

THE MARITIME CULTURAL LANDSCAPE OF KANGAROO ISLAND, SOUTH AUSTRALIA: A STUDY OF KINGSCOTE AND WEST BAY

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Old Quarry Jetty, Kingscote, Kangaroo Island



West Bay, Flinders Chase National Park, Kangaroo Island

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ABSTRACT

Maritime Cultural Landscape Theory seeks to implement a holistic approach to the study of humans and their activities associated with the sea. This is achieved by complementing underwater archaeological investigations with land-based investigations of the associated maritime infrastructure that is to be found alongside every human interaction with the ocean.

This thesis will address how well the concept of a Maritime Cultural Landscape explains the archaeological patterning in the historical period of Kangaroo Island. The thesis will achieve this by viewing two case studies; Kingscote, the main town, as an example of a dedicated maritime infrastructure and an outwards looking natural construct approach and West Bay, in Flinders Chase National Park, as an example of a reactive response to the environment and an inwards looking mental construct approach.

Kangaroo Island provides an opportunity to examine this idea in a context not previously studied in a dedicated manner, an island, which contributes another dimension to the literature regarding maritime cultural landscapes. This thesis addresses the limitations inherent in taking a landscape approach, as well as outlining the possible outcomes of this work and further research opportunities.

DECLARATION

‘I certify that this thesis does not incorporate without acknowledgement any material previously submitted for a degree or diploma in any university; and that to the best of my knowledge and belief it does not contain any material previously published or written by another person except where due reference is made in the text’.

Signed by Candidate:

Date:

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LIST OF ABBREVIATIONS

ABM	-	Australian Bureau of Meteorology
ABS	-	Australian Bureau of Statistics
CFS	-	Country Fire Service
DEH	-	Department of Environment and Heritage
DEP	-	Department of Environment and Planning
GIS	-	Geographic Information System
GPS	-	Global Positioning System
NSD	-	(Australian) National Shipwreck Database
RAA	-	Royal Automobile Association
SA	-	South Australia

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CHAPTER ONE

INTRODUCTION

1.1 Introduction

Maritime Cultural Landscape Theory seeks to implement a holistic approach to the study of humans and their activities associated with the sea. This is being achieved by complementing underwater archaeological investigations with land-based investigations of the associated maritime infrastructure that is to be found alongside every human journey onto the ocean. Whilst maritime archaeology in the past has primarily focused upon shipwrecks, which are specific individual sites, new attention is being given to ports, navigational structures, jetties and towns in order to fully appreciate the importance these other types of sites have played in the maritime archaeological environment. The idea behind a maritime cultural landscape is that you cannot investigate one aspect without investigating the other (underwater remains vs. coastal/land-based remains); the two must compliment each other in order to reach integrated understanding of human's activities on and around the sea.

1.2 Kangaroo Island, South Australia

Kangaroo Island is located in the South Eastern portion of South Australia and is separated from the mainland at the southern tip of the Fleurieu Peninsula. The island is 150 km long and 55km wide and is Australia's third largest island (SA Tourism Commission: accessed 20/09/05). The island has four main towns, Kingscote, Penneshaw, American River and Parndana. As of the most recent 2001 Australian Bureau of Statistics census Kangaroo Island had a total population of 4384 persons living on the island (Australian Bureau of Statistics: accessed 6/10/05). Access to the island is by boat or aircraft as there is no bridge to the island from the mainland. The more popular option is arriving by the commercial passenger ferry service, SeaLink, at Penneshaw from the mainland at Cape Jervis.

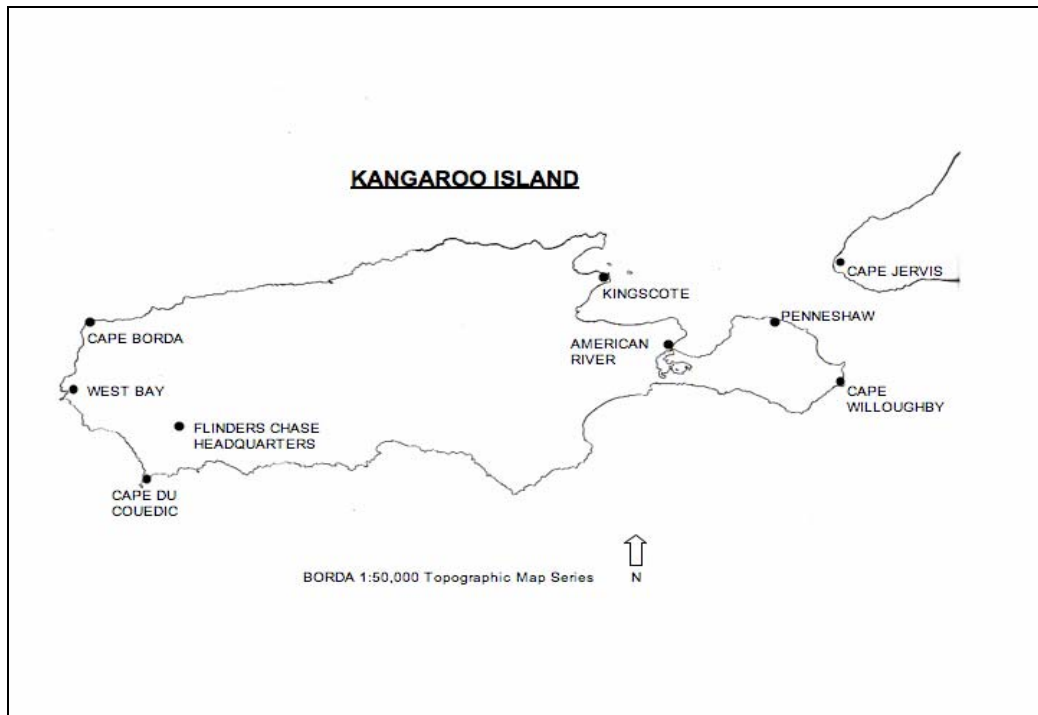


Figure 1.1 - Kangaroo Island, South Australia (source: CFS Map Book Kangaroo Island 2002)

1.3 Significance of the Study

There have only been a small number of previous studies of both an archaeological and historical nature that have been conducted on Kangaroo Island. Those studies that have been done have focussed primarily upon the extinct indigenous population of the island. More recently, archaeological surveys have been undertaken with regards to the whaling and sealing sites on the island, some have been undertaken regarding shipwreck sites, as well as one about the lighthouses of the island. Considering how much of the island is ‘untouched’ and in its ‘natural’ state, this provides a perfect opportunity to conduct archaeological survey without too many layers of human based site formation processes to contend with.

This thesis will be the first study conducted that focuses upon the maritime cultural landscape of Kangaroo Island and will fill a gap in our historical archaeological knowledge that has been previously overlooked. The thesis will also be the first one aimed at examining the concept of a maritime cultural landscape with a dedicated focus to an island context that will allow for an assessment to be made regarding the value and applicability of this theory to future research in this area.

By looking at the maritime cultural landscape of Kangaroo Island and the way in which the sea has influenced buildings and public works, economic development and population growth, it will be possible to construct a picture of how the island fits within the concept of a maritime cultural landscape. Simply by virtue of being an island, and the enormous influence the sea plays on everyday life, there are many possibilities for potential historic and maritime research that can be studied.

1.4 Research Question and Aims

How well does the concept of a Maritime Cultural Landscape explain the archaeological patterning in the historical period on Kangaroo Island?

This thesis will:

1. Assess how well Kangaroo Island fits within the concept of a maritime cultural landscape and explore the opportunity this island presents for examining this theory in a new context.
2. Identify two specific areas on the island and view them as case studies in order to answer the research question.
3. Address the importance of the coastal landscape in adequately interpreting and managing the heritage of Kangaroo Island.
4. Propose future avenues of archaeological investigation on Kangaroo Island.

This thesis will address the research question by looking at two specific survey areas on the Island. The first survey area is the main town of Kingscote and will assess the way in which the sea and maritime nature of the island has influenced the buildings and public works resulting from development and population growth by examining the dedicated maritime infrastructure that exists in the town. The second survey area involved the search for an isolated rural archaeological site in the coastal sand dunes at West Bay, consisting of a 'Relief Station for Shipwrecked Mariners' (Admiralty Chart 1913 - see figures 5.25 and 5.26 in Chapter 5). It will assess the impact the sea had on stranded persons in an inhospitable and unpopulated area by examining the reactive manner to the perceived risk in the environmental conditions that resulted in the erection of the shelter hut.

1.5 Chapter Outlines

Chapter 2 - Historical Background

This chapter will give a brief overview of the history of the island, from Aboriginal occupation to European settlement and the climate, geography and vegetation of the region. Whilst this thesis focuses predominantly upon the late 19th century and early 20th century, the earlier periods of history are relevant with regards to both the isolation and development of the island.

Chapter 3 - Literature Review

Chapter three will look at the current literature that has been published concerning cultural landscape theory, maritime cultural landscapes, the archaeology of maritime infrastructure and the archaeology of Kangaroo Island.

Chapter 4 - Methodology

This chapter will outline the research parameters and survey areas as well as the methods used to conduct the archaeological investigations mentioned in chapter five, specifically with regards to pre-disturbance survey and magnetometer survey and the use of prior archaeological surveys, primary and secondary source documents, maps and charts.

Chapter 5 - Results

Chapter five will use the results and information gathered from archival research, fieldwork and information obtained from the museums on the Island. This chapter will focus upon the maritime landscapes of the two survey areas, Kingscote and West Bay.

Chapter 6 - Discussion

This chapter will discuss and interpret the outcome of the fieldwork and answer the research question as mentioned earlier in this chapter. It will also look at the problems with the research methodology; the effectiveness of the thesis research aims and will address any biases that have arisen with the archaeological interpretation.

Chapter 7 - Conclusion

This chapter outlines the outcomes of the thesis research, and uses the two case study areas to conclude as to whether this work has addressed the idea of Kangaroo Island fitting within the concept of a maritime cultural landscape.

CHAPTER TWO

HISTORICAL BACKGROUND

2.1 Aboriginal Occupation of Kangaroo Island

Despite the absence of an Aboriginal population on Kangaroo Island at the time of European settlement, there is material evidence to suggest that the island was inhabited by an indigenous population at certain times in its history. Beginning with studies by Tindale, Cooper and Maegraith in the early 1930's (Cumpston 1986:1), many stone tool implements have been discovered that support the notion of an extinct population. Kangaroo Island was known as *Karta* by the nearby mainland Aboriginal group the Kurna and with this name in hand and with extensive similarities in tool types found on the island appearing to be closely related to the Sumatran implements of Southeast Asia, Tindale named the tools found on Kangaroo Island as Kartan (Lampert 1981:1).

There were twelve Aboriginal groups that had territory located adjacent to the ocean along the south-eastern coastline of South Australian at the time of European settlement. These groups (holding territory from north to south) are the Narangga, Kurna, Ramindjeri, Warki, Portaulun, Jarildekald, Meintang, Bunganditj, Gunditjmarra, Kirrae and the Kolankngat (based upon Tindale's work of 1974 as cited by Lampert 1981:178). There are no documented ethnographic stories of a relationship between any of the nearby mainland tribes and their ancestors using the island. This is supported by archaeological evidence that suggests a marked difference in the types of tools found on the island compared with those found on the mainland, namely the use of heavy Kartan tools made from quartzite found on the island compared to small tool sites with implements made from flint or quartz on the mainland (Lampert 1981:146).

There are two main arguments regarding the Aboriginal population of Kangaroo Island; one, did a relict population remain on the island when it was separated from the mainland? And two, was the island frequently visited by outside Aboriginal groups from the mainland over a long period of time?

Both arguments are valid and both have certain evidence that supports them. Kangaroo Island is of an appropriate size to support and be the territory of one large Aboriginal tribe. It is possible that even after access to the mainland was cut off by rising sea levels that the population was large enough to support itself without contact from any other groups from the mainland (Lampert 1986:178). A more arid climate began about 5000-4000 years ago, however, and there is a change in the burning patterns of the vegetation occurring at around 2000 years ago which suggest that the deterioration of the environment played a roll in the decline of a relict Aboriginal population on the island (Lampert 1986:185).

The idea of Aboriginal people swimming across Backstairs Passage is highly unlikely although a possible feat for a very strong and experienced swimmer, however swimming would not allow for the old or the young to join tribe members on the island (Lampert 1986:171). Another possibility is the incidence of watercraft crossing either Backstairs Passage or Investigator Strait. The general consensus of people such as Jones (1976) and Spencer and Gillen (1904) suggest that an Aboriginal canoe-raft built for an inland waterway may have been capable of making short ocean journeys.

2.2 European Discovery of Kangaroo Island

Kangaroo Island was officially discovered by Mathew Flinders who anchored in Nepean Bay in March 1802 (Ruediger 1980:10). He recorded his first impressions of the island in his diary:

There was little doubt, that this extensive piece of land was separated from the continent; for the extraordinary tameness of the kangaroos and the presence of seals upon the shore, concurred with the absence of all traces of man to show that it was not inhabited (Cumpston 1970:9).

Flinders named the island after his crew had spent an afternoon killing and skinning a large quantity of Kangaroos for their meat supply:

A delightful regale they afforded, after four months privation from almost any fresh provisions ... in gratitude for so seasonable a supply, I named this southern land Kangaroo Island (Fornasiero et.al. 2004:139).

At the same time as Flinders was scouting the waters south of Australia from the West, Nicolas Baudin was also assessing the southern waters and coastline from the East as his orders had directed him “to search for a supposed strait dividing Australia longitudinally into two great and nearly equal islands” (Cumpston 1970:17). The French had already claimed the western half of Australia during a 1770 expedition to Western Australia. Great Britain and France were in direct competition with each other to secure empires away from their homelands. Despite their competition, and despite the fact that the waters around Australia had already been claimed by the British, the French felt that if they could prove that Australia was actually two islands, not one, the two nations could live happily side by side. This feeling of mutual friendship and recognition was based upon the principles of scientific exploration that continued unhindered (for the most part) despite both countries being at war with each other (Fornasiero et.al. 2004:154).

On the evening of 8th April 1802 Flinders and Baudin sailed across each other's paths in a bay on the mainland to the east of Kangaroo Island that was named Encounter Bay after their meeting. The two captains exchanged news of their respective voyages to date and Flinders gave Baudin some more complete, up to date charts of the region (Fornasiero et.al. 2004:159). Flinders then continued on his way heading east and Baudin decided to continue west and head towards Kangaroo Island and the Spencer and St. Vincent Gulfs to have a look for himself in case Flinders had missed something, namely a great river separating the continent in half.

Baudin's first priority was to examine the two gulfs before returning to explore Kangaroo Island, but with a discontent crew, low supplies and rampant illness, Baudin was forced to return to Port Jackson. In January 1803 he returned to the south of the country to finish what he had started the year before (Fornasiero et.al. 2004:230). Flinders had only charted and named the northern and eastern portions of the Kangaroo Island coastline on his voyage of the south coast.

However Baudin sailed all the way around the island and re-named all of the capes and bays along the coast. At least half of these places on the island still bear the French names that Baudin gave to them during his voyage, such as Cape Borda, Cape du Couedic, Cape Gantheaume and D'Estrees Bay to name a few.

2.3 Sealers and Whalers

From around 1803 to 1830 gangs of men who were employed by merchants to conduct sealing and whaling operations in the southern ocean occupied Kangaroo Island on a seasonal basis, working from shore based camps to collect oil, meat and kangaroo skins for the international market. Some of these men decided to settle on the island on a permanent basis from around the mid 1820's onwards after having left the crews they arrived with in order to set up on their own (Taylor 2002:23).

At around this time quite a substantial settlement had sprung up at Three Wells River, as many as 30 men along with their wives and children living in brush huts with large established vegetable gardens (Taylor 2002:25). Unfortunately many of the 'wives' of these men were actually abducted Aboriginal women from Van Diemen's Land and the nearby mainland. Although some of these women had come with the consent of their families in order to help with the sealing in return for goods or meat, many of them would not be allowed to go home and had to stay on the island indefinitely. These women were kept because of their skills of survival in the bush; they could find water in a dry area, they could make clothes from kangaroo skins and they could always find food even when it was scarce (Taylor 2002:28).

Despite the harsh living conditions on Kangaroo Island, the access it provided to the ocean and its profitable sealing and whaling grounds, as well as the safe harbour that Nepean Bay offered, allowed the hunting to go on unchecked. By the time the South Australian Company arrived in the new colony in 1836, the industry was on its last legs. Most of the sealing gangs had left and the only men that stayed were those who were involved less with sealing and more with hunting, farming wheat and growing vegetables (Cumpston 1986:139).

2.4 Colonial Settlement

After the initial exploration of the southern coast of Australia by Flinders and Baudin, not much more was done until 1830 when Captain Charles Sturt went down the Murray River to Lake Alexandrina and the sea. He was disappointed to find the mouth of the river choked by sandbars and ended up returning overland to Sydney. In 1831 Captain Collet Barker was instructed to examine St. Vincent's Gulf more thoroughly and to report on the channel that was the mouth of the Murray River. Unfortunately, after Barker had swum across the channel to see what was on the other side, he disappeared and was never seen again (Elder 1984:25).

Once Sturt returned to London he published a book in 1833 entitled *Two Expeditions into Southern Australia* that was accompanied by maps of the region (Elder 1984:27). On the basis of his information as well as that of various other whaling and sealing boat captains who operated in the area, the *South Australia Act* was passed by the British parliament in August 1834 to allow for the formation of a new colony, with commissioners appointed in February 1835 to manage the endeavour, along with the South Australia Company formed in October 1835 as a private enterprise hoping to make money from whaling and agriculture in the new colony, which was "proclaimed the new British Province of South Australia in February 1836" (Howell 2002:8).

On the 4th February 1836 Colonel William Light was gazetted as Surveyor-General and the government vessel *Rapid* left for South Australia on 4th May 1836 with Colonel Light as commander (Elder 1984:23). His instructions were to deposit the passengers and stores carried by the fleet at Nepean Bay, Kangaroo Island where they were to establish a settlement, before continuing on to conduct an in-depth survey of the coastline for a secure harbour that was close to decent agricultural land and a permanent fresh water supply. When he found such a destination he was to immediately survey the land and establish a town site and then to survey the country sections that would all be allocated to the settlers by a ballot (Elder 1984:125).

Initially it was anticipated that Nepean Bay would prove to be a satisfactory location to have a town, based upon the reports of others that had been to the island and it was on this basis that the South Australia Company arrived there on the 27th August 1836 and the town of Kingscote was established. The Colonisation Commissioners were less certain about the potential of the Island, which is why they had instructed Light to continue searching the coast for a better harbour, next to which he was supposed to situate the main town of South Australia (Parsons 1986:17).

