ARCHAEOLOGICAL
ASSESSMENT
Component documentation of Section 60 of Heritage Act (1977) Application

Newcastle Port Corporation
Pilot Station
Wharf Rd
Newcastle

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Archaeological Management & Consulting Group Pty Ltd

for
Coffey Projects
On Behalf of Newcastle Port Corporation
November 2008
Disclaimer

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Cover Image
Boat Harbour and Pilot Station post 1885.
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EXECUTIVE SUMMARY

Documentary Research

The Pilot Boat Service had been running since 1812 before this service, vital for the safe navigation of large vessels through Port Hunter, was given a harbour dedicated to its needs in 1866; this was known as the Pilot Boat Harbour. Along with the construction of boat sheds, two lifeboat sheds were constructed for the volunteer lifeboat service as well as a Pilot Station building, for the boatswain and assistant Harbour Master and a cottage to house the pilots.

During the late 19th to early 20th centuries, the complex was also used as part of a submarine mine depot; maintaining the cables and mines laid across the harbour for the protection of Newcastle and the region.

Ongoing problems with white ants and corrosion due to the marine environment saw several redevelopments of parts of the site. The lifeboat sheds were extended during the late 19th century only to be demolished in the 1950s and 1960s to make way for a new workshop: this workshop was then demolished in 1988 to make way for a gear shed. The Pilot Station building appears to have been rebuilt in the early 20th century and then again in 1959, with further works carried out in the 1980s. The cottage building was also replaced in 1939. The Pilot Boat Harbour is still in use today.

Significance

The potential archaeological sites of the Pilot Station building, Cottage and Lifeboat shed area, are of both local and state significance. These study areas have the potential to provide rare information regarding the early Pilot and Lifeboat services in NSW as well as the early development of the port at Newcastle: this contributes to the State significance of the site. The site is significant locally in its historic association with community of mariners that worked and lived around the port in Newcastle especially those specifically involved in the Pilot boat service, volunteer lifeboat service and rocket launch service.

Along with these roles the Pilot Station, the Pilot Boat harbour and buildings, also had a subsidiary use as part of a submarine mine depot in the late 19th century, this important role was part of an early defence system in Newcastle and also makes the site of State significance.

The study areas of the Pilot Station complex were found to be of both a local and State significance however, the potential archaeological significance of the impact sites is vested in the creation and survival of occupation debris and structural remains; the survival or condition of such relics is unknown at this time.

Physical Evidence

Most of the study site was found to be covered in bitumen with a 1980s gear shed constructed in the location of the former Lifeboat Sheds, a 1930s building (which replaced the original cottage) and a 1950s modified building standing
as the Pilot Station. These buildings are of various construction materials and all are to be demolished as part of the current development plan.

Development of the site will also see a new building constructed in the location of the current gear shed which will house the new Port Centre.

RECOMMENDATIONS

The potential for archaeological remains on the site of the former Lifeboat sheds is low and limited to structural relics hence initial archaeological monitoring and recording is recommended for any excavation taking place in this area. Should any archaeological features be found, these should be excavated by hand, following the described methodology (Section 6 of this report), and archaeologically recorded before their removal. Following this, a final report on the archaeological work on the site should be prepared and submitted to the Heritage Branch of the NSW Department of Planning for approval.

STATEMENT OF ARCHAEOLOGICAL HERITAGE IMPACT

Although the proposed development features minimal below ground works, excavation for footings and services associated with the new development will impact on any potential archaeological remains. The New Port centre and carport will be situated in an area that has a higher potential for archaeological features associated with the old Lifeboat shed complex; these features are likely to be limited to structural features such as postholes and flooring and potentially artefacts associated with the submarine mine depot phase of the site. Any excavation in this area will impact upon potential archaeological relics in those locations.

Archaeological monitoring, excavation and recording is a positive heritage outcome for the proposed works that will have a minor (by percentage) impact on potentially surviving relics that have previously been impacted upon, as is the case for those discussed here.

No development has yet been proposed for the Pilot Station building and Cottage area.
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Red arrow indicates location of site. UBD Newcastle Street Directory
Figure 1.2 Preliminary Staging Plan: Port Centre, Newcastle Port Corporation.
Study areas indicated by circles: Red indicates the "Lifeboat Shed area", green indicates "Pilot Station" and "Cottage". DD20, 05.08.08, Schreiber Hamilton Architecture, to scale.
1.0 INTRODUCTION

1.1 BACKGROUND

Coffey Projects, on behalf of the Newcastle Port Corporation, commissioned the Archaeological Management and Consulting Group to prepare an Archaeological Assessment to support an s80 Application in July 2008. As the development plans had not been finalised, a draft report was completed in August 2008 considering the various options for the development of the site. In November 2008, development plans were finalised; the current report represents an amendment of the original draft taking into consideration these new development plans.

The report conforms to Heritage Office Guidelines for Archaeological Assessment.¹

1.2 STUDY AREA

The study areas form part of a larger site known as Lot 52 of the Land Titles Office Deposited Plan 791037 also described as the Pilot Station, 51-55 Wharf Road, Newcastle. The study areas in this assessment are those affected by the current works plan which are described in this report as the “Lifeboat Shed area”, the “Pilot Station” and “Cottage” (See Figures 1.1 and 1.2).

1.3 SCOPE

This report does not consider the potential Aboriginal archaeology of the study site. However, any Aboriginal sites and objects are protected by the National Parks and Wildlife Service Act (see Section 1.5.3).

The heritage value of the structures currently standing on the study site is not assessed as part of this report.

The discovery of unknown and unassessed remains will require additional assessment.

1.4 AUTHOR IDENTIFICATION

This report was researched and written by Ivana Vetta and reviewed by Martin Carney. Research was based on the CMP (2006) and collections used were the Hunter Photobank, National Library of Australia, State Library of NSW and State Records of NSW.

1.5 STATUTORY CONTROLS AND HERITAGE STUDIES

1.5.1 NSW Heritage Act 1977 (as amended)

¹ Heritage Office and Department of Urban Affairs and Planning (1996).
The NSW Heritage Act 1977 affords automatic statutory protection to relics that form archaeological deposits or part thereof. The Act defines relics as:

any deposit, object or material evidence relating to the settlement of the area that comprises NSW, not being an aboriginal settlement, and which is fifty or more years old.

Sections 139 to 145 of the Act prevent the excavation or disturbance of land for the purpose of discovering, exposing or moving a relic, except by a qualified archaeologist to whom an excavation permit has been issued by the Heritage Council of NSW.

1.5.2 State Heritage Register and Inventory

The study site is part of an area listed on the State Heritage Register as Number 01674, “the Coal River Precinct” (see Appendix 9.1). The item is listed as State Significant as part of “the development of New South Wales' first and most important industrial centre”.

The Pilot station is also listed on the State Heritage Inventory as “Pilot Station Boat Harbour & Boat Sheds” (Appendix 9.2). This item is listed as significant “for its historical role in the development, and subsequently the protection of Newcastle Harbour from 1866 to the present day”. It is recommended that the site be nominated as Nationally Significant according to the Register of National Estate as well as nominated for the State Heritage Register.

1.5.3 National Parks and Wildlife Act (1974)

This study does not consider objects covered by the National Parks and Wildlife Act (1974), as amended. However, the Act affords protection to all Aboriginal objects. These objects, previously known as relics, are defined as:

any deposit, object or material evidence (not being a handicraft for sale) relating to indigenous and non-European habitation of the area that comprises New South Wales, being habitation both prior to and concurrent with the occupation of that area by persons of European extraction, and includes Aboriginal remains.

It is an offence to:

- damage, deface or destroy Aboriginal sites without the prior consent of the Director of the National Parks and Wildlife Service.

1.5.4 Newcastle City Centre Local Environmental Plan 2008

The site is listed as “Stone Boat Harbour (relic)”, 48 Wharf Rd, Newcastle East, Part of Lot 52 DP 791037 under Schedule 5, Part 1 of the Newcastle City Centre Local Environmental Plan 2008. It also forms part of the Newcastle East Heritage Conservation Area.

