Pakington Whaling Station

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With contributions from M. McCarthy

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Contents

List of figures

List of tables

List of abbreviations

Inq	*The Inquirer*
MAAWA	Maritime Archaeological Association of Western Australia
PG	*The Perth Gazzette*

Acknowledgements

For assistance with search and survey: Mr Aidan Ash; Mr Michael Gregg; Mr Sim Prall; Mrs Sandra Simkin, Lynton Station. For assistance with bone identification: Ms Sarah Crocker (University of Sydney)

George MacDonald, Northhampton Historical Society, supervising field geologist (ret.). Pat MacDonald, Northhampton Historical Society. Kathleen Gedling, Northhampton Historical Society

Abstract

Since 1985, five site inspections have been carried out at the Port Gregory whaling site, including the current visit. An opportunistic visit was made to this site in January 2006 in conjunction with test excavations that were carried out in Kalbarri (a site believed to be associated with George Grey), to record its GPS position. It was also to monitor the condition of the site, including any newly exposed or more recent disturbances to the site since the last inspection. A discussion on the artefacts raised during the 2003 visit has also been included in this report. A day trip inspection was also made on 13 February 2006 following reports of exposed material in the intertidal zone.

Technical data

Site name:	Pakington whaling station (Hillock Point Camp (HPC))
Date of occupation/operations:	1854–75
Personnel 27 January 2006	
	Jennifer Rodrigues (OIC) Ross Anderson Aidan Ash Michael Gregg Sim Prall
Personnel 13 February 2006	
	Ross Anderson Sandra Simkin, Lynton Station George MacDonald, Northhampton Historical Society, supervising field geologist (ret.) Pat MacDonald, Northhampton Historical Society Kathleen Gedling, Northhampton Historical Society
Dates of inspection:	27 January 2006, 13 February 2006
Approximate location:	North of Port Gregory, behind Hillock Point sand dunes.
Directions to site:	Head onto the beach (four-wheel drive only) on the northern side of the jetty and drive north. Just before Hillock Point, there is a four-wheel drive track cutting into the foredune. Park vehicle on beach and walk through this cutting and the site is located to the left hand side of the track.
GPS datum:	WGS 84
Lat:	28°11.2026'S
Long:	114°14.4436'E
File No.:	MA-39/06
File name:	Port Gregory Whaling Site
Site photographs:	Colour digital (Images located in Maritime Archaeology vol. 2 server in File Kalbarri-related)

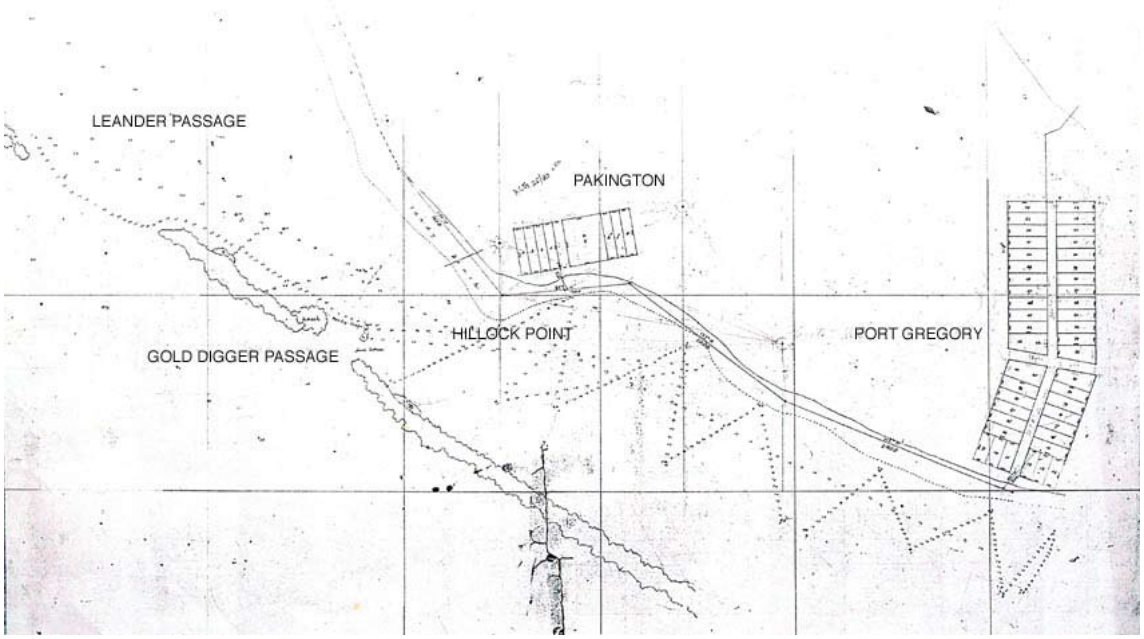

Figure 1. Location of proposed Pakington township in Port Gregory (Lands and Surveys 1883 map).

