

Port Arthur Historic Sites

Heritage
Management
Plan 2024
DRAFT

Appendices



Part of



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Australian Convict Sites
World Heritage since 2010



Port Arthur Historic Sites Heritage Management Plan DRAFT

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This HMP is a comprehensive update and revision of the 2008 Statutory Management Plan prepared by Godden Mackay Logan Pty Ltd in association with Context Pty Ltd, Greg Middleton and Port Arthur Historic Sites Management Authority staff



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months)	Sarah Ann	Jones	17	Aug	1849	19 Feb	1850	(6 months)	Isabella
ar 7 months)	Sarah	Jones		Aug	1849	19 Feb	1850	(6 months)	Sarah
months)	James	Hamilton	23	Aug	1849				Mary Jane
ars 2 months)	Ann Thompson	Hamilton	23	Aug	1849				James
months)	Mary	Mcgrath		Aug	1849	31 Aug	1850	(12 months)	Ann
born)	James	James	30	Aug	1849	5 Jan	1851	(16 months)	William
months)	Henry Walter	Bailey	7	Sep	1849	9 Dec	1849	(3 months)	Eliza
	Unknown	Denniston	9	Sep	1849	9 Sep	1849	(stillborn)	Annie
months)	Charlotte	Lough	13	Sep	1849	12 Sep	1853	(4 years)	William
born)	Bridget	Hill	18	Sep	1849	23 Apr	1850	(7 months)	William Tho
eks)	Mary	Wallaghun	20	Sep	1849	22 Jan	1850	(4 months)	Ann Jane
born)	Elizabeth Ann	Holley	22	Sep	1849	25 Sep	1849	(3 days)	Daniel
	Jane	Mullins	27	Sep	1849	2 May	1850	(7 months)	Eliza
ar 6 months)	John	Hayes		Sep	1849	28 Sep	1850	(1 year)	William
ays)	William Thomas	Crawley	29	Sep	1849				James
ays)	Unknown	Sheehan	5	Oct	1849	5 Oct	1849	(stillborn)	Mary Ann
eks)	Thomas	Falts	5	Oct	1849				Ann
months)	Maria	Daley	10	Oct	1849	10 Oct	1851	(2 years 2 months)	Emily Jane
	Ellen	Wallingham	2	Nov	1849	16 Mar	1850	(5 months)	Mary
months)	Charles	Lillie	13	Oct	1849	8 Feb	1850	(5 months)	Mary Ann
	Julia	Elmore	13	Oct	1849	14 Jan	1850	(3 months)	Thomas
months)	Christina	McCallum	18	Oct	1849	22 Mar	1850	(5 months)	Henry
weeks)	Robert	Windsor	20	Oct	1849	20 Oct	1851	(2 years)	Mary Ann
ears)	Ann	Town	23	Oct	1849				Patrick
ears)	Rose Ann	McLaughlan	24	Oct	1849	5 May	1851	(18 months)	Ellen
month)	Sarah	Jenkins		Oct	1849	30 Sep	1850	(11 months)	Mary Ann
months)	Sarah	Cooper	26	Oct	1849	8 Jul	1851	(20 months)	John
llborn)	William	Kelly	28	Oct	1849				Henry

Appendices



Appendix A GLOSSARY

TERM	DESCRIPTION
Aboriginal heritage significance	<p>A place that has the physical remains of pre-European occupation, or is of contemporary significance to Aboriginal people. It can include items and remnants of the occupation of the land by Aboriginal people such as burial places, engraving sites, rock art, midden deposits, scarred and sacred trees and sharpening grooves, a natural Aboriginal sacred site or other sacred feature. It includes natural features such as creeks or mountains of longstanding cultural significance, as well as initiation, ceremonial or story places or areas of more contemporary cultural significance.</p> <p>A term used interchangeably with Indigenous Heritage significance.</p>
adaptation	<p>Modifying a place to suit the existing use or a proposed use (Burra Charter Article 1.9).</p>
aesthetic significance	<p>An item or place having this value is significant because it has visual or sensory appeal, landmark qualities and/or creative or technical excellence</p>
archaeological feature	<p>Any physical evidence of past human activity. Archaeological features include buildings, works, relics, structures, foundations, deposits, cultural landscapes and shipwrecks. During an archaeological excavation the term 'feature' may be used in a specific sense to refer to any item that is not a structure, a layer or an artefact (for example a post hole).</p>
archaeological significance	<p>A category of significance referring to scientific value or 'research potential' that is, the ability to yield information through archaeological investigation.</p>
archaeological sites	<p>Places that contain evidence of past human activity. Below-ground archaeological sites include building foundations, occupation, deposits, features and artefacts. Above-ground archaeological sites include buildings, works, industrial structures and relics that are intact or ruined.</p>
archaeology	<p>The study of material evidence to arrive at an understanding of the human past. See also historical archaeology.</p>
artefacts	<p>Objects produced by human activity. The term may encompass food or plant remains (for example, pollen) and ecological features.</p>
associations	<p>The special connections that exist between people and a place. Associations may include social or spiritual values and cultural responsibilities of people (past or present) for a place. (Burra Charter Article 1.15).</p>
attributes	<p>The elements of a heritage place which convey its heritage/conservation values and enable an understanding of those values. They can be physical qualities, material fabric and other tangible features, but can also be intangible aspects such as processes, social arrangements or cultural practices, as well as associations and relationships which are reflected in physical elements of the property.</p>
authenticity	<p>According to paragraph 82 of the Operational Guidelines for the Implementation of the World Heritage Convention, a World Heritage property "<i>may be understood to meet the conditions of authenticity if their cultural values (as recognised in the nomination criteria proposed) are truthfully and credibly expressed through a variety of attributes</i>".</p> <p>A set of general attributes that may convey and express a place's heritage values can include:</p> <ul style="list-style-type: none"> • form and design • materials and substance • use and function • traditions, techniques and management systems • location and setting • language and other forms of intangible heritage • spirit and feeling, and • other internal/external factors. <p>The concept of Authenticity is described in further detail in the Operational Guidelines for the Implementation of the World Heritage Convention, paragraphs 79-86.</p>

TERM	DESCRIPTION
Biodiversity (biological diversity)	The variety of life forms: the different plants, animals, and microorganisms, the genes they contain and the ecosystems they form. It is usually considered at four levels: genetic diversity, species diversity, ecosystem diversity and community diversity. (Australian Natural Heritage Charter).
community	The word community is used in its common meaning, i.e. a body of people living in the same locality; a body of people having the same religion, profession, interests etc. in common, who share a sense of togetherness and cohesiveness; an organised political, municipal or social body. For example, the Tasman Peninsula community, Aboriginal communities or the Heritage community. It could also be used in a much broader sense, for example, the Tasmanian or Australian community.
community value	The valuing of a place, landscape or space by a recognised community because it forms a strong part of their identity and may engender a sense of attachment and ownership
compatible use	A use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance. (Burra Charter Article 1.11).
conservation	All the processes and actions of looking after a place and communicating its meaning and significance so as to retain its heritage values. Conservation includes interpretation and maintenance and may, according to circumstances, include preservation, restoration, reconstruction and/or adaptation and will commonly be a combination of more than one of these (Burra Charter).
conservation management plan	A document explaining the heritage values of a place, and proposing policies to retain, manage and communicate those values. It can include guidelines for additional development or maintenance of the place.
cultural heritage	Possessing historical, archaeological, architectural, technological, aesthetic, scientific, spiritual, social, traditional or other special cultural significance, associated with human activity. It is an expression of the ways of living developed by a community and passed on from generation to generation, including customs, practices, places, objects, artistic expressions and values. Cultural heritage is often expressed as either intangible or tangible cultural heritage.
cultural landscapes	The Operational Guidelines for the Implementation of the World Heritage Convention define cultural landscapes as cultural properties which represent the 'combined works of nature and of man' as designated in Article 1 of the Convention (Paragraph 47). There are three main types of cultural landscape: <ul style="list-style-type: none"> • landscapes designed and created intentionally by people; • organically evolved landscapes; and • associative landscapes (see Operational Guidelines, Annex 3). Many properties exhibit more than one of these types and they may be overlapping.
cultural significance	Aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups. (Burra Charter). A term interchangeable with heritage significance and heritage value.
demolition	The damaging, defacing, destroying or dismantling of a heritage item or a component of a heritage conservation area, in whole or in part.
development	Includes building work, a change in the use of land, cutting, damaging or felling of significant trees, excavating or filling land and land division. Building work includes construction as well as the demolition or removal of a building. A change in the use of land constitutes development, even if no building work is undertaken. For example, changing the use of a house from a residence to a different purpose would constitute development.

TERM	DESCRIPTION
fabric	All the physical material of the place including components, fixtures, contents and objects. Fabric includes the built elements of a place, as well as the natural material — the landform, vegetation, streams, soil and rocks, etc. Fabric includes building interiors, sub-surface remains as well as excavated material. Fabric may define spaces and these may be important elements of the significance of a place. Fabric includes contents, fixtures and objects temporarily removed. (Burra Charter Article 1.3).
Heritage Impact Assessment (HIA)	A document consisting of a statement demonstrating the heritage significance of a heritage item or heritage conservation area, or of a building, work, archaeological site, tree or place within a heritage conservation area, an assessment of the impact the proposed development will have on the significance and proposals for measures to minimise the impact.
heritage values	The qualities for which a heritage place is considered important to be protected for present and future generations. Values are determined by a range of social and cultural factors. What is valued by one section of society may not be valued by another, or may be valued for different reasons, or one generation may value it but it may not be valued by the next generation. Heritage places normally have a range of values: aesthetic, architectural, biological, ecological, historic, geological, social, spiritual, etc. These values are embodied in and conveyed by the attributes of the heritage place. See also natural heritage and cultural heritage.
historical archaeology	The study of the human past using both material evidence and documentary sources. In Australia, historical archaeology excludes Aboriginal archaeology prior to non-indigenous occupation, but may include contact sites.
historic significance	A place having this value is significant because of the importance of its relationship to the evolving pattern of our cultural history.
historic site	An area of land declared under the <i>Nature Conservation Act 2002</i> to be reserved land in the class of 'historic site' or taken to have been so declared. An area of land of significance for historic cultural heritage. (Schedule 1, <i>Nature Conservation Act 2002</i>). The Port Arthur Historic Site, the Coal Mines Historic Site and the Cascades Female Factory sites are historic sites.
intangible cultural heritage	Manifest in multiple forms including oral traditions and expressions (including language); Performing arts (such as traditional music, dance and theatre); Social practices, rituals and festive events; Knowledge and practices concerning nature and the universe; Traditional craftsmanship.
integrity	<p>The concept of Integrity is described in the Operational Guidelines or the Implementation of the World Heritage Convention, paragraphs 87-95. Integrity applies to both natural and cultural properties, and is defined as a measure of the completeness or intactness of the attributes that convey Outstanding Universal Value.</p> <p>The World Heritage Resource Manual 'Managing Cultural Heritage' (UNESCO 2013), notes that the key words to understanding integrity are '<i>wholeness</i>', '<i>intactness</i>' and '<i>absence of threats</i>'. These can be understood as follows:</p> <p><i>Wholeness</i>: all the necessary attributes are within the property,</p> <p><i>Intactness</i>: all the necessary attributes are still present – none are lost or have been significantly damaged or have decayed, and</p> <p><i>Absence of threats</i>: none of the attributes are threatened by development, deterioration or neglect.</p> <p>The concept of Integrity is described in further detail in the Operational Guidelines for the Implementation of the World Heritage Convention, paragraphs 87-95.</p>

TERM	DESCRIPTION
interpretation	All the ways of presenting the cultural significance of a place. A means of communicating ideas and feelings that help people to understand more about themselves, their environment and other cultures. Interpretation for historic places is the art of explaining the significance of the place to the people who visit, with the objectives of promoting an understanding of its values and an appreciation of the needs to conserve it. Interpretation may be a combination of the treatment of the fabric (such as maintenance, restoration and reconstruction), the use of and activities at the place, and introduced explanatory material. It may include exhibitions, events, publications, art works and other forms of expression, and is not confined to the place. (Burra Charter Article 1.17).
introduced species	A translocated or alien species occurring at a place outside its historically known natural range as a result of intentional or accidental dispersal by human activities. (Australian Natural Heritage Charter).
local community	Those people who are residents of the Hobart and Tasman Council local government areas.
maintenance	The continuous protective care of the fabric and setting of a place, and is to be distinguished from repair. Repair involves restoration or reconstruction. (Burra Charter Article 1.5).
maritime archaeology	Underwater archaeology. Branch of archaeology that is concerned with the study of human interaction with the sea, lakes and rivers.
moveable heritage	Heritage items not fixed to a site or place (for example, furniture, locomotives and archives)
National Heritage Criteria	<p>The criteria by which the National Heritage Values of a place are identified. (Subsection 324D(1) of the EPBC Act)</p> <p>The National Heritage criteria for the natural, indigenous or historic values of a place are set out in Part 10, Division 2, Regulation 10.01A(2) of the EPBC Act Regulations 2000.</p>
National Heritage List	<p>A list of National Heritage places or groups of places and their National Heritage Values, whether natural, Indigenous or historic or a combination of these Values. The National Heritage List is kept by the Commonwealth Minister under Subdivision B of Division 1A of Part 15 of the EPBC Act. A place may be included in the National Heritage List only if the Commonwealth Minister is satisfied that the place has one or more National Heritage Values. (Section 324C of the EPBC Act).</p> <p>The Port Arthur Historic Site (including the Adjacent Area at Garden Point and excluding the Adjacent Area on the Nubeena Road) and the Coal Mines Historic Site are included in the National Heritage List.</p>
natural heritage values	<p>A place having natural heritage values may have ecosystems, biological diversity and geodiversity which are important for their existence or intrinsic value, or for present or future Australians in terms of their scientific, social, aesthetic and life support value. (Australian Natural Heritage Charter).</p> <p>Our natural heritage comprises the components of the natural environment that have aesthetic, historic, scientific or social significance or other special value for future generations, as well as for the present community.</p> <p>Natural heritage incorporates a spectrum of values, ranging from existence values at one end through to culturally-based values at the other. The fundamental concept of natural heritage which most clearly differentiates it from cultural heritage is that of dynamic ecological processes, including ongoing evolution and the ability of ecosystems to be self-perpetuating. It also includes geodiversity – the geological and physical processes that shape the land.</p>
natural landscape	Relatively undisturbed area with topographic and catchment integrity where natural processes continue largely unmodified by human intervention.

TERM	DESCRIPTION
Outstanding Universal Value	Outstanding Universal Value is described in Paragraph 49 of the Operational Guidelines for the Implementation of the World Heritage Convention as: <i>'cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community as a whole'</i> .
place	<p>Site, area, land, landscape, building or other work, group of buildings or other works, and may include components, contents, spaces and views. Place has a broad scope; it is geographically defined and includes natural and cultural features. Place can be used to refer to small things, such as a milestone, and large areas, such as a cultural landscape. A memorial, a tree, the site of a historical event, an urban area or town, an industrial plant, an archaeological site, a stone arrangement, a road or travel route, a site with spiritual and religious connections all of these can fit under this term. (Burra Charter Article 1.1).</p> <p>A place includes:</p> <ul style="list-style-type: none"> (a) a location, area or region; and (b) a building or other structure, or group of buildings or other structures (which may include equipment, furniture, fittings and articles associated or connected with the building or structure, or group of buildings or structures); <p>and</p> <ul style="list-style-type: none"> (c) in relation to the protection, maintenance, preservation or improvement of a place the immediate surroundings of a thing in paragraph (a) or (b). (Section 528 of the EPBC Act).
preservation	It is recognised that all places and their components change over time at varying rates. The role of preservation is to slow the rate of change. (Burra Charter Article 1.6)
reconstruction	Returning a place to a known earlier state and is distinguished from restoration by the introduction of new material to the fabric. (Burra Charter Article 1.8).
restoration	Returning the existing fabric of a place to a known earlier state by removing accretions or reassembling existing components without the introduction of new material.
reserved land	Any land declared to be reserved land by or under the <i>Nature Conservation Act 2002</i> or taken to have been so declared.
restoration	Returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components within the introduction of new material. (Burra Charter Article 1.7).
rights-holder	A person, group or community with a right or interest to be consulted in the management of the Sites, as established under legislation and statutes including United Nations conventions and charters, or in recognised leading practice guidelines in Australia.
Sea Country	The land and waters in the coastal zone of Australia including the ocean, bays, shores, dunal environment and coastal estuaries and their shores.
setting	The area around a place, which may include a wide visual catchment. (Burra Charter Article 1.12). The setting may also include a backdrop that influences the way in which a place is viewed or perceived.
significant impact	The EPBC Act Policy Statement 1.1 <i>'Significant Impact Guidelines defines this as: An impact which is important, notable or of consequence, having regard to its context or intensity. Whether or not an action is likely to have a significant impact depends upon the sensitivity, value, and quality of the environment which is impacted, and upon the intensity, duration, magnitude and geographic extent of the impacts.</i>

TERM	DESCRIPTION
social significance	Places having this value are significant through their social, spiritual or cultural association with a recognisable community.
stakeholders	Any person or organisation that has an interest in, may be impacted by, may influence or may be influenced by the management of the Sites.
State reserve	Any land declared under the <i>Nature Conservation Act 2002</i> to be reserved land in the class of 'State reserve' or taken to have been so declared. An area of land containing significant natural landscapes and/or natural features and/or sites, objects or places of significance to Aboriginal people. (Schedule 1, <i>Nature Conservation Act 2002</i>).
statutory	Those matters that occur as a result of an Act of Parliament (State or Commonwealth) (for example, statutory instruments such as environmental planning instruments) and thus have legal force.
use	The functions of a place, as well as the activities and practices that may occur at the place. (Burra Charter Article 1.10).
view sheds	The area of land or water visible from a given point in a landscape.
World Heritage List	The list contains places assessed to be of importance to all the peoples of the world and that have special universal values above and beyond the heritage values they hold for a particular nation. The list is kept under Article 11 of the World Heritage Convention.
World Heritage Values	Natural and cultural heritage that is of outstanding universal value and which enables a place to meet the criteria and requirements, under the Operational Guidelines, for listing as a World Heritage Site.

Appendix B WORLD HERITAGE INSCRIPTION

[The List](#) > [Australian Convict Sites](#)

Australian Convict Sites

[Description](#) [Maps](#) [Documents](#) [Gallery](#) [Indicators](#)

Australian Convict Sites

The property includes a selection of eleven penal sites, among the thousands established by the British Empire on Australian soil in the 18th and 19th centuries. The sites are spread across Australia, from Fremantle in Western Australia to Kingston and Arthur's Vale on Norfolk Island in the east; and from areas around Sydney in New South Wales in the north, to sites located in Tasmania in the south. Around 166,000 men, women and children were sent to Australia over 80 years between 1787 and 1868, condemned by British justice to transportation to the convict colonies. Each of the sites had a specific purpose, in terms both of punitive imprisonment and of rehabilitation through forced labour to help build the colony. The Australian Convict Sites presents the best surviving examples of large-scale convict transportation and the colonial expansion of European powers through the presence and labour of convicts.

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[English](#) [French](#) [Arabic](#) [Chinese](#) [Russian](#) [Spanish](#)
[Japanese](#) [Dutch](#)

 [Australia](#)

Date of Inscription: 2010

Criteria: (iv)(vi)

Property : 1,502.51 ha

Buffer zone: 3,887.63 ha

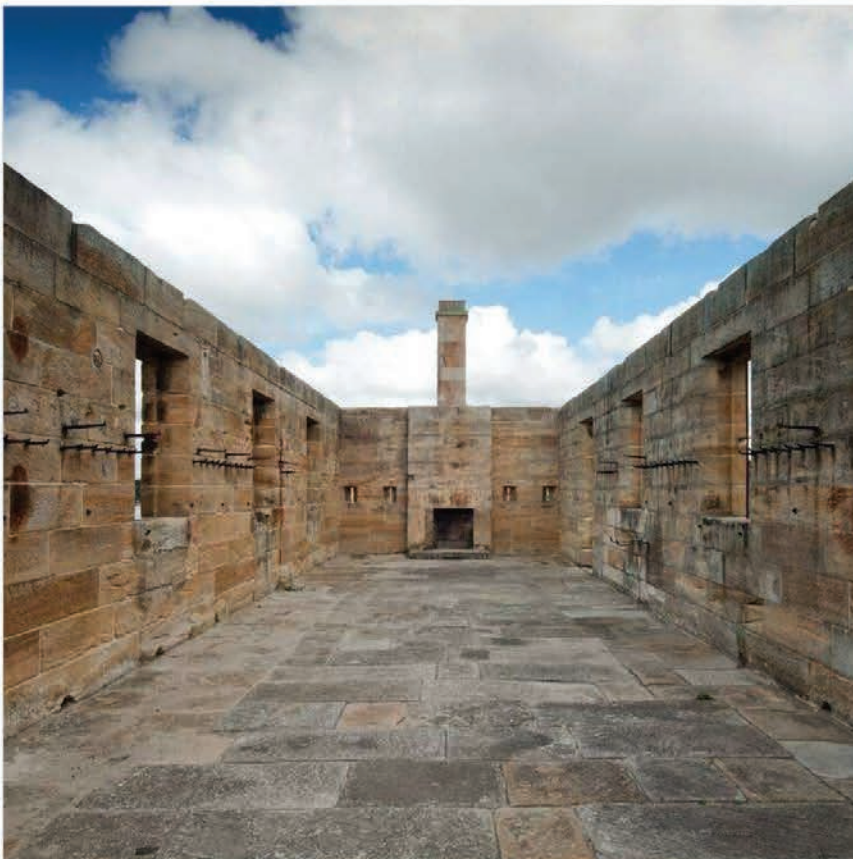
Dossier: 1306

S33 22 42 E150 59 40



Earthstar Geographics

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Interior of the Military Guardhouse on Cockatoo Island © Sydney Harbour Federation Trust

Australian Convict Sites

The property includes a selection of eleven penal sites, among the thousands established by the British Empire on Australian soil in the 18th and 19th centuries. The sites are spread across Australia, from Fremantle in Western Australia to Kingston and Arthur's Vale on Norfolk Island in the east; and from areas around Sydney in New South Wales in the north, to sites located in Tasmania in the south. Around 166,000 men, women and children were sent to Australia over 80 years between 1787 and 1868, condemned by British justice to transportation to the convict colonies. Each of the sites had a specific purpose, in terms both of punitive imprisonment and of rehabilitation through forced labour to help build the colony. The Australian Convict Sites presents the best surviving examples of large-scale convict transportation and the colonial expansion of European powers through the presence and labour of convicts.

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Outstanding Universal Value

Brief synthesis

The property consists of eleven complementary sites. It constitutes an outstanding and large-scale example of the forced migration of convicts, who were condemned to transportation to distant colonies of the British Empire; the same method was also used by other colonial states.

The sites illustrate the different types of convict settlement organized to serve the colonial development project by means of buildings, ports, infrastructure, the extraction of resources, etc. They illustrate the living conditions of the convicts, who were condemned to transportation far from their homes, deprived of freedom, and subjected to forced labour.

This transportation and associated forced labour was implemented on a large scale, both for criminals and for people convicted for relatively minor offences, as well as for expressing certain opinions or being political opponents. The penalty of transportation to Australia also applied to women and children from the age of nine. The convict stations are testimony to a legal form of punishment that dominated in the 18th and 19th centuries in the large European colonial states, at the same time as and after the abolition of slavery.

The property shows the various forms that the convict settlements took, closely reflecting the discussions and beliefs about the punishment of crime in 18th and 19th century Europe, both in terms of its exemplarity and the harshness of the punishment used as a deterrent, and of the aim of social rehabilitation through labour and discipline. They influenced the emergence of a penal model in Europe and America.

Within the colonial system established in Australia, the convict settlements simultaneously led to the Aboriginal population being forced back into the less fertile hinterland, and to the creation of a significant source of population of European origin.

Criterion (iv)

The Australian convict sites constitute an outstanding example of the way in which conventional forced labour and national prison systems were transformed, in major European nations in the 18th and 19th centuries, into a system of deportation and forced labour forming part of the British Empire's vast colonial project. They illustrate the variety of the creation of penal colonies to serve the many material needs created by the development of a new territory. They bear witness to a penitentiary system which had many objectives, ranging from severe punishment used as a deterrent to forced labour for men, women and children, and the rehabilitation of the convicts through labour and discipline.

Criterion (vi):

The transportation of criminals, delinquents, and political prisoners to colonial lands by the great nation states between the 18th and 20th centuries is an important aspect of human history, especially with regard to its penal, political and colonial dimensions. The Australian convict settlements provide a particularly complete example of this history and the associated symbolic values derived from discussions in modern and contemporary European society. They illustrate an active phase in the occupation of colonial lands to the detriment of the Aboriginal peoples, and the process of creating a colonial population of European origin through the dialectic of punishment and transportation followed by forced labour and social rehabilitation to the eventual social integration of convicts as settlers.

Integrity and authenticity

The structural and landscape integrity of the property varies depending on the site, and on the type of evidence considered. It has been affected by local history, at times marked by reuse or lengthy periods of abandonment. The integrity varies between well preserved groups and others where it might be described as fragmentary. Apart from certain visual perspectives in urban settings, the level of the property's integrity is well controlled by the site management plans.

Despite the inevitable complexity of a nomination made up of a series of eleven separate sites with more than 200 elements that convey the value of the property, the authenticity of the vast majority of them is good.

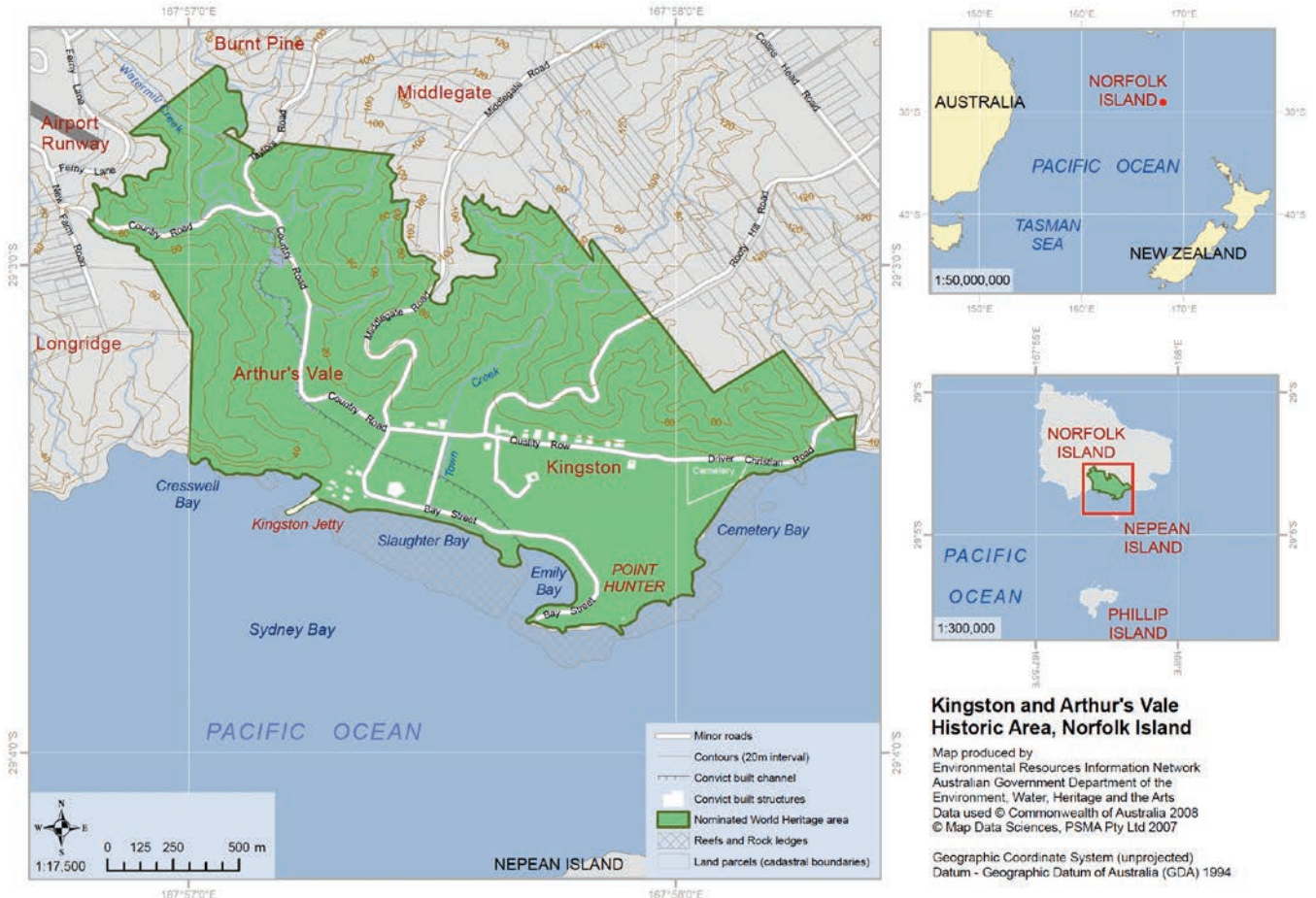
Protection and management requirements

All the sites forming the property are inscribed on the National Heritage List. They are also protected by the Environment Protection and Biodiversity Conservation Act 1999.

There is no direct major threat to the sites forming the serial property.

The general protection and management of the property are satisfactory. Conservation is articulated around a positive dynamic driven by the application of the conservation plans at each of the sites. The Brickendon and Woolmers Estate domains are an exception, and require ongoing assistance, both in terms of protection and conservation.

The management systems of the sites forming the property are appropriate, and they are adequately coordinated by the Strategic Management Framework for the property and its Steering Committee. For the sites involving the participation of private stakeholders for visitor reception, improved interpretation is however necessary; that includes the common objectives outlined in the Strategic Management Framework. It is also important to consider visitor reception facilities and their development in a way which respects the landscape conservation of the sites.





Old Government House and Domain, NSW

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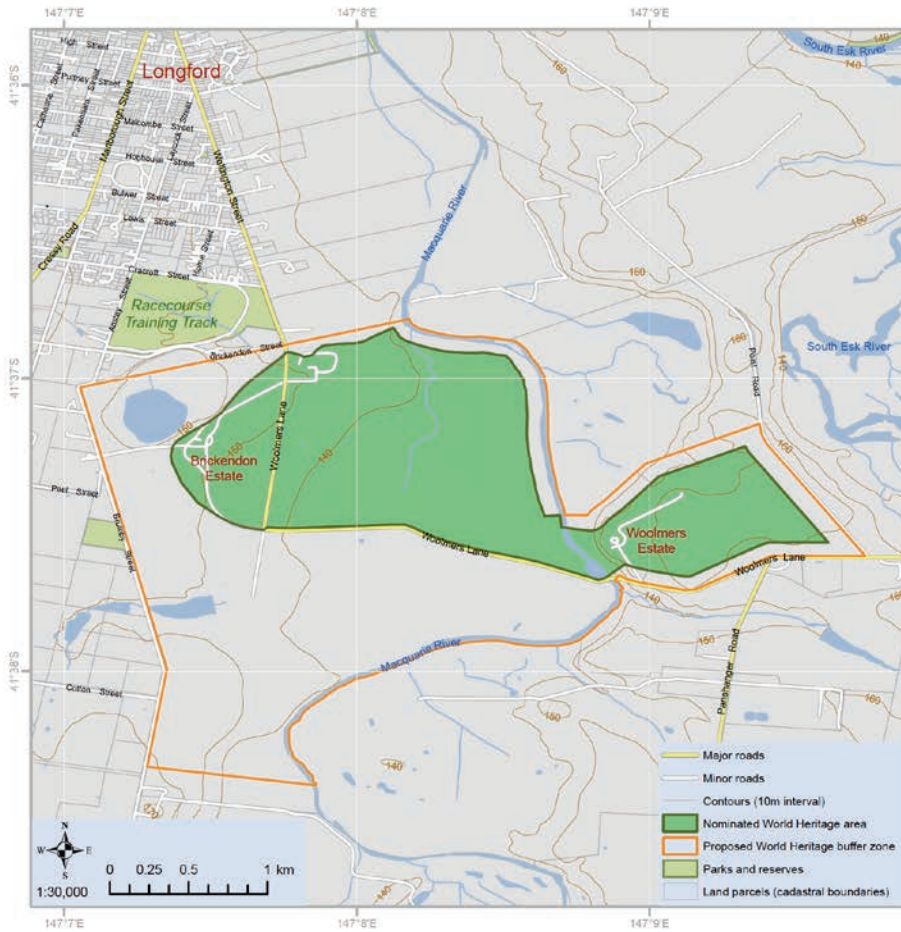
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Datum - Geographic Datum of Australia (GDA) 1994



Hyde Park Barracks, NSW

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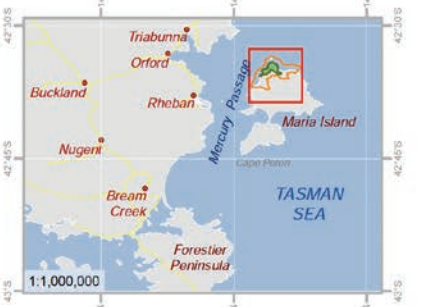
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Brickendon—Woolmers Estates, Tasmania

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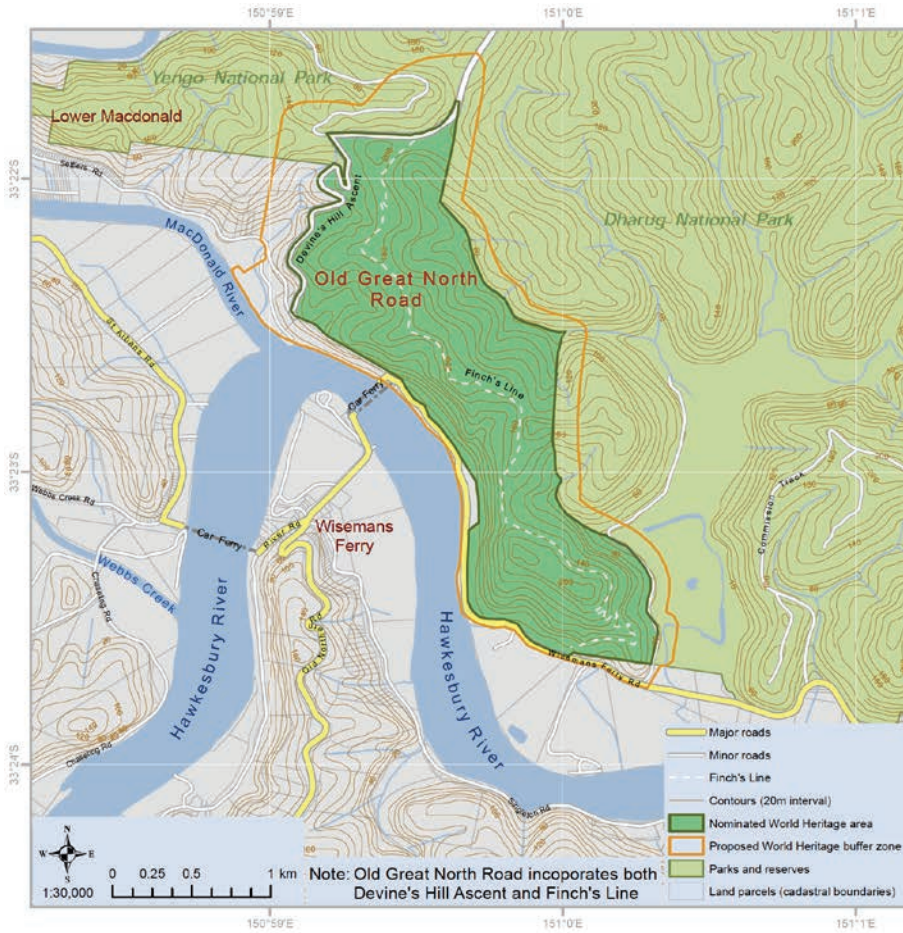
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Darlington Probation Station, Tasmania