1.5.5 Newcastle Port Corporation Section 170 Register
A Section 170 Heritage and Conservation Register was prepared by EJE Heritage in June 2007. The site is listed as State significant item 3930017, Pilot Station, Boat Harbour and Sheds, 51-55 Wharf Rd, Newcastle.

1.5.6 Newcastle Development Control Plan 2005

The site is located within "Newcastle East Heritage Conservation Area", outlined in the Newcastle Development Control Plan 2005. Guidelines for development within this Area are provided in Element 5.7 of the Plan. The DCP does not deal with archaeology.

1.5.7 Newcastle Archaeological Management Plan

The Newcastle Archaeological Management Plan was prepared by Suters Architects in 1997 for the Newcastle City Council. The study site is listed as item 1005 "Pilot Station" Wharf Rd.

1.6 CONSERVATION MANAGEMENT PLAN

A Conservation Management Plan was prepared for the whole Pilot Station complex, 51-55 Wharf Road, Newcastle, in May 2006 by EJE Heritage. The study areas are incorporated in this CMP.

1.7 STATEMENT OF HERITAGE IMPACT

1.7.1 Boatsheds 1 and 2, November 2006

A Statement of Heritage Impact was prepared by EJE Heritage in November 2006. This SOHI was written for Boatsheds 1 and 2, being those along the eastern part of the boat harbour. Although the study areas are covered within the Historical Context section of this document, they were not assessed otherwise.

1.7.1 s60 Application, November 2008

A Statement of Heritage Impact has been prepared by John Carr, NSW Department of Commerce, in November 2008 to accompany this report in the current s60 Application. This SOHI, addresses the entire site including all parts of the study area and has been prepared based on the current development plan.

1.8 NOMENCLATURE

Within this document, "Pilot Station" has been used to describe the actual building on the western part of the boat harbour. "Pilot Station complex" is used to describe the whole Pilot Boat Harbour including its buildings.

1.8 ACKNOWLEDGMENTS

Jim Zehnder and Dean Birkett of Coffey Projects for their ongoing assistance.
2.0 SITE HISTORY

2.1 HISTORY

Pre European

Aboriginal habitation in Newcastle is known from archaeology to have begun thousands of years ago. The group known to inhabit this area were the Awabakal Aborigines. Archaeological sites at the heart of Newcastle CBD on the Hunter River attest to the population of the place at least after the last ice age.\(^4\) Shortland, the first white man to record the location in any detail, reported when he visited the area in 1797 that an indigenous population already occupied the place later to be known as King's Town then Newcastle.

Newcastle and its Harbour

Newcastle was officially discovered by Lieutenant Shortland in September 1797.\(^5\) There was an attempt to create a settlement at Newcastle in 1801 and substantial investigation of the surrounding area was undertaken. However, the settlement lasted only a matter of months.\(^6\)

In 1804, a group of convicts and soldiers were sent to settle the area and the town of Newcastle, originally named King's Town, was proclaimed.\(^7\) The settlement was intended for convicts sentenced for a further felony or misdemeanor committed while in the colony.\(^8\) However, it was also intended to exploit the resources of the region, principally coal, timber, salt and lime.\(^9\) The population consisted of about 100 people for the first few years and then, with rapid growth between 1815 and 1821, increased to a total of 1051 people.\(^10\)

The main street of the convict settlement was High or George Street (now Watt Street) which ran the commandant's house to a small timber wharf that had been constructed before 1816.\(^11\) The town was laid out in an irregular fashion around this. Most of the first structures were built of timber, though from 1816, there was some brick-making and stone-quarrying for the construction of government buildings.\(^12\) Until 1820, most of the convicts lived in huts built of timber and plaster with bark or shingle roofs.\(^13\)

In the early 1820s, the decision was made to open the Hunter Valley to free settlers. As a result, in 1822, most of Newcastle's convicts were moved to

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\(^4\) Steele in AMAC (July 2002) 94.
\(^6\) Bladen (1892-1901) Vol.4, pp.404-409, 413-418, 447-453, 627-635; State Records NSW, A.O. Reel 6039 sz756, pp.73-83.
\(^7\) State Records NSW, A.O. Reel 6039 sz756, p.283. Newcastle is the name intended for the settlement at Coal Harbour and Hunters River in this document, dated September, 1804.
\(^8\) Wood (1972) 1.
\(^9\) Turner (1997b) 12.
\(^10\) Turner (1997b) 12.
\(^11\) Stewart (1963) 11-12.
\(^12\) Turner (1997b) 16.
\(^13\) Turner (1997b) 17.
Port Macquarie. It was intended that Newcastle would become a port for the surrounding settlers. In the early 1820s, Henry Dangar, the government surveyor, surveyed Newcastle, and laid the town out in a grid. Although Watt Street remained, there were substantial changes to the rest of the town. The new streets and allotments created cut through many of the earlier buildings.

Other ports were soon established nearby, and Newcastle, intended to become the leading town of the region, stagnated for many years, and was eclipsed by West Maitland, East Maitland, and Morpeth. The proximity of the A.A.Co. was also in part to blame for the slow growth of Newcastle.

In the 1830s the Australian Agricultural Company had been granted 2000 acres to the west of Newcastle, for coal mining. The Company was not at first allowed to alienate this land, which restricted the growth of the town to land east of Brown Street until the early 1850s. The town was bounded on the south by Church Street.

In 1843 Captain Merion Moriarty, the Port Master of NSW, recognising the growing importance of Port Hunter as a key point for trade in the region, commissioned the construction of a ballast wharf. This wharf, constructed to the east of the Watt St Wharf, adjoined the old wharf via a bridge and connected to the land via a stone quay and a sandy outlet; this was known as the Circular wharf and was also used as a small boat harbour (Figure 2.11).

From the late 1840s other companies opened coal mines around Newcastle. These mines began to ship coal through the Port of Newcastle and the town became a centre for the smaller settlements around the mines. The following decades saw the expansion of the town with the opening of the Great Northern Railway Line and Newcastle Railway Station. In the 1850s, the Australian Agricultural Company began to subdivide and sell its land, which meant that the town could expand to the west.

In 1846 the breakwater connecting Nobby’s with South Head was completed having been an ongoing project since 1818 and being frequently prone to washouts. Continuing problems with the Circular Wharf saw its demolition in favour of the Queens Wharf, constructed in the 1850s (Figure 2.2), In 1857 the Great Northern Railway Line was opened, and in the following year the

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14 Turner (1997b) 18.  
16 Dangar (1828). The engraving of Dangar's earlier survey work was undertaken by J. Cross of London and published in August 1828.  
ADB (1966) Volume 1: 279-80. His original work in the Hunter was conducted in c1822-1824.  
17 Turner (1997b) 17.  
18 Turner (1997b) 10.  
19 Wood (1972), 277.  
20 Turner (1997b) 18.  
21 Turner (1997b) 19.  
22 Stewart (1983) 12-13  
23 Turner (1997b) 19.  
24 "Newcastle City Centre – Second Fifty Years".  
25 Newcastle City Centre – First Fifty Years.  
26 Stewart (1983) 15.
Newcastle Railway Station was opened. Where previously Morpeth had been the main town in the region, the opening of the railway through to Newcastle contributed to the growth of the latter town, which came to replace Morpeth. Newcastle was incorporated as a municipality in 1859.

From the early days of the Port, ships had required the services of pilot boats to lead them safely into the harbour. As early as 1812, this service had been formalised with an advertisement in the Sydney Gazette on 13th June 1812, advertising the position of pilot:

> And it having been ascertained that Vessels trading to Newcastle experience considerable Risk and Difficulty in getting into that Harbour, owing to the frequent Shifting of the Sands at the Entrance thereof; it is hereby notified to the Public, that the Commandant at that Port has been authorised and directed to appoint a Person duly qualified to act as Pilot there in future, to take in and carry out all Vessels trading thither, for which a moderate Fee will be required to be paid to the said Pilot, under Approbation of the Commandant.

One of the first pilots to be appointed was William Eckford in 1815 followed by William Cromarty in 1833.