Eventually (after many disputes with the parties involved) the site of Adelaide on the River Torrens was chosen because it was next to a permanent source of fresh water without the ground being prone to flooding, it was reasonably close to Glenelg and Holdfast Bay (the first mainland landing place, settlement and harbour) and it was also near to Port Adelaide which was expected to be developed as the main transit area and harbour for the province.

2.5 Climate

South Australia experiences a Mediterranean type of climate with hot dry summers and mild winters (Lampert 1981:9). Kangaroo Island's climate is more stable than that of the mainland and does not experience the same fluctuations in temperature. The Australian Bureau of Meteorology (accessed 13/05/06) gives the average daytime temperature for Kingscote (data recorded from 1877 to 2002) as 19.1 degrees Celsius. West Bay does not have a weather station however both Cape Borda and Cape du Couedic do and West Bay is situated almost exactly in the middle of these two points; the average daytime temperature for Cape Borda (data recorded from 1865-2004) is 18.1 degrees Celsius and for Cape du Couedic (data recorded from 1907-1973) is 17.9 degrees Celsius. The average daytime temperature for West Bay could be assumed to be in a similar range of around 18 degrees Celsius.

The Australian Bureau of Meteorology (accessed 13/05/06) states that Kingscote experiences a mean annual rainfall of 485.1 millimetres with July being the month of highest rainfall with an average of 77.3 millimetres (data gathered from 1877-2002).

Cape Borda has a mean annual rainfall of 623.1 millimetres with June being the month of highest rainfall with an average of 106.8 millimetres (data gathered from 1865-2004). Cape du Couedic has a mean annual rainfall of 637.9 millimetres with July being the month of highest rainfall with an average of 110.5 millimetres (data gathered from 1907-1973). West Bay would most likely fall in between the data gathered for the two Cape's with an annual average rainfall of approximately 630 millimetres and with either June or July being the months of highest rainfall.

2.6 Geography

Kangaroo Island is a southwestern extension of the Mount Lofty Ranges and is comprised of deep, ancient sedimentary rocks that over time have tilted slightly downwards towards the southeast (Lampert 1981:3). The main geological core of Kangaroo Island is Cambrian in age and is comprised of the Kanmantoo series of phyllites and quartzites (Howchin 1929:61). Many of the island's coastal cliffs are exposed Kanmantoo series rocks as are the islands pebble beaches that have been formed by eroded rocks of this series. Younger Aeolian sediments of marine origin, mainly unconsolidated calcareous sand, are found along the south and west coasts of the island forming a sixteen kilometre section on the south coast and a belt of up to six kilometres wide on the elevated west coast (Lampert 1981:4). Aeolianite is the surface rock for almost all of the west coast and is exposed in many places which has allowed for fissures to develop that can support low lying shrubs and vegetation (Lampert 1981:5). The Nepean embayment is a plain that is inland of the Bay of Shoals and Nepean Bay; towards its seaward margin the plain consists of tidal flats and marshes with the inland area comprising of the alluvial flood plain of the Cygnet River (Howchin 1929:218).

Studies of sea level depth-age curves for the Australian region suggest that Kangaroo Island was cut off by the submergence of Investigator Strait between 9500 and 9300 years ago. Between 9700 and 9500, Backstairs Passage was submerged, although a channel about three kilometres wide remained for perhaps a few centuries after the island was finally separated. By 8500 years ago, due to steepening shorelines, the distances between the island and the mainland were essentially the same as those today (Lampert 1981:17).

2.7 Vegetation

The majority of vegetation on Kangaroo Island consists of *Eucalyptus* shrub land with most plants ranging from 2.5 metres to 10 metres in height, although there are also plants of the *Acacia* and *Melaleuca* species to be found (Lampert 1981:10). The vegetation of Kangaroo Island is low-lying and very dense, with *E. cneorifolia* (narrow-leaf mallee) and *E. rugosa* (black mallee) being the most dominant species of vegetation in the Kingscote (Nepean Embayment) region; at West Bay the most dominant species of vegetation are *E. diversifolia* (white mallee) and *E. rugosa* (black mallee) (see figure 2.1).

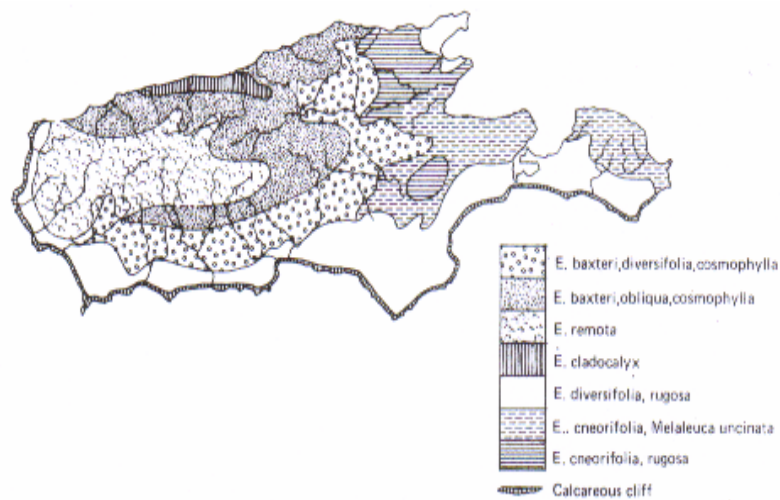


Figure 2.1 - Vegetation of Kangaroo Island (source: Lampert 1981:10)

CHAPTER THREE

LITERATURE REVIEW

3.1 Introduction

Since the early 1990's Australian maritime archaeology has seen a shift away from viewing underwater maritime sites as the only important and significant entities in a maritime setting and is beginning to look at the larger picture. This has come about as a result of a change in perspective regarding what is actually important in our cultural heritage. It is now recognised that shipwrecks and other submerged structures do not constitute the only valid form of maritime cultural heritage in this country. The line between a submerged site and a land site is becoming increasingly blurred when discussing the archaeological maritime context in which an event or cultural activity has occurred. The idea of a maritime cultural landscape further allows for this distinction between site types to disappear and to propagate a better and more cohesive understanding of maritime archaeology.

3.2 Cultural Landscape Theory

According to Ashmore and Knapp, "landscape is an entity that exists by virtue of its being perceived, experienced and contextualised by people" (1999:1). James Deetz defines the term cultural landscape as denoting "that part of the terrain which is modified according to a set of cultural plans" (1990:2). Edward Hood also defines cultural landscapes as "the physical spaces perceived and created by humans, imbued with meaning and understood in culturally specific terms such that function and meaning are inseparable" (1996:139). Archaeologists use cultural landscape theory in an attempt to interpret the features that exist in all types of landscapes that have been formed by human interaction with their environment.

In addition to cultural landscapes you also have natural landscapes, built (or constructed) landscapes, maritime landscapes (or seascapes) and associative (or intangible) landscapes.

In a report by Australia ICOMOS to the World Heritage Committee in 1995, it was recognised that “the consideration of properties of outstanding universal value needs to be contextual (recognising a place in its broader intellectual and physical context) rather than specific (as in the limited approach to viewing heritage solely as monuments or wilderness)” (Feliu, 1995:447). This is important because how a person views a landscape is not static and neither will the landscape itself remain static as a ‘landscape is active and dynamic’ (Robertson & Richards 2003:7).

Another important aspect of a cultural landscape to consider is the relationship between a seascape and an intangible landscape as interpreted by a non-western community. Bender (1999) suggests that a landscape as viewed by an indigenous person rarely separates the natural landscape, built landscape, maritime landscape and cognitive landscapes into separate categories. This is because physical places and stories regarding spiritual beliefs are seen as one and the same. In addition, indigenous communities do not draw a line at the waters edge when viewing their landscape, for them it is all encompassing. This indigenous perspective of a landscape is supported by Taylor (2002:20) when she relates the Ngarrindjeri story of how The Pages islands came to be situated in Backstairs Passage. Whilst chasing his wives who were trying to escape punishment, the creation figure Ngurunderi sees the mainland, Kangaroo Island and the ocean as his territory and the Ngarrindjeri community’s spiritual beliefs reflect the ideology of a landscape that draws no distinction between differing landscape types.

However the term landscape is used frequently and in many contexts. How a landscape is perceived in Indigenous use differs from how it is perceived in a Western framework especially since it is the Western mindset that further divides a landscape into categories. Tracy Ireland looks at how the landscape was viewed by the Australian colonisers when they first arrived by saying that “nature in this context is the opposite of culture, and in the Australian settler context, nature is the enemy of culture and the opponent of civilisation” (Ireland 2003:56).

Although this view looks at a natural landscape, Ireland went on to say that “the culture of the settlers provided the forms and descriptions through which the landscape was given a meaning and shape that was comprehensible to them” (2003:58). Marcy Rockman supports this idea of an intangible landscape and identifies it as a ‘Landscape Learning Process’ which is defined as:

the social response to situations in which there is a lack of knowledge of the distribution of natural resources in a region and a lack of access to previously acquired knowledge about that distribution (2003:12).

A key part of this is the ability on the part of the settlers to identify the locations and physical characteristics of any necessary resources, as well as having the means to relocate these resources subsequent to their discovery. Landscape learning leads to the use of maps and charts by settlers, navigators and governments as a way to permanently define and structure the landscape. Harley sums this up well by saying “both in the selectivity of their content and in their signs and styles of representation maps are a way of conceiving, articulating and structuring the human world” (1994:278).

3.3 Maritime Cultural Landscapes

The concept of a Maritime Cultural Landscape was first introduced to maritime archaeology in 1992 by Christer Westerdahl in his paper aptly titled *The Maritime Cultural Landscape*. He was of the opinion that looking at underwater sites and land sites as individual and separate entities no longer satisfied his need of adequate archaeological interpretation of the various and diverse archaeological remains that are to be found in Sweden. Part of the reason for his dissatisfaction stems from the fact that over hundreds of years the sea level around Sweden has risen and many culturally important sites that were once on land have now been submerged. Westerdahl defined the application of his idea by saying:

the maritime cultural landscape signifies human utilisation (economy) of maritime space by boat: settlement, fishing, hunting, shipping and its attendant sub-cultures such as pilotage, lighthouse and sea-mark maintenance (Westerdahl, 1992:5).

Westerdahl went on to further refine his original idea of a maritime cultural landscape by including the additional concept of Centres of Maritime Culture. “Culture implies maritime economies ... it is clear that, towns or other commercial centres apart, activities concentrate in certain areas or at certain points” (1994:267). When examining a maritime landscape it is important to include all factors relating to, and influencing, maritime activity in a certain area. A lot of knowledge will be lost from the archaeological interpretation of a site if it is not studied by looking at these additional categories used by Westerdahl (1992:7-8) in his own work, *Shipwrecks, Land Remains, the Tradition of Usage, Natural Topography and Place Names*.

Australian practitioners have been using this holistic approach to maritime archaeology for some years albeit in an informal manner. There are “very few members of the public who understand, or even value, the academic difference between maritime history and maritime archaeology” (McCarthy 2003:25) which has made a combined approach to the maritime culture of Australia a necessity.

In 1992 Gaye Nayton, for example, investigated the influence of water-borne transport upon historical terrestrial sites. This research assessed the importance of ships in transporting goods and services across the huge continent of Australia, which was more economically viable, and quicker, than transporting goods via land or rail. The running theme of her paper was the interrelationships between the sea and the development of remote towns and communities in Australia, which cannot be separated from each other when assessing development from either an archaeological or historical context.

Much more closely aligned with Westerdahl’s theory of a maritime landscape than Nayton, is Sarah Kenderdine’s work where she applied the concept of a maritime cultural landscape to multiple archaeological sites along the River Murray basin by assessing “in a broad approach ... the remains of an inland boat culture” (Kenderdine 1993:11). She looked at both the archaeological remains of the riverine shipping industry as well as the physical environment and the impact that local economics and farming had upon the cultural history of the area (1995a: 312).

She sees that human culture, both under and above the water, is inclusive with a natural landscape because it is the natural landscape that dictates all human actions and processes within a defined geographical region (1993:12). The project documented 87 land sites, 61 shipwrecks and 16 historic vessels and aimed to provide a useful tool for heritage managers and tourism operators working around the River Murray and in the Murray-Darling basin.

With a slightly less developed approach, Jeffery (1994), recognised that archaeologists should be looking beyond individual sites, be they underwater i.e. a shipwreck, or on land i.e. port facilities and start to view archaeological remains in a wider context that includes the people and places that influenced the construction and use of these other artefacts. Jeffery used the term “maritime heritage landscape” (Jeffery, 1994:6) as opposed to a ‘maritime cultural landscape’ and his work was a step forward for heritage practitioners working in Australia.

In the United Kingdom, Nigel Bannerman and Cecil Jones conducted an archaeological survey of the different Fish-trap types that were used in Britain. They felt that “in any attempt to define a maritime cultural landscape the fish-trap or fishing weir has a special place” (Bannerman & Jones 1999:70) because it is usually associated with settlements and trade patterns, as well as being able to provide clues to changes in sea level and differences in the configuration of the coastline. Fish-traps form only one component of the maritime landscape but provide a useful link to older cultures and the development and adaptation of these cultures to the landscape.

Also in the United Kingdom, A.J. Parker assessed the maritime cultural landscape of the port of Bristol in the Middle Ages. He argues that the town has developed on the basis of the curvature of the rivers Avon and Frome and the crossing places that existed during the Middle Ages (Parker 1999:326). Despite a lack of physical or cultural evidence of these crossing places, i.e. a bridge, the alignment of Temple street near the River Avon and of the rising ground at St. Bartholomew’s Hospital near the River Frome suggest that they could have been forded at low tide provided they were well maintained.

He also points out that the Old Norse word for Bristol is 'Bricgstow' which means 'the bridge place' or quay (1999:325). Parker also examined the medieval port and concluded that it was common for ships in the Bristol Channel region in the Middle Ages to dock in mud berths between tides, which would negate the need for a port structure as we know them today (1999:327). A maritime landscape need not have physical remains for it to be considered a landscape. This type of archaeological investigation shows how cognitive and natural landscapes also play a part in a maritime cultural setting.

One of the largest undertakings of an archaeological assessment of a maritime cultural landscape was the Strangford Lough project in Northern Ireland. The project aimed to study the maritime landscape and any cultural remains through the three main components of the coastal zone, intertidal zone and sub-tidal zones, by integrating archaeological survey and historical evidence (McErlean et al 2002:2). The project took five years to complete all of the necessary surveys of the region and included submerged woodlands, fishing and fish traps, middens, tide mills, ports, towns, landing places, aquaculture industry, navigation and pilotage, shipwrecking, vernacular boats and World War II sites, to name a few avenues of investigation. The project was conducted under the jurisdiction of the Environment and Heritage Service of Northern Ireland and was used as a cultural heritage management tool for government authorities. It was hoped, however, that when the glossy book containing the results was published, many local residents of the Lough and other members of the public would respond with interest. The authorities felt that in order to preserve maritime heritage, the public needs to have an appreciation and understanding of its value.

In Australia there have only been a handful of dedicated archaeological surveys that have been conducted which have focused on and been based upon a maritime cultural landscape. Brad Duncan wrote his Honours Thesis (2000) about the Gippsland region of Victoria. He looked at the ways in which a maritime cultural landscape approach could be used when assessing the maritime heritage of a particular geographical region. He formulated an idea that both physical and cognitive aspects of sea usage were integral in a maritime environment.

Duncan also looked at how risk mitigation policies could have influenced the structuring of a maritime landscape (or seascape as he uses the term). He considers both the natural environment in influencing the occurrence of shipwrecks as well as the man-made environment e.g. lighthouses and how these have spatially shaped the landscape.

In 2004, Aidan Ash wrote an Honours Thesis about the maritime cultural landscape of Port Willunga, South Australia. He looked at shipping, loading and docking facilities and land structures associated with commerce at Port Willunga, at the shipwrecks submerged in the harbour and at the recreational usage of the jetty, beach, sea, cliffs and caves. Ash took for granted the concept of a maritime cultural landscape as previously documented by other authors and did not attempt to expand upon it, but took it at face value and used it effectively when he assessed Port Willunga and its maritime landscape.

With regards to viewing Kangaroo Island as a maritime cultural landscape, in discussing the importance of a comprehensive approach to landscapes to the World Heritage Committee, Australia ICOMOS recommended that the term ‘landscape’ should “include seascapes, so important to island and maritime people and environments” (Feliu, 1995:450). This comment was made in 1995 and Kangaroo Island has yet to benefit from such a holistic approach to its maritime landscape, despite the fact that it is Australia’s third largest island and has a history of shipwrecks, trade and occupation based upon its relationship with the sea and ships.

3.4 The Archaeology of Maritime Infrastructure

Maritime infrastructure includes but is not limited to, jetties, wharfs, slips, docks, landing places, harbours, boat sheds, warehouses, workers cottages, public houses, lighthouses, light stations, shelter huts, passenger terminals, breakwaters, and commercial aquaculture industries such as Cray-fishing and Oyster beds.

In 2000, Julie Ford examined the use and maintenance of jetties in South Australia that were under state government control for her Honours thesis. South Australia has a very large coastline and the government played an integral part in the construction of a large number of jetties and the quality of the maintenance conducted on them. Ford discovered that as a result of legislation and the rising costs of management, many working commercial jetties became public recreational jetties, ultimately under the jurisdiction and financial control of local councils. She also found that there was a lack of published theory regarding jetties, with the exception of engineering techniques and small quantities of English and American literature surrounding wharfs and piers. Her archaeological investigation was a much-needed critique about the use of jetties, the social and economic needs of the community and the changes in construction and maintenance techniques of jetties.

Most commonly port related structures are viewed as being jetties, wharfs and places of commerce and public gathering. Published in 2002, Michael McCarthy of the Western Australian Maritime Museum summarised a series of surveys and excavations of jetties, groynes and landings that had occurred in Western Australia since 1984. Whilst not looking specifically at the maritime cultural landscapes that these structures appear within, he still took into account artefacts of personal belongings of passengers, the recreational value of jetties in addition to their original purpose and how these two things were representative of the use of anti-social behaviours in the region.

In 2003, Peter Davis and Susan Lawrence excavated the Gabo Island Jetty Shed situated off the coast of Victoria. The aim of the project was to use the results and artefacts from the excavation to link the building together with whaling and sealing maritime activities in the early 19th century. This archaeological survey did not attempt to investigate the cultural landscape that may have existed on the island in relation to the jetty shed in any detail as it was more concerned with the anomaly of the jetty shed being made of stone and its use as a port structure.