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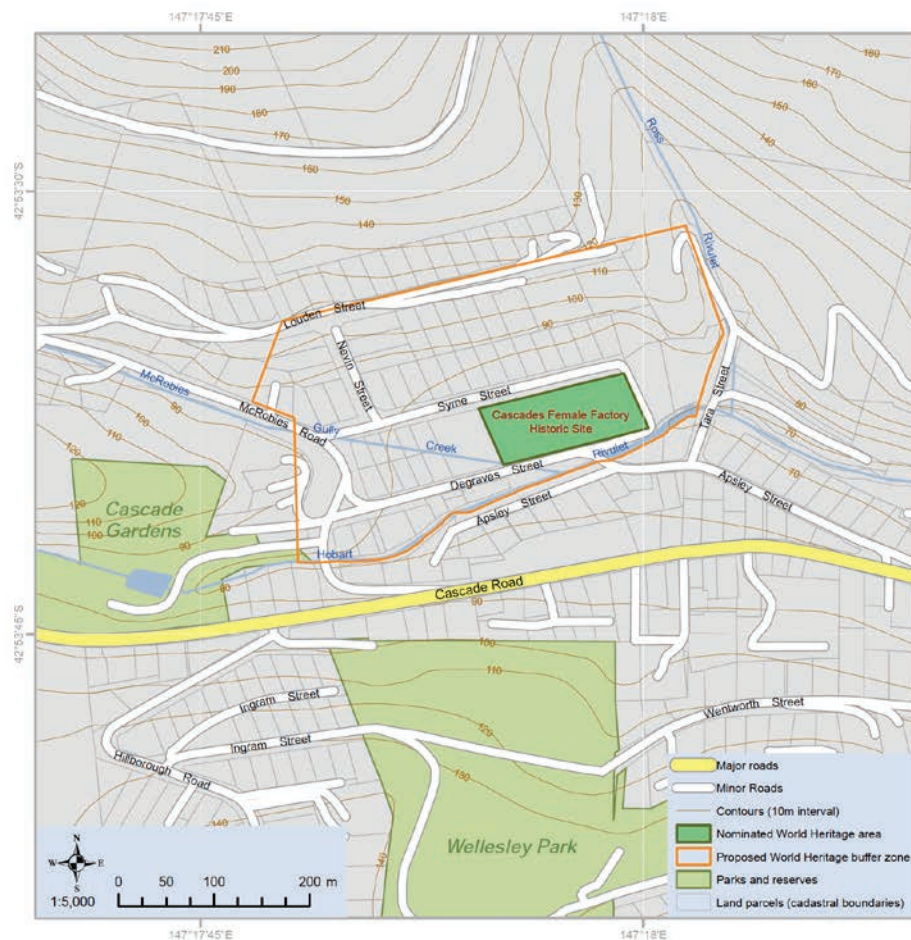
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Old Great North Road, NSW

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Environment, Water, Heritage and the Arts
Data used © Commonwealth of Australia 2008
© PSMA Pty Ltd 2007
© DTB Landform Theme, NSW 2008

Geographic Coordinate System (unprojected)
Datum - Geographic Datum of Australia (GDA) 1994



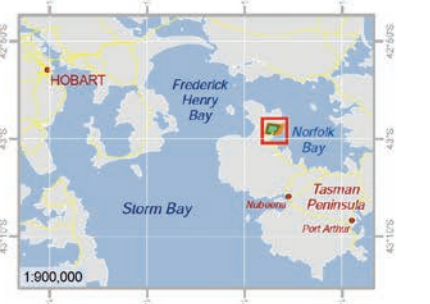
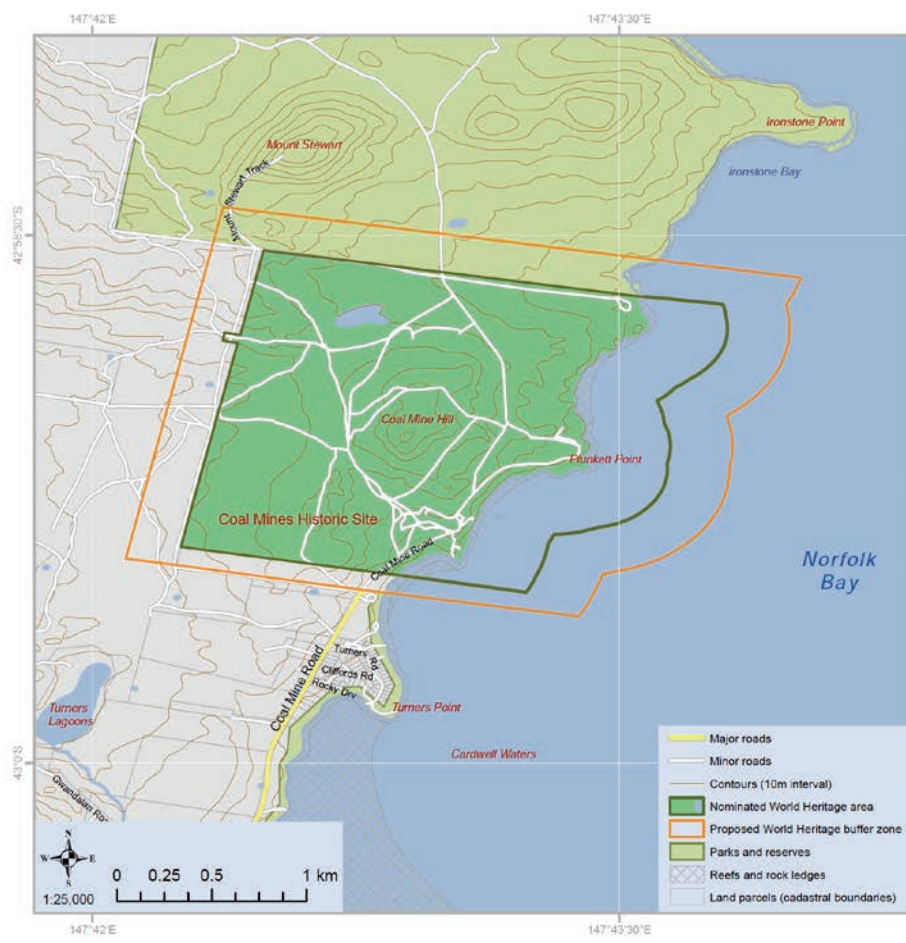
Cascades Female Factory Historic Site, Tasmania

Map produced by
Environmental Resources Information Network
Australian Government Department of the
Environment, Water, Heritage and the Arts
Data used © Commonwealth of Australia 2008
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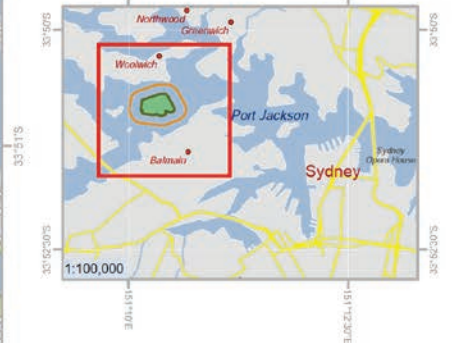
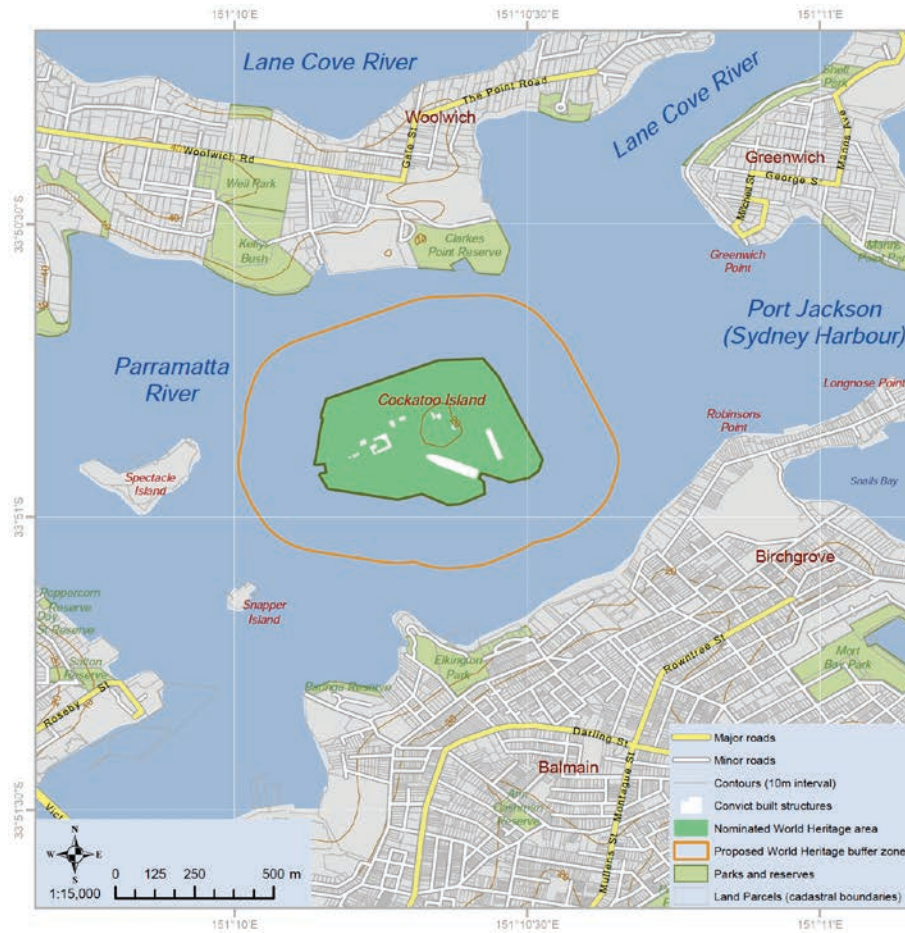
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Port Arthur Historic Site, Tasmania
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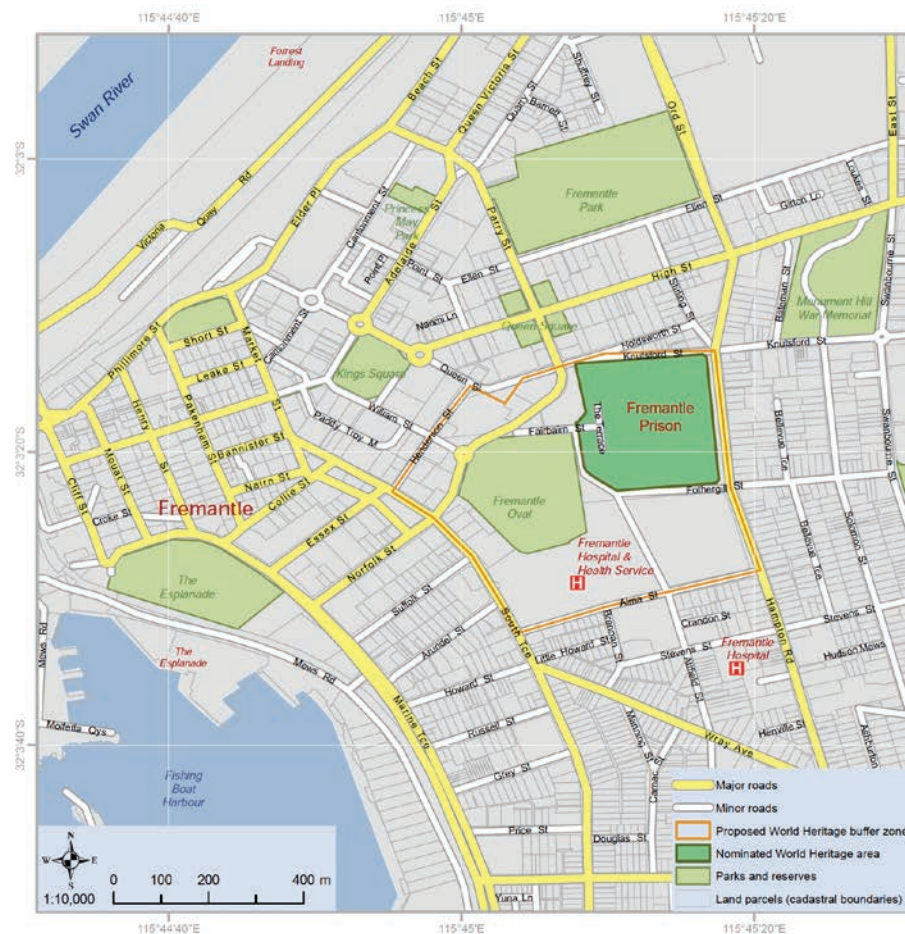
Coal Mines Historic Site, Tasmania
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Cockatoo Island Convict Site, NSW

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Fremantle Prison, Western Australia

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LIST	World Heritage List
CLASS	Cultural
LEGAL STATUS	Declared property (31/07/2010)
PLACE ID	106209
PLACE FILE NO	1/12/036/0015
STATEMENT OF SIGNIFICANCE	For the official statement of Outstanding Universal Value see the UNESCO site http://whc.unesco.org/en/list/1306
OFFICIAL VALUES	

Criterion (IV) Outstanding type of building or technology

Collectively, the Australian Convict Sites are an outstanding example of an architectural ensemble which illustrate a significant stage in human history, that of the forced migration of convicts. Through these buildings the Australian Convict Sites demonstrate the main features of the global systems of transportation and convictism. These were:

- use of transportation as a strategic tool to expand the home state's spheres of influence. Many state powers used convicts to build new colonies in order to expand their economic, military and political influence across the world;
- use of transportation by nation states as a mechanism for the control of law and order. The establishment of penal colonies to punish criminal offenders and deter crime in the home state was an immediate and long-term objective of transportation systems; and
- use of transportation by state powers to reform the criminal elements of humanity. Penal systems were introduced to rehabilitate criminals into productive citizens and integrate them into the new colonies or for their return to the home state.

The Australian Convict Sites are of outstanding universal significance for their association with global developments in ideas and beliefs about punishment and reform of the criminal elements of humanity in the modern era. These included: consolidation and expansion of the transportation system as one of the dominant models of punishment of crime by European powers in the 19th century; emergence of new forms of punishment including the shift from corporal punishment to psychological punishment, and the development of segregated prisons for female and juvenile criminals; and influence of transportation on the rise of national penitentiary system in Europe.

The Australian Convict Sites are of outstanding universal value as a representation of the era of penal transportation. Convictism was one of the three major forms of intercontinental forced migration in world history. Slavery and indentured labour were the other main types. Convictism had similarities to these forms of forced migration but there were also several unique elements. Forced migration falls within the priority thematic areas of the 'movement of peoples' and 'settlement' under UNESCO's Global Strategy. This strategy aims to increase the representation of places on the World Heritage List that demonstrate these and other globally important thematic areas. Several properties demonstrating slavery and indentured labour are inscribed on the World Heritage List. No places have been inscribed for convictism. The forced migration of convicts to penal colonies had a significant impact on global developments from the 'early modern' to the 'modern' period. In contrast to the forced migration of slaves and indentured labourers, penal transportation was a new epoch for punishing crime in the world. Prisoners convicted of criminal offences were transported to penal colonies as a new form of punishment that lasted for several centuries. Penal transportation had an important influence on the political, economic and military development of many European nation states and empires during this period. It played an important role in the colonisation process as convicts formed the vanguard to settle and develop new and existing colonies around the globe. Sometimes convict labour was instrumental in replacing enslaved peoples following the abolition of slavery. Transportation is an important part of world history, as an example of the subjugation of one part of humankind by another. It inflicted immense suffering on the lives of several million convicts, ex-convicts and their families. Yet penal transportation also ushered in an era of enlightenment and hope for the criminal elements of humanity. Unlike slavery, convictism was associated with the uplifting elements

of human history. Transportation offered unprecedented opportunities for prisoners to build new lives free of crime for themselves and their descendents in a new colony. This was not the case for most slaves.

The transportation of convicts to penal colonies was a global phenomenon predominantly from the 17th to the 20th centuries. The forced migration of more than one million British, French, Spanish, Portuguese, Russian and Indian convicts to America, Australia, the Straits Settlements (Singapore, Penang and Malacca), Mauritius, Bermuda, Gibraltar, French Guiana, Sakhalin Island and the Andaman Islands was a major feature of intercontinental migration. The figure swells to two and a quarter million if the forced migration of Russians to Siberia is included although only some of these were convicts. This was an important stage of human history paralleled only in the Atlantic and Indian Ocean slave trades and the shipment of Asian indentured labour to South Africa, the Mascarenes and West Indies. The Australian Convict Sites typify the period of penal transportation during the 18th and 19th centuries. Australia became an emblem for several European nations, signalling the success of the transportation system as an effective tool to punish and reform criminals and to carve out prosperous colonies. France and Russia sought to emulate Australia's success by establishing penal colonies in French Guiana, New Caledonia and Sakhalin Island.

The Australian Convict Sites comprise an unparalleled range of architectural ensembles that provide strong physical evidence of British transportation in the Australian context. These include: administrative, military, industrial and penal structures and ruins; rural estates where convicts worked; convict-built public works; and the spatial layout and placement of buildings and other structures at each of the sites. The sites demonstrate all the major phases and elements of transportation and penal systems in the colonies which involved: a voyage to a distant place; banishment and dislocation from homeland and family; and the changing nature of penal systems designed to discipline, punish and reform convicts.¹⁰² The Australian Convict Sites are the only surviving places in the world today that illustrate all of the significant features of convictism and are fully protected under comprehensive legislative frameworks. They also demonstrate unusual features of convictism including diverse and complex penal systems as well as exceptional experiments to punish and reform convicts.

The Australian Convict Sites are directly associated with vast collections of convict materials that have no equivalent in the world.

The collections comprise: artefacts; official documents that record the regulation of convict lives in extraordinary detail; personal narratives; paintings and sketches; poetry and ballads; and fictionalised accounts of convict life. These materials evoke the experience of the forced migration of convicts and greatly enhance our knowledge of this important stage of human history. They constitute a globally unique convict-centred perspective of the processes associated with both transportation and the penal regime in Australia. They uniquely capture both the dark and sombre side of humanity as well as its uplifting and enlightening aspects. The most significant collections are housed at Hyde Park Barracks, Port Arthur and KAVHA. In 2007, some of Australia's convict records were listed on the UNESCO Memory of the World Register. The Australian Convict Sites are an outstanding representation of convictism in terms of the nature and scale of the transportation system, the penal colonies and convict systems in Australia.

Transportation as a strategic tool to expand spheres of influence

The transportation of convicts to penal colonies was used by European powers to expand their geo-political spheres of influence from the 17th to the 20th centuries. Transportation fundamentally altered the political, military and economic 'face' of the globe during this period. The *Australian Convict Sites* are a representation of this phenomenon during the 18th and 19th centuries. A wide range of architectural ensembles demonstrate this important element of convictism. These include convict-built structures and ruins of penal stations, a female factory, agricultural estates worked by convicts, a colliery, lime kilns, grain silos, a salt mill, brickworks, dockyards, a road and public buildings.

Britain, France, Spain, Russia and Portugal used convicts to establish new settlements to expand their political, military and economic influence around the world. Typically, penal colonisation involved taking possession of (or expanding previously acquired) territories, resources, harbours and trade routes and at the same time, denying them to rival powers. Convicts were an important tool used by nation states to expand their geo-political power through the creation or expansion of overseas colonies, increased trade within their empires and naval strength. Convicts were often a critical part of the colonisation process and frequently complemented or replaced other bonded labour: slaves from Africa particularly after the abolition of slavery; and indentured servants from Europe and Asia. Convicts formed a vital cheap, controllable and replenishable workforce. European powers used them to establish new colonies, expand existing colonies or bolster struggling colonies across Australia, South-East Asia, the Indian and Pacific oceans and South America. Britain was a key player in this process. Penal transportation was an important element of the expansion and consolidation of the British empire from the late 18 century to the mid 20 century (see Appendix C and D).

The establishment of the first penal colony at Sydney Cove, followed by outposted settlements and other colonies around the continent was partly driven by Britain's colonial ambitions. Superpower rivalry between Britain and France (and sometimes with the support of Spain and/ or the Netherlands) influenced Britain's initial decision to transport convicts to Botany Bay. In establishing a penal colony in Australia, Britain sought to forestall other European powers, particularly France. France had a strong interest in deploying transportation to exploit rich resources in a new penal colony and sent naval expeditions to Australia. France and the Netherlands were developing trade links with the East Indies and China, and Britain was in danger of being squeezed out of the region. Britain had ambitions to use its fleet to expand into Asia, South America and the Pacific Ocean to fill the power vacuum left by the declining Spanish and Portuguese empires. A colony in Australia would help exclude British rivals from the vast sea space of the western Pacific and the Indian Ocean. Australia had enormous potential for providing ports, provisions and materials including valuable naval stores for Britain's Royal Navy and East India Company which operated increasingly in the region. A penal colony at Sydney Cove was seen as an economically viable way of developing a major trading and naval base in the Pacific. British convicts were transported to VDL to curb French ambitions in the region.

The transportation of convicts to further Britain's colonisation ambitions exhibited features that were typical of global convictism and had several exceptional elements. Convicts and emancipists were instrumental to the colonisation process in Australia. They played a critical role as the primary engine of the labour force and in populating the new colonies. Convicts were the first European peoples to migrate and settle in a continent that later became the Commonwealth of Australia. When convicts first arrived, there was no European infrastructure: no roads, bridges, means of communication, churches, public or private buildings, farms, gardens, parklands or resource 'development'. Britain transported convicts who were particularly well suited to empire building. Male convicts were mainly young and physically fit and many were skilled in various trades. Most female convicts were in the optimum age bracket for marriage and for bearing and raising children. Many women also had domestic service skills.

At different times during the convict era, the demands of building new colonies and the need to integrate convicts into the new societies subsumed the other aims of transportation, particularly the deterrence of crime. A new 'European' society was created and spread across most of the Australian continent through the efforts of male and female convicts, ex-convicts and their families. Their numbers and skills produced high levels of economic growth and development. Male convicts were in the frontline constructing infrastructure, clearing the land, developing natural resources and forging the first European settlements in lands previously unsettled apart from some areas of Aboriginal occupation.

The entire original infrastructure of the NSW and VDL colonies – the roads, bridges, public buildings and churches – was constructed and sometimes designed by convicts. Most of the first significant infrastructure in WA was built by male convicts. Unlike many other penal colonies, female convicts played a major role in creating a flourishing colony. Female convicts contributed to the population growth and the future labour force, as well as to the economic development of the colonies working as domestic servants, producers of manufactured goods, laundresses and seamstresses. They were also an important civilising force particularly for family formation and to curb homosexuality in the colonies. The British government's concerns about homosexuality are outlined under criterion (vi). Australia was the only place in the world where convicts and ex-convicts were the major driving force in creating vibrant penal colonies that later became a nation. In only a few decades, NSW and VDL made the transition from penal colonies into vibrant, comparatively free-market colonial economies and societies. WA was transformed from a struggling free colony where collapse was imminent into a prosperous economy following the establishment of the penal colony. Norfolk Island was converted into a flourishing island settlement for the Pitcairn community. This transformation of the penal colonies is documented individually and collectively by the nominated sites. Convicts in other parts of the world were unable to create thriving penal colonies (eg French Guiana and Angola largely due to harsh environmental conditions and high mortality rates) or were not the main driving force of the colony's success (eg New Caledonia).

Australian Convict Sites

KAVHA, Brickendon–Woolmers, the Old Great North Road, Cascades Female Factory, Port Arthur, Coal Mines, Cockatoo Island and Fremantle Prison are significant examples of the use of transportation to extend the military, political and economic influence of Britain (see also Part 2, Part 3.C and Appendix D). KAVHA is a material record of the use of convicts as a geo-political tool by Britain. Norfolk Island had strategic military importance for its harbour, potential naval resources (pine and flax) and as an outpost of the colony of NSW to avert French colonial ambitions in the region. These were significant factors underlying Britain's decision to establish a penal colony at Botany bay and the subsequent outpost colony at Norfolk Island. In 1787 Lord Sydney instructed Governor Phillip to establish a penal colony on Norfolk Island 'to prevent it being occupied by subjects of any other European power'. The harbour, pier and outbuildings continue to function as a port and a number of pine trees survive from the convict period. The layout and the majority of the penal colony's structures are still visible today.

Brickendon–Woolmers constitute a significant material record of the vital role of assigned convict labour for the economic development and expansion of the colonies. Convicts made up the majority of the rural labour force in NSW and VDL up until 1840. Approximately 100 male and female convicts were assigned to the estates each year playing an important role in their establishment and expansion. Male convicts constructed houses, farm buildings and structures, undertook land clearance and crop production, and worked as blacksmiths, tanners, bricklayers and agricultural hands. Female convicts worked primarily as domestic servants and sometimes worked alongside male convicts during harvesting. There are two homesteads that contain the living and working quarters for female convicts. The agricultural and pastoral work undertaken by male convicts is illustrated by convict built barns, woolsheds, stables, blacksmith's shops, granaries, coachman's cottages, baker's cottage and worker's cottages. The landscape retains other key convict features such as the field systems, hedges planted by convicts for use as fencing and clay drainage pipes made by convicts.

The Old Great North Road has tangible physical evidence of the use of convict labour in empire buildings. It was part of an ambitious road works program to expand settlement to the north, south and west of Sydney using several thousand convict labourers. The road system comprised a total of 500 kilometers of road and took 14 years to complete. Two surviving sections of the Old Great North Road are an exceptional testimony to the important role of convict labour in the development of infrastructure and the expansion of the colony of NSW.

Cascades is a testament to the survival and prosperity of the colonies for the benefit of Britain through the efforts of female convicts. Many convict women were housed and undertook work in female factories around the colonies while awaiting assignment or as a punishment for breaches of rules. They worked as task workers producing clothes, carding and spinning textiles (wool and linen), processing wool blanketing fabric, laundering and needlework. Cascades was a significant place for manufacturing textiles and supplied yarn to many places across VDL including for use in the fulling house at Darlington Probation Station. In a two-month period in 1843, Cascades produced 2,500 pairs of trousers and 165 blankets. The labour of female convicts in the factories was significant in reducing the financial cost of the penal colony. Cascades was an important place where many female convicts were assigned to free settlers or male convicts (as their wives). Female convicts and family formation were vital as a civilising force that held the colonies together.

Port Arthur evolved into a major maritime and industrial complex through the efforts of male convicts. As evidenced through its unique and important tangible remains, convicts played a major role in the construction of roads and buildings (including signal stations and a timber railway), quarrying, brick making, clearing land, felling timber, grinding wheat and manufacturing products. Convicts produced critical supplies for the colonies including worked stone, sawn/milled timber, shoes, clothes, ironmongery and wheat, and some were exported to Britain. At the original large Granary and Flour Mill (four-storeys and 70 metres wide) convicts produced up to 18 bushels of flour per hour. They provided the human power for the treadmill along with the waterwheel to grind the wheat. Over 160 ships and boats were built at Port Arthur before 1844. Evidence of the convicts' shipbuilding work is reflected in a harbour complex which includes the lime kiln, dockyard and cottages of the master shipwright and clerk of works. The waterfront area was also used for loading goods produced by convicts.

The Coal Mines has extensive evidence of the use of convict labour for the economic advantage of Britain. Convicts were used to extract and cart coal, a resource that was vital to economic development of VDL. The main convict station and coal mine site were built using convict labour. Convicts also worked above ground on a network of tram roads and jetty termini, cutting timber for the workings, blacksmithing and tailoring. The site provides exceptional physical evidence of the use of transportation to expand the economic and political influence of Britain. The site is described fully in Part 2

Cockatoo Island shows substantial physical evidence of the use of convict labour as an instrument of colonisation and to enhance Britain's naval influence. The penal station was a significant source of convict labour that contributed to infrastructure development and food production. Convicts excavated around 20 silos from sandstone cliffs on Cockatoo Island at a time when NSW was experiencing acute food shortages. The silos were designed to hold around 140 tonnes of grain as store provisions for future use in the colony. Convicts quarried the sandstone cliffs on the island to extract sandstone blocks for the buildings of the penal station, as well as harbour works around the Sydney foreshore. The availability of convict labour was an important factor in deciding to locate a naval establishment for the colony at Cockatoo Island. The naval base was used to dock and repair ships of the British Royal Navy. Around 20 structures survive at Cockatoo Island including several silos and the dockyard (see Part 2).

Fremantle Prison is a compelling expression of the use of transportation to transform WA into a viable economy and colony for the economic and political benefit of Britain. Fremantle Prison is a massive complex that was built by convicts over several years. All convicts transported to WA spent time at the prison and many worked outside during the day on public infrastructure. Convicts constructed roads, bridges, jetties, buildings and other important public works such as a new government house. Convicts were also hired out to free settlers in country areas to undertake significant agricultural and mining activities critical to the development of the colony. In

1855, Governor Fitzgerald reported to a House of Lords committee in Britain that convicts had saved the colony. Fremantle Prison is a remarkable architectural ensemble and one of the largest surviving convict prisons in the world today.

Transportation as a mechanism to deter crime

The *Australian Convict Sites* exemplify European powers' shipment of criminals to penal colonies to punish them and deter criminal activities in the home state during the 18th and 19th centuries. Deterrence typically entailed banishment of criminals to distant penal colonies and subjugation under a repressive penal environment with various corporal and psychological punishment regimes. The nominated sites are representative of these features and are powerful reminders for the world of the great suffering inflicted on one part of humanity by another during the convict era. They include structures and ruins of penal stations, a convict-built road, a colliery, prisons with underground and solitary cells, military and convict barracks, industrial complexes, administrative buildings and officers' cottages. Transportation was an important tool for deterring crime and maintaining law and order in the home state of the major European powers.

The *Australian Convict Sites* are an outstanding example of this aspect of convictism. Rapid population increases, high unemployment and the emergence of a perceived new 'criminal class' were threatening to Britain, France, Spain, Portugal and Russia. The Industrial Revolution led to large-scale unemployment, social and economic dislocations and a rapid increase in criminal activities. The streets and countryside of many nations were frequently home for unemployed vagrants, 'rogues' and 'vagabonds'. Also, rudimentary local prisons and prison hulks often bulged with criminals and conditions were severe. These conditions were perceived to be a 'breeding ground' for rebellious political activists in the future and an increased potential threat to ruling elites. There were also public demands from the Age of Enlightenment onwards for criminals to be treated more rationally and humanely. European powers increasingly used transportation to penal colonies as a system of social and political control to manage these pressures. This was a major new development in the punishment of crime from the pre-modern era, replacing the use of execution as the dominant form of punishment (see criterion vi). As noted earlier, deterrence was only one of the major driving forces of penal transportation and frequently came into conflict with the goals of colonisation and reformation. Sometimes tensions were irreconcilable. Also, there are variations in historical studies about the severity of penal systems and colonies, ranging from 'relatively mild' through to 'brutalising'.

Forced exile was a traumatic experience for most convicts, both physically and mentally. In the Australian context, the 25,500 kilometre sea voyage to Sydney Cove took up to eight months in the early period and was greatly feared by convicts. This made it the longest and most dangerous voyage (as perceived by convicts) in the history of penal transportation. Philanthropic reports contain accounts of the heartache of many broken families; children and parents were separated, mostly for life. Most convicts were exiled permanently from their home, country and culture to a foreign world inhabited by native peoples, unknown terrain and wildlife and devoid of European 'civilisation'. Like several other colonies, the vast majority of convicts sent to Australia did not return home and many convicts experienced exile as 'a terminal punishment', 'a sort of death'. Convict 'love tokens' (pennies converted by convicts into messages to loved ones) and tattoos on convicts' bodies have been described by historians as 'tiny gravestones' recording convicts' distress and pain, of 'obliterated loves, hopes and lives'. On the other hand, some convicts (such as juvenile convicts) exhibited a certain bravado or resignation to transportation or welcomed it as an opportunity for a new start.

The Australian Convict Sites illustrate the repressive environment that operated in most penal colonies around the world. Subjugation and violence were features of the convict system in Australia (although the extent and degree varied across place and time), and there were cases of extreme brutality. Physical and psychological violence was an everyday feature of penal life for many convicts. Subtle and pervasive systems of surveillance humiliated, intimidated and controlled convicts. All convicts were either threatened with, received or witnessed harsh punishments. Up until the 1820s, flogging was the main punishment and was often given for relatively minor breaches of the rules or through bad luck. Sometimes excessive floggings led to serious illnesses or death. The punishment also inflicted psychological pain causing terror, humiliation and degradation. Every male and female convict (1787–1817) knew they could be flogged for misdemeanours and many were routinely forced into musters to watch floggings taking place. Contemporary commentators, many associated with the anti-transportation movement such as distinguished historian and penal philosopher Alexis de Tocqueville, likened the extensive use of flogging in Australia to the treatment of slaves in Africa and America.

De Tocqueville denounced Australia's punishment practices as a penal code 'based on blood and torture': 'Can it be that in the 19th century, and in a nation in the van of civilisation, men are made to submit to treatment worthy of savage countries and barbarous times?'

Pervasive surveillance regimes and psychological punishments are outlined in Part 2B and criterion (vi). Arduous and hazardous labour schemes were a feature of all penal colonies and are illustrated by the nominated sites.

In the Australian context, male convicts were compelled to clear land, construct public works and undertake agricultural work.

Convicts sentenced to road gangs or penal stations were given harsher jobs such as road building, logging, quarrying and mining. Some convicts were forced to work in irons, hobbled with shackles linked with a chain to their belt, and many slept in mobile boxes. The gang system was expanded significantly in NSW and VDL to render transportation more of a deterrent following the Bigge report. Most female convicts worked as domestic servants for private masters or were put to work in a 'female factory'.

Assignment was a harsh experience for some convicts and the system was condemned as a form of slavery by anti-transportation advocates in Britain, America, France and Australia. They alleged the system functioned like a lottery, as the fate of convicts was dependent on the character of the individual 'master'. While most masters were neither brutal nor benevolent, many convicts faced a degrading servitude at the hands of domineering, cruel or violent masters. Female convicts were especially vulnerable to sexual abuse in private homes. Many became pregnant, were punished in a female factory and their babies were forcibly removed after a few months. Australia's convict system formed part of global debates on the effectiveness of transportation in deterring crime. Notwithstanding diverse views, the alleged success of the convict system in Australia influenced governments in France and Russia to establish transportation systems for the first time (see criterion vi).

Australian Convict Sites

KAVHA, the Old Great North Road, Cascades, Port Arthur and Coal Mines are outstanding examples of the significance of transportation as a deterrent to crime in Britain. The sites are also described in detail in Part 2.