The pilot boats, initially whaleboats, were originally stationed at the Circular Wharf and then Queens Wharf. As the coal trade grew in the 1860s, the increasing need for pilot boats necessitated the development of a Pilot Boat Harbour, Pilot Station, away from Queens Wharf where space was increasingly limited. The Pilot Station had been constructed by 1866 as seen in Figure 2.2, located just east of the Queens Wharf and in an ideal location near opening of the port. The Pilot Station, initially a natural boat harbour enclosed by a stone and timber wharf, grew to include Lifeboat sheds, Pilot accommodation and amongst other buildings (Figure 2.3 – 2.5).

By the 1880s, according to Turner, the residents of inner Newcastle were mainly people engaged in the service industries, along with their families while the majority of miners lived in the surrounding mining townships. In 1885 the principal streets, including Church Street, had a few private residences, but Hunter and King and their cross streets were largely given over to retailing and commercial offices.

In the first part of the twentieth century, the collieries of the inner-city were closed and moved outside further away; this caused the movement of the population away from Newcastle. The opening of the BHP steelworks in about 1915 brought people back to the city however the character of the area had forever changed.

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27 Newcastle City Centre – Second Fifty Years.
28 Sydney Gazette and New South Wales Advertiser, Saturday, June 12, 1812, p1
29 Colonial Secretary Index, 1788-1825, NSW State Records
30 Newcastle Port Corporation Section 170 Register (2007) 16.
32 Turner (1997b) 23.
2.2 DEVELOPMENT OF THE PILOT STATION

It appears the pilot service had begun as early as 1812, and continued to be a necessary part of the functioning of Port of Newcastle. By the 1850s it was clear that a location was needed for the docking and housing of the pilot boats as well as a desperate need for lifeboats and accommodation for the pilots. A letter in the *Maitland Mercury and Hunter River General Advertiser* highlights this issue:

*The debate in Council on the item of £1100, proposed by the Auditor General for building a boat-house at Nobby's, with accommodation for pilot and crew, has again brought the life-boat and harbour improvements before the public. The necessity for a life-boat was admitted on all hands, but the sticking place seems to have been a jealousy that the pilots at Newcastle should be better lodged than those at Sydney...*

By 1866, it appears that construction of the Pilot Station complex had begun.\(^33\) A plan from 1866 details the "boat harbour" which is positioned to the east of Queens Wharf, along side seven steam cranes (Figure 2.2). Although no buildings are detailed around the harbour, it appears that the western arm enclosing the harbour was an extension of the adjoining wharf. It appears that during this period, the pilots were housed to the south of the site, an area later shown linked the boat harbour by a plank walkway (Figure 2.5).

The above article stressed the need for lifeboats within the harbour and it appears that the 1850s saw the commissioning of the first lifeboat (although not without its problems).\(^34\) In this way, it appears that the lifeboat sheds were part of the earliest phase of the development of the Pilot boat harbour (Figure 2.4 - 2.5); the lifeboat service was volunteer run. Tenders were announced in 1867 for the waiting room and lifeboat sheds.\(^35\) A plan from 1869 (Figure 2.3), labels the harbour "Pilot Boat Harbour" however the only building featured is labelled "Pilot Boat Shed"; it is unclear as to whether the lifeboat sheds had been built at this point, though it appears that the purpose of this plan was for the navigation of the harbour and not all buildings are depicted.

By 1871 tenders for pilot’s accommodation were also advertised and a drawing from 1874 (Figure 2.4) details the Pilot Boat Harbour with two lifeboat sheds with skids, a two storey building and two sheds on the eastern part of the harbour and two smaller buildings on the western side and a crane. This is further depicted in a plan from 1875 (Figure 2.5), showing these buildings along with steps leading to the water and a plank pathway leading to what had been pilot houses in earlier plans. It appears that the small building on the western side is the original Pilot Station building and would have contained the offices and waiting room.

In 1882 the western wall of the harbour was reconstructed in stone (Figure 2.7),\(^36\) an article from March of that year notes that M. Parkhill was undertaking these repairs.\(^37\) During the 1880s and 1890s most of the development of the site occurred in the western portion of the harbour, with

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\(^{34}\) *Maitland Mercury and Hunter River Advertiser*, 2 May, 1855
\(^{37}\) *Maitland Mercury and Hunter River Advertiser*, 14 March, 1882

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two buildings described as the Pilot Station and Cottage by the Conservation Management Plan (CMP), being constructed before 1896, and another boatshed on the eastern arm of the wharf along with several smaller sheds (Figure 2.11).

It is also clear from an 1894 plan that the Pilot Station complex was also being used as part of the military defence of Newcastle in the 1890s; it was part of a submarine mine depot. A cable bunker was built on the eastern part of the wharf, as shown in Figure 2.10, which stored cables used for the submarine mines that were laid across the harbour. The CMP notes that in the 1988 excavations for a new workshop, stacks of cannon balls were found on site. This military use of the site was short term and had been phased out before the advent of World War 1.

The 20th century saw various changes to the site. The old cottage was demolished and replaced in 1939 while one of the old lifeboat sheds was demolished in 1951 to make way for a new workshop. The Pilot Station building was also replaced in 1959.

2.3 DEVELOPMENT OF STUDY AREAS

Area of Lifeboat Sheds

As described above, it appears that the original lifeboat sheds were part of the earliest stage of construction of the pilot boat harbour. A drawing from 1874 along with a plan from 1875 both show the lifeboat sheds positioned to the east of the pilot boat harbour and consisting of two sheds, one wider than the other aligned on a north-south access with skids joining these to the water (Figure 2.4 – 2.5). A photograph from 1897 (Figure 2.14) showing the launch of the boat Victoria II reveals that the lifeboat sheds were constructed of weatherboard and the CMP notes that in 1905 they were valued at £144 and £300. This photograph also reveals that the sheds may have been altered since their initial construction. Figure 2.5 and 2.6 reveal that sometime in the late 1880s or early 1890s, these sheds were joined to make a series of sheds all constructed of weatherboard. This is depicted as one structure in plans from the 1890s (Figure 2.10). Figure 2.20 suggests that the lifeboat sheds may have been rebuilt in part to accommodate the extra sheds which are described here as oil store and carpenters workshop. The CMP also suggests that the easternmost extension of this building was removed in the early 20th century (Figure 2.27).

This lifeboat shed structure was still standing in 1939 as can be seen in a plan from that year (Figure 2.19), and photograph (Figure 2.20 – 2.21). The Lifeboat Service had been a volunteer service and by 1946 it was disbanded; for this reason the sheds also went out of use. In the 1950s the western boat shed was demolished to make way for a new workshop; the successful tender was Tuscan Building Co. Waratah. An aerial photograph from 1954 shows this new building along with the old boat shed. Soon after,

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the remaining lifeboat shed was demolished as can be seen in an undated aerial photograph (Figure 2.25). In 1998, the workshop was demolished to make way for a new two-storey gear store.

Area of Pilot Station and Cottage

Like the lifeboat sheds, the pilot station was part of the earliest phase of the Pilot Boat Harbour. The pilot station is shown in both a drawing from 1874 and a plan from 1875 (Figure 2.4 – 2.5) and appears to have originally been a small two storey building which housed the Assistant Harbormaster’s Office as well as the waiting room. The building can clearly be seen in a photograph from the late 1880s (Figure 2.9), and was a small building with few features. The adjoining one storey cottage was built sometime around the late 1880s to early 1890s and is featured in plans from 1894 and 1895 (Figure 2.10 – 2.12). Both appear to have been constructed of weatherboard (Figure 2.12).

These buildings are both shown in photographs from the 1890s (Figures 2.13 and 2.15); the Pilot Station appears to undergo several changes during its life span with possibly an extension to the western side in the early 20th century (Figure 2.16). A photograph from the 1930s shows a building very different to the earlier photographs of the Pilot Station suggesting that the building was demolished and rebuilt in early 20th century (Figure 2.18); this is further alluded to in plans from that period with an obvious difference in size between the Pilot Station depicted in the 1903 plan to that of the 1939 plan (Figure 2.16 and 2.19).