3.5 The Archaeology of Kangaroo Island

The archaeology and heritage of Kangaroo Island was summarised by a Department of Environment and Planning survey and report that was published in 1991. This report identified land based sites of heritage interest from the historical and indigenous periods of settlement on Kangaroo Island.

One of the most outstanding and important finds of this report with regards to this thesis's notion of a maritime cultural landscape was noted by the report in saying "the primacy of sea over road transport is reflected in the seawards orientation of many of the homesteads, farmhouses, tracks and other relics, such as threshing floors" (Dept. Environment & Planning 1991: Part 1, paragraph 1.2.3). This report did not undertake to identify any underwater sites of heritage importance, however, it did identify a few sites of maritime interest such as the lighthouses and their associated features, as well as some whaling and sealing sites.

3.5.1 Indigenous Sites:

Kangaroo Island, or *Karta* as it is known by the nearby mainland tribe, the Kaurna, has been uninhabited by an indigenous population for quite some time. Ronald Lampert has identified that around 10 000 years ago the Island began to be separated from the mainland and that its separation was complete around 8500 years ago. He has argued that even if a relict population survived on the island after this date, the evidence suggests that with the increasingly arid conditions that occurred between 5000-4000 years ago, the population would have died out by 2500 at the latest.

There have been numerous archaeological investigations carried out on Kangaroo Island with regards to Aboriginal occupation of the Island. According to Lampert (1981:1) the first stone tools were discovered by a geologist named Howchin in 1903. Subsequent to his discoveries the first surveys were conducted by Tindale, Meagraith and Cooper of the South Australian Museum in the 1930's. They published their findings of the various stone tools they discovered including their thoughts and observations in journals and in the South Australian Museum Records.

Ronald Lampart, as part of his PhD research (1981) conducted a very detailed and intensive survey into aboriginal occupation of the island and the possible reasons why they were no longer living there when Mathew Flinders visited the island in 1802. In 1999, Lydia Mathews conducted research about the cross-cultural hunter-gatherers on Kangaroo Island for her Honours thesis. She collected artefacts in order to examine the cross-cultural issues inherent in such a diverse community, a place where indigenous and European values and cultural backgrounds came together. However Lampert's study still stands out to date as the most comprehensive archaeological answer so far as to the fate of the Indigenous population.

The exception to this may be the work of Rebe Taylor who has written a very comprehensive and fascinating historical account (2002) of the Aboriginal Tasmanian women of Kangaroo Island and their descendants. Her study focuses upon the Aboriginal women brought to the island by European whalers and sealers in the early 19th century, not about the extinct indigenous population, but is a comprehensive overview of life on the island nonetheless. Also in 2002, Keryn James examined the slavery of Aboriginal women taken to Kangaroo Island in the early 1800's to be wives to the sealers and whalers that had set up camp on the island. Her Honours thesis (2002) parallels the work of Taylor (although with an emphasis on archaeology not history) and attempts to use physical evidence and landscape archaeology to provide one of the first examples of slavery that has previously been undocumented in Australia.

3.5.2 Whaling and Sealing Sites:

Parry Kostoglou and Justin McCarthy (1991) conducted an archaeological survey of the whaling and sealing sites that are known to be in South Australia. They documented five main sites on Kangaroo Island, mostly on the North and South coasts. Little material evidence remains of these enterprising businesses, as they were very transient in nature. Their survey mainly identified wells cut into the rocks in order to collect water, remains of walls of houses, fragments of whalebone, locations of possible base camp sites and identification of previously removed artefacts such as a trypot.

In 1998 Nick Nelson wrote his Honours thesis about the economics of bay whaling in South Australia, focussing upon Kangaroo Island. He examines this topic using Wallerstein's neo-Marxist World Systems Theory which relates to world economic development, combined with archaeological fieldwork to discover the extent of the material remains on various whaling stations sites on the island. Nelson concluded that Australia in the 1840's was a peripheral player on the world economic stage, relying upon an industry that once taken away from its core users rapidly becomes obsolete. The transient nature of the whaling sites he discovered on Kangaroo Island was supported by their lack infrastructure and material evidence.

3.5.3 Lighthouses:

To date, only one archaeological survey has been completed regarding the lighthouses and keepers cottages on Kangaroo Island. In 2005 Shane Lyons surveyed Cape du Couedic, Cape Borda and Cape Willoughby lighthouses. He also surveyed the keeper's cottages; the landing places, flying foxes and jetties for the delivery of the lighthouses stores and provisions; the middens and the cemetery at Cape Borda. The only other source of historical information for the lighthouses is the logbooks and records of each individual lighthouse, the majority of which are held by the National Archives of Australia.

3.5.4 Jetties:

To date there is no completed archaeological survey written regarding the jetties of Kangaroo Island. There is however, a Masters Thesis by Amer Khan in press at the time of this publication (2006) that looks at the development of jetties in South Australia, including Kangaroo Island. In addition there is an excellent and very comprehensive book written by Neville Collins (2005) about all of the jetties, both past and present, that can be found in South Australia. He goes into great detail about not only the historical background of the jetties and towns they are found in, but also into technical detail about the design, construction and measurements of the jetties. Collins goes on further to examine the nine jetties that have existed on Kangaroo Island throughout its history namely, Emu Bay, Kingscote (all four jetties), Ballast Head, American River, Muston, Penneshaw, Antechamber Bay, Vivonne Bay, and Cape du Couedic.

He also has a brief historic look at the two original jetties built by the South Australia Company in 1836 at Reeves Point, as well as the Old Quarry Jetty at Reeves Point erected sometime after 1850.

3.5.5 Shipwrecks:

There have been a handful of archaeological surveys conducted regarding the shipwrecks that lie off the Coast of Kangaroo Island. The Department of Environment and Heritage, South Australia, implemented an interpretative Maritime Heritage Trail around the island. This includes not only handheld maps indicating the location of the wrecks, but also numerous interpretative signposts and memorials to shipwrecked vessels and crews.

In 1977 members of the Society for Underwater Historical Research conducted an archaeological survey of the wreck site of the *Loch Vennachar*, their maps, site plans and photographs are now on display at the Hope Cottage National Trust Museum in Kingscote. Most of the 83 ships (National Shipwreck Database accessed 24th April 2006) that are known to have been wrecked around the Kangaroo Island coastline have not yet been found.

Robert McKinnon conducted a literature survey of the wrecks that have occurred off the coast of Kangaroo Island in 1991. He felt that it was important that these wrecks be located and surveyed as many early Australian built vessels were wrecked around the island and that construction details of the vessels had not previously been recorded (McKinnon 1991:39). He also stated that other items of heritage significance, such as the lighthouses, landing places and graves should also be recorded (which has subsequently been done by Shane Lyons in 2005), as they also form an integral part of the maritime record (1991:37).

CHAPTER FOUR

METHODOLOGY

4.1 Research Parameters

4.1.1 Time Period:

Kangaroo Island was inhabited before official settlement in 1836, predominantly by sealers and whalers who did not establish a permanent settlement on the island as they were only in the region on a seasonal basis, from around 1802 until the 1840's (Ruediger 1980:30). Official settlement was sanctioned in 1836 but most settlers only remained on the island for a few months due to a lack of water. Only a small proportion of the population remained and the Island was virtually abandoned within a few years of settlement in 1836 until around 1890 when the population, trade, and agriculture began to expand (Kingscote CWA 1951:9). From the early 1900's an enormous amount of construction and building work occurred and the Island has progressed to the point it is at today, whereby numerous visitors flock to the island to experience nature at its best.

This thesis will focus research upon the historical period on Kangaroo Island, from approximately the 1890's until the mid 1930's. However it is very important not to forget that the earlier periods of settlement from the sealers in 1802 and of the colonial settlement in 1836, have played an important part in the development of a unique maritime culture, and so as a result specific points of interest will be included from these times if they have significantly contributed to the later period of development on the Island.

4.1.2 Definition of Survey Area:

Kangaroo Island was chosen as the survey area because it is a clearly defined region as it is an island. As a result of its isolation, the people on the island have developed a clearly defined sense of themselves and have a long established relationship with the sea and maritime culture. The island also presents an opportunity to examine the concept of a maritime cultural landscape in a context not previously studied in a dedicated manner, an island, which contributes another dimension to the literature regarding maritime cultural landscapes.

It was beyond the scope of this present study to investigate more than two sites; therefore the survey area has been further narrowed down from a large regional study of the whole island to focus upon two case study areas, the main town of Kingscote and the isolated rural landscape of West Bay in Flinders Chase National Park. Kingscote has been chosen because of its continuous inhabitation by the people of the island since colonisation and as an example of a dedicated maritime infrastructure that has an outwards looking approach. Kingscote has always been an important town as it is on the trade route for vessels heading southeast towards Tasmania or west towards Fremantle. Nepean Bay is one of only a few safe harbours along the northern coastline of the island and this has increased the town's value and importance.

West Bay has been chosen as an example of a rural landscape that is ruled by the violent ocean and harsh terrain that exists in a location almost completely void of a human population. It provides an outstanding example of the nature of a community bound by water evidenced by the attempts taken to provide safe haven from the sea in the form of a Shipwrecked Mariners Relief Station, search parties and the community spirit of the local residents. West Bay is an example of a reactive response to perceived risk and that has an inward's looking approach.

4.1.3 Limitations:

Whilst this thesis is about the maritime cultural landscape of the island and attempts to promote a holistic approach to study of the maritime landscape by looking at both underwater and land-based influences, it is unfortunate that underwater survey of any portions of both survey areas was unable to be considered at this time. This thesis will have to suffice in using other people's underwater surveys in lieu of first hand underwater survey information and will not be able to account for other author's methods of research and fieldwork. Therefore this thesis may unfortunately be biased in favour of land-based historical archaeological interpretation and may not be as fully 'integrated' as one might have hoped. However this does provide the opportunity for further research, underwater survey included, at a later date.

This thesis only looked at the material culture aspects of population growth, economic development, building and public works as part of the research. It did not attempt to address the relationship between the ocean, maritime culture and agricultural development, as it was too large an area to study as part of this thesis. Data collection was hampered by only two visits to Kangaroo Island to conduct research, with a lack of structural remains at West Bay being a disappointing outcome. By only studying two sites, Kingscote and West Bay, the data gathered was not a representative sample of the possible quantity of information available on Kangaroo Island that could be used to answer the research question.

Please see Figures 5.1, 5.21 and 5.22 for detailed maps of the survey areas of Kingscote and West Bay, respectively.

4.2 Archaeological Investigations

4.2.1 Introduction:

In order to gain an understanding of the survey areas of Kingscote and West Bay, a pre-disturbance survey has been carried out at both locations as well as a magnetometer survey of West Bay. In addition to this, research was conducted by attending two local museums, a public display centre and by informally chatting to local residents. To achieve this several steps were taken to ensure that adequate and relevant information was gained within the allocated time frame. Practical research was carried out in the course of two separate trips to the island, the first one in November 2005 and the second in April 2006

Kangaroo Island is accessible by boat or aircraft and a vehicle is needed, preferably a four-wheel drive, whilst on the island as there is no public transportation system. During the first field trip the author drove her own personal car from Adelaide to Cape Jervis, caught the vehicular SeaLink ferry from Cape Jervis to Penneshaw and then drove the car from Penneshaw to Kingscote. Whilst staying on Kangaroo Island, accommodation was arranged for the two participants in the fieldwork to stay free of charge with a family member who was a local resident of Kingscote.

During the second visit, there were a total of five people involved in the fieldwork, with four people driving to the island in a four-wheel drive and the fifth person flying in. Accommodation was arranged for three nights at the Research Station at Flinders Chase National Park and camping for two nights.

From verbal reports given by our host from the first trip (A. Geering pers com Nov 05), we were informed that Kingscote has properly surfaced and well maintained tarmacked roads and West Bay has an unsealed but generally well maintained gravel road of reasonable quality and that the author's personal car should suffice quite nicely to conduct the fieldwork in. For the second trip, the group was lucky enough to have a four-wheel drive which made getting around on the island's dirt roads much more comfortable.

Fieldwork was conducted on both the first and second trips to Kangaroo Island. Certain pieces of equipment were necessary in order to conduct the fieldwork and were brought along supplied courtesy of the Flinders University Archaeology Department. Whilst not all items of equipment were necessarily instrumental in conducting the survey, it was prudent to carry a wider selection of equipment in case of unforeseen circumstances or finds, especially since it was highly likely that due to financial constraints the first trip was anticipated as going to be the one and only visit to Kangaroo Island for practical research regarding this thesis. This equipment included: two digital cameras; SLR camera; range pole; GPS; drawing kit and board; 30m and 50m tape measures; pegs/stakes; compass; topographic map; four-wheel drive road map; scales and north arrow; plastic bags and marker pens; as well as personal equipment such as laptop; chargers and extra batteries; field journal; paper and recording sheets; clipboard; pens; basic first aid kit, mobile phone; wet weather gear; dry weather gear including hat and sunscreen, as well as ample food and water. On the second research trip to the island additional equipment included a magnetometer, extra GPS units and camping equipment such as tents, swags, food cooler, gas bottle, table and chairs, cooking utensils and cold weather clothing.

4.2.2 Pre-Disturbance Survey:

It is not the intention of this research to interfere or disturb in any way the surroundings of the survey areas in general, or any specific sites of interest that may be located. Practical research was carried out by conducting a pre-disturbance survey of the intertidal zone, beach and nearby land surfaces in the coastal areas of Kingscote and the beach, sand hills and cliffs at West Bay. In addition to this, some buildings and structures on the wharf and near the shore at Kingscote have relevance to the maritime culture of the island, such as the storage sheds for goods and the local swimming pool and have been included in the survey.

The first trip to Kangaroo Island surveyed Kingscote and West Bay and had a total of three days allocated to the project including travel time. Arriving on the ferry at Penneshaw in the mid morning on the 17th November 2005 and driving directly to Kingscote, this day consisted of surveying the coastal areas of Kingscote, the town itself and by visiting the National Trust Museum. The entire day of the 18th November was spent on a day trip to West Bay. Driving from Kingscote to Flinders Chase Visitor Centre and from there onto West Bay took just over an hour and a half, which was longer than expected due to the terrible road conditions caused by recent heavy rainfall damaging the track. The day consisted of surveying the beach, sand hills and surrounding area for the remains of or at least the possible location of the “Shipwrecked Mariners Relief Station” (Admiralty Chart 1913) before driving back to Kingscote in the evening. The morning of 19th November was set aside for tying up loose ends and re-visiting a couple of sites within Kingscote, such as the old jetty and old police station. Driving from Kingscote to Penneshaw in the mid-afternoon allowed time for a visit to the Penneshaw Maritime and Folk Museum before the night ferry departs for the mainland.

Whilst on Kangaroo Island, the manner in which the surveys were conducted was the same for both sites. Using the car, a drive around the town of Kingscote (a walk around for West Bay) and the immediate surrounding countryside allowed a feel for the landscape to develop, as well as indicating the potential for the possible location of valid sites.

Once the relevant sites were identified, a mud map of the area was sketched noting relevant features and other information such as topography, vegetation, ground surface visibility and any artefacts and structures visible. The mud maps of specific sites were paced off by foot accordingly and included compass bearings and directional arrow.

Within each case study area, i.e.: Kingscote and West Bay, there was a number of smaller sites that are relevant to the maritime cultural landscape of the town and to Kangaroo Island as a whole. At Kingscote these included the old jetty, the newer jetties, the warehouses, the original police station, the swimming pool and the wharf and docking facilities. At West Bay there are few material remains and therefore only include the preserved anchor from the *Loch Vennachar* shipwreck and the cross memorial for the grave of the unknown sailor. Further information about all of the relevant sites within each case study area, including underwater sties, will be examined in more depth in chapter five when the results of the surveys will be discussed.

Each of these sites that contained material evidence that has survived has been recorded, photographed and documented in a field journal, or on an appropriate site recording form such as a photography pro-forma where applicable. It was ultimately not necessary to conduct any accurate mapping to scale therefore the intended survey method of baseline/offset with the basic equipment brought along including tape measures, compass and GPS was not required.

At West Bay there was an extensive area to be covered by field walking to assess the area for the location of the Shelter Hut. With only two people going through this process, any formal transects walked would have only covered a very narrow area, approximately four meters in width at a time. Because of the short time window allocated to practical research conducted on Kangaroo Island and the fact that walking enough transects to cover a broad enough stretch of land at one time is unfeasible, especially since West Bay contains cliffs within the survey area, this method was not used.

Instead, the area was assessed by walking through the southern cliffs first, following as straight a line as possible, going along, up and doubling back and so forth; and then onto the beach and the sand dunes using the same method.

The second research trip to Kangaroo Island was conducted over the course of six days, from the 7th to 12th April 2006. Only approximately two and half days were allocated to the survey of West Bay and less than half a day allocated to Kingscote. This research trip combined the interests of other members of the group therefore the remainder of days were spent researching other sites.

With more people, it was easier to conduct field walking covering a larger area at West Bay. In the previous survey, the southern hills, beach and sand dunes were surveyed, in the second survey the northern hills face and the sand dunes were looked at in much greater detail. In teams of two the hills and dunes were assessed for the location of the shelter hut based upon an old photograph of the hut that exists in the photographic collection of the National Trust Museum at Kingscote (see figure 5.24). The photograph shows the shelter hut situated in the dunes at a mid point in the dune formation although it is unfortunate that neither the author nor date is known which makes it difficult to place the picture of the hut in any sort of spatial context or time frame as the sand dune system is very active and shifts frequently. Once again it was not possible to walk in transects, however the region was adequately covered with two people assessing the northern hills and upper portion of the sand dunes and the other two people walking the sand dunes lower down covering the gullies and ridges of the sand dunes.

After narrowing down the possible location of the hut, a magnetometer survey of part of the sand dunes was conducted collecting data in five meter transects at three-second intervals. Due to very bad weather the magnetometer survey was cut short but the main area was surveyed and had been completed in time. Additional photographs of the area were taken as well as notes on the geomorphology of the sand dunes and the vegetation cover.

The time spent in Kingscote was focused upon the Reeves Point Historic Site, specifically looking for the remains of the two oldest jetties, as well as viewing the old quarry jetty. The group walked from the Point to Kingscote along the beach looking for material evidence such as wooden piles, nails and metal chains and then walked along the cliff top back to Reeves Point. Photographs were the only form of recording done on this site during that visit.

The majority of sites surveyed are mostly large man-made sites that have been built since the late 19th century, whose location or approximate location is already known. The survey sites have been limited to areas that are open to public access i.e.: roads, parks, beach, jetties etc. No prior access to private property was arranged, nor was it felt necessary to arrange such access, as the sites that have been surveyed were known to be in the abovementioned public areas.

