archaeology

Flinders University

The content of this paper derives from my Honours research, which was concerned with the contact archaeology of Poonindie Mission, South Australia. The framework used in this thesis to analyse the archaeological data, was the dominant ideology/dominance and resistance theories used by critical archaeologists. Critical approaches to archaeological interpretations force the reader and the researcher to be more reflexive and critical about the knowledge of the past that is presented. Critical

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archaeologists acknowledge that interpretations of the past can be used to justify or further a certain social or political standpoint in contemporary society. The relevance of this in Australia can not be understated, especially in the present conservative political climate where the consequences of past actions are being erased or downplayed, and the knowledge that we, as social scientists, produce has a direct bearing on Indigenous people's ability to justify their legal connection to their own land.

Critical archaeologists state that if the primary aim of archaeological research is to make the knowledge we produce relevant to all members of society, then we must include as many alternative voices and interpretations in our presentations of the past. For these reasons Indigenous knowledge and views are important to all disciplines within Australian historical archaeology, not just in the relatively small field of contact studies. The question this paper raises is how do we include Indigenous voices in our interpretations of Australia's history, and how do we make historical archaeology relevant to Indigenous Australians?

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

Session 12: Maritime Heritage Trails and Tourism

BLAZING THE MAINE MARITIME HERITAGE TRAIL: LESSONS AND OBSERVATIONS

Lincoln P. Paine

Board Member
OpSail Maine 2000, and
Instructor, Center for Continuing Education
University of Southern Maine Portland
Maine, USA

Three years ago, OpSail Maine 2000 was organised to prepare for the first international gathering of sail training ships to visit the port of Portland, in July 2000. From the outset, the organisers determined to use the three-day shoreside festival as the cornerstone of an education program that would focus public attention on the long history and continued relevance of maritime enterprise in Maine.

To achieve this broader goal, OpSail Maine 2000 developed a multi-faceted program, the core of which is the Maine Maritime Heritage Trail. As of April 2000, the Trail comprised nearly 200 museums, historic properties and sites, libraries, archives, lighthouses and historic ships—many of them still in commercial use.

To promote the Trail, OpSail Maine 2000 forged a number of alliances with other not-for-profit institutions, corporate sponsors, government agencies, print and broadcast media, schools and universities, and even other "heritage trails."

To connect the sites and situate them in the context of Maine's overall maritime heritage, OpSail Maine published three distinct publications:

- "Maritime Maine: The Official Newsletter of the Maine Maritime Heritage Trail," which reports on maritime heritage exhibits and events;
- A "Maine Maritime Heritage Trail" tourist map, produced in collaboration with the Maine Office of Tourism; and
- Down East: A Maritime History of Maine to be published by Tilbury House, Publishers.

This slide presentation will show how the Maine Maritime Heritage Trail has evolved, the costs and benefits of such an undertaking to the partner institutions, and how lessons learned Down East might apply Down Under, or anywhere else.

THE GREAT OCEAN ROAD HISTORIC SHIPWRECK TRAIL

Ross Anderson

Maritime Archaeologist
Heritage Victoria

This paper will give the background to the establishment and ongoing management of ,and assess the strengths, direction and success of Victoria's Great Ocean Road Historic Shipwreck Trail, the most visited maritime heritage trail in Australia. With two stages already established, a third stage of the GORHST is currently being implemented for the region of coastline between Point Lonsdale and Cape Otway. It will also present results of the recent excavation of a site popularly reported in the media as the Mahogany Ship site at Warrnambool in August 2000, which is a part of the GORHST Stage 1.

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MARITIME HERITAGE TOURISM: IS THIS AN ANSWER FOR THE AILING AUSTRALIAN MARITIME ARCHAEOLOGY/HERITAGE PROGRAMS?

Bill Jeffery

Maritime Archaeologist
Heritage South Australia

Viv Moran

Maritime Archaeologist
Queensland Museum

Maritime archaeology has had a career in Australia of about 30 years, since the days of the work on the Dutch shipwreck sites located off Western Australia.

The programs that the Commonwealth, State and Territory governments have conducted since then have been the envy of many countries, but this is starting to change. It is changing because of the decline in government, and perhaps community attitude to heritage programs in general. It is also changing as governments are rationalising their “heritage” interests as part of their overall agenda of economic reform of government! Although academic and community interest in maritime archaeology/heritage is as strong as it has ever been! Some museums seem to draw their biggest crowds with exhibitions of shipwrecks, and the phenomenon of the trail attracts considerable community interest, and when shipwrecks/maritime heritage are included in the theme.

Is this decline something maritime archaeology practitioners have any control over? Is it something they have contributed to?

This paper will explore some of the background to the present situation, the state of the current programs around Australia, and provide some ideas about where the program could be headed, with and without change. The paper will consider in particular the heritage tourism issue, and whether this is a viable way forward for the program.

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

Session 13: Case studies in Archaeology, Heritage and Tourism

BLACKALL WOOLSCOUR – AN EXAMPLE OF THE MARKETABILITY OF INDUSTRIAL HERITAGE

Don Godden

Industrial Archaeologist, and
Director
Godden Mackay Logan
Heritage Consultants
Sydney

Woolscours began to spring up throughout West Queensland from around 1900 with the Blackall Woolscour being set up by the Blackall Propriety Woolscouring Company, in 1906. Its location, some 3kms north of the town, was chosen due to its close proximity to a water bore that provided an unlimited supply of water at 60^oc and to the railway which offered convenient transport for both the workers and for the transport of the scoured wool.

The woolscour ceased operations in 1979 and lay dormant for ten years until the Historic Woolscour Association (HWA) was formed to protect the woolscour and to develop it as a cultural tourism enterprise. The HWA later took over the collection of buildings, which had suffered from neglect and the ravages of termites, but were still relatively complete.

Today, the site, which covers several hectares, contains a shearing shed and associated yards, woolscour shed, shearers' quarters, a mess hall, ablutions block, toilets and a managers house, all dating from the establishment of the enterprise. The set of woolscour machinery, which included a number of steam engines, a diesel engine, two scour bins complete with tanks, rollers and dryers, all connected by a belt to overhead line shafts, is the only one of its type extant in Australia.

In 1999, following a number of smaller grants, the HWA received funding of \$2 million from the Queensland Heritage Trails Network to restore both the woolscour machinery and buildings. This has resulted in the employment of six full time local trainees, under specialist instruction, to work on the conservation of the machinery.

