

Neville Riddell



*The Australian Association  
for Maritime History* Inc.

*Publisher of 'The Great Circle'.*

**(AAMH)**

**and**

**the Australasian Society  
for Historical Archaeology**

**(ASHA)**

***Islands and Coastlines***  
***Conference***

**on Norfolk Island**

**2 to 4 October 2003**

**Program and Abstract Handbook**

**Venue: The Colonial of Norfolk**

# AAMH/ASHA Conference on Norfolk Island

## Welcome

On behalf of the Australian Association for Maritime History (AAMH) and the Australasian Society for Historical Archaeology (ASHA) we extend a warm welcome to all AAMH and ASHA members together with visitors and other interested people attending the *Islands and Coastlines Conference* on Norfolk Island. Norfolk Island is a particularly suitable venue as a place of great interest to anyone with even a passing interest in maritime history or historical archaeology.

This is the first time that these two organisations have held a joint conference that will bring together historians and archaeologists. We hope that the conference will provide an important opportunity to raise issues of mutual interest to both maritime historians and historical archaeologists. We trust that you will find the program over the coming three days stimulating and enjoyable.

*Dr Mark Staniforth* Program Convenor  
email [Mark.Staniforth@flinders.edu.au](mailto:Mark.Staniforth@flinders.edu.au)  
on behalf of the

## Conference Organisation Committee

Dr Neville Ritchie	- Conference Convenor
Dr Mark Staniforth	- Program Convenor
Paul Rheinberger	- Conference Finances
Nigel Erskine	- Local Arrangements

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## Contents

	page
<b>Program .....</b>	<b>3 - 10</b>
<b>Abstracts.....</b>	<b>11 - 30</b>

# AAMH/ASHA Conference on Norfolk Island

**Wednesday 1 October 2003**

**5.30 pm to 7.30 pm      Registration/meet & greet** (finger food & drinks provided)

**Thursday 2 October 2003**

**9.00 am to 10.30 am      Session 1 - Exploration and colonization**  
**(Chair - Dr Neville Ritchie)**

- 9.00  
9.10 *Welcome and Conference opening*  
Dr Neville Ritchie - President (Australasian Society for Historical Archaeology) and  
Dr Mark Staniforth - President (Australian Association for Maritime History)
- 9.30 *Archaeological Perspectives on the British and their Empire.*  
Dr Susan Lawrence  
Archaeology Program  
La Trobe University  
Melbourne, Victoria, Australia
- 9.35 *Norfolk Island: Phantasy and Reality, 1770-1814.*  
Robert J. King  
Historian  
Canberra, ACT, Australia
- 10.00 *"But who looked after the light?: The New Zealand national light house/light station inventory project"*  
Cathryn Barr  
Department of Conservation  
Kaitaia  
New Zealand

**10.30 am to 11.00 am      Morning tea**

**11.00 am to 12.30 pm      Session 2 - Maritime history and heritage**  
**(Chair - Dr Steve Mullins)**

*Torres Strait Pearl shelling.*  
Ewen McPhee  
Department of Archaeology  
James Cook University  
Townsville, Queensland, Australia

# AAMH/ASHA Conference on Norfolk Island

*The Inconstant Girls: the migration experience of nearly 200 Irish orphan girls and young women sent to Adelaide in 1849 aboard the barque Inconstant.*

Dr Mark Staniforth  
Department of Archaeology  
Flinders University  
Adelaide, SA, Australia

*South Australia's "Floating Coffin": The diseased, the destitute, and the derelict Fitzjames (1852 - c.1900)*

Dr Nathan Richards  
East Carolina University  
Greenville, North Carolina, USA  
and  
Sally May  
Australian National University  
Canberra, ACT, Australia

- Dinner on Sunday  
2 for 7.30.

**12.30 pm to 1.30 pm      Lunch**

**1.30 pm to 3.00 pm      Session 3 - Norfolk Island  
(Chair - Dr Anita Smith)**

*'Descendants of the Mutineers' - archaeological studies at Pitcairn and Norfolk Island.*

Nigel Erskine  
Director, Norfolk Island Museum  
Norfolk Island

*The KAVHA Board and the Management of Kingston's Archaeological Resources.*

Graham Wilson  
Archaeologist, KAVHA Management Board  
Norfolk Island

*Norfolk Island - by boat*

Jean Rice  
Conservation Architect  
Norfolk Island

**3.00 pm to 3.30 pm      Afternoon tea**

# AAMH/ASHA Conference on Norfolk Island

**3.30 pm to 5.30 pm      Session 4 - Indigenous and cross-cultural perspectives  
(Chair - Paul Rheinberger)**

*A Voyage Around Captain Cook: Cook, The Sea and Cross Cultural Contact.*

Professor John Gascoigne

School of History

University of New South Wales

Sydney, NSW, Australia

*From Te Pahi Island to Port Jackson: Initiatives and undertakings.*

Angela Middleton

Anthropology Department

University of Auckland

Auckland, New Zealand

*Aboriginal Maritime History in the rock paintings of Western Arnhem Land*

Dr David Andrew Roberts

School of Classics, History and Religion,

University of New England,

Armidale, NSW, Australia

*Levuka: locating the heritage of colonialism in Fiji's post-colonial cultural landscape'.*

Dr Anita Smith

Cultural Heritage Centre for Asia and the Pacific

Deakin University

Melbourne, Victoria, Australia

**5.30 pm to 7.30 pm      ASHA AGM**

**7.30 pm to 8.30 pm      Public Lecture**

*Norfolk's Past – the Key to its Future*

by

Jane Lennon

# AAMH/ASHA Conference on Norfolk Island

**Friday 3 October 2003**

**9.00 am to 10.30 am      Session 5 - Island archaeology and heritage  
(Chair - Dr Susan Lawrence)**

*Auckland Islands Historic Heritage Inventory and Landscape Expedition.*

Rachael Egerton  
Department of Conservation  
Invercargill, Southland, New Zealand

*Raine Island Maritime Heritage.*

Ewen McPhee and Dr Martin Gibbs  
Department of Archaeology, James Cook University  
Townsville, Queensland, Australia

*Archaeological reconstruction of a mid-19th century colonial settlement at the subantarctic  
Auckland Islands.*