Introduction

Following a last visit made to the Port Gregory whaling establishment by McCarthy in 2003, another visit was made on 27 January 2006 for the purposes of recording its GPS position, photographing the area and its features, as well as noting its present condition including any evidence of more recent disturbances to the site, artificial or natural. The inspection was carried out over approximately two hours with a search and survey carried out by two museum staff members and three volunteers.

Location and description of site

Port Gregory lies 47 km north-west of the town of Northampton (474 km north of Perth). The Pakington whaling station is in the area of the proposed Pakington township (Lands and Surveys map, Pakington, A.C. Gregory 1883) sited behind the sand dunes of Hillock Point, opposite Gold Digger Passage (See Fig. 1). In fact, it should probably be called the Pakington whaling station to more accurately describe its historic location. As well as Sanford and his partners David Ronayne (1854) and Joshua Harwood (1856–60), another whaling party run by John Bateman operated in the area between 1857–75. Furthermore, oral history records a whaling station operating north of Hillock Point up until the 1920s (Gibbs, 1995: 373; McIlroy, 1987: 87). It is possible that the Sanford and Bateman whaling parties lived closely on separate lots of the Pakington township (Gibbs, 1995: 377) though such proximity is considered unusual given the natural rivalry to be expected between two competing whaling parties.

Gibbs states that:

> *Harwood's crew (1856–60) is known to have lived in Sanford's storehouse, built on lot number one of the proposed Pakington town site (BL M386)… There are no historical references which pinpoint the location of either Harwood's or Bateman's processing areas or try works, although there are several allusions in contemporary sources that the station(s) were opposite Gold Digger Passage (e.g. The Inquirer 29 June 1859; Gibbs, 1995: 373)*

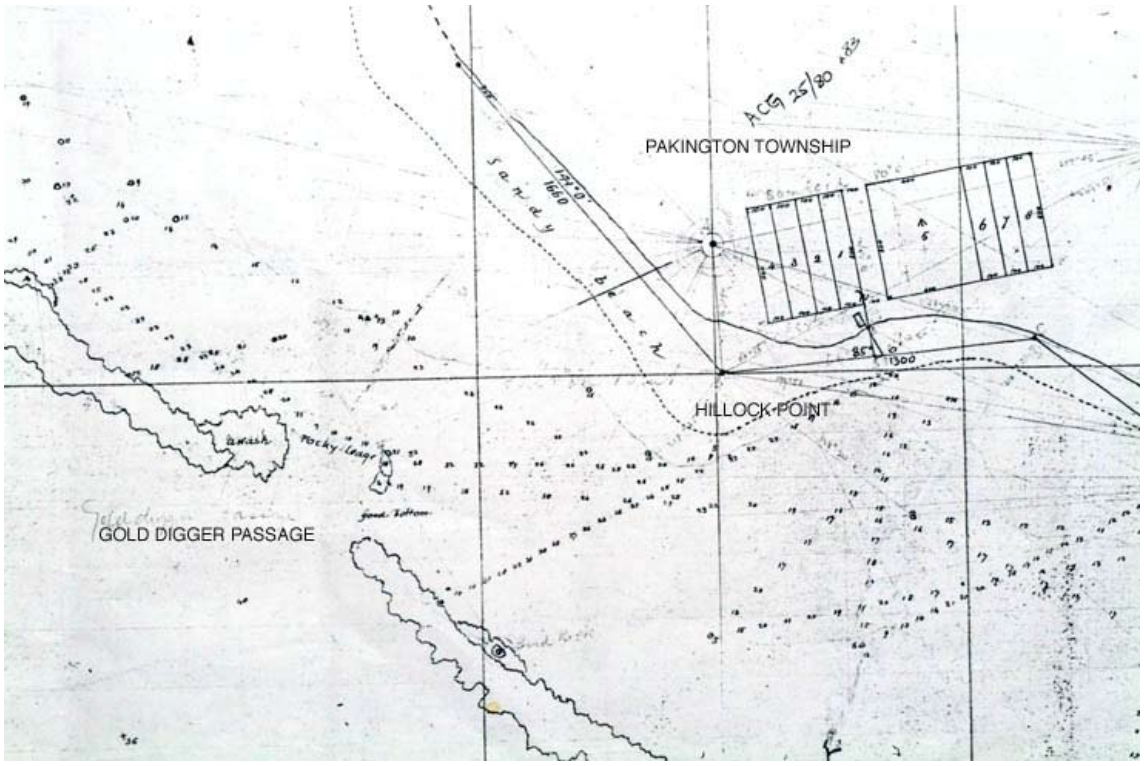

Figure 2. Lot one in Pakington township showing possible built structure indicated by arrow (Lands and Surveys 1883 map).