The conservation policy which was prepared for the Woolscour balanced its heritage significance, ageing condition of the equipment, requirements of the HWA to continue conducting tours during and after the restoration, the skill levels of the trainees as well as future maintenance and management issues.

The Woolscour is the most dominant of the heritage items in and around Blackall. When conservation is completed early next year, it is hoped that it will attract more than double the 6,000 visitors it currently receives annually.

GOVERNMENT ACTIVITIES IN THE CAMP STREET PRECINCT

Jeremy Smith, Robyn Mullens, Allen Jones

Heritage Victoria

A six-week archaeological excavation carried out in the area of the historically significant Camp Street Precinct in Ballarat by Godden Mackay Logan provided Heritage Victoria with an opportunity to promote a number of different aspects of the site management process. This session outlines how a standard archaeological project outline was expanded to incorporate programs involving schools, special interest groups and members of the general public. The presenters will show how their

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contributions in the areas of project design, site promotion and general education added to the overall quality of the archaeological project.

Cassandra Philippou

PhD Candidate in Archaeology

Flinders University

CULTURAL HERITAGE MANAGEMENT ISSUES IN AUSTRALIA: INTERNATIONAL THEORY & PRACTICE AND IT'S USE IN THE INTERPRETATION AND PROMOTION OF HERITAGE SITES IN SOUTH AUSTRALIA.

This paper highlights some issues that exist in Cultural Heritage Management (CHM) in Australia and seeks to identify solutions that may exist at the international level. It is noted that Australia tends not to feature on the international arena of CHM theory and practice. The Australian cultural heritage environment has parallels with those of several countries with good heritage protection track-records, such as Canada, the United States of America, the United Kingdom and New Zealand, in that they have Indigenous (or prehistoric) sites that co-exist with non-Indigenous sites in discrete regional contexts. The author proposes that some correlations can be drawn from international heritage management theories and practices and adapted to Australian conditions to assist in the development of theories and practices that are better suited to the Australian environment.

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Session 14: Community Archaeology

FERN AVENUE COMMUNITY GARDEN ARCHAEOLOGICAL PROJECT ARCHAEOLOGY, JAM AND THE COMMUNITY.

Jody Steele

PhD Candidate
Archaeology Department
Flinders University
South Australia

Timothy Owen

PhD Candidate
Archaeology Department
Flinders University

Collaboration between Archaeology, Flinders University, the Unley Council and Alternative 3 (a green gardening group based in Unley) resulted in the archaeological excavation and interpretation of the Fullarton Jam Factory. Topographical site survey, coupled with geophysics (resistivity) resulted in the placement of five trenches. These were located with the aim of uncovering walls, foundations and material culture associated with the period contemporary with the factory i.e. the late 19C to early 20C.

Once partial excavation had been conducted the site was opened to the general public. The open days were intended to advance the public's knowledge of archaeology in general, with a specific emphasis on local history of the Unley district in which they lived. Site tours were conducted which illustrated the excavation principles, with the public being able to watch archaeology in action. Displays containing details of site history, features visible in the ground and artefacts recovered were created. The importance of recording detail, with regards to site plans, stratigraphy, artefact catalogues and photography were emphasised and explained. A visitors survey was created to obtain feedback on the site open days and to investigate conceptions of archaeology within that local community. An internet site was constructed which detailed the archaeological work and site interpretation, extending the work into a broader public arena.

A major component of the project was orientated around an educational program designed for local school children aged between 8 and 12 years. The program was designed to teach the children about archaeological theory and practice and how it relates to their local community. The sessions were held both in the classroom and on site. Classroom sessions involved teaching the children how archaeologists work in the field, and the methodologies involved in both excavation and analysis.

Overall, the project has furthered the public's understanding of archaeology, taught school children that archaeologists do not carry whips and fall in bug infested pits and reconstructed part of the local history of the Unley district.

The project is still on-going at present therefore some elements discussed above are subject to change.

BURRA COMMUNITY ARCHAEOLOGY PROJECT: GENESIS AND FIRST STEP

Peter Birt

PhD student
Flinders University

Archaeology can play a significant role in the promotion and interpretation of our heritage, but too often outcomes for the community are limited. the role of academic archaeology is often seen by

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communities as a 'fire and forget projectile' with archaeologists passing through and leaving little in return. long-term, community based archaeological projects are an important way of redressing this and of enhancing the benefits of research.

This paper outlines the genesis and initial directions taken in the Burra Community Archaeology Project. This project is based in Burra, South Australia, and emerges from a collaboration between Flinders University and community groups, and aims to benefit both.

The genesis of the burra project was a field school held in 1998, that surveyed miner's dugout sites. subsequently, two honours theses were produced and these early results have led to a doctoral thesis and on-going fieldwork. results for the community have already included interpretive pamphlets, a world wide web site, a cd rom, a public lecture, gallery exhibition and the promotion of archaeological excavations as a visitor event. media interest in archaeology has been used to help promote the town.

There is nothing new in allowing visitors on to sites and the media often reports on excavations and other research. The Burra Community Archaeology Project is unusual, because the projected outcomes were jointly determined by academics and the local community at the commencement of the project and are subject to on-going moderation. The result is a partnership and a coordinated, long-term research plan that is producing distinct benefits for all parties, as well as establishing a basis for the continual growth of the project. This is in effect 'community archaeology', something that uses archaeological research to produce academic outcomes as well as tangible results for local and regional communities.

APPLYING A PRODUCTION MODEL TO ARCHAEOLOGICAL PRACTICE

Paul Saeki

Public Relations Coordinator

Burra Community Archaeology Project

Archaeological projects are both costly and time consuming, and very often too little thought is placed on developing something beyond just an archaeological report or environmental impact statement for stakeholders. If archaeological activity is to be of value, more than just a site report is needed. Tangible outcomes that translate to something valuable need to be considered, often requiring skills outside of the traditional repertoire of archaeologists. The scopes of 'products' that can be produced from archaeological practice are only limited by the archaeologist's vision. Essentially the archaeologist makes the past 'useful' and accessible to the people who invest in cultural resources. Areas such as video production, curating an exhibition, marketing, and publishing books are all processes that archaeologists tend to leave to someone else, if they are explored at all. Products such as these can be beneficial and the primary motivator for communities to invest in archaeological activity. Archaeologists cannot be "everything" to "everyone", but somebody somewhere needs to help communities who invest in cultural resources in understanding the broad mix of different possibilities and disciplines that can be applied to their cultural resources.