Paul Dingwall and Kevin Jones  
Science Manager - Social, Historic & Technical Science & Research Unit  
Department of Conservation  
New Zealand

**10.30 am to 11.00 am      Morning tea**

**11.00 am to 12.30 pm      Session 6 - Coastlines and Seascapes  
(Chair - Nigel Prickett)**

*Coastal Communities: Continuity and Change.*

Dr Michael N Pearson  
Emeritus Professor of History  
University of NSW  
Sydney, NSW, Australia

*Inscription of historical seascapes: coastal management and the role of aesthetic environmental  
assets.*

Dr Steve Mullins and Dr. Betty Cosgrove  
Department of History  
Central Queensland University  
Rockhampton, Queensland, Australia

# AAMH/ASHA Conference on Norfolk Island

*The Archaeology and History of the Anzac Gallipoli Battlefields of 1915: A Multidisciplinary Approach.*

Dr David Cameron

Australian Research Council QEII Fellow  
Anatomy & Histology, University of Sydney  
Sydney, NSW, Australia

and

Dr Denise Donlon

Anatomy & Histology  
University of Sydney  
Sydney, NSW, Australia

**12.30 pm to 1.30 pm      Lunch**

**1.30 pm to 5.30pm      Tour of Historic Sites at Kingston  
includes tour of Government House, Sirius Museum  
and Archaeological Museum**

**6.00 pm      Presentation of the *Frank Broeze Memorial Maritime History Book Prize to Sand in our Souls* by Leonie Huntsman (Melbourne University Press. 2001).  
(Drinks will be sponsored by AAMH)**

**6.30 pm      Traditional Island Fish Fry Dinner**

# AAMH/ASHA Conference on Norfolk Island

**Saturday 4 October 2003**

**9.00 am to 10.30 am      Session 7 - Whaling and sealing  
(Chair - Dr Mark Staniforth)**

*From Norfolk Island to Foveaux Strait: Joseph Foveaux's role in the expansion of whaling and sealing in early nineteenth century Australasia.*

Dr Anne-Maree Whitaker  
Historian  
Edgecliffe, NSW, Australia

9.30 *The Archaeological Record of Commercial Sealing in New Zealand.*

Dr Ian W.G. Smith  
Department of Anthropology  
University of Otago  
Dunedin, New Zealand

10 *The Gabo Island Jetty Shed.*

Dr Peter Davies  
Archaeology Program  
La Trobe University  
Melbourne, Victoria, Australia

**10.30 am to 11.00 am      Morning tea**

**11.00 am to 12.30 pm      Session 8 - The Industrial perspective  
(Chair - Dr Ian Smith)**

*Neranie: A study of a remote, late 19th Century industrial community on Myall Lake, NSW.*

Paul Rheinberger  
Senior Archaeologist  
Umwelt (Australia) Pty Ltd.  
Toronto, NSW, Australia

*'Rather a dickey business' - the Rotowaro Coal Carbonisation Works.*

Alexy Simmons  
Simmons and Associates Ltd.  
Hamilton, New Zealand

*The development of transport for exploitation of natural resources, settlement and recreation on Lake Macquarie, NSW.*

Henley Cox,  
Strategic Heritage Planner, Lake Macquarie City Council  
Speers Point, NSW, Australia



# AAMH/ASHA Conference on Norfolk Island

**12.30 pm to 1.30 pm      Lunch**

**1.30 pm to 3.00 pm      Session 9 - The Inland perspective 1  
(Chair - Denise Gaughwin)**

*Tatura Camp No.1.*

Jeremy Smith  
Heritage Victoria  
Melbourne, Victoria, Australia

*'Paradise is in very shaky condition': archaeology of an 1890s gold mining town.*

Dr Jonathan Prangnell  
University of Queensland Archaeological Services Unit  
University of Queensland  
Brisbane, Queensland, Australia

*Ginninderra Blacksmith's Shop, Canberra: historical, archaeological, and conservation perspectives.*

Dr Peter Dowling  
ACT National Trust  
Visiting Fellow School of Archaeology & Anthropology, ANU  
Canberra, ACT, Australia  
and

Dr David Cameron  
Australian Research Council QEII Fellow  
Anatomy & Histology, University of Sydney  
Sydney, NSW, Australia

**3.00 pm to 3.30 pm      Afternoon tea**

**3.30 pm to 5.00 pm      Session 10 - The Inland perspective 2  
(Chair - Dr Jon Prangnell)**

*Gong Yean at Greenstone Creek: excavating and managing a Chinese tin miners' camp in north eastern Tasmania.*

Parry Kostoglou  
& Denise Gaughwin  
Forest Practices Board  
Hobart, Tas, Australia

*Small-farming in Taranaki 1841-1860.*

Nigel Prickett  
Auckland War Memorial Museum  
Auckland, New Zealand

# **AAMH/ASHA Conference on Norfolk Island**

*Influence of the Ideal: the Archaeology of the Monastic Mission of New Norcia, 1847 – 1900.*

Meaghan Russell

Archaeologist,

HLA-Envirosciences Pty Ltd.

Sydney, NSW, Australia

**5.00 to 6.00 pm AAMH AGM and Executive handover**

**Evening - Conference Dinner at Mariah's restaurant**

# ABSTRACTS

## Session 1 - Exploration and colonization

### *Archaeological Perspectives on the British and their Empire*

In 1988 Judy Birmingham proposed the theme of global colonisation as part of the historical context in which Australian sites should be considered. The full potential of this theme has not yet been realised. There remains considerable scope to consider Australasian sites as outposts of the British empire. Archaeologies of colonialism can contribute new insights into local conditions, comparative perspectives on the nature of the empire, and a means of exploring colonisation as a process.

Dr Susan Lawrence  
Archaeology Program  
La Trobe University  
Melbourne, Victoria, Australia  
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### *Norfolk Island: Phantasy and Reality, 1770-1814*

What was the effect of a cannon-ball fired during a naval battle in the Baltic between Sweden and Russia on the course of events on Norfolk Island? What did La Pérouse learn about Norfolk Island when he visited Petropavlovsk in Kamchatka in 1787? Why did Lord Macartney, Britain's first ambassador to China, interrupt his voyage to that country in 1792 to visit Tristan da Cunha, St. Paul and Amsterdam Islands? Why was there such interest in Norfolk Island in Macao in 1792? How was it that the first depiction of Norfolk Island in a work of fiction occurred in a German women's magazine in 1793? How did the Norfolk Islanders become the Tasmanians? These and related matters are explained in the present paper.

