

Land, Sea and Air –

Australasian archaeology from 1606 to the present

PROGRAMME

The Australasian Institute for Maritime Archaeology (AIMA) & the Australasian Society for Historical Archaeology (ASHA) conference

2006



Convenors: Silvano Jung, Julie Mastin, Clayton Fredericksen

Keynote Speaker: Dr Robert Parthesius (*Amsterdams Historisch Museum, University of Amsterdam*)

Venue: Theatrette, Museum and Art Gallery of the Northern Territory,
Conacher Street, Fannie Bay, Darwin, Northern Territory, Australia

Dates: 14 September to 18 September 2006

(14 September to 18 September including fieldtrips to the *Booya*, Catalina A24-1 and WWII Coomalie Air Strip before and after the conference, dependent on time and tide)

Cover image: Jack Dale, 2003. Title: 'Japanese bombing Roebuck Bay, Broome'.
See inside front cover for further information



Australasian Institute for Maritime Archaeology



Australian Government
Department of the Environment and Heritage

Museum & Art Gallery of the
Northern Territory





Jack Dale and his painting of the first air raid on Broome:

'Two Japanese warplanes, each with tiny figures of pilots and navigators, strafing a group of people and a snake. The strafing bullets are depicted as large orange blots directed at the figures. The image is pared down to the essential elements of the story being narrated, without extraneous details.

Following the first Japanese attacks on Darwin on 19 February 1942 the Western Australian towns of Broome and Wyndham were attacked on 3 March. Broome was again attacked on 20 March, along with Derby. Wyndham came under fire for a second time on 23 March. On the day of the initial attack on Broome numerous small craft were lying at anchor in the harbour and sixteen flying boats were moored there. Most of the aircraft had just returned from the Netherlands East Indies carrying refugees who were still aboard them. There was no defence when Japanese aircraft arrived and proceeded to attack the flying-boats and other aircraft at a nearby aerodrome. All the flying-boats were destroyed and six aircraft ashore (including two Flying Fortresses and two Liberators). Women and children were amongst those killed or wounded or cast into the water. Estimates were that 35 to 40 people were killed and as many more again [were] wounded. After the attacks the Chiefs of Staff decided Broome was important only as an RAAF refueling station and Wyndham could not be linked effectively into any defence plans. Consequently both towns were eventually left undefended except for very small contingents of Volunteer Defence Corps, an overlap of the coast watching service and minor detachments of engineers to demolish buildings and infrastructure in the case of invasion.

Dale is an Indigenous artist of the Komaduh people whose traditional land centres are around Mount House in the Kimberleys, about 375 km west of Broome. Although the people who were killed and wounded in the attack on Broome were almost certainly not Aboriginal, Dale uses a traditional motif in the snake; among some Indigenous peoples the spirits of the humans are returned as snakes after their death. The artist has used an expressive figurative style, with simple forms. This style of painting by Indigenous Australians has been developed since the 1980s. It refers to aspects of traditional figurative visual art by using pictographs to depict people and objects and is painted without perspective on a single, flat picture plane. Also the scale of people and objects in the painting are proportional to their importance to the story being depicted' (Australian War Memorial. ID Number: ART92418).



**AIMA/ASHA CONFERENCE PROGRAMME,
DARWIN 2006**

**LAND, SEA AND AIR -
Australasian archaeology from 1606-2006**



CONFERENCE PAPERS AND EVENTS AT A GLANCE

DAY ONE – THURSDAY 14 SEPTEMBER 2006

- 9 AM – 12 NOON CONFERENCE REGISTRATION – MUSEUM UNDERCROFT (OUTSIDE THE COLIN JACK-HINTON MARITIME GALLERY)
- 2 PM – FIELD TRIP 1 – EAST ARM CATALINA WRECK SITE: A24-1 RAAF – DEPARTS FROM CULLEN BAY
- 12.00 NOON – FIELD TRIP 2 – DARWIN HISTORIC SITES TOUR – DEPARTS FROM THE MUSEUM ENTRANCE
- 5 – 6 PM GOVERNMENT HOUSE WELCOME BY THE HON. TED EGAN A.O. *

*dress regulations apply - see 'clothing requirements'

DAY TWO – FRIDAY 15 SEPTEMBER 2006

| | | |
|--|---|----|
| 9.00 – 9.10 am | Larrakia welcoming address | |
| 9.10 – 9.30 am | Presidential addresses (Lawrence followed by Anderson) | |
| 9.30 – 10.30 am | Keynote address Parthesius – <i>The Avondster</i> (1659) wrecked twice in Galle | 1 |
| 10.30 – 11.00 am | Morning tea | |
| SESSION ONE – MANAGEMENT OF MARITIME & HISTORICAL HERITAGE (Chair: Clayton Fredericksen) | | |
| 11.00 – 11.30 am | Jeffery – Submerged site types | 2 |
| 11.30 – 12.00 noon | Richards et al. – Reburial as a method of preserving waterlogged archaeological remains | 3 |
| 12.00 – 1.00 pm | Lunch | |
| 1.00 – 1.30 pm | Steinberg – <i>The Booya</i> and Cyclone Tracy | 4 |
| 1.30 – 2.00 pm | Bourke - Identifying the unseen sphere | 5 |
| SESSION TWO – THE ARCHAEOLOGY OF ISOLATION (Chair: Bill Jeffery) | | |
| 2.00 – 2.30 pm | Bolton – Archaeology of settlement sites, Western Australia | 6 |
| 2.30 – 3.00 pm | De La Rue – Britannia's trident | 7 |
| 3.00 – 3.30 pm | Afternoon tea | |
| 3.30 – 4.00 pm | Mate – A mine of great promise: the industrial landscape of Mt Shamrock | 8 |
| 4.00 – 4.30 pm | McKinnon et al. – Kangaroo Island shipwreck shelter huts | 9 |
| 4.30 – 5.00 pm | Ritchie – Frozen heritage | 10 |
| ASHA AGM – MUSEUM THEATRETTE 5.00 – 7.00 pm | | |

DAY THREE – SATURDAY 16 SEPTEMBER 2006

| | | |
|--|--|----|
| SESSION THREE – NARRATING THE PAST (Chair: Julie Mastin) | | |
| 9.00 – 9.30 am | Knott – Representation of shipwrecks in Australian museums | 11 |
| 9.30 – 10.00 am | Clark – <i>Karya Sama</i> | 12 |
| 10.00 – 10.30 am | Morning tea | |
| 10.30 – 11.00 am | Fredericksen et al. – Virtual Fort Dundas | 13 |
| 11.00 – 11.30 am | Sadilek – Archaeology in Australian schools | 14 |
| 11.30 – 12.00 noon | Dwyer - The Boustead jar | 15 |
| 12.00 – 1.00 pm | Lunch | |



| SESSION FOUR – HISTORICAL ARCHAEOLOGIES OF THE INDIVIDUAL AND COMMUNITY (Chair: Graham Connah) | | |
|--|--|----|
| 1.00 – 1.30 pm | Crook – People and place: the Archaeology of the Modern City Project | 16 |
| 1.30 – 2.00 pm | Burke – Archaeological results of camp at Peeltown, WA | 17 |
| 2.00 – 2.30 pm | Prall and Rodrigues – George Grey in WA | 18 |
| 2.30 – 3.00 pm | Prangnell and Murphy – Archaeology of James McGhie | 19 |
| 3.00 – 3.30 pm Afternoon tea | | |
| 3.30 – 4.00 pm | Prickett and Smith– Aborigines and NZ shore whaling | 20 |
| 4.00 – 4.30 pm | Stuart – Surveyors lot was not a happy one | 21 |
| 4.30 – 5.00 pm | Gaughwin – Islands in the forest | 22 |
| POSTER VIEWING SESSION – MUSEUM UNDERCROFT 5.30 – 6.00 PM – | | |
| CONFERENCE DINNER – ‘LA BEACH’ CULLEN BAY 6.30 PM – | | |