4.3 Archival Research

4.3.1 Historical Records:

The historical documents that have been used in this thesis consist of primary sources including the South Australian Government Gazette to search for any tenders for the construction of the shelter hut at West Bay, the South Australian Parliamentary Papers and the South Australian Marine Board Minutes & Reports in order to look for any maps of the shelter hut or reports detailing visits to the hut and various correspondences between Government Officials at different points in time. These documents were obtained primarily from the State Library of South Australia and the South Australian Archives. These documents have proved to be invaluable as they have provided further supporting evidence for many points of interest and contention. In addition, the Cape Borda Light Station logbooks were viewed at the National Archives of Australia, as the shelter hut fell under the jurisdiction of the lighthouse reserve for part of its history. The Lands Titles office also proved to be an interesting resource by providing a historical search of survey and land use in the West Bay area.

4.3.2 Secondary Sources - Books:

Many history books about Kangaroo Island in general have been consulted such as *Kangaroo Island 1800-1836* by Cumpston, *Border's Land: Kangaroo Island 1802-1836* by Ruediger, *The Great Kartan Mystery* by Lampert and *Unearthed: The Aboriginal Tasmanians of Kangaroo Island* by Taylor; as well as books referring to the history of South Australia such as *Southern Passages* by Parsons, *William Light's Brief Journal* edited by Elder and *Encountering Terra Australis* by Fornasiero et al. In addition to these, books with information relating to maritime structures such as lighthouses, jetties and wharfs i.e. *The Jetties of South Australia* by Collins, as well as books about the shipwrecks of Kangaroo Island and the South Coast of South Australia have also been perused i.e. *Kangaroo Island Shipwrecks* by Chapman and *Wrecks on the South Australian Coast* by Loney. These sources have been used to gain an overall understanding of the history of Kangaroo Island and South Australia and have come from the State Library of South Australia, The Flinders University Library and The Barr Smith Library of The University of Adelaide.

4.3.3 Archaeological Surveys:

Whilst there have only been a handful of published archaeological surveys conducted regarding Kangaroo Island specifically these have none the less proved to be of immense value in this current work by outlining what has been done and what still needs to be done. Some of the surveys referred to include Lampert's book based upon his PhD thesis *The Great Kartan Mystery*, Mathew's Honours Thesis *The Cross Cultural Hunter gatherers on Kangaroo Island*, James's Honours Thesis *Wife or Slave? The kidnapped Aboriginal women workers and Australian Sealing Slavery on Kangaroo Island and Bass Strait Islands*, as well surveys such as the Department of Environment and Planning report *The Heritage of Kangaroo Island, Whaling and Sealing sites in South Australia* by Kostoglou and McCarthy and Lyon's Masters Thesis *The Lighthouses of Kangaroo Island*. These archaeological surveys have come from The Australian National University, The South Australian Department of Environment and Heritage and The Flinders University Library including their Special Thesis Collections.

4.3.4 Maps and Charts:

This thesis has used many maps and charts to obtain the majority of the initial information that has lead to the decision to survey the two sites. Namely, British Admiralty Charts from the 1840's to the 1920's and Australian Navy Charts from the 1960's onwards. Out of these, the British Admiralty Charts have proved to be the most useful as they contain consistent information across the span of years about the entire island. The Australian Navy Charts are quite good, however too recent for the purposes of studying West Bay. A selection of other maps has been consulted such as a Royal Automobile Association four-wheel drive road map as well as a Country Fire Service topographic map of the island. Theses maps and charts have come from The Mortlock Library of South Australia, the Royal Automobile Association of South Australia and The South Australian Department of Environment and Heritage's MapLand.

4.3.5 Newspapers:

Various Newspapers have been used in gathering background historical information about Kangaroo Island. *The Register* (Circulation: South Australia) from 1836, *The KI Courier* from 1909 until 1948 (Circulation: Kangaroo Island) and *The Islander* (Circulation: Kangaroo Island) from 1967 onwards. Out of these newspapers, the two that have proved to be the most beneficial have been *The KI Courier* and *The Islander*. These newspapers can be obtained on microfilm and in hard copy from The State Library of South Australia.

CHAPTER FIVE

RESULTS

5.1 Introduction

To examine every archaeological aspect of Kangaroo Island that could conceivably fit within a maritime cultural landscape would have been an impossible task to achieve within such a short time frame given to the completion of this project. With this in mind this thesis has focused upon two case study areas, Kingscote and West Bay and the results of the archaeological survey have been set out below. See Chapter Six for a detailed analysis and discussion of the implications of the archaeological surveys of Kingscote and West Bay.

5.2 Kingscote

Please see Figure 5.1 for a detailed map of Kingscote, Kangaroo Island.

Based upon a visual perspective of historic photographs at the State Library of South Australia and the Hope Cottage National Trust Museum, Kingscote has not changed in any great manner since it was first settled. The only exception is that of natural population growth and its resultant expansion of public buildings and residential blocks. Along with modern times and a larger population the town has also experienced surfaced roads and a surfaced wharf, telephone and power lines, as well as access to common modern technology such as mobile phone service, satellite television and internet capabilities.

But for all that Kingscote has moved into the 21st century, it has still retained its charm as both a historical and remote town cut off from the mainland and from Adelaide, the capital city of South Australia. There is an outstanding amount of material evidence from early settlement 170 years ago and from the 1890's onwards that is still in multiple locations around the town.

The initial settlement of Reeves Point (north of Kingscote) was an important historical event in South Australia's history that was only possible through the use of ships. Because of this, the results of the archaeological survey of Kingscote will include some of these sites of interest. In keeping with the true nature of a maritime cultural landscape, the survey will incorporate terrestrial, partially submerged and completely submerged sites of interest.

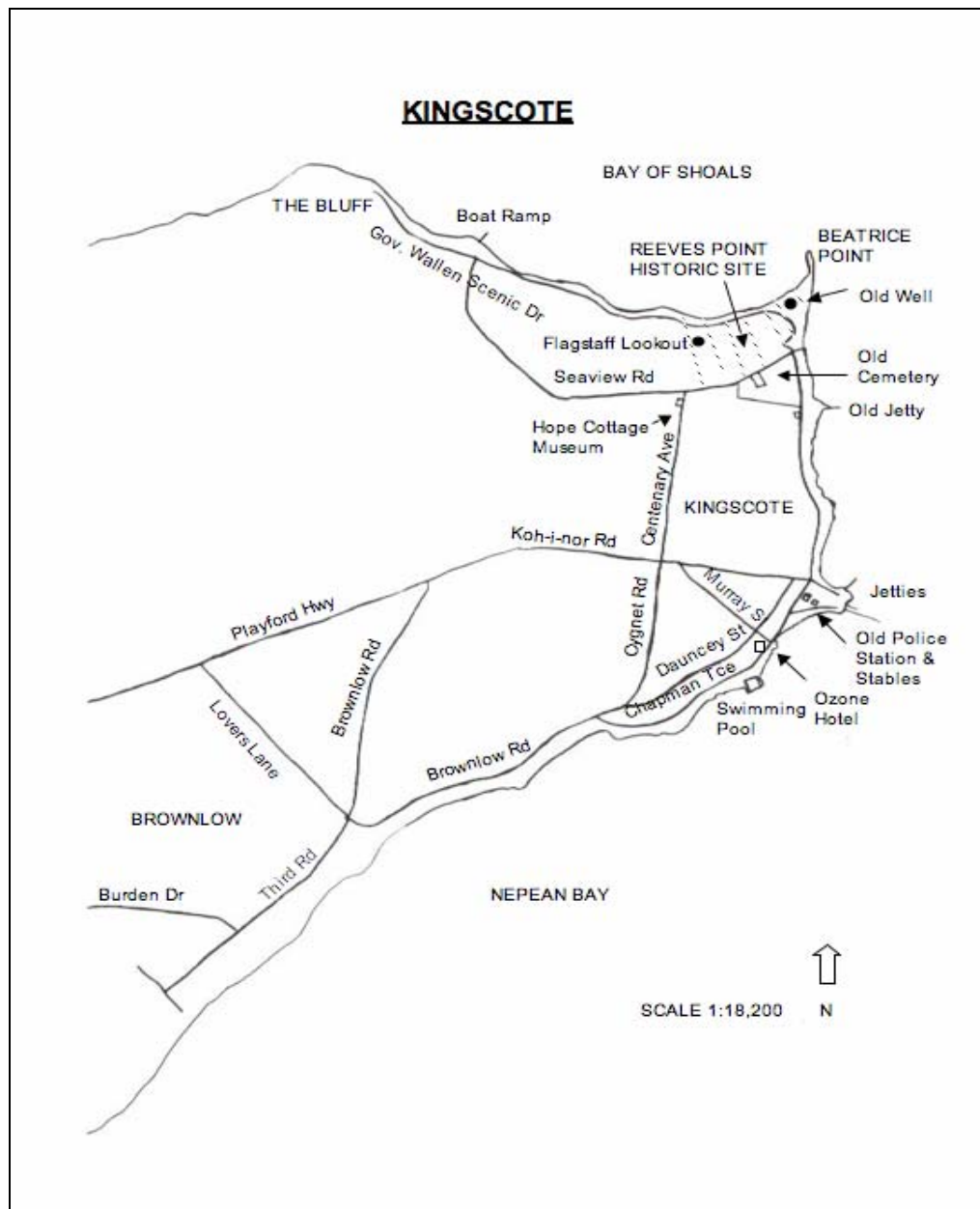


Figure 5.1 - Detailed map of Kingscote, Kangaroo Island
(source: RAA Road Map No. 7, Kangaroo Island 2003)

5.2.1 Ozone Hotel:

The Ozone Hotel was completed in 1907 and the original structure is reputed to have cost forty thousand pounds to build (Cordes 1986:85). The hotel is situated on the corner of Chapman Terrace and Murray Street approximately 400m from the wharf at Kingscote. This is a prime position that catches all traffic, pedestrian and vehicular, that approaches the main business and retail strip of Dauncey Street. The original hotel was large and grand and contained many bedrooms, two dining rooms, a kitchen, commercial rooms (for travellers selling their goods), several bars and saloons, a billiard room and storerooms (Cordes 1986:85). Unfortunately the hotel was completely gutted by fire in 1918 (see figure 5.2). The hotel was subsequently re-built on the same block of land as a much more modest structure and it is this newer building that exists as the Ozone Hotel today. Despite the building not being as grand as the original, it is still a focal point for people to congregate and eat and drink.

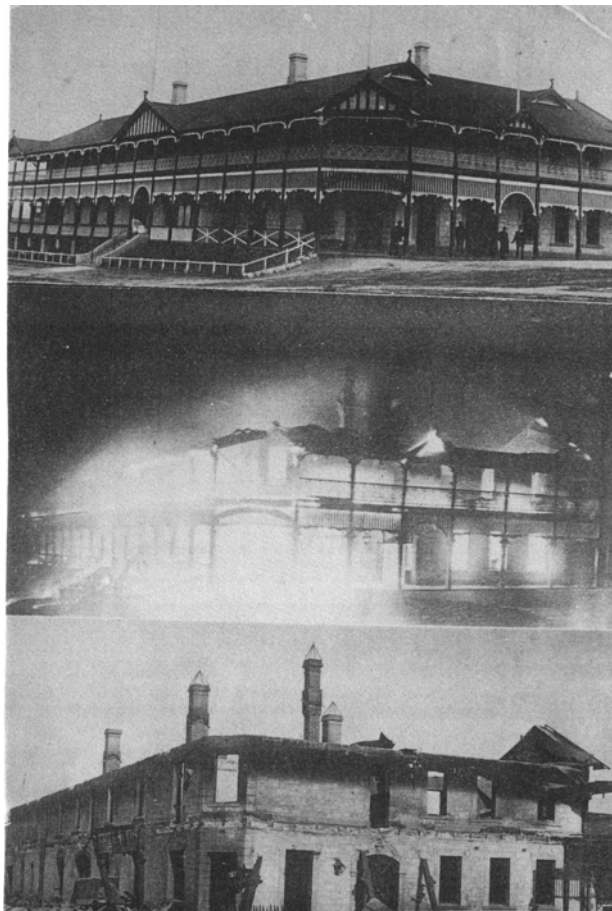


Figure 5.2 - Ozone Hotel,
Kingscote:
Before (1907), during and after
the fire (1918)
(exact date and author unknown
- source: Cordes 1986:23)

5.2.2 Old Police Station and Stables:

The old police station and stables were built in 1884/85. They consisted of a police station, and a building containing a stable, two cells and a storeroom, which were situated in an open area just above the wharf at Kingscote (see figures 5.3 and 5.4). The building underwent renovations in 1910 and a courtroom, office, kitchen and bathroom were added to the original police station structure. Between 1910 and 1945 the stables were converted to hold an automobile and a toilet was added to the outside of the building (Interpretative Sign, Kingscote). The police station was manned by a series of single officers from its inception to 1912, then had two officers from 1913 to 1927, went back to one officer from 1928 to 1945 and once the police station moved into new headquarters in 1961, gained three officers. The old police station is still in use today and has been modernised to hold the business premises of the Kangaroo Island Development Board Inc. (see figure 5.5). The stable block has been maintained as a historic property and tourists can see the inside of the cells. In addition to this, both buildings have interpretative signs at the front of them with historical information relating to their use.



Figure 5.3 - Double Holding Cell (left), Single Holding Cell (right), front part of stable block, behind Old Police Station (Facing southeast. Scale increment 20cm. Photo: A. Smith 17/11/05)



Figure 5.4 - Storeroom (left) and Stable (right) back section of stable block, behind Old Police Station (Facing northwest. Scale increment 20cm. Photo: A. Smith 17/11/05)



Figure 5.5 - Old Police Station, original front section, later additions at the rear, stable and cells at the rear of building (Facing southeast. Photo: A. Smith 19/11/06)

5.2.3 Old Well:

Kangaroo Island as a whole has very little access to fresh water and Kingscote is no different. In the early days of settlement water had to be brought in by boat from wells dug near the beach at the Bay of Shoals (Cordes 1986:24). It was quite a few years after initial settlement that a well was dug at Reeves Point to supply the residents. However the water supply was apparently ruined when the settlers bored too deeply in order to augment the supply and the well became permanently salty (Kingscote CWA 1951:14). Today the residents of Kingscote are supplied by the Middle River dam as well as by rainwater tanks. The old well has a stone foundation, a metal hand pump and is covered up (nailed in place) by large planks of pine (see figure 5.6).



Figure 5.6 - Old Well at Reeves Point (exact date and author unknown source: Cordes 1986:24)

5.2.4 Hope Cottage Museum:

‘Hope’ Cottage was built in 1858 by Michael and Charles Calnan and was one of three identical houses made from local stone (Cordes 1986:29). ‘Faith’ fell into disrepair by the early 1900’s and was demolished in the 1920’s; ‘Charity’ was also in bad condition but was bought as a private home and renovated in the 1980’s and is now in reasonably good condition (see figure 5.7). ‘Hope’ was bought and restored by the Kingscote branch of the National Trust and houses a fantastic and unique collection of furniture and household items. There are additional buildings on the premises that house many pieces of farm machinery, a maritime collection bearing amongst other items the old Cape Willoughby Lighthouse Light and the life boat from the SS *Karatta* and a very significant photographic display containing some of the earliest images of island life (National Trust website accessed 16th April 2006).

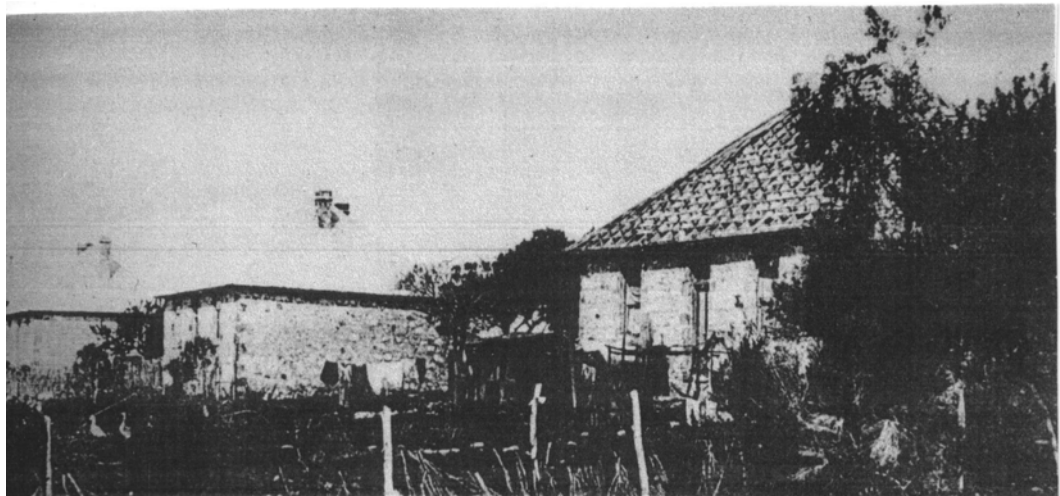


Figure 5.7 - left to right - ‘Hope’, ‘Charity’ and ‘Faith’ Cottages c.1920’s (exact date and author unknown) (source: Cordes 1986:29)

5.2.5 Swimming Pool:

The tidal swimming pool is an important feature in the maritime landscape of Kingscote. Initially the Kingscote swimming pool was little more than a fairly shallow natural rock pool called 'The Basin' (see figure 5.8) and subsequent to the new pool being built in the 1970's, an area between the two main jetties was fenced off with mesh and became a popular swimming venue (Cordes 1986:144) (see figure 5.9). The tidal swimming pool has been constructed from local rocks and makes use of the natural rock pool that used to exist on the site. The depth of the water is approximately the same inside and out, hence a *tidal* pool, the only intervention into the landscape by man is the landscaping around the pool and the deposition of the rocks into the water to form the walls of the pool. The bottom of the pool is made up of natural sand, seaweed and rock outcrops (see figure 5.10).