Robert J. King  
Historian  
Canberra, ACT, Australia  
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### *'But who looked after the light?: The New Zealand national light house/light station inventory project'?*

The New Zealand Department of Conservation has recently initiated a national project, which will examine lighthouses and light stations around the coast. Department staff are still engaged in gathering information, but their research has already highlighted several issues concerned with managing these historic resources and presenting them to the public.

# AAMH/ASHA Conference on Norfolk Island

New Zealand was one of the first countries in the world to establish a totally automated system of coastal lights. The last light to have keepers was on The Brothers Islands in Cook Strait in July 1990. As each light was automated, administration of much of the land surrounding the towers was shifted from one government department (Marine Department), to another (Department of Lands and Survey and later the Department of Conservation). The stations, including keeper's houses and ancillary buildings were included in many of these land transfers.

An early task the new 'managers' carried out at most stations was the demolition what was considered unnecessary structures. Their efforts have resulted in some cases in a lonely tower, which provides no evidence of the human story associated with operation of the light. This paper will summarise information that has been gathered to date, identify some of the issues that have arisen and suggest potential action, including the use of archaeology, which might help to provide a fuller story of life in these remote and sometimes challenging locations.

Cathryn Barr  
Department of Conservation  
Kaitaia, New Zealand

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## Session 2 - Maritime history and heritage

### *Torres Strait Pearl shelling*

Torres Strait has a long history of marine resource harvesting with the extraction of commercially viable quantities of pearl shell, trochus, and beche-de-mer. This paper outlines archaeological investigations that have been conducted into the early pearl shelling, trochus and beche-de-mer industries of Torres Strait and Far North Queensland. It specifically examines the historical and archaeological evidence associated with the land-based pearl shelling stations within Torres Strait. Features such as boat slipways, groynes, house sites, work sheds, gravesites and signal stations provide evidence for the nature and operation of this aspect of the industry.

The introduction and adaptation of European watercraft such as mother ships, luggers, apparatus boats and swimming boats, to service and maintain the pearl shelling industry is documented and evidence is presented for their role in the movement of people and marine resources throughout Torres Strait.

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# AAMH/ASHA Conference on Norfolk Island

*The Inconstant Girls: the voyage experience of nearly 200 Irish orphan girls and young women sent to Adelaide in 1849 aboard the barque Inconstant.*

The barque *Inconstant*, 588 tons, under the command of Captain Patrick Culliton departed from Plymouth, England on 15 Feb 1849 and arrived in Port Adelaide, South Australia on Thursday 7 June 1849. 210 people embarked at Plymouth including 197 poor orphan girls and young women (over the age of 14) primarily from Ireland selected under the Earl Grey Scheme. The Earl Grey Scheme operated between 1848 and 1850 and was designed to send Irish girls and young women from the Irish Poor Law workhouses to Australia. The voyage experience has been examined to discover what it was like for Irish Catholic girls to travel to Australia during the mid-19th century.

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*South Australia's "Floating Coffin": The diseased, the destitute, & the derelict Fitzjames (1852 - c.1900)*

The history of the ships that played influential roles in the establishment and foundation of Australia and its colonies are widely written about. These histories, however, tend to concentrate on the place of particular vessels in the establishment of settlement, their role in the opening of new trade, and upon the events that defined their wartime service. Nevertheless, most vessels spend their lives in the service of assorted owners as well as occupations, which may include floating lodgings, churches, and quarantine ships. The Canadian barque *Fitzjames*, built in 1852, was one such vessel, serving as South Australia's one and only dedicated quarantine ship, and later its only reformatory hulk. From March 1880 until May 1891, over a hundred young South Australian boys were placed on the hulk. Some were accused of petty crimes, a few of more serious ones, and many were simply given over to the care of the State by parents who could not afford to feed them. This paper will outline the history of *Fitzjames* with a focus on its later life in South Australia. The processes that occurred between the purchase of the vessel as a stop-gap measure for a looming public health issue, and her ultimately becoming a ship of disease in her own right are of central concern. In essence, this is a story of neglect despite arguably good intentions, the slow operation of bureaucracy, and the disparate values placed upon reputation and justice.

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# AAMH/ASHA Conference on Norfolk Island

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## Session 3 - Norfolk Island

*'Descendants of the Mutineers'— archaeological studies at Pitcairn and Norfolk Island.*

Pitcairn is a small volcanic island rising abruptly out of the deep waters of the eastern South Pacific Ocean. The island is cliff-bound and open to full ocean swell, limiting access to the island to small boats capable of negotiating the surf. There is no safe anchorage and little flat land, indeed the island lacks almost every convenience conducive to settlement. In January 1790 a small British naval vessel arrived at Pitcairn carrying 28 people aboard.

In 2003 the descendants of this group continue to live on Pitcairn. The survival of the mutineer and descendant settlement for two centuries must be considered an unlikely success in the face of considerable obstacles. All accounts of the mutiny aboard the *Bounty* describe an event which was barely meditated and essentially initiated on the spur of the moment. The only attempt to form a settlement prior to arrival at Pitcairn was abandoned within four months (Tubuai), and the Polynesians who came to Pitcairn aboard *Bounty* were largely there by chance. None of the steps leading to the settlement at Pitcairn indicate any particular plan beyond locating a suitable place, and within ten years of arrival, all but two of the male population had died violently. The study of the mutineer settlement at Pitcairn Island provides a means of interpreting relationships between institutional authority, cultural identity and environment in highly vulnerable societies operating at the extreme range of lines of communication and supply.