| DAY FOUR – SUNDAY 17 SEPTEMBER 2006 | | |
|--|---|----|
| SESSION FIVE – ARCHAEOLOGICAL PERSPECTIVES OF AIR WAR AND SPACE EXPLORATION (Chair: David Steinberg) | | |
| 9.00 – 9.30 am | Arnott – South Australia’s WW2 coastal defences | 23 |
| 9.30 – 10.00 am | De La Rue – Flights of fancy from a windswept field | 24 |
| 10.00 – 10.30 am Morning tea | | |
| 10.30 – 11.00 am | Jung – Roebuck Bay aircraft wreck survey | 25 |
| SESSION SIX - STUDIES IN HISTORICAL AND MARITIME ARCHAEOLOGY (Chair: Silvano Jung) | | |
| 11.00 – 11.30 am | Grimwade – Bridges, screw piles and crocodiles | 26 |
| 11.30 – 12.00 noon | van Duivenvoorde – From <i>Batavia</i> onwards | 27 |
| 12.00 – 1.00 pm Lunch | | |
| 1.00 – 1.30 pm | Crook – Store and mail-order catalogues as an archaeological resource | 28 |
| 1.30 – 2.00 pm | Gleason – A whaleship on the reef | 29 |
| SESSION SEVEN – SCIENTIFIC METHODS IN HISTORICAL AND MARITIME ARCHAEOLOGY (Chair: Colin De La Rue) | | |
| 2.00 – 2.30 pm | Brooks et al. – Life on the edge: the survey results | 30 |
| 2.30 – 3.00 pm | Carpenter – Tobago shipwrecks lab | 31 |
| 3.00 – 3.30 pm Afternoon tea | | |
| 3.30 – 4.00 pm | Raup – Geophysical investigation of Horseshoe Bay | 32 |
| 4.30 – 5.00 pm | Presidents’ concluding addresses and prize awards | |
| AIMA AGM – MUSEUM THEATRETTE 5.00 – 7.00 pm | | |

| DAY FIVE – MONDAY 18 SEPTEMBER 2006 | |
|--|--|
| • | FIELD TRIP 3 – ‘BOOYA’ SHIPWRECK DIVE – DEPARTS CULLEN BAY 7AM |
| • | FIELD TRIP 4 – COOMALIE WWII AIRSTRIP – DEPARTS MUSEUM ENTRANCE 9 AM |



DAY TWO – FRIDAY 15 SEPTEMBER 2006

9 – 9.10 am Larrakeyah welcoming address

9.10 – 9.30 am Presidential addresses (Susan Lawrence followed by RossAnderson)

9.30 -10.30 KEYNOTE ADDRESS

Robert Parthesius. Amsterdams Historisch Museum, University of Amsterdam, PO box 3302, 1001 AC Amsterdam. (avondst@xs4all.nl) (<http://cf.hum.uva.nl/galle/>)

‘The Avondster (1659) wrecked twice in Galle: The effect of the Tsunami on maritime heritage in Sri Lanka’.

Since the early 1990s a Sri Lanka-international team of maritime archaeologists, historians and museum curators have been doing research in the Bay of Galle and in the extensive archives in Sri Lanka and The Netherlands. Underwater surveys have revealed an impressive number of heritage sites, dated from the 13th century up to modern times.

From 2000 these activities became more institutionalized with the forming of a Maritime Archaeological Unit (MAU) Sri Lanka. The main objective was to extend capacity in Sri Lanka for maritime heritage management. These goals were met by training through an excavation project of the Anglo-Dutch East-Indiaman *Avondster* in the Bay of Galle. After the ship was discovered in 1993 it became clear that the wreck was increasingly exposed, and it was considered important to implement a rescue archaeology project on the site to safeguard this important collection. From 2001 till the end of 2004 important sections of the ship have been excavated, collections conserved and preparations made to open a first gallery in the National Maritime Museum in Galle at the end of 2005.

On 26 December 2004, only days after the excavation of the *Avondster* was finalized, the MAU premises was destroyed in the Tsunami. Luckily all members of the team survived the killer-wave,



but a substantial part of the historical collections and equipment were lost. It is unsettling to realize that all the efforts to safeguard an important historical collection have eventually contributed to the opposite; the loss of a substantial part of the excavated collection while the remaining artefacts on the wreck are possibly now better conserved due to a thick layer of Tsunami sediment.

The staff of the MAU had prepared a programme for the survey, management and presentation of other maritime heritage in Galle starting January 2005. Despite the unfathomable humanitarian disaster that is taking place around them and the loss of their facilities, the spirit of this group of young professionals is unbroken. They are determined that the future for this new discipline and thus their own future should not be washed away by the Tsunami.

Immediately after the disaster an international network was activated to bring together the necessary equipment and funds. Nearly three months after the Tsunami destroyed the facilities, the team are in a position to resume their activities. On 24 March the new building for the MAU was officially opened and the basic infrastructure was restored and the recovered artefacts placed back in conservation. In 2006 a first session of an UNESCO regional training centre was organised in Galle.

Risk and decay of collections are inherent in almost any kind of historical-archaeological investigation and museum display. It is ironical that the sea took a collection, once formed through a shipwreck, now centuries later for the second time. The fact that the wreck site appears untouched by the Tsunami raises the issue of where is the safest place for the material. However, at the end of the day it will be determination of these young professionals that will safeguard the collection, wherever it is situated, for future generations. With their enthusiasm to show the rich maritime history of Sri Lanka to the world, the maritime heritage might be safeguarded from the biggest threat it faces; the treasure hunters who are still creating a much bigger risk to heritage in the region than any natural disaster.

10.30 – 11.00 am Morning tea



**SESSION ONE – MANAGEMENT OF MARITIME AND
HISTORICAL HERITAGE
(Chair: Clayton Fredericksen)**

11.00 – 11.30 am

**Bill Jeffery. James Cook University.
(william.jeffery1@jcu.edu.au)**

‘Submerged site types, values and management strategies in the western Pacific Ocean’.

The aim of this presentation is to compare and analyse submerged cultural site protection and management strategies in some countries located in the western Pacific Ocean to gain an appreciation of how submerged sites are valued.

Australia, the Federated States of Micronesia (FSM), the Republic of Palau, Guam and the Commonwealth of the North Mariana Islands have a range of submerged cultural sites located in their jurisdictions. They employ in some cases similar and in other cases very different protection and management strategies for these sites. This paper will analyse the various approaches in an attempt to understand how the sites are valued, why there are differences in their evaluation and what this analysis provides.



11.30 – 12.00 noon

Vicki Richards¹, Ian MacLeod², Inger Nyström³, Thomas Berstrand⁴, Carola Bohm & Eva Christensson⁵, Charlotte Gjelstrup Björdal & Thomas Nilsson⁶, Elizabeth Peacock⁷, David Gregory⁸.

^{1&2}Western Australian Maritime Museum, Fremantle, Australia, ³Studio Västsvensk Konservering, Sweden, ⁴Bohusland County Museum, Sweden, ⁵National Heritage Board, Sweden, ⁶Department of Wood Science, Swedish University of Agricultural Sciences, Sweden, ⁷Vitenskapsmuseum. The Norwegian University of Science and Technology, Trondheim, Norway, ⁸National Museum of Denmark, Denmark. Email: vicki.richards@museum.wa.gov.au.

'Reburial as a Method of Preserving Waterlogged Archaeological Remains - Presentation of the Marstrand Project'.

In recent times, the archaeological community has migrated away from the more intrusive excavation and recovery methods of the past toward a strategy of in-situ preservation of our underwater cultural heritage. The treatment and long-term storage of recovered cultural material is becoming less cost effective and reburial of archaeological sites and the associated artefacts in the marine environment is becoming increasingly common practice in managing the submerged cultural resource. Following recent large-scale underwater archaeological excavations in Marstrand harbour, Sweden the majority of recovered finds were reburied in defined trenches in the harbour sediment. Subsequently, the Studio of the Western Sweden Conservators in conjunction with the Bohus County Museum initiated a 50 year research project to evaluate reburial as an appropriate method for the long term preservation of waterlogged archaeological artefacts. The research project, entitled 'Reburial and Analyses of Archaeological Remains' (www.svk.com/reburial/index.htm), was launched in 2002 and consists of six sub-projects. The main aim of four of the six sub-projects is to analyse the extent of deterioration of the most common material types found on underwater archaeological sites (wood, other organics such as leather, textiles, bone, etc, ceramics/glass and metals) during long term reburial. Another sub-project concentrates on assessing the



stability of packing and marking materials used in archaeological documentation and the final sub-project monitors the chemical and physical changes occurring in the reburial environment over time. The design of the project and the preliminary results obtained after the completion of the first phase of the project will be presented.

12.00 – 1.00 pm Lunch break

1.00 – 1.30 pm

David Steinberg. Heritage Conservation Services, Northern Territory Government. (David.steinberg@nt.gov.au)

'The Booya and Cyclone Tracy: survey of a recent tragedy'.