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Session 15: Tourism with Integrity Workshop

Lyn Leader-Elliott

Lecturer in Cultural Tourism, Flinders University
Chair, Cultural Tourism Committee (South Australia)

Lyn Leader-Elliott will take workshop participants through the *Tourism with Integrity* self-assessment framework for cultural and heritage organisations who want to work with tourism. She will introduce them to the self-assessment process and participants will be actively involved in working through two or three sections of particular interest to them. Topics include business planning, interpretation, management of heritage places and collections, customer service, human resource management (including volunteers), marketing.

Session 16: Underwater archaeology

HOLDFAST BAY JETTY ARTEFACTS: ASSESSING AN UNPROVENANCED COLLECTION

Jennifer Rodrigues

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United Kingdom

This paper focuses on the first collection of historical artefacts recovered from the original Glenelg jetty in Adelaide, South Australia, between 1974 and 1978. These artefacts, over 5,000 pieces in all, were recovered by the Society for Underwater Historical Research (SUHR). This study was an analysis and interpretation of these 19th and 20th century artefacts. Reasons for undertaking this research included the lack of study done on the items following recovery and because more controlled excavations were due to take place early the following year (2000), where, presumably, more artefacts would be recovered.

Items raised from the seabed included bottles, cartridges, jewellery, guns, coins, toys, marbles, ceramics and several metal, glass, stone and wooden objects, including fragments from parts of structures that once existed there. Due to the lack of spatial control during recovery and the absence of contextual information, a specific set of methods were adopted to address the problem. The method of analysis used was based on the original function of the artefacts. The site formation processes were also examined in order to assess the degree to which inferences could be made based on the available evidence and to help account for influences made on the evidence. Findings included arguments for value added to the site as a result of the excavations and post-excavation studies, as well as their implications in terms of the site's historical, archaeological and heritage value, including changes in the use of the site. It was also found that the artefact assemblage revealed a great deal of information but that their resulting representation of the past was inaccurate, particularly in terms of the emphasis of activities, because of the lack of spatial control exercised, which resulted in the creation of a collection of a skewed nature.

THE HOLDFAST BAY JETTY PROJECT: AN INTRODUCTION AND INTERIM REPORT

Chris Lewczak, Nathan Richards

Society for Underwater Historical Research
Flinders University of South Australia

In 1974 the newly formed Society for Underwater Historical Research (SUHR) began excavations in and around the remains of the old Holdfast Bay Jetty, located in the popular seaside suburb of Glenelg. This jetty, built in 1859 and blown down in hurricane gale winds in 1948 was located approximately beneath a new jetty constructed in 1968 and known to local divers to contain a wealth of material. After almost four years of digging the SUHR had managed to recover in the vicinity of five thousand artefacts which were catalogued and some organised for display.

In 1998, as an attempt to re-invigorate the SUHR new excavations, and a major museum display were planned, with assistance and support from, among others Flinders University and the Maritime Heritage Unit at Heritage South Australia. These excavations commenced in January 2000 and concluded in March with continued conservation, cataloguing and research being undertaken on the collection until October. This paper will highlight the practices used on the project and discuss some of the findings that have been gained through the investigation of the submerged cultural resources beneath one of the longest lived, and most popular recreational locations in South Australia.

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

MARITIME ARCHAEOLOGY AND CULTURAL TOURISM – A SUCCESSFUL SOUTH AUSTRALIAN INITIATIVE

John Perkins

Curator of Art and Heritage Collections
Adelaide University
South Australia

There is no doubt that cultural tourist attractions based on maritime archaeology can generate enormous public interest. Overseas examples include the *Mary Rose* and the *Vasa* whilst in Australia we have the *Batavia*, and the recently opened *Pandora* exhibition.

These high cost, high profile projects create major tourist attractions and in the process provide important 'shop windows' for promoting maritime archaeology. However their high cost means that it is unlikely that we will see many more such projects in Australia. It would therefore be unfortunate to lose the undoubted benefits which they can bring, and other more affordable and practical alternatives should be sought.

One such alternative is the low budget, low profile project which could result in a cultural tourism attraction with considerable public appeal.

This paper focuses on one such project at Holdfast Bay, South Australia. Based on archaeological work near a former jetty site, a display feature has been developed for a new visitor centre in the recently opened former town hall at Glenelg, South Australia. The key issue which this paper explores is the development/interpretation strategy employed to achieve high public interest in an attraction which is based on, in the opinion of some, a maritime site of minor interest.

The basis of this strategy was developed through an analysis of visitor responses to successful projects such as the *Mary Rose* and the *Vasa*. Obviously individual elements relating to a particular project are important such as the Bounty connection with the *Pandora*. However there are significant general factors which underpin the success of most cultural tourist attractions based on maritime archaeology. They can be identified, analysed and structured to constitute a formula which can be applied to the Holdfast Bay project and elsewhere.

There are hundreds of 'Holdfast Bay' sites around Australia which have the potential to be developed into successful low cost tourist attractions, this paper charts the way.

Session 17: The Archaeology and interpretation of military heritage

THE AUSTRALIAN INVASION OF NEW ZEALAND IN THE 1860s

Neville Ritchie

President, ASHA
Conservancy Archaeologist
Dept of Conservation
Waikato Conservancy
New Zealand

The participation of thousands of 'Australians' in the first major goldrush in New Zealand- the Tuapeka rush of 1861- is well known. But not so well known, in both Australia and New Zealand, is that almost simultaneously 2500 Australian men volunteered for the New Zealand Colonial Forces to fight in the New Zealand Wars between British and colonial forces and various North Island Maori tribes. The majority of the 'Australians' fought in the Waikato War of 1863-64. This paper reviews their social backgrounds, the recruitment procedure, and where they originated from, and what attracted these men to 'give up the good life' in Australia and put their lives on the line in New Zealand. The major engagements in which the Australians were involved are examined as well as their roles and contributions to the war effort. Finally it looks at what became of the men once the Wars ended.

LANDSCAPES OF REMEMBRANCE

Lyn Dore

Regional Tourism Co-ordinator
School of Tourism & Hospitality
La Trobe University

The growing interest in battlefield archaeology highlights the recognition that military heritage is important, and that society places a value on remembrance. The forms of remembrance over time and space therefore have something to contribute to our notions of pilgrimage, national identity, pride and the preservation of our military heritage.

Whilst the archaeological evidence of war can be found in the remains of military debris, trench systems, armament, infrastructure, and the like, it is the combination of these, and the ways in which nations render the landscape meaningful, both during and post war that provides a better understanding of the context of battlefields.