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Norfolk Island South Pacific 2899  
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### *The KAVHA Board and the Management of Kingston's Archaeological Resources*

The paper sets out various aspects of the management of the area known as the Kingston-Arthur's Vale Historic Area by the KAVHA Management Board. The area for their responsibility encompasses a series of sites that include standing structures, ruins, archaeological sites and landscapes. The Board is charged with the care of both cultural and natural environments that extends to an understanding of current and past activities not only on land but on the adjacent reef as well. The cultural resource for which the Board is responsible includes a phase of Polynesian Settlement in the fifteenth century, the First Penal Settlement (1788-1814), the Second Penal Settlement (1825-1855), and the Pitcairn Settlement (post-1856). All of these phases of settlement have left a body of evidence in the form of archaeological sites, standing structures or modified landscapes. The significance of this material extends beyond the Island itself linking this place to Polynesian migration patterns, the development of European society on the Australian mainland, a global system of punishment, and with the events on Pitcairn and Tahiti in the late eighteenth century.

# AAMH/ASHA Conference on Norfolk Island

The role of the KAVHA Management Board will be discussed in regard to these varied resources and the manner in which these resources have been recognised. The state of affairs prior to the creation of the Board and the factors, people and events that resulted in its creation will also be outlined. The Board operates as a cooperative venture between the Norfolk Island Government and the Commonwealth Government of Australia with the aim of conserving the resource and with its interpretation. The manner in which these aims have been achieved and the impact of changes in heritage practice since 1978 will also be examined. Also forming part of this discussion will be an outline of the factors that are considered to be either problems or 'opportunities'. These include funding for the work and the way in which it is disbursed; coping with the effects of an aggressive (natural) environment; physical isolation; the interplay of heritage requirements and the needs of a modern, functioning settlement; the relationship between management of cultural and natural environments; and the manner in which traditional aspects of Island life have been accommodated without compromising the site's heritage values or over-riding those traditions that help to identify the present Norfolk Island community. The concluding remarks will cover the 'outcomes' of the past 25 years including the creation of strategies for conservation management and interpretation, the production of site-specific documentary resources and the development of practical conservation skills and awareness within the local community.

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## *Norfolk Island – by boat*

Norfolk Island is rich in living history and archaeological remains of various peoples that have arrived by boat. The first known habitation of Norfolk was by Polynesians en route from the Kermadecs to we know not where. Sighted by Cook in 1774 it was settled as a British penal farm colony in 1788. Communication and trade with Sydney and other places was by sailing ship with goods and people landed off anchored vessels via boats. The dangerous landing conditions claimed many victims including the Sirius in 1792. Abandoned in 1815 it was reopened in 1825 as a gaol where convicts built the townships, as well two piers, but they continued to use the same landing places and methods until they left in 1856. Kingston Pier is a remarkable limestone structure designed by the Royal Engineers.

In 1856 Norfolk became home to the descendants of the mutiny on the Bounty, the origins and forebears of the community today. There are still strong sea links with Pitcairn Island and the sea has been the main communication and trade route since 1856 linking the place to Australia, New Zealand and Pacific ports. The piers at Kingston and Cascade were enhanced over time with cranes, some mechanisation and addition of fendering, but the basic structures and methods are still in use. As well as use for trade the piers are used for launching fishing boats and to land lighters from visiting ships.

# AAMH/ASHA Conference on Norfolk Island

Air travel since the runway construction in WW2 has taken over most passenger transport but the bulk of the island's trade still arrives by ship. Cargo is still unloaded by local families via wooden lighters. The method of loading and unloading and the skills are rooted in seafaring traditions and techniques handed down from the Bounty sailors, used on Pitcairn Island and reinforced on Norfolk by unloading practices and facilities of the penal colony and of the whaling industry.

Tourists now watch the lighters negotiate the coral reef and people take pride in their skills but the work is dangerous and ships are often turned back or delayed when conditions are rough. Every few years a new scheme for a permanent harbour emerges but lack of funds have inhibited development. However a safe harbour would see the end of the lighters and a deeply rooted custom now rare. Kingston Pier itself is now in such poor condition that it is difficult to attach fendering and engineers advise the outer end is in danger of explosive collapse. Access by boats is part of Norfolk Island's heritage and links it via the practice itself, historical information and physical evidence to the stories and evidence of Polynesian migration, exploration of the Pacific, penal colonisation and the Royal Engineers, the Mutiny on the Bounty, and South Seas whaling and trade.

Jean Rice  
Conservation Architect  
Norfolk Island South Pacific 2899  
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## Session 4 - Indigenous and cross-cultural perspectives

### *A Voyage Around Captain Cook: Cook, The Sea and Cross Cultural Contact*

The object of this paper is to use the life of Cook, together with his journals and those of his officers, to compare and contrast the maritime culture of late eighteenth century Britain with those of the peoples of the Pacific encountered on Cook's voyages. By focussing on a particular individual and his writings it becomes possible to draw out points of parallel and difference across cultures in such areas as seafaring, ship-building, fishing and navigation. The focus will be on a comparison between the coastal seafaring in which Cook was trained and the coastal and island forms of seagoing of the Pacific.

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# AAMH/ASHA Conference on Norfolk Island

## *From Te Pahi Island to Port Jackson: Initiatives and undertakings*

In the first decade of the nineteenth century several individuals, both Maori and European, developed important links between the Bay of Islands, New Zealand, Norfolk Island and Port Jackson. At the Bay of Islands these connections were based at Te Puna. Here, the chiefs Te Pahi and Ruatara grasped the opportunities to be obtained by engaging with the European world at Port Jackson, while Europeans such as the former convict George Bruce, and subsequently also the missionary Samuel Marsden took advantage of the patronage offered by Te Pahi and Ruatara at Te Puna. Exploration of the archaeology of Te Pahi Island and the adjacent coastline at Te Puna alongside the historical narratives sheds light on these connections and individuals.