Cyclone Tracy struck Darwin on Christmas Eve 1974. The destruction and loss of life was horrendous and it remains a sensitive and painful memory for many Territorians. Although there has been more than one attempt to tell this story, there has not yet been a perspective that centres on the experiences of those trapped on the water. There were 53 vessels in Darwin Harbour on the day the cyclone struck. 25 vessels were wrecked or missing and 16 people lost their lives on the water.

The *Booya* was a graceful schooner built in 1917. It had a diverse working life including as a vessel in the US Army Small Ships Section during World War II. Moored at Darwin Wharf on the day Cyclone Tracy struck, the *Booya* and other ships were ordered away from the wharf and instructed to find safe anchorage. That night the ship vanished with 4 crew and 1 passenger aboard.

This paper will report on the recent discovery of the *Booya*, the implications of this in the telling of Darwin's history, and the current management strategies aimed at conserving this site as a grave and historic shipwreck. The paper will also report on the community based research project currently operating on the *Booya* and the archaeological research questions arising from preliminary investigations.



1.30 – 2.00 pm

Patricia Bourke. ACT Heritage. (Patricia.bourke@act.gov.au)

'Identifying the unseen sphere - Indigenous pre and post- "contact period" camps around Darwin'.

This paper reports on preliminary investigations aimed at identifying Aboriginal "Contact Period" Sites around Darwin, Northern Territory. The initial findings, of uniquely Aboriginal urban places, representing historic Aboriginal activity on top of older pre-contact sites, provide evidence of continuity and change in Aboriginal settlement and subsistence behaviours on the fringes of Darwin. Research such as this potentially provides important historical evidence on the activities of urban-based Aboriginal people that may be relevant for Native Title.

SESSION TWO - THE ARCHAEOLOGY OF ISOLATION

(Chair: Bill Jeffery)

2.00 – 2.30 pm

Samantha Bolton. Archaeology, University of Western Australia. (boltos01@student.uwa.edu.au)

'The Archaeology of Late 19th and Early 20th Century Settlement Sites between Mundaring and Kalgoorlie, Western Australia'.

The region west of colonial settlement of the Swan River in Western Australia was 'opened up' for Europeans from the 1860s, with the discovery of Aboriginal wells by explorers such as Hunt. In the 1890s, the gold rush brought thousands of people to the area in search of their fortune. Newly established towns, such as Coolgardie and Kalgoorlie, suffered from a lack of water. As a response to this, the Goldfields Water Supply Scheme, a water pipeline, was built along the 560km from Mundaring Weir, just east of Perth, to Kalgoorlie. Settlement sites grew along this corridor as various components of infrastructure, such as the Hunt's Wells (1864-66), a telegraph line (1891), a railway line (1894), and the pipeline (1897-1903) were built. Water was scarce, and isolated outposts were established



at regular intervals to provide stopping points for people migrating to the goldfields. Archaeological evidence from a regional analysis of a sample of the settlement sites indicates that the sites were temporary and this was reflected in the material culture. This paper will present the results of the fieldwork and the preliminary conclusions, and address the questions: what do isolated places look like, from an archaeological perspective and were these places isolated at all?

2.30 – 3.00 pm

Colin De La Rue. Anthropology, School of Creative Arts and Humanities, Faculty of Law, Business and Arts, Charles Darwin University, Darwin N.T. 0909. (delarue@octa4.net.au)

'Britannia's Trident'.

In the nineteenth century following the Napoleonic wars, Britain was in a situation where its Naval power, its rapid industrialisation and its far reaching commerce made it the first nation to exercise true world domination. From 1824 and 1829 Fort Dundas, the strongpoint of a tiny settlement on Melville Island, far from any other British presence, upheld the Union Jack.

The Melville Island settlement has a number of features of note: it was the first British settlement in tropical Australia, It was the first settlement in Australia not established as a penal colony and, as it has never been built over with a modern city, it remains archaeologically readily accessible.

Historically this settlement has been represented as primarily the intended nucleus of a mercantile venture, a springboard for introducing British manufactures and trade into the Netherlands East Indies. However, five years of archival research, surveying and excavation undertaken by staff and students from Charles Darwin University has brought to light many anomalies regarding the motives and methods of British settlement here, that appear to require amendments to the historical interpretation.

The timing of this settlement in terms of European imperialist politics, its regional and local geographical position and the construction arrangements evident in the pphysical remains of the



settlement and the Fort all indicate that a military, not mercantile, motive lay at the heart of the British venture.

3.00 – 3.30 pm Afternoon tea

3.30 – 4.00 pm

Geraldine Mate. School of Social Science, University of Queensland (g.mate@uq.edu.au)

“A mine of great promise....”: The industrial landscape of Mt Shamrock’.

Archaeological survey work in the industrial area of Mount Shamrock, a small 19th century gold mining town located approx 150km west of Bundaberg, has revealed the presence of what appears to be three phases of processing over the life of the mine. The location and nature of these remnants of processing, taken together with several auxiliary buildings and mine track-ways, may enhance our understanding of the nature of gold mining and processing operations in a small gold mining “outpost”. Possible influences on decision making related to the type of processing used are examined within the context of relative dislocation from mainstream goldmining knowledge, available technology, economic climate and personal experience.

4.00 – 4.30 pm

Jennifer McKinnon¹, Andrea Smith², and Ian Moffat³.

^{1&2}Department of Archaeology, Flinders University, Adelaide. (Jennifer.Mckinnon@flinders.edu.au)

³Ecophyte Technologies, Level 2 Ladhope Chambers, 131 Wickham Terrace, Springhill QLD 4000. (ianmoffat@ecophyte.com)

‘Kangaroo Island Shipwreck Shelter Huts’.

This paper discusses the archaeological field investigations of two possible shipwreck shelter huts located on Kangaroo Island, South



Australia. This project was conducted under a research grant in April 2006 with a small team of Flinders University staff. During the 19th century maritime traffic was expanding rapidly along the South Australian coastline which increased the amounts of shipwrecks, cargo loss, and loss of life. As early as 1899, shelter huts were erected in an effort to aid in the recovery of shipwreck survivors and cargo. These huts were not manned but were simply a structure built of corrugated iron, wood and stone. They contained enough supplies for shipwreck survivors to sustain including bread, meat, water, blankets, and rockets.

4.30 – 5.00 pm

**Neville A Ritchie. Dept of Conservation, Waikato, N.Z.
(nevalexy@xtra.co.nz)**

'Frozen Heritage: Antarctic History, Archaeology and Conservation Work, Ross Island, Ross Dependency, Antarctica'.

In January and November 2005 I was privileged to be involved in further archaeological work on Ross Island, Ross Dependency, Antarctica under the auspices of the Antarctic Heritage Trust (AHT). The Ross Dependency is the New Zealand administered part of Antarctica, a huge area encompassing 450,000 sq km or, but only representing about 3% of the total Antarctic land and ice mass (14 million sq .km). But within the Dependency are some of the most significant historic places, a legacy of the great period of polar exploration now known as the Heroic Era (1895-1917). Not only are the sites more numerous here than on other parts of the continent, they are unique within the context of global exploration, and include the expedition base camps (large wooden huts and outbuildings), remote rock huts and shelters, supply depots, middens, camp sites, message posts, cairns, memorial crosses and a grave. They are remarkable links with a time when expeditions in the quest for national glory and geographical and scientific knowledge ranged over wide expanses at the polar extremes of the globe.

The expedition base huts have been the main foci of preservation work over the years. Four remain plus remnants of another. At Cape Adare, the first over-wintering hut in Antarctica was erected in 1899 by members of the British Antarctic Expedition



(1898-1900) led by Carsten Borchgrevink (born in Oslo in 1864 of a Norwegian father and an English mother). Thirteen years later, in 1911, Campbell's Northern Party (of Scott's British Antarctic Expedition 1910-13) erected another hut nearby. 650km south of Cape Adare, bigger huts were built and occupied at three locations on Ross Island by the Scott and Shackleton polar expeditions during the period 1901-1917. Scott's men erected the 'Discovery hut' (National Antarctic Expedition, 1901-04) on Hut Point in 1902; at Cape Royds the 'Nimrod hut' was erected by Shackleton's party in 1908 (British Antarctic Expedition, 1907-09), and Scott erected the largest of all the huts at Cape Evans in 1911 (British Antarctic Expedition, 1910-13). The current work, principally involved the archaeological removal for conservation purposes of 290 case-lots of deep-frozen provisions stacked beside Shackleton's (1907-09) polar expedition hut at Cape Royds.