On the 1883 Lands and Surveys map there is a rectangular feature that could be a shed/ built structure aligned with, but not within, lot one of Pakington township (See Figs. 1 and 2).

Shortly after this visit, on Tuesday, 31 January 2006, a fax was received from Mrs Sandra Simkin, owner of historic Lynton Station near Port Gregory and regional historian. Mrs Simkin advised that historic features of the Port Gregory whaling site that had never been seen before had become exposed on Monday, 30 January as a result of a week of strong southerly winds. These features included a stone 'jetty' in the intertidal zone on the beach (exposed at very low tide), a pile of brick 'rubble' also on the beach (possibly relating to a try-works) and further erosion from the existing sand dune blow-out/four-wheel drive track, exposing a stone 'floor' of a built structure.

Overall the extent of the site based on this visit, previous documentation and the recent report suggests a much larger extent than originally thought, covering an approximate area of 200 m x 70 m encompassing the protected area behind the dunes as well as the beach and fore dune areas.

Feature and material recording

During this 2006 inspection, GPS positions were taken of individual features of the site, which included brick and stone scatters, ferrous metal, whalebone, and a previously unrecorded rubbish heap of historic material including glass, ceramics, bone, oyster shells and brick exposed by a four-wheel drive track cutting through the fore dune (see Fig. 3 and Table 1 below).

WPT#	Feature description	GPS positions (Datum: WGS84)
6	Fragment of whalebone in sand dune	28°11.1929S 114°14.4463E
7	Top of large sand dune (possible lookout)	28°11.2026S 114°14.4436E
8	Brick scatter (approx. 20 half [broken] coarse hand-made bricks, orange colour, iron fragments including a 'hook', piece of whalebone rib.	28°11.1772S 114°14.4211E
9	Brick scatter (approx. 24 bricks mainly broken halves, one with mortar, 3x whole bricks)	28°11.1733S 114°14.4157E
10	Brick scatter of blackened/ burnt bricks (pyrolysed animal fats i.e. blubber?)	28°11.1679S 114°14.4152E
11	Chunk of worked white granite	28°11.1663S 114°14.4140E
12	Large rubbish heap in four-wheel drive track cutting – historic material including broken glass from ale/wine bottles, square case bottle, animal jawbone, green glass, white glass (window pane?) oyster shells, metal and brick fragments. Mixed with modern rubbish e.g.; commercial fishing floats, rope, bottle glass.	28°11.1975S 114°14.4615E
13	Blue and white china fragment in rubbish heap	28°11.2116S 114°14.4630E
14	Metal box next to 'stone jetty"	28°11.42622S 114°14.65183E
15	'stone jetty'/ limestone reef SW cnr	28°11.42938S 114°14.64747E
16	'stone jetty'/ limestone reef NW cnr	28°11.42547S 114°14.64146E
17	'stone jetty'/ limestone reef NE cnr	28°11.42120S 114°14.64463E
18	'stone jetty'/ limestone reef SE cnr	28°11.42515S 114°14.65247E
19	Intertidal zone artefact concentration	28°11.41915S 114°14.32823E
20	Pug floor in dune	28°11.27790S 114°14.38256E
21	Limestone-lined well	28°14.34174S 114°14.34174E

Table 1. GPS positions of site features.

Site conditions

Port Gregory is bounded by the Pink Salt Lake and is itself a lagoon formed by a reef running parallel to the coast for about 3 km. The enclosed area of water forms a safe harbour for boats and small ships and is entered through one of three passages on the far northern end of the reef (Gibbs, 1995: 376). McIlroy (1987: 79) observed that the site was less isolated compared with many other whaling stations along the Western Australian coast.

Figure 3. Four-wheel drive track cutting into fore dune (Photo: J. Rodrigues).

Figure 4. Fragment of whalebone (Photo: J. Rodrigues).

Figure 5. Brick scatter and whalebone, waypoint 8 (Photo: J. Rodrigues).

Figure 6. Brick scatter, waypoint 9 (Photo: J. Rodrigues).

Figure 7. Brick scatter within thick shrubs (Photo: J. Rodrigues).

Figure 8. View from top of high foredune overlooking the reef (Photo: J. Rodrigues).

Figure 9. Pink Lake (Photo: M. Gregg).