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## *Aboriginal Maritime History in the rock paintings of Western Arnhem Land*

The islands and coasts of northern Australia are the cradle of Australian maritime history. For at least the last 300 years the region has attracted a diverse host of international seafaring visitors, encountering and relating with a great variety of coastal Aboriginal communities. The area subsequently comprises one of the longest and most unique zones of cross-cultural contact in Australia. Much has been written about these voyages, mostly from the voyager's view, though there is an expanding literature on the impact of this traffic on Aboriginal society. This paper considers the region's maritime history from an Aboriginal angle, or at least from the perspective of the Aboriginal artists who documented their history in brilliantly-executed rock paintings on the ledges and caves of this region. In the time-scale of the human history of this region, the contact period is an extremely recent development. It was also probably the most critically formative and ultimately destructive stage for regional Aboriginal society, forcing fundamental adjustments in Aboriginal cosmologies and rituals, introducing foreign economic regimes and vicious diseases such as smallpox. While this assault would eventually come overland, as Europeans ebbed into western Arnhem Land from the south and west around the turn of the 19<sup>th</sup> century, during the earlier, longer phase of contact history, it was a sea borne frontier.

Aboriginal association with outsiders and the consequent introduction of foreign objects and knowledge is reflected in a profusion of so-called 'Historical Paintings' or 'Contact Art'. These are part of a broader and inestimably ancient artistic tradition that has bequeathed an unrivalled record of human and environmental change over many thousands of years. The historical paintings are among the most recent works of this ancient tradition, belonging to the last 300 years. Maritime vessels are the predominant subject of that contact art, attesting to the importance of sea-faring vessels as defining symbols of the technology and culture of *balanda*. This paper builds on the work of Nick Burningham, a nautical archaeologist and maritime historian, who related Aboriginal involvement in Macassan trepang and Australian pearl-shell industries through examination of contact paintings on Groote Eylandt, in a paper to the AAMH Conference in Fremantle in 1993. Elsewhere, George Chaloupka, the primary

# AAMH/ASHA Conference on Norfolk Island

authority on the rock paintings of Arnhem Land, has described the art of the contact period, particularly representations of Macassan praus.

This paper focuses on the western fringe of the Arnhem Land region. The survey area covers a number of sites on either side of the lower East Alligator River, drawing on around twenty examples of nautical contact art, including a dozen from around Mount Borradaile and Cooper Creek that have until recently been largely inaccessible to outsiders. As distinct from the paintings examined by Buningham and Chaloupka, these are exclusively depictions of European maritime vessels, mostly of the type of sloops, cutters and ketches seen on the East Alligator River during the buffalo-shooting era. There are some very unusual and surprising examples of nautical art here, including a newly discovered painting of a Chinese vessel, and another that appears to combine Maccasan and European influence. Through discussion of mostly undocumented rock paintings, this paper uses analysis of iconography, style and spatial distribution to yield fresh information on the patterns of cultural interaction in this area. It conceptualises Aboriginal rock paintings as historical documents, positing them as a voice from the other side of the frontier. Can such documents be used to refashion conventional historical methodologies? Can they provide a new perspective on the maritime history of western Arnhem Land?

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*Levuka: locating the heritage of colonialism in Fiji's post-colonial cultural landscape.*

The town of Levuka was Fiji's first colonial capital from 1874 to 1882 when the capital was moved to Suva. The Levuka townscape survives much as it was in the early 20th century and since the early 1970s has been the subject of various conservation and heritage tourism studies. In almost all, the need to conserve the town's built heritage has been assumed and yet as many commentators point out, the significance of this 'heritage of colonialism' in post-colonial Fiji is at best unclear. This has been emphasised by the Fijian Government's intention to nominate Levuka as the nation's first World Heritage Site. Investigation of the local, national and international factors influencing conservation efforts in Levuka suggests that a focus on built heritage has limited recognition of the multiple histories and 'heritage values' of the town. An assumed discontinuity between pre-colonial and colonial histories together with a building- or object-centred approach to heritage assessment have created the flawed conceptual framework in which the values of a 'heritage of colonialism' have been argued.

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# AAMH/ASHA Conference on Norfolk Island

## Public Lecture

### *Norfolk's Past – the Key to its Future*

Norfolk Island has been subject to successive waves of occupation each of which has left a lasting heritage. The convict ruins of the Second Settlement contain the most intact Georgian streetscape in the southern hemisphere. But Norfolk is more than ruins. It has a distinct language and customs and its heritage is a key to its future sustainability.

Jane Lennon, AM is an adjunct professor at the Cultural Heritage Centre, Deakin University, an Australian Heritage Commissioner and member of the Kingston Arthurs Vale Board of Management. She has published extensively on heritage places and cultural landscapes. She first came to Norfolk Island in 1978 and her report of that visit contributed to the establishment of the conservation works program at Kingston on Norfolk Island.

Jane Lennon  
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## Session 5 - Island archaeology and heritage

### *Auckland Islands Historic Heritage Inventory and Landscape Expedition*

This paper overviews the findings of the Department of Conservation's heritage inventory project in the Auckland Islands (NZ's subantarctic) in January to March 2003. Before the project was initiated fifty-three archaeological and historic sites had been recorded by the NZ Archaeological Association in the Island group, mainly during the 1980s. Pre-expedition research in 2002 identified a further fifty-five sites of past human activity for exploration. During the field work by a team of fifteen specialists most of these one hundred and eight sites were located or relocated and recorded in detail. Sites recorded represent a wide range of human activity in the Islands and tell many remarkable stories of human endurance in a challenging environment. Themes represented include: early polynesian occupation; sealing; shipwrecks; organised colonial settlement; castaway depots, boatsheds, and signposts; early and more recent scientific expeditions; World War II coast watcher facilities; mapping and survey; and pastoralism.

The field-work has provided the department for the first time with sufficient information to make strategic decisions about conservation priorities, and to write conservation plans for high priority heritage sites. Also we now have a more thorough overview of the interactions between humans and the environment at this latitude. The isolation of the Island group and the extreme environment posed considerable challenges in undertaking the inventory project and have implications for ongoing management priorities, work requirements, and conservation methodologies.

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## *Raine Island Maritime Heritage*

The following paper presents the results of historical research into the maritime and industrial activities associated with Raine Island and surrounding areas in the Great Barrier Reef, Queensland. Preliminary analysis of the context and significance of the 37 shipwrecks identified by the project is discussed, with particular reference to the development of the 'Inner' and 'Outer' routes through and along the Great Barrier Reef. The role of Raine Island, both as the site of a beacon (1844) marking shipping passages and as the scene of later guano and beche-de-mer collecting is also considered as part of the overall analysis of the evolving maritime landscapes of the region.