In drawing the connection between battlefields and tourism, it becomes apparent that visitors to such sites have a diverse range of motivations for their visitation. They may come as pilgrims to pay their last respect to lost relatives at cemeteries and memorial sites, or they may come as tourists, overwhelmed by the scale of death, yet equally as interested in the progress of specific battles. A recent survey undertaken at Gallipoli (Turkey) and Hell Fire Pass (Thailand) on Anzac Day provides an overview of these motivations and raises questions of how battlefields can meet the needs of visitors in the future.

GRAYTOWN - A POW CAMP SITE FROM WORLD WAR TWO AND THE ISSUE OF PUBLIC INTERPRETATION

Jennifer Curl

Honours student

Latrobe University

Located in the geographic centre of Victoria, the township of Graytown possesses substantial visible archaeological evidence of a period of Australian wartime history that is often overlooked. Between 1943 and 1946, around 250 Italian and then German Prisoners of War were housed at Graytown in a compound literally built in the centre of the township. They were employed in cutting timber in the surrounding forest which was required as fuel by six other POW and internee camps clustered around the Waranga Reservoir Basin. As part of this extensive network of camps in the Shepparton region, Graytown is unique in its relatively undisturbed state and accessibility. It is located in a State Forest Reserve and was still used by the Forestry Commission until the late 1970s. The most visible of the archaeological remains are the concrete slabs belonging to the main amenities structures. Identical features have been found at similar sites such as the Loveday complex in S.A. and Marrinyup in W.A.. Other intact features such as the compound fenceposts, water tanks, light poles and the Prisoners' garden can be identified from contemporary photographs and can provide identifiable and previously unknown evidence of some aspects of the camp's day to day operation.

The camp has recently been included on a 'Military Heritage Trail' in the Goulburn Murray Waters area that includes the RAAC Memorial and Army Tank Museum at Puckapunyal and the Italian Ossario War Memorial at Murchison. The Shire of Strathbogie in conjunction with Latrobe University, initiated the Graytown investigation in order to consider the future management of the site as well as its cultural tourism potential. The information yielded from this investigation should aid in developing suitable interpretive material concerning the Graytown POW camp site.

Session 18: Underwater Archaeology

THE ARCHAEOLOGY OF THE JETTY: AN EXAMINATION OF JETTY EXCAVATIONS AND 'PORT-RELATED STRUCTURE' STUDIES IN WESTERN AUSTRALIA SINCE 1984

Michael McCarthy

Department of Maritime Archaeology
Western Australian Maritime Museum

The Department of Maritime Archaeology at the Western Australian Museum has excavated the seabed around two important colonial jetties and has been involved in the preservation of their parent structures in response to threats from developers. On behalf of the Heritage Council of Western Australia the Department has also supervised a statewide study of port-related structures generally and has thereby been in a position to make recommendations for the protection of those whose remains are still considered significant.

At one jetty in Albany on the south coast, the normally destructive action of ship's propellers somewhat surprisingly provided an opportunity to examine the question whether cultural or natural layers would be evident at jetty sites. Ancient shell deposits were identified and dated in the lower levels and in one area a layer of colonial material was identified.

JETTIES IN SOUTH AUSTRALIA AND THEIR ARCHAEOLOGICAL, HISTORICAL AND TOURISM POTENTIAL

Julie Ford

Julie Ford
BArch(Hons)
Flinders University

South Australia's reliance on sea trade and transport can be seen in the number of jetties built in the State during its developing years. These structures have been subjected to alterations due to changes in transportation, communities needs and the decline of sea trade/ travel.

The role of the State government in these matters has been one of complete control since 1910. Repairs, maintenance and construction has been a reflection of the State government's policies of the time and can be seen in the structures still standing today.

Communities unwillingness to demolish obsolete jetties has increased the number of recreational jetties in the State, while the number of working jetties has decreased.

This paper will discuss the archaeological and tourism potential of jetties in South Australia.

LOOKING AT PORT ARTHUR FROM THE SEA : RESULTS OF THE 2000 UNDERWATER SURVEY

Cosmos Coroneos

Cosmos Archaeology Pty Ltd

In March of this year an underwater archaeological survey was conducted at Port Arthur. This initiative has been taken by PAHMSA with the objective of determining the nature, extent and condition of the submerged cultural resource associated with Port Arthur. The survey examined maritime related structures such as jetties, wharves, ramps, ship building yards, and other associated cultural deposits. This paper is a summary of the findings and the methods employed during the survey.

Session 19: Sites, museums and collectors

“THAT DEN OF INFAMY”: THE NO. 2 STOCKADE, COX’S RIVER

Sue Rosen

Doctoral Student

University of Western Sydney

Situated on the new road to Bathurst 12 miles beyond Mount Victoria, the Cox’s River Stockade was established in 1832 and functioned across the remainder of the decade. At its peak some 500 people were accommodated there. It served as an administrative, judicial and medical centre for a series of stockades and road gang sites involved in the construction of the Bathurst Road.

The construction of stockades to house these convict workers reflected an increasing concern with security and an intensification of the transportation debate. The argument that ‘transportation to New South Wales is more one of emigration than of punishment’ became a common criticism in the 1830s. Thomas Cook’s account of his period of servitude at the Cox’s River stations places the stockade and outstations with Norfolk Island in his litany of the horrors of the transportation system. However the Cox’s River Court Records indicates that Cook was in at least one instance lying about his experiences.

A broad range of sources indicates that throughout the 1830s convicts were, in theory at least, protected from abuses by regulations that codified living conditions. However, isolation and the power of convict overseers subverted the official intent. Convicts at isolated sites experienced an existence that fell outside that envisaged by authorities. Overall the court transcripts suggest that life at Cox’s River was capricious: the system being simultaneously more lax and more punitive than the regulations allowed, with brutality or the imminent threat of it, an integral component of the Cox’s River experience.

BOTTLE HUNTERS - VANDALS OR AMATEUR ARCHAEOLOGISTS? A CHALLENGE FOR ARCHAEOLOGISTS

Leah McKenzie

Manager, Heritage Approvals and Assistance

Heritage Victoria

Much of Australia’s archaeological heritage has been pillaged and destroyed by private collectors. The information pertaining to individual sites, which could contribute to our understanding of the past, has been compromised or lost by the destruction of sites and the removal of artefacts by collectors.

Recently some bottle collectors, who have been growing increasingly uncomfortable with the illegal status of their activities, have approached Heritage Victoria. The collectors are interested in finding a new direction for their hobby that allows them to maintain their interest in historic sites and relics within a legitimate framework.