The Pakington site is located behind the high fore dune surrounding Hillock Point (at the north end of the harbour) and is generally well protected from wind and spray. The site is covered by thic coastal shrubs so that the archaeological features and isolated artefacts, even though located within small sandy clearings, are not immediately visible unless one is aware of their existence and goes looking for them. Good water was also known to have been available 2 ft (61 cm) below the surface (Roe, 1854 in Gibbs, 1995: 376; A.C.Gregory 1852 chart Port Gregory). This is interesting given that one of the complaints from residents at the time included the lack of fresh water. There is evidence of a stone lined well in a reedy depression behind the dunes that correlates with this information, and A.C Gregory's 1852 chart of Port Gregory shows a well in this approximate location.

The site features include brick and other light artefact scatters on the surface including isolated features of burnt or blackened bricks showing evidence of animal fat, possibly blubber. Other features include whalebones as well as a variety of glass bottles (mainly dark olive green) and ceramic fragments in the rubbish heap located along the track connecting the site to the beach. Gibbs excavated a 1m square test pit and found that subsurface material existed to a depth of 50 cm. Deteriorated ironwork was reported to have been sighted before. Iron fragments were recovered during the 2003 inspection and some observed during this visit including what appeared to be a 'hook'. All artefacts recovered during the 1985 inspection have been registered and entered into the Maritime Archaeology Artefact Database with the prefix of 'HPC' for Hillock Point Camp (see Appendix 1).

Historical background of Port Gregory

Early explorations

The first European to pass through the area was George Grey who, after aborting his attempt to explore the Shark Bay and Gantheaume Bay regions, was forced to walk back to Perth through the area in 1839. At this time, the Swan River settlement had begun to outgrow itself and attention turned further north for suitable land for agriculture as well as the hope of finding minerals similar to the gold-rushes of the eastern states.

Grey kept a journal in which he described the countryside around Port Gregory, with which he was impressed, as being 'good country'. It should be noted that Grey travelled through the area in April 1839 after a lot of rain had fallen. Nevertheless, his description of this countryside aroused much interest in Perth.

In 1849, A.C. Gregory described the harbour as being well protected from all winds by the reef and was well adapted for small vessels. Interest in Port Gregory began to intensify and people wondered seriously about the availability of agricultural and land around the area. At the same time, debate began to arise as to its suitability as well as the safety because of perceived problems with Aborigines. Consequently, in 1852, Governor Fitzgerald visited Port Gregory to assess for himself its suitability for settlement. He eventually came to a decision that Port Gregory was storm proof and appropriate for large boats to enter (McDonald, 1993: 19–20).

Industry and agriculture

The establishment of a whaling station at Port Gregory followed soon after the opening of the Midwest region of Western Australia for mining and pastoral purposes (Gibbs, 1995: 373).

Lead ore was mined from the Geraldine Mine (40 km north of Lynton) from 1849 (Australia's first commercial lead mine and Western Australia's first commercial mining venture) and then shipped out of Port Gregory to Singapore. Farming of produce such as grain and grazing also occurred before whaling began (McDonald, 1993: 1). Messrs Steele and Co. had reported good quality salt from the lagoon and had been sending salt to Fremantle from 1850.

Lynton Station

The Lynton Hiring Station is located on the road to Port Gregory and was established in 1853 to serve the Geraldine Mine and pastoralists in the area. The depot served as an employment agency where 'ticket-of-leave' holders could be hired by private enterprise. Lynton House was also the residence of Captain Sanford.

The advent of convict labour and their pensioner guard soldiers in 1853 saw a small community struggling to exist in the area. Life was hard for the families of pensioner guards who were still living in tattered tents in 1855, while five single women from 'Bride ships' are also recorded to have arrived at Lynton. On 1 March 1854, the Government officially proclaimed the twin town-sites of Pakington (Port Gregory) and Lynton, with building lots available for purchase. The name Pakington was chosen to try and secure the favour of J. S. Pakington, the Secretary for the Colonies at the time, who disagreed with the project and felt the money being spent on Port Gregory was a waste.

The Lynton Hiring Station was abandoned in December 1856 due to the harsh conditions and continued problems with transporting ore from the Geraldton mine.

Whaling (1854–75)

The Port Gregory whaling industry was established by the efforts of Captain W. A. Sanford who was already managing farming and grazing in the area (McIlroy, 1987: 82). In January 1854, it was reported that sperm whales were 'literally swarming' on the coast adjacent to the harbour. Several months later, Captain Sanford, who owned nearby Lynton Station, announced that he was forming a whaling party in partnership with Fremantle businessman David Ronayne. The party suffered difficulties and only one humpback was caught in that first year, resulting in the dissolving of the partnership. Sanford still hoped to attract one of the major whaling parties up to the port. The following year, he persisted by himself and despite losing two whaleboats, he obtained 16 casks of oil valued at £800 (McIlroy, 1987: 82). With the 1855 season proving more profitable, the following year saw Sanford partnered by Joshua Harwood of Fremantle with a three boat, 22-man fishery. Harwood maintained a party at Port Gregory until 1860, after which he ceased all of his whaling operations. In 1857, John Bateman had also established a port, which he continued to use until as late as 1875. From the early 1860s, Bateman kept his party at Port Gregory only from June to September, after which he would move them southward to Bunbury or Castle Rock for the later season (Gibbs, 1995: 37).