KAVHA is an exceptional testimony to the use of transportation to deter crime in Britain. A second penal settlement was established at Norfolk Island following the Bigge Inquiry into British transportation to Australia. It was designed to revive the fear of transportation and deter crime in Britain and the colonies. Convicts were sent to Norfolk Island for life and had no hope of escape. The treatment of convicts was intended to instil fear in Britain and the colonies. Official reports and individual commentaries documented excessive floggings, solitary confinement and accounts of convicts preferring death to a life sentence on Norfolk Island. The incidence of suicides, revolts and executions was far higher than at other penal stations in Australia and the severity of punishment was comparable to some of the harshest penal settlements in other parts of the world (see Part 3.C). Norfolk Island gained an international reputation as a 'hell on earth' which helped to validate the alleged effectiveness of the transportation system in deterring crime. In recent times, Norfolk Island has been described variously as: an Australian Alcatraz; a prototype for concentration camps; and as brutalising as Devil's Island penal colony. Key features that illustrate this are the Crank Mill, Convict Barracks, the New Gaol, the Police Office, the Civil Hospital and the Cemetery (see Part 2.B). The Crank Mill was installed to punish incorrigible convicts rather than for economic purposes. Two ironed gangs (48 convicts in each) were used to crank heavy machinery to grind 20 bushels of maize per day in strict silence. More efficient and productive labour devices were not utilised as the advancement of the economy was deemed secondary to the goal of severe punishment. The Convict Barracks was a place where thousands of convicts faced near starvation, arbitrary or severe punishment, physical violence, death (including 82 at the hands of other convicts) or suicide. Convicts were vulnerable to sexual abuse, particularly young boys locked up with over 100 men at night without any protection. The original three-storey building accommodated up to 1,000 convicts in two tiers of hammocks, one above the other. One building was used as a courtroom to try capital offences and was the scene of trials for murder and convict uprisings (1834, 1846). The underground solitary 'dumb' cells in the New Gaol illustrate one of the most extreme forms of psychological punishment at the penal station. Convicts were lowered through a trapdoor into cells with one metre thick stone walls and no doors or windows. They remained in darkness and silence day and night as if buried alive.

The Civil Hospital was a place of harshness and severe overcrowding. The 1834 uprising started at the hospital. The Police Office functioned as a courthouse where convicts were sentenced to flogging, iron gangs, prison terms or solitary confinement. Hundreds of convicts died at Norfolk Island and some of their graves survive in the Cemetery including the graves of convicts killed or executed for their part in the 1834 uprising and a mass burial ground for convicts executed after the 1846 mutiny. Port Arthur provides outstanding tangible evidence of the harsh punishment of convicts particularly by brutal forms of hard labour. Lieutenant-Governor Arthur believed that the combination of hard labour, unremitting surveillance and 'the absolute weariness of life' made it a place of terror.

Convicts were forced to undertake some of the worst forms of hard labour such as: timber felling, quarrying and road building in gangs; working as 'human engines' for the railway; and grinding wheat. Gangs of 30 convicts were like a giant centipede carrying enormous logs weighing around 1,000 kilograms that could crush them to death. A variety of harsh punishment regimes were employed during the life of the penal station. Conventional forms of punishment such as flogging, solitary punishment and working on a treadmill focused mainly on

physical pain and suffering. From the mid 1840s, there was a shift towards psychological forms of punishment (see criterion vi). The penal station had a reputation for terror 'worse than death' and was greatly feared and dreaded by male convicts. The experiences of officials and visitors, shocked by the severity of discipline and 'unbearable cries' emanating from the penal station, were recorded in reports.

Port Arthur is a unique landscape comprising a suite of convict-built structures and ruins and a large collection of convict materials. Key features include: the Granary which later became the Penitentiary; the Separate Prison; the Isle of the Dead; and the archaeological collection. Around 60 convicts provided the human power for the treadmill in the Granary which was brutal work akin to climbing a never-ending stairway. The Penitentiary housed convicts wearing chains (weighing between six and 13 kilograms) in individual cells measuring 2.2 metres by 1.3 metres. It also housed better behaved convicts in the dormitory who were not chained. The Separate Prison was the place where refractory convicts and convicts undergoing probation were subjected to new forms of psychological control. Strict regimes of silence were inflicted on convicts at all times including during compulsory religious instruction in the chapel. Separate stalls ensured convicts could not see each other and the only voice they heard was that of the chaplain. Two 'dumb cells' were used to enforce more severe punishment. The Isle of the Dead was a burial ground for an estimated 1,000 convicts in unmarked graves on lower ground segregated from free people. A collection of movable cultural heritage items, artefacts, photographs, slides, plans, archaeological data and databases also record the harsh treatment of convicts.

The Old Great North Road is a testament to the transportation of convicts to an alien land and the severe punishment of male convicts. The site was part of a major road building program in NSW, designed to implement the Bigge Inquiry's recommendations to make British transportation to Australia a more effective deterrent to crime. From 1826 re-offending male convicts were sentenced to road gangs to construct massive new roads in regions not previously settled by Europeans. Convicts undertook hard labour in gangs in extremely raw and rugged terrain in distant and sparsely settled locations. The environment was particularly harsh for convict workers who were used to the milder environs of their homeland. Convicts died or were seriously injured due to the harsh nature of the work, diseases, physical punishments or attacks from other convicts. The two road routes in an isolated bush setting that make up the site provide a rich evocation of the harsh punishment of convict road builders. Key features include massive sandstone retaining walls, gutters, culverts, an intricate drainage system, a sandstone quarry, a stockade, a stone hut and convict graffiti. There is also evidence of discarded sandstone blocks where the first road route was abandoned at Finch's Line.

Cascades is an important symbolic expression of the harsh treatment of convict women and girls in female factories as a deterrent to crime. This was an important objective of the female factory system. Head shaving was widely used in the factories despite authorities' concerns that it would be detrimental to efforts to reform female convicts. Women greatly feared head shaving. It caused humiliation, was experienced as a disfigurement of their person and led to several riots. Head shaving was investigated in several government inquiries and reports. Female convicts at the factory also experienced new forms of psychological punishment such as cellular isolation. In addition, severe conditions including compulsory early weaning of babies, contributed to the high infant mortality rate at Cascades. Key surviving features at Cascades are outlined at Part 2 and under criterion (vi) below.

The Coal Mines is an example of a penal station that was promoted as a place of extreme punishment to deter crime in Britain. Convicts laboured in underground mines in stifling conditions, hauling baskets of coal or pushing carts to transfer the coal. The operation of the coal mine and the penal station are evident in the layout and physical remains including the main mine shaft, boiler, mine sump (or exploratory shaft), archaeological materials associated with mining activities, barracks and officers' quarters, separate apartment cells and solitary punishment cells. Solitary cells built underneath the separate apartment cells were used to punish convicts. Four underground cells were built inside the mine, each measuring 1.06 metres by 1.98 metres by 2.13 metres high with a 40 centimetre wide sleeping board. The cells were unlit and there was little ventilation. This punishment was like being buried alive and was greatly feared by convicts even though it was seldom used. The cells within the mine are not visible as the mine is no longer accessible. Transportation to reform the criminal elements of humanity Alongside the goal of deterrence, European governments used transportation to detach criminals from negative influences in their country and reform them in distant penal colonies. This formed part of a more general global movement to reform criminal offenders from the 18th century onwards (see criterion vi).

The *Australian Convict Sites* are a compelling manifestation of the drive by European powers to reform criminal offenders and aspirations to rehabilitate them as free citizens of society. The sites embody these universal ideals and hopes for the criminal elements of humanity during this important stage of human history. Key features include churches, chapels, school rooms, chaplains' cottages, convict buildings used to segregate convicts into classes and buildings where pardons and concessions were granted to convicts. Many penal colonies around the world established varying types of reformatory schemes. These included labour systems to inculcate industriousness and moral regeneration, classification schemes to encourage good behaviour, concessions,

female migration schemes and pardons to partially or fully free convicts before they served out their sentence. Australia, as typified by the nominated sites, had the most extensive and innovative suite of reformatory schemes of all the penal colonies (see Part 3.C).

Australia's reformatory machinery included: labour schemes; the assignment system; the probation system; reward and entitlement schemes; religious instruction; the 'mark system'; female factories; special 'prisons' for convict boys; and the 'separate system' (see Part 2.B and criterion vi). Australia was the first to establish several of these systems and often provided a blueprint for other penal colonies. There were also several periods of intensive reform efforts such as during the governorship of Governor Macquarie and Commandant Maconochie.

Education and labour were important vehicles to foster moral redemption, rehabilitation and integration into the Australian colonies. A large proportion of the convict population received some form of elementary education or trade training while serving their sentences. This included many assigned convicts, boys at Point Puer, women at the female factories and men in probation and penal stations. Education was generally limited to literacy skills so convicts could read the Bible but it was also an important part of their religious and moral instruction. Some chaplains set up small schools for convicts to read religious materials. Male convicts across the colonies were given work to build on existing skills or learn new ones. They could also earn wages which helped their transition from 'bond labourer' to 'free worker' and many became economically independent.

While opportunities were more limited for female convicts, many secured freedom or a degree of financial security and protection through 'marriage' and assignment to their husbands. A small number of female convicts earned a living as self-employed seamstresses, midwives or milliners or helped husbands run small businesses or farms. Successful male and female convicts were held up as role models for other convicts.

Religion was an integral part of the penal system in Australia and played a critical role in the reform of the convict population. This was an exceptional aspect of Australia's convict system compared with other penal colonies. Religion played a role in a small number of other penal colonies and even then was only a minor part. Key features in Australia included: the construction of churches and chapels for the use of convicts; employment of chaplains at penal stations responsible for the moral improvement of convicts; compulsory attendance at church services; reading of prayers by authorities and 'private masters' and distribution of Bibles. Separate churches or rooms were often provided for convicts from different religious denominations. Religious observances were often an essential part of the daily lives of most convicts including those undergoing secondary punishment. Attendance was rigidly enforced and non-attendance was a punishable offence. Under the probation system, convicts were required to commence and end each day with prayers and attend two divine services on Sundays. Clergymen were critical cogs in the penal machinery, expected to be knowledgeable about the character of each convict. They were required to sign all key documents that could lead to the rehabilitation and freedom of individual convicts including applications for family members to be sent from Britain, tickets-of-leave, special privileges and pardons.

Many penal colonies established incentives to encourage good behaviour and integration into society. Australia was at the end of the spectrum in creating relatively good material conditions and economic and legal rights for convicts (notwithstanding variations over time and place) compared with free people of their social class. Entitlements and rewards designed to encourage rehabilitation included: increased rations; recruitment to responsible positions such as overseers or clerks; granting land and other privileges; and granting pardons to free convicts before they had served their full sentence. Convicts had important legal rights not generally available to convicts in many other penal colonies or free workers in Britain. Australia's penal colonies were governed by British law unlike arbitrary military regimes in most other colonies. Convicts could make charges against their 'master', petition the governor on any matters regarding their detention and release, and sue to protect their property. Those under government service or assignment could not be punished without a court order unlike free workers in Britain who could be given corporal punishment by employers. Convict women had greater legal protection from ill-treatment by their husbands than free women and could lodge complaints of mistreatment. Most convicts had a higher standard of accommodation, rations, medical services and working conditions than free workers in Australia and Britain or indentured labourers in other parts of the world. The majority of convicts in Australia were released before serving out their sentences and went on to become free and law abiding members of the colonies.

Australian Convict Sites

KAVHA, Old Government House, Hyde Park Barracks, Darlington, Fremantle Prison, Brickendon–Woolmers, Cascades and Port Arthur are significant examples of the use of transportation to rehabilitate criminals. The sites highlight both the representative and unique elements of the Australian colonies and are described in more detail in Part 2.

KAVHA provides a significant record of an exceptional reformatory system during the Maconochie period. Maconochie introduced an inventive 'mark system' of rewards to encourage convicts to become industrious

and responsible through moral and practical lessons. Transportation sentences were converted into indefinite sentences and convicts became personally responsible for the length of their sentence. Marks were earned for hard work and good behaviour, or deducted for bad behaviour. The environment of the convict improved in stages as he learned the moral lessons of the system and his behaviour improved. Convicts could progress through classes: separate imprisonment (first class); social labour through the day and separate confinement at night (second class) and 'social treatment' ('group therapy') both day and night (third class). In third class, groups of six convicts were set up to work and 'mess' together to teach social responsibility and mutual dependence. Each convict was responsible for the marks of the others as well as his own: if one convict lost marks, all convicts in the group lost marks; and if one convict won marks, all convicts in the group won marks. They were also given blue jackets and other clothing not permitted to the other classes, to further 'raise their spirits, revive their self-respect and confirm their good purposes'.

Under Maconochie, the penal station operated as a civilised community despite being populated by some of the most serious criminals and devoid of free settlers. He walked and talked amongst the convict population to show confidence in them and exhort them to industriousness and good conduct. Every convict was given a plot of rich soil to give a sense of property rights. Vegetable and fruit gardening classes were set up to encourage cultivation and trustworthy convicts were permitted to establish small settlements with gardens in the bush. Maconochie brought many educational resources with him to the penal station (such as encyclopedias, technical/craft magazines, musical instruments and sheet music) to promote rehabilitation. A school was set up with monthly tests and prizes. Music therapy was important for teaching collaboration and discipline and involved singing in church, playing in a band and copying or reading music. The first churches were built on the island during Maconochie's rule. Convicts made up the entire police force and were responsible for the maintenance of order on the island. Harsh punishments were abolished and the loss of marks was the main form of punishment (except for violent crimes) and convicts were entrusted with certain freedoms. Maconochie instituted a policy on commemoration to allow all convicts (except rebels) to be given headstones, giving dignity to the dead. Maconochie's penal experiment was successful with a low recidivism rate and a productive and orderly convict population. Most of the surviving features of the penal station at KAVHA were there during the time of Maconochie and several other sites are strongly associated with his reformatory efforts.

Government House was Maconochie's official residence where he made important decisions including about the operation of the 'mark system'. It has been restored to its 1830s condition, a few years prior to Maconochie's period. Buildings constructed by convicts during Maconochie's term of office include two churches, several officers' houses on Quality Row and the Double Boatshed. The Protestant Chapel in the compound of the Prisoners' Barracks housed the convicts' library of around 500 books. The Catholic Chapel was built in the same compound but does not survive. The Commissariat Store (converted into a church in 1874) is fitted out with several features from the two churches including the pulpit, altar rail, pews, table and chairs. The Cemetery is strongly associated with Maconochie's reforms. Several elaborate convict graves reflect his reforms that allowed convicts to commemorate death. There is also a grave reputed to be that of a convict who died as a consequence of an overzealous application of the 'mark system'. The graves of convicts killed in violent clashes involving knives illustrate Maconochie's reforms that permitted the use of knives at meal times.

Old Government House is an important symbolic expression of convicts' progression from subjugation to freedom, as well as Governor Macquarie's reformatory regime. It was one of the places where governors granted tickets-of-leave, pardons and other privileges to convicts. Macquarie introduced ground-breaking measures that enabled many convicts to be treated with greater leniency, humanity and liberality. His vision was to create a penal colony that would be a sanctuary for convicts, to raise them from their subjugation, reward good behaviour and rehabilitate them, so they could be integrated into civil society with the same rights as free men. His emancipationist policy was based on the redemption and social regeneration of the convict population. Macquarie told convicts of his faith in regeneration and that past errors would be absolved. During his governorship, convicts were eligible for remissions after serving specified periods and a large proportion of convicts in the colony were granted pardons and tickets-of-leave. Macquarie periodically dispensed with flogging or set limits on the number of lashes for magistrates imposing sentences. He appointed a number of convicts and ex-convicts to prominent positions of trust and authority, granted land to ex-convicts and recommended that ex-convicts be eligible to serve as jurors. The idea spread that the penal colony 'belonged' to convicts and their descendants. The orderly functioning and flourishing of the colony during a period of rapid growth in the convict population is evidence of the success of the Macquarie era. Macquarie's reforms were far ahead of his time in the world in terms of the treatment of both convicts and criminal offenders more generally. His radical measures generated widespread opposition in Britain and the colony, particularly about privileges conferred on convicts and their impact on the goal of deterring crime.

Macquarie spent considerable periods at Old Government House where he conducted colonial business which affected the lives of convicts and ex-convicts. Major works still evident today were undertaken to allow

Macquarie to use the house as a base to travel around the expanding penal settlement at Parramatta. While residing at Old Government House, Macquarie considered convict applications for tickets-of-leave, pardons and grants of land and livestock. He also invited ex-convicts to functions at the house to demonstrate his commitment to his emancipation policies and provide a role model for free colonists. Old Government House has been restored to represent the Macquarie period and contains original colonial furniture from the convict era. See Parts 2.A and 2.B.

Hyde Park Barracks also provides physical evidence of Macquarie's reformatory regime. Macquarie appointed convict architect Francis Greenway to design and oversee construction of the first male convict barracks in the heart of the NSW colony. Greenway was granted a pardon at the opening of Hyde Park Barracks and became a symbol of the 'Age of Macquarie' for his striking convict-built monuments across the colony. Hyde Park Barracks reflected Macquarie's commitment to the Enlightenment ideal of deploying convicts for civic architecture for the betterment of convicts and the new society. Convicts were assigned to government work parties during the day and returned to the barracks in the evening. They built many prominent buildings in Sydney such as St James' Anglican Church and the General Hospital. Self-sufficiency was encouraged at the barracks and many convicts worked in the bakeries, kitchens or garden plots. Overseers of the work parties were usually convicts appointed because of their good record (see Part 2.A).

Darlington chronicles the key features of the probation system including the classification scheme and the important role of education, religion, training and work. Convicts progressed through three classes according to their behaviour: well-behaved convicts moved up the classes receiving privileges and better treatment; unruly convicts were demoted to lower classes or placed in solitary confinement. A regime of moral redemption through education and religious instruction was a critical aspect of the station. Most convicts attended school for two hours every weekday and all convicts went to prayers twice a day as well as two divine services on Sundays.²²³ Convicts undertook work to develop good work habits and learn skills or consolidate existing skills. Structures and ruins that illustrate these features are: Convict Barracks (for convicts in the second class), Separate Apartments (for convicts in the third class), School Room (also used as a Roman Catholic Chapel), Protestant Chapel, Clergyman's Quarters and Religious Instructor's Quarters, Bakehouse/ Clothing Store, Convict Barn, Oast House and Hop Kiln, Miller's Cottage, Convict Workshops, Brickfields, Visiting Magistrate's Quarters and Solitary Cells. The unchanged landscape reflects the important relationship of each of the buildings to one another under the probation system (see Part 2).

Fremantle Prison and Brickendon–Woolmers are compelling expressions of the pivotal role of religious instruction and regeneration through labour. Chapels and churches were built in prominent locations at the sites. Fremantle Prison had a separate chapel and church for Roman Catholic and Anglican convicts and two Chaplain's Residences. Physical evidence of the provision of training and work is evident at the Bakehouse, Cookhouse and Laundry and East Workshop at Fremantle Prison. Brickendon–Woolmers has extensive evidence of the reform of convicts through the assignment system and religious instruction (see Part 2). *For all its flaws (and one cannot imagine a prison system without defects) the assignment system in Australia was by far the most successful form of penal rehabilitation that had ever been tried in English, American or European history.* ²²⁴ Cascades and Port Arthur, which illustrate special regimes for female convicts and convict boys, are outlined below under criterion (vi).

Criterion (VI) Directly associated with events or living traditions

The *Australian Convict Sites* are of outstanding universal significance for their association with global developments in ideas and beliefs about punishment and reform of the criminal elements of humanity in the modern era. These included:

- consolidation and expansion of the transportation system as one of the dominant models of punishment of crime by European powers in the 19th century;
- emergence of new forms of punishment including the shift from corporal punishment to psychological punishment, and the development of segregated prisons for female and juvenile criminals; and influence of transportation on the rise of national penitentiary system in Europe.

The *Australian Convict Sites* are closely associated with penal philosophies and practices of outstanding universal significance. The forced migration of criminals to distant colonies formed part of a global debate about the punishment and reformation of criminals during and after the Age of Enlightenment. There was a close interrelationship between the phenomenon of convictism and penal reform movements in Europe advocating the establishment of national penitentiary systems based on rational Enlightenment principles. Australia was an important 'player' in this broader movement. Convict settlements and systems had a significant impact on ideas about the punishment and reform of criminals during this period. They blended ideas of penology, religion, social

planning and freedom to produce influential developments in penal practice. These developments included: establishment of an 'open air panopticon'; the use of criminals to create a new society in a continent that went on to become a new nation; the shift away from physical punishment to new psychological regimes to discipline, punish and reform criminals; and the segregation of and development of purpose-built institutions for female convicts and juvenile convicts. These developments were some of the first of their kind in the world and the nominated sites are representative of these global developments. The Australian Convict Sites are important 'monuments' to the history of ideas about the punishment of crime and the reformation of prisoners (including political dissidents) in Europe and America during the modern era.

Transportation as a dominant model for the punishment of crime in the modern era The large-scale introduction of transportation by the major powers in Europe from the 18th century, typified by the *Australian Convict Sites*, was a significant development in the punishment of criminal offenders. Prior to this, incarceration in a prison or execution were the dominant forms of punishment for men, women and children convicted of 'serious' crimes in Europe. Execution was designed to inflict extreme punishment to deter crime, to deliver final judgement by God and to shame the criminal and their family. Particularly harsh methods were sometimes employed to maximise suffering and deterrence. In Britain judges could order felons to be dissected and hung in chains, while in France dissection, burning and hanging were sometimes combined. In addition, prisoners sentenced to incarceration in a prison faced brutal violence and severe conditions that often led to their death. Minimal attention was given to reforming prisoners. Despite the human misery of transportation, it offered many convicts a chance to start new lives. Transportation had an influence on the significant reduction of the incidence of executions across the European world.

The success of the Australian experiment in developing a new society through the efforts of criminals formed an important part of penology debates. It had an impact on transportation becoming one of the dominant models for punishing crime in Europe from the late 18th to mid 19th century. The *Australian Convict Sites* are representative of this significant global development. Australia was seen as the most ambitious example of convict transportation in world history. During this period, parliamentary debates and philosophical, political and historical works studied the Australian convict model. Debates were particularly extensive in Britain and France but they also took place in Russia. These focused on the effectiveness of transportation in deterring crime and rehabilitating criminals and whether governments should attempt to replicate the success of Australia. The French government came under pressure from different quarters to introduce either penal transportation or a national penitentiary system along the lines of America. France sent a study mission to Australia and penal reformers, philosophers and politicians examined the Sydney Cove model. The model was debated and compared with the emerging new national penitentiary systems in America and Europe. Many argued that the Australian experience proved it was possible for France to solve the problems of deterrence and reformation and create a flourishing new colony. Writings by de Tocqueville figured prominently in these debates, arguing against transportation and the Australian model. Russian writers also drew on the economic success of Sydney Cove in advocating the transportation of criminals to a new penal colony at Sakhalin Island.

Australia had an important impact on penal developments in France and Russia. France, one of the major European powers at the time, decided to copy the Australian blueprint by establishing her first penal colonies in French Guiana (1852) and New Caledonia (1853). Russia also drew on the Australian model when establishing its first penal colony at Sakhalin Island using transported convicts (1857) (see Part 3.C). The spread of transportation and penal colonies would have been greater if Britain had not exerted pressure on other state powers (such as Germany and Austria) not to pursue Britain's path. The alternative of a domestic penitentiary system was adopted by only a few state powers and did not become a widespread global development until after the abolition of British transportation to Australia (see 'Abolition of transportation and rise of national penitentiaries' below).

Old Government House, Hyde Park Barracks and Old Great North Road are strongly associated with the transportation of convicts to the first Australian penal settlement at Sydney Cove.

Old Government House was an important command centre for the penal colony of NSW where governors made important decisions on the operation of the penal colony. Also, around 100 convicts were housed in huts at Old Government House and undertook agricultural work critical to the survival of the colony during its struggling early years.

Hyde Park Barracks was the first convict barracks in Australia and represents the early control and management of convicts. It was strategically located in the heart of the penal settlement to secure convicts at night to improve law and order, and to better utilise convict labour on public works.

Old Great North Road illustrates the use of convict labour to expand into new frontiers and the success of the colony. The sites are outlined under Part 2 and criterion (iv) above.

Influence of the Enlightenment on the punishment of crime

The Age of Enlightenment had an important impact on the development of reformatory schemes in several British and French penal colonies including Australia, New Caledonia, French Guiana, the Straits Settlements and the Andaman Islands. A wide range of schemes were introduced to classify, segregate and rehabilitate convicts and integrate them into the colonies or their home state (see Part 3.C). Many of the practices reflected the application of Enlightenment ideals to treat criminals more humanely and secure their reformation. The nominated sites are an exceptional representation of this development in Europe. The first penal colony in Australia was a landmark in European history as an experiment in Enlightenment principles and is exemplified by the *Australian Convict Sites*.

Contemporary debates about the punishment of crime in Britain and other parts of Europe coincided and intersected with ideas from the Enlightenment. Debates by penal reformers, parliaments and the public focused on replacing corporal punishment for crimes with new constraints on liberty. The form this should take 'became one of the great social issues of the Western world'. Following the great revolutions in France and America, agent of the Enlightenment in an English guise. Australia provided an exceptional environment in which to experiment with penal practices and use criminals to carve out a new society drawing on Enlightenment ideas. It was seen as a vast 'virgin' continent not yet developed by Europeans with only a small Aboriginal population and no existing European institutions or traditions. 'Botany Bay' was like a penal laboratory that could realise the Enlightenment's great promise of the improvement of human nature. 'Habitual criminals' transported to a new situation and exposed to the right influences could be turned into good and useful citizens. Penal reformers argued that using criminals to improve the land and do other constructive work would bring about the moral, intellectual and material progress of criminals. The Australian born offspring of the first generation of convicts, in good health and with a regular mode of working life, were seen as the first evidence of the Enlightenment's possibilities. This transformation was posited against the 'habitual criminality' of a segment of the British population, particularly children and juveniles and in the city of London.

Penal reformers in Britain and Australia advocated Enlightenment ideas and were relatively successful in influencing reformatory schemes in the colonies. The *Australian Convict Sites* represent this drive to achieve a more rational and humane treatment of convicts. The sites demonstrate special regimes to discipline and reform convict boys and female convicts, the probation system, Maconochie's 'mark system' (Norfolk Island) and exceptional episodes of reform (eg the governorship of Macquarie in NSW and Arthur in VDL). Enlightenment principles blended with and were broadly compatible with penal objectives and religious ideals. Common goals for disciplining and reforming convicts and creating a new society included moral education, sobriety, industry and prosperity.

The *Australian Convict Sites* reflect elements of a new era in the punishment of crime identified by French philosopher Michel Foucault. From the 18th century, new 'disciplinary technologies of power' emerged which saw a shift away from the physical punishment of the criminal. Offenders were increasingly controlled through new regimes of science, 'rational' institutions and record systems. Penal transportation to colonies was one manifestation of this new phenomenon. Australia, with its diverse and complex systems, is an exceptional example of this development and is exemplified by the nominated sites.

Penal colonies in Australia evolved into highly developed machinery comprising multifunctional systems and places where the scientific and psychological control of the criminal became the major focus. Penal stations, female factories, probation stations and barracks for male convicts typically included an administrative centre with record systems, dormitories or apartments to house convicts, places of work for convicts, a school room, a church/chapel (or room for moral instruction) and prison or solitary cells for refractory convicts. Foucault identified France's Colonie Agricole de Mettray as marking the start of this new era but there were earlier examples in the penal colonies in Australia such as Parramatta Female Factory and Point Puer.²⁵⁴ The shift from corporal punishment to the psychological punishment and moral regeneration of the prisoner was an important development in the punishment of crime during the 19th century. Penal colonies around the world formed part of this global development which is illustrated by the Australian Convict Sites. In the Australian context, key characteristics of this development are new modes of surveillance and control of convicts using record systems and penal practices (such as Arthur's 'open air panopticon'), the female factory system, segregated regimes for convict boys and the 'separate system' (see Part 2.B and below).

Lieutenant-Governor Arthur's 'open air panopticon'

The establishment of 'open air' prisons in a number of distant penal colonies was an important development in the punishment of crime in the modern era. The *Australian Convict Sites* are an exceptional manifestation of this development. Enlightenment ideals and religious beliefs underpinned the establishment of penal colonies in Australia that operated as a 'kind of open air panopticon'. The sites are directly associated with these ideas.

Arthur outlined his principles on the rational management of prisoners in several pamphlets to challenge advocates of national penitentiary systems such as British penal reformer Jeremy Bentham and his 'panopticon' model. Arthur blended Enlightened penology with the operation of the transportation system. He believed a penal colony provided the best environment for implementing a classification system to discipline and reform criminals in a way that could not be achieved behind the walls of Bentham's model penitentiary. The best way to bring about long lasting rehabilitation was to create a system based on order and discipline, combined with moral and religious instruction. Arthur's system was designed to foster industrious work and moral regeneration within the penal colony, and bring convicts back into the realm of free civil society. Ex-convicts would continue to work productively as agricultural labourers in the colony, unlike ex-prisoners from British penitentiaries.

Arthur established a Benthamite-like surveillance system over the whole VDL colony transforming it into 'a kind of open air panopticon'. Pervasive social control was created across the colony by administrative rather than physical means. The colony was divided into nine police districts which became the governor's eyes and ears to ensure the treatment of convicts was calibrated according to their progress along the path to rehabilitation. A vast network of 'spies' gathered information for colonial authorities about convicts' behaviour. Magistrates' reports maintained an exacting surveillance over the relations of private 'masters' and their assigned convicts. Arthur governed the convict population as rational individuals and gave them palpable choices to make them think and reflect on their crimes and behaviour. This was a shift away from forms of punishment based on the chastisement of the body towards scientific penal practice and psychological punishments. Arthur's classification system aimed to reach the minds of convicts in more subtle and complex ways. A greater range of punishments was introduced for infringements of rules, and flogging was limited. Convicts were expected to reflect on their behaviour during punishments such as the treadmill which provided 'solitary confinement through hard labour' and road gangs where convicts were not permitted to talk. Moral improvement was encouraged through religious instruction and granting tickets-of-leave for good conduct. In 1833, Arthur claimed that VDL had become 'one large penitentiary'.

Port Arthur and Brickendon–Woolmers are tangibly associated with Arthur's penal ideas and practices. Port Arthur penal station, named after Governor Arthur, was intended to be a model penitentiary that would punish and reform convicts. Structures such as the Church, Point Puer and the Commandant's House used by Commandant Booth (1833–44) strongly reflect Arthur's ideals. Arthur laid the foundation stone of the Church in 1836. Convict boys from Point Puer worked on the Church as part of their training in stonemasonry. Convicts were kept under constant surveillance through a network of semaphore signal stations which surrounded the penal station and guard dogs at Eaglehawk Neck. Other important features of Port Arthur and Point Puer are outlined under Part 2 and criterion (iv).

Brickendon–Woolmers also demonstrates Arthur's ideals for the scientific control and religious reformation of convicts. During Arthur's governorship, private masters were expected to be exemplary role models for their assigned convicts. Arthur personally selected free settlers most likely to foster rehabilitation of their convicts and examined each convict's record before granting tickets-of-leave.²⁶⁷ See criterion (iv) and Part 2 for details on the convict features of the sites.

Alexander Maconochie and the 'mark system'

Alexander Maconochie's ideas for the more enlightened treatment of prisoners are exemplified in the *Australian Convict Sites*. Maconochie was a former prisoner of war and fervent penal reformer strongly influenced by Enlightenment theories. He wrote several publications before and after his appointment as Commandant at Norfolk Island. In 1839, Maconochie developed a visionary scheme for a penal transportation system based mainly on rewards and rehabilitation known as the 'mark system'. A penal colony offered a form of moral re-education for criminals within society unlike the insular penitentiary with its reliance on silence and segregation of prisoners. Maconochie believed that human behaviour was driven by a desire to maximise pleasure and minimise pain. Criminals would be managed and reformed through persuasion under Maconochie's scheme, by giving them marks to 'make' them good rather than restraining them while bad. The fate of every prisoner was to be placed in their own hands and under the moral guidance of administrators in charge of them. Ideally, corporal punishment and physical coercion would become unnecessary. Maconochie argued that cruelty debased both victims and the society, and that punishment should not be vindictive but designed to reform the prisoner.

The 'mark system' shifted the focus of penology away from punishment and was far removed from the prevailing ideas and practices of the time. Maconochie's ideas challenged other penal theorists, such as Bentham, who advocated a system of punishment in domestic penitentiaries. Maconochie's ideals, exemplified in the *Australian Convict Sites*, were influential within the global debates and practices of penology. The radical nature of Maconochie's system at Norfolk Island (1840–44) generated intense opposition in Britain and Australia leading to his dismissal after only four years.

A British Deputy Commissioner protested that Norfolk Island 'bore no more resemblance to a penal settlement than a playhouse to a church'. Many contemporary observers concurred with Maconochie's claim that 'I found the island a turbulent, brutal hell, and left it a peaceful, well-ordered community'. Maconochie's scheme also had a wider influence and became part of the global discourse on the punishment of crime in the modern era, as well as penal practices in several countries. Most elements of the 'mark system' were implemented in Fremantle Prison (1850s) and in England (1849–51). In addition, the American Prison Association's Declaration of Principles (1870) reflected Maconochie's radical ideas on reformation and how to achieve it. The introduction of the indeterminate sentence in Britain in the 1850s also owed much to the legacy of Maconochie's system. KAVHA and Fremantle Prison are a testimony to Maconochie's influence and are described in detail under criterion (iv) and Part 2.A.

Development of segregated institutions for female prisoners

The establishment of segregated prisons in Europe and America, influenced by Enlightenment ideas, was an important development in the punishment of crime in the 19 century. Several penal colonies separated male and female convicts but only Australia and the Andaman Islands established purpose-built penal institutions for female convicts. The *Australian Convict Sites* is a significant example of this development. Female convicts were vital to the success of the penal colonies in Australia as a civilising force (see criterion iv). Special penal practices for managing convict women figured centrally in penology debates, government inquiries and reports in Britain and the colonies over many decades. Enlightenment advocates argued that no state power could inflict brutality on female convicts and still be considered to be 'enlightened'. A system of female factories created an all-encompassing regime of 'disciplinary punishment' which resembled new forms of punishment outlined by Foucault (see 'Lieutenant-Governor Arthur's open-air panopticon' above).

The factories were multifunctional institutions serving as self-contained communities: housing for convict women and girls awaiting placement as domestic servants or marriage partners; a prison for refractory convicts; a workplace; a place of training and reform; a lying-in hospital; and a nursery for infants of convict women. Special measures were put in place to inculcate feminine norms of behaviour while certain punishments were abolished as they undermined this. The factories established a more extensive mode of control over women convicts compared with male convicts. The behaviour and morals of female convicts were subjected to intense surveillance to transform them into productive domestic workers and 'good' mothers in the colony. Female convicts in the factories were the first in Australia to experience the classification system, indeterminate sentences and cellular isolation. The early introduction of these systems reflects the importance Britain and colonial administrators attached to managing female convicts in special ways. Australia was one of the first places in the world to establish purpose-built institutions for the punishment and reform of female prisoners. Cascades is representative of Australia's system of female factories. Parramatta Female Factory was the first institution established specifically for female prisoners in Australia (1818) and one of the first in the world. Cascades Female Factory was built in 1828. Several countries set up institutions to discipline and punish women and girls prior to this date but most of these were 'reformatories' for destitute and unruly females who were not convicted of crimes (see Part 3.C). Australia's system of female factories predated prisons for female offenders including Mount Pleasant Female Prison in America (1835), Brixton, Fulham and Millbank in Britain (mid 1850s) and a female factory in the Andaman Islands (c.1900s). Parramatta Female Factory only partially survives and would not currently meet the integrity thresholds.