The problem of looted archaeological sites is a universal one. While many countries appear unable to withstand the onslaught a few are trialing different ways of approaching the problem. In Australia the Maritime amnesty program was highly successful, however has not been replicated with land archaeology. Recently a pilot for land archaeology was introduced in England. Victoria is considering options to develop a pilot scheme, based on the Maritime Amnesty program and the English Portable Antiquities Scheme, known as the Archaeological Relics Program.

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

ART OR FACT?: INTERPRETING HISTORICAL ARCHAEOLOGY IN AUSTRALIAN MUSEUMS

Fiona Starr

Museums Consultant

Collections of artefacts from historical archaeology excavations lie in museums and other institutions around the country. However, few of these have been presented and interpreted in museums to reveal the stories that lie dormant in the material culture. Museums are an interface between archaeology and the public, and should play an important role in making heritage and archaeology more accessible to cultural tourists. This paper considers the need for greater collaboration between museum curators and archaeologists, and explores various methods of presenting and interpreting archaeological artefacts in exhibitions. Contrasting examples of displays and exhibitions of historical archaeology in Australian museums are presented. The interpretive potential of these exhibitions is discussed, in relation to their style as aesthetic (art) or as didactic (fact) presentations.

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

Session 20: Shipwreck archaeology

CITY OF LAUNCESTON – RECENT EXCAVATION FINDINGS AND SITE MANAGEMENT

Peter Harvey
Maritime Archaeologist
Heritage Victoria

THE ROLE OF *BRAHMIN* IN MID-NINETEENTH CENTURY TRADE BETWEEN THE UNITED KINGDOM AND AUSTRALIA

Pauline O'Malley

Australia in the mid nineteenth century was almost totally dependent upon overseas (particularly British) supplies for most needs. These needs could only be met through a vast and vigorous system of ocean going vessels, carrying goods between its ports. *Brahmin* was one such ship. It was a 616 ton cargo ship, usually plying between India and the United Kingdom. In 1854 the ship was on its first voyage to New South Wales with a cargo of general merchandise when it was wrecked on the west coast of King Island in Bass Strait.

Because of its isolation and the relative recentness of its rediscovery material from the wreck has remained fairly undisturbed. Through study and analysis of the ship, retrieved cargo and an associated survivors' camp an interpretation of trade patterns, consumer choice and the meeting of the needs of colonial new south wales, particularly in regard to ceramic materials ,is being undertaken.

SS *TASMAN* 1873 – 1833 SITE DISCOVERY

Mike Nash
Maritime Archaeologist
Cultural Heritage Branch
Department of Primary Industries, Water and Environment

John Riley
Sydney

This paper details the techniques developed and the results obtained by one of the authors to record this 72 metre deep site.

The role of the *Tasman* as a technical-diving-tourism site and the measures that can be taken to protect it will be discussed.

Session 21: Historical Archaeology: Understanding the evidence

THE CARS THAT DIDN'T EAT PARIS: THE ARCHAEOLOGY OF VEHICULAR DISPOSAL ASSOCIATED WITH RURAL FARMING PROPERTIES

Diana Smith

Cultural Heritage Officer, Heritage Team
Division of State Aboriginal Affairs
South Australia

I am about to embark on a long journey, yet the transport that will guide me has long surpassed its functional day. What is it that will drive me to where I know what awaits me is considered by most people to be simply someone else's rubbish? It is a peculiar blend - by many standards - of archaeology and heritage with potentially viable links to cultural tourism that attracts my interest.

Rural farming properties variably possess a large expanse of property devoted to car wrecks, agricultural machinery and equipment. Why are these dumping sites significant to Australia's past? How do such places become repositories for vehicles? My research seeks to understand the archaeology of these sites on rural farming properties in order to understand one of the least talked about national practices, and in order to investigate strategies for tourism where it is known that sites in other continents have been turned into local attractions. This paper will address current efforts to encourage synergetic relationships between heritage and tourism.

Farm proprietors have been using their land to dispose of vehicles since cars were introduced to Australia. Motor enthusiasts are known to seek out those 'little gems' for restoration or to revamp for hot-rods. Add in an occasional artist fossicking through these metallic 'gold mines' looking for pieces to complete a creative image and there you have the few minority groups forming possibly the total interest group. Such sites offer much in the way of information about the fluctuating economic fortunes and social history of farming communities.

Perhaps, when it seems so obvious a place to start looking for evidence of the more intangible values in the physical remains of the past, the snakey havens that car bodies provide and the destitute rusting carcasses are just not that attractive to mainstream historians.

BAYUNGA WATERS – AN ARCHAEOLOGY OF THE GOULBURN RIVER WITHIN STRATHBOGIE SHIRE

Geoff Hewitt

BA student
LaTrobe University, and
Victorian Historic Shipwrecks Advisory Committee

Supported by Strathbogie Shire, the aim of this project is to identify and interpret archaeological remains associated with use of the Goulburn River corridor within the boundaries of Strathbogie Shire, Victoria.

The study addresses patterns of human occupation of the riverine corridor both before and after European settlement and takes the form of three intertwined themes:

RIVER AS BOUNDARY AND BARRIER examines the patterns of language, territory, exploration, ownership and land use in relation to the landscape through time. **RIVER AS ARTERY** relates to trade and communication by water. **RIVER AS RESOURCE** is largely concerned with the role of irrigation in the local economy.

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A major part of each of these themes is the influence of the river on the mechanism of European settlement.

THE INTERPRETATION AND PUBLIC USE OF ARCHAEOLOGICAL AND HERITAGE SITES INCLUDING THE TWO HISTORIC WATER SOURCES, THE TANK STREAM AND BUSBY'S BORE IN SYDNEY NSW

Nadia Iacono
Archaeologist

Matthew Kelly
Archaeologist

The paper covers recent/ongoing projects which have included the interpretation and public use of archaeological and heritage sites namely the two historic water sources, the tank stream and busby's bore in Sydney NSW. We discuss methods of public interpretation and education projects undertaken.

Session 22: Shipwreck Databases and research

BEYOND THE WRECKED SHIP; THE NORTHERN TERRITORY'S SHIPWRECK DATABASE

Paul Clark

Curator, Maritime Archaeology & History
Museum & Art Gallery of the Northern Territory
Darwin

Silvano Jung

Northern Territory University

The Northern Territory Shipwreck Database (NTSD) has undergone many changes since its development from a card index system in the 1980's to that of a relational database in the late 1990's. The paper addresses a number of issues involved in the development of these changes; the aims and methods used and also questions the database's purpose and goals.