Difficulties and setbacks

By 1854, Port Gregory was a hive of activity although not the happiest of places. Work on the hiring station was slow and the site chosen for the station was hot and airless. Fresh water and vegetables were hard to come by and men began to suffer from scurvy. Complaints began to emerge about the bad road from the mine and lack of water in summer. There were also problems with the causeway between Lynton and Port Gregory. Furthermore, people felt deprived of religious services, mail services (which did not commence until 1860) and general health problems. It was also noted that the port was not as safe as first thought. Setbacks such as the loss of ships and cargo (the American whaler *Iris* was stranded for 6 months between July 1855 and January 1856) affected shipping activity. The pensioner guards made the best of the penurious and harsh conditions, as they could supplement their income to support their families by collecting salt from the Hutt Lagoon.

Letters from Captain Sanford in 1854 in regard to the whaling station discuss the want of provisions (flour), carelessness on behalf of his men who lost three boats, abusiveness and theft of rum from the stores, a drunken riot between whalers and a series of north-west gales hampering activities and destroying equipment (e.g. Lynton to Ayshford, 5 July 1954; Lynton to Ayshford, 15 Sept. 1854).

Previous visits/archaeological work.

As already mentioned, in the mid nineties, Gibbs (1995: 376) excavated a 1 m x 1 m test pit in order to determine whether there was sub surface material. This deposit contained artefacts to a depth of 50 cm, suggesting, according to Gibbs, that adjacent areas might have similar potential.

Previous visits to the site include the following (excerpts from *Xantho* day book):

5 May 1985: Mack McCarthy, Steve Cushnahan, Brad Duncan, Nancy Mills–Reid and Jon Carpenter carried out search over Leander Passage, and preliminary survey and pre disturbance recording of artefacts including photography. Saw signs of

holes made from bottle/souvenir-collecting activities and probing, which unearthed one camp oven. Concluded that it was either an 1840–50 whalers' camp or wrecking camp associated with whaler *Iris* ashore on Hillock Point in 1855. Some evidence of aboriginal post-working of glass fragments.

19 Mar. 1988: Mack swam, looking for 'reef of whale bone' but was unsuccessful. Subsequently proceeded to Sanders' whaling camp and reported to Jack McIlroy for his whaling tour. It was noted, with disappointment, that McIlroy failed to cover his disturbance of the site, thus, leaving it open to natural and human degradation processes. It was resolved to inform McIlroy.

29 July 1999: Revisit to whaler camp at Port Gregory.

Oct. 2003: Mack McCarthy and MAAWA visited Pakington whaling station and found surface scatters of artefacts (listed in Appendix 1) a sample of which were recovered for identification and interpretation.

Description of artefacts recovered in 1985

Material	Descriptions
CERAMICS	The ceramic fragments include white pieces with blue prints or patterns, including stoneware and earthenware material. Most of them are a curved shaped suggesting they were probably bowls or jars (HPC1, HPC29 HPC36 and HPC44). There is also one bowl base fragment (HPC46) and one unidentified small fragment (HPC7).
CLAY PIPES	These include part of a clay pipe bowl and a stem fragment. The bowl fragment has a design around the lower half of it.
GLASS	These consist mainly of bottle fragments. The circular, dark, olive-green fragments consist of two bottle neck fragments (HPC3), fragments of a circular, olive-green bottle (HPC4) similar to HPC3 and one square or case bottle fragment (HPC43). The circular, olive-green bottles are a common item found at 19th century historical sites and often referred to as 'wine bottle' (based on the shape of the neck and body) though they could have contained some form of ale and not necessarily wine. At least one of the HPC3 necks has twisting marks, a flat-sided lip and lower neck ring. The other fragment has a rounded lip with a v-shaped string rim.The remaining glass fragments consist mainly of light or pale green bottle fragments. There is one near complete, circular, pale green pickle jar (HPC45), which is missing its base. HPC2 and HPC42 appear to be fragments from circular, pale green pickle jars though not of the same one judging by the difference in thickness and form. HPC37 are two fragments of pale green glass.
LEAD	The lead materials include two fragmented flat sheets of lead (HPC39) and two pieces of collapsed lead sheets (HPC6 and HPC35). HPC35 has been identified as possible lead sheathing although there is no signs of nail holes and the material is extremely thin and soft. HPC6 appears to be made of thin lead strips that have collapsed/crumpled into a 'ball'.
BRICKS	Ten fragments of orange bricks were recovered (HPC8), which are only part of the number of orange bricks still on site. These are consistent with what can be found at whaling sites, as they are normally associated with try-works. At least one orange brick observed on site had evidence of having been burnt with what looked like animal fats residue.
STONE	A small reddish-white stone has been recovered but not identified (HPC41).