Cascades illustrates Australia's unique system of female factories during the convict era. There were nine female factories around the penal colonies of NSW and VDL. Cascades comprises three of the original five compounds of the original Cascades Female Factory surrounded by stone perimeter walls. It includes a Matron's Cottage, foundations of separate apartments and other archaeological materials. Yard 1 was first used to incarcerate the three classes of female convicts for whom behaviour was the key to progression. In Yard 3, female convicts were kept apart in separate apartments and were allowed to exercise outside their door under supervision and in silence.²⁹² Yard 4 housed convict women and their infants. The Matron's Cottage overlooked the nursery yard allowing surveillance of women and their infants. The site is outlined at Part 2.

Development of separate prisons for juvenile prisoners

The segregation of juvenile criminals in special purposebuilt institutions was a significant development in the 19th century. The Australian Convict Sites are an important example of this development. Australia was one of the first places in the world to establish separate prisons for young male criminals and became a model for other countries. Young male convicts were first segregated from the adult convict population at Hyde Park Barracks and were housed at Carter's Barracks from the late 1820s. There are no remains of Carter's Barracks today. Arthur established Point Puer in 1834 to detach 'convict boys' from the corrupting influence of hardened adult convicts and rehabilitate them into constructive colonial citizens. The first exclusively juvenile prison in the world

was La Petite Roquette in France (Paris, 1830). Point Puer was the first juvenile prison in the British empire, followed by Parkhurst Prison in Britain (1838). Another major juvenile institution was the Colonie Agricole de Mettray in France (Tour, 1840). British administrators were influenced by the example of Point Puer when they established Parkhurst Prison (see Part 3.C).

Arthur's ideals were well ahead of his time in the world. Point Puer was a purpose-built prison for 'convict boys' that aimed to change their 'immoral' habits and create productive workers through a system of segregation, classification, elementary education, trade training, religious instruction and labour. Strict regimes of work, discipline and punishment were designed to bring about regeneration. Boys undertook various forms of work such as brick making, boat building and cutting stone and timber, and some worked in convict gangs. The daily routine typically involved commencing and ending each day with a prayer meeting, morning and evening lessons in literacy, numeracy and trade training, and clearing land, growing vegetables or working as tailors and boot makers for most of the day. Beatings or solitary confinement were used to punish boys who infringed the rules. Today, Point Puer is an archaeological site with important physical evidence of the juvenile prison. The site is detailed as part of Port Arthur in Part 2.

The 'separate system'

Following the Enlightenment Age, the growth of scientific penology influenced the establishment of the 'separate system' in Europe and America. This was a significant global development in the punishment and reform of criminals in the modern era. Convictism formed a part of 96 this experimentation and trialling of new ideas. Elements of the 'separate system' were established in some penal colonies such as the Andaman Islands, French Guiana and New Caledonia. Several penal stations and prisons in Australia introduced the 'separate system' and the *Australian Convict Sites* are a manifestation of this global development.

The 'separate system' was heralded as a way to reshape the character of convicts in the absence of distracting influences. The first prisons based on the 'separate system' include the Eastern State Penitentiary (America, 1829), La Petite Roquette (France, 1830), Pentonville Prison (Britain, 1842) and Port Arthur (1847). Prisoners were segregated from one another so they could not learn new criminal ways and were prohibited from communicating with one another. Each prisoner was confined to their own cell where they worked during the day and slept at night. The aim was to force each prisoner to reflect on their past and think about ways to improve on it. In the Australian context, an 1847 pamphlet argued that solitary confinement through the 'separate system' at Port Arthur and KAVHA was 'a great improvement upon the barbarous and ill-regulated prison system which is founded upon no principle, and has no enlightened objective.

The Separate Prison at Port Arthur, the New Gaol at KAVHA and Fremantle Prison provide physical evidence of the 'separate system'. Port Arthur's Separate Prison established a rigid regime of discipline and silence. Orders were given by the sound of a bell or a hard clap. Convicts were let out of their cells for certain duties during the day but were still subjected to total silence. Silence was enforced during their daily exercise in a separate yard where their faces were covered by a mask with eyeholes. Convicts were also marched to church services in silence and convicts were segregated in separate pews while listening to the service. The features of the separate system at Port Arthur, KAVHA and Fremantle Prison are outlined under criterion (iv) and Part 2.

Abolition of transportation and rise of national penitentiaries

The rise of national penitentiary systems in Europe was influenced by the cessation of transportation to Australia. The *Australian Convict Sites* are associated with these global debates and developments. The *perception* that the first colony in NSW had failed was an important contributory factor that led eventually to the cessation of transportation by the British government. Throughout the 18th and 19th centuries, governments in Europe debated whether the transportation system was an economically viable or effective way to punish criminal offenders and deter crime. The alleged ineffectiveness of British transportation to Australia and the moral depravity of the penal colonies were recurrent topics of public and philosophical debate in Europe and the colonies.

Penal reformers advocated the introduction of a national penitentiary system with rational forms of penal management in Britain to replace the 'deficient' transportation system. The British government came under increasing domestic pressure to limit the financial cost of transportation and to ensure the more humane treatment of British prisoners consistent with Enlightenment ideals. It was argued that transportation and important features of Australia's convict system were fundamentally at odds with the British empire in the post Enlightenment age, particularly following the abolition of slavery (1834). Critics denounced the assignment system as a new form of slavery and cited the 'failure' of the penal colonies to build reputable societies, evidenced by the alleged widespread incidence of crime, homosexuality, drunkenness and sexual depravity. After eight decades of transportation, the British government decided that it was no longer a viable system for the British empire and replaced it with a national system of state operated prisons throughout Britain. This

had an important impact on the punishment of crime across the global landscape. After this time, the only transportation to continue within the British empire was the small-scale shipment of convicts from India to the Andaman Islands (1858–1910; 1932–38). There were few other new or significant episodes of transportation established by other major European powers except for France which continued to transport convicts to French Guiana (1852–1938) and New Caledonia (1864–97).

Cockatoo Island, the Coal Mines and Fremantle Prison are a symbolic expression of important stages in the abolition of the British transportation system to Australia. Cockatoo Island provides physical evidence of the last years of the penal colony of NSW and the abolition of British transportation to its largest and most significant colony in Australia (1840).

The Coal Mines is representative of the perceived failure of the transportation system with the alleged moral depravity in the Australian penal colonies. The Coal Mines was cited as a place with a high incidence of homosexuality like many other penal stations around the colonies. This was an issue of grave concern for the government and the public in Britain.

Fremantle Prison represents the final expression of the cessation of the British transportation system to Australia and the end of the forced migration of British prisoners to any new penal colonies in the world. Cockatoo Island and Fremantle Prison also mark the final stages of the transportation system and transitional arrangements for its continuation for several decades. From the late 1840s, many convicts spent time in British prisons before being transported to the colonies as 'exiles'. Cockatoo Island, the Coal Mines and Fremantle Prison are outlined in Part 2.

DESCRIPTION

The 11 sites that constitute the 'property' are spread across Australia, from Fremantle in the west to Kingston and Arthur's Vale in the east, a distance of 5,500 kilometres, and from Old Great North Road in the north to Port Arthur in the south, a distance of 1,500 kilometres. Australia's rich convict history is well represented by approximately 3,000 remaining sites distributed across several States and Territories. The assessment to establish the most representative sites drew on a wide body of research to locate a complete representation of all the significant elements which together express all the elements of outstanding universal value. The sites span several climatic zones (from Mediterranean in the west to temperate in the south and sub-tropical in the mid-north), cover four time zones and are connected by a network of maritime routes throughout the Indian, Southern and Pacific oceans. Each of the sites represent key elements of the forced migration of convicts and is associated with global ideas and practices relating to the punishment and reform of the criminal elements of society during the modern era.

Brickendon and Woolmers are two neighbouring estates on the Macquarie River in northern Tasmania (known as 'Van Diemen's Land' during the convict era) where convicts were assigned to 'private masters' to undertake agricultural work. The site is representative of the use of penal transportation to expand Britain's geo-political spheres of influence and to rehabilitate criminals and integrate them into a distant penal colony. It is also associated with global developments in the punishment of crime in the 19th century including Lieutenant-Governor Arthur's 'open air panopticon'. The two estates have been managed and worked by descendants of a single family for over six generations. Each estate comprises a homestead, buildings, farming structures and fields built and worked by convicts from the early 1820s until the late 1850s. The suite of structures represents the living and working conditions of assigned convicts and the vast majority remain in their original form. Brickendon Estate is a farming landscape comprising 20 timber or brick buildings set in 420 hectares of farming land with convict-built roadways. Brickendon Homestead is a two-storey painted brick Old Colonial Georgian country house in a garden setting with stables and cottages for the coachman and gardener. Brickendon Homestead was the residence of the 'private master' and his family who had male and female convicts assigned to them for the duration of the convicts' sentences. Female convict servants lived in one wing of the homestead and worked mainly as domestic servants. An extensive set of pre-1850s convict built farm structures where male convicts worked lies one kilometre from the homestead. These structures include: the Pillar Granary; two Suffolk Barns; Cart Shed; Smoke House; Poultry Shed; Brick Granary; Woolshed; Stables; Blacksmith's Shop; and Cook House and archaeological remains of the Convict Single Men's Quarters, Carpentry Shop, Stables, Hay Shed and the Overseer's Cottage.

Other farming structures include a Farm Cottage/Dairy, the Original Homestead, Outhouse and underground drainage systems. A small elegant Chapel located prominently at the centre of the farm was for the sole use of convicts. All of the early 1800s field systems that were worked by convicts survive along with around 30 kilometres of hawthorn hedge 'fences' planted by convicts.⁶ Many crops (such as barley and wheat) have been

grown continually on the estate since the convict era and the landscape has altered little since that time. There is also a large collection of farming equipment and tools, diaries, photos, paintings, maps and drawings from the convict era. Brickendon Estate is still owned and worked by the Archer family.

Woolmers Estate, also owned by the Archer family until 1994 and now owned by a private trust, comprises more than 18 buildings and structures in a rural setting of 13 hectares. Woolmers Homestead, a large two-storey building with a flagged veranda, was the home of the 'private master'. The homestead was extended in 1843 with a two-storey Italianate addition and remodelled kitchen and service wing. Female convicts lived in the attic above the residence and worked in the home and the nearby Kitchen (also the Servant's Quarters), Provisions Store and Bakers Cottages all of which retain their original form. Male convicts worked away from the main homestead in the fields, Farm Stables, Cider House, Woolshed, Blacksmith's Shop, Coach House and Stables and Pump House. Convict era Workers' Cottages, Coachman's Cottage and Shed and Coach House and Stables are also on the estate. The archaeological site of the Male Convict Barracks is believed to be located towards the bottom of the hill. A Chapel (now an apple packing shed), centrally located on the estate, was for the sole use of convicts. A vast collection of artefacts and written materials has survived from the convict era and remain in the homestead.

HISTORY

Penal transportation

The transportation of criminal offenders to penal colonies dates back to the early 17th century and occurred in many parts of the world until the abolition of transportation to French Guiana and the Andaman Islands in 1938. Britain, France, Spain, Portugal, the Netherlands, Russia and Argentina transported criminals to penal colonies across the globe (see Part 3.A). The primary motivating influences for the rise and spread of the transportation system included: geo-political ambitions which were advanced by using convicts to build or expand colonies across the globe; the punishment of an increasing population of criminal offenders to deter crime in the home state; and the reform of the criminal elements of society.

Deterrence was one of the major factors leading to the introduction of transportation to Australia. The preamble to Britain's Transportation Act 1718 made it clear that transportation was to be a severe punishment and deterrent to crime. Following the cessation of transportation to America (1775), Britain had to find a new way to deal with her large population of criminals. The government was pressured to resume transportation to a new destination or to establish a new national penitentiary system. For some, transportation was an ideal system that would rid the country of hardened offenders, detach them from malign influences and instil the habit of work. Others, such as penal reformer Jeremy Bentham, condemned transportation and advocated new model prisons across Britain (see criterion vi and Appendix D). Nevertheless, in 1787 Britain resumed transportation and established a new colony of New South Wales (NSW). During the late 18th /early 19th centuries, 'Botany Bay' was often used to refer to the whole of NSW, and as a pejorative metaphor for the convict system. The reformation of criminals and geo-political pressures were also important driving forces (see Part 3.A).

British transportation to Australia was the world's first conscious attempt to build a new society on the labour of convicted prisoners. Around 166,000 men, women and children were transported to Australia over 80 years between 1787 and 1868. Most convicts were transported from Britain but several thousand were also shipped from Canada, America, Bermuda and other British colonies. This massive movement of people involved 806 ships and thousands of people to manage the convicts. Australia was a vast continent inhabited by Aboriginal peoples with their own cultural, social and economic traditions and practices. It was a land with no vestiges of European civilisation, with no economic or physical infrastructure. The new colonies were at the other side of the globe, a huge distance not only from the home country but from any other European settlement. The operation of establishing the new penal colonies was a major undertaking by the British government. The scale and nature of this forced migration of convicts was an unprecedented experiment in history, then and since. The convict population was diverse comprising men, women and children. In total 25,000 (almost 16 per cent) were women and thousands were children aged between nine and 18. The remainder were largely ordinary British men overwhelmingly from the working class (including a small number of political prisoners) who brought a great range of skills to the colony (see Appendix B).

The convict system continued to function in each of the colonies for several decades after the official abolition of transportation. Afterwards, many convicts continued to be sent to Australia under the 'exile system' after serving part of their sentence in British prisons. Many penal stations and female factories (including Cockatoo Island, Port Arthur, Fremantle Prison and Cascades) continued to operate as part of the transitional machinery for convicts serving out their sentences after the end of transportation.

Convict systems in Australia

From the start of transportation until its abolition, debate raged in Britain and the Australian colonies over whether the primary objective was harsh punishment to deter crime in Britain or the reformation of criminals. The differing and sometimes competing objectives resulted in an uneasy coexistence of systems designed to inflict severe punishment and efforts to generate reform. A diverse suite of systems and schemes evolved in the penal colonies and varied over different times and places. These included the assignment system, the gang system, penal stations, female factories, the probation system, the penal bureaucracy, and systems of entitlements and privileges. Under these regimes convicts could face pain, isolation and suffering as well as opportunities through education, trade, religious instruction and privileges to build new lives after completing their sentence. Well-behaved convicts could serve out their sentence with relatively good treatment which could include gaining trade experience and better conditions, working as an overseer of other convicts or obtaining a pardon with a land grant. Convicts found guilty of misdemeanours, or through bad luck, could experience severe treatment and conditions and end up in a road gang or a penitentiary.

The majority of convicts experienced numerous convict systems at different places around the colonies. A convict could be assigned to a free settler, re-offend and be sentenced to a convict road gang, be transferred to a probation station or re-offend again and be sent to a penal station. Convicts were regularly transferred, demoted, promoted and re-assigned and travelled within and between the colonies during their sentence. Individually and collectively, the Australian Convict Sites demonstrate the range of convicts' experiences under the various systems of control, punishment and reform.

Aboriginal population and convicts

The establishment of penal settlements as part of the broader process of British colonisation of the continent had a significant impact on the Aboriginal population. Australia was a vast continent inhabited and settled solely by Aboriginal people for over 45,000 years. They developed their own cultural, social and economic traditions and practices, and shaped the landscape in ways unseen by Europeans. The setting up and expansion of penal colonies led to large-scale disruption, outbreak of diseases, conflict and resistance. This resulted in the alienation and death of large numbers of Aboriginal people and their communities including impact on their culture, land and resources. Throughout the convict period, interactions and relationships occurred between convicts and Aboriginal people that were both constructive and destructive.

Convicts were used to build infrastructure and buildings in the towns and were at the forefront as pioneers building roads and opening up the outer regions of the colonies for free settlers. These activities had a major impact on the Aboriginal population. Convicts also played an important role in protecting private property of free settlers, the military and colonial authorities against attacks from local Aboriginal people. In the early years of settlement, there was resistance from Aboriginal communities and individuals, and attacks against them by the military and convicts. From the early 1820s, there was a rapid expansion of free settlement and farming. Land clearing and building activities had a major impact on Aboriginal communities' livelihood and traditional way of life. Attacks escalated on both sides, resulting in many deaths. At the same time, Aboriginal people had an important influence on British colonisers and convicts. Aboriginal people transmitted their language and knowledge about the land and its resources. They helped locate sources of food and water and this was critical, particularly during times of scarcity.

Aboriginal people were used as trackers to capture escaped convicts and were rewarded by colonial authorities. A number of convicts attacked Aboriginal people without official sanction by the colonial authorities. Several convicts were charged and sentenced or executed for these attacks. Convicts were also officially ordered to participate in expeditions to attack Aboriginal people or to round them up and move them to other lands. Aboriginal people attacked convicts to defend themselves or as reprisals for encroachment on their lands, property, or women. Some convicts were accused of stealing Aboriginal women. There are also accounts of positive interactions between convicts and Aboriginal people including: escaped convicts living in Aboriginal communities or being helped by Aboriginal people; and Aboriginal people meeting road gangs and seeking to 'trade' their goods. There were also accounts of consensual relationships between convicts and Aboriginal women. Colonial authorities greatly feared these relationships as they were seen to threaten the moral fabric and well-being of the new society. Also, venereal disease introduced by European settlement became widespread and led to many deaths. Enlightenment ideals influenced several governors' treatment of Aboriginal people. Governor Macquarie invited Aboriginal people to ceremonial feasts near Old Government House at Parramatta and established the Native Institution to educate them in European ways.

Van Diemen's Land penal colony (1803–53)

In 1803 Britain established a penal colony in VDL as an extension of the NSW colony. An important factor in this decision was the need to thwart French colonial ambition in the area. As in NSW, the majority of convicts were initially under minimal restraint and laboured during the day, mostly on public infrastructure. Between 1817 and 1824 most convicts went into private assignment and some were retained by the colonial authorities for public works. Following the Bigge Inquiry, penal stations were established for recalcitrant convicts. Redemption and reformation were consistent objectives throughout penal colonies in VDL. However the degree to which they were practised varied dramatically. Initially, the vast majority of female convicts were assigned to free settlers. From the early 1820s a system of female factories was established across the colony to manage and control female convicts. From 1840 all convicts from Britain were transported to VDL. The probation system was introduced to replace the assignment system and became the main experience for male convicts in VDL from that time. The gradual reformation of convicts through hard labour, segregation, religious instruction and progressive freedom was the aim of the new system. The limited success of the probation system and the alleged high incidence of homosexuality contributed to the abolition of transportation in 1853. Around 75,000 convicts were transported to VDL and many thousands continued to serve out their sentences for several decades following abolition.

Assignment system (early to mid 1800s)

Assignment was the dominant experience of male and female convicts from the early years of the penal colonies in NSW and VDL until 1840.⁴⁰ Convicts formed the vast majority of the labour force in these colonies throughout this period. The assignment system initially operated informally and evolved into a highly formalised system with legal frameworks and administrative institutions from the late 1820s onwards. It aimed to: secure the social control of the convict population; provide cheap labour for public infrastructure and for free settlers; and build skills and economic self-sufficiency for convicts following their emancipation. Later, the dispersal of convicts away from 'evil associations' with other convicts and towns was also an important objective. Cheap and secure convict labour was in high demand due to the shortage of free labourers and skilled artisans in the colonies. Private masters were a critical component in the transportation system, responsible for turning convicts into industrious workers and well-behaved individuals. They had to provide: accommodation, food and suitable work; foster moral reformation through religious instruction and be a good role model. With good conduct, convicts could progress through stages to attain a ticket-of-leave or a conditional or absolute pardon. Many convicts were treated compassionately, enjoyed better conditions than free workers in Britain, and gained skills that provided opportunities once released. Unsatisfactory convicts were returned to the authorities and replaced by others. Convicts could be punished for misconduct or criminal activities which could send them backwards to hard labour, imprisonment or execution. Ill-treatment by their masters could result in their reassignment to other settlers. Some masters were harsh, abusive or violent and female convicts were often subjected to sexual abuse. Assigned female convicts who fell pregnant were often returned to female factories for punishment, regardless of the circumstances.

The Molesworth Committee denounced the assignment system claiming it operated like a lottery, leaving the fate of convicts to the character and temperament of individual masters. Some faced a harsh and degrading servitude at the hands of brutal masters while others fared well under compassionate masters. The assignment system was phased out across NSW and VDL, having operated as a vehicle for both the punishment and reformation of convicts through industry and labour for 30 to 52 years. The Australian Convict Sites that best represent the assignment system are Brickendon–Woolmers and Cascades. Old Government House and Hyde Park Barracks also reflect the assignment system.

Convict gangs (1822 onwards)

The system of convict gangs used in NSW, VDL and WA had the important dual functions of organising convict labour on public works and punishing convicts. Convict gangs were used increasingly after the mid 1820s for re-offending male convicts, following the Bigge Inquiry's recommendation for harsher punishments. Convict gangs, especially road building gangs, were seen as an effective way of reviving the fear of transportation and of deterring crime in Britain. The main types of gangs were road gangs, timber getting gangs, lime burning gangs and public works gangs. Some convicts were sentenced to work in irons in the gangs. Working conditions were physically demanding and the treatment of convicts was often brutal. Little effort was made to reform convicts in the gang system, the focus being on hard labour in harsh conditions. Despite this, redemption through religious instruction was still attempted, though to a much lesser extent than in other systems. Approximately 20–30 per cent of all male convicts worked in a road gang at some time during their sentence.⁴⁸ The convict gang system contributed significantly to the development of infrastructure, expansion into frontier regions and the economic and social integration of the colonies. The Australian Convict Sites that best illustrate the convict gang system

are Old Great North Road and Hyde Park Barracks. Other sites that represent the gang system to a lesser extent are Port Arthur, Coal Mines, KAVHA and Fremantle Prison.

Penal stations and prisons (1788 onwards)

A small minority of convicts transported to Australia were incarcerated in a penal station or prison. Male convicts who re-offended on the voyage or in the colonies could be sentenced to a penal station or prison. Re-offending female convicts could be placed in a female factory but these were multi-functional institutions and not just prisons. Penal stations were established across the Australian colonies.⁴⁹ The purpose of penal stations was to segregate re-offending convicts from society, using their labour to develop physical infrastructure (including buildings to confine them) and in agriculture for the benefit of the colony. Penal stations were often relatively self-sufficient with their own bakehouse, kitchen and gardens. Separate prisons, apartments or cells were also constructed within penal stations. In addition, some convict buildings that initially operated as barracks evolved into prisons for secondary punishment. An estimated 20–30 per cent of convicts underwent secondary punishment in a penal station or prison at some time during their sentence. Convicts experienced varying treatment and conditions including the 'separate system' and various forms of hard labour. All prisons instilled religious and moral instruction as part of the routine. Many penal stations functioned as important industrial complexes with convicts providing the skill and manual labour for outlying areas away from the penal station. Several prisons within penal stations were modified versions of Pentonville prison and used the 'separate system' (see criterion vi). The Australian Convict Sites that are the most notable examples of penal stations and prisons are Port Arthur, KAVHA and Fremantle Prison. The Coal Mines and Cockatoo Island are other examples of penal stations.

Probation system (1840–56)

The probation system operated from 1840 until 1856 in VDL, following the abolition of transportation to NSW and the assignment system. More than 80 probation stations were established for varying periods around VDL. The probation system attempted to implement the philosophies of the new penitentiary movement in Britain that advocated 'just punishment through certainty'. Key features included separate confinement and a strict regime of hard labour, religious instruction and education. Convicts were classified according to the severity of their offences in order to separate individual convicts and restrict their contamination by hardened convicts. Male convicts in all classes were subjected to successive phases of punishment commencing with a period of confinement and labour in gangs, either in a penal colony for convicts sentenced to life, or in a probation station for convicts sentenced for seven to 14 years. The reformation of convicts through labour and religious instruction was an important objective of the system although adequate funding was not always available. Convicts who progressed satisfactorily through several stages of decreasing severity received a probation pass and could work for free settlers. Sustained good conduct could eventually lead to a ticket-of-leave or a pardon. The alleged failure of the system fuelled greater opposition to transportation and contributed to its demise in VDL. The nominated site that demonstrates the probation system is Darlington Probation Station.

System of surveillance (entire convict era)

A pervasive apparatus of surveillance was a critical element of Australia's convict system throughout the convict era. A penal bureaucracy evolved as a necessary and ingenious instrument for controlling the large convict population that significantly outnumbered the free population in this largely 'open air prison'. It comprised extensive record systems, surveillance networks and administrative procedures. On arrival, all facets of a convict's life were recorded including physical features, criminal history, age, place of birth, marital status, literacy, occupation and religion. Detailed recording and monitoring continued throughout the convict's sentence through muster lists, registers, passes, indent lists, court records of offences and punishments, and colonial departments, boards and committees that reported on the state of the colonies. These record systems were used for surveillance, work allocation, classification, regulation, control, secondary punishment and officially approved privileges such as extra rations and land grants. Convicts also played a role in surveillance by acting as overseers of other convicts, record keepers and spies. The various bureaucratic mechanisms were effective in intimidating and humiliating convicts, impressing upon them their subject status in the penal colonies. The system was almost as effective in containing the convict population as the walls of a prison. Australia's convicts were one of the world's most documented people of the time. Old Government House is an important symbolic representation of the systems of surveillance, as are the collections of records associated with each site, notably Port Arthur, Hyde Park Barracks, Fremantle Prison and Darlington.

System of entitlements and privileges (entire convict era)

A system of entitlements and privileges was a central feature of the penal colonies in Australia. A ticket-of-leave system, conditional pardons, absolute pardons, legal frameworks and various privileges aimed to rehabilitate and integrate convicts into the new colonies. The ticket-of-leave system, first introduced in NSW in 1801, permitted convicts to serve part of their sentence then live and work as free persons within a stipulated area until the remission or completion of their sentence. The system provided an incentive for convicts to be diligent and well-behaved, but also functioned as a threat as convicts could be recalled to bond labour for misdemeanours. Tickets were sometimes allocated to convicts who undertook special functions, captured convict bushrangers and other offenders, or were able to support themselves. At other times, the system was strictly restricted to well-behaved convicts who showed clear signs of reform. During the period of the probation system in VDL, convict pass holders had to progress through three levels before a ticket-of-leave could be obtained. The system of pardons enabled well-behaved convicts to be released before the completion of their sentences, often by many years. Convicts also had many important legal rights often not available to prisoners or convicts in other parts of the world. Punishments could not be given to convicts without a court order and convicts had the right to make charges of harsh treatment by an overseer or private master. Convicts had the right to petition the governor on all matters concerning their detention and release including permission to marry or for spouses and children to immigrate to the colonies. The nominated site that best reflects this system of entitlements and rewards is Old Government House. Several other sites also demonstrate the system including Fremantle Prison.

CONDITION AND INTEGRITY

3.D Statement of integrity and authenticity

The Australia Convict Sites have a high degree of integrity and authenticity and meet the requirements of the Operational Guidelines to the Implementation of the World Heritage Convention. The major issues that relate to integrity and authenticity are outlined in the statements below. More detailed information on each of the sites is outlined under Parts 4 to 6 and each site's management plans (see Appendix I).

3.D (I) Statement of integrity

The *Australian Convict Sites* are an example of the forced migration of convicts and of global ideas and developments associated with the punishment of crime during the 18th and 19th centuries. The 11 sites are necessary to provide a complete representation of all of the significant elements which together express the outstanding universal values. Each of the sites and its respective elements are essential to understanding the distinctive character of convictism and penology, and the 11 sites are the best examples of surviving structures and landscapes. Each site possesses a different mix of elements. Collectively, the surviving fabric and landscapes demonstrate the relationship between the elements and enable a full understanding of the forced migration of convicts and global developments in penology during the modern era. The conditions of integrity of each of the sites and their elements of wholeness and intactness fulfil the requirements in the Operational Guidelines.

The outstanding universal value of the *Australian Convict Sites* lies firmly in the integrity of the buildings, structures, ruins, archaeological remains and landscapes and the continuing relationship between the sites and their settings. The boundaries of each of the sites are based on historical spaces and enclose landscapes that have a high degree of integrity. The nominated areas fully represent the key elements that are necessary to convey their heritage significance. The buffer zones protect the relationship between the sites and their settings that contribute to their World Heritage values. Collectively, the physical evidence represents the outstanding universal values of the sites. There is a high level of intactness of the fabric and settings. The sites have been managed for heritage conservation purposes or their continuing function for many decades and some for up to 90 years. Each is a record of the development of conservation practice across Australia over that period. The convict structures and their significant features are generally in fair, good or excellent condition.

The condition of structures at some of the sites is typical of buildings that are 150 years old and have been disused and exposed to environmental pressures (particularly fire and rain) for several decades. The lack of continual care was partly the result of popular beliefs about the 'convict stain' which were prevalent around the world. Several buildings at Port Arthur including the Penitentiary were damaged by major fires in 1895 and 1897. Many of the original structures at Cascades have not survived. Nevertheless, the remaining physical fabric and the setting provide a good representation of the main features of Australia's system of female factories. These features include: the site's strategic and severe physical location at the bottom of a valley hidden from town; the

surviving high perimeter walls; the division between subsequent yards showing the evolution and expansion of the female factory and the role of segregation of classes; the Matron's Cottage that oversaw convict women and their infants; and rich archaeological remains including solitary cells, the nursery for convict babies and convict artefacts. Other minor integrity issues relate to components of some of the sites that have undergone changes to their functions and minor reconstruction and development. These issues are being addressed through management plans and are outlined below.

Development has not affected the internal integrity of the sites and the visual integrity of the landscapes has been maintained. The characteristics and constituents of each of the sites have been retained (see 3.D ii below). All elements of the sites that contribute to their heritage significance have been identified and management policies developed to conserve their significance into the future. Comprehensive policy regimes and legislation protects each site at a local, state/territory and national level from any future activity that could adversely affect its National Heritage or proposed World Heritage values regardless of where that activity occurs. Rigorous management plans are in place at each site to ensure the integrity of fabric and heritage values are preserved. All sites are subject to regular maintenance and monitoring programmes to control the impact of adverse effects of development, neglect or deterioration (see Parts 4 and 6).

3.D (II) Statement of authenticity

The Australian Convict Sites fulfil all the criteria for authenticity in relation to World Heritage properties set out in Operational Guidelines and the Nara Document. As outlined in Parts 3.A, 3.B and 3.C, the Australian Convict Sites have a high degree of authenticity as the only surviving suite of convict sites in the world today that cover all of the key features of convictism and major developments in penology in the modern era. The sites retain the form they had during the convict era with minor exceptions regarding a limited number of features for some of the sites (detailed below). Each site retains substantial standing structures and works with high individual authenticity of materials and design. Conservation of the sites has been in accordance with best practices, with attention to traditional methods, skills and materials. These have been supplemented by modern methods only where absolutely necessary to stabilise the original fabric. All of the sites have comprehensive management plans in place which contain policies to protect their authenticity.

The authenticity of the Australian Convict Sites has been maintained to a high degree as a result of minimal adaptive re-use (as outlined above), preservation of the original function for many decades after the convict era and/or evolution into heritage sites. The structures and landscapes are part of a long continuing history. For many of the sites the continuing use of the original function was maintained for 130 to 155 years.

Brickendon–Woolmers have been farming estates associated with six generations of the Archer family for 190 years.

Today, all of the sites operate as heritage sites to transmit the heritage significance to the Australian community and international visitors. Port Arthur has operated as an historic site for tourists for over 40 years, and prior to that was an informal tourism village for nearly 100 years. Several buildings at the sites operate as museums including: a room of the Asylum, the Commandant's and Junior Medical Officer's Houses and Trentham Cottage at Port Arthur; the Pier Store, Commissariat Store, Foreman of Works Quarters and Surgeon's Quarters at KAVHA; the Matron's Cottage at Cascades; and Woolmer's Homestead and outbuildings at Woolmer's Estate.

At a small number of sites, individual buildings or landscape features have been adapted to new uses. The main buildings that have changed their functions are: the Bakehouse and Store at Hyde Park Barracks (used as administration offices and a café); the Convict Chapel at Woolmers (converted to an apple packing shed); the Convict Barracks at Cockatoo Island (used as air-raid shelters during the second world war) and at KAVHA, the Commissariat Store (used as a church since 1868, now a museum and archives office), the Old Military Barracks (used by the Legislative Assembly) and the Stipendiary Magistrate's Quarters (converted to a golf clubhouse). A small number of buildings at some of the sites are used for short stay accommodation such as Workers' Cottages (Brickendon–Woolmers), Convict Barracks (Darlington) and some Colonial Authorities' Residences (Fremantle Prison). These re-uses have maintained the significant fabric of the sites. The physical structures, exterior of the buildings and their setting remain true to their original form. Also, the changes have contributed to sustainable practices that facilitate the on-going care and conservation of the sites. Other examples include the removal of a staircase at Hyde Park Barracks and the addition of modern kitchen and bathroom facilities in some buildings at KAVHA and Cockatoo Island. The low level of development and reconstruction work contributes to the high level of authenticity of the Australian Convict Sites.

All of the sites retain the spirit of the convict era to a very high degree. There has been minimal urban or rural development within close vicinity to the sites except for those located close to the urban heart of the colonies. KAVHA, Port Arthur, Coal Mines, Old Great North Road, Darlington, Old Government House and Brickendon–Woolmers are located within landscape settings that have changed little since the convict era.

The Australian Convict Sites are exceptionally well documented. The sites have the longest and most continuous recorded history of any convict sites in the world. Australia's convict history is the subject of extensive and diverse research and publication. Detailed original documentation includes written and pictorial records of the design, layout and construction of the buildings, structures and landscapes. These records provide extensive information on the sites' form and design, materials and substance, use and function, techniques, location and setting and spirit. This documentation makes it possible to know the nature, meaning and history of each site to an exceptional degree. The remaining fabric and records are credible sources of information thus ensuring the authenticity of the sites' heritage values. The strength of the relationship between the physical components and the associated documentary evidence provides a strong basis for evaluating and demonstrating the authenticity of the heritage values. The extensive documentary evidence from multiple sources has a strong alignment to the physical fabric of the sites. The documentary record is identified in bibliographies and management plans, and forms a fundamental basis for policy and decision-making. The records are subject to active, long-term conservation in reputable archives. Policies and other measures are in place to build a multidisciplinary and community consensus on the heritage values of the sites. These promote an understanding and knowledge of the heritage values to ensure the material safeguard, presentation, restoration and enhancement of the Australian Convict Sites (see Parts 4 to 6).