The NTSD is no longer an exclusive database (i.e. just historic shipwrecks), but an inclusive one containing information on other types of wreckage and archaeological sites associated with maritime activity. It is argued that this approach is more reflective of past human behaviour and is of more value to regional and national identity than would otherwise be the case with a strictly shipwreck study.

A NATIONAL DATABASE FOR AUSTRALIAN BUILT WOODEN COASTAL TRADERS, 1850-1899 WRECKED IN AUSTRALIAN WATERS

Rebecca O'Reilly

Consultant Archivist
State Records of South Australia

The construction and use of Australian built wooden sailing vessels is an area of immense significance to Australia's maritime history. The reason for this is that the majority of small coastal ketches, cutters and schooners that plied Australia's coastline during the 19th century were in fact locally constructed. Wooden sailing vessels built in Australia between 1850 - 1900 were designed to suit specific tasks and a specific environment. While it is obvious that shipbuilding methods and designs that had been used traditionally and been proven successful were maintained, cultural adaptations to ship design and construction were gradually adopted to produce a vessel unique to the purposes of the Australian coastal trade. Modifications saw a change in hull design and sail technology.

Unique to the colonial Australian shipbuilding industry was the use of Australian timbers. Specific timbers have been historically recommended for specific purposes. Timber sampling and analysis from selected Australian built vessels has revealed that specific timbers were used for specific tasks in shipbuilding during the 19th century. When these or other suitable timbers were unavailable, shipwrights obtained them through the timber trades that had established well before the 1880s to manufacture their vessels.

In an attempt to further previous research and to investigate further questions regarding Australian colonial shipbuilding of wooden sailing vessels, a national database for Australian built vessels was developed. The national database created for this paper has been extended from the South Australian database for Australian built vessels, constructed between 1850 - 1900 that wrecked in South Australia. The national database includes all vessels that meet the following criteria:

- Australian built
- Region of construction known

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- Built between 1850 - 1900
- Wood hull
- Sail or auxiliary (or both) propulsion
- Employed in the coastal trades around Australia
- Sufficient historical data (construction details) available
- Region of wreck location known

The database will allow for a comparative study of the vessels constructed in Australia that were employed in the coastal trades during the 19th century. Comparisons can be drawn regarding the differences between regions in hull design and changes in ship dimensions over time, boom periods, the use of Australian timbers, popularity of rigging, regions of loss and possible causes. It is anticipated that the database will provide a sound example of the types of vessels constructed and used in Australia between 1850 - 1900.

Session 23: Historical Archaeology: Understanding the evidence

FENG SHUI, PRACTISED BY THE CHINESE IN COLONIAL AUSTRALIA

Katrina Stankowski

Honours student
Flinders University

This paper explores how the use of cultural rituals is demonstrated in the planning of domestic space for the living and the dead. Feng Shui, practiced by the Chinese in colonial Australia is presented here as a case study. During the later half of the nineteenth century the Chinese comprised the largest and most identifiable non-European cultural group in Australia.

Most Chinese were drawn to Australia primarily to join the growing numbers of gold miners hoping to benefit quickly from the discoveries in New South Wales, Victoria, Queensland, the Northern Territory and Western Australia. During their stay, the Chinese constructed numerous temples, houses, mines, towns and graves, leaving a great deal of surviving cultural material from which archaeologists can benefit. One aspect of Chinese culture which has been somewhat overlooked by Australian historical archaeologists, is the relationship between Chinese cultural remains and the Australian landscape, or more specifically, the Chinese practice of 'Feng Shui'.

This significant belief regarding the correct placement of structures within the landscape has existed in China for at least 2000 years and by the eighteenth century, most, if not all Chinese people would have been exposed to its practice. This paper will show whether the Chinese used Feng Shui in colonial Australia. This is achieved by using the data from several archaeological surveys of Chinese sites around Australia. Furthermore this paper demonstrates how the belief in Feng Shui was possibly adapted to suit the new and different geography of Australia.

BUSH MEDICINE: THE ARCHAEOLOGY OF HEALTH IN EARLY TWENTIETH-CENTURY AUSTRALIA

Peter Davies

Department of Archaeology
La Trobe University

By 1900 the daily lives of working Australians were increasingly subject to the professional intervention of doctors, teachers, nurses and social planners. Orthodox medical practitioners had come to dominate the health industry by marginalising herbalists, homeopaths, midwives and other healers. Self-medication, however, in the form of non-prescription proprietary medicines, remained highly popular. This paper examines the responses of people in isolated bush settlements to health and medical problems. Archaeological evidence from a sawmill in south-west Victoria is used to show that people in remote areas frequently employed homeopathic cures, patent medicines and other personal remedies to overcome the hardships of their environment.

**RECONSTRUCTION OF 19TH-CENTURY COLONIAL LEADWAYS:
BIOARCHAEOLOGICAL ANALYSIS OF HUMAN SKELETAL REMAINS FROM ST.
MARY'S ANGLICAN CHURCH, ADELAIDE, SOUTH AUSTRALIA**

Tim Anson

PhD. candidate in archaeology
Flinders University

During February of 2000, an opportunity to conduct archaeological investigations into the earliest official Anglican graveyard in South Australia, resulted in extensive excavations to recover human remains dating from 1847 to approximately 1925. According to historic records, the sample consists predominantly of unmarked paupers burials. This prologue paper will present the findings of the first phase of excavation and outline the proposed analyses to be carried out on this rare and important data set. Analyses will include morphological, pathological, DNA and stable isotope determinations with a view to build a profile of nineteenth century health and social status.

Session 24: Case studies in Archaeology, Heritage and Tourism

THE DAIRY PRECINCT - PARRAMATTA PARK

Jillian Comber

Manager

Parramatta Park

Sydney, New South Wales

The Dairy Precinct within Parramatta Park in Sydney, NSW contains the second oldest extant building in Australia. The precinct contains several buildings, archaeological remains, a colonial agricultural landscape and a recently completed Visitor Centre. One of the buildings contains a sunken milk room only recently uncovered after intensive research to pinpoint its possible location and major archaeological excavation in two cottages which finally led to the discovery of the milkroom.

Parramatta Park, which was originally known as “The Governor’s Domain” was the site of colonial government from 1788 until 1855. It contained the first successful government farm and was the “breadbasket” for the struggling colony. In 1857 it was declared a public park after Sydney became the administrative centre for the Colony. The Park is a cultural landscape containing evidence of Aboriginal and non-Aboriginal occupation. It contains scarred trees, artefact scatters, many historic features including the Dairy Precinct and Old Government House.