Figure 5.8 - 'The Basin' Natural Rock Swimming Pool, Kingscote (exact date and author unknown) (source: Cordes 1986:144)

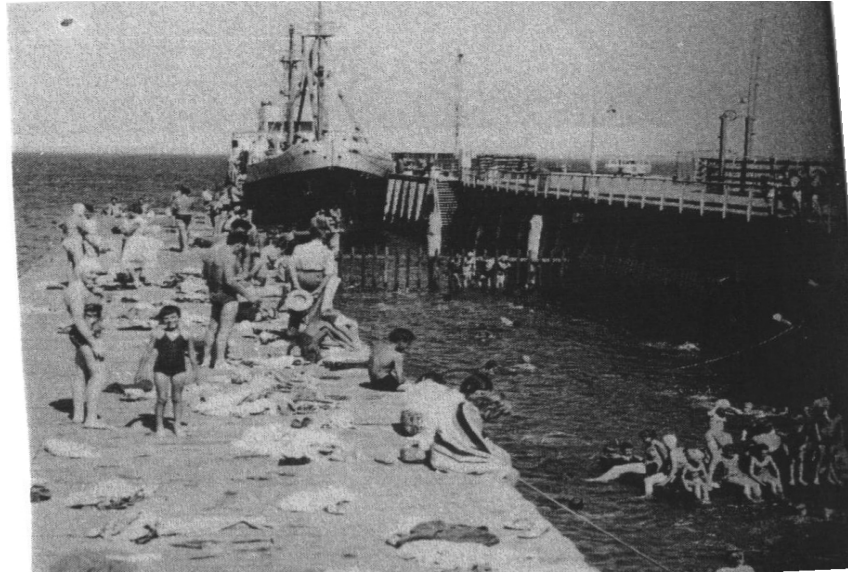


Figure 5.9 - Jetty Swimming Pool 1930's, Kingscote (exact date and author unknown) (source: Cordes 1986:144)

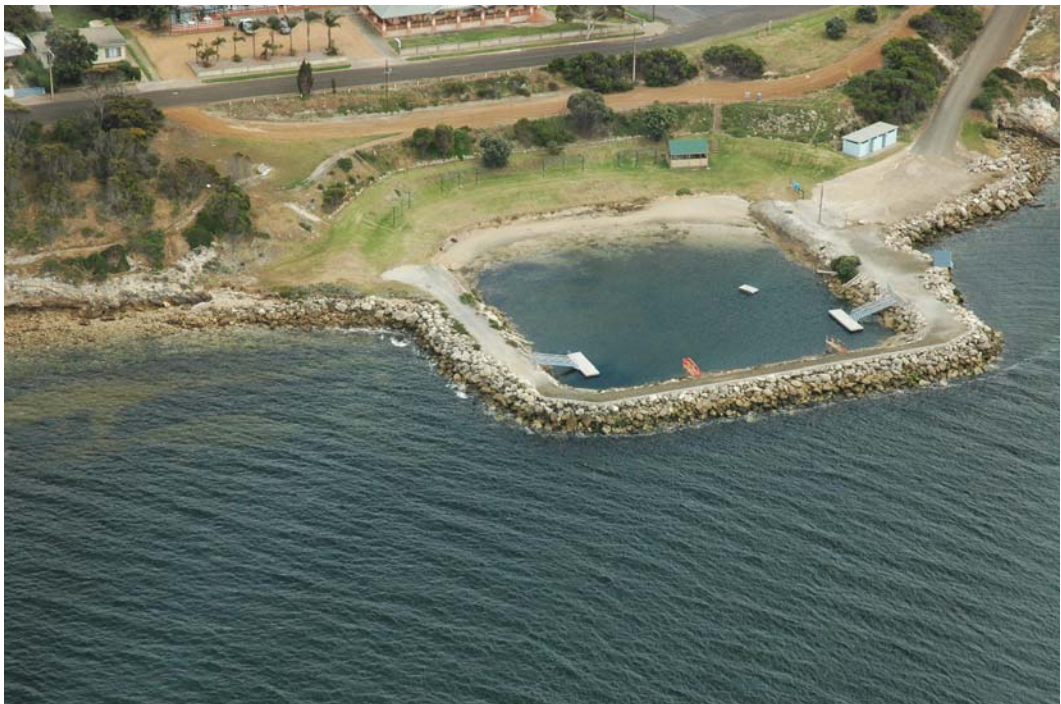


Figure 5.10 - Aerial view of Tidal Swimming Pool, Kingscote (approximately 400m southwest of the wharf) (Photo: A. Smith 19/11/05)

5.2.6 Wharf and Warehouses:

From the time that the main settlement moved from Reeves Point slightly south to Kingscote, the town has always had a wharf. For many years the wharf consisted of a handful of sheds built from either wood or from corrugated iron sheets, situated on dirt and rubble foundations. There were livestock pens and fencing, the main jetty and the only solid structure buildings were those of the Police Station and the Post Office/Beare Family Home (which no longer exists) (see figure 5.11). Today the wharf is a much more solid structure although probably not much larger. Only minimal amounts of land have been reclaimed in the process of creating the walls of the wharf and the wharf itself is fully surfaced right to the edge of the walls and jetty entrances. The wharf contains one large old aqua coloured warehouse (see figure 5.12), three medium sized reasonably new warehouses/sheds, a large aqua coloured building containing an aquarium and retail outlet, a smaller older white building, a brown brick building and two small sheds by the waters edge that house utilities services, winches and gas products associated with the wharf. On a slightly raised hill at the back of the wharf are remnants from the old livestock pens used to contained animals as they were loading to or from a waiting vessel at the end of the jetty. The wharf also has four jetties and a winched boat ramp going from it into the water (see figure 5.13). On the grassy area above the wharf you will find the old police station and stables.

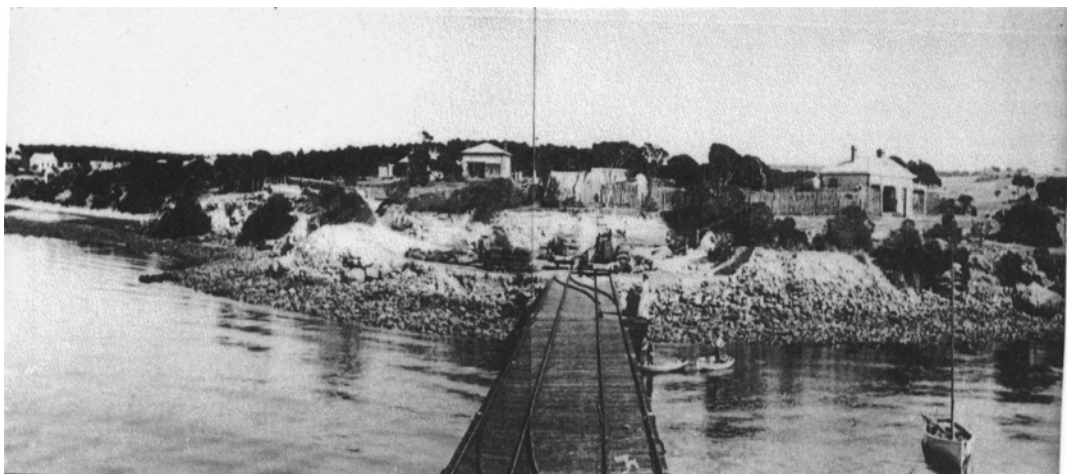


Figure 5.11 - Kingscote Wharf 1899 (author unknown) (source: Cordes 1986:30)



Figure 5.12 - Main Warehouse at Kingscote Wharf (Facing northeast. Scale increment 20cm. Photo: A. Smith 17/11/05)



Figure 5.13 - Aerial view of the Kingscote Wharf and Warehouses (to the left out of view is the old police station and stables) (Photo: A. Smith 19/11/05)

5.2.7 New Jetties:

Kingscote has a collection of four jetties in the same vicinity as each other. The longest jetty (the main jetty) was built in 1910 (Kelly 1988:22) and currently has a length of 302 metres (Collins 2005:217). In 1956 modifications were made to the existing structure and the jetty was widened to allow for a railway to handle increased traffic that created a double lane. The width of the jetty for the first half of its length became 8.4 metres and the second half remained at 3.3 metres. At a later date a loading gantry was installed to accommodate for the roll-on roll-off passenger vessels of the *Troubridge* and *Island Seaway* (Collins 2005:217). This main jetty is still used to receive vessels carrying some freight to and from the Island, however the majority of shipping and transporting of goods is done via the Penneshaw jetty and SeaLink. The smaller of the two jetties that stand side by side is the first Kingscote jetty built on this site. It was constructed in 1886 and its current length is 55 metres (Collins 2005:216). This jetty was used constantly for all passenger and goods services to the island until the new jetty opened in 1910 and it is currently used for recreational purposes (see figure 5.14). In 1956 the Harbours Board agreed to erect a new jetty to the north of the other two jetties, to be sole used for the purposes of recreational fishing. This jetty is called the Fishermen's Jetty and is still used for this activity today (see figure 5.15). In addition to these three jetties, a fourth was erected sometime in the 1970's mid way between the others and was constructed out of steel. This jetty is 32.6 metres long and 1.4 metres wide and is also used for recreational fishing purposes (Collins 2005:217) (see figure 5.16).



Figure 5.14 - The Main Kingscote Jetty and the Old Kingscote Jetty (smaller jetty in the foreground) (Facing southeast. Photo: A. Smith 17/11/05)



Figure 5.15 - The Fishermen's Jetty, Kingscote (Facing northeast. Photo: A. Smith 17/11/05)



Figure 5.16 - Steel Fishermen's Jetty, Kingscote (Facing east. Photo: A. Smith 17/11/05)

5.2.8 Old Quarry Jetty:

The Old Jetty was built at Reeves Point after 1850 and was known as the Quarry Jetty. It was built by Adelaide interests for the purpose of shipping basalt stone to Port Adelaide to be used in road making (Collins 2005: 12). This old jetty still stands and is comprised of 29 wooden piles many of which are still in pairs that were visible in November 2005 at low tide, as well as a single pile further out partially submerged in the water (see figure 5.17). At high tide the water covers the beach and the stone foundation the piles sit upon also disappear under a minimum of 20 centimetres of water (figure 5.18). Reeves Point was also home to two other earlier jetties, the first ones to be built in South Australia. The first one was built at Beatrice Point near the sand spit, the landing place of the first settlers and the second one was built slightly to the south of Beatrice Point where the ground gradually rises to form a gully. In November 2005 and April 2006 there was no evidence of either of these two jetties, although it was high tide on both occasions.



Figure 5.17 - Old Jetty (Quarry Jetty), Reeves Point, low tide November 2005
(Facing northeast. Photo: A. Smith 19/11/05)



Figure 5.18 - Old Jetty (Quarry Jetty), Reeves Point, high tide April 2006
(Facing east. Photo: A. Smith 10/4/06)

5.2.9 ‘The Bluff’ Boat Ramp:

‘The Bluff’ is a quarry that is situated approximately 1.5 kilometres around the coastline from Reeves Point, in the Bay of Shoals. The quarry is still in use today and there is no public access. However approximately 200 metres to the east of the quarry is a boat ramp and scaffolding used by local fishermen. The boat ramp extends out from the shore and has a tarmacked surface built upon a base of earth and large rocks. The wooden scaffolding appears to be used as a place to tie up boats, as well as in use as a mini jetty (see figure 5.29). A further 150 metres or so east of the boat ramp are two wooden piles surrounded by tyres implanted in the mud approximately 50 metres from shore. The piles are about 20 centimetres in diameter and around four metres high, each comprised of two poles around two metres high joined together to form the four metre height of the structure. Both piles are half covered from the bottom up with used tyres and have long metal nails/rods sticking out at the top of each pile. There also appears to be wooden planking with nails extending out from the base of each pile at ground level under the water. The original purpose of these piles is unknown, however it is possible that they were used to moor boats in the shallow water (see figure 5.20).



Figure 5.19 - ‘The Bluff’ Boat Ramp, Bay of Shoals (Facing northwest. Photo: S. Geering 17/11/05)



Figure 5.20 - ‘The Bluff’ Boat Moorings (east of the boat ramp), Bay of Shoals (Facing north. Photo: A. Smith 17/11/05)

5.2.10 Shipwrecks:

According to the Australian National Shipwrecks Database, Kangaroo Island has 83 wrecks that are classed as being located around the immediate vicinity of the island (National Shipwrecks Database website accessed 24th April 2006 - See appendix 1 for a complete list of Kangaroo Island wrecks). Kingscote has five wrecks located in the immediate vicinity of the wharf area, one located at the mouth of the Cygnet River to the south of Kingscote and two located just off the sand bar at Point Marsden, which is slightly north of Kingscote. Out of the eight wrecks located near Kingscote, two have been found, the *Fannie M* (built 1877, wrecked 1885) and the *Robert Burns* (built 1857, wrecked 1908), which are both protected under federal legislation, namely the *Historic Shipwrecks Act 1976*, as historic wrecks due to the blanket protection afforded to wrecks older than 75 years. Kangaroo Island, including Nepean Bay, is actually protected under the commonwealth legislation and Act of 1976, not the South Australian *Historic Shipwrecks Act 1981* (Jeffery 1987:245). (See appendix 1 for a list of wrecks located in the immediate vicinity of Kingscote).

5.3 West Bay

Please see figures 5.21 and 5.22 for a map of West Bay, Kangaroo Island.

West Bay is quite a remote place situated within Flinders Chase National Park on the western coastline of Kangaroo Island. Flinders Chase is comprised of three separate parks, Rocky River in the southwest corner of the island, Cape Borda in the northwest and the Gosse Lands in the northeast totalling an area of around 32,600 hectares. The three sections of national park surround the Ravine des Casoars Wilderness Protection Area, which also forms the northern boundary of the West Bay region and has a total area of around 41,320 hectares (Parks Web accessed 24th April 2006).

European settlers have never inhabited West Bay or the surrounding region and the closest property is located at Rocky River, 22 kilometres to the east. According to the Department for Administrative and Information Services Lands Titles office, West Bay has always been crown land and has never been surveyed or subdivided into pastoral leases (see appendix 3 - historical search of crown land record). When the Cape Borda Lighthouse was built in 1858 (Barker and McCaskill 1999:38) a large portion of land consisting of nearly the whole length of the western coastline of the island as well as extending inland approximately 20 kilometres, was placed under the jurisdiction of the Marine Board of South Australia and named as being part of the Lighthouse Reserve (SA. Government Gazette 19th July 1900 and 29th April 1909 - see appendix 2). West Bay remained under the jurisdiction of the Marine Board until the land was granted to Flinders Chase National Park under the *Fauna and Flora Reserve Act 1919* (SA. Government Gazette 20th September 1923 - see appendix 2).

West Bay has changed very little since European settlement of the island. In the late 19th Century a Shelter Hut was established in the sand dunes and subsequently removed. In recent years the only changes to the bay have been in the installation of a campground with a toilet block and rainwater tank, a car park, picnic tables, a lookout and a wooden boardwalk through the sand dunes down to the beach. The bay retains its natural landscape and beauty and its historical cultural usage is an indication of the importance West Bay plays in the island's maritime landscape.

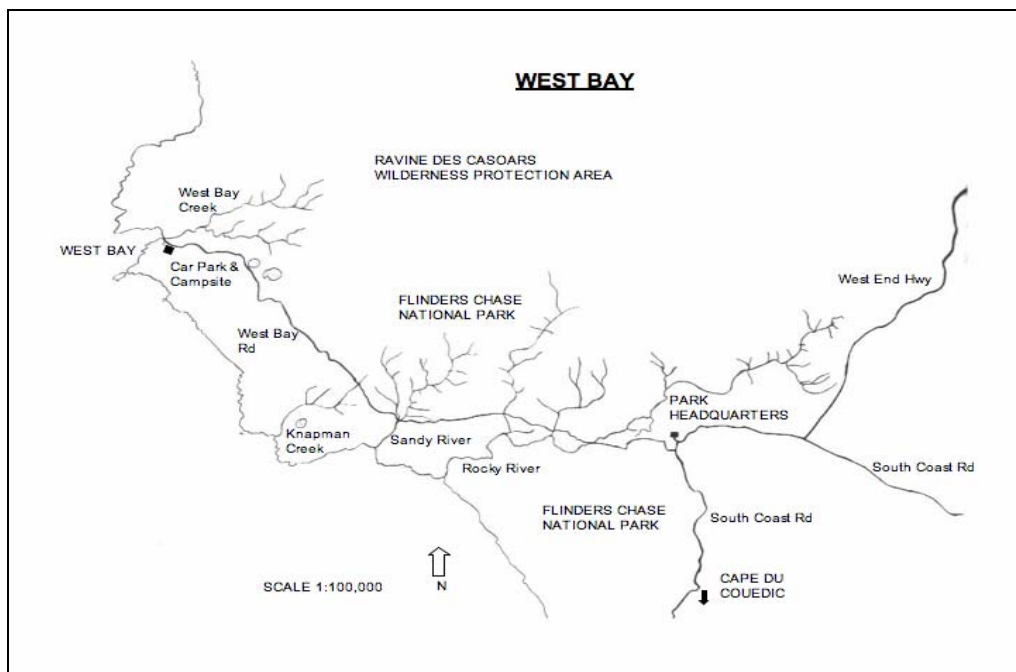


Figure 5.21 - West Bay Region, Flinders Chase National Park, Kangaroo Island
(source: CFS Map Book Kangaroo Island, Map 49 & 50, Ed. 1 2002).