STATE OF CONSERVATION AND FACTORS AFFECTING THE PROPERTY

All elements of the sites are currently in a good to excellent physical condition and none of the sites are under threat from major environmental, developmental or tourism pressures or natural disasters. Comprehensive statutory and associated frameworks are in place across several levels of government to ensure the present condition of the sites is maintained to a high standard. These frameworks ensure that the identified heritage values will be retained. The sites are maintained and preserved/conserved through regular and rigorous repair programs and are scrutinised at high levels including the Australian and state and territory governments. All sites are listed as heritage places on national and state heritage registers which ensure their protection under the various laws and policies detailed in Part 5.B. A comprehensive management system which includes management plans for each of the sites is in place. The full suite of conservation and monitoring measures is detailed in Part 5 and Part 6.

A PRESENT STATE OF CONSERVATION

All of the fabric and landscape settings of the sites are in good to excellent physical condition and are not subject to any major threats.

Brickendon–Woolmers Estates

The convict era fabric is generally in excellent structural and physical condition. The landscapes and buildings are largely unchanged from the 19th century and have been maintained to preserve their original condition. Brickendon receives regular and ongoing maintenance as required. Some of the timber buildings require additional maintenance work. Woolmers is closed annually for a short time for maintenance and repairs. External floors, walls and doors are sympathetically conserved using methods such as white washing and natural oils or other protective methods which conform to expert conservation recommendations. The management plans outline maintenance regimes for the estates.

Factors affecting the property 4.B (I)

DEVELOPMENTAL PRESSURES

None of the sites are subject to major developmental pressures such as encroachment, adaptation, agriculture or mining. All of the sites are protected from major development pressures by comprehensive planning regimes and provisions in their respective management plans. All of the sites, except Brickendon–Woolmers, are in public ownership and managed to ensure the protection of their heritage values. In addition, all sites with the exception of KAVHA are protected by buffer zones. Minor developmental pressures and measures to address these are outlined below.

4.B (II) ENVIRONMENTAL PRESSURES

None of the nominated sites are currently subject to the major pressures of pollution or desertification. Port Arthur, Coal Mines, Darlington, Cockatoo Island and KAVHA are located in marine environments subject to varying degrees of salt damage. These sites are subject to the possible risk of climate change due to rising sea levels and water tables and extreme storms. Industrial contamination was a significant pressure at Cockatoo Island but this has been addressed. The impact on the structures is monitored and managed at each site and protection measures are in place. Other minor environmental pressures are outlined below. All of the sites are comprehensively managed and conserved to assist with future planning for major environmental threats, such as climate change, in accordance with the world's best practice.

Brickendon–Woolmers Estates

A regular maintenance schedule is undertaken to manage vegetation growth at the estates. There are no other environmental pressures.

4.B (III) NATURAL DISASTERS

Australia is located in a very stable geological area where the risks of natural disasters such as earthquakes are low. The sites are located in low risk cyclone or tsunami areas. Floods and fire present a minimal risk to all of the sites and are comprehensively addressed by a number of management measures.

Brickendon–Woolmers Estates

Flooding can present a minor seasonal pressure to the low lying areas of the site but does not rise high enough to affect any structures. Damming of the river upstream has further reduced this risk. A fire monitoring system is in place via smoke detectors and sprinklers in fire risk areas, both internally and externally within the homesteads and some buildings. An alarm system is in direct contact with local fire fighting services. Fire breaks are maintained to assist in minimising the threat of summer fires. Regular mowing, garden maintenance and grass slashing takes place to prevent the spread of fire.

LOCATION

The Australian Convict Sites comprises the following eleven penal sites:

1. Cockatoo Island Convict Site

About 18ha, in Sydney Harbour, between Birchgrove Point and Woolwich Point, comprising the whole of the Island to low water.

2. Hyde Park Barracks

Macquarie Street, corner Prince Albert Road, Sydney, comprising the area entered in the NSW Heritage Register on 2 April 1999, Listing number 00190.

3. Old Government House and Domain

About 50ha, O'Connell Street, Parramatta, comprising all that part of Parramatta Park and Old Government House, as entered in the New South Wales Heritage Register on 2 April 1999, that is located to the north of the Great Western Railway Line and to the south and west of the right bank of the Parramatta River.

4. Old Great North Road

About 120ha, 1km north-east of Wisemans Ferry, comprising an area bounded by a line commencing at the intersection of the Old Great North Road and an unnamed road (approximate MGA point E 313175 N 6306540), then southerly via a 70m offset to the east of the unnamed track to its intersection with the Wiseman Geodetic Station (approximate MGA point E 313211 N 6305417), then south easterly via a ridgeline to its intersection with MGA northing 6304668mN (approximate MGA point E 313806 N 6304668), then directly to an unnamed creek at approximate MGA point E 313905 N 6304566, then south easterly via the middle thread of the unnamed creek to its intersection with the western side of an unnamed track (approximate MGA point E 314207 N 6304034), then southerly via the western side of the unnamed track to its intersection with the Dharug National Park boundary (approximate MGA point E 314456 N 6303225), then westerly and northerly via the park boundary to the intersection of the Old Great North Road and Settlers Road, then northerly via the Old Great North Road to the point of commencement.

5. Fremantle Prison

About 6ha, 1 The Terrace, Fremantle, being the area identified on Page 38 of the Fremantle Prison Heritage Precinct Master Plan July 2003 and comprising all of Lot 24042 (Zones A to N and Q).

6. Cascades Female Factory

About 0.5ha, Degraeves Street, South Hobart, comprising Yards 1, 3, and Yard 4 South, being Land Parcels 1/202398, 1/229358 and 1/229260.

7. Darlington Probation Station

About 376ha, Darlington, Maria Island, comprising an area bounded by a line commencing at the intersection of MGA northing 5283570mN with the High Water Mark at approximate MGA point 586027mE 5283570mN, then via straight lines joining the following MGA points consecutively; 586078E 5283541N, 586154E 5283533N, 586257E 5283575N, 586273E 5283621N, 586339E 5283706N, 586438E 5283770N, 586522E 5283857N, 586589E 5283907N, 586782E 5283965N, 587048E 5283977N, 587148E 5284006N, 587194E 5284068N, 587215E 5284162N, 587327E 5284370N, 587547E 5284301N, 587627E 5284307N, 587655E 5284378N, 587575E 5284535N, 587579E 5284702N, 587609E 5284762N, 587685E 5284806N, 587704E 5284883N, 587730E 5284911N, 587784E 5284911N, 587903E 5284877N, 587981E 5284865N, 588036E 5284824N, 588158E 5284662N, 588430E 5284450N, 588669E 5284295N, 588720E 5284221N, 588752E 5284066N, 588804E 5284012N, 588893E 5283973N, 589015E 5283969N, 589201E 5284006N, 589303E 5284058N, 589327E 5284108N, 589303E 5284201N, 589136E 5284350N, 589013E 5284452N, 588927E 5284543N, 588822E 5284704N, 588804E 5284776N, 588824E 5284851N, 588889E 5285000N, 588911E 5285173N, then directly to the intersection of MGA northing 5285205mN (approximate MGA point 588941mE 5285205mN), then northerly and southerly via the High Water Mark to the point of commencement. Also included is the jetty located at Darlington Bay.

8. Port Arthur Historic Site

About 117ha, Arthur Highway, Port Arthur, comprising the area covered by the Port Arthur Historic Site Conservation Plan (Godden Mackay Context 2000) and that part of Point Puer to the north of a line joining the following AMG points: 570200mE 5220880mN, 570540mE 5220890mN and 570670mE 5220980mN. The following areas are excluded:

1. Stewarts Bay State Reserve
2. The area located to the west of Safety Cove Road and to the south of Lookout Road.

9. Coal Mines Historic Site

About 300ha, 3km north of Saltwater River, comprising the following areas: Coal Mines Historic Site State Reserve, A 340 metre seaward offset extending between the easterly prolongations of the northern and southern boundaries of the Coal Mines Historic Site. The offset extends from the High Water Mark.

10. Brickendon–Woolmers

About 230ha, 2km south east of Longford, Woolmers Lane, being an area located within the area entered in the National Heritage List on 23 November 2007.

11. Kingston and Arthurs Vale

About 250ha, at Kingston, being an area bounded by a line commencing at the High Water Mark approximately 120m to the south east of Bloody Bridge, then proceeding westerly via the High Water Mark to about 230m west of the eastern boundary of Block 91a, then from high water level following the watershed boundary along the ridge west of Watermill Creek up to the 90m contour, then north-westerly via that contour to the boundary of Block 176, then following the western and northern boundary of Block 176 or the 90m ASL (whichever is the lower) to the north west corner of Block 52r, then via the northern boundary of Block 52r and its prolongation across Taylors Road to the western boundary of Block 79a, then northerly and easterly via the western and northern boundary of Block 79a to its intersection with the 90m ASL, then easterly via the 90m ASL to its intersection with the eastern boundary of Block 64b, then south easterly via the eastern boundary of Block 64b to its intersection with Block 65d2, then northerly and southerly via the northern and eastern boundary of Block 65d2 to Rooty Hill Road, then directly across this road to the north east corner of Block 67a, then south easterly via the north east boundary of Block 67a to its intersection with the north west boundary of Block 67c, then north easterly and south easterly via the north west and north east boundary of Block 67c to Driver Christian Road, then easterly via the southern side of Driver Christian Road to a point where it veers south (approximately 60 metres to the east), then southerly via the western road reserve boundary of Driver Christian Road and its prolongation to the High Water Mark (point of commencement).

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Appendix C NATIONAL HERITAGE CITATION



Commonwealth
of Australia

Gazette

No. S 94, Friday, 3 June 2005

Published by the Commonwealth of Australia

SPECIAL

Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF PLACES IN THE NATIONAL HERITAGE LIST

I, Ian Gordon Campbell, Minister for the Environment and Heritage, having considered, in relation to the place listed in the Schedule of this instrument -

- (a) the Australian Heritage Council's assessment whether each place meets any of the National Heritage criteria; and
- (b) the comments given to the Council under section 324G of the *Environment Protection and Biodiversity Conservation Act 1999*; and

being satisfied that each place specified in the Schedule has the National Heritage value or values specified in the Schedule include, pursuant to section 324J of the *Environment Protection and Biodiversity Conservation Act 1999*, the places listed in the Schedule in the National Heritage List.

Dated this 26th day of May 2005

Ian Gordon Campbell
Minister for the Environment
and Heritage

Cat. No. S9405

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SCHEDULE**STATE**Local Government Area

Name:

Location / Boundary

Values:

NEW SOUTH WALES**Brewarrina Shire****Brewarrina Aboriginal Fish Traps (Baiames Ngunnhu):**

About 6ha, off Doyle Street, Brewarrina, comprising an area enclosed by straight lines joining the following Map Grid of Australia (MGA) points consecutively:

1. 486260mE 6685850mN;
2. 486230mE 6685810mN;
3. 486060mE 6685810mN;
4. 485780mE 6685780mN;
5. 485760mE 6685870mN;
6. 485820mE 6685900mN;
7. 485980mE, 6685930mN;
8. 486100mE 6685970mN;
9. 486170mE 6685970mN then directly to the point of commencement.

Criterion**Values**

(b)
the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.

The Aboriginal fishery at Brewarrina (Ngunnhu) is rare in being a dry-stone fish trap located on a large river system and the largest trap recorded. The Ngunnhu features a very complex design that exploits an unusual location.

Aboriginal people used the unusual combination of a large rock bar, seasonal river flows and suitable local rocks to develop the Ngunnhu. It is nearly half a kilometre long and consists of a series of dry-stone weirs and ponds arranged in the form of a net across the Barwon River. The size, design and complexity of the Ngunnhu is exceptionally rare in Australia.

(f)
the place has outstanding heritage value to the nation because of the place's importance in demonstrating a high degree of creative or technical achievement at a particular period.

The Ngunnhu is exceptional as it is an unusual and highly innovative development in pre-European Aboriginal technology. The stone-walled pens are designed to withstand the high water flows of the Barwon River. They are tear-drop shaped with the convex wall facing upstream. Some of the pen walls are higher than others enabling their use during both low and high water flows. This is combined with pond gates set at different locations enabling fish to be caught as they migrated both upstream and downstream. The structure of the Ngunnhu demonstrates the development of a very efficient method for catching fish involving a thorough understanding of dry stone wall construction techniques, river hydrology and fish ecology.

Criterion

Values

(g)
the place has significant heritage value because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

The Ngunnhu has a strong social, cultural and spiritual association with Aboriginal people. While the Ngemba people are the custodians of the Ngunnhu, it was Baiame's wish that other tribes in the region, including the Morowari, Paarkinji, Weilwan, Barabinja, Ualarai and Kamilaroi should use it in an organised way. He allocated particular traps to each family group and made them responsible under Aboriginal law for their use and maintenance.

The Ngunnhu is of outstanding heritage value to the nation because it shows how an ancestral creation being, under Aboriginal law, determined the social, cultural and spiritual associations between a number of Aboriginal groups and a built structure on one group's land.

(i)
the place has significant heritage value because of the place's importance as part of Indigenous tradition.

Baiame, an ancestral being, is responsible for the design and traditional use of the Ngunnhu. He created the plan of the Ngunnhu by throwing his net across the Barwon River. Baiame dug up stones and boulders and he and his two sons Booma-ooma-nowi and Ghinda-inda-mui set them out in the pattern of a great fish net. They were constructed to resist damage during periods of high and fast water flows.

Neighbouring tribes were invited to the Ngunnhu to join in great corroborees, initiation ceremonies, and meetings for trade and barter. The Ngunnhu were, and still are, a significant meeting place to those Aboriginal people with connections to the area and continue to be used.

The role of an ancestral being (Baiame) in creating built structures is extremely unusual in Aboriginal society and makes both the structure (Ngunnhu) and the story nationally important.

TASMANIA**Tasman Municipality****Port Arthur Historic Site:**

About 197ha, Arthur Highway, Port Arthur, comprising the area covered by the Port Arthur Historic Site Conservation Plan (Godden Mackay Context 2000) and that part of Point Puer to the north of a line joining the following AMG points: 570200mE 5220880mN, 570540mE 5220890mN and 570670mE 5220980mN.

Criterion

(a)
the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Values

Port Arthur Historic Site is a major and critical component of the British convict system constructed in Australia. The system is an example of a 19th century European colonial strategy of exporting prisoners and using their labour to establish a colonial economy. In Australia, this strategy had a significant impact on early colonial development and on the overall Australian psyche.

In particular, Port Arthur demonstrates to a high degree, an aspect of this British colonial process during the 19th century - the adaptation of the British penal system to Australian conditions and the evolution of the secondary punishment system away from its British origins.

The Probation System, 1839-53 — a system used only in Van Diemen's Land and at Norfolk Island — was a uniquely Australian approach to convict management, providing punishment to ensure that transportation remained a deterrent, but also opportunities for reform and betterment. The system is important in the context of both Australian and World penal history. Port Arthur is unusual as it operated as a regional centre for a number of probation stations throughout the Tasman Peninsula.

Port Arthur was effectively an industrial establishment. The extent of former industrial operations illustrates the importance of 'work' in the penal system and the role of the convict used as human capital in building colonial economies. Port Arthur has seen the advent and growth of a number of key industries in Tasmania including timber, shipbuilding, foundries and the manufacture of building materials including bricks and pottery. The Point Puer establishment (1833-1849) and the Port Arthur Separate Prison (erected 1848-1852) demonstrate the slow global evolution and spread of 19th century ideas about punishment and social reform.

The Separate Prison represents the British (and hence

Criterion

Values

(a) continued

Australian) shift away from the use of physical punishment in an isolated setting to deter crime to an emphasis on psychological manipulation to reform criminal attitudes including isolation from contamination.

After the cessation of transportation in 1853, Port Arthur also became a welfare institution for lunatics (convicts found insane during servitude), ex-convicts, convict invalids and paupers, demonstrating the human legacy of the British convict system. The Port Arthur Asylum (1868) is an important exemplar of then contemporary British thinking about better ways to manage and cure mental illness.

Port Arthur Historic Site is an outstanding, very rich and complex cultural landscape, the primary layers of which relate to the convict era (1830-77) and subsequent eras as a country town and tourist site, including a State National Park and a major historic site under conservation management. It combines the contradictory landscape qualities of great beauty and association with a place of human confinement and punishment. Since 1830 there have been many phases of significant development, decline and change with several major bushfires, demolitions, constructions, major landscape alteration and maturity of plantings, and more recently, restoration, stabilisation and conservation.

A gunman took the lives of thirty-five people and wounded nineteen others on 28 April 1996 - an additional layer of tragic significance was added to the place. A memorial marking the event was created around the site of the former Broad Arrow Cafe and includes the Huon Pine Cross erected soon after the event. Port Arthur Historic Site is significant as the site of contemporary large-scale loss of human life outside the context of war, and as an event that led to changes in Australia's national gun laws.

The attribute related to this criterion is the entire place.

(b)
the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.

Port Arthur Historic Site is one of a small set of penal settlements in Australia specifically developed for convicts described at the time as recidivists and political prisoners. It was established in 1830 as a 'prison within a prison'. Today, only Port Arthur, Norfolk Island and perhaps Maria Island are able to actively demonstrate this aspect of Australia's convict history through their cultural landscapes and artefact collections.

The Port Arthur Historic Site includes the satellite convict

CriterionValues

(b) continued

settlement of Point Puer set up specifically to house convict boys. Point Puer is one of a limited set of convict settlements in the Australian colonies to receive a single category of prisoners and is rare as a reformist institution for convict boys.

The Separate Prison and the Lunatic Asylum are relatively intact rare examples of innovative ways of managing criminals and the mentally ill in the mid-19th century adapting the most modern European ideas of reform.

The attributes related to this criterion are the entire place, including the artefact collection, and particularly, Point Puer, the Separate Prison, and the Lunatic Asylum.

(c)
the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.

Port Arthur Historic Site has extensive research potential because of the place's relative integrity and authenticity and the ability of the material culture present to provide unique insight, primarily into the convict experience.

In combination, the oral tradition, documentary evidence, collections, structures, engineering relics, (both terrestrial and maritime) archaeological features and landscape at Port Arthur Historic Site have unparalleled potential for community education.

The Port Arthur Historic Site landscape is, in itself, a complex artefact which illustrates both former uses and changing use over time.

Port Arthur Historic Site's buildings, engineering relics and other structures contain, within their fabric, evidence of construction technology, available materials and adaptation to suit local conditions.

The Port Arthur Historic Site records and collections, including archaeological, provide a substantial research resource which, in conjunction with documentary evidence, have the potential to reveal and present much of the Port Arthur story.

Port Arthur Historic Site also has the potential to allow the exploration of particular aspects of Australia's convict past such as how many key industries in Tasmania operated including timber, shipbuilding, foundries and the manufacture of building materials including bricks and pottery, and other early trades; and how the boy's establishment at Point Puer, a unique experiment in penal segregation, operated.

Criterion

Values

(c) continued

Lempriere's tidal benchmark, placed on the Isle of the Dead in 1841, is believed to be the earliest benchmark installed anywhere in the world. As such, it has exceptional historical and scientific significance in the international field of climate research because of the run of the related surviving records from that time until 1848 and the comparative base provided for current recordings on sea levels.

The attribute related to this criterion is the entire place, including its records and collections.

(d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:

- (i) a class of Australia's natural or cultural places; or
- (ii) a class of Australia's natural or cultural environments.

Australia's convict sites share patterns of environmental and social colonial history including classification and segregation; dominance by authority and religion; the provision of accommodation for the convict, military and civil population; amenities for governance, punishment and healing, and the elements of place building, agriculture and industry. Port Arthur Historic Site is outstanding in demonstrating the principal characteristics of an Australian Convict Site because:

- It presents important aspects of Australia's convict system including changing attitudes to punishment, reform, education and welfare;
- The physical landscape and setting at Port Arthur Historic Site retain a high degree of integrity and authenticity, thereby providing important evidence of the history and use of the place;
- The form and location of elements at Port Arthur Historic Site display deliberate design and arrangement, reflecting the order and hierarchy of Port Arthur's military and penal history;
- The built environment at Port Arthur Historic Site displays a large, surviving concentration and wide range of 19th century design, engineering and construction techniques in a range of materials and built forms;
- Substantial parts of the site include known stratified archaeological deposits of material culture, which can be analysed to yield information about the site unavailable from documentary sources alone;
- Port Arthur Historic Site's records, including manuscripts, maps, published material, photographs, historical, archaeological and architectural records, and databases, provide an extensive resource for a broad range of historical and social research; and
- Port Arthur Historic Site illustrates changing approaches to heritage conservation philosophy and practice and is considered a landmark place for place and materials conservation.

CriterionValues

(d) continued

The attributes related to this criterion are the entire place and its records.

(e)
the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group.

Port Arthur Historic Site is a complex layered cultural landscape, where the topography, plants and built elements combine to provide a physical chronicle of an eventful and dramatic past. The physical landscape present today evokes both the establishment of a British convict settlement in a remote Tasmanian setting and more than a century and a half of human history.

Port Arthur is a landscape of picturesque beauty. Its ruins and formal layout, in a serene setting, and the care with which this is maintained, symbolise a transformation in Australia from 'hated stain' to celebration of a convict past.

The picturesque setting of Port Arthur, recognised since the early days of the settlement, features buildings in a landscape of hills with valley, edged by harbour and forest. Port Puer and the Isle of the Dead, especially when viewed across Mason Cove, provide visual and historic focal points in important vistas. Similarly, Port Arthur is dramatic when viewed across the water from these settlements or from the water. The Church and the Penitentiary have both landmark and symbolic value for a variety of vistas to and within the historic site.

The melancholic drama of Port Arthur's cultural landscape both in the past and today has inspired art and literature including its portrayal in Marcus Clarke's 1874 novel "For the Term of His Natural Life".

The Port Arthur penal settlement is one of a small set of places of secondary punishment (together with Norfolk Island, Sarah Island and Maria Island) which relied on an 'alien', often water-bounded landscape to form the bars of the prison. The harbour location and views to and from the water are integral elements of both the visual and historical quality of the place.

The parkland of today's Port Arthur is, in part, an accidental and deliberate artefact of park management practices. This, in the context of ruined buildings and mature English trees, which in their turn, were, in part, a function of deliberate design intent, now seems to project an idealised notion of rustic contentment contrasting dramatically with Port Arthur's known penal history. This paradox is a very important part of the place's significance. The built and planted elements at Port Arthur combine in an image of an 'English' place established in the strongly contrasting Australian bush and marine setting of a rugged coastline.

Criterion

Values

(e) continued

For families, survivors, rescuers, staff and others associated with the 1996 tragedy, the Broad Arrow Cafe and other areas on site associated with the tragedy and subsequent memorial services evoke strong emotional responses as a reminder of the event.

The attribute related to this criterion is the entire place in its setting.

(g)
the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

Port Arthur Historic Site is a place where the aspects of Australia's convict experience are recalled within a picturesque landscape as a reminder of our inherited psyche and our communal past.

Port Arthur is the best-known symbol of Australia's convict past, a highly revered icon that symbolically represents Tasmania's place in Australian history.

The Arcadian qualities of the Port Arthur landscape are valued by most visitors to the place and by generations of Tasmanians.

For Australians broadly, particularly those of Anglo-Celtic background, Port Arthur is a place to reconnect with their colonial roots, real or imagined, and reflect on the meanings of the past. For some, the search for early family associations and identity has led to Port Arthur and the rediscovery of personal links with convictism.

Port Arthur has always been a place where visitors from across the world are moved emotionally, possibly one of the few such cathartic locations in post-settlement Australia.

Port Arthur Historic Site is a symbol of modern heritage practice in Australia – an expression of how we care (or, as in the past, have not cared so much) about our heritage. It holds an important place in the history of modern heritage conservation in Australia.

Port Arthur has become a particularly poignant, symbolic and special place following the April 1996 tragedy. The tragedy has become a prominent political symbol in Australia – 'Port Arthur' is now understood nationally and worldwide to encapsulate the debate and new policies for national gun reform. This has clearly added a new and emotionally powerful layer to the national meaning of the place.

The attribute related to this criterion is the entire place.

Criterion

(h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.

(h) continued

Values

Port Arthur Historic Site has outstanding heritage value to the nation because of the place's special association with British convicts in Australia and their administrators in the period 1830 to 1877.

Port Arthur, in conjunction with other Australian convict sites, exemplifies a world-wide process of colonial settlement. The British colonial penal system, evident in post-1788 Australia and demonstrated to a high degree at Port Arthur, was significant in progressing 18th and 19th century European colonization.

John Howard, prison reformer, and Jeremy Bentham, philosopher and jurist, were instrumental in the changes to the criminal system in Britain that advocated reform rather than punishment and inspired the probationary system and the use of separate cells instituted at Port Arthur.

Captain Joshua Jebb designed London's Pentonville prison, one of the first model prisons erected between 1840 and 1842. Pentonville and its separate system were considered to be a success, and thus were adapted at other penal institutions including Port Arthur's Separate Prison (c1849).

Governor Arthur: the Governor of Van Diemens Land at the time that Port Arthur was established as a penal settlement and the person after whom it was named. He was involved first hand in the rules and regulations which gave order to Port Arthur.

Sir John and Lady Franklin: Sir John Franklin was the Governor of Tasmania 1837-43. He and his wife, visited Port Arthur in March 1837 to review operations at the penal settlement.

The Corps of Royal Engineers were responsible for planning, designing and constructing buildings at Port Arthur after assuming responsibility for structures located at penal stations throughout the Tasman Peninsula in 1835.

Commandant Charles O'Hara Booth, Commandant William Champ, and Superintendent James Boyd, were all significant in either the development or in the management of Port Arthur as a penal settlement and several of them had important roles at other places beyond Port Arthur, linked to the wider convict system or related to their period at Port Arthur.

Thomas Lempriere: Commissariat Officer at Port Arthur during the 1830s and 1840s. In 1841, he had a tidal benchmark

Criterion

Values

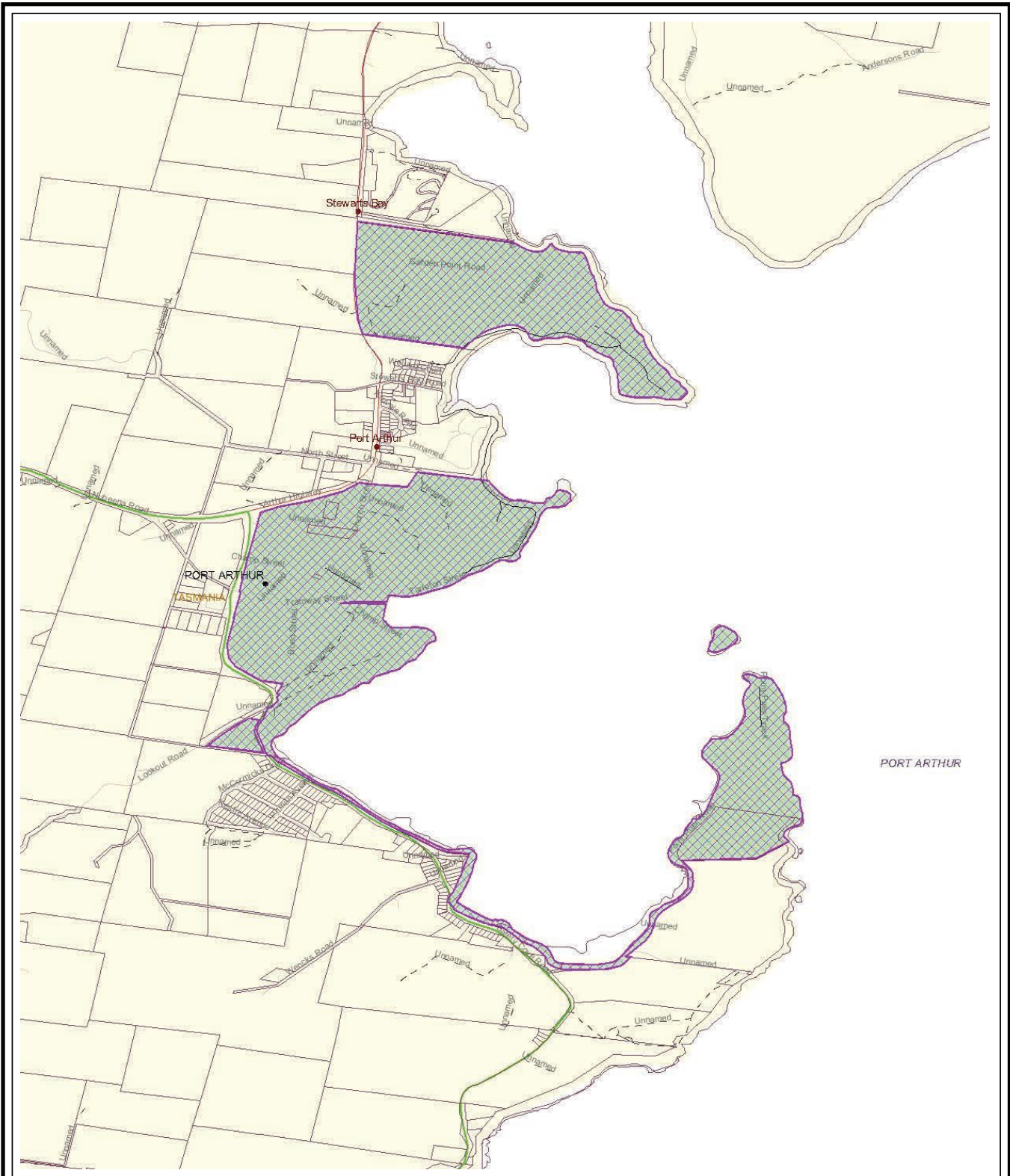
carved into a north facing vertical rock on the Isle of the Dead from

which he took regular tidal readings until his departure from the settlement in 1848.

William Smith O'Brien: the leader of the Young Ireland Movement who was found guilty of treason for his part in a failed armed rebellion against British rule of Ireland – he was a significant political prisoner. He was transported for life to Van Diemen's Land in 1848. In 1849, he was transferred to Maria Island, and then later Port Arthur, where he was placed in the cottage that now bears his name. He gained a ticket-of-leave, and left Port Arthur on 18 November 1850.

Other notable inmates were John Frost: Welsh Chartist and leader of the first truly working class movement in Britain providing the foundations of the Westminster System of government; and Linus Miller: 'Canadian' patriot and a leader of the anti-British forces of the Canadian rebellion of 1837-38.

For a description of any references quoted above, and more information on each of the places please search the Australian Heritage Database at <http://www.deh.gov.au/cgi-bin/ahdb/search.pl> using the name of the place.



Place Details

Place Name: Port Arthur Historic Site
Place ID: 105718
Heritage List: National Heritage List
Class: Historic
Status: Listed place
Street Name: Arthur Hwy
Suburb or Town: Port Arthur
State: TAS
Postcode: 7182

Scale 1:20000



Australian Government
 Department of the Environment and Heritage

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Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF EIGHT CONVICT-RELATED PLACES
IN THE NATIONAL HERITAGE LIST

I, Malcolm Bligh Turnbull, Minister for the Environment and Water Resources, having considered, in relation to each of the eight places listed in the Schedule of this instrument -

- (a) the Australian Heritage Council's assessment whether the place meets any of the National Heritage criteria; and
- (b) the comments determined to have been given to the Council under section 324JH of the *Environment Protection and Biodiversity Conservation Act 1999*; and

being satisfied that each place specified in the Schedule has the National Heritage value or values specified in the Schedule, include, pursuant to section 324JJ of the *Environment Protection and Biodiversity Conservation Act 1999*, each place listed in the Schedule in the National Heritage List.

Dated 2nd day of May 2007

Malcolm Bligh Turnbull
Minister for the Environment
and Water Resources

SCHEDULE

STATE

Local Government Area

Name:

Location / Boundary

Criteria / Values

NEW SOUTH WALES

Hawkesbury City

Old Great North Road:

About 120ha, 1km north-east of Wisemans Ferry, comprising an area bounded by a line commencing at the intersection of the Old Great North Road and an unnamed road (approximate MGA point E 313175 N 6306540), then southerly via a 70m offset to the east of the unnamed track to its intersection with the Wiseman Geodetic Station (approximate MGA point E 313211 N 6305417), then south easterly via a ridgeline to its intersection with MGA northing 6304668mN (approximate MGA point E 313806 N 6304668), then directly to an unnamed creek at approximate MGA point E 313905 N 6304566, then south easterly via the middle thread of the unnamed creek to its intersection with the western side of an unnamed track (approximate MGA point E 314207 N 6304034), then southerly via the western side of the unnamed track to its intersection with the Dharug National Park boundary (approximate MGA point E 314456 N 6303225), then westerly and northerly via the park boundary to the intersection of the Old Great North Road and Settlers Road, then northerly via the Old Great North Road to the point of commencement.

Criterion

Values

(a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

The Old Great North Road is the best surviving example of an intact convict built road with massive structural works which remain undisturbed by later development on or around the road.

Re-offending convicts were sentenced to hard labour in road gangs where they worked in isolated and harsh conditions for months at a time. The worst convicts worked in leg irons and collars. The road gangs served to maintain order within the settlements and were intended to dissuade criminal activity in Britain and rebut the view that transportation was desirable.

This section of the road is a particularly challenging and steep 7.5 km segment of the 250 km long Great North Road which took over ten years to complete (1826-36). It includes both Finch's Line built in 1828 and the realigned road ascending Devine's Hill built between 1829-32. The road construction required substantial cut and fill operations, the building of massive dry stone retaining walls up to 9.5 metres high supported by stone abutments and the construction of an extensive drainage system.

Criterion	Values
(a) continued	<p>The place retains a comparatively rich array of structural features and construction elements, including both the original alignment of the road (Finch's Line) and the realigned ascent of Devine's Hill, the retaining walls with their abutments, cuttings, embankments, quarry sites and drains. The road construction illustrates the design solution to overcome terrain conditions in the bushland environment.</p> <p>The landscape setting with the road works and stockade indicates the work practices and living conditions of the convict labourers and their supervisors. The engraved '25 R. Party' and the convict graffiti rock carving convey an evocative link to the people involved in the works.</p> <p>Old Great North Road provides evidence of the transition of New South Wales from a penal colony to a permanent settlement and is an excellent representation of the extensive road building undertaken by Governor Ralph Darling to expand the colony, provide transportation and communication links with dispersed settlements, and provide harsh punishment for convicts.</p>
(g) the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.	<p>The place has strong associations with the local community as evidenced by the Convict Trail Project which two local communities instigated in 1994 by building on existing community involvement in initiatives to preserve the local area.</p> <p>The Convict Trail Project has become an over-arching body that draws together all parties with an interest in the Great North Road, including community, government, research and heritage professionals. It has been nationally recognised as one of the most successful community-based heritage organisations.</p>

NEW SOUTH WALES**Leichhardt Municipality****Cockatoo Island:**

About 18ha, in Sydney Harbour, between Birchgrove Point and Woolwich Point, comprising the whole of the Island to low water.

Criterion**Values**

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Cockatoo Island is a convict industrial settlement and pre and post-federation shipbuilding complex. It is important in the course of Australia's cultural history for its use as a place of convict hard labour, secondary punishment and for public works, namely its history and contributions to the nation as a dockyard.

Fitzroy Dock is outstanding as the only remaining dry dock built using convict and prisoner labour and it is one of the largest convict-era public works surviving in Sydney. The dock was the earliest graving dock commenced in Australia and was one of the largest engineering projects completed in Australia to that time. Convicts excavated 580,000 cubic feet of rock creating 45 foot (14 metre) sandstone cliffs that extended around the site just to prepare the area for the dock, a huge technical achievement in itself.