In the late 1930s there was a move to relocate the Pilot Station and harbour, these plans did not eventuate; however it was decided that the cottage would need to be demolished and rebuilt; this occurred in 1939 (Figure 2.26). It appears that weathering, due to the marine environment, and white ants were on ongoing problem for many of the buildings and sheds on site which were mostly constructed of weatherboard and timber; it is for this reason that several of the buildings (including the lifeboat sheds, Pilot Station and cottage) had to be replaced more than once, throughout the use of the site.

Although temporary measures had been put in place in the 1930s to save the Pilot Station from destruction be white ants, in 1959 the building was finally demolished and replaced by a brick and timber structure, with aluminium sheeting in places to protect the timber from rotting. Several photographs show the opening of the new building which was much larger in size than the earlier one (Figure 2.23 – 2.24). By the 1980s the building was in desperate need of repair which occurred in 1987-88.

Plans from the CMP (2006) reconstruct the different phases of the site (Figure 2.27).

\[\text{44 CMP (2006) 18.}\]
Figure 2.1 The Town of Newcastle, New South Wales, 1844
Note the location of the Watt St Wharf and the newly created Circular Wharf. Study site had not been developed at this stage.
National Library of Australia, Map F 72.
Figure 2.2  Gollan and Boulton Survey of Newcastle, 1866.
Inset details the boat harbour; there is no evidence of buildings around the
boat harbour at this stage and the Pilot houses are marked south of the
study site.
Maritime Services Board, Plate 12 in Newcastle Port Corporation, Section
170 Register (June 2007).
Figure 2.3  Chart of Newcastle Harbour and Port Waratah, 1869, D.T. Allan
Inset details location of Pilot Boat Harbour.
National Library of Australia, Map F 52.
Figure 2.4  Newcastle in 1874.
Detail of Pilot Boat Harbour. Note that the Lifeboat Sheds are visible as well as the Pilot Station and other boat sheds; a crane also stands on the western side of the harbour.
Figure 2.5  Plan of the Port of Newcastle: reduced from recent surveys by officers of the Harbours and Rivers Department, soundings by Capt'n. F.W. Sidney, R.N.; lithographed by Forster and Co., 2 Crow Street, Dublin, Ireland, 1875
National Library of Australia, Map RM 818
Figure 2.6  Australia – East Coast, New South Wales. Newcastle Harbour, from surveys by Captain F.W. Sidney R.N. and the Officers of the Harbours and Rivers Department to 1881 with corrections to 1891, surroundings south of Nobby Head from a Survey made in 1866. Great Britain, Hydraulic Department. Inset details Pilot Boat Harbour. National Library of Australia, Map RM 2989
Figure 2.7  Pilot Boat Harbour; Reconstruction of walls on west side, 1882
Red arrow points to Pilot Station. CMP (2005) Appendix 4: Historical Catalogue
Figure 2.8 Engraving of Newcastle, 1889 by A.C. Cooke, Gibbs Shallard and Co., Pilot Boat Harbour circled in red. National Library of Australia, nla.pic-an8422110
Figure 2.9  Looking across the harbour, Barbara Moore.
Red arrow points to Pilot Station, green arrow points to Lifeboat sheds.
Photograph is undated however it appears to be from the mid 1880s, prior to
the construction of the Cottage (1885+) but after the extension of the
Lifeboat sheds. Newcastle Region Library, Hunter Photobank,
NPL09300/09300427
Figure 2.10  Port of Newcastle, Survey of Entrance, August 1894.  
Red arrow points to Pilot Station and Cottage, green arrow points to Lifeboat Sheds. Note that by 1894, Lifeboat Sheds had been joined to form one complex. CMP (2005), Map 8, Appendix 4
Figure 2.11  Newcastle and Suburbs, Detail Survey. Sheets 1 and 2 1897.
NSW Department of Lands, M Ser 3 811.251/1
Figure 2.12  Boat Harbour and Pilot Station post 1895.
Figure 2.13  Horseshoe and Stockton from Fort Scratchley, Barbara Moore.
Red arrow points to Pilot Station with blue arrow indicating the cottage in front of it, green arrow points to Lifeboat sheds. Photograph is undated however the presence of the cottage would suggest an 1890s date.
Newcastle Region Library, Hunter Photobank, NPL09300/08300405

Figure 2.14  Launching of Newcastle Life Boat Victoria II, 27.05.1897.
Newcastle Region Library, Digital Hunter.
Figure 2.15  Boat Harbour and Pilot Boat Station, 1902.
From Town and Country Journal, Newcastle Public Library Collection
Figure 2.16  Newcastle Harbour, c.1903
Red arrow points to Pilot Station, blue arrow points to Cottage. CMP (2005) Map 6, Appendix 4.
Figure 2.17  Panorama of Newcastle 1908
Red arrow points to Pilot Station, blue arrow points to Cottage, green arrow points to Lifeboat sheds. Note that the Pilot Station appears larger than that of the earlier example of Figure 2.9. Newcastle Region Library.

Figure 2.18  Newcastle and Stockton, Ralph Snowball, 17.07.1909.
Red arrow points to Pilot Station, blue arrow points to Cottage, green arrow points to Lifeboat sheds. Newcastle Region Library, Hunter Photobank 00101352
Figure 2.19  Pilot Station c1930.
Pilot Station with Cottage adjoining on the left. Note that the appearance of the Pilot Station here is very different to that of the earlier photographs. State Library of NSW, Picman, GPO 1 – 20646.

Figure 2.20  Plan on the south side, the Entrance, Newcastle Harbour, Parish of Newcastle, County of Northumberland. 1939, Maritime Services Board of New South Wales.
Red arrow points to Pilot Station, blue arrow points to Cottage, green arrow points to Lifeboat sheds. CMP (2005) Map 9, Appendix 4
Figure 2.21  Lifeboat Shed, Oil Store and Carpenters Workshop, 1939.  
State Library of NSW, Picman, GPO 1 – 20648

Figure 2.22  Lifeboat Shed, Nobby’s Head, c.1939.  
State Library of NSW, Picman, GPO 1 – 20647
Figure 2.23 Aerial Photograph, 1954.
Newcastle Run 4 N, 22.05.1954, NSW 252-5056. NSW Department of Lands
Figure 2.24  New Pilot Station, under construction, 28.05.1959
Newcastle Morning Herald, Newcastle Region Library, Hunter Photobank, 104 12537

Figure 2.25  Opening of new Pilot Station, Newcastle, R.J. Morrison, 13.07.1968
Newcastle Region Library, Hunter Photobank, 004 000871
Figure 2.26  Aerial photograph, undated.

Figure 2.27  Photograph showing new pilot station (post 1968) and 1939 cottage.
Picture is undated but assumed to be post 1968, after the completion of the Pilot Station. CMP (2005) 31.
Figure 2.28  Reconstruction showing changes to Pilot Boat Harbour over time.
3.0 ASSESSMENT OF SIGNIFICANCE

3.1 PREVIOUS ASSESSMENT OF SIGNIFICANCE

The following Assessment of Significance has been taken from the CMP (2006).\textsuperscript{45}

\textit{The Pilot Station, Boat Harbour and Boat Sheds comprise a place that is significant for its historical role in the development, and subsequently the protection of Newcastle Harbour from 1866 to the present day. The place has aesthetic significance for the materials and construction of the harbour itself and the boat sheds and associated ramps. The place is rare as an early boat harbour (1866) and as the only surviving example of one of many boat harbours in Newcastle. The place has archaeological potential as an early surviving example of a boat harbour and pilot station.}

\textit{It is considered that the Newcastle Pilot Station Complex is a heritage item of STATE significance.}

3.2 METHODOLOGY

The current standard for assessment of significance of heritage items in NSW is the publication ‘Assessing Heritage Significance’ produced by the NSW Heritage Office (July 2001). This production is an update to the NSW Heritage Manual (1996), and the criteria detailed therein are a revised version of those of the Australia ICOMOS Burra Charter, formulated in 1979, which was based largely on the Venice Charter (for International Heritage) of 1966.

The criteria, and the definitions thereof, provided by ‘Assessing Heritage Significance’ have been adhered to in assessing the cultural significance of the potential archaeological site of the study areas of the Pilot Station, Wharf Road, Newcastle. An assessment of significance, under each of the criteria, is made possible by an analysis of the broad body of archaeological sites previously excavated both locally and elsewhere, in conjunction with the historical overview of the study site in particular.