End of Day Two

FRIDAY 15 SEPTEMBER

ASHA AGM
Museum Theatrette
5.00 – 7.00 pm



DAY THREE – SATURDAY 16 SEPTEMBER 2006

SESSION THREE – NARRATING THE PAST

(Chair: Julie Mastin)

9.00 – 9.30 am

**Peta Knott. Department of Archaeology, Flinders University,
Adelaide. (knot0010@flinders.edu.au)**

'The representation of shipwrecks in Australian museums'.

Shipwrecks contain important information about the coastal culture of Australia as well as being an important attraction for museums. Fifty-six Australian museums display information and/or shipwreck cultural material using a variety of representation methods. A research project has been completed to discover, through physical and cognitive means, how shipwrecks are represented in museums. By personally examining shipwreck exhibitions and displays, generalised categories of representation were deduced using specific examples from the field. Qualitative self-completion questionnaires investigated the differing perspectives of the museum workers and the museum visitors in regards to shipwrecks and maritime archaeology. This presentation will outline key findings from the research including: effective representation methods, museum visitor partialities and knowledge, museum worker experience and preferences, protective legislation awareness and maritime archaeology familiarity. The end result of this research is a useful resource for all museums to evaluate the success of their current shipwreck related exhibitions and to assist in the preparation of future exhibitions on this important subject in Australian history.



9.30 – 10 am

**Paul Clark. Museum and Art Gallery of the Northern Territory
(paul.clark@nt.gov.au)**

'Karya Sama; a partial biography of an Indonesian perahu in an Australian Museum'.

This paper examines a significant event in a life history of a small fishing boat, and presents a story of how the captain and crew lost their vessel to the Commonwealth of Australia. *Karya Sama* was apprehended in 1988 at Ashmore reef for offences under Australian National Parks and Wildlife Regulations. The captain and crew were convicted and their fishing boat was forfeited. The vessel, was then gifted to the Museum and Art Gallery of the Northern Territory where it has been on public display since 1992.

10.00 – 10.30 am Morning tea

10.30 – 11.00 am

**Clayton Fredericksen¹, Hans-Dieter Bader², Dan McCurdy³,
Nathan Richards⁴, Colin De La Rue⁵.**

¹HLA-Envirosciences & School of Archaeology and Anthropology, Australian National University (clayton.fredericksen@gmail.com), ^{2&3}Geometria (info@geometria.co.nz), ⁴East Carolina University (richardsn@ecu.edu), ⁵Charles Darwin University (delarue@octa4.net.au)

'Virtual Fort Dundas: Interpreting Northern Australia's First European Settlement through Digital Visualisation'.

Fort Dundas (1824-27) holds significance as the place of first British/Indigenous contact in northern Australia, and as the most far-flung of the Australian outposts supported by convict labour. Although in existence for barely five years, vestiges of Fort Dundas and its associated tiny settlement remain today hidden in the bush on the northwestern coast of Melville Island, near the Tiwi township of Pirlangimpi (Garden Point).

Most prominent of the remains of Fort Dundas are the earthworks and ditch of the fort itself. The fort remains have been



surveyed on a number of occasions, but most recently as part of an archaeological project initiated in the late 1990s by Clayton Fredericksen and colleagues. This paper outlines a recent project to use the EDM data from that survey to reconstruct the shape of the fort, and to cloak the resulting “skeleton” with detail gathered from primary historical sources, including first-hand accounts and sketches. The result is a computer –generated virtual Fort Dundas that is as accurate in scale and detail as possible from extant data. The paper reviews the process of 3D digital reconstruction and concludes with options for using the virtual model for site presentation and interpretation to a range of audiences.

11.00 – 11.30 am

Oldrich Sadilek. Nagle College, Bairnsdale, Vic.

(osadilek@net-tech.com.au)

‘Archaeology an Elective Program in Australian Schools’.

In this paper, I will outline archaeological studies as an elective program for middle school students. As an educator and historical archaeologist I am aware that “understanding” is the key to learning. In today’s world students need to be steered from fact-focussed learning towards explanatory inquiry based learning. With this approach students can experience both “formal classes” as well as “hands-on” activities.

In many countries archaeologists and teachers are providing various archaeological summer schools/camps, or form young archaeologist clubs. Unfortunately, in Australia we don’t have these programs. Why? When we teach archaeology in schools students will develop greater understanding of the past, and their citizenship responsibilities will also improve.

In some states archaeology is taught as a part of Ancient History or as an elective subject like at Nagle College in East Gippsland. The recent curriculum changes in Victoria, Victorian Essential Learning Standards (VELS), provide the teacher a unique opportunity to explore the possibility to teach archaeology. Studying archaeology students learn the fundamentals of archaeology including ethics of site preservation. This will bring them in line with local history including colonial and indigenous heritage.



11.30 – 12.00 noon

Dan Dwyer. Anthropology, School of Creative Arts and Humanities, Faculty of Law, Business and Arts, Charles Darwin University, Darwin N.T. 0909. (daniel.dwyer@cdu.edu.au)

'The Boustead Jar: the discovery of an early modern earthenware vessel at Shoal Bay, Northern Australia'.

This paper is a preliminary report on the chance finding of an earthenware jar on the western coast of Arnhem Land in Australia's Northern Territory. The vessel has been dated using thermoluminescence to 490 years BP (+/- 25%) and initial museum investigations suggest that it appears to be of southern European (Portuguese or Spanish) origin. Its presence at Shoal Bay will be discussed in the context of the environmental, social, and historical setting of 16th century north Australia, the indicated time of vessel's manufacture.

12.00 – 1.00 pm Lunch break

**SESSION FOUR – HISTORICAL ARCHAEOLOGIES
OF THE INDIVIDUAL AND COMMUNITY**

(Chair: Graham Connah)

1.00 – 1.30 pm

Penny Crook. EAMC Project. (pennycrook@bigpond.com)

'Linking People and Place: The Exploring the Archaeology of the Modern City Project'.

Integrating archaeological and documentary resources to link individuals, families or other groups with physical evidence is a fundamental platform for successful historical-archaeological research. While this process may be relatively uncomplicated on isolated properties with continuous occupation and detailed historical records, it's a significant challenge for historical-archaeologists working in densely populated urban areas with high tenant-turnover rates and only single-name entries in post-office directories to go on. Factor in the often-imprecise time-scale of



archaeological deposits accumulated over 30, 50 or 80 years, and the ability to link people and place becomes significantly compromised. This paper outlines the efforts undertaken by the Exploring the Archaeology of the Modern City Project (2001–2004) to link archaeological deposits with known individuals at three key Sydney sites, including the development of the People+Place occupancy database, and reflects upon the role that these linkages played in determining the nature of the final phase of analysis and interpretation for the project.

1.30 – 2.00 pm

Shane Burke.

(shanebur@gmail.com)

‘Sitting here waiting for something to happen’: preliminary archaeological results of the December 1829 to June 1830 camp at Peeltown, Henderson Western Australia’.

Between late 1829 and early 1830, three ships containing about 750 men, women and children arrived off Western Australia’s south west coast. As part of the Peel Association of four wealthy land investors lead by Thomas Peel, the settlers found land promised them in the newly established Swan River Colony already allocated to other settlers. While Peel and colony officials made arrangements regarding the allocation of new land, Peel’s group camped in sand hills fronting Cockburn Sound.

There they struggled. Some were confined by indentured servant regulations inhibiting unregulated movement, while others tried making the most of what was available. All had nowhere to go. Descriptions of the camp depict individuals and family groups camped in tents, horse boxes and rough timber structures. Poor water, food shortages and summer heat killed 37 people already physically stressed after a four-month voyage from England. Eventually, after new land found for settlers proved poor, the group disbanded, joining other Swan River Colony settlers at Perth, Fremantle and Guildford and the Swan Valley’s agricultural allotments. By 1832, only five people remained at the camp.



Recent discovery of the camp's archaeological remains nine kilometres south of Fremantle raise many questions. The archaeological record, mostly of light artefact scatters of bottle glass and ceramic fragments, are a well dated record of some of the first material remains brought into the colony, informing about what the first Swan River Colony settlers' perceptions of the new settlement. Camp layout suggests efforts by some to maintain control and preserve status in an alien, desolate, and for some, isolated area, while the light artefact scatters attest to the settlers' mindset of the camp's temporary nature. However, stone structure remains, a cemetery and well digging suggest rapid adaptation and permanency.