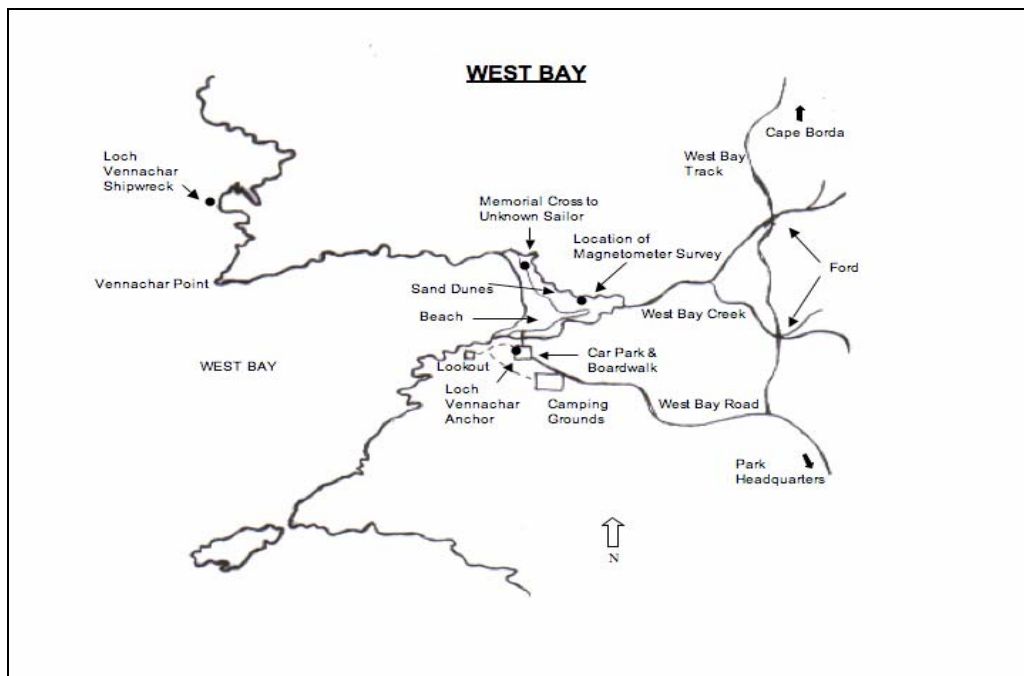


Figure 5.22 - Detailed Map of West Bay, Flinders Chase National Park
(No scale. No source - mud map)

5.3.1 *Loch Vennachar* Anchor:

The *Loch Vennachar* was a three masted fully rigged iron ship of 1552 tons gross and was built in 1875 in Glasgow, United Kingdom (Chapman 1972:44). The *Loch Vennachar* went missing when it failed to arrive in port at the designated time. This would have been later than the 6th September 1905, which is when the vessel exchanged the 'all well' signal with another vessel in the area, the *Yongala*. Conclusive evidence of a disaster having befallen the ship was found on the 29th September when a reel of blue printing paper was found floating in St. Vincent's Gulf which was identified as belonging to the ship according to its bills of lading (Chapman 1972:46). Wreckage washed up all around the island for months after the event without ever disclosing the location of the wreck. On November 26th 1905 Trooper Thorpe and Mr May found huge quantities of wreckage as well as a decomposed body on the beach at West Bay whilst they were doing a tour of inspection of the shelter huts on the south coast (Chapman 1972:48 and Loney 1993:33). It was only in 1977 that the wreck was finally located off the northern tip of the cliffs that form West Bay. Members of the Society for Underwater Historical Research carried out excavations and surveys of the site and the wreck was mapped and the anchor of the *Loch Vennachar* was raised using airbags. The anchor was then preserved and placed in the car park at West Bay as a memorial to the crew that lost their lives in the wreck (see figure 5.23).



Figure 5.23 - Anchor from the wreck of the *Loch Vennachar*, lost 1905, West Bay (Facing northwest. Photo: A. Smith 18/11/05)

5.3.2 Memorial Cross to the Unknown Sailor:

As a memorial to the unknown sailor that was washed ashore and found decomposing on the beach after the wreck of the *Loch Vennachar*, Trooper Thorpe and Mr May buried the body in the sand hills and made a cross from the wood washed ashore from the wreck to form the headstone of his grave (Loney 1993:35). The original cross was vandalised and destroyed at a later date and local people decided to erect a new one (date unknown) in the vicinity of the original as a memorial to all of the people who lost their lives in the tragedy (see figure 5.24).



Figure 5.24 - Memorial Cross to the Unknown Sailor from the *Loch Vennachar* wreck 1905 (Facing east. Photo: A. Smith 19/11/05)

5.3.3 Shelter Hut:

In response to the numerous shipwrecks that had occurred on the southern and western coastlines of Kangaroo Island “the government had built a small hut at West Bay and stocked it with blankets, food and medical supplies in the hope of it being found by sailors in distress” (Chapman 1972:1) (see also - appendix 2 - Marine Board Minutes 1899 - debate regarding the necessary action surrounding recent shipwreck events around Kangaroo Islands coastline).

The shelter hut is also noted on a 1913 Admiralty Chart and is named as a ‘Relief Station for Shipwrecked Mariners’ (see figure 5.25). According to the information noted on a display board at the Hope Cottage National Trust Museum in Kingscote, the shelter hut was erected in 1899 and removed in 1934. There is no evidence to suggest that any shipwrecked sailors ever found the hut and used it, certainly the body of the sailor from the *Loch Vennachar* wreck of 1905 found on the beach at West Bay did not make it to the hut, although there are tales of local people intermittently raiding it for its supplies (Chapman 1972:2).

In the course of his search for the *Loch Vennachar*, Trooper Thorpe went to West Bay to check the shelter hut where he found huge quantities of wreckage and the decomposing body of a sailor. Whilst he waited for a government vessel to come to West Bay and pick up 44 casks of whisky from the wreck, he wrote a letter to a friend describing the remoteness of the area and complaining about how unpleasant it was to have to stay there for an extended period of time without knowing when the ship would arrive (he arrived on 26th November 1905 and was still at West Bay when the letter was written on 9th December 1905) (Loney 1993:32).

In November 2005 and April 2006 there is no indication of any surviving structure matching that of the Shelter Hut. It was supposedly built upon the sand dunes according to two historic photographs; the first one is taken at a distance and the second taken with seven men in the picture in addition to the hut (see figures 5.26 and 5.27).

There are two locations in the sand dunes at West Bay that are a possible visual match to the historic photographs that depict the shelter hut. The first is the northern hills face of the bay where the sand dunes become very high but curve inwards towards the creek and have bedrock underneath them (see figure 5.28); the second is lower down in the sand dunes almost exactly in the middle of them where a hut would be easy to reach from the beach (see figure 5.39).

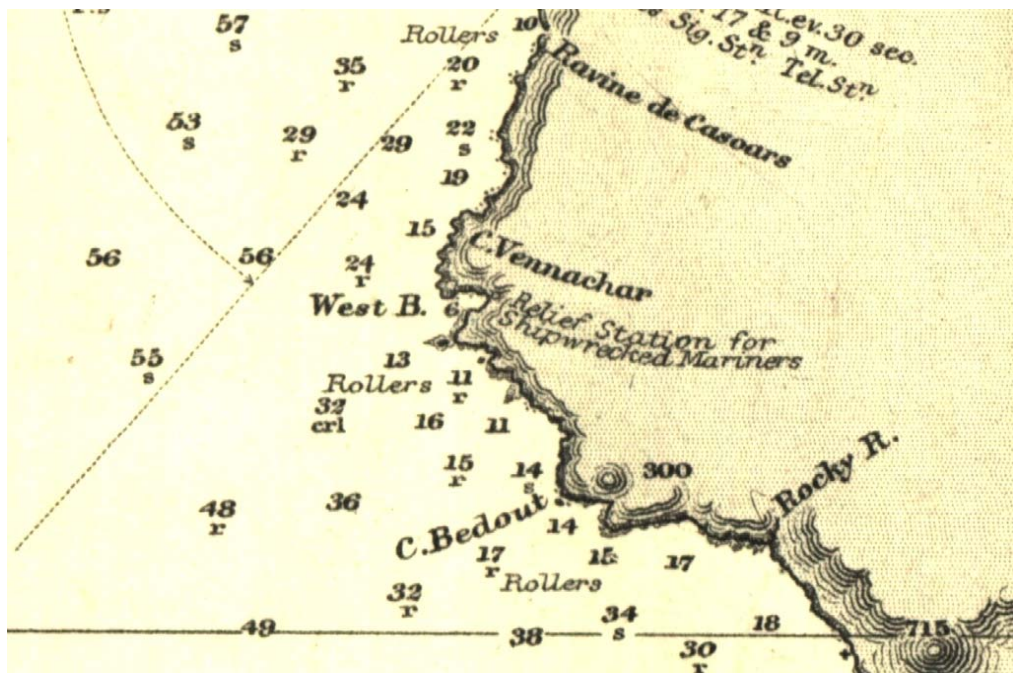


Figure 5.25 - Detail of 1913 Admiralty chart showing 'Relief Station for Shipwrecked Mariners' at West Bay, Kangaroo Island.

South Australia, Spencer and St. Vincent Gulfs, Admiralty Chart 1913 by J. Hutchison and F. Howard. (Chart courtesy of the State Library of South Australia)



Figure 5.26 - Original photograph of the West Bay Shelter Hut (date and author unknown - courtesy Hope Cottage National Trust Museum)
(Photo: J. McKinnon 11/4/06).



Figure 5.27 - West Bay Shelter Hut 1906 (author unknown - Photograph courtesy of the State Library of South Australia - PRG 280/1/4/129)



Figure 5.28 - Possible location of Shelter Hut at West Bay (view from northern hills face out towards Bay) (Facing West. Photo: J. McKinnon 12/4/06)



Figure 5.29 - Possible location of Shelter Hut at West Bay (lower down the sand dunes towards the middle of dunes near the beach) (Facing west. Photo: J. McKinnon 8/4/06)

5.3.4 Magnetometer Survey:

A proton magnetometer survey was carried out on the portion of land higher up in the northern hills face sand dunes at West Bay in the hope of finding evidence of human occupation or material culture from the shelter hut, namely ferrous materials such as nails and sheets of corrugated iron used in the construction of the building or metal boxes containing food and medical supplies. The results of the magnetometer survey showed no unusual anomalies in the area that could be attributed to remnant material culture (see figure 5.30).

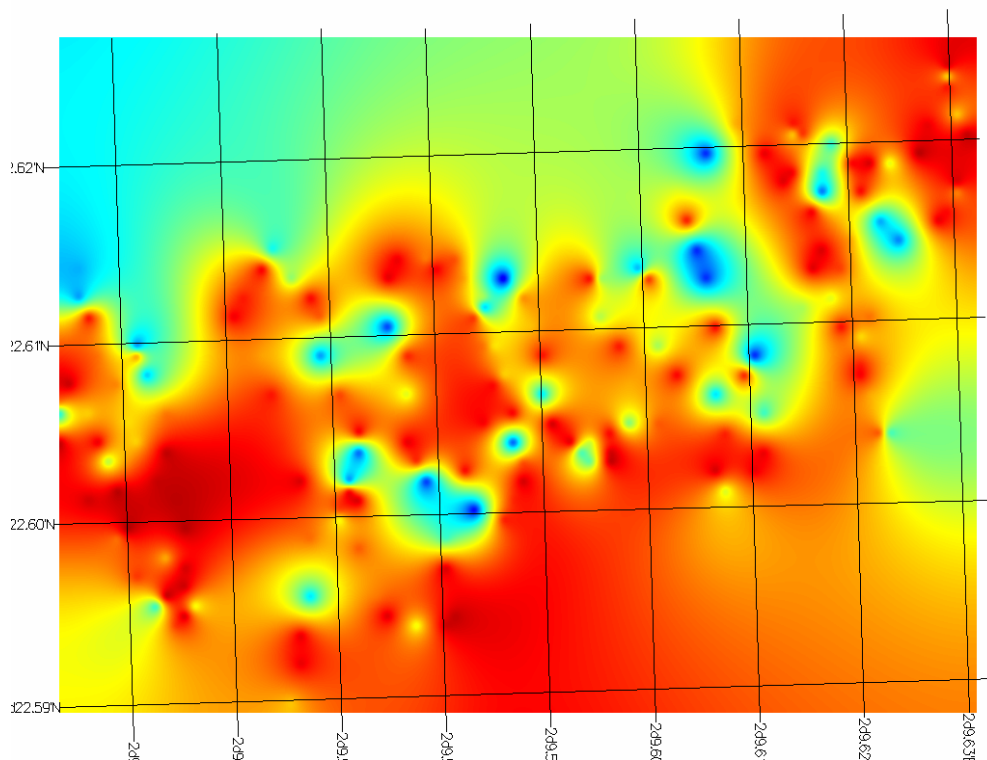


Figure 5.30 - Magnetometer Survey of possible location of Shelter Hut at West Bay (northern hills face location)

5.3.5 Shipwrecks:

There have been many ships wrecked on the south, southwest and western coasts of Kangaroo Island. West Bay has four wrecks in the immediate vicinity, the *Loch Vennachar* (built 1875, wrecked 1905), *Winnie* (built 1900, wrecked 1942), *Jeanette S* (built 1913, wrecked 1966) and the *Mars* (built 1877, wrecked 1885) (see appendix 1 for detailed information regarding all four wrecks). Out of the four wrecks only the *Loch Vennachar* has been found; it is also the only one that is protected under federal legislation, namely the *Historic Shipwrecks Act 1976*.

CHAPTER SIX

DISCUSSION

6.1 Introduction

An analysis of the results gathered during archival research and fieldwork activities needs to be conducted in order to place the results into a relevant context that can be used in assessing the maritime cultural landscape of Kangaroo Island. A discussion concerning the maritime sites found at Kingscote and West Bay will examine in detail the role these two sites have played in shaping the maritime environment. This discussion will address the research question (see below) and the aims of the thesis as stated in the Introduction in Chapter 1.

Research Question:

How well does the concept of a maritime cultural landscape explain the archaeological patterning in the historical period on Kangaroo Island?

6.2 Kingscote and the Maritime Cultural Landscape

The archaeological patterning of historical sites of cultural interest at Kingscote revolves around trade, goods, personal livelihood and transport. Colonial settlement brought about the establishment of three jetties and a well to supply the town with water at Reeves Point; the early 1900's saw the development of the wharf, construction of the main jetty, redevelopments to the police station and the rebuilding of the Ozone Hotel; and the late 1900's brought about the renovation of Hope Cottage, construction of 'The Bluff' boat ramp and the development and landscaping of the tidal swimming pool. Interweaving throughout all of these time periods is the incidence of shipwrecks, either sinking at sea or being driven upon the shore by inclement weather. All of these features are part of the maritime cultural landscape that is Kingscote. (Please see figure 5.1 for a reference map of the relevant historical period sites at Kingscote.)

Reeves Point was the landing place of the first settlers in South Australia and the site of the first small town; as such it needed to have the capabilities to support the development of the town and its population. To assist with the loading and unloading of people, animals and goods, the first jetty was built at Beatrice Point near the sand spit. There is only one sketch of this first jetty and its exact dimensions and length are unknown. However the second jetty erected near a gully approximately 200 metres south of the first jetty has been depicted in a painting of Reeves Point circa 1840 (E.C Frome 1840 - Art Gallery of South Australia). It is thought that the South Australia Company constructed both the first jetty and the gully jetty, with the materials believed to have come from the area near the Cygnet River (Collins 2005:9).

There is no historical information available that details why the first jetty was demolished and the second gully jetty built. The water current at Nepean Bay in this area is not particularly fast flowing, not enough to have caused massive amounts of erosion in such a short period of time, although the first jetty may have been exposed enough (being so close to the point) that it made holding a vessel steady at this location against a rickety jetty difficult. A third structure was built for shipping stone to Adelaide and was not used for transporting passengers or goods. This 'Quarry' jetty was built purely for commercial purposes and was privately owned. Considering how little physical evidence remains of the gully jetty at Reeves Point and that it was many years before the wharf and jetty were constructed at Kingscote to service the needs of the residents, it is interesting to consider the condition the gully jetty would have been in by the time it was finished with. Especially considering that next to nothing remains of this particular structure today and that it is unknown if this second jetty was demolished and the materials reused or if it was just abandoned.

The Old Well was dug at the Point in order to supply the residents with fresh water. The area near the beach (where the well is) slopes gently down towards the sand spit known as Beatrice Point, as a result of this and due to the well being dug too deep, the water supply became salty and undrinkable. The settlers ended up moving south to the current day site of Kingscote and establishing a permanent settlement.

It is not clear if the well was solely responsible for the decision to move town sites, but it would have played a huge part in the decision making process as there are only a few places on Kangaroo Island where fresh water is readily available and a move to the south was a move closer to the entrance of American River where there were a couple of fresh water creeks that flowed out to the river.

The end of the 19th century and the beginning of the 20th century saw the construction and development of more permanent structures of all kinds at Kingscote. This was due, in part, to the increase of the population of Kangaroo Island, with 400 people in 1838, down to only 170 people in 1860, increasing to 700 people in 1901 (Department of Environment and Planning 1991, paragraph 1.2.2). This allowed the Kingscote District Council to undertake public works for the benefit of its residents. One its major projects was the development of the wharf and the building of the new jetty (Kelly 1988:22). Whilst Kingscote had always had a wharf structure lying adjacent to the coastline, it was only with the erection of the new jetty in 1910 that the wharf was surfaced and warehouses constructed. These community developments changed the face of the landscape by layering a cultural factor on top of the natural landscape.

It is important to remember that maritime cultural landscape theory defines human utilisation of maritime space by boat, including the establishment of settlements (Westerdahl 1992:5). Renovations to the police stations occurred in 1910, with the addition of a courthouse and office to the original structure. The development reflects the growing population and the need to establish a serious and professional police presence on the island. The police station is an important part of the maritime landscape because it is situated just above the wharf and is geographically part of the wharf and warehouse region. Dauncey Street (which is the main road, shopping area and thoroughfare in Kingscote) was not actively built upon as the main community precinct until the 1930's (Kelly 1988:87). This means that the foreshore, especially the wharf and jetty area, including the various buildings that are situated in the area, were the focus of a large proportion of community interaction in Kingscote.

Another building that is part of the foreshore area is the Ozone Hotel located on the corner of Murray Street and Chapman Terrace (which is the main parade following the curve of the coastline of Nepean Bay). This hotel has always been, and still is, a focal point for gathering of local residents and visitors coming up from the wharf into the town. The original hotel burned to the ground in 1907 but was re-built by 1918 and it is this structure that still stands today (Cordes 1986:23). The hotel is very close to the wharf and is one of the largest and most prominent structures that have ever graced the Kingscote landscape.

From the mid to the late 1900's, as Kingscote has gradually expanded, the maritime landscape has changed with the addition of two more jetties to the wharf and the construction of the landscaped tidal swimming pool to the south of the wharf area. The two additional jetties were added to cater for local fishermen, both are situated to the north of the main jetty, with the steel framed jetty located running parallel to the wharf. These jetties are indicative of the cultural association the residents of the island have with maritime endeavours, even as a recreational pastime. Before the construction of the tidal swimming pool, local people used to swim in the space between the main jetty and the shorter older one at the wharf. The tidal swimming pool was erected for recreational pursuits and has imposed itself upon the natural line of the coast by encroaching ever so slightly into Nepean Bay. The tidal pool makes use of a natural stone feature called 'The Basin' located in the same position that has been further shaped to suit the purpose for which it is intended, a public swimming pool. The tidal pool is a permanent structure that has altered the physical landscape as well as added an additional feature to the cultural landscape.

Another cultural component of the landscape is 'The Bluff' boat ramp. The ramp is located approximately 1.5 km around the coastline from Reeves Point in the Bay of Shoals and is used by local fishermen. There is no indication as to whether or not the structure was specifically built with the fishermen in mind or if at one time the boat ramp serviced the quarry that operates just to the west of the ramp.