The following assessment deals only with sub-surface archaeological features and deposits. The built environment is not considered in this study.

3.3 IDENTIFICATION OF SIGNIFICANCE

\textbf{Criterion A (Section 7.1)}

An item is important in the course, or pattern, of NSW's cultural or natural history (State significance): OR

An item is important in the course, or pattern, of the local area's cultural or natural history (local significance).

\textsuperscript{45} CMP (2006) 48-49
Criterion D (Section 7.4)
An item has strong or special association with a particular community or cultural group in NSW for social, cultural or spiritual reasons (State significance); OR
An item has strong or special association with a particular community or cultural group in the area for social, cultural or spiritual reasons (local significance).

As an early and important part of the port at Newcastle, the site has strong associations with the community involved in the various marine industries. The pilot and lifeboat services were important to this local community as can be seen in the numerous photographs from the late 19th and early 20th centuries, by the number of people that would gather on the site for the launch of new lifeboats and pilot boats.

The site is considered locally significant according to this criterion.

Criterion E (Section 7.5)
An item has potential to yield information that will contribute to an understanding of NSW's cultural or natural history (State significance); OR
An item has potential to yield information that will contribute to an understanding of the area's cultural or natural history (local significance).

The study site was part of the early development of Port Hunter and has the potential to provide information in relation to this period of the port as well as information regarding the establishment of the Pilot and lifeboat services.

There is also the potential for the site to provide information regarding the adaptive reuse of some of the buildings as a submarine mine depot during the late 19th century.

The site is found to be both locally and State significant according to this criterion.

Criterion F (Section 7.6)
An item possesses uncommon, rare or endangered aspects of NSW's cultural or natural history (State significance); OR
An item possesses uncommon, rare or endangered aspects of the area's cultural or natural history (local significance).

The study site is part of a small boat harbour that has been in use for 150 years. It provides a rare example in NSW of a Pilot Station that has been in use since the 1860s, with changes to the buildings in the study areas reflecting the changing needs of both the Pilot and Lifeboat service throughout this period. In this way the site is considered State significant.

The modification of the site for use as a submarine mine depot, also makes this item uncommon in NSW and there is the potential that the site will provide rare information relating to 19th century naval defence. Due to this, the site is considered State significant according to this criterion.
Criterion G (Section 7.7)
An item is important in demonstrating the principal characteristics of a class of NSW's
- cultural or natural places; or
- cultural or natural environments (State significance); OR
An item is important in demonstrating the principal characteristics of a class of the area's
- cultural or natural places; or
- cultural or natural environments (local significance).

The item was not found to be significant according to this criterion.

3.4 STATEMENT OF CULTURAL SIGNIFICANCE

The potential archaeological sites of the Pilot Station building, Cottage and Lifeboat shed area, are both of local and state significance. These study areas have the potential to provide rare information regarding the early Pilot and Lifeboat services in NSW as well as the early development of the port at Newcastle: this contributes to the State significance of the site. The site is significant locally in its historic association with the community of mariners that worked and lived around the port in Newcastle especially those specifically involved in the Pilot boat service, volunteer lifeboat service and rocket launch service.

Along with these roles the Pilot Station, the Pilot Boat harbour and buildings, also had a subsidiary use as part of a submarine mine depot in the late 19th century, this important role was part of an early defence system in Newcastle and also contributes to the State significance of the site.

The study areas of the Pilot Station complex were found to be of both a local and State significance, however the potential archaeological significance of the impact sites is vested in the creation and survival of occupation debris and structural remains; the survival or condition of such relics is unknown at this time.
4.0 **PHYSICAL EVIDENCE**

Martin Carney of AMAC Group Pty Ltd inspected the study site on the 25th July, 2008.

4.1 **SITE INSPECTION**

The study areas, being the location of the current Pilot Station building, Cottage, Gear Shed and associated carports, were found to be part of the main Pilot Boat harbour. Most of the boat sheds and buildings on the site are accessible by car and for this reason most of the ground is covered by a bitumen driveway with the exception of a couple of garden beds. The Gear Shed, of brick and aluminium colour bond construction, on the east of the site appears to sit on reinforced concrete footings as well as a concrete slab that is butted by the bitumen, while the carport to its east is of a simple aluminium and steel construction (Figures 4.1 – 4.3). It is clear that services also run underground through this area.

The Pilot Station, on the western wharf of the harbour, is a two-storey building constructed of weatherboard on brick foundations. The cottage to its south is built of fibro-cement on brick footings. It is unclear if these buildings are constructed on the man-made wharves or on part of the natural harbour (Figure 4.4).

4.2 **PROPOSED DEVELOPMENT**

It has been proposed that the development of the Port Centre occur in three stages (Figure 4.5 – 4.12).

*Stage 1*
The first stage of works will see the demolition of the current Gear shed in preparation for development.

*Stage 2*
This stage will involve the demolition of the car port associated with the demolished gear shed followed by the construction of a New Port Centre with an attached carport. The New Port Centre will contain three floors with a metal sheet roof; this building will accommodate parking, workshops, storage and training rooms as well as offices. A recycled timber framed carport will also be added to the western façade as part of these works. A section drawing of the proposed building shows that excavation will be required for footings for the new building, to a depth not yet specified.

*Stage 3*
The last stage of the works proposes the future demolition of the former Pilot Station, Cottage and associated carport. No development proposal has been presented for this area.
Site Inspection Photos

Figure 4.1  Pilot Boat Harbour, facing east.
Gear shed is shown in the background in the location of the former Lifeboat sheds. (Carney, 2008, img_1755)

Figure 4.2  1980s Gear Shed, facing southeast.
Gear shed is located in the area of the former Lifeboat sheds. (Carney, 2008, img_1760)
Figure 4.3  Carport associated with Gear Shed, facing east.
(Carney, 2008, img_1761)

Figure 4.4  Cottage and Pilot Station from eastern side of Pilot Boat Harbour, facing west.
(Carney, 2008, img_1767)
Figure 4.5 Preliminary Staging Plan, Port Centre, Newcastle Port Corporation
DD20, 05.08.08, Schreiber Hamilton Architecture, to scale
Figure 4.6  Ground Floor Plan of Proposed New Port Centre
DD22, 17.11.08, Schreiber Hamilton Architecture, to scale
Figure 4.7  First Floor Plan of Proposed New Port Centre
DD23, 17.11.08, Schreiber Hamilton Architecture, to scale
Figure 4.8 Second Floor Plan and Roof Line of Proposed New Port Centre
DD24, 17.11.08, Schreiber Hamilton Architecture, to scale
South Elevation

West Elevation

south + west elevations

Figure 4.9 South and West Elevations of Proposed New Port Centre
DD25, 17.11.08, Schreiber Hamilton Architecture, to scale
Figure 4.10  North and East Elevations of Proposed New Port Centre
DD26, 17.11.08, Schreiber Hamilton Architecture, to scale

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Figure 4.11  Section of Proposed New Port Centre and car port
Note the planned footings. DD27, 17.11.08, Schreiber Hamilton Architecture, to scale

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view to south west facade

Figure 4.12 Three-dimensional drawing of Proposed New Port Centre and Carport
DD31, 17.11.08, Schreiber Hamilton Architecture, to scale
4.3 ARCHAEOLOGICAL POTENTIAL

The study areas - the former Lifeboat Sheds area, the Pilot Station building and Cottage, all have the potential to contain archaeological features from the earliest construction phase of the Pilot Boat Harbour (1860s – 1870s).

The Lifeboat Sheds were constructed in the late 1860s to early 1870s and were extended over time before being demolished in the mid 20th century. Constructed of weatherboard, relics from these buildings may be limited to structural features such as postholes and cobbled flooring or sandstone flagging (as seen in one of the surviving boat sheds). There is also the potential for archaeological deposits relating to the use of these sheds as storage and the possibility, though slight, of buried artefacts associated with the submarine mine depot phase of the site. The archaeological potential of this area is reduced by the fact that the western part of the lifeboat sheds has been redeveloped twice, in the 1950s and 1980s. Although it appears that these buildings would have been built on concrete slabs, services for these buildings may have impacted greatly on any potential archaeological relics in this area. It should be noted that the easternmost Lifeboat shed was demolished later than the rest of the structure and has not been built over since its demolition but has been covered by bitumen (Figure 4.8); there is a greater archaeological potential in this area.