In the context of early colonial Western Australia European behaviour, the camp's remains are an important first step in gauging the adaptive process, adding significantly to other early but less preserved sites of Garden Island and Augusta, and allowing comparisons with well-preserved late 1830/early 1840 Western Australian sites.

2.00 – 2.30 pm

Richenda Prall and Jennifer Rodrigues. Western Australian Museum 45-47 Cliff Street, Fremantle WA 6160 Australia.

(Richenda.Prall@museum.wa.gov.au)

(Jennifer.Rodrigues@museum.wa.gov.au)

'Loss, failure and a complete disaster: the experience of Captain George Grey in Western Australia'.

Finders in Kalbarri, Western Australia, discovered more than 380 pieces of lead shot in the sand dunes of one of the local beaches. These were the result of storms exposing the find as well as metal detecting and digging by the finders. The lead shot were believed to be associated with the explorer George Grey who arrived in Gantheume Bay with his expedition team in two whaleboats, both of which were wrecked on the reef 1839.

In October 2005, the site was inspected by the Department of Maritime Archaeology, Western Australian Museum, as a result of this discovery and in January 2006, the Museum carried out test



excavations to investigate claims that more material associated with the wrecking lay buried within the deposit.

This paper reports on the finders and their discovery; the relationship between the Museum and local finders; the historical background of Grey; the 2006 survey and excavation; and the examination of Grey in a wider historical context.

2.30 – 3.00 pm

Jonathan Prangnell and Karen Murphy. University of Queensland Archaeological Services Unit (UQASU) School of Social Science (Anthropology, Archaeology, Criminology & Sociology, University of Queensland 4072). (j.prangnell@uq.edu.au) (k.murphy2@uq.edu.au)

'The Tale of Two Townships: The archaeology of James McGhie'.

James McGhie was an important investment capitalist in early colonial Queensland. His business interests were extensive and he was influential in the establishment and development of two separate townships in southeast Queensland. The first, Cootharaba Sawmill (now known as Mill Point), was a timber mill settlement at Elanda Point in 1869 and the second, Paradise, was a gold mining township on the Burnett River in 1889. Even though McGhie was for a time one of the most important businessmen in the Colony, he has now virtually disappeared from Queensland's history. Extensive archaeological surveys and excavations have been undertaken at both township sites since 2002. This paper examines the oft-stated mission of historical archaeology to provide a 'voice for the voiceless' of the past by examining the case of James McGhie and his influence on the spatial and social organisation of these two townships.

3.00 – 3.30 pm Afternoon tea



3.30 – 4.00 pm

Nigel Prickett (Auckland Museum) and Ian Smith (Anthropology Department, University of Otago).

(nprickett@aucklandmuseum.com)

(ian.smith@stonebow.otago.ac.nz)

'Partial Histories: Australian Aborigines and New Zealand Shore Whaling'.

One of the best known New Zealand shore whalers Thomas Chaseland had an Aboriginal mother and convict father who arrived in New South Wales in 1792 and later obtained his ticket-of-leave and settled at Windsor near Sydney. Chaseland was probably living and sealing at Foveaux Strait from 1824, later whaling at a number of stations in the southern South Island. Among Hawke's Bay shore whalers of the 1840s and 50s, George Morrison and Edward Tomlins had European fathers and Aboriginal mothers and came from the older sealing community of the Bass Strait islands. Less is known of the Australian history of top Hawke's Bay whaler Samuel ('Shiloh') Harrington and others identified in New Zealand simply as 'half-caste' Australian or Tasmanian Aborigines. What is known each side of the Tasman of all these men is seldom put together to describe this part of the shared history of New Zealand and Australia.

4.00 – 4.30 am

Iain Stuart. JCIS Consultants, P.O. Box 2397, Burwood North, NSW 2134. (iain_stuart@optusnet.com)

'The Surveyors Lot was not a happy one'.

In understanding the way the 19th century rural landscape was created historical attention has focused on the political debates on the nature of Australian land policy, in particular policy towards the "waste lands of the Crown". This has been simplified to a battle between the squattocracy and the yeoman farmer – the selector. But little attention has been paid to the people in the middle the land surveyors. Their role was to make the lands policy and legislation work on the ground taking into account statutory requirements,



regulations, the desires of the squatters and selectors and the landscape. If they got it wrong they were sent out at their own expense to do it again.

This paper shows how the system of land surveying worked in New South Wales by drawing on two examples of selection in the County of Cowley (in what is now the ACT) and how the decision making process created the contemporary landscape.

4.30 – 5.00 pm

**Denise Gaughwin. Forest Practices Authority, Tasmania. PO Box 180 Kings Meadows Tas 7250.
(Denise.Gaughwin@fpb.tas.gov.au)**

'Islands in the forest'.

For over 200 years from early exploration through to the present day people have seen wealth in Tasmania's forest. The archaeological evidence from the surviving forests is testament to the economic strategies of the past 200 years. Individuals and families, companies both large and small, and Government enterprises have in the past entered the forests with the hope of economic return from the resources within. The evidence of these enterprises survives in these forests today, from the botanical evidence of previous clearing and the subsequent re-growth forest, to the archaeological evidence of abandoned homesteads, mine workings and associated infrastructure, timber harvesting and its associated infrastructure and the struggle of these to get their product to the market. Evidence will be presented using Satellite imagery, GIS maps, Government records, historic accounts as well as the actual archeological data. The pattern of the construction of cleared islands in which to engage in these industries and their subsequent abandonment is explored at a State wide level in an attempt to discover the changing patterns through time and space.

End of Day Three

SATURDAY 16 SEPTEMBER

POSTER VIEWING SESSION – MUSEUM UNDERCROFT

5.30 – 6.00 pm

CONFERENCE DINNER – 'LA BEACH' CULLEN BAY 6.30 pm –



DAY FOUR – SUNDAY 17 SEPTEMBER 2006

SESSION FIVE – ARCHAEOLOGICAL PERSPECTIVES OF AIR WAR AND SPACE EXPLORATION

(Chair: David Steinberg)

9.00 – 9.30 am

**Terry Arnott. Heritage Branch, DEH.
(Arnott.Terry@saugov.sa.gov.au)**

'South Australia's WWII coastal defence sites'

Recent historical research and field investigations have led to the recording of RAAF Radar Stations and RAN War Signal Stations along the South Australian Coast and on two offshore islands. The Radar Stations were employed to monitor both shipping and aircraft movements during WWII, and particularly for enemy submarines operating along the south coast of Australia.

Most of the sites located had previously been unknown to the Heritage Branch and none have been listed in the South Australian Heritage Register. A number of the buildings related to these WWII defence activities are in remarkably good condition and are still in use today as privately owned storage sheds or holiday houses. Some have even been used to hold Saturday-night country dances.

Due to increasing interest in 20th century heritage, consultants have now been appointed by the Department for Environment and Heritage to undertake an intensive survey of all WWII sites in South Australia.



9.30 – 10.00 am

Colin De La Rue. Anthropology, School of Creative Arts and Humanities, Faculty of Law, Business and Arts, Charles Darwin University, Darwin N.T. 0909. (delarue@octa4.net.au)

‘A flight of fancy on a windswept field...’

The Top End of the Northern Territory contains many disused military airfields dating from the Second World War. These base facilities concentrate much of the aeronautical history and technology of that dramatic period. This paper presents some observations on the ‘hardware’ of the WWII military aviation presence in the Top End, tracing the physical parameters of these past centres of aeronautical activity.

It also looks at aspects of the ‘software’ of the experience; Identifying links of their function and the nature of the human activity there with the wider community expectations of the war in the air.

A number of issues arise that will influence the archaeological interpretation of these airfields:

- Where did these units fit into the strategic and tactical concepts of the war?
- What diagnostic features of their material ruins are valid for recognition of specific aeronautical activities?
- How has the human flight experience influenced the attitudes of the overall human community?

A major consideration with the passage of time is to determine the basis on which the heritage significance of the airfields is to be assessed and methods by which it should be preserved.