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## *Archaeological reconstruction of a mid-19th century colonial settlement at the subantarctic Auckland Islands.*

The paper presents the results of a recent archaeological survey of the British Colonial Settlement established in Port Ross, Auckland Islands during the period 1849-52. The so-called Enderby Settlement, named for Charles Enderby who was appointed its Lieutenant Governor, was intended as a provisioning station for the operations of the Southern Whale Fishery Company and a temporary base for constructing the town of Hardwicke, which never eventuated. Some thirty portable buildings at the settlement, housing several hundred settlers, including Maori, were dismantled and removed following collapse of the whaling enterprise. Archaeological investigation reveals evidence of industrial and administration buildings, house sites, including that of the Lieutenant Governor, outlying farmhouses, a wharf and other coastal structures, pathways and a cemetery. The archaeological record is a significant manifestation of one of the most short-lived and remote of all British colonies, documenting an important episode in the history of human contact with subantarctic oceanic islands.

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## Session 6 - Coastlines and Seascapes

### *Coastal Communities: Continuity and Change*

My presentation will take a long-term historical view of coastal communities, and the littoral on which they are located. There will be three main themes. First is the vexed question of whether or not these communities located on the strand or marge can be clearly differentiated from their inland neighbours, and if so how far inland do coastal influences penetrate. Second, can we look around the shores of an ocean, or indeed of all oceans, and find that coastal communities have a perceptible commonality, in other words that all coastal societies have more in common with each other than they do with their inland neighbours. Third, as an historian I am concerned to investigate whether changes over the last two centuries, in short an increasingly integrated world, have led to the demise of coastal communities as a separate category, or is it rather a matter of their changing, but still being identifiably distinct.

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### *Inscription of historical seascapes: coastal management and the role of aesthetic environmental assets*

Coastal environments are naturally dynamic places, with coastlines continually being re-shaped by awesome natural forces. Yet in many places the pace of biophysical change has been dramatically accelerated by the Australian love affair with 'the beach', where more than 86% of us now live. The development of residential infrastructure, the construction of bridges and harbour facilities, the creation of touristic spaces, all have altered the character of our coastal environments. This paper considers one such development, the construction in the late 1930s of a scenic road on Central Queensland's Capricorn Coast. Like its more spectacular predecessor, Victoria's Great Ocean Road, the Capricorn Coast's scenic road was not conceived solely as 'an artery of commerce', as commerce was generally understood in Australia before World War II. A prime consideration was how the road might best be made to present 'views' to the motoring public. The paper examines how and why the decision to build the road was taken, explores the principles that guided its construction, and draws some tentative conclusions about the impact it has had on the coastal environment through which it passes. It addresses these questions within the framework of the broader phenomenon of the 'scenic road', which emerged in response to the spread of the car, and the growing popularity of motoring and caravan holidays in the 1930s.

This research has been undertaken as part of the Historical Coastlines Project, under the auspices of the Cooperative Research Centre for Coastal, Estuarine and Waterway Management. The principal aims of the project have been to explore ways of assessing intergenerational attitudes to environmental change in coastal communities, to raise local awareness that coastal

# AAMH/ASHA Conference on Norfolk Island

environmental management is an intergenerational concern, and to encourage community participation in coastal development decision-making. One way the project does this is through the historical analysis of public infrastructure development. Up to this the primary focus has been on the 'training' of the Fitzroy River estuary, a complex, expensive, and ultimately futile 75 year engineering effort to maintain Rockhampton's deep-water port. As the title suggests, this paper focuses more on the public effort to create rather more aesthetic assets, and is guided by the principle that a powerful congruence exists between sentimental attachment to place and a commitment to the protection and careful management of populated coastal ecosystems.

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## *The Archaeology & History of the Anzac Gallipoli Battlefields of 1915: A Multidisciplinary Approach*

The battle of Gallipoli represents the first major deployment of Australian troops overseas under the Australian flag and is considered by many as the defining moment in Australia's achievement of nationhood. Yet many critical details of the first day of battle remain unknown and the area is currently suffering from degradation through erosion and increased tourism.

Our project will for the first time conduct a detailed archaeological survey of the Anzac Gallipoli battlefields of 1915. This will result in the documentation for the first time of literally thousands of small scale archaeological sites scattered throughout the landscape. We will also work with Turkish authorities to help limit the impact that increased tourism and ongoing problems associated with erosion are having on places of historic and cultural significance. In addition archaeological excavations will attempt to reconstruct the movement of Anzac and Turkish troops through the landscape of Baby 700 and Battleship Hill during the first day of the landings. Another set of excavations will attempt to locate the furthest inland point reached by Australian troops on the morning of 25<sup>th</sup> April. Finally, while this project is not actively searching for human remains, it is important that any remains discovered be examined in order to assist in determining their national identity. This is particularly important as during a preliminary survey earlier this year a number of human remains were discovered. Indeed a complete human femur (leg bone) was discovered laying next to the main 'bus stop' at Anzac Cove, having washed down from the surrounding heights. Identification will enable any human remains to be reburied in the most appropriate cemetery on the Peninsula. Identification will be conducted using archaeological techniques, forensic anthropological examinations, DNA and stable isotope nitrogen/oxygen ratio studies. This project consists of a multidisciplinary team of researchers from Australia, Turkey, New Zealand and Canada.

# AAMH/ASHA Conference on Norfolk Island

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## Session 7 - Whaling and sealing

*From Norfolk Island to Foveaux Strait: Joseph Foveaux's role in the expansion of whaling and sealing in early nineteenth century Australasia.*

The first European settlement of Norfolk Island began in March 1788 and ended in 1814. From 1800 to 1804 its commandant was Major Joseph Foveaux of the New South Wales Corps, who has been characterised as a bloodthirsty tyrant. Most of the demonising derives from the manuscript 'Recollections of Robert Jones', recently revealed by scholarly analysis as a forgery dating from the 1860s. Nevertheless popular writers ranging from Peter Clarke to Robert Hughes have uncritically accepted the negative portrayal, allowing it to warp their view of Norfolk Island's first phase of European occupation to depict it as a place of secondary punishment rather than an important agricultural settlement. Foveaux's role as a colonial improver has been largely discounted, even though contemporary officials praised him. Chief Surgeon D'Arcy Wentworth described him as 'a gentleman of high reputation and of highest honour and integrity.' The much-admired Governor Lachlan Macquarie claimed: 'I have never yet met with any officer, in the course of upwards of thirty years' service, that is more eminently qualified for forming and conducting to maturity and perfection any infant colony committed to his charge.'