The first Pilot Station building and the adjoining Cottage were also constructed in the late 1860s to early 1870s. These buildings were originally constructed of weatherboard (see Figure 2.12 and 2.15) and archaeological relics may consist of postholes and possibly underfloor deposits though this is unlikely due to the relatively late date of their construction. These areas have also been redeveloped in the 20th century, the Cottage in the 1930s and the Pilot Station possibly in the early 20th century and again in the 1950s to 1960s. The redevelopment of the Pilot Station building would have had a major impact on any potential relics with possibility of several different phases of services cutting into any potential archaeological remains. The original Cottage was demolished and rebuilt in 1939; it is also likely that services associated with this building have had an impact on any surviving archaeological deposits and features. As the 1930s building was smaller than the later building, there is a higher potential for the survival of archaeological materials to the southwest of the current building (Figure 4.8) while there is also the potential for the existence of the remains of outbuildings, cesspits and archaeological deposition in the yard area associated with the cottage.

4.4 STATEMENT OF HERITAGE IMPACT

Although the proposed development features minimal below ground works, excavation for footings and services associated with the new development will impact on any potential archaeological remains (Figure 4.11). The New Port centre and carport will be situated in an area that has a higher potential for archaeological features associated with the old Lifeboat shed complex (Figures 4.13 – 4.14); these features are likely to be limited to structural features such as postholes and flooring and potentially artefacts associated with the submarine mine depot phase of the site. Any excavation in this area will impact upon potential archaeological relics in those locations.
Archaeological monitoring, excavation and recording is a positive heritage outcome for the proposed works that will have a minor (by percentage) impact on potentially surviving relics that have previously been impacted upon, as is the case for those discussed here.

No development has yet been proposed for the Pilot Station building and Cottage area.
Figure 4.13  Site Plan: Port Centre, Newcastle Port Corporation, with overlay of 1890s buildings.
Overlays taken from 1896 plan: purple building represents the Lifeboat Sheds, red represents the Cottage, and the Pilot Station building.
DD20, 05.08.08, Schreiber Hamilton Architecture, to scale.
Figure 4.14  Current Aerial view of Pilot Station with Proposed Ground Floor Development Plan and overlay of 1890s buildings. 
Overlays taken from 1896 plan: Blue building represents the Lifeboat Sheds, red represents the Cottage, and the Pilot Station building. Aerial Photo from maps.google.com.au and development plan DD22, 17.11.08, Schreiber Hamilton Architecture, to scale.

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5.0 RESEARCH DESIGN

The following research design has been developed based on the Heritage Council of NSW’s Historical Themes in order to guide the methodology for the proposed archaeological excavation of the site; the research design has been set out in accordance to these themes. Should the relics found on the site allow further questions to be answered; the research design will be extended.

Historical Themes:
2. Developing local, regional and national economies: Environment, cultural landscape.
3. Developing local, regional and national economies: Transport
4. Building settlements, towns and cities: Accommodation
5. Working: Labour
6. Governing: Defence
7. Developing Australia’s cultural life: Domestic life

It is believed that the Pilot Boat harbour was created from a natural harbour; is there any indication of the shape of the natural harbour? Did this affect the location of the original buildings in the study areas?

Is there any indication within the study areas of how the natural harbour was reshaped to accommodate the Pilot Boat harbour and its buildings?

Lifeboat sheds

Are there any structural remains of the early Lifeboat sheds? Is there any evidence that the flooring in these sheds was similar to that of the Pilot Boat shed?

Is there any evidence that can provide information regarding the early lifeboats stored in the shed and how they were maintained?

What information do the relics provide about the other activities that occurred in these sheds? Is there any indication of what was stored there?

Is there any evidence that these sheds were used as part of the submarine mine depot?

Pilot Station and Cottage

Are there any structural remains of the first phases of the Pilot Station building and first cottage? What can be learned about the construction methods from these remains?

What evidence is there of the people that used these buildings and the activities that were carried out within them?

Is there any evidence that these buildings were used as part of the submarine mine depot?
6.0 Archaeological Excavation Methodology

6.1 Introduction

There are three stages of development currently proposed for the current works; demolition of Gear shed, construction of New Port Centre and demolition of Pilot Station building and Cottage. The majority of demolition works requires no archaeological input so long as works cease above the current ground level. The archaeologist should be notified just prior to these levels being reached.

The potential for archaeological remains on the site of the former Lifeboat sheds is low and limited to structural relics hence archaeological monitoring and recording is recommended for any excavation taking place in this area. This will allow the presence, location and condition of significant archaeological remains to be identified and for appropriate action to be taken.

Although these works could normally take place under an Exemption to s60 of the Heritage Act (1977), an s60 Application is being made here to cover the current development plans as the Pilot Boat Harbour is part of a Heritage Listed area.

All archaeological works will adhere to the following methodology.

6.2 Excavation Methodology

The archaeologist must be on site to supervise all excavation with the possibility of revealing archaeological relics. The excavation will be carried out according to the direction of the archaeologist. Any archaeological excavation will be carried out according to current best practice.

Where a mechanical excavator is used it must have a flat or mud bucket, rather than a toothed bucket, in order to maintain a clean excavated surface. In general, again, any machinery used will move backwards, in order not to damage any exposed archaeological relics. The soil will be removed in layers, with no more that one context, such as topsoil, being removed at one time. This will allow any relics to be identified and recorded, and preserved if necessary.

Should any archaeological relics be found during the excavation of the site, excavation will cease while these are investigated. If the relics are found to be of State significance, or otherwise outside the range of relics predicted in the assessment of the site, excavation will cease while the Heritage Branch is notified. Additional archaeological assessment and Heritage Branch approval may be required to deal with any such relics. All other relics found will be recorded, and excavated by hand to the extent that they will be destroyed by the proposed development.

Samples will be taken of any earlier topsoils, of soils within features such as pits or a well, and of occupation deposits especially those from the 19th century occupation of the site. Samples will also be taken of any building materials, such as bricks and mortar, found. Any occupation deposits and fills.
of features such as pits will be sieved, and all artefacts will be retained, with the exception of building materials, which will be sampled. A sample square will be sieved for any yard deposit which covers a large area.

Should any archaeological relics be uncovered, but not removed, in the process of excavation, these will be recorded. They should be covered with a semi-permeable membrane, such as bidum, before construction. As the intention of the development is to landscape the backyard, any plantings in the areas of retained archaeological remains should be restricted to small plants and not include trees, as significant root growth may disturb the retained remains.

6.2.1 Recording

Any archaeological relics found and excavated will be recorded in three ways. A written description of each feature and context will be made using printed context sheets. A scaled plan will be made of the site and of each feature found, and levels will be taken as part of this process. The site and features will also be recorded photographically. All recording will be carried out according to Heritage Branch guidelines.47

6.3 POST-EXCAVATION

Artefacts from the excavation will be cleaned and catalogued, and placed in labelled bags according to their catalogue number. The artefacts, in boxes, will be returned to the property owner for safe-keeping.

A final report on the archaeological work on the site will be prepared. This will include an analysis of the results of the work, a response to the research design given above, so far as the results allow, and a comparison with the results of similar sites in the local area, where possible. The report will be submitted to the NSW Heritage Branch, which will sign-off on the site, should it be satisfied that the approval conditions have been met.

7.0 RESULTS AND RECOMMENDATIONS

7.1 RESULTS

7.1.1 Documentary Research

The Pilot Boat Service had been running since the early 19th century and this service, vital for the safe navigation of large vessels through Port Hunter, was given a harbour dedicated to its needs in 1866; this was known as the Pilot Boat Harbour. Along with the construction of boat sheds, two lifeboat sheds were constructed for the volunteer lifeboat service as well as a Pilot Station building, for the boatswain and assistant Harbour Master and a cottage to house the pilots.