10.00 – 10.30 am Morning tea



10.30 – 11.00 am

**Silvano Jung. Anthropology, School of Creative Arts and Humanities, Faculty of Law, Business and Arts, Charles Darwin University, Darwin N.T. 0909.
(Silvano.jung@cdu.edu.au)**

'Working backwards: Japanese air raid on Broome, an event reconstructed from the results of archaeological fieldwork, 2003'.

This paper presents the results of a non-disturbance archaeological survey of a number of flying boat wreck sites, in Broome's Roebuck Bay. Fifteen were sunk during a Japanese air raid on 3 March 1942 on Broome's Roebuck Bay, with the loss of many Allied personnel including civilian refugees who were aboard the *Marineluchtvaartdienst (MLD)* flying boats that had just arrived from Java in the Netherlands East Indies (now Indonesia). The Battle of Roebuck Bay was a spontaneous and fast played out encounter that lasted for approximately twenty minutes, with both protagonists unaware of the other's presence and disposition until the moment of contact. Only ten wreck sites have been located. The located wreck sites are mapped and diagnostic attributes that are indicative of different types of Catalina flying boats operated by the different nationalities represented, are noted. Surveying of the wreck sites in this paper provides a predictive model to help locate the missing five wreck sites and determines some of the site formation processes that have acted upon them since their deposition.



SESSION SIX - STUDIES IN HISTORICAL & MARITIME ARCHAEOLOGY

(Chair: Silvano Jung)

11.00 – 11.30 am

**Gordon Grimwade. Gordon Grimwade and Associates.
(gga@austarnet.com.au)**

'Bridges, screw piles and crocodiles'.

The Annan River was a hindrance for tin miners in the rainforests south of Cooktown for several years. Eventually a 300 metre long bridge was constructed using screw piles. The project was beset with difficulties. It was started in 1886 and took three years to complete. In addition to its screw piles the bridge was constructed with plate girders and a timber deck. During floods the side rails could be collapsed to minimise damage. The Annan River Bridge remained open to road traffic until 2002 when a new high level concrete bridge was opened as part of the massive task of providing bitumen road linkage between Cooktown and the rest of Australia. That link was completed in 2005.

The Annan River Bridge was not only unique in Australian bridge construction but met with challenges of climate, personalities, investigative crocodiles and, later, disregard for its heritage values. The bridge that served Cooktown for over a century is slowly being allowed to deteriorate.

This paper describes the history of and techniques applied in the bridge construction. Archaeological recording relied on underwater photography and photogrammetry. The result was a comprehensive record of what proved to be the only bridge of its type in Australia.



11.30 – 12.00

Wendy van Duivenvoorde. Department of Maritime Archaeology, Western Australian Maritime Museum 47 Cliff Street Fremantle WA 6160.

(Wendy.VanDuivenvoorde@museum.wa.gov.au)

'From Batavia onwards: New Light on Dutch Shipbuilding Practices'.

Recent investigations of the *Batavia* (1629) ship and its comparison to the archaeological remains of contemporaneous Dutch ships have shown similar features in their hull construction. Long-distance ships crossing world's oceans in the late 16th and early 17th centuries—whether ships of exploration or Indiamen—have all been built with a double layer of lower hull planking. Archaeologists have interpreted this practice as 'experimental', in the absence of substantive or well-understood historical data to explain the phenomenon.

This paper demonstrates the use of double planking on contemporaneous Dutch ships, such as Barentsz' ship (1597), Mauritius (1609), *Batavia* (1629), and *Avondster* (1659), and reassesses this practice in the light of information gleaned from Dutch archival material. It will be shown that the comparison of archaeological data with historic documentation has yielded new information on Dutch shipbuilding practices and naval architecture of early 17th-century Holland.

12.00 – 1.00 pm Lunch break

1.00 – 1.30 pm

Penny Crook. EAMC Project. (pennycrook@bigpond.com)

'Store and Mail-order Catalogues as an Archaeological Resource'.

The well-known, densely illustrated department-store and mail-order catalogues that survive in libraries and archives across world emerged from a major reorganisation of Western retailing practices in the 19th century. They provide a fascinating, detailed snapshot of consumer practices and are a sincerely rich resource for any



student of consumption. However, they are rarely the subject of rigorous research for historical or archaeological purposes. This paper outlines the findings of an examination of over 65 illustrated catalogues of major Australian, English, American and Canadian 'universal providers', dating from 1872 to 1911, undertaken as part of doctoral research at La Trobe University. In addition to a detailed analysis of pricing structures, I will discuss how the language and style of product descriptions can contribute to the preparation of archaeological catalogues and the interpretation of archaeological assemblages.

1.30 – 2.00 pm

Kelly Gleason. NOAA National Marine Sanctuary Program, Pacific Islands Region. (Kelly.Gleason@noaa.gov)

'A whaleship on the reef: maritime archaeological survey of the British whaleship, Pearl in the northwestern Hawaiian Islands'.

Recent scientific expeditions to the Northwestern Hawaiian Islands (NWHI) emphasize the potential of whaling shipwrecks in this region, and provide new insight into the challenges of conducting field work at sites located on these remote atolls. In 2005, maritime archaeologists began to establish survey protocol for operations in these unique environments, and a recent expedition in 2006 revealed more information which enabled the creation of a complete site map of the *Pearl*, one of two whaleships for which Pearl and Hermes Atoll was named. The *Pearl* was sailing in consort with the *Hermes* to whaling grounds in Japan when she wrecked on the reef at this remote atoll in 1822. These unique sites were discovered by scientists in 2004, and may be the only vessels of the British South Seas Whaling industry discovered in an archaeological context. Survey methods were utilized that aimed to create efficient and effective ways to survey and document sites at these locations with the limited time allowed by research vessel cruise schedules, challenging weather conditions and the high costs associated with an expedition to the NWHI. This methodology adapted established protocol by other scientists working in the NWHI in order to achieve goals of compatibility with regional monitoring and mapping strategies. Interdisciplinary partnerships have also been created



with scientists working with marine debris removal and seafloor mapping for the purposes of collaborative search and survey of sites in the NWHI. Creative strategies enabled an effective means to study this unique site in a dynamic, remote location where shifting sands and high surf result in a shipwreck that may never reach any kind of equilibrium. The Pearl is an important part of Pacific Islands Regional maritime history and tells the story of the transformation of the Hawaiian Islands during with the introduction of the opening of the Japan whaling grounds in 1820. Documentation of this site was completed in 2006, however, its interpretation continues.

SESSION SEVEN – SCIENTIFIC METHODS IN HISTORICAL AND MARITIME ARCHAEOLOGY

(Chair: Colin De La Rue)

2.00 – 2.30 pm

Alasdair Brooks¹, Hans-Dieter Bader², Susan Lawrence³ and Jane Lennon⁴.

^{1&3}Department of Archaeology La Trobe University (a.brooks@latrobe.edu.au) (S.Lawrence@latrobe.edu.au) ²Geometria (info@geometria.co.nz) and ⁴Jane Lennon and Associates (jlennon@petrie.hotkey.net.au).

'Life On The Edge - The Survey Results'.

This paper describes the results of an archaeological survey of four pre-gold rush sites in south Gippsland, Victoria, undertaken as part of an ARC-funded project on the early settlement of Gippsland. At last year's Melbourne ASHA conference, Brooks, Lawrence and Lennon outlined the project's research methodology and goals. This year we describe the results of our site surveys, with a focus on the remote sensing results. The supporting role of documentary evidence (particularly historic maps and contemporary images) and, at one site, the surface mapping of artefacts are also discussed. The four sites included in the survey were an 1840s residential cottage in Gippsland's first port, the 1848 residence of the first permanent Anglican minister in the area, the main house (founded c.1846) of one of the early pastoral leases in the area, and an 1840s hotel.



2.30 – 3.00 pm

Jon Carpenter. Department of Maritime Archaeology, Western Australian Maritime Museum, Fremantle, Western Australia. (Jon.carpenter@museum.wa.gov.au)

'Tempting Tobago'.

Paired with Trinidad the small island of Tobago is an exotic and historically interesting place located off the Venezuelan coast of South America. Tobago changed hands many times between the Dutch, British and French. Names such as 'Man O War Bay' and 'Bloody Bay' echo the past history of these warring nations. The waters surrounding the island hold a number of shipwrecks. Following a request for help to establish a conservation lab to support the proposed investigation of wrecks in Rockly Bay, Maritime Archaeological Conservator Jon Carpenter, took on the task citing experience gained in setting a lab up in Sri Lanka. This presentation will illustrate what transpired.