The dockyard's lengthy 134 years of operation and its significance during both world wars, and in Australia's naval development and service as the Commonwealth dockyard all contribute to its outstanding value to the nation. It is the only surviving example of a 19th century dockyard in Australia to retain some of the original service buildings including the pump house and machine shop. The powerhouse, constructed in 1918, contains the most extensive collection of early Australian electrical, hydraulic power and pumping equipment in Australia.

The surviving fabric related to convict administration includes the prisoners' barracks, hospital, mess hall, military guard and officers' room, free overseers' quarters and the superintendent's cottage. Evidence of convict hard labour includes the sandstone buildings, quarried cliffs, the underground silos and the Fitzroy Dock.

Cockatoo Island's dockyard, through its contribution to Australia's naval and maritime history, demonstrates outstanding significance to the nation. Fitzroy Dock is the oldest surviving dry dock in Australia operating continuously for over 134 years (1857-1991). The dockyard has direct associations with the convict era, Australia's naval relationship with its allies (particularly Britain during the nineteenth and early twentieth centuries) and Australia's naval development, especially during the First and Second World Wars. Cockatoo Island's development into Australia's primary shipbuilding facility and Australia's first Naval Dockyard for the RAN (1913-21) further demonstrates its outstanding importance in the course of Australia's history.

Criterion

Values

(c) The place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.

There has been considerable archaeological investigation on Cockatoo Island by the Sydney Harbour Federation Trust. This has indicated that it has significant research potential in terms of enhancing the knowledge of the operation of a convict industrial site and a long running dockyard.

The surviving archaeological elements of now demolished or obscured structures and functions of the dockyard, in particular the remains of docks, equipment, warehouse and industrial buildings and a range of cranes, wharves, slipways and jetties, have potential to illustrate and reveal the materials, construction techniques and technical skills employed in the construction of shipbuilding and dockyard facilities that are no longer available through other sources in Australia. The archaeological resources also have importance in demonstrating changes to maritime and heavy industrial processes and activities in Australia from the mid-nineteenth century.

The dockyard contains the earliest, most extensive and most varied record of shipbuilding, both commercial and naval, in Australia. This is supported by extensive documentary evidence in the National Archives.

(d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of: (i) a class of Australia's natural or cultural places; or (ii) a class of Australia's natural or cultural environments.

Cockatoo Island represents some of the principal characteristics of Australian convict sites including: hard labour as a means of punishment and deterrence to the British 'criminal class'; use of convict labour for the establishment of the colony through public works; and secondary punishment for re-offending convicts.

Cockatoo Island is of outstanding importance to the nation as a site of severe punishment. The level of severity is expressed through the policy to extend convicts with 'no indulgence beyond the strict Government ration'. The fundamental purpose of Cockatoo Island was to be the worst possible place imaginable and the ultimate deterrent and is a fine example as a symbol of the harsh treatment used to deter the 'criminal class' in Britain. Fitzroy Dock and its associated excavation and buildings are outstanding examples of the use of convict and prisoner labour for public works. The underground silos, remaining evidence from quarrying and the group of convict built structures on the island are also a testament to public works undertaken by the convicts. Although convicts under various sentences ended up at Cockatoo Island, it was established specifically as, and primarily was a place of secondary punishment for re-offending convicts.

Cockatoo Island critically represents the principal characteristics of a dual use convict site, one that both incarcerates convicts and provides them with hard labour.

Criterion

Values

(d) continued

The values expressed at Cockatoo Island are important for their ability to demonstrate the function, planning layout and architectural idiom and principal characteristics of an imperial convict public works establishment of the 1840s; and the functions, planning layout and architectural idiom and principal characteristics of a range of structures and facilities associated with the development and processes of the dockyard and shipbuilding industry over a period of 134 years.

NEW SOUTH WALES

Parramatta City

Old Government House and the Government Domain:

About 50ha, O'Connell Street, Parramatta, comprising all that part of Parramatta Park and Old Government House, as entered in the New South Wales Heritage Register on 2 April 1999, that is located to the north of the Great Western Railway Line and to the south and west of the right bank of the Parramatta River.

Criterion

Values

- | | |
|--|---|
| <p>(a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.</p> | <p>Old Government House and the former Government Domain in Parramatta Park provides a most significant tangible link with the earliest days of the foundation of the colonial development of Australia in 1788.</p> <p>Old Government House at Parramatta is the oldest surviving public building on the Australian mainland, and the only early colonial Government House to have survived relatively intact, particularly illustrated by brick flooring of the Phillip era building of July 1790 on display. The three rooms at the front of the main section of the house date to Governor Hunter in 1799 while the remainder of the Palladian style main house and the two side pavilions date to Governor Macquarie in 1818. It provides a publicly accessible cultural focus and landmark for many Australians, providing physical evidence of the earliest years of colonial development.</p> <p>The house and domain also represent convict working places as well as primary sites associated with the foundation of British colonial settlement. The house itself and the surrounding historic elements such as the Crescent, the governor's dairy, the bathhouse, memorials, carriageways and gatehouses, and the remains of Governor Brisbane's observatory, all reflect the establishment of agricultural production, the administration of the colony, the administration of the convict system in Australia, the commencement of town planning, and the site of some of Australia's earliest astronomical and botanical endeavours.</p> |
| <p>(c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.</p> | <p>The Government Domain is an extensive cultural landscape that has yielded archaeological evidence and has potential to yield more, particularly as a convict work place. Supporting information of historic documents and images are available in public records.</p> |

Criterion**Values**

- (d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:
(i) a class of Australia's natural or cultural places;
or (ii) a class of Australia's natural or cultural environments.

Old Government House in its setting of the former Governor's Domain is significant as a cultural landscape of importance in Australia's history. Although the Park has been reduced from the original 99.6 hectares to 85 hectares, allocated in 1856, it contains a number of historic elements that have a tangible link with the earliest days of the foundation of British colonial settlement of Australia, and that interlink with the landscape. These historical elements include the Crescent, the governor's dairy, the bathhouse, memorials, carriageways and gatehouses, and the remains of Governor Brisbane's observatory. These historic elements demonstrate strong links with cultural processes of importance in Australia's development from a penal colony dependant on Great Britain to a self governing colony.

Old Government House provides evidence of the evolution of early colonial and convict administration. The development of the house itself mirrors the growth and complexity of these processes, both as the governor's home and as the seat of administration, while the Domain and the Crescent mark the commencement of agricultural production in Australia.

Other historic elements within the Domain provide evidence of the beginnings of astronomical and botanical science in this country. Uniquely for a site of this age in Australia, the pattern of use and living established by the early governors is still clearly legible in the house and the surviving historic elements in the landscape.

- (h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.

Old Government House and the Governor's Domain at Parramatta Park are significant for their association with the life and work in Australia of the early colonial governors. Governors Phillip, Hunter, King, Macquarie and Brisbane all resided and worked at the house, and all have left their mark on the site through their development of the fabric of the respective buildings and the enhancement of the Domain. Old Government House and the Domain provide a remarkable insight into the life and work of these governors. This insight is enhanced by the wealth of information available about the site, both in terms of its documentation and the pictorial representations and photographs of the various stages of its development.

NEW SOUTH WALES

Sydney City

Hyde Park Barracks:

Macquarie Street, corner Prince Albert Road, Sydney, comprising Lots 45 to 49 DP 47116, that part of Lot 43 DP 47116 south of the alignment of the northernmost segment of the northern boundary of Lot 49 DP 47116 and Lot 1 DP 48231.

Criterion

Values

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Hyde Park Barracks represents a turning point in the management of British convicts in Australia. The construction of the Barracks in 1819 enabled the more systematic control of government assigned male convicts and the work they undertook. Convicts were subject to greater surveillance and their freedom was restricted. As such, the Barracks demonstrated the penal philosophy that transportation was a punishment and that convicts should be subject to hard labour and strict control.

Hyde Park Barracks is one of the first buildings of substantial design and construction to be built in a colony which until then had consisted of mainly makeshift constructions. The values of the place are reflected in the Old Colonial Georgian simplicity of design, the scale of the complex, its prominent siting and setting, the quality of the brick and stonework and interior timber construction.

Hyde Park Barracks is also important because it demonstrates Governor Lachlan Macquarie's vision for Sydney and the growing colony as a permanent settlement. On initially surveying the colony Governor Macquarie became convinced that infrastructure needed to be developed. The construction of Hyde Park Barracks as an architecturally designed and substantial structure reflects this permanency while its function as a convict barracks provided the centralised workforce necessary to sustain large scale infrastructure projects.

- (b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.

Hyde Park Barracks is the only remaining barracks building and complex from the Macquarie era of convict administration, and as such, represents a rare aspect of Australia's cultural history.

The place retains its integrity as a barracks complex with its intact barracks building, its external expression of its structural elements, the simplicity of its exterior and interior with its large unadorned spaces, its perimeter walls, parts of the two gate lodges, the former pavilion, the walled enclosure and the unadorned spaces of its curtilage.

The values of the place are also reflected in the Old Colonial Georgian simplicity of the Barracks' design.

Criterion

Values

(h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.

Hyde Park Barracks is the only remaining place which represents the intersection between Governor Macquarie's architectural and social aspirations for the colony. Macquarie's governorship saw a significant change in the administration of the colony, as it developed from a penal colony towards a more fully fledged colonial society.

Francis Greenway, as the first official Government Architect, is regarded by many as Australia's first architect. Hyde Park Barracks building and complex is regarded as one of his best works, and he was granted an Absolute Pardon at its opening in recognition of his contribution to the colony.

TASMANIA

Glamorgan - Spring Bay Municipality

Darlington Probation Station:

About 376ha, Darlington, Maria Island, comprising an area bounded by a line commencing at the intersection of MGA northing 5283570mN with the High Water Mark at approximate MGA point 586027mE 5283570mN, then via straight lines joining the following MGA points consecutively; 586078E 5283541N, 586154E 5283533N, 586257E 5283575N, 586273E 5283621N, 586339E 5283706N, 586438E 5283770N, 586522E 5283857N, 586589E 5283907N, 586782E 5283965N, 587048E 5283977N, 587148E 5284006N, 587194E 5284068N, 587215E 5284162N, 587327E 5284370N, 587547E 5284301N, 587627E 5284307N, 587655E 5284378N, 587575E 5284535N, 587579E 5284702N, 587609E 5284762N, 587685E 5284806N, 587704E 5284883N, 587730E 5284911N, 587784E 5284911N, 587903E 5284877N, 587981E 5284865N, 588036E 5284824N, 588158E 5284662N, 588430E 5284450N, 588669E 5284295N, 588720E 5284221N, 588752E 5284066N, 588804E 5284012N, 588893E 5283973N, 589015E 5283969N, 589201E 5284006N, 589303E 5284058N, 589327E 5284108N, 589303E 5284201N, 589136E 5284350N, 589013E 5284452N, 588927E 5284543N, 588822E 5284704N, 588804E 5284776N, 588824E 5284851N, 588889E 5285000N, 588911E 5285173N, then directly to the intersection of MGA northing 5285205mN (approximate MGA point 588941mE 5285205mN), then northerly and southerly via the High Water Mark to the point of commencement. Also included is the jetty located at Darlington Bay.

Criterion

Values

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

As Australia's most intact example of a convict probation station, Darlington is considered to be a significant aspect of Australia's cultural history. With a natural environment setting that has few competing elements, the precinct possesses a rare sense of place. The intactness of the 13 buildings and structures and their relationship with each other uniquely demonstrate the philosophy behind the probation system.

The probation system was the last major phase of convict management in eastern Australia, implemented following the abolishment of the highly criticised assignment system. It formed a significant part in the pattern of convict history implemented in 1839 and continuing until 1854. Darlington Probation Station operated from 1842-1850. The philosophy behind a probation station was to use classification, segregation, education, religious instruction and stages of punishment to reform and manage convicts.

Of at least 78 probation stations established in Tasmania, Darlington Probation Station is the most outstanding representative example. Its isolated location made it an ideal choice for a probation station as it was away from free settlements and, being on an island, it also deterred escape.

Criterion	Values
(a) continued	The buildings remaining at the precinct illustrate the probation system philosophy. The mess hall and school room represent the education of convicts. The chapel, clergyman's quarters and religious instructor's quarters depict the focus on religious schooling. The prisoner's barracks and ruins of the separate apartments demonstrate the classification system for convicts, whereby well behaved convicts could live together in dormitories while the worst class was housed in separate apartments. The solitary cells demonstrate the use of isolation for punishment. The convict barn and oast house/hop kilns represent some of the task work undertaken by the convicts. No other probation station in Tasmania, or Australia is able to demonstrate this strong association as effectively as Darlington Probation Station.
(h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.	Darlington Probation Station is significant for its association with the Governorship of Sir John Franklin. Franklin was Lieutenant Governor of Tasmania from 1837-1843 at a critical time in Australia's convict history, following the departure of Colonel Arthur and the Molesworth Inquiry into transportation. Governor Franklin was responsible for establishing the probation system to replace the assignment system. The probation system was a major feature of the convict system in Australia and Darlington Probation Station is the most representative and intact example of this system.

TASMANIA

Hobart City

Cascades Female Factory:

About 0.5ha, Degraeves Street, South Hobart, comprising Yards 1, 3, and Yard 4 South, being Land Parcels 1/202398, 1/229358 and 1/229260.

Criterion

Values

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Cascades Female Factory is highly significant because of its association with the lives of convict women, its demonstration of the changing philosophies of punishment and reform as they relate to women and as a place of tremendous suffering and inhumane treatment.

Convict women made a significant contribution to the development of the colonies. They contributed their labour and their presence was regarded as contributing to social cohesion and stability and they populated the colonies.

Over half of the 25 000 convict women sent to Australia were sent to Van Diemen's Land, the majority spending some time at Cascades Female Factory as it was the primary site for the reception and incarceration of women convicts. It was one of the colony's longest running penal institutions operating from 1828 to 1856.

Female factories were a unique colonial response to the management of convict women, one that reflects both moral and penal philosophies. The factories were multifunctional but were intended largely for reform. They operated as places of work, places of punishment, hiring depots and places of shelter for women between assignments and those who were sick, infirm or pregnant.

The high exterior walls surrounding Yards 1, 3 and 4 South remaining at Cascades Female Factory demonstrate the need to isolate convict women from negative influences and in turn protect society from their corrupting influence. The matron's cottage at Yard 4 South demonstrates its function both as the residence of the administrator and a model for civil society.

Cascades Female Factory had a range of infrastructure associated with its different functions, most of which is now archaeological remains. Yard 1 which was initially the full extent of the factory is thought to contain subsurface evidence of convict dormitories, twelve solitary cells, chapel, staff quarters, and separate courtyards and buildings for the nursery, hospital, kitchen and punishment, crime and hiring classes.

The changing approaches to punishment and reform are demonstrated in the move from convict dormitories in Yard 1 to the solitary apartments in Yard 3 built in 1845 which survive as sandstone footings and subfloor cavities. Isolation from fellow convicts was considered in the time of the probation system to be conducive to repentance and reform.

- (a) continued

Cascade Female Factory is highly significant as a site of great suffering. Its appalling living conditions and excessively high infant mortality were the subject of numerous inquests and inquiries. Although the causes of suffering and the management regimes are very different, it can be considered along with Norfolk Island as a place of harshness and inhumanity.
- (b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.

Cascades Female Factory is rare as the only remaining female factory with substantial extant visible fabric. The remaining walls in particular evoke a sense of the isolation, control and harshness experienced by women convicts and their children. Cascades Female Factory as represented by Yards 1, 3 and 4 South is also uncommon in its extensive sub-surface occupational deposits which reflect the evolution of the Female Factory, and the later phases of its use.
- (c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.

Yards 1, 3 and 4 South are largely unexcavated and have considerable archaeological and research potential. There are also extensive documentary and pictorial collections associated with the site. The archaeological potential along with the documentary and pictorial collections can significantly add to the knowledge and understanding of convict women and their children which is an emerging area of study and scholarship.
- (g) the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

Cascades Female Factory is highly valued by community groups and historians as a place that reflects the significant story of convict women. The absence of intact historic sites and fabric associated with convict women makes what remains at Cascade Female Factory of national value. The place has become an important catalyst for academic and community interest in the important role convict women played in the development of the colonies. Cascades Female Factory site is also valued as an important part of the wider story of women in Australia.

TASMANIA

Tasman Municipality

Coal Mines Historic Site:

About 350ha, 3km north of Saltwater River, comprising the following areas:

1. Coal Mines Historic Site State Reserve;
2. An area bounded by a line commencing at the intersection of the northern boundary of the Coal Mines Historic Site with MGA easting 558200mE (approximate MGA point 558200mE 5241560mN), then via straight lines joining the following MGA points consecutively; 558160mE 5241830mN, 558100mE 5242480mN, 557920mE 5242660mN, 557710mE 5242560mN, 557510mE 5242070mN, then southerly to the intersection of the southern boundary of Lime Bay Nature Reserve with MGA easting 557470mE (approximate MGA point 557470mE 5241700mN), then easterly via that boundary and its alignment to the point of commencement;
3. A 340 metre seaward offset extending between the easterly prolongations of the northern and southern boundaries of the Coal Mines Historic Site. The offset extends from the High Water Mark.

Criterion

Values

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

The Coal Mines Historic Site contains the workings of a penal colliery that operated from 1833-1848. It is associated with British convict transportation to Australia and at its peak accommodated up to five hundred convicts and over a hundred others including guards and their families. It is a relict industrial landscape demonstrating the structure, spatial layout and operation of a penal probation station and its support industries (a lime kiln, a stone quarry and tanning pits), as well as a colliery where the most refractory convicts were put to hard labour. Probation stations operated on the principle that punishment and reform could be achieved by hard labour, religious instructions and education, with convicts strictly classified according to the severity of their offences.

The place is an outstanding representation of the economic value of convict labour as evidenced in the remains of the colliery, wharves and jetties, and the ruins of the commissariat store.

It is an outstanding representation of evolving convict management, clearly demonstrating the key features and design of a probation station for refractory convicts.

The operation of the probation station and the hierarchy of the management is demonstrated by the remains of the commandant's house located on the rise midway between the main convict barracks and the coal mines, the relationship of officers' quarters with overseers' quarters and prisoner accommodation, the roadways between the mine, dormitories, wharves and jetties, and the semaphore sites at Coal Mines Hill and Mt Stewart. Ruins of officers' quarters, guard houses, and the bakehouse are evident near the convict barracks.

- (a) Continued
- The Coal Mines Historic Site contains the ruins of three types of prisoner accommodation, the convict barracks with solitary punishment cells, 18 cells of the 1845-6 alternating separate cell complex used for solitary confinement punishment, and the site of 108 separate convict apartments built in 1847, all of which demonstrate the classification system. The latter accommodation was used for isolating the prisoners at night. The importance of the church for the reform and moral development of convicts is evidenced in the ruins of the chapel located between the two convict barracks. Ruins of the catechist's house are located some distance from the main barracks complex.
- The Coal Mines was considered a most severe place of convict punishment. The high number of solitary cells, floggings and solitary confinements indicate a comparatively high record of additional punishment. The colonial administration and Tasmanian community also considered the place as among the worst for homosexuality - homosexuality figured prominently in the anti-transportation debate and was noted in the report prepared for the United Kingdom Prime Minister William Gladstone by Charles La Trobe in 1847. With the place's dual reputation for harshness and immoral activity, it contributed to the failure of the probation system and its demise.
- (b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.
- The Coal Mines is one of the few Australian convict sites which outstandingly represent the economic role of convicts. It is rare as the only surviving penal coal mines with coherent surface remains. The place contains features related to the extraction of coal including coal seams at the beach, the remains of the original adits, the main pit head with original machinery footings, the boiler and the airshaft, and ground circular depressions which indicate the sites of the 1838, 1842 and 1845 main shafts. The place also contains features relating to the transportation of coal including evidence of the inclined plane for coal tram cars, which extends from the 1845 shaft on Coal Mine Hill to Plunkett Point, subsidiary inclined planes which appear as modifications to the natural landscape and the remains of wharves and jetties.
- The alternating solitary cell complex built in 1845-6 is the only extant example of this form of convict punishment accommodation and an outstanding example of the extreme harshness of convict life. The cells effectively isolate convicts from contact with fellow prisoners and were a way of both punishing convicts and ensuring that homosexual activity did not occur.
- (c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.
- Being the only extant penal colliery in Australia, the surviving ruins and the archaeological remains associated with the structures of Coal Mines Historic Site, have yielded and have high potential to further yield valuable information on the working conditions, technical skills, penal administration, and the mining technologies used by convicts.
- Archaeological exploration of convict accommodation and associated structures, and in particular, the dormitories and solitary cells as well as

Criterion

Values

(c) continued

the site of the separate apartments have the potential to provide a greater understanding of the lives and conditions for convicts in a place that was renowned for its harshness and 'immorality'. The existence of extensive historical documents in public collections and its ability to provide additional contextual information to evidence uncovered at the site enhances the importance of the research potential of the place.

EXTERNAL TERRITORIES**Norfolk Island Area****Kingston and Arthurs Vale Historic Area:**

About 250ha, at Kingston, being an area bounded by a line commencing at the High Water Mark approximately 120m to the south east of Bloody Bridge, then proceeding westerly via the High Water Mark to about 230m west of the eastern boundary of Block 91a, then from high water level following the watershed boundary along the ridge west of Watermill Creek up to the 90m contour, then north-westerly via that contour to the boundary of Block 176, then following the western and northern boundary of Block 176 or the 90m ASL (whichever is the lower) to the north west corner of Block 52r, then via the northern boundary of Block 52r and its prolongation across Taylors Road to the western boundary of Block 79a, then northerly and easterly via the western and northern boundary of Block 79a to its intersection with the 90m ASL, then easterly via the 90m ASL to its intersection with the eastern boundary of Block 64b, then south easterly via the eastern boundary of Block 64b to its intersection with Block 65d2, then northerly and southerly via the northern and eastern boundary of Block 65d2 to Rooty Hill Road, then directly across this road to the north east corner of Block 67a, then south easterly via the north east boundary of Block 67a to its intersection with the north west boundary of Block 67c, then north easterly and south easterly via the north west and north east boundary of Block 67c to Driver Christian Road, then easterly via the southern side of Driver Christian Road to a point where it veers south (approximately 60 metres to the east), then southerly via the western road reserve boundary of Driver Christian Road and its prolongation to the High Water Mark (point of commencement).

Criterion**Values**

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Kingston and Arthur's Vale Historic Area (KAVHA) is outstanding as a convict settlement spanning the era of convict transportation to eastern Australia. It is a cultural landscape comprising a large group of buildings from the convict era, some modified during the Pitcairn period (the third settlement), substantial ruins and standing structures, archaeological remains, landform and landscape elements.

KAVHA is of outstanding national significance in demonstrating the role of the penal systems and changes in penal philosophy in the Australian colonies from 1788-1855.

KAVHA is important for its role in the evolution of the colonies of both Van Diemen's Land and New South Wales. The buildings, archaeological remains and landforms of the First Settlement illustrate British convict settlement at the beginning of European occupation of Australia.

The design and layout, buildings, archaeological remains, engineering works and landscaping of the KAVHA Second Settlement (1825-1855) demonstrate the planning and operation of a nineteenth century penal settlement with a very high degree of integrity.

Criterion	Values
(a) Continued	<p>KAVHA is an outstanding example of a place of severe punishment. It was purposefully established to be the extreme element in the overall convict management system. Its aim was to create fear and prevent crime and re-offending. It became known as 'hell in paradise' for its brutal and sadistic treatment of inmates and this reputation spread beyond the colonies to Britain and ultimately served to fuel the anti-transportation debate. The Second Settlement buildings and archaeological remains of the convict establishment, the New Gaol, the Prisoners' Barracks, and the Crankmill demonstrate the harshness and severity of the treatment of convicts.</p>
(b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.	<p>KAVHA is uncommon as a place where a distinctive Polynesian/European community has lived and practised their cultural traditions for over 150 years. Aspects of the Third Settlement period including the artefacts, archives, Pitcairn language and ongoing use of the Cemetery are of national significance.</p>
(c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.	<p>The KAVHA artefact collections, the buildings in their landscape setting, the archaeological remains and the documentary records have significant potential to contribute to understanding the living and working conditions of convicts, the military and civil establishment, women and children, and changes in penal practice and philosophy during the span of convict transportation.</p> <p>KAVHA has research potential to yield information on pre-European Polynesian culture, exploration and settlement patterns.</p>
(d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of: (i) a class of Australia's natural or cultural places; or (ii) a class of Australia's natural or cultural environments.	<p>KAVHA demonstrates the principal characteristics of a longstanding penal settlement in its physical layout, governance arrangements, the management and control of convicts, and the functional arrangements associated with settlement.</p> <p>It has substantial ruins, standing structures and archaeological sub-surface remains related to its operation as a place of primary incarceration and early settlement, as a place of secondary punishment and finally as a place spanning both incarceration and secondary punishment.</p>

Criterion**Values**

(d) continued

The 1829 Government House, one of the earliest and most intact remaining government house buildings in Australia, is positioned prominently on Dove Hill with commanding views of the military precinct, colonial administration, convict quarters, farmland and the pier. The military precinct on Quality Row contains two extant barracks complexes: the Old Military Barracks and officers quarters constructed between 1829-1834 surrounded by high walls giving it an appearance of a military fortress; and the New Military Barracks commenced in 1836 which follows a similar fortress-like design. The Commissariat Store (now All Saints Church) (1835) is the finest remaining colonial (pre 1850) military commissariat store in Australia. The Old Military Barracks, together with the Commissariat Store and the New Military Barracks, form a group of buildings which is the most substantial military barracks complex in Australia dating from the 1830s. The military complexes are positioned in view of the convict precinct located closer to the water and at a lower elevation to optimise surveillance. Nine houses in Quality Row built from 1832-47 provided quarters for military and civil officers.

The archaeological remains of the two convict gaols, the perimeter walls and archaeological remains of the Prisoners' Barracks (1828-48) with the Protestant Chapel, show the development of penal philosophies with the original gaol built for barrack type accommodation while the extant remains of the New Prison and its perimeter walls (1836-40, 1845-57) provides a rare representation of a radial design. The role of harsh labour as punishment is evident in the archaeological remains of the blacksmith's shop (1846); lumber yard; water mill; the crankmill (1827-38), the remains of the only known human powered crankmill built in Australia before 1850; the salt house (1847); the windmill base (1842-43); lime kilns; the landing pier (1839-47) and sea wall, two of the earliest remaining large scale engineering works in Australia. The possibility of reform is evident in the Protestant and Catholic clergyman's quarters.

The settlement patterns are evident in the existing street layout and in the buildings along Quality Row which form the most extensive street of pre 1850 penal buildings in Australia. The functioning of the settlement is evident in the remains of institutions, buildings and precincts such as the commandant's house; magistrate's quarters; the ruins of the hospital, built on First Settlement remains (1829); the Surgeon's quarters and kitchen (1827), on the site of a First Settlement Government House, one of the earliest European dwellings in Australia; the Royal Engineer's office and stables (1850); the Beach Store, a former commissariat store (1825); a double boat shed (1841); the Police Office, now boatshed (1828-29); the flaghouse (1840s); Constable's Quarters, partly standing (1850-53); and the cemetery which has an outstanding collection of headstones and other remains dating from the earliest period of European settlement, including the first and second penal settlement periods and the Pitcairn period with

Criterion	Values
(d) Continued	associations with the Bounty, set in an evocative and picturesque historical landscape. Many stone walls, wells, drains, building platforms, bridges including Bloody Bridge, culverts, roads, quarry sites, privies and archaeological sites of former buildings remain which are important in demonstrating the rich patterns of KAVHA's settlement history. The remnant serpentine landscape is an outstanding example of colonial period (pre-1850) attitudes to landscape design in Australia.
(e) the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group.	<p>KAVHA is outstanding for its picturesque setting, historic associations, part ruinous configuration and subsequent lack of development. The aesthetic qualities of the landscape have been acknowledged since the First Settlement, forming the subject matter of an artistic record that has continued to the present.</p> <p>Elements that contribute to the aesthetic qualities of the place include the sea, reef and islands, historic graves, Quality Row buildings, the New Gaol and prisoner's barracks in a ruinous state, and the extent of the nineteenth century buildings. The picturesque landscape setting, with its domestic scale and agricultural character, is valued for the contrast it represents between the horror of the past and the charm of the present.</p> <p>KAVHA is outstanding for its views across the site, within the site, from the site to the seascape, and views of the site in its landscape setting.</p>
(g) the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.	<p>KAVHA was the landing place of the Pitcairn Islanders in 1856. Their descendents today comprise nearly a third of Norfolk Island's population. They value KAVHA as a place of special significance because it has been continually and actively used as a place of residence, work, worship and recreation.</p> <p>KAVHA is valued by the Norfolk Island residents for being a place of traditional and ongoing uses, including the continuity of a working waterfront at the Landing Pier; the centre of Norfolk Island administration; continuing religious worship at All Saints Church and the community's burial place at the cemetery; areas for recreation and sports; and as the cultural centre with cultural and social events, museums and archaeological sites.</p>

Criterion	Values
<p>(h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.</p>	<p>KAVHA is significant for its association with Lt Philip Gidley King RN in successfully establishing the First Settlement on Norfolk Island at the KAVHA site which contributed to the survival of the infant colony of New South Wales.</p> <p>KAVHA is significant for its association with Alexander Maconochie who formulated and applied most of the principles on which modern penology is based during the period he was Superintendent of Norfolk Island.</p>

For a description of any references quoted above, and more information on each of the places please search the Australian Heritage Database at <http://www.environment.gov.au/cgi-bin/ahdb/search.pl> using the name of the place.





Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF EIGHT CONVICT-RELATED PLACES
IN THE NATIONAL HERITAGE LIST

I, Malcolm Bligh Turnbull, Minister for the Environment and Water Resources, having considered, in relation to each of the eight places listed in the Schedule of this instrument -

- (a) the Australian Heritage Council's assessment whether the place meets any of the National Heritage criteria; and
- (b) the comments determined to have been given to the Council under section 324JH of the *Environment Protection and Biodiversity Conservation Act 1999*; and

being satisfied that each place specified in the Schedule has the National Heritage value or values specified in the Schedule, include, pursuant to section 324JJ of the *Environment Protection and Biodiversity Conservation Act 1999*, each place listed in the Schedule in the National Heritage List.

Dated 2nd day of May 2007

Malcolm Bligh Turnbull
Minister for the Environment
and Water Resources

SCHEDULE

STATE

Local Government Area

Name:

Location / Boundary

Criteria / Values

NEW SOUTH WALES**Hawkesbury City****Old Great North Road:**

About 120ha, 1km north-east of Wisemans Ferry, comprising an area bounded by a line commencing at the intersection of the Old Great North Road and an unnamed road (approximate MGA point E 313175 N 6306540), then southerly via a 70m offset to the east of the unnamed track to its intersection with the Wiseman Geodetic Station (approximate MGA point E 313211 N 6305417), then south easterly via a ridgeline to its intersection with MGA northing 6304668mN (approximate MGA point E 313806 N 6304668), then directly to an unnamed creek at approximate MGA point E 313905 N 6304566, then south easterly via the middle thread of the unnamed creek to its intersection with the western side of an unnamed track (approximate MGA point E 314207 N 6304034), then southerly via the western side of the unnamed track to its intersection with the Dharug National Park boundary (approximate MGA point E 314456 N 6303225), then westerly and northerly via the park boundary to the intersection of the Old Great North Road and Settlers Road, then northerly via the Old Great North Road to the point of commencement.

Criterion**Values**

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

The Old Great North Road is the best surviving example of an intact convict built road with massive structural works which remain undisturbed by later development on or around the road.

Re-offending convicts were sentenced to hard labour in road gangs where they worked in isolated and harsh conditions for months at a time. The worst convicts worked in leg irons and collars. The road gangs served to maintain order within the settlements and were intended to dissuade criminal activity in Britain and rebut the view that transportation was desirable.

This section of the road is a particularly challenging and steep 7.5 km segment of the 250 km long Great North Road which took over ten years to complete (1826-36). It includes both Finch's Line built in 1828 and the realigned road ascending Devine's Hill built between 1829-32. The road construction required substantial cut and fill operations, the building of massive dry stone retaining walls up to 9.5 metres high supported by stone abutments and the construction of an extensive drainage system.

Criterion	Values
(a) continued	<p>The place retains a comparatively rich array of structural features and construction elements, including both the original alignment of the road (Finch's Line) and the realigned ascent of Devine's Hill, the retaining walls with their abutments, cuttings, embankments, quarry sites and drains. The road construction illustrates the design solution to overcome terrain conditions in the bushland environment.</p> <p>The landscape setting with the road works and stockade indicates the work practices and living conditions of the convict labourers and their supervisors. The engraved '25 R. Party' and the convict graffiti rock carving convey an evocative link to the people involved in the works.</p> <p>Old Great North Road provides evidence of the transition of New South Wales from a penal colony to a permanent settlement and is an excellent representation of the extensive road building undertaken by Governor Ralph Darling to expand the colony, provide transportation and communication links with dispersed settlements, and provide harsh punishment for convicts.</p>
(g) the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.	<p>The place has strong associations with the local community as evidenced by the Convict Trail Project which two local communities instigated in 1994 by building on existing community involvement in initiatives to preserve the local area.</p> <p>The Convict Trail Project has become an over-arching body that draws together all parties with an interest in the Great North Road, including community, government, research and heritage professionals. It has been nationally recognised as one of the most successful community-based heritage organisations.</p>

NEW SOUTH WALES

Leichhardt Municipality

Cockatoo Island:

About 18ha, in Sydney Harbour, between Birchgrove Point and Woolwich Point, comprising the whole of the Island to low water.

Criterion

Values

(a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Cockatoo Island is a convict industrial settlement and pre and post-federation shipbuilding complex. It is important in the course of Australia's cultural history for its use as a place of convict hard labour, secondary punishment and for public works, namely its history and contributions to the nation as a dockyard.

Fitzroy Dock is outstanding as the only remaining dry dock built using convict and prisoner labour and it is one of the largest convict-era public works surviving in Sydney. The dock was the earliest graving dock commenced in Australia and was one of the largest engineering projects completed in Australia to that time. Convicts excavated 580,000 cubic feet of rock creating 45 foot (14 metre) sandstone cliffs that extended around the site just to prepare the area for the dock, a huge technical achievement in itself.

The dockyard's lengthy 134 years of operation and its significance during both world wars, and in Australia's naval development and service as the Commonwealth dockyard all contribute to its outstanding value to the nation. It is the only surviving example of a 19th century dockyard in Australia to retain some of the original service buildings including the pump house and machine shop. The powerhouse, constructed in 1918, contains the most extensive collection of early Australian electrical, hydraulic power and pumping equipment in Australia.

The surviving fabric related to convict administration includes the prisoners' barracks, hospital, mess hall, military guard and officers' room, free overseers' quarters and the superintendent's cottage. Evidence of convict hard labour includes the sandstone buildings, quarried cliffs, the underground silos and the Fitzroy Dock.