CHARCOAL	Six pieces of charcoal or burnt wood were recovered from the site (HPC10). The presence of charcoal or burnt wood is not unusual given that manufacturing of whale oil on site as well as other forms of cooking or heating processes would leave these sorts of evidence behind.
SHIP'S FITTING	An iron nail or bolt (HPC34), identified as a ship's fitting, has been recovered from the site.
FERROUS	Five fragments of iron bolts (HPC11) were found at the site, fragments of long, flat iron pieces (HPC12) and more fragments of mainly long flat iron pieces of varying thicknesses (HPC13). It is not known what these were used for.
COPPER/BRASS	A brass pen nib (HPC31) and a copper alloy nail fragment (HPC38) were recovered. The nail fragment, identified as a possible sheathing tack, has a round, flat head and a square shank. The copper alloy fragment (HPC32) is a T-shaped piece, which has not yet been identified.
MARINE	The marine artefacts in the collection consist of limpet shells (HPC15), possible sea snail/winkle shells (HPC16), an unidentified shell (HPC17), oyster shells (HPC18) and white coral fragments (HPC33).
ANIMAL	A variety of animal bones were recovered from the site. HPC14 consists of fish bones, an exoskeleton piece and crab claw section. HPC19 include mandible or jaw fragments of a large mammal. HPC20 consists of assorted bone fragments, some with butcher marks. HPC21 are more whalebone fragments showing signs of surface erosion. HPC22 have been identified as knuckle bones. HPC23 is an assortment of bone pieces including ribs, tibia and femur. HPC24 include more rib fragments. HPC25 are butchered bones of cow or sheep. HPC26 include bone fragments of a large mammal, which include two pelvic fragments and other pieces with butcher marks. HPC27 includes more assorted bone fragments. HPC28 include bone pieces from a large mammal.

Figure 10. Limpet shells, HPC15 (Photo: J. Rodrigues).

Figure 11. Oyster shells, HPC18 (Photo: J. Rodrigues).

Figure 12. Fragments of mainly flat, long iron pieces, HPC12 (Photo: J. Rodrigues).

Figure 13. Building rubble, HPC9 (Photo: J. Rodrigues).

Figure 14. Pale green bottle with inner thread rings, HPC45 (Photo: J. Rodrigues).

Figure 15. Bottle necks, dark olive green, HPC3 (Photo: J. Rodrigues).

Figure 16. Ceramic bowl base fragment, HPC46 (Photo: J. Rodrigues).

Figure 17. Whalebones, HPC21 (Photo: J. Rodrigues).


Figure 18. Butchered bones of cow or sheep, HPC25 (Photo: J. Rodrigues).

Threats to site

One advantage of the site is that it is located behind the sand dunes and features are not very obvious. Brick scatters and other features within the area are often also hidden by thick and prickly shrubs and unless one is aware of an old whaling establishment in the area it is difficult to come across these features. The four-wheel drive track cutting through the dune has resulted in lenses of historic material eroding through the floor of the track and north side of the sand dune. A pug floor is eroding out of the south side of the 4WD track cutting. In February 2006 grass clippings had been put down by locals to facilitate 4WD access through this deep sandy part of the track.

Being protected behind the high foredune also means that this part of the site is protected significantly from natural erosion. The only natural erosion so far recorded has occurred on the beach and foredune as a result of a combination of strong southerly winds and low tides, exposing historic material in the intertidal zone and sand dune blow-out/four-wheel drive track.

Souveniring of artefacts (ceramic pipes, bricks) from the beach and intertidal zone is known to have occurred in January-February 2006. In the course of souvenir hunters removing an iron wheel the wheel broke and has been reburied closer to the sand dune (S. Simkin, pers. comm. 13 February 2006).