During the late 19th to early 20th centuries, the complex was also used as part of a submarine mine depot; maintaining the cables and mines laid across the harbour for the protection of Newcastle and the region.

Ongoing problems with white ants and corrosion due to the marine environment saw several redevelopments of parts of the site. The lifeboat sheds were extended during the late 19th century only to be demolished in the 1950s and 1960s to make way for a new workshop: this workshop was then demolished in 1988 to make way for a gear shed. The Pilot Station building appears to have been rebuilt in the early 20th century and then again in 1959, with further works carried out in the 1980s. The cottage building was also replaced in 1939. The Pilot Boat Harbour is still in use today.

7.1.2 Significance

The potential archaeological sites of the Pilot Station building, Cottage and Lifeboat shed area, are of both local and state significance. These study areas have the potential to provide rare information regarding the early Pilot and Lifeboat services in NSW as well as the early development of the port at Newcastle; this contributes to the State significance of the site. The site is significant locally in its historic association with community of mariners that worked and lived around the port in Newcastle especially those specifically involved in the Pilot boat service, volunteer lifeboat service and rocket launch service.

Along with these rolls the Pilot Station, the Pilot Boat harbour and buildings, also had a subsidiary use as part of a submarine mine depot in the late 19th century, this important roll was part of an early defence system in Newcastle and also makes the site of State significance.

The study areas of the Pilot Station complex were found to be of both a local and State significance however, the potential archaeological significance of the impact sites is vested in the creation and survival of occupation debris and structural remains; the survival or condition of such relics is unknown at this time.
7.1.3 Physical Evidence

Most of the study site was found to be covered in bitumen with a 1980s gear shed constructed in the location of the former Lifeboat Sheds, a 1930s building (which replaced the original cottage) and a 1950s modified building standing as the Pilot Station. These buildings are of various construction materials and all are to be demolished as part of the current development plan.

Development of the site will also see a new building constructed in the location of the current gear shed which will house the New Port Centre as well as a car port.

7.2 RECOMMENDATIONS

The potential for archaeological remains on the site of the former Lifeboat sheds is low and limited to structural relics hence initial archaeological monitoring and recording is recommended for any excavation taking place in this area. Should any archaeological features be found, these should be excavated by hand, following the described methodology above (Section 6 of this report), and archaeologically recorded before their removal. Following this, a final report on the archaeological work on the site should be prepared and submitted to the Heritage Branch of the NSW Department of Planning for approval.

7.3 STATEMENT OF ARCHAEOLOGICAL HERITAGE IMPACT

Although the proposed development features minimal below ground works, excavation for footings and services associated with the new development will impact on any potential archaeological remains. The New Port centre and carport will be situated in an area that has a higher potential for archaeological features associated with the old Lifeboat shed complex; these features are likely to be limited to structural features such as postholes and flooring and potentially artefacts associated with the submarine mine depot phase of the site. Any excavation in this area will impact upon potential archaeological relics in those locations.

Archaeological monitoring, excavation and recording is a positive heritage outcome for the proposed works that will have a minor (by percentage) impact on potentially surviving relics that have previously been impacted upon, as is the case for those discussed here.

No development has yet been proposed for the Pilot Station building and Cottage area.
8.0 BIBLIOGRAPHY


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Archaeological Management and Consulting Group (February 2004) "Archaeological Assessment For 37 Bolton Street, Newcastle"

Archaeological Management and Consulting Group (October 2005) "Archaeological Assessment For 320-328 George Street, Sydney".


EJE Heritage (November 2006) “Statement of Heritage Impact, Pilot Station Boat Sheds No 1 and 2, 51-55 Wharf Road, Newcastle East”

EJE Heritage (May 2006) “Conservation Management Plan, Pilot Station, 51-55 Wharf Road, Newcastle”


Stewart, I. (1983) "Taming the river and the sea: The Port of Newcastle", in Armstrong, J. Shaping the Hunter, Newcastle Division of the Institution of Engineers, Australia

Suters Architects, in association with Siobhan Lavelle, C and MJ Doring
Pty Ltd and Dr. John Turner (February 1997) "Newcastle Archaeological Management Plan"


# 9.0 APPENDICES

## 9.1 STATE HERITAGE REGISTER, COAL RIVER PRECINCT

**Coal River Precinct**

**Item**

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<th>Name of Item:</th>
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Statement of Significance

The Aboriginal presence in the Coal River area predates European contact and has been continuous to the present day. The associations, over time, of particular places, sites and areas of the Precincts and of their distinctive landforms with Aboriginal culture can be revealed, as permissible, through further consultation and study.

Coal River is one of a number of sites in Australia first settled by convict transportation. Slavery, indentured labour, convict transportation and penal settlement have contributed to the spread of diverse cultural influences throughout the world and are global heritage themes. The national significance of Fort Scratchley and the national and state significance of the Convict Lumberyard/Stockade have been recognised.

The Coal River Historic Precincts have State significance because they concentrate the whole story of the development of New South Wales’ first and most important industrial centre. They encompass the site of Newcastle’s first coal mine, the site of the first navigational aids for coastal shipping and Hunter River traffic, and the site of a series of fortifications designed to protect the growing settlement and its precious coal reserves. These resources are largely due to the skills and labour of transported convicts, committed for secondary punishment.

Date Significance Updated: 23 Jan 03
Note: There are incomplete details for a number of items listed in NSW. The Heritage Branch intends to develop or upgrade statements of significance and other information for these items as resources become available.

Description

Construction Years: 1804 - 1960
Physical Description: Component sites all situated along the striking coastal topography of Newcastle Harbour’s South Head: sites of Aboriginal cultural significance and occupation and probable subsurface evidence; Fort Scratchley, Signal Hill Convict Coal Mine Workings, associated post-convict coastal defences; Macquarie Pier

Physical Condition and/or Archaeological Potential: Fort is poor/medium; Mine Workings is unknown; Pier is good/low Date Condition Updated: 21 Dec 04
Further Information: Archaeological investigation of the Mine Workings and the Aboriginal sites remains to be carried out.

Current Use: Cultural Tourism; Maritime Museum (Fort); Artillery Museum (Fort); breakwater
Former Use: Coastal & harbour defence; coal mine; breakwater

History

Historical Notes: 1796 - 1860
1796 - Informal accounts reach Sydney of the reserves of coal at ‘Coal River’.
1797 - Lt Shortland and his crew enter Coal River and confirm the coal resources
1801 - Formal identification of the great potential of the coal reserves and the river and first and brief attempt to set up a coal mining camp.
1804 - Formation of a permanent convict/military outpost to mine coal, harvest timber and prepare lime. A light
beacon and gun emplacement built on the southern headland. Nobbys Island seen as a useful place for confinement. Aboriginal-European encounters
1814 - Expansion of the settlement in line with Governor Macquarie’s policies. Lumberyard developed. Coal mining extends away from ‘Colliers’ Point’. A farming outpost established at Paterson’s Plains, inland from Newcastle
1816 - Marked increase in development of convict settlement from 1816 to 1822
1818 - Increase in trading envisaged. Macquarie Pier commenced, also other aids to navigation. Significant expansion of building program including hospital, stores, accommodation, gaol, church and windmills.
1822 - Penal settlement moved to Port Macquarie. Variable convict workforce retained for public works such as road making, breakwater building, coal mining, property and tools maintenance, and so on.
1823 - Beginning of era of transition from a penal/military establishment to a civil settlement with civil administration. Work suspended on the Pier. The built environment of the penal era gradually replaced.
1831 - End of era of government-controlled coal mining and beginning of private enterprise mining by the Australian Agricultural Company.
1830s - Work resumes on Pier building, completed in 1846. Ballast and sand reclaim the foreshore. Building wharfage and harbour formation, and pilot facilities and navigational aids ongoing.
1847 - Occupation of new military barracks. Lumberyard stockade reused for other purposes from the late 1840s.
1855 - The barracks complex vacated by the Imperial military when the last convict workers left Newcastle
1857 - Lighthouse built on Nobbys Island.