Cockatoo Island's dockyard, through its contribution to Australia's naval and maritime history, demonstrates outstanding significance to the nation. Fitzroy Dock is the oldest surviving dry dock in Australia operating continuously for over 134 years (1857-1991). The dockyard has direct associations with the convict era, Australia's naval relationship with its allies (particularly Britain during the nineteenth and early twentieth centuries) and Australia's naval development, especially during the First and Second World Wars. Cockatoo Island's development into Australia's primary shipbuilding facility and Australia's first Naval Dockyard for the RAN (1913-21) further demonstrates its outstanding importance in the course of Australia's history.

Criterion

Values

(c) The place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.

There has been considerable archaeological investigation on Cockatoo Island by the Sydney Harbour Federation Trust. This has indicated that it has significant research potential in terms of enhancing the knowledge of the operation of a convict industrial site and a long running dockyard.

The surviving archaeological elements of now demolished or obscured structures and functions of the dockyard, in particular the remains of docks, equipment, warehouse and industrial buildings and a range of cranes, wharves, slipways and jetties, have potential to illustrate and reveal the materials, construction techniques and technical skills employed in the construction of shipbuilding and dockyard facilities that are no longer available through other sources in Australia. The archaeological resources also have importance in demonstrating changes to maritime and heavy industrial processes and activities in Australia from the mid-nineteenth century.

The dockyard contains the earliest, most extensive and most varied record of shipbuilding, both commercial and naval, in Australia. This is supported by extensive documentary evidence in the National Archives.

(d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of: (i) a class of Australia's natural or cultural places; or (ii) a class of Australia's natural or cultural environments.

Cockatoo Island represents some of the principal characteristics of Australian convict sites including: hard labour as a means of punishment and deterrence to the British 'criminal class'; use of convict labour for the establishment of the colony through public works; and secondary punishment for re-offending convicts.

Cockatoo Island is of outstanding importance to the nation as a site of severe punishment. The level of severity is expressed through the policy to extend convicts with 'no indulgence beyond the strict Government ration'. The fundamental purpose of Cockatoo Island was to be the worst possible place imaginable and the ultimate deterrent and is a fine example as a symbol of the harsh treatment used to deter the 'criminal class' in Britain. Fitzroy Dock and its associated excavation and buildings are outstanding examples of the use of convict and prisoner labour for public works. The underground silos, remaining evidence from quarrying and the group of convict built structures on the island are also a testament to public works undertaken by the convicts. Although convicts under various sentences ended up at Cockatoo Island, it was established specifically as, and primarily was a place of secondary punishment for re-offending convicts.

Cockatoo Island critically represents the principal characteristics of a dual use convict site, one that both incarcerates convicts and provides them with hard labour.

Criterion

Values

(d) continued

The values expressed at Cockatoo Island are important for their ability to demonstrate the function, planning layout and architectural idiom and principal characteristics of an imperial convict public works establishment of the 1840s; and the functions, planning layout and architectural idiom and principal characteristics of a range of structures and facilities associated with the development and processes of the dockyard and shipbuilding industry over a period of 134 years.

NEW SOUTH WALES

Parramatta City

Old Government House and the Government Domain:

About 50ha, O'Connell Street, Parramatta, comprising all that part of Parramatta Park and Old Government House, as entered in the New South Wales Heritage Register on 2 April 1999, that is located to the north of the Great Western Railway Line and to the south and west of the right bank of the Parramatta River.

Criterion

Values

- | | |
|--|---|
| <p>(a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.</p> | <p>Old Government House and the former Government Domain in Parramatta Park provides a most significant tangible link with the earliest days of the foundation of the colonial development of Australia in 1788.</p> <p>Old Government House at Parramatta is the oldest surviving public building on the Australian mainland, and the only early colonial Government House to have survived relatively intact, particularly illustrated by brick flooring of the Phillip era building of July 1790 on display. The three rooms at the front of the main section of the house date to Governor Hunter in 1799 while the remainder of the Palladian style main house and the two side pavilions date to Governor Macquarie in 1818. It provides a publicly accessible cultural focus and landmark for many Australians, providing physical evidence of the earliest years of colonial development.</p> <p>The house and domain also represent convict working places as well as primary sites associated with the foundation of British colonial settlement. The house itself and the surrounding historic elements such as the Crescent, the governor's dairy, the bathhouse, memorials, carriageways and gatehouses, and the remains of Governor Brisbane's observatory, all reflect the establishment of agricultural production, the administration of the colony, the administration of the convict system in Australia, the commencement of town planning, and the site of some of Australia's earliest astronomical and botanical endeavours.</p> |
| <p>(c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.</p> | <p>The Government Domain is an extensive cultural landscape that has yielded archaeological evidence and has potential to yield more, particularly as a convict work place. Supporting information of historic documents and images are available in public records.</p> |

Criterion**Values**

- (d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:
(i) a class of Australia's natural or cultural places;
or (ii) a class of Australia's natural or cultural environments.
- Old Government House in its setting of the former Governor's Domain is significant as a cultural landscape of importance in Australia's history. Although the Park has been reduced from the original 99.6 hectares to 85 hectares, allocated in 1856, it contains a number of historic elements that have a tangible link with the earliest days of the foundation of British colonial settlement of Australia, and that interlink with the landscape. These historical elements include the Crescent, the governor's dairy, the bathhouse, memorials, carriageways and gatehouses, and the remains of Governor Brisbane's observatory. These historic elements demonstrate strong links with cultural processes of importance in Australia's development from a penal colony dependant on Great Britain to a self governing colony.
- Old Government House provides evidence of the evolution of early colonial and convict administration. The development of the house itself mirrors the growth and complexity of these processes, both as the governor's home and as the seat of administration, while the Domain and the Crescent mark the commencement of agricultural production in Australia.
- Other historic elements within the Domain provide evidence of the beginnings of astronomical and botanical science in this country. Uniquely for a site of this age in Australia, the pattern of use and living established by the early governors is still clearly legible in the house and the surviving historic elements in the landscape.
- (h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.
- Old Government House and the Governor's Domain at Parramatta Park are significant for their association with the life and work in Australia of the early colonial governors. Governors Phillip, Hunter, King, Macquarie and Brisbane all resided and worked at the house, and all have left their mark on the site through their development of the fabric of the respective buildings and the enhancement of the Domain. Old Government House and the Domain provide a remarkable insight into the life and work of these governors. This insight is enhanced by the wealth of information available about the site, both in terms of its documentation and the pictorial representations and photographs of the various stages of its development.

NEW SOUTH WALES

Sydney City

Hyde Park Barracks:

Macquarie Street, corner Prince Albert Road, Sydney, comprising Lots 45 to 49 DP 47116, that part of Lot 43 DP 47116 south of the alignment of the northernmost segment of the northern boundary of Lot 49 DP 47116 and Lot 1 DP 48231.

Criterion

Values

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Hyde Park Barracks represents a turning point in the management of British convicts in Australia. The construction of the Barracks in 1819 enabled the more systematic control of government assigned male convicts and the work they undertook. Convicts were subject to greater surveillance and their freedom was restricted. As such, the Barracks demonstrated the penal philosophy that transportation was a punishment and that convicts should be subject to hard labour and strict control.

Hyde Park Barracks is one of the first buildings of substantial design and construction to be built in a colony which until then had consisted of mainly makeshift constructions. The values of the place are reflected in the Old Colonial Georgian simplicity of design, the scale of the complex, its prominent siting and setting, the quality of the brick and stonework and interior timber construction.

Hyde Park Barracks is also important because it demonstrates Governor Lachlan Macquarie's vision for Sydney and the growing colony as a permanent settlement. On initially surveying the colony Governor Macquarie became convinced that infrastructure needed to be developed. The construction of Hyde Park Barracks as an architecturally designed and substantial structure reflects this permanency while its function as a convict barracks provided the centralised workforce necessary to sustain large scale infrastructure projects.

- (b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.

Hyde Park Barracks is the only remaining barracks building and complex from the Macquarie era of convict administration, and as such, represents a rare aspect of Australia's cultural history.

The place retains its integrity as a barracks complex with its intact barracks building, its external expression of its structural elements, the simplicity of its exterior and interior with its large unadorned spaces, its perimeter walls, parts of the two gate lodges, the former pavilion, the walled enclosure and the unadorned spaces of its curtilage.

The values of the place are also reflected in the Old Colonial Georgian simplicity of the Barracks' design.

Criterion

Values

(h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.

Hyde Park Barracks is the only remaining place which represents the intersection between Governor Macquarie's architectural and social aspirations for the colony. Macquarie's governorship saw a significant change in the administration of the colony, as it developed from a penal colony towards a more fully fledged colonial society.

Francis Greenway, as the first official Government Architect, is regarded by many as Australia's first architect. Hyde Park Barracks building and complex is regarded as one of his best works, and he was granted an Absolute Pardon at its opening in recognition of his contribution to the colony.

TASMANIA

Glamorgan - Spring Bay Municipality

Darlington Probation Station:

About 376ha, Darlington, Maria Island, comprising an area bounded by a line commencing at the intersection of MGA northing 5283570mN with the High Water Mark at approximate MGA point 586027mE 5283570mN, then via straight lines joining the following MGA points consecutively; 586078E 5283541N, 586154E 5283533N, 586257E 5283575N, 586273E 5283621N, 586339E 5283706N, 586438E 5283770N, 586522E 5283857N, 586589E 5283907N, 586782E 5283965N, 587048E 5283977N, 587148E 5284006N, 587194E 5284068N, 587215E 5284162N, 587327E 5284370N, 587547E 5284301N, 587627E 5284307N, 587655E 5284378N, 587575E 5284535N, 587579E 5284702N, 587609E 5284762N, 587685E 5284806N, 587704E 5284883N, 587730E 5284911N, 587784E 5284911N, 587903E 5284877N, 587981E 5284865N, 588036E 5284824N, 588158E 5284662N, 588430E 5284450N, 588669E 5284295N, 588720E 5284221N, 588752E 5284066N, 588804E 5284012N, 588893E 5283973N, 589015E 5283969N, 589201E 5284006N, 589303E 5284058N, 589327E 5284108N, 589303E 5284201N, 589136E 5284350N, 589013E 5284452N, 588927E 5284543N, 588822E 5284704N, 588804E 5284776N, 588824E 5284851N, 588889E 5285000N, 588911E 5285173N, then directly to the intersection of MGA northing 5285205mN (approximate MGA point 588941mE 5285205mN), then northerly and southerly via the High Water Mark to the point of commencement. Also included is the jetty located at Darlington Bay.

Criterion

Values

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.
- As Australia's most intact example of a convict probation station, Darlington is considered to be a significant aspect of Australia's cultural history. With a natural environment setting that has few competing elements, the precinct possesses a rare sense of place. The intactness of the 13 buildings and structures and their relationship with each other uniquely demonstrate the philosophy behind the probation system.
- The probation system was the last major phase of convict management in eastern Australia, implemented following the abolishment of the highly criticised assignment system. It formed a significant part in the pattern of convict history implemented in 1839 and continuing until 1854. Darlington Probation Station operated from 1842-1850. The philosophy behind a probation station was to use classification, segregation, education, religious instruction and stages of punishment to reform and manage convicts.
- Of at least 78 probation stations established in Tasmania, Darlington Probation Station is the most outstanding representative example. Its isolated location made it an ideal choice for a probation station as it was away from free settlements and, being on an island, it also deterred escape.

Criterion**Values**

- | | |
|--|---|
| (a) continued | The buildings remaining at the precinct illustrate the probation system philosophy. The mess hall and school room represent the education of convicts. The chapel, clergyman's quarters and religious instructor's quarters depict the focus on religious schooling. The prisoner's barracks and ruins of the separate apartments demonstrate the classification system for convicts, whereby well behaved convicts could live together in dormitories while the worst class was housed in separate apartments. The solitary cells demonstrate the use of isolation for punishment. The convict barn and oast house/hop kilns represent some of the task work undertaken by the convicts. No other probation station in Tasmania, or Australia is able to demonstrate this strong association as effectively as Darlington Probation Station. |
| (h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history. | Darlington Probation Station is significant for its association with the Governorship of Sir John Franklin. Franklin was Lieutenant Governor of Tasmania from 1837-1843 at a critical time in Australia's convict history, following the departure of Colonel Arthur and the Molesworth Inquiry into transportation. Governor Franklin was responsible for establishing the probation system to replace the assignment system. The probation system was a major feature of the convict system in Australia and Darlington Probation Station is the most representative and intact example of this system. |

TASMANIA

Hobart City

Cascades Female Factory:

About 0.5ha, Degrares Street, South Hobart, comprising Yards 1, 3, and Yard 4 South, being Land Parcels 1/202398, 1/229358 and 1/229260.

Criterion

Values

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Cascades Female Factory is highly significant because of its association with the lives of convict women, its demonstration of the changing philosophies of punishment and reform as they relate to women and as a place of tremendous suffering and inhumane treatment.

Convict women made a significant contribution to the development of the colonies. They contributed their labour and their presence was regarded as contributing to social cohesion and stability and they populated the colonies.

Over half of the 25 000 convict women sent to Australia were sent to Van Diemen's Land, the majority spending some time at Cascades Female Factory as it was the primary site for the reception and incarceration of women convicts. It was one of the colony's longest running penal institutions operating from 1828 to 1856.

Female factories were a unique colonial response to the management of convict women, one that reflects both moral and penal philosophies. The factories were multifunctional but were intended largely for reform. They operated as places of work, places of punishment, hiring depots and places of shelter for women between assignments and those who were sick, infirm or pregnant.

The high exterior walls surrounding Yards 1, 3 and 4 South remaining at Cascades Female Factory demonstrate the need to isolate convict women from negative influences and in turn protect society from their corrupting influence. The matron's cottage at Yard 4 South demonstrates its function both as the residence of the administrator and a model for civil society.

Cascades Female Factory had a range of infrastructure associated with its different functions, most of which is now archaeological remains. Yard 1 which was initially the full extent of the factory is thought to contain subsurface evidence of convict dormitories, twelve solitary cells, chapel, staff quarters, and separate courtyards and buildings for the nursery, hospital, kitchen and punishment, crime and hiring classes.

The changing approaches to punishment and reform are demonstrated in the move from convict dormitories in Yard 1 to the solitary apartments in Yard 3 built in 1845 which survive as sandstone footings and subfloor cavities. Isolation from fellow convicts was considered in the time of the probation system to be conducive to repentance and reform.

- (a) continued Cascade Female Factory is highly significant as a site of great suffering. Its appalling living conditions and excessively high infant mortality were the subject of numerous inquests and inquiries. Although the causes of suffering and the management regimes are very different, it can be considered along with Norfolk Island as a place of harshness and inhumanity.
- (b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history. Cascades Female Factory is rare as the only remaining female factory with substantial extant visible fabric. The remaining walls in particular evoke a sense of the isolation, control and harshness experienced by women convicts and their children. Cascades Female Factory as represented by Yards 1, 3 and 4 South is also uncommon in its extensive sub-surface occupational deposits which reflect the evolution of the Female Factory, and the later phases of its use.
- (c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history. Yards 1, 3 and 4 South are largely unexcavated and have considerable archaeological and research potential. There are also extensive documentary and pictorial collections associated with the site. The archaeological potential along with the documentary and pictorial collections can significantly add to the knowledge and understanding of convict women and their children which is an emerging area of study and scholarship.
- (g) the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. Cascades Female Factory is highly valued by community groups and historians as a place that reflects the significant story of convict women. The absence of intact historic sites and fabric associated with convict women makes what remains at Cascade Female Factory of national value. The place has become an important catalyst for academic and community interest in the important role convict women played in the development of the colonies. Cascades Female Factory site is also valued as an important part of the wider story of women in Australia.

TASMANIA

Tasman Municipality

Coal Mines Historic Site:

About 350ha, 3km north of Saltwater River, comprising the following areas:

1. Coal Mines Historic Site State Reserve;
2. An area bounded by a line commencing at the intersection of the northern boundary of the Coal Mines Historic Site with MGA easting 558200mE (approximate MGA point 558200mE 5241560mN), then via straight lines joining the following MGA points consecutively; 558160mE 5241830mN, 558100mE 5242480mN, 557920mE 5242660mN, 557710mE 5242560mN, 557510mE 5242070mN, then southerly to the intersection of the southern boundary of Lime Bay Nature Reserve with MGA easting 557470mE (approximate MGA point 557470mE 5241700mN), then easterly via that boundary and its alignment to the point of commencement;
3. A 340 metre seaward offset extending between the easterly prolongations of the northern and southern boundaries of the Coal Mines Historic Site. The offset extends from the High Water Mark.

Criterion

Values

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

The Coal Mines Historic Site contains the workings of a penal colliery that operated from 1833-1848. It is associated with British convict transportation to Australia and at its peak accommodated up to five hundred convicts and over a hundred others including guards and their families. It is a relict industrial landscape demonstrating the structure, spatial layout and operation of a penal probation station and its support industries (a lime kiln, a stone quarry and tanning pits), as well as a colliery where the most refractory convicts were put to hard labour. Probation stations operated on the principle that punishment and reform could be achieved by hard labour, religious instructions and education, with convicts strictly classified according to the severity of their offences.

The place is an outstanding representation of the economic value of convict labour as evidenced in the remains of the colliery, wharves and jetties, and the ruins of the commissariat store.

It is an outstanding representation of evolving convict management, clearly demonstrating the key features and design of a probation station for refractory convicts.

The operation of the probation station and the hierarchy of the management is demonstrated by the remains of the commandant's house located on the rise midway between the main convict barracks and the coal mines, the relationship of officers' quarters with overseers' quarters and prisoner accommodation, the roadways between the mine, dormitories, wharves and jetties, and the semaphore sites at Coal Mines Hill and Mt Stewart. Ruins of officers' quarters, guard houses, and the bakehouse are evident near the convict barracks.

- (a) Continued
- The Coal Mines Historic Site contains the ruins of three types of prisoner accommodation, the convict barracks with solitary punishment cells, 18 cells of the 1845-6 alternating separate cell complex used for solitary confinement punishment, and the site of 108 separate convict apartments built in 1847, all of which demonstrate the classification system. The latter accommodation was used for isolating the prisoners at night. The importance of the church for the reform and moral development of convicts is evidenced in the ruins of the chapel located between the two convict barracks. Ruins of the catechist's house are located some distance from the main barracks complex.
- The Coal Mines was considered a most severe place of convict punishment. The high number of solitary cells, floggings and solitary confinements indicate a comparatively high record of additional punishment. The colonial administration and Tasmanian community also considered the place as among the worst for homosexuality - homosexuality figured prominently in the anti-transportation debate and was noted in the report prepared for the United Kingdom Prime Minister William Gladstone by Charles La Trobe in 1847. With the place's dual reputation for harshness and immoral activity, it contributed to the failure of the probation system and its demise.
- (b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.
- The Coal Mines is one of the few Australian convict sites which outstandingly represent the economic role of convicts. It is rare as the only surviving penal coal mines with coherent surface remains. The place contains features related to the extraction of coal including coal seams at the beach, the remains of the original adits, the main pit head with original machinery footings, the boiler and the airshaft, and ground circular depressions which indicate the sites of the 1838, 1842 and 1845 main shafts. The place also contains features relating to the transportation of coal including evidence of the inclined plane for coal tram cars, which extends from the 1845 shaft on Coal Mine Hill to Plunkett Point, subsidiary inclined planes which appear as modifications to the natural landscape and the remains of wharves and jetties.
- The alternating solitary cell complex built in 1845-6 is the only extant example of this form of convict punishment accommodation and an outstanding example of the extreme harshness of convict life. The cells effectively isolate convicts from contact with fellow prisoners and were a way of both punishing convicts and ensuring that homosexual activity did not occur.
- (c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.
- Being the only extant penal colliery in Australia, the surviving ruins and the archaeological remains associated with the structures of Coal Mines Historic Site, have yielded and have high potential to further yield valuable information on the working conditions, technical skills, penal administration, and the mining technologies used by convicts.
- Archaeological exploration of convict accommodation and associated structures, and in particular, the dormitories and solitary cells as well as

Criterion

Values

(c) continued

the site of the separate apartments have the potential to provide a greater understanding of the lives and conditions for convicts in a place that was renowned for its harshness and 'immorality'. The existence of extensive historical documents in public collections and its ability to provide additional contextual information to evidence uncovered at the site enhances the importance of the research potential of the place.

EXTERNAL TERRITORIES**Norfolk Island Area****Kingston and Arthurs Vale Historic Area:**

About 250ha, at Kingston, being an area bounded by a line commencing at the High Water Mark approximately 120m to the south east of Bloody Bridge, then proceeding westerly via the High Water Mark to about 230m west of the eastern boundary of Block 91a, then from high water level following the watershed boundary along the ridge west of Watermill Creek up to the 90m contour, then north-westerly via that contour to the boundary of Block 176, then following the western and northern boundary of Block 176 or the 90m ASL (whichever is the lower) to the north west corner of Block 52r, then via the northern boundary of Block 52r and its prolongation across Taylors Road to the western boundary of Block 79a, then northerly and easterly via the western and northern boundary of Block 79a to its intersection with the 90m ASL, then easterly via the 90m ASL to its intersection with the eastern boundary of Block 64b, then south easterly via the eastern boundary of Block 64b to its intersection with Block 65d2, then northerly and southerly via the northern and eastern boundary of Block 65d2 to Rooty Hill Road, then directly across this road to the north east corner of Block 67a, then south easterly via the north east boundary of Block 67a to its intersection with the north west boundary of Block 67c, then north easterly and south easterly via the north west and north east boundary of Block 67c to Driver Christian Road, then easterly via the southern side of Driver Christian Road to a point where it veers south (approximately 60 metres to the east), then southerly via the western road reserve boundary of Driver Christian Road and its prolongation to the High Water Mark (point of commencement).

Criterion**Values**

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Kingston and Arthur's Vale Historic Area (KAVHA) is outstanding as a convict settlement spanning the era of convict transportation to eastern Australia. It is a cultural landscape comprising a large group of buildings from the convict era, some modified during the Pitcairn period (the third settlement), substantial ruins and standing structures, archaeological remains, landform and landscape elements.

KAVHA is of outstanding national significance in demonstrating the role of the penal systems and changes in penal philosophy in the Australian colonies from 1788-1855.

KAVHA is important for its role in the evolution of the colonies of both Van Diemen's Land and New South Wales. The buildings, archaeological remains and landforms of the First Settlement illustrate British convict settlement at the beginning of European occupation of Australia.

The design and layout, buildings, archaeological remains, engineering works and landscaping of the KAVHA Second Settlement (1825-1855) demonstrate the planning and operation of a nineteenth century penal settlement with a very high degree of integrity.

Criterion	Values
(a) Continued	<p>KAVHA is an outstanding example of a place of severe punishment. It was purposefully established to be the extreme element in the overall convict management system. Its aim was to create fear and prevent crime and re-offending. It became known as 'hell in paradise' for its brutal and sadistic treatment of inmates and this reputation spread beyond the colonies to Britain and ultimately served to fuel the anti-transportation debate. The Second Settlement buildings and archaeological remains of the convict establishment, the New Gaol, the Prisoners' Barracks, and the Crankmill demonstrate the harshness and severity of the treatment of convicts.</p>
(b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.	<p>KAVHA is uncommon as a place where a distinctive Polynesian/European community has lived and practised their cultural traditions for over 150 years. Aspects of the Third Settlement period including the artefacts, archives, Pitcairn language and ongoing use of the Cemetery are of national significance.</p>
(c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.	<p>The KAVHA artefact collections, the buildings in their landscape setting, the archaeological remains and the documentary records have significant potential to contribute to understanding the living and working conditions of convicts, the military and civil establishment, women and children, and changes in penal practice and philosophy during the span of convict transportation.</p> <p>KAVHA has research potential to yield information on pre-European Polynesian culture, exploration and settlement patterns.</p>
(d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of: (i) a class of Australia's natural or cultural places; or (ii) a class of Australia's natural or cultural environments.	<p>KAVHA demonstrates the principal characteristics of a longstanding penal settlement in its physical layout, governance arrangements, the management and control of convicts, and the functional arrangements associated with settlement.</p> <p>It has substantial ruins, standing structures and archaeological sub-surface remains related to its operation as a place of primary incarceration and early settlement, as a place of secondary punishment and finally as a place spanning both incarceration and secondary punishment.</p>

Criterion

(d) continued

Values

The 1829 Government House, one of the earliest and most intact remaining government house buildings in Australia, is positioned prominently on Dove Hill with commanding views of the military precinct, colonial administration, convict quarters, farmland and the pier. The military precinct on Quality Row contains two extant barracks complexes: the Old Military Barracks and officers quarters constructed between 1829-1834 surrounded by high walls giving it an appearance of a military fortress; and the New Military Barracks commenced in 1836 which follows a similar fortress-like design. The Commissariat Store (now All Saints Church) (1835) is the finest remaining colonial (pre 1850) military commissariat store in Australia. The Old Military Barracks, together with the Commissariat Store and the New Military Barracks, form a group of buildings which is the most substantial military barracks complex in Australia dating from the 1830s. The military complexes are positioned in view of the convict precinct located closer to the water and at a lower elevation to optimise surveillance. Nine houses in Quality Row built from 1832-47 provided quarters for military and civil officers.

The archaeological remains of the two convict gaols, the perimeter walls and archaeological remains of the Prisoners' Barracks (1828-48) with the Protestant Chapel, show the development of penal philosophies with the original gaol built for barrack type accommodation while the extant remains of the New Prison and its perimeter walls (1836-40, 1845-57) provides a rare representation of a radial design. The role of harsh labour as punishment is evident in the archaeological remains of the blacksmith's shop (1846); lumber yard; water mill; the crankmill (1827-38), the remains of the only known human powered crankmill built in Australia before 1850; the salt house (1847); the windmill base (1842-43); lime kilns; the landing pier (1839-47) and sea wall, two of the earliest remaining large scale engineering works in Australia. The possibility of reform is evident in the Protestant and Catholic clergyman's quarters.

The settlement patterns are evident in the existing street layout and in the buildings along Quality Row which form the most extensive street of pre 1850 penal buildings in Australia. The functioning of the settlement is evident in the remains of institutions, buildings and precincts such as the commandant's house; magistrate's quarters; the ruins of the hospital, built on First Settlement remains (1829); the Surgeon's quarters and kitchen (1827), on the site of a First Settlement Government House, one of the earliest European dwellings in Australia; the Royal Engineer's office and stables (1850); the Beach Store, a former commissariat store (1825); a double boat shed (1841); the Police Office, now boatshed (1828-29); the flaghouse (1840s); Constable's Quarters, partly standing (1850-53); and the cemetery which has an outstanding collection of headstones and other remains dating from the earliest period of European settlement, including the first and second penal settlement periods and the Pitcairn period with

Criterion

Values

- (d) Continued associations with the Bounty, set in an evocative and picturesque historical landscape. Many stone walls, wells, drains, building platforms, bridges including Bloody Bridge, culverts, roads, quarry sites, privies and archaeological sites of former buildings remain which are important in demonstrating the rich patterns of KAVHA's settlement history. The remnant serpentine landscape is an outstanding example of colonial period (pre-1850) attitudes to landscape design in Australia.
- (e) the place has outstanding heritage value to the nation because of the place's importance in exhibiting particular aesthetic characteristics valued by a community or cultural group. KAVHA is outstanding for its picturesque setting, historic associations, part ruinous configuration and subsequent lack of development. The aesthetic qualities of the landscape have been acknowledged since the First Settlement, forming the subject matter of an artistic record that has continued to the present. Elements that contribute to the aesthetic qualities of the place include the sea, reef and islands, historic graves, Quality Row buildings, the New Gaol and prisoner's barracks in a ruinous state, and the extent of the nineteenth century buildings. The picturesque landscape setting, with its domestic scale and agricultural character, is valued for the contrast it represents between the horror of the past and the charm of the present. KAVHA is outstanding for its views across the site, within the site, from the site to the seascape, and views of the site in its landscape setting.
- (g) the place has outstanding heritage value to the nation because of the place's strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. KAVHA was the landing place of the Pitcairn Islanders in 1856. Their descendents today comprise nearly a third of Norfolk Island's population. They value KAVHA as a place of special significance because it has been continually and actively used as a place of residence, work, worship and recreation. KAVHA is valued by the Norfolk Island residents for being a place of traditional and ongoing uses, including the continuity of a working waterfront at the Landing Pier; the centre of Norfolk Island administration; continuing religious worship at All Saints Church and the community's burial place at the cemetery; areas for recreation and sports; and as the cultural centre with cultural and social events, museums and archaeological sites.

Criterion**Values**

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| <p>(h) the place has outstanding heritage value to the nation because of the place's special association with the life or works of a person, or group of persons, of importance in Australia's natural or cultural history.</p> | <p>KAVHA is significant for its association with Lt Philip Gidley King RN in successfully establishing the First Settlement on Norfolk Island at the KAVHA site which contributed to the survival of the infant colony of New South Wales.</p> <p>KAVHA is significant for its association with Alexander Maconochie who formulated and applied most of the principles on which modern penology is based during the period he was Superintendent of Norfolk Island.</p> |
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For a description of any references quoted above, and more information on each of the places please search the Australian Heritage Database at <http://www.environment.gov.au/cgi-bin/ahdb/search.pl> using the name of the place.





Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF A PLACE IN THE NATIONAL HERITAGE LIST

Porongurup National Park

I, Peter Robert Garrett AM, Minister for the Environment, Heritage and the Arts having considered, in relation to the place specified in the Schedule of this instrument:

- (a) the Australian Heritage Council's assessment whether the place meets any of the National Heritage criteria; and
- (b) the comments given to the Council under sections 324JG and 324JH of the *Environment Protection and Biodiversity Conservation Act 1999*; and

being satisfied that the place described in the Schedule has the National Heritage values specified in the Schedule, pursuant to section 324JJ of the *Environment Protection and Biodiversity Conservation Act 1999*, include it in the National Heritage List.

Dated 4/11/2008

[Signed]

Peter Robert Garrett AM
Minister for the Environment,
Heritage and the Arts

SCHEDULE**STATE / TERRITORY**

Local Government

Name

Location / Boundary

Criteria / Values

WESTERN AUSTRALIA**Plantagenet Shire****Porongurup National Park:**

About 2620ha, 15km east of Mount Barker.

Criterion**Values**

(a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

The south-west of Western Australia is one of only 34 internationally significant hotspots for biodiversity (Myers et al. 2000), and the Porongurup National Park is an important remnant of the flora of the south-west, with exceptional richness and endemism of species, particularly plant species. A minimum of 700 vascular plant species have been recorded within the park of 2,621 hectares, indicating a high concentration of species. (Keighery 1993, CALM 1999, ANHAT 2008). The place is one of the richest and highly endemic areas in Australia for a wide array of plant species including heaths (*Epacridaceae*) especially beard-heaths (*Leucopogon*); peas (*Fabaceae*) notably flame-peas (*Chorizema*) and also bitter-peas (*Daviesia* and *Bossiaea*), and poison-peas (*Gastrolobium*); native myrtles (*Myrtaceae*); pimeleas (*Thymelaeaceae*), notably rice flowers (*Pimelea*); sundews and pitcher plants (*Nepenthales*); bloodroots, conostyles, kangaroo paws and their allies (*Haemodorales*); and banksias and grevilleas (*Proteales*). It is also important for richness in lilies, orchids and allies (*Liliales*), notably native lilies (*Anthericaceae*), irises and allies (*Iridaceae*), orchids (*Orchidaceae*), and flax-lilies and allies (*Phormiaceae*) (Keighery 1993, ANHAT 2008).

The granite outcrops of the Porongurup NP provide damp refuges for Gondwanan relictual species. The Porongurup NP is significant at a national scale for endemism and richness in spiders, in particular primitive trapdoor spiders (*Mygalomorphae*), including trapdoor spiders (*Idiopidae*) brushless-legged trapdoor spiders (*Migidae*), two-doored trapdoor spiders (*Actinopodidae*), and funnel-web spiders (*Nemesiidae*). These have a gondwanan distribution, for example genera of the *Migidae* family have a restricted distribution in Australia, but are also found in southern Africa, and are thought to be a relict of Jurassic times when Africa was joined to Australia 140 million years ago (Main 1993, ANHAT 2008).

For a description of any references quoted above, and more information on each of the places please search the Australian Heritage Database at <http://www.environment.gov.au/cgi-bin/ahdb/search.pl> using the name of the place.

Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF A PLACE IN THE NATIONAL HERITAGE LIST

Great Artesian Basin Springs: Witjira-Dalhousie

I, Peter Robert Garrett AM, Minister for the Environment, Heritage and the Arts having considered, in relation to the place specified in the Schedule of this instrument:

- (a) the Australian Heritage Council's assessment whether the place meets any of the National Heritage criteria; and
- (b) the comments given to the Council under sections 324JG and 324JH of the *Environment Protection and Biodiversity Conservation Act 1999*; and

being satisfied that the place described in the Schedule has the National Heritage values specified in the Schedule, pursuant to section 324JJ of the *Environment Protection and Biodiversity Conservation Act 1999*, include it in the National Heritage List.

Dated 24/04/2009

[signed]

Peter Robert Garrett AM
Minister for the Environment,
Heritage and the Arts

SCHEDULE

STATE / TERRITORY

Local Government

Name

Location / Boundary

Criteria / Values

SOUTH AUSTRALIA**Unincorporated****Great Artesian Basin Springs: Witjira-Dalhousie**

About 50,700ha, 118km north of Oodnadatta and 38km south-east of Mount Dare Station, comprising the Dalhousie Springs Zone, Witjira National Park Management Plan Draft 2008.

The exact boundary description of this zone can be obtained from the Department of the Environment, Water, Heritage and the Arts or the South Australian Department for Environment and Heritage. An approximate boundary is the area enclosed by a line joining

the following points of Latitude and Longitude (GDA94) consecutively: 26.4708S 135.4251E, 26.4631S 135.4248E, 26.4557S 135.4257E, 26.4481S 135.4281E, 26.4414S 135.4314E, 26.4349S 135.4311E, 26.4279S 135.4276E, 26.4222S 135.4259E, 26.4163S 135.4251E, 26.3931S 135.4255E, 26.3874S 135.4263E, 26.3828S 135.4272E, 26.3772S 135.4293E, 26.3719S 135.4321E, 26.3516S 135.4475E, 26.3472S 135.4518E, 26.3315S 135.4727E, 26.3275S 135.4791E, 26.3249S 135.4850E, 26.3230S 135.4912E, 26.3221S 135.4957E, 26.3184S 135.5011E, 26.3150S 135.5082E, 26.3127S 135.5144E, 26.3111S 135.5224E, 26.3107S 135.5289E, 26.3115S 135.5623E, 26.3135S 135.5719E, 26.3157S 135.5779E, 26.3187S 135.5836E, 26.3222S 135.5889E, 26.3264S 135.5935E, 26.3311S 135.5975E, 26.3388S 135.6022E, 26.3473S 135.6051E, 26.3532S 135.6060E, 26.3591S 135.6060E, 26.3634S 135.6054E, 26.3686S 135.6246E, 26.3708S 135.6306E, 26.3737S 135.6363E, 26.3773S 135.6416E, 26.3837S 135.6483E, 26.3912S 135.6535E, 26.3967S 135.6561E, 26.4024S 135.6578E, 26.4082S 135.6587E, 26.4141S 135.6587E, 26.4200S 135.6579E, 26.4285S 135.6551E, 26.4338S 135.6522E, 26.4387S 135.6486E, 26.4432S 135.6443E, 26.4471S 135.6394E, 26.4504S 135.6340E, 26.4541S 135.6250E, 26.4556S 135.6187E, 26.4564S 135.6122E, 26.4565S 135.6056E, 26.4557S 135.5991E, 26.4535S 135.5899E, 26.4572S 135.5884E, 26.4619S 135.5859E, 26.4674S 135.5819E, 26.4762S 135.5740E, 26.4804S 135.5693E, 26.4918S 135.5697E, 26.5106S 135.5756E, 26.5201S 135.5774E, 26.5290S 135.5771E, 26.5348S 135.5758E, 26.5433S 135.5723E, 26.5504S 135.5684E, 26.5577S 135.5633E, 26.5621S 135.5590E, 26.5661S 135.5541E, 26.5725S 135.5443E, 26.5767S 135.5356E, 26.5787S 135.5294E, 26.5801S 135.5197E, 26.5802S 135.5007E, 26.5793S 135.4929E, 26.5772S 135.4854E, 26.5743S 135.4788E, 26.5711S 135.4733E, 26.5662S 135.4673E, 26.5607S 135.4624E, 26.5559S 135.4590E, 26.5599S 135.4493E, 26.5611S 135.4409E, 26.5611S 135.4329E, 26.5598S 135.4258E, 26.5568S 135.4176E, 26.5529S 135.4109E, 26.5469S 135.4042E, 26.5394S 135.3986E, 26.5313S 135.3947E, 26.5231S 135.3927E, 26.5149S 135.3922E, 26.5071S 135.3931E, 26.5000S 135.3952E, 26.4927S 135.3989E, 26.4858S 135.4041E, 26.4801S 135.4105E, 26.4744S 135.4188E, then directly to the point of commencement.