The Dairy Precinct, which initially contained a small cottage built between 1796 and 1803 by George Salter, Government Overseer of Cattle, was later extended by Governor Macquarie into a Dairy including two flanking pavilions containing the sunken milk room and a well. Sometime after 1857 another cottage was built over the milkroom to house Rangers appointed to patrol the newly declared public park. A depot was built in the precinct during the 1930’s and during the 1960’s the whole precinct was used as a depot by Parramatta City Council.

During 1998/99 extensive conservation works, landscaping and interpretation were undertaken to conserve and interpret all phases of the precinct. A Visitor Centre was built and fitted out with an exhibition on the history of the Park and the Dairy Precinct. The precinct was opened by the NSW Premier in January 1999.

Guided interpretative walks are now taken over the site and programs designed specifically for schools will be developed in the future.

This paper will detail all phases of the history of the Dairy Precinct, provide a brief history of Parramatta Park to place the Dairy Precinct in context and briefly describe the archaeology and conservation. It will detail the various interpretative and school programs which have been developed or are being developed and describe the existing and proposed marketing strategies being used to develop the site as a major cultural tourism destination. It will also examine the issues of conservation vs cultural tourism by describing the ongoing program of conservation and the monitoring of visitor impact.

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STRANGE BEDFELLOWS: FORTS AND TOURISTS

Gordon Grimwade

Gordon Grimwade & Associates
Heritage Consultants
Queensland

The paper will focus on the interpretation and presentation of Green Hill Fort, Thursday Island (built 1891-1893) for contemporary tourism. It will consider issues of cultural heritage tourism in remote areas, defining the market, challenges of technical presentations in remote tropical areas and the issue of allowing tourists access during archaeological excavations and conservation works.

ARCHAEOLOGICAL ANALYSIS OF BUTCHERING TECHNIQUES: DIVETT STREET, PORT ADELAIDE

Susan Briggs

BA(honours) student
Flinders University

In late 1999, an excavation was held at Lot 8, 10 and 12 Divett Street, Port Adelaide. The focus of the investigation was the activities of the butcher Robert Harry Allen. Conducted by Flinders University, the excavation produced a faunal assemblage from the 1869 butcher shop. This is believed to be only the second excavation of an Australian historical slaughtering site.

Past faunal studies have centred on domestic consumers rather than commercial supply sites. The focus of these investigations has been the determination of socio-economic status of occupants. As a commercial business meat was not consumed on site and therefore can not reveal domestic economic status. Instead, Divett Street can provide insight into what was considered waste and how it was disposed of.

This paper shall examine the slaughtering practices of the late Nineteenth Century. Specifically looking at what species of animals were butchered, what was considered waste and how it was disposed of.

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Session 25, 26: Teaching Historical Archaeology

PANEL DISCUSSION

TEACHING AND RESEARCHING HISTORICAL ARCHAEOLOGY IN THE NORTHERN TERRITORY

Clayton Fredericksen

Northern Territory University

Academic courses in history and historic cultural heritage have been taught at Northern Territory University (NTU) and its forerunners since the 1980s. These have been offered through the university's History discipline, which has been actively engaged in researching the Territory's history and historical places. This work has naturally enough been undertaken from an historian's viewpoint, with a consequent focus on built heritage and the management of historic landscapes, rather than on archaeological sites *per se*. Archaeological study and research has been embedded within the Anthropology discipline, which has taught prehistoric archaeology since the establishment of NTU in 1989. However, it was not until 1998 that a dedicated unit in historical archaeology was inaugurated into the Anthropology discipline's archaeology curriculum. Research and teaching on the archaeology of historical places is a very recent development at NTU.

This paper examines factors behind the late appearance of historical archaeology at NTU. Discussion is framed in the context of (i) the universally acknowledged archaeological and cultural significance of the Territory's prehistoric heritage, (ii) Territory attitudes toward historic sites, and (iii) the effects of Federal Government funding policies on an isolated, regional university. The paper concludes with a discussion of the prospects for building upon the foundations that have been established for historical archaeology at NTU.

Susan Lawrence

LaTrobe University

HISTORICAL ARCHAEOLOGY AND THE COMMUNITY: LEARNING OPPORTUNITIES AT LA TROBE UNIVERSITY

New developments at La Trobe University are providing historical archaeology students with greater opportunities for involvement in public archaeology. At the same time, these developments are facilitating interaction between academic archaeologists and various community groups. While raising the profile of historical archaeology, community programs both encourage non-student participation and enrich student learning experiences.

William H. Adams

Mark Staniforth

Flinders University

Sarah Colley

University of Sydney

Alistair Paterson

University of Western Australia

ARCHAEOLOGY, HERITAGE AND TOURISM CONFERENCE – ABSTRACTS

Session 27: Case studies in Archaeology, Heritage and Tourism

AN UPDATE ON THE SHIP UNDER THE CITY – THE DISPLAY AND INTERPRETATION OF THE *INCONSTANT*, WELLINGTON, NEW ZEALAND

Mary O’Keeffe

Historic Heritage Consultant
Wellington
New Zealand

At the AIMA conference in 1999, a paper was presented on the history and relocation of the *Inconstant*, a ship that was wrecked in the Wellington harbour in 1849, then utilised as a commercial warehouse, and was recently relocated beneath a commercial building site in Wellington City, New Zealand.

Since then, the interpretation and display of the ship continues, with the development of a custom-designed conservation and interpretation space to complement the first in-situ display.

This paper updates the work on this exciting project, addresses whether the project has achieved its desired outcomes of education and cultural tourism, and looks at the factors contributing to and negating the success of the project.

KEEPING THE LIGHT BURNING: THE CAPE NORTHUMBERLAND INTERPRETIVE TRAIL

Veronica Jenkin

Honorary Curator
Port MacDonnell and Districts
Maritime Museum

Cape Northumberland has become an area which I feel has huge potential. It is the most southerly point of South Australia, and is located a few kilometres west of the fishing town of Port MacDonnell. The cape was sighted and named by Lt. James Grant RN on board the ship *Lady Nelson*. On 3 December 1800, he saw what he described as ‘four unconnected islands’, but on closer looking discovered they were two capes and two mountains. He named them Gambier Mountain, Mount Schank, Cape Banks and Cape Northumberland, the later after His Grace, the Duke of Northumberland.