Significance assessment

(i) Archaeological and historical

Features consistent with relatively long-term occupied shore whaling sites are storehouses and sheds to house whale-boats, whaling gear, casks of oil, try-works whalebones and discarded material. Most of these structures would be built on or just behind the beach to allow easy access to the boats and for processing of whales. The recently discovered features are consistent with whaling related structures that might be expected to be found at such a site, especially given the reference to 'Sanford's storehouse' and as no other activities involving built structures are recorded to have occurred in the area. In addition, the recent exposure of the structures on the beach and intertidal zone, as well as the subsurface materials as excavated by Gibbs in the mid 1990s, suggest that more material may lie buried along the beach area as well as within the site. One previous archaeological assessment has stated that 'The Port Gregory site contains no extant structures related to the whaling period' (Gibbs, 1995: 376), so the identification of any such features would increase the heritage and archaeological values of the site significantly.

The site and artefacts so far recovered have potential for further analysis to provide information on lifestyle and the diet of the whalers.

(ii) Scientific

There is potential to compare the rate and extent of disintegration with other whaling stations along the Western Australian coast to assess the environmental and human impact in contributing to this process. Chemical analysis of pyrolysed animal fats (already recovered from Pakington whaling station by Gibbs) and comparison with a variety of terrestrial and underwater sites can provide information on whaling activities and rates of degradation of organic remains on whaling sites (V. Richards, pers. comm. May 2006).

Figure 19. Artefacts collected from intertidal zone site by locals in January 2006(Photo: S. Simkin).

Figure 20. Iron wheel removed from intertidal zone site and broken by souvenir hunters. (Photo: S. Simkin).

Figure 21. Intertidal site at Hillock Point exposed by strong winds and low tides January 2006 (Photo: S. Simkin).

Figure 22. Stone lined well in reedy depression (Photo: R. Anderson)

Figure 23. 4-wheel drive track with pug floor eroding out of southern face (Photo: R. Anderson).

Figure 24. Pug floor with broken iron pulley (Photo: R. Anderson).

(iii) Educational

The site is associated thematically with a number of other archaeological whaling sites as well as aspects of early exploration and industry expansion in Western Australia. For instance, Port Gregory was explored and established as a result of the Swan River settlement expanding. Port Gregory was also first discovered by a significant historical and political figure, George Grey, who was travelling south to Perth after being forced to abandon his plan of exploring and charting the Shark Bay and Gantheaume Bay areas in 1839. The Pakington site, being one of Western Australia's earlier whaling stations, is also significant in its potential to inform about the state's early whaling industry. Furthermore, aspects of the history regarding its establishment provide insights into the early Europeans' perception of the aborigines.

Discussion

The variety and types of artefacts recovered in 2003 as well as those still on site provide evidence of 19th century whaling activities and associated activities. The archaeological material evidence associated with the site along with supporting historical documents confirms the site's extent and significance in terms of colonial whaling operations and associated identities.

Harwood's crew is known to have lived in Sanford's storehouse, built on lot number one of the proposed Pakington townsite. Bateman would probably have also been required to lease land within the Pakington townsite subdivisions, although no record of this has been found. No historical records pinpoint the location of either Harwood's or Bateman's processing areas or try-works, although, as mentioned at the beginning, there are several allusions in contemporary resources that the station(s) were opposite Gold Digger Passage (e.g. *The Inquirer* 29 June 1859). The only reference directly relating to a processing plant is a an 1858 report which states that the try works building and a considerable quantity of whaling gear had been completely destroyed after catching fire from the try-works furnace (*The Perth Gazette* 13 Aug. 1858, *The Inquirer* 18 Aug.1859). As Bateman had not formed a Port Gregory party during that season, this could only have been Harwood's plant (Gibbs, 1995: 376).

Legislative issues

At present the Port Gregory/Pakington whaling station is not formally recognised as a maritime archaeological site. However there is a case to be made for the site to be protected under the State *Maritime Archaeology Act 1973*.

Under this *Act*, anything which, in the opinion of the Director of the Western Australian Museum, was abandoned in the State before the year 1900 and derives from or was associated with any ship, whether or not a historic ship within the meaning of this Act, is vested in the Museum on behalf of the Crown.

Maritime archaeological sites are:

(a) Any area in which the remains of an historic ship are known to be located;
(b) Any area in which any relic is known to be located, or where unrecovered relics associated with an historic ship are likely to be located; and
(c) Any structure, campsite, fortification or other location of historic interest that is associated with, and was occupied or used by, persons presumed to have been in a historic ship.

(*Maritime Archaeology Act* No. 66 of 1973, Section 4)

A case can be made for registration of the Port Gregory/Pakington whaling station based on the following points:

- Historical information for the site dates its operation between 1854 and 1875, and relics and structures have been located that are associated with the whaling station (criteria [b])
- All the historic material relating to whaling at Port Gregory would have arrived by ship before 1900, therefore fitting criteria (b) and (c).
- There is a possibility that some of the material used in the Port Gregory whaling station(s) came from the New Bedford whaling barque *Iris* (an historic ship), that lay stranded at Hillock Point for six months between June 1855 and January 1856. Goods salvaged from the wreck—including whaling gear—were sold at auction in October 1855 (Henderson and Henderson, 1988: 26-28). (Criteria [c])
- There is potential for further structures and features of the site to be located (criteria [b] and [c])
- The site, certainly parts of it, is at risk from natural erosion and human impact and currently requires a level of protection and site management activity.