Foveaux's position on Norfolk Island enabled him, through a series of winks and nods, to connive at whaling and sealing captains dodging Governor King's ban on their activities. Later, as acting Governor of New South Wales in 1808-1809, he permitted ships to undertake expeditions which led to grateful captains bestowing his name on the strait between New Zealand's South and Stewart Islands. Later still he became a silent partner in an aborted venture to establish a European commercial settlement at the Bay of Islands, and was a passenger on a Southern Ocean whaling expedition while on a trip home to England. This paper will examine the significance of the maritime history of Norfolk Island during the Foveaux years of the first settlement and provide the background to sealing and whaling in Dusky Sound, the Bay of Islands, Foveaux Strait, Antipodes Island and elsewhere before 1815.

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# AAMH/ASHA Conference on Norfolk Island

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## *The Archaeological Record of Commercial Sealing in New Zealand*

Commercial sealing brought significant numbers of both temporary and permanent residents to New Zealand's shores in the late 18<sup>th</sup> and early 19<sup>th</sup> centuries, but detailed examination of historical and archaeological evidence has located only a handful of sites that can be associated with the industry. This paper examines the characteristics of those sites, and explores reasons behind their relative scarcity. While it is clear that deficiencies in both the historical and archaeological records contribute to their fugitive nature, it is argued here that it was the manner in which New Zealand sealing was conducted that makes the sites so difficult to identify.

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## *The Gabo Island Jetty Shed*

Gabo Island lies just offshore at the far eastern end of Victoria, near the border with NSW. Local tradition maintains that a stone-walled shed on the island was used by sealers and whalers in the early nineteenth century. Excavations were carried out by La Trobe University in 2000 to determine the age of the shed, its architectural history and its possible association with sealing or whaling activities.

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## **Session 8 - The Industrial perspective**

*'Neranie: Study of a remote, late 19th Century industrial community on Myall Lake, NSW.'*

This paper looks at the development of a fishing and sawmill community at Neranie on the northern extremity of Myall Lake, the most northerly of the Myall Lake system, north of Port Stephens. The Neranie community subsequently migrated a short distance around the shore to become the community of the present Bungwahl.



# AAMH/ASHA Conference on Norfolk Island

The settlement was accessible principally by water until the late 1940s, and residents and industry depended on special craft and special people for disposal of local produce and for transport of people and the normal necessities for living. The paper integrates the historical context with the results of an archaeological study to draw an incomplete picture of the foundation, structural and social development of the settlement.

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## *Rather a dickey business - Rotowaro Coal Carbonisation Works*

Rotowaro Carbonisation Works was opened in 1931 near the coal-mining town of Rotowaro. The Rotowaro plant was sponsored by the Waikato Slack Coal Association, a body formed to handle and dispose of slack coal from the mines near Huntly. The low temperature carbonisation plant was conceived as an innovative solution for disposal of slack coal by processing slack into marketable products. The carbonisation technology was sourced from Lurgi Gesellschaft, a Germany company. The carbonisation works was the first of its type in Australasia and promoted as the forerunner of similar plants that would be established on the coal-fields through out New Zealand. No additional carbonisation plants were constructed.

The Rotowaro Carbo Works is a complex of linked processes including: a gas producer, a briquette manufacturing plant, tar production plant, and auxiliary storage and distribution structures. The twin Lurgi Spulgas retorts were at the heart of the works and changed a disposal problem into a resource. Explosions and fires were an ongoing risk. The primary products were char, tar, creosote, and briquettes. The carbonised briquettes or carbonettes, were produced for domestic use.

The establishment of the works at Rotowaro diversified the activities carried out on the coal-fields by including processing. New Zealand Historic Places Trust classified the retort building and the carbonette cooling screen in 1985 and registered the works as an historic area in 1991.

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## *The development of transport for exploitation of natural resources, settlement and recreation on Lake Macquarie, NSW.*

This paper will address the issues between 1820-1930s, confronting a disparate group of lakeside settlements in the absence of suitable roads (essentially water and peripheral feeder transport

# AAMH/ASHA Conference on Norfolk Island

such as tramways, bullock roads &c) and the evolution of transport from the completion of the Great Northern Railway, trafficable roads from the major settlement of Newcastle and the steam tramway to Speers Point

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## Session 9 - The Inland perspective 1

### *Tatura Camp No.1.*

The *National Security Act 1939* authorised the arrest and internment of enemy aliens, initially those born in Germany or Italy, who were considered to be a threat to Australian interests during war time. Internees were not Prisoners of War, but civilians who, because of their country of birth or their affiliations, were considered by the authorities to be a potential security risk.

During World War II more than 1,000 internees (primarily Germans and Italians) were located at Camp 1, near Tatura in northern Victoria. As well as being of considerable historical and social significance, today Camp No 1 is an evocative and challenging archaeological site. The site has remained isolated and undeveloped over the last 60 years, as the camp structures have gradually fallen into ruin.

The remnant fence lines, scattered strands of barbed wire and bleak concrete building footings serve as a reminder of the site's history as an internment facility. Other features, such as tennis courts, a 'skittle alley', garden and pond designs, and the ruins of 'Café Wellblech' reflect the internees desire to escape the boredom and routine of their surroundings, and develop social and recreational interests. Given the lack of buildings materials and supplies that were available to the internees, the various constructions show a remarkable degree of creativity, innovation and improvisation. Although very little archaeological work has been undertaken at the site, this paper will highlight the important role that archaeology is able to play in our understanding of this unique and significant site.