South Head later used for fortifications and colonial and then national military purposes. Newcastle East emerged as a complex rail, warehousing, industrial, commercial, residential and leisure precinct. (Hunter, C. 2001/HO)

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<td>2. Peopling - Peopling the continent</td>
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Archaeological Management & Consulting Group Pty Limited
November 2008
2. Peopling - Peopling the continent

| Convict - Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) - does not include activities associated with the conviction of persons in NSW that are unrelated to the imperial 'convict system': use the theme of Law & Order for such activities |

| Isolating 'special' convicts - |

| Convict - Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) - does not include activities associated with the conviction of persons in NSW that are unrelated to the imperial 'convict system': use the theme of Law & Order for such activities |

| Experiencing secondary punishment - |

| Convict - Activities relating to incarceration, transport, reform, accommodation and working during the convict period in NSW (1788-1850) - does not include activities associated with the conviction of persons in NSW that are unrelated to the imperial 'convict system': use the theme of Law & Order for such activities |

| Working for the Crown - |

| Mining - Activities associated with the identification, extraction, processing and distribution of mineral ores, precious stones and other such inorganic substances. |

| Commencement and evolution of a coal shipping port - |

| Technology - Activities and processes associated with the knowledge or use of mechanical arts and applied sciences |

| Technologies for underground mining - |

| Transport - Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements |

| Maintaining maritime transport routes - |

| Transport - Activities associated with the moving of people and goods from one place to another, and systems for the provision of such movements |

| Building and maintaining public light houses and stations - |

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**Assessment of Significance**

**SHR Criteria a)**  
(Historical Significance)

Coal River is the site of historic and continuous Aboriginal occupation, the evidence of which merits further study. (Hunter, C., 2001/HO)

Coal River is important in the natural history of New South Wales because its resources provided Australia's first commercial export product, coal, as well as essential fuel for the Sydney settlement, and the timber and lime resources that supported the development of Sydney's built environment.

Coal River is important to the cultural history of Australia. Convict heritage provides the foundation theme of modern Australia. Convict lives dominated the early political and cultural landscape of New South Wales; much of Australia's early economic success was the result of convict labour, as is demonstrated by these precincts.

Coal River was the first penal settlement for secondary
offenders established within the penal colony of New South Wales. It is significant for providing major evidence of convict colonisation and of the interrelated work and punishment orientated regime of daily life. Coal River provides evidence of the role of the British military in the foundation of Australian colonial settlements. Coal River, 1800 to 1821, has absolute association with convict transportation and British military guardianship. From 1821 to 1855 there evolved at Coal River a particular example of its subsequent integration with civil society and institutions. Coal River is the site of historic and continuous Aboriginal occupation, whose evidence merits further study. Coal River has significant associations with people and events in Australian history, which await dissemination. For example, John Platt merits recognition, as a pioneer of modern mining methods in the Southern Hemisphere. The roles of Governors Hunter, King and Macquarie are significant. The Castle Hill rebellion played a significant part in the 1804 settlement at Coal River, as the place of secondary punishment for the Vinegar Hill rebels. Coal River's convict population awaits identification and evaluation, for example, the supporters of Governor Bligh when overthrown by the military, were exiled to Newcastle. The military commandants and other holders of administrative positions merit evaluation for their contribution to the organisation of Coal River. Evidence of their influence should be revealed. Mariners sailing the coast and those who worked in the harbour could be recognised, as well as their ships. In more recent times, Fort Scratchley was the only fortification in NSW to receive and return enemy fire, during WWII, an event still accessible, no doubt to oral historians. The educational and public interest value of this information can be used to great advantage in cultural industries today. (Hunter, C., 2001/HO)

Part of the Precincts occupy distinctive landforms whose significance in local Aboriginal cultural traditions merits further investigation.

Coal River inaugurated resource extraction and industry in Australia's major coal export port and industrial city. It is also the site of the first use of the board and pillar coal extraction method in Australia, thereby placing mining in Australia in 1801 at the technical forefront of world mining practices. This indicates transference of technology around the world. That a convict, John Platt, implemented this transfer is particularly significant. The Coal River Precincts occupy a scenic part of the city and their main and secondary sites contribute significantly to the townscape and attractions of Newcastle and Newcastle East. The combination of harbour, nineteenth and early twentieth century buildings and Signal Hill forms one of the finest coastal and maritime townscapes in New South Wales. (Hunter, C., 2001/HO)

The Aboriginal presence in this area predates European contact and has been continuous to the present day. The associations, over time, of particular places, sites and areas of the Precincts and of their distinctive landforms with Aboriginal culture will be revealed, as permissible.
through further consultation and study. Descendants of the early generation of convict workers that founded Newcastle as an industrial city take pride in the contribution of their forebears. However, research needs to be undertaken to identify the convict workforce. Coal River has significance as the place of contact between Aboriginal and European people in the northern region. Aboriginal people continued to frequent the locality during the convict era and their descendants continue to live in the Newcastle area. Coal River is closely associated with the Newcastle community today because the key and secondary sites have played and continue to play an important and changing role in the lives of successive generations. Coal River is significant as a latent resource with great educational and recreational potential, to be presented to the community using excellent, up-to-date methods in a central, outstanding venue, where interpretation of the convict/military history of Newcastle can be presented and linked to pre and post settlement themes. Coal River provides the potential to reconstruct the convict/military community as a dynamic whole, reflecting the dominance of Sydney and the development of trade. Interpretation of Coal River as a single entity will enable unification of elements that have been dismembered by subsequent development and urban evolution. (Hunter, C., 2001/HO)

The Precincts' significance to Aboriginal people requires further investigation. Its distinctive landforms are likely to have a role in local traditional knowledge. Evidence of Aboriginal activities will probably occur within the Precincts, wherever European development has not destroyed it. Investigation of the convict coalmines may reveal the skills and technical achievements of Australia's first coal miners. Investigation of the core of Macquarie's Pier may reveal the technical achievement of quarrying and masonry work carried out by the convict workforce. Concerted presentation of Coal River has the potential to increase understanding of the origins of modern Australia, the origin of settlement in the Hunter Valley and the subsequent history of Newcastle. Coal River demonstrates the capabilities of the convict workforce to undertake not only mining, but also quarrying, timber getting, lime burning, building and industrial trades, farming and gardening, navigation and harbour work, as well as improvising in a frontier environment. Coal River invites further archaeological investigations that may reveal the routines of daily life for both the convict and military population, especially convict coalmining, quarrying and pier building, additional to that contained in documentation. Fort Scratchley makes a considerable contribution to the military history of New South Wales. It was as significant a part of the anti Russian defences of the colony as the defences of Port Jackson. In fact, Fort Scratchley survives as the most concentrated and complete example of the whole system and certainly the one with the best exemplified changing military history. (Hunter, C., 2001/HO)

Coal River, a convict/military settlement for prisoners guilty of colonial offences is one of few such convict settlements in Australia, and was the earliest such
settlement. Evidence of convict workplaces, coal mining, pier building, quarrying, and other activities are rare in Australia. The role of British military in the foundation of colonial society is little studied and the example of Coal River could make a valuable contribution to cultural studies. The period of transition from military rule to civil administration is of great interest and educational value and is rare in Australian settlement history and society. (Hunter, C., 2001/HO)

**SHR Criteria g)**
[Representitiveness]

Coal River and its sites demonstrate the characteristics of a convict settlement administered by military, 1801 to c.1821, phasing out between 1821 and 1855. From Lieutenant Menzies' to Captain Wallis' commands, the military played a central role in designing and constructing Coal River. This is the foundation of modern Newcastle and Newcastle Harbour. (Hunter, C., 2001/HO)

**Integrity/Intactness:**

The aboveground components of the precinct retain a high degree of integrity and excellent ability to demonstrate their significance. The subsurface evidence remains to be thoroughly investigated.

**Assessment Criteria**

Items are assessed against the [State Heritage Register (SHR) Criteria](#) to determine the level of significance. Refer to the Listings below for the level of statutory protection.

**Recommended Management**

Consultation with local Aboriginal community, Conservation planning (as required), Cultural Tourism Planning (including business planning) and Interpretation planning for the Precincts should be undertaken simultaneously and collaboratively.

**Recommendations**

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