There is a connecting road that runs all the way along the shoreline from the quarry to the Beatrice Point sand spit at Reeves Point, but this road did not exist at around the time of settlement as members of the community had to travel by boat to the Bay of Shoals to collect fresh water from a well they had dug there (Ruediger 1980:43). The land is not overly steep or inhospitable in this area; it would have been easy to beach a boat on the shore and it would have been unlikely that any structure as a prelude to the boat ramp would have been built in the same area. To the east of the boat ramp are two wooden piles surrounded by old tyres that could possibly have been used as boat moorings. These moorings are not particularly old and most likely were built at around the same time as the boat ramp. They do not appear to be in use and it is unknown as to why there are wooden logs coming out from the base of each structure below the waterline and vegetation that head in the direction of the shore. 'The Bluff' and boat moorings form part of the archaeological patterning of historic sites at Kingscote, with one maritime structure in use and the other seemingly abandoned.

The arrival of the colonial settlers brought about the construction of dwellings to house the new arrivals. One of these homes is Hope Cottage built near the top of the hill at Reeves Point. This cottage is one of three that were built in the 1850's and was restored by the National Trust as a folk museum that honours the first South Australian settlers and houses their personal belongings and farm machinery. The cottage also pays respect to the many vessels that serviced the island and its people throughout its history. It acknowledges the role that the lighthouses have played and the unfortunate circumstances that have brought about some of the many shipwrecks that have occurred around the coast. Whilst the museum is not on the foreshore and a part of the immediate maritime landscape, its relationship with the first settlers and the way in which it encompasses all aspects of Kangaroo Islands cultural heritage, including its maritime heritage, makes Hope Cottage an integral part of the maritime cultural landscape of Kingscote and Kangaroo Island.

6.3 West Bay and the Maritime Cultural Landscape

The archaeological patterning of sites of interest at West Bay is sparse and only ever contained the bare necessities of material culture. There is very little interaction with the landscape on a large scale, which is evidenced by the complete lack of remains of the Shelter Hut at West Bay. The only visible physical remnants of material culture at West Bay are the *Loch Vennachar* Anchor and the Memorial Cross to the Unknown Sailor. However, one of the most important aspects of archaeology is that just because you cannot see it, does not mean that it does not exist. This idea ties into maritime cultural landscape theory, which links the importance of both terrestrial and underwater sites together in the interpretation of a region without forgetting one particular aspect over and above another. With this in mind it becomes relevant to search for any archaeological remains of the Shelter Hut for Shipwrecked Mariners.

The Shelter Hut was named on the 1913 Admiralty chart as a “Relief Station for Shipwrecked Mariners” (see figures 5.25 and 5.26) and by Chapman (1972:1) who indicated that “the government had built a small hut at West Bay, and stocked it with blankets, food and medical supplies”. The intention of the hut was to provide relief to sailors in distress on the western side of the island (which is the route most interstate vessels took, rather than go through Backstairs Passage) if they were unable to make it to Cape Borda lighthouse to signal that they were in trouble. At the time the shelter hut was built in 1899 (according to the display information at the Hope Cottage National Trust Museum), Cape du Couedic lighthouse had not yet been built (construction started in 1907) and the hut was supposed to fill this gap in the maritime infrastructure on Kangaroo Island.

The only reasonable way to get to the shelter hut was by ship, although it would have been possible but very undesirable to follow the Rocky River creek from the Rocky River Homestead (located at the current day Park Headquarters at Flinders Chase National Park) down to the sea and then follow the coastline around until you reached West Bay. It is thought from the descriptions of his journey, that Trooper Thorpe in his 1905 search for the *Loch Vennachar* may have done something similar to this, although he states that he started out at Cape du Couedic and then followed the coastline (see Appendix 2.2).

It is interesting to note that Cape du Couedic did not have proper road access until the 1930's when the West End Highway and South Coast Roads were built linking the lighthouse with Cape Borda (Kelly 1988:70). The West Bay track, that links Cape Borda with the Rocky River Homestead and crosses the West Bay creek quite near the beach, was not built until 1941 (Kelly 1988:89). Since the shelter hut was supposedly built in 1899 and demolished in 1934 (according to Hope Cottage National Trust Museum), all activity, repairs and reprovisioning etc would have had to been carried out by boat.

There are two known photographs of the shelter hut (see figures 5.27 and 5.28) but no known drawings, sketches, maps or plans of the area that pin points the exact location of the hut at West Bay. It was stated by Chapman (1972) that 'the government' built the hut, which means that it would have been under the jurisdiction of the Marine Board of South Australia. More specifically, it would have come under the control of the Naval Commandant of the Marine Board (Parsons 1986:248). But there is no record of the hut in their documents. The closest information found in relation to the erection of some kind of a provision for mariners is a series of discussions in the 1899 Marine Board Minutes regarding the unsafe nature of the coastline (see Appendix 2.3). A possible outcome of these discussions may have been the installation of a shelter hut at a later date, but these particular enquires resulted in a new lighthouse on the South Neptune Island, not a shelter hut.

Because of this, locating the position of the hut was based primarily upon the two photographs. This was difficult because the scale, the author and what type of lens was used in the pictures are unknown. As a result, two possible locations were picked that may match the original location of the shelter hut based upon a visual analysis of the pictures whilst on site. The first was a position dubbed the northern hills face because of its location high up in the northern sand hills of the Bay and the second was located further down the dunes, near the middle of them just above the beach.

There is no physical evidence of material culture at either of the locations, however the dune system is very active and changes frequently; as an example, from November 2005 to April 2006, the creek bed had altered its course slightly, was shallower and straighter. This means that any material remnants would have either been buried or washed away by a storm surge and would have shifted from their original location.

With this in mind, a proton magnetometer survey was carried out on the northern hills face location as it was felt this position resembled the possible location of the hut according to the photographs. The magnetometer survey picked up no unusual anomalies in the vicinity which was the expected result considering the shelter hut was removed and sold, indicating that it would have been taken down intact, not scattered around.

The shelter hut provides a link between the ocean and the land for sailors who were in distress and looking inwards for a place of safety to land. There is no indication that anyone ever found or used the shelter hut for its intended purpose, which may be why the hut was sold and removed. It is doubtful that any further magnetometer investigation of the area would yield any more information, as the dunes are so active and it has been over 70 years since the hut was removed. There is the option of searching for evidence of Trooper Thorpe's long-term stay in the area, especially near the creek further inland, although since he would have been travelling very light with only the bare essentials, it is unlikely he left anything behind.

Residing in the car park at West Bay is the raised anchor from the *Loch Vennachar* shipwreck. It has been established as a memorial to ship that was lost and the people who lost their lives when the vessel sunk off the tip of the West Bay coast.. The anchor draws a lot of visitors, people who have empathy for the lost lives, as well as people who have interest in this archaeological artefact that has been raised from the sea floor.

In addition to the anchor, West Bay has another memorial, one that pays tribute to the people that died on the *Loch Vennachar* by memorialising the Shipwrecked Sailor that was found by Trooper Thorpe decomposing upon the beach whilst he was searching the coastline for evidence of the wreck. In a letter to a friend, Trooper Thorpe describes his find; “*we found the de-composed body of a poor young fellow, probably not more than 17 or 18. It smelled awfully bad*”; and the unfriendly and lonesome environment that characterises West Bay; “*My mate and I carried the body up to a flat and buried it in its lonely grave. It is a dreadfully lonely place, high towering sand hummocks, and cliffs, and dense scrub*” (see Appendix 2.2 for the complete letter). Both the anchor and the memorial cross provide a cultural link between the ocean and the land that make them part of the maritime cultural landscape of West Bay.

6.4 Kangaroo Island and Maritime Cultural Landscape Theory

Analysis of the archaeological patterning of sites containing maritime infrastructure on Kangaroo Island shows that an island context is different to a mainland context in the approaches taken to the installation of maritime infrastructure. Duncan (2000:143) pointed out that a lack of shipping facilities (i.e. dedicated maritime infrastructure) might indicate minimal use of an area. This may be the case on the mainland where there are substantial port facilities in clearly defined regions and a lack of maritime infrastructure, shipwrecks or material culture debris could indicate minimal use or abandonment of a port.

Parker’s (1999) study of the port of Bristol indicates that Duncan’s preposition is not necessarily true, as he found that evidence of crossing places, berths and quay’s in the Middle Ages were not designed with dedicated maritime infrastructure in mind. They were made of transient materials (in the case of the berths they were in the mud) but were not temporary in nature as historical evidence suggests that they were in position over a long period of time, long enough for place names in Bristol to have origins in the Middle Ages and the maritime structures that existed such as they were at the time (1999:325).

Parker's work in Bristol supports the results gained on Kangaroo Island in researching the maritime cultural landscape. His work affirms that maritime infrastructure need not be dedicated in order to serve the needs of the community. An island landscape, as evidenced by Kangaroo Island, shows that infrastructure exists continuously around the whole island, not just in one place. Even though Kingscote is an example of dedicated maritime infrastructure that addresses the needs of the community, West Bay is an example of a reactive response to the environment (in this case, the ocean as well as the inhospitable terrain on land), as are the various lighthouses, beacons, landing places and jetties. Most of these elements, perhaps with the exception of the lighthouses, are single structures that have no mechanisms in place to create a supportive backup to the uses and intentions that they were built for. Even so, these maritime elements serve the community of the island as a whole, placed at various locations around the island in order to cover the entire geographical space and are located at relevant places and intervals around the island.

Whilst this thesis has not attempted to analyse all aspects of material culture that exist on Kangaroo Island in relation to the maritime cultural landscape, an overview of the various maritime sites on the island shows a distinct pattern. Archaeological sites that have a maritime perspective are situated at locations around the island whereby the geographical landscape influences the positioning of these sites. This is exemplified by the three main lighthouses that have been placed upon high cliffs overlooking submerged rocky outcrops; 'The Bluff' boat ramp has been placed at a point where the land slopes gently down to the sea; and the Shelter Hut at West Bay that has been located at the only place in the natural landscape on the southern and western coastline that is conveniently located and able to receive boats if necessary.

6.5 Limitations of Research Design

The research design has been successful in assessing the maritime cultural landscape of Kangaroo Island through the survey of the two sites of Kingscote and West Bay. However the potential scope of this study has been constrained by the time allocated to the completion of the thesis. Therefore the research design has been structured to encompass as much data collection as possible in order to answer the research question (see Methodology in Chapter 4 for research parameters and limitations). This is not a negative factor; it simply provides an opportunity to expand the research design at a later date to allow for further archaeological investigation.

6.6 Potential for Future Archaeological Investigation

The most logical next step for future archaeological investigations is to continue the work already started with this thesis and expand the project to look at the whole of Kangaroo Island and its maritime cultural landscape. If the scope of a survey of the whole island is too large, it could be narrowed down to focus upon the other main towns on the island such as Penneshaw or American River and examine these in relation to the maritime landscape.

It must be noted that there were no GPS or GIS coordinates taken for any of the sites at Kingscote and only a handful of GPS coordinates were taken at West Bay in the course of the magnetometer survey. Therefore there is no scale map of either area that plots the relevant features in their exact locations, only the CFS and RAA topographic and road maps (which have a scale) were used to plot the sites in an approximate position (see figures 5.1, 5.21 and 5.22 in the Results in Chapter 5 for these maps).

Another possibility is to excavate the dumpsites that are located at both the Cape du Couedic and Cape Borda lighthouses (as suggested by Lyons in his 2005 thesis) and analyse the material culture to determine what relationships exist between the lighthouses, West Bay and Kingscote.

This investigation would further the ideals put forward by maritime cultural landscape theory and could be used to support both this current thesis, its research question and its aims, as well as answer questions that remain regarding Lyons (2005) work with the three lighthouses on the island and the relationships that exist between the lighthouse structure and the lighthouse keepers and their families.

In the case of Kangaroo Island it can be seen that the ocean has strongly influenced the development of the island (“the primacy of sea over road transport is reflected in the seawards orientation of many of the homesteads” - Dept. Environment and Planning 1991:Paragraph 1.2.3) and the importance placed upon maritime ventures by the island’s residents. Further research could include an in-depth statistical analysis of the economic development of the island and a breakdown of the occupations and trades of its residents, as well as analysis of agriculture and the movement of goods to and from the island and the mainland to examine the prevalence of maritime travel and trade.

Whilst the locations of many shipwrecks situated around the island are unknown, there are a couple of wrecks whose approximate locations are known, such as the *Winnie* at West Bay or the *Ada* at the mouth of the Cygnet River (SA Shipwreck Atlas accessed 28/5/06). An investigation and archaeological survey into some of these wrecks would compliment all aspects of maritime research to do with Kangaroo Island as well as contribute knowledge to South Australia’s heritage.

Kingscote was South Australia’s first colonial settlement and two jetties were built at Reeves Point between 1836 and 1841 (Collins 2005:10). No visible remains of the two original jetties exist today at high tide (2005/2006 thesis survey), however this provides an excellent opportunity to conduct an underwater survey around the Point to search for any remains of the piles. In addition, the Old Quarry Jetty (built circa 1850) was only mentioned in the results of this thesis and not properly surveyed. By examining the quarry jetty and surveying the underwater surrounds there is a strong likelihood of finding more jetty piles underneath the sediment at the tip of the jetty.

The information gained about the three jetties would be of great value to South Australia's historical record and if the two original jetties are found, will provide the opportunity to show conclusive evidence of the construction materials and perhaps the construction methods used in the earliest jetties in the colony.

6.7 Conclusion

The coastal landscape of Kangaroo Island has played an enormous role in shaping the way in which the island has developed over time. The islands buildings and public works, such as the wharf, jetties, warehouses and hotel at Kingscote, have been constructed to cater for goods and trade, the transportation of people and a place for travellers to stay in comfort, as well as providing a safe haven in Nepean Bay from bad weather afflicting South Australian waters. Kingscote has developed looking outwards towards the ocean and embracing all that it offers.

West Bay and the shelter hut were placed on the edge of the coastal landscape to provide relief to sailors who had run into trouble on the treacherous south and west coastlines of Kangaroo Island. Due to the inhospitable nature of the vegetation and the impossibly rough, high and rocky terrain that runs almost continuously along the southern and western coasts, the shelter hut offered an opportunity for mariners to look inwards towards safety and leave behind any foundering vessel in order to land at one of the only inviting places in the landscape.

Human interaction with the environment produces material culture, as evidenced by shipwrecks, buildings and other maritime structures that alter the landscape in response to both human activity and natural forces. These aspects form the basis behind the archaeological patterning of a site or region that is then used by archaeology to interpret the landscape. Kangaroo Island is the perfect combination of a beautiful natural landscape that has been manipulated by cultural concerns to produce a maritime cultural landscape that still strongly and visibly identifies with all aspects of its creation.

CHAPTER SEVEN

CONCLUSION

7.1 Introduction

This thesis examined the concept of a maritime cultural landscape and used it to explain the archaeological patterning in the historical period of Kangaroo Island. The thesis achieved this by viewing two case study sites, Kingscote and West Bay, the first as an example of a dedicated maritime infrastructure and the second as an example of a reactive response to environmental conditions.

This work contributes to the significance of historical and maritime archaeology by examining maritime cultural landscape theory in a dedicated and previously unstudied context by focussing upon an island and its inherent relationship to the ocean.

7.2 Outcomes of the Thesis Research

Maritime cultural landscape theory provides the opportunity to reduce the distinction that exists between western and indigenous cultural landscape interpretation. Maritime cultural landscape theory assesses the landscape in a holistic manner i.e. there is no distinction between a terrestrial site and an underwater site provided that they both have a maritime context. An indigenous interpretation of the landscape also sees no distinction between a terrestrial and an underwater site and further sees no distinction between these and associative landscapes, all of these site types are interpreted as one. This holistic approach could have far reaching implications for Aboriginal Native Title claims by documenting new sites in previously uncontested areas.

This thesis can be used a springboard for further archaeological enquiry into landscape studies, especially ones that promote an even more integrated approach to interpretation of the cultural landscape than maritime cultural landscape theory does by focusing purely upon the maritime context.

7.3 Conclusion

Maritime Cultural Landscape Theory is an appropriate tool that can be used in an island context when assessing the archaeological and heritage significance of an individual site or an overall region. This approach works especially well for an island the size of Kangaroo Island due to every aspect of life in the historical period of the island being governed by the sea, which had far reaching effects for population growth, economic development, building and public works. This remained true until the advent of air travel to the island which took some of the pressure off the importance of sea travel. However even with the introduction of air travel and air freight, the significance of the ocean to the residents of Kangaroo Island still remains, since the easiest and most convenient way to access the island from the mainland is via the SeaLink ferry travelling from Cape Jervis to Penneshaw.