3.00 – 3.30 pm Afternoon tea

3.30 – 4.00 pm

Jason Raup. Department of Archaeology, Flinders University, Adelaide. (jraupp@hotmail.com)

'A Short Working Life: Geophysical Investigations of Horseshoe Bay'.

The maritime heritage of South Australia's Port Elliot is unique. Though early colonists determined that this anchorage was the perfect place for loading ships with cargoes from the interior trade, it was soon apparent that this was far from true. Between 1856 and 1864 seven vessels were wrecked in and around Horseshoe Bay due to rough conditions. While remains of a few of these vessels were located in the past, others remain a mystery. Recent interest in the region led Flinders University archaeologists to conduct geophysical surveys of the area to determine the possible locations of those unknown shipwrecks.



4.30 – 5.00 pm
Presidents' concluding addresses and prize awards.

End of Day Five - End of Papers

SUNDAY 17 SEPTEMBER

AIMA AGM
MUSEUM THEATRETTE
5.00 - 7.00 pm



Field trip 1 – Royal Australian Air Force Catalina A24-1

– Date: Thursday 14 September, Time: 1400hrs

– Tour guide: Silvano Jung

– RAAF Catalina A24-1 (a social boat trip – no diving). Come and see a leviathan from the skies, exposed during the spring low tides. This is the first and most famous Catalina flying boat to have served in the Royal Australian Air Force. The Catalina crashed on take-off on 30 August 1945 while on a mercy flight to Singapore with eight other Catalinas. The mercy flights by these Catalinas took medical supplies to Singapore and repatriated Australian Prisoners of War.

– The wreck site now faces an uncertain future. Currently not protected by heritage legislation, it has become a source of spare parts for aircraft restorers. Come and see this famous flying boat before it disappears to the ravages of environment, salvors and antiquarian collectors.

– Low tide at 1635hrs = 1.50m. Wreck viewable when tide is below 2.5m. Depart from Cullen Bay Dive Shop at approximately 2 pm. on Thursday, 14 September. Cost \$120, includes BBQ, but BYO alcohol. Smoking is not permitted onboard.

– Cruise back to Cullen Bay via a pit stop over the sites of two US Navy Catalinas sunk during the first Japanese air raid on Australia. And then float over the site of the RAAF's only fatal Catalina accident in Darwin Harbour, which tragically killed two armourers on 20 June 1945: A24-206.



Top left: Repatriated POWs in Rose Bay 24 September 1945, Sydney (AWM ID No.:116746).

Top right: Wreck of A24-1 in 2002 (Photo: Silvano Jung).

Bottom: Wreck of A24-1 in 1945 (Photo: Aub Lee).



Field trip 2 – Darwin historic sites tour

- Date Thursday 14 September, Time: 1200hrs -
- Tour guides: Alan Powell, Mickey Dewar, Clayton Fredericksen & Julie Mastin
- Australian Aviation Heritage Museum, significant historical sites in Darwin CBD, Fannie Bay Gaol.
- Advisable to have a hat & water bottle.
- Costs: \$20



Hotel Darwin 1966 [demolished 1999] (Northern Territory Library Photo No. PH0093/0110).



Field trip 3 – *Booya* (ex-*Argosy Lemal*, ex-*Clare Crouch*)

- Date Monday 18 September
- Tour guide: Rick Weisse and Sue Sultana (Cullen Bay Dive)
- Dive the *Booya* (between 18 to 22 metres depth and only approximately 15 minutes from the GPO with Cullen Bay Dive Charters). The *Booya* was one of many vessels sunk during Cyclone Tracy, which devastated Darwin on Christmas day in 1974.
- The vessel was discovered and formerly identified by Cullen Bay divers in October 2003. The 89-year-old Dutch built three masted schooner is in pristine condition lying on her starboard side. As good as any diver could hope for after 29 years. The site is also teeming with fish and coral life.
- Meet 0700 at shop for 0745 departure. Divers requiring personal dive gear may need to come to facility earlier.
- Dive around the low tide during the neaps at 1105hrs = 3.31m. Cost \$120, includes BBQ – the consumption of alcohol and smoking is not permitted.
- Duration of travel also 40 minutes each way, There is a full canopy on the boat but wise to BYO sun protection and any travel calm etc.
- Conditions:
 - a) must have an Advanced Scuba Diving Certificate or equivalent
 - b) must have logged at least 2 dives in an ocean environment in the past 12 months.
 - c) Subject to formal application by divers well in advance (application will be sent on request) This application has defined requirements in regards to prerequisites, diver currency, equipment standards and documentation. Strict site protocols to be accepted and observed by diver participants. Personal and Scuba equipment configuration, type and standards apply. Proof of current equipment servicing and medical within 12 months required. Additional equipment may be available for hire with forward notice.
- AIMA/ASHA gratefully acknowledges Heritage Conservation Services, Northern Territory Government for allowing access to this site.



Top: Polaroid found on the wreck of the *Booya*, showing the vessel at an unknown location (Photographer unknown, n.d. courtesy Cullen Bay Dive Shop)
Bottom: line drawing of the *Claire Crouch* (MAGNT)



Field trip 4 – World War II Coomalie airstrip

– Date: Monday 18 September, Time: 9.00 am (all day).

– Tour guide: Julie Mastin

– Travel down the track 1 hour drive from Darwin to visit this unique WW II site. Coomalie Creek became a WW II airfield in late 1942. The airfield accommodated 31 Squadron RAAF Beaufighters, and in October 1944 three C-47'S were detached to Coomalie Airfield. Today there are extensive remains from this wartime airfield. An active runway, camp sites, taxiways, technical areas, concrete slabs where once buildings stood, bottle dumps and an unique chapel. The owner of this private property has extensive knowledge of this significant site and will give commentary on a walking tour. A BBQ luncheon will be held under shelter. Cost is \$55 and includes travel, a BBQ luncheon with alcohol and soft drink. People are advised to wear casual dress, walking shoes/trainers, hat, sunscreen and carry a water bottle.



Photo this page: 'COOMALIE, NT, C. 1945. GROUP PORTRAIT OF MEMBERS OF NO. 87 PHOTOGRAPHIC RECONNAISSANCE FLIGHT RAAF IN FRONT OF A DH98 MOSQUITO RECONNAISSANCE AIRCRAFT' (DONOR: M. AND L. MORRIS). (AWM Id. No. P01439.003).



Location and Conference Venue

The conference will be held during the Dry. Visitors can enjoy a daytime temperature ranging from 29°C-32°C with clear blue skies and low humidity, and evening temperatures a very pleasant 17°C-23°C. Lightweight summer clothing is worn all year-round. In the Northern Territory's climate, it is important to consume adequate amounts of water to prevent dehydration; people should drink at least eight (8) glasses of water a day.

The conference sessions will be held at the Museum and Art Gallery of the Northern Territory (MAGNT) Theatre, Conacher Street, Fannie Bay, Darwin, Northern Territory. Field trips will also depart from the Museum and Cullen Bay Dive Shop.

QANTAS GROUP TRAVEL:

Qantas is the official carriers for the 2006 joint AIMA/ASHA conference. Book online with Qantas and save time and money. Online airfares are cheaper than bookings over the phone. Plus, you will have access to all the latest fares.

BOOK ONLINE NOW through the following websites:

ASHA <http://www.asha.org.au/conference2006.htm>

AIMA <http://aima.iinet.net.au/conference/conference.html>

Prizes

- 1) Best paper. Courtesy UWA Press and CDU Bookshop respectively
- 2) Best student paper. Courtesy CDU Bookshop
- 3) Best poster. Courtesy CDU Bookshop
- 4) Best student poster. Courtesy CDU Bookshop
- 5) Furthest travelled student

Voting Ballots for Best Paper, Best Student Paper, Best Poster, Best Student Poster are in the conference package.



ACCOMMODATION:

Darwin offers a full range of accommodation. In the CBD there are luxury hotels, medium price hotels, apartments and quality backpacker's accommodation. Listed below is a selection of accommodation. For a more comprehensive cover, check the yellow pages in the Northern Territory Telephone Directory.

Alatai Holiday Apartments. Corner McMinn & Finniss Streets, 8981 5188

Website: www.alataiapartments.com.au

Studio either 2 singles beds or double room \$145 per night. Restaurant & swimming pool on site. These apartments are about a 25minute walk to the conference venue.

Botanic Garden Apartments. 17 Geranium Street, Darwin 8946 0300.