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*'Paradise is in very shaky condition': archaeology of an 1890s gold mining town*

Throughout 2002 and 2003 the University of Queensland Archaeological Services Unit carried out a comprehensive cultural heritage management planning and archaeological survey and

# AAMH/ASHA Conference on Norfolk Island

excavation program of a short-lived gold mining town located 400km north of Brisbane. The town of Paradise rapidly developed on the banks of the Burnett River after gold was discovered in the area in 1888 and by April 1891 approximately a thousand people were living and working in this 'rather prettily situated' place. But the prosperity was transitory: by 1894 the gold fields proved unprofitable; by 1897 Paradise was virtually depopulated; and by 1904 the final inhabitants had moved on.

As part of the pre-construction process for the new Burnett River Dam, UQASU archaeologists undertook a 100% survey of the township area and recorded all surface artefacts and features. Three garbage dumps and the remnants of 97 structures were identified. Following the survey a test excavation program was conducted at 17 locations leading to large scale excavations of eight places: the original police station; the Methodist Mission; a machine area; a grocer and draper's store; and four residential lots. Nine places were also completely surface collected. At this stage the artefact analysis has only just begun. This paper presents some of the initial fieldwork results.

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*Ginninderra Blacksmith's Shop, Canberra: historical, archaeological, and conservation perspectives.*

The Ginninderra Blacksmith's Workshop is a small building located next to the Barton Highway on the outskirts of Canberra. It was built in 1859 as part of Ginninderra village which straddled the Yass, Canberra, Queanbeyan road and was a focal point for the rural community in the mid nineteenth and early 20th centuries. It is a simple rectangular building, post in ground construction, timber framed, and clad with corrugated iron and hand cut Eucalyptus slabs. It was continually used as a blacksmith shop, serving the rural properties until the 1940's when the last Smithy retired. Since then it has slowly fallen in to disrepair. It is listed as a significant building by the Register of the National Estate, the ACT Heritage Council and the ACT National Trust.

Concerned for the future of this building, the National Trust completed a conservation and management plan in 2002. This include an on-site oral history interview with family descendants of the last Smithy, and was followed by an archaeological surface survey of the interior and exterior of the building, and subsequent urgent conservation work. This paper outlines the work done on this building between 2001-2003 which at the time was the only on-site historical archaeological work being done in the ACT. A preliminary finding has revealed that the oral accounts of working and the surface survey of artefacts are in close agreement and that the last blacksmith worked on machinery during the transition of horse drawn power to the internal combustion engine.

# AAMH/ASHA Conference on Norfolk Island

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## Session 10 - The Inland perspective 2

*Gong Yean at Greenstone Creek: excavating and managing a Chinese tin miners' camp in north eastern Tasmania.*

The discovery of an intact Chinese tin mining camp in State forest ultimately led to its excavation as part of a management regime implemented by the Senior Archaeologist. The excavation revealed the well preserved remains of a hut and associated dump sites which collectively yielded a rich assemblage of both Chinese and European artefacts. A subsequent analysis of both the excavated products and relevant historic records has provided a compelling story of immigrant Chinese mining and settlement in Tasmania. However, this is but one of many such sites in which by necessity, management archaeology fails to tell the entire story. The archaeology of transients is an international storyboard with innumerable links to other people and places, requiring a more holistic approach. This paper uses Gong Yean's story as a case in point to plead for more substantive research into migrant endeavours.

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### *Small-farming in Taranaki 1841-1860*

This paper introduces an important historical and archaeological resource in the study of European small-farming in New Zealand in the middle of the 19th century. Small-farming is defined by size of the holding, and an economy which at that time included a mix of livestock, small-scale cropping and an important subsistence element.

In 1860-61, ca 170 farm homesteads were destroyed by Maori in the course of the First Taranaki War. Sites not re-used have left an archaeological resource of mid-19th small-farm homesteads, securely dated to no later than 1860. A start has been made to recording these.

# AAMH/ASHA Conference on Norfolk Island

Historical records include:

an 1862 map locating destroyed homesteads;

a list of destroyed properties (also 1862) with land-owner names and location information; detailed claims for compensation describing houses and other buildings, contents (furniture, kitchenware, etc), gardens, farm equipment, tools, stock, crops in the ground and in store, fences, etc.

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*'Influence of the Ideal: the Archaeology of the Monastic Mission of New Norcia, 1847 – 1900'*

The modern Australian landscape is essentially a European construct. From first arrival, European settlers overlaid characteristics of their millennia-old cultures onto the Australian landscape through their buildings, settlement plans, technology, land use systems and social and economic structures (Holland 1988:382). Inevitably, they initially applied familiarity to an unfamiliar environment. However, adaptation, innovation and the evolution of distinctly Australian characteristics also resulted (Connah 1988:4). In any understanding of responses to new landscapes, the relationship between tradition and adaptation/innovation is a focal archaeological concern.

Meaghan Russell recently completed a BA Honours thesis on the archaeology of the monastic mission of New Norcia, established in the central wheat belt of Western Australia in 1847. This study aimed to determine the extent to which monastic mission settlement history influenced the establishment and development of New Norcia and its estate. Monastic missions are a distinct and highly standardized form of settlement, primarily defined by the articulation between monastic settlement and mission activity. The characteristics of both are therefore evident: the traditional organisation of the inner monastic precinct; the common missionary infrastructure and activities; and the development of an economic infrastructure to provide self-sufficiency. Research in monastic and mission studies throughout Europe, the Americas and Australia led to the development of a hypothetical monastic mission landscape model, which identified a number of standardized characteristics in the following categories: site selection; settlement planning; settlement components; growth and development; estate management and organization; and relationship to contemporary secular society. This idealised landscape with its distinctive archaeological signature provided a comparative reference for the analysis of the New Norcia settlement.

Russell's study involved an extensive landscape survey of New Norcia and its granges of Marah and Wyening. The survey identified substantial archaeological evidence of the early development of the New Norcia estate to 1900, including monastic and mission infrastructure, agricultural and pastoral activities, industrial production, transport infrastructure and water management systems. These features were predominantly reflective of traditional monastic mission planning and organization, and within this, a strong Mediterranean influence was

# AAMH/ASHA Conference on Norfolk Island

identified. However, the study also identified innovations at the settlement, predominantly evidenced through architectural styles and technological adaptations.

This paper outlines the aims, methods and results of the archaeological study of New Norcia and its estate, which was the first archaeological assessment of site and the first archaeological study of a monastic mission landscape in Australia.

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