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APPENDIX 1.1

Australian National Shipwreck Database - Kangaroo Island Shipwrecks:

Ada	Hilarity	Mermaid
Adelaide Renown	Hunter	Midge
Afric	Ida	Mimosa
Albert	Isla	Mindoro
Amberstar	Island Girl	Minnie Sims
Armadale	Janet	Montebello
Atalanta	Jeanette S	Nola Too
Bonnie Mac	Joan Magaret	Origin
Breeze	Judy I	Osmanali
Brittania	Jutta	Pam
Brothers	Kate	Portland Maru
Chum	Kona	Queen Maria
Cookaburra	Kookaburra	Quoma
Corona Astror	L and M	Robert Burns
Daring	Latona	Ruby
Ekalta	Lilly May	Savar
Emily Smith	Lismore Star	Seaspray
Eva	Loch Sloy	Stella
Ewbank	Loch Vennachar	Storm Eagle
Fairfield	Lyncrad	Storm Bird
Fanny M	Macca	Stormy Petrel
Faird Fares	Magic	Treasure Trove
Fides	Mars 1885	Vale
Gambi	Mars 1957	William
Gemini	Mary	Winnie
Golden Hope	Master Jack	You Yangs
Goulburn	May	

APPENDIX 1.2

Atlas of South Australia - Shipwrecks

Kingscote Shipwrecks:

Wreck Name:	Fannie M
Wreck Number:	175
Location:	Kingscote, Kangaroo Island, 3 miles SE of Point Marsden
Easting (x)	1242004
Northing (y)	1595371
Latitude	-35.6275599179823
Longitude	37.664602916699
Date of Wreck:	15/06/1885
Cause of Wreck:	Stranded During NW Gale and Totally Destroyed by Fire
Date Built:	1877
Country Built:	Canada
Port Built:	St Johns, near Brunswick
Type of Vessel:	Barque
Hull:	Wood
Length:	48.6
Tonnage:	673
Wreck Found:	Yes
Wreck Inspected:	Yes
Wreck Protected:	Yes
Jurisdiction:	Federal

Wreck Name:	Robert Burns
Wreck Number:	262
Location:	Kingscote
Easting (x)	1243015
Northing (y)	1590062
Latitude	-35.6659071769336
Longitude	137.685324672621
Date of Wreck:	04/12/1908
Cause of Wreck:	Went Aground Outside Spit
Date Built:	1857
Country Built:	Australia
Port Built:	Long Bay, Hobart
Type of Vessel:	Ketch
Hull:	Wood
Length:	20.3
Tonnage:	45
Wreck Found:	Yes
Wreck Inspected:	Yes
Wreck Protected:	Yes
Jurisdiction:	Federal

Wreck Name:	Ada
Wreck Number:	1116
Location:	Mouth of Cygnet River, Kangaroo Island
Easting (x)	1235936
Northing (y)	1587756
Latitude	-35.6949281631761
Longitude	137.602350605018
Date of Wreck:	1946
Cause of Wreck:	Sank and Broke Up
Date Built:	1884
Country Built:	Scotland
Port Built:	Castle On Tyne
Type of Vessel:	Cutter
Hull:	Wood
Length:	7.6
Tonnage:	Unknown
Wreck Found:	No
Wreck Inspected:	No
Wreck Protected:	No
Jurisdiction:	Federal

Wreck Name:	Afric
Wreck Number:	1117
Location:	Near the Jetty, Kingscote
Easting (x)	1239462
Northing (y)	1590716
Latitude	-35.6699157363941
Longitude	137.646176374812
Date of Wreck:	1960's
Cause of Wreck:	Rotted on the Beach
Date Built:	1914
Country Built:	Australia
Port Built:	Kingscote, Kangaroo Island
Type of Vessel:	Cutter
Hull:	Wood
Length:	6.4
Tonnage:	Unknown
Wreck Found:	No
Wreck Inspected:	No
Wreck Protected:	No
Jurisdiction:	Federal

Wreck Name:	Armadale
Wreck Number:	1118
Location:	Near the Jetty, Kingscote
Easting (x)	1239462
Northing (y)	1590716
Latitude	-35.6699157363941
Longitude	137.646176374812
Date of Wreck:	1930's
Cause of Wreck:	Broke Up on Beach
Date Built:	1910
Country Built:	Australia
Port Built:	Kingscote, Kangaroo Island
Type of Vessel:	Cutter
Hull:	Wood
Length:	7.9
Tonnage:	Unknown
Wreck Found:	No
Wreck Inspected:	No
Wreck Protected:	Yes
Jurisdiction:	Federal

Wreck Name:	Hilarity
Wreck Number:	1123
Location:	Kingscote Beach, Kangaroo Island
Easting (x)	1239462
Northing (y)	1590716
Latitude	-35.6699157363941
Longitude	137.646176374812
Date of Wreck:	1940's
Cause of Wreck:	Rotted Away on Beach
Date Built:	Unknown
Country Built:	Unknown
Port Built:	Unknown
Type of Vessel:	Cutter
Hull:	Wood
Length:	8.2
Tonnage:	Unknown
Wreck Found:	No
Wreck Inspected:	No
Wreck Protected:	No
Jurisdiction:	Federal

Wreck Name:	Isla
Wreck Number:	1125
Location:	Kingscote Beach
Easting (x)	1239462
Northing (y)	1590716
Latitude	-35.6699157363941
Longitude	137.646176374812
Date of Wreck:	1940's
Cause of Wreck:	Rotted Away on Beach
Date Built:	Unknown
Country Built:	Australia
Port Built:	Port Adelaide
Type of Vessel:	Cutter
Hull:	Wood
Length:	9.1
Tonnage:	Unknown
Wreck Found:	No
Wreck Inspected:	No
Wreck Protected:	No
Jurisdiction:	Federal

Wreck Name:	Judy I
Wreck Number:	1126
Location:	Kingscote, Kangaroo Island
Easting (x)	1239462
Northing (y)	1590716
Latitude	-35.6699157363941
Longitude	137.646176374812
Date of Wreck:	13/02/1947
Cause of Wreck:	Broke Loose from Moorings in SE Gale, Washed Ashore and Wrecked
Date Built:	Unknown
Country Built:	Unknown
Port Built:	Unknown
Type of Vessel:	Unknown
Hull:	Wood
Length:	9.8
Tonnage:	Unknown
Wreck Found:	No
Wreck Inspected:	No
Wreck Protected:	No
Jurisdiction:	Federal

APPENDIX 1.3

West Bay Shipwrecks:

Wreck Name:	Winnie
Wreck Number:	490
Location:	West Bay, Kangaroo Island
Easting (x)	1139824
Northing (y)	1567366
Latitude	-35.8978193218361
Longitude	136.549029730157
Date of Wreck:	07/01/1942
Cause of Wreck:	Washed Ashore
Date Built:	1900
Country Built:	Australia
Port Built:	Port Adelaide
Type of Vessel:	Cutter
Hull:	Wood
Length:	11.6
Tonnage:	Unknown
Wreck Found:	No
Wreck Inspected:	No
Wreck Protected:	No
Jurisdiction:	Federal
Wreck Name:	Mars
Wreck Number:	176
Location:	West Bay, Kangaroo Island
Easting (x)	1147694
Northing (y)	1558962
Latitude	-35.972510852903
Longitude	136.637615124691
Date of Wreck:	16/06/1885
Cause of Wreck:	Stranded During Heavy Weather and Became Total Wreck
Date Built:	05/1877
Country Built:	Scotland
Port Built:	Milford, Warlow
Type of Vessel:	Barque
Hull:	Wood
Length:	45.7
Tonnage:	508
Wreck Found:	No
Wreck Inspected:	No
Wreck Protected:	No
Jurisdiction:	Federal

Wreck Name:	Loch Vennachar
Wreck Number:	249
Location:	Vennachar Point, West Bay, Kangaroo Island
Easting (x)	1137075
Northing (y)	1568065
Latitude	-35.8918699412523
Longitude	136.518470357281
Date of Wreck:	07/09/1905
Cause of Wreck:	Unknown
Date Built:	08/1875
Country Built:	Scotland
Port Built:	Glasgow
Type of Vessel:	Ship
Hull:	Iron
Length:	76.2
Tonnage:	1557
Wreck Found:	Yes
Wreck Inspected:	Yes
Wreck Protected:	Yes
Jurisdiction:	Federal

Wreck Name:	Jeanette S
Wreck Number:	378
Location:	Near West Bay, Kangaroo Island
Easting (x)	1139856
Northing (y)	1564525
Latitude	-35.9234180467467
Longitude	136.549835673307
Date of Wreck:	28/04/1966
Cause of Wreck:	Sprang a Leak and was Abandoned
Date Built:	1913
Country Built:	Australia
Port Built:	Sydney
Type of Vessel:	Lugger
Hull:	Wood
Length:	13
Tonnage:	17.75
Wreck Found:	No
Wreck Inspected:	No
Wreck Protected:	No
Jurisdiction:	Federal

APPENDIX 2.1

The South Australian Government Gazette:

Adelaide, Thursday, July 19, 1900

Lighthouse Reserves.

By virtue of the provisions of “The Crown Lands Act, 1888”, and the “Marine Board and Navigation Act, 1881”, I, the Governor, with the advice and consent of the Executive Council, do hereby reserve the Crown lands respectively described in the schedule hereto for lighthouse purposes, and place the said reserves under the care, management, and control of the Marine Board of South Australia.

The schedule referred to.

Cape Borda Reserve - Comprising that portion of county Carnarvon west of pastoral lease 252 and west of pastoral blocks 331 and 323, as delineated on run plan No. 3a deposited in Land Office.

Given under my hand and the public seal of South Australia, at Adelaide, this eleventh day of July, one thousand nine hundred.

By Command, J.G. Jenkins, Chief Secretary.

Adelaide, Thursday, April 29, 1909

Lighthouse Reserve, Cape Borda.

By virtue of “The Crown Lands Act, 1903”, and all other powers enabling, I, the said Governor, with the advice and consent of the Executive Council and the said State, do hereby -

1. Resume the lands which were, by a proclamation published in the *Government Gazette* on the 19th day of July, 1900, dedicated as a reserve for lighthouse purposes at Cape Borda.
2. Reserve the lands described in the schedule hereto as a reserve for lighthouse purposes, and place the said reserve under the care, management, and control of the Marine Board of South Australia.

The Schedule.

Cape Borda Lighthouse Reserve - Comprising that portion of county Carnarvon commencing at a point on the telegraph line (running from Kingscote to Cape Borda) 2 miles and 30 chains west of the western boundary of pastoral lease No. 725; thence true south for 64 chains; thence west at right angles for about 1 mile

and 64 chains to the sea coast; thence north-easterly and easterly following the sea coast to a point true north of the starting point; and thence south to the point of commencement, exclusive of all necessary roads.

Given under my hand and the public seal of South Australia, at Adelaide, this seventh day of April, one thousand nine hundred and nine.

By command, F.S. Wallis, Chief Secretary.

Adelaide, Thursday, September 20, 1923

Area within which the Fauna and Flora Reserve Act, 1919, to apply.

By virtue of the provisions of the Fauna and Flora Reserve Act, 1919, I, the said Governor, with the advice and consent of the Executive Council, do hereby, dedicate the Crown Lands, the boundaries whereof are described in the schedule hereto, for the purposes of the said Act.

The Schedule.

Comprising that portion of the hundred of McDonald, Kangaroo Island, bounded on the north by the northern boundary of block 1, on the east by the eastern boundary of said block and its production south to the sea coast, on the south by the sea coast and the northern boundary of the landing reserve gazetted September 2nd, 1909; and on the west by the sea coast and portion of the western boundary of the said hundred.

Given under my hand and the public seal of South Australia, at Adelaide, this 12th day of September, 1923.

By command, John G. Bice, Chief Secretary.

APPENDIX 2.2

(source: Loney, Jack.1993. *Wrecks on the South Australian Coast: Including Kangaroo Island*. Lonestone Press. Victoria.)

The following letter, written at “Torture Camp”, West Bay, Kangaroo Island, on Saturday, 9-10-05, by Trooper Thorpe, dramatically illustrates the difficulties in locating shipwrecks off remote regions.

Doubtless you have seen in the papers the result of my visit of inspection to the Shipwreck Shelter Hut at this bay, and the sad discovery we made – I had a man named May with me for company, as it is both a rough, scrubby and dangerous place to come to alone. He is a farmer living 15 miles from here. We first visited the Cape De Condie (Du Couedic) shelter shed two days previous to coming to this one and found all the stores, etc., intact.

On Sunday, the 26th November, we rode to this bay and tied our horses up at this creek where I have pitched my camp. We walked to the beach through dense scrub for a mile. My mate was walking some distance from the creek whereas I was keeping close to the bank, and after going nearly half a mile I called out, “Hullo, there's some casks from the Loch Vennachar.”

He came to me, and as we walked towards the mouth of the creek where it empties into the sea, we saw casks all over the beach, some full, some three-quarters full, some half and quarter full of whisky. A lot of it was “Vanguard” whisky in 18 gallon casks; also a hogshead full of English draught ale, also some casks of “Taymouth” whisky, also some casks of “Bon Accord” whisky, also some “Dewars” whisky, also one cask of oil. All were consigned to Melbourne.

There was also a number of casks of whisky consigned to Adelaide firms. Also a host of bales of paper, same as this piece I have written this letter on. There are a lot of reels of greenish blue paper consigned to the “Observer” Office Adelaide; it is the coloured paper they generally use for the cover of their weekly paper “The Observer”. Loose tins of “Davidson's” tinned fish is also strewn all over the place. We found two casks intact; they are consigned to a Melbourne firm. Such articles as hair brushes, clothes brushes, brooms, etc., are also to be found, and pipes that have been smoked out of, pieces of flannel, under shirts, and

under pants, white linen shirts, pieces of serge, and tweed trousers with pieces of braces attached, also pieces of ladie's (sic) underclothing marked "B. Patterson" and a man's sock marked "J. H. Patterson". The last named two articles were part of Captain Patterson's (deceased) effects which Captain Hawkins was bringing out for Mrs Patterson. She came to Melbourne in one of the mail liners, her husband had died aboard his sailing ship en route to England – and as Captain Hawkins of the Loch Vennachar was a great personal friend of Captain and Mrs Patterson, he promised to bring the late Captain's effects out and probably she put some of her own underclothing in the same boxes, which accounts for them washing up.)

"There are also two 60-foot spars and a number of smaller ones, all chewed about by the rocks, which are very sharp on either side of the bay. There are piles of wreckage from almost every part of the ship's cabin doors, legs of tables, settees, pillows, mattresses. Some of the wreckage is to be found in crevices and on ledges of rocks over twenty feet from the level of the sea, showing clearly what a dreadful sea there must have been the night or day the poor old gallant "Vennachar" met her fate. I can quite understand why it is none of the poor fellows reached shore alive. The rocks would chop them to pieces, so sharp and hard are they, besides this coast is teeming with sharks, and the sea that must have been running then, why nothing could live in it. We have some dreadful seas off our southern and south-west coast. The island is one continuous formation of high rugged cliffs over 350 feet in many places and a straight drop into the seething waters. There are heavy pieces of the ship's bulwarks over 20 feet long, with the top rail and sides and great heavy iron stays attached. The spars have long pieces of wire rope and heavy iron hooks, etc., attached. I gather from these that the ship must have struck a sunken rock not far out from the mouth of West Bay because such terrible heavy wreckage could not possibly float far. The ship has probably been dismasted during the terrible weather she met and drifted inshore. It is only twelve miles to the south of Cape Borda lightilouse.

We then turned our eyes to the north end of the beach, and seeing something dark lying on the sand just near the shelter hut, I said to my mate, "I believe that's a body." We could not tell for certain owing to the distance. We however drew nearer and there we found the de-composed body of a poor young fellow, probably not more than 17 or 18. It smelled awfully bad. It was lying on its

back, the skin was dry, all the features were completely gone and the flesh was leaving the skull; the left leg was thrown clean across the body and was almost detached at the hip joint. The right leg and arms were somewhat naturally shaped, they did not appear to be as shrunken as the left leg. It was a rather prettily shaped body, being slight yet compact, about 5 ft 7 or 8, remarkably tiny hands and feet (more like a female), the teeth were evidently perfect, no hair or clothing, It was too much decomposed to get a good description.

My mate and I carried the body up to a flat and buried it in its lonely grave, without a friendly tear, except our own. It is a dreadfully lonely place, high towering sand hummocks, and cliffs, and dense scrub, which made our sad task ever so much harder. The place, save for the roaring waves, is as still as death. I got a brass tipped capstan bar and nailed a cross piece on to form a cross, and with the aid of a stick and tin of black paint recovered from the wreck, I marked on the cross, "Body from the Loch Vennachar 26-11-05."

Since then the Government has appointed me Receiver of Wrecks for Kangaroo Island, and as I have recovered 44 casks of whisky etc.(majority full), I must remain in this terribly lonely camp for God knows how long; anyway until a vessel can get in the bay to take it away. It will be a risky job whoever takes it on. I shall be glad to get home to my family again – 30 miles away.

We have to live on wallaby and damper and black tea from brackish water. I left home on Wednesday 22nd November and am in camp still. I have had a terribly rough job of late riding and walking over the terribly rugged cliffs and through dense scrub; I have at times been fairly dead beat. I have secured you some nice pieces of wood and will forward them to you as soon as I get home.

Yours Faithfully,

(Signed) R.C.Thorpe, Mounted Constable.

APPENDIX 2.3

Marine Board Minutes 1899 - regarding the necessary action surrounding recent shipwreck events around Kangaroo Islands coastline.

Marine Board Minutes 18th May 1899 (pp174; ref: 462/99:9)

“The President laid on the table information with reference to the wreck of the Loch Sloy near Cape Couedic, Kangaroo Island, on the 24th April and it was decided to hold an enquiry as soon as the attendance of the witnesses (the three sole survivors of the wreck) could be arranged”.

Marine Board Minutes 1st June 1899 (pp185-186; ref: 541/9).

“The second keeper, Cape Borda lighthouse (Mr. W. Smith) forwarded a specimen of ore which he had found on Kangaroo Island while engaged in searching for the survivors of the Loch Sloy. The ore referred to, he believed to be magnetic iron ore and he thought it might have some influence on the compasses of vessels approaching the coast of Kangaroo Island and therefore felt it his duty to report this matter to the Board. Further information to be obtained”.

Marine Board Minutes 15th June 1899 (pp193-194; ref: T.O 369/99:1)

“The Honorable The Treasurer forwarded a request from the Chairman of Commerce with reference to the placing of a light on the South Neptune Islands, and asked that the Marine Board might report thereon. He also asked that a return might be prepared showing what wrecks had occurred during the last 30 years on the south or west coast of Kangaroo Island and the relative advantages of a light on or near Cape du Couedic. The President suggested and the Board agreed that a circular be issued with a view of ascertaining the opinions of practical shipmasters as to the advisability of establishing a light.

(a) on one of the Neptune Islands, or

(b) on Cape du Couedic

Also as to whether one would be sufficient, and, if so, which one, or whether an additional light in the vicinity was necessary at all”.

Marine Board Minutes 27th July 1899 (pp232-233; ref: T.O 369/7)

“The Honorable The Treasurer asked the Board to furnish a report showing the number of casualties which had occurred on the south and southwest coast of Kangaroo Island during the past 30 years, also the relative advantages of a light on the South Neptune and on Cape du Couedic. The President laid on the table 54 reports received from shipmasters and others with reference to the best position for a light. As a large majority were in favour of the South Neptune Island and the Board also were of the opinion that the South Neptune was the better site it was recommended that a light be placed there with as little delay as possible”.

Marine Board Minutes 7th September 1899 (pp278; ref: 38:8)

“The President referred to an article in the ‘Nautical Magazine’ of June 1899 in which it was stated that it was impossible for a lode of magnetic iron ore to materially influence the compasses on board a ship at sea”.

APPENDIX 3.1

Lands Titles Office - Results of the Historic Search of Crown Land Record

S.A.GOVT Date 24/04/2006 Time 13:40
Registrar-Generals Automated Title System

>HIS< Historical Search Enter Title Reference >CR>5778>21 <

HISTORICAL SEARCH OF CROWN RECORD

Title Searched	CR 5778/21	Previous Title	NONE	
Title Status	CURRENT	Registration	NUMBER 1	
Date of Issue	26/05/2000	Authority	RT 8862784	
Produced	Completed	Document	Status	Details

NIL				

No More Details

> <

S.A.GOVT Date 24/04/2006 Time 13:40
Registrar-Generals Automated Title System

>HIS< Historical Search Enter Title Reference >CR>5685>176 <

HISTORICAL SEARCH OF CROWN RECORD

Title Searched	CR 5685/176	Previous Title	NONE	
Title Status	CURRENT	Registration	NUMBER 1	
Date of Issue	25/08/1999	Authority	RT 8734612	
Produced	Completed	Document	Status	Details

NIL				

No More Details

> <

APPENDIX 3.2

State Library of South Australia - letter granting permission to use image.