Website: www.botanicgardensapts.com.au

1 bedroom queen size bed \$198, 2 bedrooms for 4 people \$269, 3 bedrooms for 6 people \$349. All prices per night. Cooking facilities. Swimming pool. Pleasant walk of about 20 minutes to the conference venue through Botanic Gardens.

Capricornia Motel. 8981 4055. 44 East Point Road, Fannie Bay.

Website: www.capricorniahotel@bigpond.com

Budget accommodation \$55 single \$65 double self contained rooms. .Tea/coffee making facilities. Toaster in some rooms. Swimming pool. I inspected this accommodation, it is basic but clean and only a 7 minutes walk to the conference venue. There is a restaurant at both the Darwin Sailing Club & Trailer Boat Club that is only a few minute walk from the motel.

Mirambeena Resort Darwin, 64 Cavanagh Street, Darwin 1800 891 100.

Website: www.mirambeena.com.au

Prices per room. Townhouse \$160.00; Deluxe room (2 queen-size beds) \$149.00; Motel \$119.00. Rates bases on 1 or 2 adults. Café & restaurant, swimming pool...



Parap Village Apartments. 39-45 Parap Road, Parap. 1800 620 913

Website: www.parapvillageapartments.com.au

2 bedroom apartment \$200.00, 3 bedroom apartments \$265.00. Fully self contained apartments. Swimming pool. These apartments are about a 15-20 minute walk from the conference venue.

Quality Hotel Frontier Darwin. 89815333. 3 Buffalo Court Darwin

Website: www.frontier.com.au

Corporate rate \$119 per night. 25 minute walk to Museum. Hotel has restaurant and bar facilities and swimming pool.

Saville Park Suites 88 The Esplanade, Darwin 8943 4333

Website: www.savillesuites.com.au

1 bedroom \$290.00, 2 bedrooms \$500.00.

Top of the range.

Skycity Darwin Hotel Casino Gilruth Avenue, Mindil Beach, Darwin.

Website: www.skycitydarwin.com.au

Deluxe room king or queen & single or 2 single beds-\$145.00 based on 2 people sharing, with ocean views \$175. Superior king bed or 2 doubles -\$205.00 based on 2 people sharing, with ocean views \$235.00, VIP suite with king bed, en-suite with corner spa and separate lounge room - \$245.00 based on 2 people sharing, with ocean views \$275.00. Swimming pool & restaurants.

From hotel, it is an easy 15 minute walk to the conference venue.

Backpacker's accommodation: Budget priced some with separate rooms and communal kitchen. Many of these have a swimming pool.

Banyan View Lodge 119 Mitchell Street, Darwin. 8981 8644

Chilli's Backpackers 69a Mitchell Street, Darwin. 1800 351 313

Frogshollow Lodge 27 Lindsay Street, Darwin 1800 068 686

Website: www.frogs-hollow.com.au

Gecko Lodge 146 Mitchell Street, Darwin. 8981 5569

Website www.geckolodge.com.au



Melaleuca on Mitchell 52 Mitchell Street Darwin. 1300 723 437
 Website: www.melaleucaonmitchell.com.au

YHA 69 Mitchell Street, Darwin. 8981 3995
 Website: www.yha.com.au

VEHICLE HIRE:

Thrifty Car Rental Bookings: 1800 022 188 64 Stuart Highway Darwin.

Europcar 77 Cavenagh Street, Darwin Bookings: 1800 811 541

Budget Rent A Car Corner Daly Street & Doctors Gully Road Darwin Bookings 1300 362 848

Avis 91 Smith Street Darwin 13 63 33 Bookings:

Chepa Rent-a-car bookings 8981 8400 90 Mitchell Street, Darwin

Airport Shuttle 1800 358 945

RESTAURANTS:

Darwin is a multicultural society and the array of award-winning cuisine in Darwin is endless. The sheer variety, quality and range of restaurants in the city area are staggering for a city of its size. The Darwin Wharf Precinct offers a variety of eating options from alfresco to top class seafood.

DARWIN ATTRACTIONS:

- Mindil Beach Sunset Markets: Mindil Beach, Gilruth Avenue. 5.00pm -10.00pm Thursday evenings and Sundays from 4.00pm – 10.00pm.
- Australian Pearling Exhibition: Stokes Hill Wharf Darwin
- Crocodylus Park: 815 McMillan's Road, Berrimah.
- Jumping Crocodile Cruise: Adelaide River Bridge.
- Territory Wildlife Park: Native wildlife in natural habitats. 40 minutes drive from Darwin.
- Litchfield National Park: Walks, rock holes and waterfalls – 1½ hour drive from Darwin.
- Kakadu National Park: World Heritage listed - 3½ hour drive from Darwin.



- WW11 Oil Storage Tunnels: Kitchener Driver, Darwin city.
- East Point Military Museum
- Fish feeding at Doctor's Gully

CLOTHING REQUIREMENTS

Government House Northern Territory – Reception

His Honour Mr Ted Egan AO Administrator of the Northern Territory and Ms Nerys Evans, will host a reception for delegates of the Australasian Society for Historical Archaeology and the Australasian Institute for Maritime Archaeology on Thursday 14th September 2006 from 5.00 to 6.00pm.

Arrival

- Guests to arrive by 5.00pm Dress
- The dress at Government House is Territory Rig:

Gentlemen: Long trousers with long-sleeved shirt and tie or Barong or long sleeved batik shirt

Ladies: Day dress, or after-five for evening functions

Please Note

- Parking is not available within the grounds of Government House
- Invitations for this function will be handed out at the conference registration to those attending the reception.

RECOMMENDED CLOTHING - field trips

hats, sunscreen, footwear, long sleeve shirt, trousers and insect repellent



Australasian Institute for Maritime Archaeology



AIMA/ASHA Conference Registration Form:

Land, Sea and Air: Australasian Archaeology 1606 to the present

Darwin 14 -18 September 2006

Venue: Museum and Art Gallery of the Northern Territory

For Early-Bird discount, registration and fees must arrive before 29 July 2006

Conference participants should wear their Conference Name Badges at all times as evidence of registration

NAME: _____
(as you wish it to appear on your name badge)

AFFILIATION: _____
(as you wish it to appear on your name badge)

MAILING ADDRESS: _____

TELEPHONE: _____ EMAIL: _____

| Conference Items | Before 29 July 06 AUS | After 29 July 06 AUS | Notes |
|---|--------------------------|-------------------------|--|
| AIMA/ASHA member | 220 | 260 | The Conference Registration Fee includes: |
| AIMA/ASHA Student Member Fee∇ | 180 | 220 | |
| Non-Member | 260 | 300 | i) Opening reception/registration morning 14/09/06 |
| Non-Member Student/Unwaged∇ | 220 | 260 | ii) Morning/Afternoon teas and Lunches in the Museum grounds. Please notify if you have special dietary needs. |
| Single Day Fee (1 or 2 days only) | 90 | 90 | |
| Field Trip 1 – East Arm boat trip 14/09/06* | 120 | 120 | |
| Field Trip 2 – Darwin Historic tour 14/09/06 | 20 | 20 | iii) Conference show bag |
| Field Trip 3 – Booya shipwreck dive 18/09/06*† | 120 | 120 | |
| Field Trip 4 – WWII Coomalie Airstrip 18/09/06 | 55 | 55 | * Spaces limited, book early † must meet requirements – see conference program for details |
| Conference Dinner/Banquet | 55 | 55 | |
| Government House reception with the N.T. Administrator, His Honour Mr. Ted Egan A.O. <i>(please tick the column if you wish to attend)</i> | free | free | |
| Your Total | | | |

Note: shaded items are optional. ∇Students and concession card holds must have valid identification.
*'BOOYA' booked out on 31 August 2006

Payment must be in Australian dollars, cheques/money orders can be made out to AIMA

I enclose: Cheque Draft/Money Order Credit Card (details below)
 Visa MasterCard Bankcard

Card Number:

Expires: _____ (m)/ _____ (y) *Please ensure that your card is NOT in its last valid month*

Name: _____ Signature: _____
Please Print Clearly

Return to: Aidan Ash c/- Jennifer Rodrigues, AIMA/ASHA Conference 2006 Registration, Dept. of Maritime Archaeology, Western Australian Maritime Museum, Cliff Street, Fremantle WA 6160. Email: aidan_ash@hotmail.com



NOTES



CONFERENCE LOCATION MAP