Lighthouses were often built in response to shipwrecks along the coast and this was the case for the Northumberland Bay Lighthouse established in 1859. The building was a veritable temple of the winds, perched high upon the rocky crest of the cape. It was a square tower rising 28 feet above the roof of the adjoining dwelling houses. Because the building was being undermined by the action of the sea, it was replaced by the current Cape Northumberland Lighthouse in 1882.

It was not until one day when talking to some visitors to Port MacDonnell, and they declared to me that they had visited the sight of the Northumberland Bay Lighthouse, and proudly stated they even had ‘a piece of stone from the foundations of the building as a souvenir’, that I realised that if every visitor took ‘a little bit’ the remains would soon be completely lost. This became a campaign of mine along with whoever I could con and encourage to be involved to ensure that the significance of the area, geologically, culturally, and aesthetically was preserved.

Session 28: The archaeology and use of whaling heritage sites

CONCLUDING SUMMARY OF THE ECONOMICS OF NEW ZEALAND SHORE WHALING

Nigel Prickett

Curator of Archaeology
Auckland War Memorial Museum
New Zealand.

When New Zealand shore whaling began in the late 1820s, the older sealing industry ensured that there were merchants with experience in the fishery, and a labour force used to conditions in southern New Zealand. Until 1840 shore whaling was financed entirely by Sydney firms. They engaged the workforce in Sydney or New Zealand, shipped the men, whaling gear and provisions to the station at the start of the season, and bought the oil and whalebone for an agreed price. In 1840 Wellington took over as the home port for most New Zealand whaling operations.

In the Turnbull Library, Wellington, is an account book for Alexander Fraser's station at Long Point, Kapiti Island, covering the full life of the station, from 1840 to 1842. In it are set out all the costs including gear, lays and wages, provisions, shipping, etc., and the returns in black oil and whalebone. The station made a considerable loss in the years it was operating. Sydney's Mitchell Library holds correspondence of the Weller brothers, whose Otago station was one of the most productive in New Zealand. There is also Otago material in the Harwood Papers at the Hocken Library, Dunedin. The Weller brothers were brought down by the depression of the early forties.

A WHALING HERITAGE TRAIL – FINDING, MANAGING AND INTERPRETING SOUTH AUSTRALIA'S WHALING STATIONS

Terry Arnott

Maritime Heritage Officer
Heritage South Australia

In 1991, the results of a first stage study into whaling and sealing sites in South Australia by Parry Kostoglou and Justin McCarthy was published, with about 15 sites reported. In 1999 the second stage of the project commenced with the principal objectives of identifying all land-based whaling heritage sites in the State and producing management plans for them.

Due to scant historical information available for early 19th century whaling in South Australia, particularly for the remote West Coast region, an hypothesis was developed about where whaling stations would likely be located, both on the mainland coast and the offshore islands. Currently, research and fieldwork have lead to the location of previously unknown whaling stations and related sites. At this stage, midway into the project, a total of 24 whaling heritage sites have been identified, with a number of other sites under consideration.

Whaling is often considered to have been an ephemeral and opportunistic industry, with little invested in the way of capital works. It was therefore surprising to identify stone engineering works at three of the whaling stations under investigation. Underwater channels leading to the flensing platforms and tryworks (extensive enough to be seen in aerial photography) had been created through stone removal and stacking. In one case large blocks of stone had been positioned to construct a seawall designed to protect the tryworks and associated facilities.

During the 1990s the Great Australian Bight Marine Park and whale sanctuary was established, and in mid 2000 a *Whale Watching Trail* was installed to promote the winter migration of southern right whales in this region. Nine interpretive signs forming this ecotourism trail have been installed at

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various coastal locations. Following the completion of the whaling site management plans, Heritage SA proposes to establish a *Whaling Heritage Trail* across the State that links closely with the *Whale Watching Trail*. The *Whaling Heritage Trail* will consist of interpretive signage at a number of whaling station sites on the coast and offshore islands, and include a guide booklet and web site.

ARCHAEOLOGY, WHALE WATCHING, AND ENVIRONMENTAL EDUCATION

Susan Lawrence

Senior Lecturer

Department of Archaeology

La Trobe University

Whale watching is a tourism growth industry around Australia's southern coast, and people are justifiably excited at the sight of whales returning. However, there is little or no appreciation of the extent of damage done to whale populations by over-fishing in the nineteenth century. Archaeological research on shore whaling stations provides an opportunity for contextualising today's whales. Public involvement in excavations and surveys, and the development of self-guided walks, can be used to increase public awareness of the role of whaling in the colonial economy and its ongoing effects on the environment.

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Session 29: Issues in Archaeology, Heritage and Tourism

UNDERWATER ARCHAEOLOGY AND CULTURAL TOURISM: A MUTUAL BENEFIT PROPOSAL FOR PATAGONIA

Dolores Elkin

Director Underwater Archaeology Program
National Institute of Anthropology, Argentina

Hebe Caferatta

Lihue Expeditions, Argentina

On the basis of an underwater archaeology project on the one hand and various types of touristic data on the other, this presentation outlines a specific touristic proposal for Puerto Deseado, a 10.000-inhabitants town located on the coast of Santa Cruz Province, Argentinean Patagonia.

Our proposal, which aims at preserving the archaeological heritage as well as developing a "culturally friendly" tourism industry, intends to provide a general scheme applicable to similar cases in other parts of the world.

PUBLIC PERCEPTIONS OF THE ROLE OF ARCHAEOLOGY IN CULTURAL TOURISM: THE NORTHERN TERRITORY EXPERIENCE

Judy Opitz

PhD Candidate
Anthropology
School of Humanities, Social Sciences & Management
Northern Territory University

Archaeology plays an important role in the presentation of heritage sites. I address the role played by archaeologists in the public interpretation of heritage sites by reference to two NT case studies that relate to the Aboriginal and Colonial past - Anbangbang rockshelter in Kakadu National park and Fannie Bay Gaol in Darwin. I look at how archaeological findings are exhibited and whether this display is sufficient to enable the general public to gain an understanding of the past. Conclusions are drawn about the weaknesses and strengths of the public presentation of the past in the Northern Territory.

GOVERNMENTS, HERITAGE AND TOURISM: DO THEY MIX?

Paddy Waterson

Senior Conservation Officer
Environmental Protection Agency
Queensland

In 1999 the Qld Government initiated the Heritage Trails Network (HTN) project. This project seeks to develop tourism experiences focused around key sites or areas of natural and/or cultural significance. The HTN has generated both challenges and opportunities for historic cultural heritage managers in far north Queensland. This paper highlights some of the lessons from this program and considers whether such large scale heritage programs are viable.