Recommendations

1. A recommendation should be made through the Maritime Archaeology Advisory Committee (MAAC) that the Port Gregory—Pakington whaling station is recognised by the CEO of the Western Australian Museum as a maritime archaeological site under the State *Maritime Archaeology Act 1973*.
2. An assessment should be made of the significance, condition and potential for damage of the recently exposed remains, and whether site stabilisation work is required if natural processes do not rebury the exposed remains.
3. Contact Murray Connell, Principal Planner Northhampton Shire and Tanya Henkel at WA Heritage Council to discuss site management including putting on Northhampton Shire heritage overlay/ planning scheme and site stabilisation.
4. Further research is carried out into historic sources and the distribution of artefacts over the site to attempt to determine if there are the remains of one or two whaling stations in the area.
5. In accordance with a research design, test excavations should be carried out on the recently exposed structures to determine their likely function and extent, that is, to confirm if they are associated with whaling activities.

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Appendix I

Surface artefacts raised in 2003 from Pakington site.

REG NO.	MATERIAL	NO.	DESCRIPTION
HPC 1	Ceramics	2	Fragments, 1 burnt?; one white with blue pattern
HPC 7	Ceramics	1	Small fragment, reddish exterior
HPC 36	Ceramics	1	Glazed fragment, white with blue patterns on both sides
HPC 29	Earthenware	1	Curved fragment, willow pattern
HPC 46	Earthenware	1	Bowl base, dark blue and black pattern
HPC 44	Stoneware	1	Fragment, blue glaze pattern
HPC 30	Clay pipes	1	Bowl fragment; patterned/designed around the lower half
HPC 40	Clay pipes	1	Stem fragment
HPC 2	Glass	1	Circular body fragment, pale green
HPC 3	Glass	2	Neck fragments, dark olive-green
HPC 4	Glass	6	Bottle fragments, dark olive-green
HPC 5	Glass	1	Curved fragment, pale green, inner thread rings
HPC 37	Glass	2	Fragments, pale green
HPC 42	Glass		Circular fragment, pale green (near 14)
HPC 43	Glass	1	Glass bottle fragment
HPC 45	Glass	1	Pickle jar, pale green, near complete (minus base)
HPC 6	Lead	1	Lead strips crumpled/collapsed to a 'ball'
HPC 35	Lead	1	Possible lead sheathing
HPC 39	Lead	2	Sheets of lead, corroded
HPC 8	Bricks	10	Fragments of orange bricks, possibly try works
HPC 9	Unspecified	22	Building material, white-grayish plaster/mortar
HPC 41	Stone		Stone, unidentified
HPC 10	Charcoal	6	Burnt wood/charcoal fragments
HPC 11	Ferrous	5	Fragments of iron bolt
HPC 12	Ferrous	11	Fragments of mainly flat, long iron pieces
HPC 13	Ferrous	6	Fragments of mainly flat, long iron pieces
HPC 15	Marine	3	Limpet shells, 70-80 mm long
HPC 16	Marine	10	Shell of sea snails/winkles?
HPC 17	Marine	1	Shell, unidentified
HPC 18	Marine	7	Oyster shells
HPC 33	Marine	2	Coral fragments, white
HPC 14	Animal	10	Fish bones: 1 exoskeleton piece and crab claw section
HPC 19	Animal	4	Mandible/jaw fragments of large mammal
HPC 20	Animal	8	Assorted bone fragments, some with butcher marks
HPC 21	Animal	3	Whalebone fragments, surface erosion
HPC 22	Animal	2	Knuckle bones
HPC 23	Animal	10	Bone pieces: assorted ribs, tibia, femur
HPC 24	Animal	4	Rib fragments
HPC 25	Animal	4	Butchered bones of cow or sheep
HPC 26	Animal	6	Bone fragments of a large mammal: 2 pelvis fragments and others with butcher marks
HPC 27	Animal	20	Assorted bone fragments

HPC 28	Animal	4	Bone pieces of a large mammal
HPC 31	Copper/brass		Pen nib, brass
HPC 32	Copper/brass	1	Unidentified, copper alloy; 'T'-shaped or part of '+', with lined patterns on one side
HPC 38	Copper/brass	1	Head and shank fragment of sheathing tack or nail, copper alloy
HPC 34	Ship's fittings	1	Iron nail