Criterion	Values
<p>(a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.</p>	<p>Witjira-Dalhousie Springs is one of a suite of important artesian discharge springs in the Great Artesian Basin (GAB) for endemic fish, invertebrates (including hydrobiid gastropod molluscs) and plants (ANHAT 2005 & 2008). Witjira-Dalhousie is the most important place in the Australian arid zone for endemic fish (ANHAT 2005; Allen <i>et al</i> 2002; DEW 2007c; Morton <i>et al</i> 1995a, p.95). Witjira-Dalhousie Springs has also been ranked by CSIRO as a nationally 'highly significant' semi-arid and arid refugia in Australia for regional endemics of aquatic invertebrates (isopods, ostracods, and hydrobiid molluscs) and fish (Morton <i>et al</i>, 1995a, p.11, p.95 & p.133).</p> <p>GAB artesian springs are important for illustrating the role of evolutionary refugia for relict animal and plant species (Morton <i>et al</i>, 1995a, p.11), which have evolved into distinct and endemic species in the GAB springs. Witjira-Dalhousie Springs contain five endemic species of fish: the Dalhousie mogurnda (<i>Mogurnda thermophila</i>), Dalhousie catfish (<i>Neosilurus gloveri</i>), Dalhousie hardyhead (<i>Craterocephalus dalhousiensis</i>), Glover's hardyhead (<i>C. gloveri</i>), and Dalhousie goby (<i>Chlamydogobius gloveri</i>) (Fensham <i>et al</i> 2007, p.13 & p.42; Allen <i>et al</i> 2002; DEW 2007c; Morton <i>et al</i> 1995a, p.95). Witjira-Dalhousie Springs contain three endemic hydrobiid freshwater snail species: <i>Austropyrgus centralia</i>, <i>Caldicochlea globosa</i> and <i>Caldicochlea harrisi</i> (Fensham <i>et al</i> 2007, p.13 & p.42; ANHAT 2005 & 2008; Perez <i>et al</i> 2005; Morton <i>et al</i> 1995a, p.95; Ponder and Clark 1990, p 301; Ponder <i>et al</i> 1995, p.554). Witjira-Dalhousie Springs also has a phraetoicidean isopod (<i>Phreatomerus latipes</i>), which is endemic to Witjira-Dalhousie and the Lake Eyre springs, and two endemic amphipod species (<i>Phraetochiltonia anophthalma</i> and <i>Austrochiltonia dalhousiensis</i>), and five endemic ostracods (<i>Ngarawa dirga</i>, <i>Candanopsis sp.</i>, <i>Cyprideis sp.</i>, <i>Darwinula sp.</i> <i>Entocytheridae sp.</i>) (DEW 2007c; Morton <i>et al</i> 1995a & b). The outflows of Witjira-Dalhousie Springs also support at least one endemic plant known only from the spring complex, a native tobacco, <i>Nicotiana burbidgeae</i>, as well as at least six relict plant species better known from mesic areas to the south, including: duck weed (<i>Lemna disperma</i>), swamp twig-rush (<i>Baumea arthropphylla</i>), spike rush (<i>Eleocharis geniculata</i>), a fringe-rush (<i>Fimbristylis ferruginea</i>) and two herbs: shield pennywort (<i>Hydrocyte verticullata</i>) and creeping brookweed (<i>Samolus repens</i>) (DEW 2007c; DEH(SA) 2007a; Morton <i>et al</i> 1995a, pp.95; Morton <i>et al</i> 1995b, pp.55-56; Mollemans 1989, pp.65-66; McLaren <i>et al</i> 1985, pp.9-12).</p>
<p>(b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.</p>	<p>Extant artesian springs in the GAB are a geographically rare phenomenon, each one covering a tiny area within the basin. (Ponder 1989 p 416, Wilson 1995 p 12). Witjira-Dalhousie Springs is regarded as one of the most important artesian springs because of its isolation, relative intactness and the extinction of other springs in the GAB (Morton <i>et al</i> 1995a, p.95 & p.133; Morton <i>et al</i> 1995b, pp.55 & 64-65; Wolfgang Zeidler pers. comm. 1/3/2005; Ziedler and Ponder 1989, p.ix).</p>

Criterion**Values**

- (d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of:
- (i) a class of Australia's natural or cultural places;
- or (ii) a class of Australia's natural or cultural environments.

Mound springs in arid and semi arid Australia are associated with traditional stories and song lines, rain making rituals and evidence for concentrated Aboriginal occupation during dry seasons and periods of drought. The Witjira-Dalhousie Mound Springs are an outstanding example showing the principle characteristics of mound springs as a class of Aboriginal cultural places. They are located in one of the driest zones in Australia and the Lower Southern Arrernte and the Wangkangurru Traditional Owners relied on the springs as a refuge during the dry season and times of drought. They are associated with an exceptionally large number of traditional song lines and story lines (Hercus and Sutton 1985; 64; Davey, Davies and Helman 1985), rainmaking rituals were performed there (Kimber 1997) and the density of artefacts and the large size of Aboriginal camp sites, some measuring up to a kilometre in length and thousands of square metres in extent, is unusual (Lampert 1985; Florek 1987, 1993; Kimber 1997; AARD 2008).

The GAB is the world's largest example of an artesian basin with its associated artesian springs an important component of the system (Harris 1992 p 157, Perez *et al* 2005). It is regarded as the best example of such an artesian system in Australia (Yeates 2001, pp.64-65; Morton *et al* 1995a, p.11, p.95 & pp.132-134; Morton *et al* 1995b, pp.65-66). Artesian springs are the primary source of permanent fresh water within the arid zone since at least the late Pleistocene (the last 1.8 Million years) and are therefore a unique feature of the arid Australian landscape (Ponder 1986 p 416; Morton *et al* 1995b, p. 55; Bowler 1982, pp.35-45). As the primary natural source of permanent fresh water in most of the arid zone, GAB artesian springs represent vital habitat for more widespread terrestrial vertebrates, and invertebrates with aquatic larvae (Ponder 1986, p 415). Witjira-Dalhousie Springs is one of a suite of important artesian discharge GAB Springs that are outstanding examples of the endemism exhibited by artesian springs individually and collectively. Species found at Witjira-Dalhousie Springs include endemic freshwater hydrobiid snails *Austropyrgus centralia*, *Caldicochlea globosa* and *C. harrisi*, and five endemic fish species, the Dalhousie mogurnda (*Mogurnda thermophila*), Dalhousie catfish (*Neosilurus gloveri*), Dalhousie hardyhead (*Craterocephalus dalhousiensis*), Glover's hardyhead (*C. gloveri*), and Dalhousie goby (*Chlamydogobius gloveri*) (Fensham *et al* 2007, p.13 & p.42; Perez *et al* 2005; Allen *et al* 2002; DEW 2007c; Ponder 2003; Fensham and Fairfax 2004; Morton *et al* 1995a, pp.55-56).

Witjira-Dalhousie Springs is regarded as one of the best examples of an artesian 'mound' spring complex in Australia (Morton *et al* 1995a, p.95 & pp.133), and Yeates (2001) also considers it "the best place (in Australia) to see the artesian processes and artesian springs in a natural state" (Yeates 2001, pp. 64-65). Kreig (1989) also states "as a geological feature the (Dalhousie Anticline) springs complex is unique in Australia. It illustrates on a huge scale the cause and effect of an artesian mound system", including "top of aquifer, mound spring material ... and large pools and rivulets of artesian water all convincingly displayed". These geological values are amply illustrated within the springs complex place, the core or 'hub' of the Dalhousie Anticline (Kreig 1989, p.26).

- (i) the place has outstanding heritage value to the nation because of the place's importance as part of Indigenous tradition.
- Witjira-Dalhousie Mound Springs has outstanding heritage value to the nation for its association with an exceptional density of story or song lines most of which are associated with mound springs (Hercus and Sutton 1985; 64). There are twenty four recorded song lines that originate or pass through Witjira-Dalhousie Mound Springs including: the Kestrel story, the Printi and the Goanna Women, the Rain Ancestor (*Anintjola*), the Dog story, the Frill Neck Lizard story, the Boy from Dalhousie, the Goanna Party and the Echidna Woman, Old Man Kingfisher and Old Woman Kingfisher, the Blind Rainbow Snake, Old Man Rainbow Snake, Perentie and the Boys, the Big Boys, the Perentie Goanna Camp, the Perentie Staked His Foot and the Two Boys song line. Unlike the traditions associated with the mound spring groups at Lake Eyre and Lake Frome, a tradition has been recorded that explains why some of the mound springs at Witjira-Dalhousie produce hot water (Hercus nd.; Hercus and Sutton 1985).

For a description of any references quoted above, and more information on each of the places please search the Australian Heritage Database at <http://www.environment.gov.au/cgi-bin/ahdb/search.pl> using the name of the place.

Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF A PLACE IN THE NATIONAL HERITAGE LIST

Great Artesian Basin Springs: Elizabeth

I, Peter Robert Garrett AM, Minister for the Environment, Heritage and the Arts having considered, in relation to the place specified in the Schedule of this instrument:

- (a) the Australian Heritage Council's assessment whether the place meets any of the National Heritage criteria; and
- (b) the comments given to the Council under sections 324JG and 324JH of the *Environment Protection and Biodiversity Conservation Act 1999*; and

being satisfied that the place described in the Schedule has the National Heritage values specified in the Schedule, pursuant to section 324JJ of the *Environment Protection and Biodiversity Conservation Act 1999*, include it in the National Heritage List.

Dated 24/04/2009

[signed]

Peter Robert Garrett AM
Minister for the Environment,
Heritage and the Arts

SCHEDULE

STATE / TERRITORY

Local Government

Name

Location / Boundary

Criteria / Values

QUEENSLAND

Diamantina Shire

Great Artesian Basin Springs: Elizabeth

About 101ha, Springvale Road, 24km south of Warra, comprising Lot 1 on SP120220.

Criterion

Values

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.
- Elizabeth Springs is one of a suite of important artesian discharge springs in the Great Artesian Basin (GAB) for endemic fish, invertebrates (including hydrobiid gastropod molluscs) and plants (ANHAT 2005 & 2008), and has also been ranked by CSIRO as a nationally 'significant' semi-arid and arid refugia in Australia for regional endemics of aquatic invertebrates (isopods, ostracods, and hydrobiid molluscs) and fish (Morton *et al*, 1995, p.11, p.119 & p.134).
- GAB artesian springs are important for illustrating the role of evolutionary refugia for relict species (Morton *et al*, 1995, p.11), which have evolved into distinct and endemic species in the GAB springs. Elizabeth Springs contains one artesian spring endemic hydrobiid snail, *Jardinella isolata* (ANHAT 2005 & 2008; Ponder and Clark 1990, p.301; Ponder *et al* 1995, p.554; Perez *et al* 2005); an endemic fish species the Elizabeth Springs goby *Chlamydogobius micropterus* (DEW 2007c & DEW2007a), and four of the 11 known GAB spring wetland endemic plants (Fensham *et al* 2004). Elizabeth Springs contains the threatened saltmarsh pipewort (*Eriocaulon carsonii* subsp. *carsonii*), a relict species of tropical Australia that is largely endemic to the artesian springs of the GAB (R.J.-P. Davies *et al* 2007). They also contain three of the other GAB spring endemics: *Eragrostis fenshamii*, *Fimbristylis sp.* (RJ Fensham 3743) and *Myriophyllum artesium* (Fensham *et al* 2004; Rod Fensham, pers. comm., 28/10/2008). Elizabeth Springs also contains five other relict plant species, which are not recorded within 500 km of the springs: *Isotoma fluviatilis*, *Pennisetum alopecuroides*, *Plantago gaudichaudii*, *Schoenus falcatus* and *Utricularia caerulea* (Fensham *et al* 2004; Rod Fensham, pers. comm., 28/10/2008).
- (b) the place has outstanding heritage value to the nation because of the place's possession of uncommon, rare or endangered aspects of Australia's natural or cultural history.
- Extant artesian springs in the GAB are a geographically rare phenomenon, each one covering a tiny area within the basin. Over 74% of the GAB springs in Queensland are extinct (no longer flowing) and all the GAB artesian springs in New South Wales are extinct or badly damaged (Ponder 1989, p.416; Wilson 1995, p.12). Elizabeth Springs is regarded as one of the most important GAB artesian springs because of its isolation, relative intactness and the extinction of other springs in far Western Queensland (Fensham *et al* 2004; Ponder 2004 & 2006; Zeidler pers. comm. 2005).

Criterion	Values
(d) the place has outstanding heritage value to the nation because of the place's importance in demonstrating the principal characteristics of: (i) a class of Australia's natural or cultural places; or (ii) a class of Australia's natural or cultural environments.	The GAB is the world's largest example of an artesian basin and associated artesian springs (Harris 1992 p 157, Perez <i>et al</i> 2005). GAB artesian springs are the primary sources of permanent fresh water within the arid zone since at least the late Pleistocene (the last 1.8 Million years) and are therefore a unique feature of the arid Australian landscape (Ponder 1986, p.416; Morton <i>et al</i> 1995, p.55; Bowler 1982, pp.35-45). As the primary natural source of permanent fresh water in most of the arid zone, GAB artesian springs represent vital habitat for more widespread terrestrial vertebrates, and invertebrates with aquatic larvae (Ponder 1986, p.415). Elizabeth Springs is one of a suite of important artesian discharge GAB Springs that are outstanding examples of the endemism exhibited by artesian springs individually and collectively. (Ponder 2003, Fensham <i>et al</i> 2004). Species found at Elizabeth Springs include an endemic freshwater hydrobiid snail <i>Jardinella isolata</i> , and an endemic fish species, the Elizabeth Springs goby <i>Chlamydogobius micropterus</i> (ANHAT 2005 & 2008; Ponder and Clark 1990 p 301; Ponder <i>et al</i> 1995, p.554; Ponder 2003; Perez <i>et al</i> 2005; DEW 2007c & DE2007a). Elizabeth Springs is the only remaining relatively intact GAB spring with extant biota (fauna and flora) in far Western Queensland and holds a suite of species which are genetically and evolutionarily distinct from other GAB springs (Wilson 1995, p.2 & p.7; Fensham <i>et al</i> 2004; Ponder 2004; Ponder pers. comm. 2004; Zeidler pers. comm. 2005; Rod Fensham, pers. comm., 28/10/2008).

For a description of any references quoted above, and more information on the place please search the Australian Heritage Database at <http://www.environment.gov.au/cgi-bin/ahdb/search.pl> using the name of the place.

Environment Protection and Biodiversity Conservation Act 1999

INCLUSION OF A PLACE IN THE NATIONAL HERITAGE LIST

Cascades Female Factory Yard 4 North

I, Peter Robert Garrett AM, Minister for the Environment, Heritage and the Arts having considered, in relation to the place specified in the Schedule of this instrument

- (a) the Australian Heritage Council's assessment whether the place meets any of the National Heritage criteria; and
- (b) the comments given to the Council under sections 324JG and 324JH of the *Environment Protection and Biodiversity Conservation Act 1999*; and

being satisfied that the place described in the Schedule has the National Heritage values specified in the Schedule, pursuant to section 324JJ of the *Environment Protection and Biodiversity Conservation Act 1999*, include it in the National Heritage List.

Dated 7/07/2009

[signed]

Peter Robert Garrett AM
Minister for the Environment,
Heritage and the Arts

SCHEDULE

STATE / TERRITORY

Local Government

Name

Location / Boundary

Criteria / Values

TASMANIA**Hobart City****Cascades Female Factory Yard 4 North:**

Symes Street, corner Degraeves Street, South Hobart, comprising Yard 4 North, being Land Parcels 1/230803 and 1/142201.

Criterion**Values**

- (a) the place has outstanding heritage value to the nation because of the place's importance in the course, or pattern, of Australia's natural or cultural history.

Cascades Female Factory Yard 4 North, constructed in c1850 is associated with the lives of convict women. It is associated with changing philosophies of punishment and reform as they relate to women and as a place of tremendous suffering and inhumane treatment.

Convict women made a significant contribution to the development of the colonies. They supplied their labour, their presence was regarded as contributing to social cohesion and stability and they gave birth to the following generations.

Yard 4 North formed part of the Cascades Female Factory. Factories were a unique colonial response to the management of convict women, one that reflects both moral and penal philosophies. The factories were multifunctional but were intended largely for reform. Yard 4 North is associated with the purpose-built nursery which operated as a place for pregnant convict women to give birth and to rear infants. Pregnancy was regarded as evidence of unauthorised behaviour and convict women were confined and punished for the crime.

The extant high exterior wall which separated Yard 3 from Yard 4 and remnant footings of the exterior wall of Yard 4 illustrate moral and penal philosophies to the management of convict women. They demonstrate the need to isolate convict women from negative influences and in turn protect society from their corrupting influence.

Cascade Female Factory Yard 4 North containing below ground archaeological remains is associated with great suffering. The appalling living conditions and excessively high infant mortality were the subject of numerous inquests and inquiries. Although the causes of suffering and the management regimes were very different, it can be considered along with Norfolk Island to have been a place of harshness and inhumanity.

- (c) the place has outstanding heritage value to the nation because of the place's potential to yield information that will contribute to an understanding of Australia's natural or cultural history.
- Cascade Female Factory Yard 4 North has outstanding research potential for building and occupational deposits to provide further information about the institutional treatment of convict women and their children and increase knowledge and understanding of their living conditions.

For a description of any references quoted above, and more information on each of the places please search the Australian Heritage Database at <http://www.environment.gov.au/cgi-bin/ahdb/search.pl> using the name of the place.



LEGEND

 Listed Place

 Australian Government
Department of the Environment and Water Resources

Cascades Female Factory Yard 4 North

National Heritage List - Inclusion

Place ID: 106060 File: 6/01/004/0038

Sources:
Cadastral for Australia (TAS)
RoadNet Comprehensive - Park and Reserves
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Port Arthur Historic Site, Arthur Hwy, Port Arthur, TAS, Australia

PHOTOGRAPHS







LIST	National Heritage List
CLASS	Historic
LEGAL STATUS	Listed place (03/06/2005)
PLACE ID	105718
PLACE FILE NO	6/01/106/0005

Summary Statement of Significance

The Port Arthur Historic Site is a significant national example of a convict site demonstrating, with a high degree of integrity and authenticity, an aspect of the British strategy of convict transportation to Australia. This type of coerced migration had a major impact on the formation of Australia and the Australian psyche. As one of a few major sites now surviving to evidence the secondary punishment aspect of this penal system, Port Arthur Historic Site ably demonstrates the evolution of penal system to suit Australian conditions. Also, because of its long years of operation, 1830-1877, which included the cessation of transportation to Tasmania, it provides valuable and tangible evidence of the physical form and evolution of the penal system in Australia and, in particular, in Tasmania, over these years.

Port Arthur was also a key part in the Probation System phase of the Australian convict story. The Probation System of the 1840s was unique to Van Diemen's Land and Norfolk Island, although short-lived in the latter, involving less direct physical punishment and more persuasion to reform through education, isolation, work and religion. The solitary punishment process apparent in British penal thinking of this era is particularly well-illustrated by the Port Arthur Separate Prison — a relatively rare surviving example of this type of facility in Australia, especially in this kind of setting. Similarly, the Point Puer boy's establishment provides a demonstration of the spread of British ideas on the treatment of boy prisoners. The evidence of work and religion at Port Arthur still dominates the landscape with the large number of buildings (and their respective functions), major site modifications, known past industrial site functions and related areas, and religion-related elements and buildings evident.

The cessation of transportation to Tasmania in 1853 and the decline in the need for Port Arthur for convict use saw this use gradually replaced by a social welfare role with facilities being given over to, or built for ex-convicts, convict invalids, paupers and lunatics, demonstrating the legacy of the convict system. The Port Arthur Asylum (1868) is a rare example of this type of facility.

Port Arthur Historic Site is a significant, very rich and complex cultural landscape, the primary layers of which relate to the convict era (1830-77) and subsequent eras as a country town and tourist site, including a State National Park and a major historic site under conservation management. It combines the contradictory landscape qualities of great beauty and association with a place of human confinement and punishment.

A gunman took the lives of thirty-five people and wounded nineteen others on 28 April 1996 — an additional layer of tragic significance was added to the place. This tragic loss of life on this scale, and its effect on Australians, led to changes in Australia's national gun laws.

Port Arthur Historic Site has extensive research potential primarily related to the convict experience because of its relative integrity and authenticity. This is enhanced because of the extensive other sources of evidence of the past history of the place including documentary, collections, structures, archaeological and landscape evidence.

Port Arthur Historic Site is outstanding in demonstrating the principal characteristics of an Australian convict site related to classification and segregation; dominance by authority and religion; the provision of accommodation for the convict, military and civil population; amenities for governance, punishment and healing, and the elements of place building, agriculture and industry.

Port Arthur Historic Site is a landscape of picturesque beauty. Its ruins and formal layout, in a serene setting, and the care with which this is maintained, symbolise a transformation in Australia from 'hated stain' to the celebration of a convict past. The picturesque setting of the place, recognised (and in certain areas consciously enhanced) since the early days of the settlement, features buildings in a landscape of hills with valley, edged by harbour and forest, is a very important aspect of the place's significance. The parkland of today's Port Arthur Historic Site is, in part, an accidental and deliberate artefact of park management practices, in the context of ruined buildings and mature English trees, which now seems to project an idealised notion of rustic contentment contrasting dramatically with Port Arthur's known penal history. This apparent conflict and contrast is a critical

element of the place's significance. This complex, ambiguous character has been further strengthened as a result of the April 1996 shooting tragedy, creating, for many Australians, a more immediate poignancy and symbolism attaching to the values of the place.

Port Arthur Historic Site has outstanding heritage value to the nation because of the place's special association with British convicts in Australia and their administrators in the period 1830 to 1877, exemplifying a world-wide process of colonial settlement.

There are many significant people associated with the place from those who developed the penal philosophy used at Port Arthur to people who managed the convict system, those who lived at Port Arthur and ran the establishment, and those incarcerated there. These include John Howard, Jeremy Bentham, Joshua Jebb and the Prison Reform Movement; Governor Arthur, the Governor of Van Diemen's Land at the time that Port Arthur was established as a penal settlement and the person after whom it was named; Sir John and Lady Franklin; the Corps of Royal Engineers; Commandant Charles O'Hara Booth, Commandant William Champ, Superintendent James Boyd, Thomas Lempriere, Commissariat Officer at Port Arthur; political prisoners William Smith O'Brien: the leader of the Young Ireland Movement ticket-of-leave, John Frost and Linus Miller.

OFFICIAL VALUES

Criterion A Events, Processes

Port Arthur Historic Site is a major and critical component of the British convict system constructed in Australia. The system is an example of a 19th century European colonial strategy of exporting prisoners and using their labour to establish a colonial economy. In Australia, this strategy had a significant impact on early colonial development and on the overall Australian psyche.

In particular, Port Arthur demonstrates to a high degree, an aspect of this British colonial process during the 19th century — the adaptation of the British penal system to Australian conditions and the evolution of the secondary punishment system away from its British origins.

The Probation System, 1839-53 — a system used only in Van Diemen's Land and at Norfolk Island — was a uniquely Australian approach to convict management, providing punishment to ensure that transportation remained a deterrent, but also opportunities for reform and betterment. The system is important in the context of both Australian and World penal history. Port Arthur is unusual as it operated as a regional centre for a number of probation stations throughout the Tasman Peninsula.

Port Arthur was effectively an industrial establishment. The extent of former industrial operations illustrates the importance of 'work' in the penal system and the role of the convict used as human capital in building colonial economies. Port Arthur has seen the advent and growth of a number of key industries in Tasmania including timber, shipbuilding, foundries and the manufacture of building materials including bricks and pottery.

The Point Puer establishment (1833-1849) and the Port Arthur Separate Prison (erected 1848-1852) demonstrate the slow global evolution and spread of 19th century ideas about punishment and social reform.

The Separate Prison represents the British (and hence Australian) shift away from the use of physical punishment in an isolated setting to deter crime to an emphasis on psychological manipulation to reform criminal attitudes including isolation from contamination.

After the cessation of transportation in 1853, Port Arthur also became a welfare institution for lunatics (convicts found insane during servitude), ex-convicts, convict invalids and paupers, demonstrating the human legacy of the British convict system. The Port Arthur Asylum (1868) is an important exemplar of then contemporary British thinking about better ways to manage and cure mental illness.

Port Arthur Historic Site is an outstanding, very rich and complex cultural landscape, the primary layers of which relate to the convict era (1830-77) and subsequent eras as a country town and tourist site, including a State National Park and a major historic site under conservation management. It combines the contradictory landscape qualities of great beauty and association with a place of human confinement and punishment. Since 1830 there have been many phases of significant development, decline and change with several major bushfires, demolitions, constructions, major landscape alteration and maturity of plantings, and more recently, restoration, stabilisation and conservation.

A gunman took the lives of thirty-five people and wounded nineteen others on 28 April 1996 — an additional layer of tragic significance was added to the place. A memorial marking the event was created around the site of

the former Broad Arrow Cafe and includes the Huon Pine cross erected soon after the event. Port Arthur Historic Site is significant as the site of contemporary large-scale loss of human life outside the context of war, and as an event that led to changes in Australia's national gun laws.

The attribute related to this criterion is the entire place.

Criterion B Rarity

Port Arthur Historic Site is one of a small set of penal settlements in Australia specifically developed for convicts described at the time as recidivists and political prisoners. It was established in 1830 as a 'prison within a prison'. Today, only Port Arthur, Norfolk Island and perhaps Maria Island are able to actively demonstrate this aspect of Australia's convict history through their cultural landscapes and artefact collections.

The Port Arthur Historic Site includes the satellite convict settlement of Point Puer set up specifically to house convict boys. Point Puer is one of a limited set of convict settlements in the Australian colonies to receive a single category of prisoners and is rare as a reformist institution for convict boys.

The Separate Prison and the Lunatic Asylum are relatively intact rare examples of innovative ways of managing criminals and the mentally ill in the mid-19th century adapting the most modern European ideas of reform.

The attributes related to this criterion are the entire place, including the artefact collection, and particularly, Point Puer, the Separate Prison, and the Lunatic Asylum.

Criterion C Research

Port Arthur Historic Site has extensive research potential because of the place's relative integrity and authenticity and the ability of the material culture present to provide unique insight, primarily into the convict experience.

In combination, the oral tradition, documentary evidence, collections, structures, engineering relics, (both terrestrial and maritime) archaeological features and landscape at Port Arthur Historic Site have unparalleled potential for community education.

The Port Arthur Historic Site landscape is, in itself, a complex artefact which illustrates both former uses and changing use over time.

Port Arthur Historic Site's buildings, engineering relics and other structures contain, within their fabric, evidence of construction technology, available materials and adaptation to suit local conditions.

The Port Arthur Historic Site records and collections, including archaeological, provide a substantial research resource which, in conjunction with documentary evidence, have the potential to reveal and present much of the Port Arthur story.

Port Arthur Historic Site also has the potential to allow the exploration of particular aspects of Australia's convict past such as how many key industries in Tasmania operated including timber, shipbuilding, foundries and the manufacture of building materials including bricks and pottery, and other early trades; and how the boy's establishment at Point Puer, a unique experiment in penal segregation, operated.

Lempriere's tidal benchmark, placed on the Isle of the Dead in 1841, is believed to be the earliest benchmark installed anywhere in the world. As such, it has exceptional historical and scientific significance in the international field of climate research because of the run of the related surviving records from that time until 1848 and the comparative base provided for current recordings on sea levels.

The attribute related to this criterion is the entire place, including its records and collections.

Criterion D Principal characteristics of a class of places

Australia's convict sites share patterns of environmental and social colonial history including classification and segregation; dominance by authority and religion; the provision of accommodation for the convict, military and civil population; amenities for governance, punishment and healing, and the elements of place building, agriculture and industry. Port Arthur Historic Site is outstanding in demonstrating the principal characteristics of an Australian Convict Site because:

- It presents important aspects of Australia's convict system including changing attitudes to punishment, reform, education and welfare;

- The physical landscape and setting at Port Arthur Historic Site retain a high degree of integrity and authenticity, thereby providing important evidence of the history and use of the place;
- The form and location of elements at Port Arthur Historic Site display deliberate design and arrangement, reflecting the order and hierarchy of Port Arthur's military and penal history;
- The built environment at Port Arthur Historic Site displays a large, surviving concentration and wide range of 19th century design, engineering and construction techniques in a range of materials and built forms;
- Substantial parts of the site include known stratified archaeological deposits of material culture, which can be analysed to yield information about the site unavailable from documentary sources alone;
- Port Arthur Historic Site's records, including manuscripts, maps, published material, photographs, historical, archaeological and architectural records, and databases, provide an extensive resource for a broad range of historical and social research; and
- Port Arthur Historic Site illustrates changing approaches to heritage conservation philosophy and practice and is considered a landmark place for place and materials conservation.

The attributes related to this criterion are the entire place and its records.

Criterion E Aesthetic characteristics

Port Arthur Historic Site is a complex layered cultural landscape, where the topography, plants and built elements combine to provide a physical chronicle of an eventful and dramatic past. The physical landscape present today evokes both the establishment of a British convict settlement in a remote Tasmanian setting and more than a century and a half of human history.

Port Arthur is a landscape of picturesque beauty. Its ruins and formal layout, in a serene setting, and the care with which this is maintained, symbolise a transformation in Australia from 'hated stain' to celebration of a convict past.

The picturesque setting of Port Arthur, recognised since the early days of the settlement, features buildings in a landscape of hills with valley, edged by harbour and forest. Port Puer and the Isle of the Dead, especially when viewed across Mason Cove, provide visual and historic focal points in important vistas. Similarly, Port Arthur is dramatic when viewed across the water from these settlements or from the water. The Church and the Penitentiary have both landmark and symbolic value for a variety of vistas to and within the historic site.

The melancholic drama of Port Arthur's cultural landscape both in the past and today has inspired art and literature including its portrayal in Marcus Clarke's 1874 novel "For the Term of His Natural Life".

The Port Arthur penal settlement is one of a small set of places of secondary punishment (together with Norfolk Island, Sarah Island and Maria Island) which relied on an 'alien', often water-bounded landscape to form the bars of the prison. The harbour location and views to and from the water are integral elements of both the visual and historical quality of the place.

The parkland of today's Port Arthur is, in part, an accidental and deliberate artefact of park management practices. This, in the context of ruined buildings and mature English trees, which in their turn, were, in part, a function of deliberate design intent, now seems to project an idealised notion of rustic contentment contrasting dramatically with Port Arthur's known penal history. This paradox is a very important part of the place's significance. The built and planted elements at Port Arthur combine in an image of an 'English' place established in the strongly contrasting Australian bush and marine setting of a rugged coastline.

For families, survivors, rescuers, staff and others associated with the 1996 tragedy, the Broad Arrow Cafe and other areas on site associated with the tragedy and subsequent memorial services evoke strong emotional responses as a reminder of the event.

The attribute related to this criterion is the entire place in its setting.

Criterion G Social value

Port Arthur Historic Site is a place where the aspects of Australia's convict experience are recalled within a picturesque landscape as a reminder of our inherited psyche and our communal past.

Port Arthur is the best-known symbol of Australia's convict past, a highly revered icon that symbolically represents Tasmania's place in Australian history.

The Arcadian qualities of the Port Arthur landscape are valued by most visitors to the place and by generations of Tasmanians.

For Australians broadly, particularly those of Anglo-Celtic background, Port Arthur is a place to reconnect with their colonial roots, real or imagined, and reflect on the meanings of the past. For some, the search for early family associations and identity has led to Port Arthur and the rediscovery of personal links with convictism.

Port Arthur has always been a place where visitors from across the world are moved emotionally, possibly one of the few such cathartic locations in post-settlement Australia.

Port Arthur Historic Site is a symbol of modern heritage practice in Australia — an expression of how we care (or, as in the past, have not cared so much) about our heritage. It holds an important place in the history of modern heritage conservation in Australia.

Port Arthur has become a particularly poignant, symbolic and special place following the April 1996 tragedy. The tragedy has become a prominent political symbol in Australia — ‘Port Arthur’ is now understood nationally and worldwide to encapsulate the debate and new policies for national gun reform. This has clearly added a new and emotionally powerful layer to the national meaning of the place.

The attribute related to this criterion is the entire place.

Criterion H Significant people

Port Arthur Historic Site has outstanding heritage value to the nation because of the place's special association with British convicts in Australia and their administrators in the period 1830 to 1877.

Port Arthur, in conjunction with other Australian convict sites, exemplifies a world-wide process of colonial settlement. The British colonial penal system, evident in post-1788 Australia and demonstrated to a high degree at Port Arthur, was significant in progressing 18th and 19th century European colonization.

John Howard, prison reformer, and Jeremy Bentham, philosopher and jurist, were instrumental in the changes to the criminal system in Britain that advocated reform rather than punishment and inspired the probationary system and the use of separate cells instituted at Port Arthur.

Captain Joshua Jebb designed London's Pentonville prison, one of the first model prisons erected between 1840 and 1842. Pentonville and its separate system were considered to be a success, and thus were adapted at other penal institutions including Port Arthur's Separate Prison (c1849).

Governor Arthur: the Governor of Van Diemens Land at the time that Port Arthur was established as a penal settlement and the person after whom it was named. He was involved first hand in the rules and regulations which gave order to Port Arthur.

Sir John and Lady Franklin: Sir John Franklin was the Governor of Tasmania 1837-43. He and his wife, visited Port Arthur in March 1837 to review operations at the penal settlement.

The Corps of Royal Engineers were responsible for planning, designing and constructing buildings at Port Arthur after assuming responsibility for structures located at penal stations throughout the Tasman Peninsula in 1835.

Commandant Charles O'Hara Booth, Commandant William Champ, and Superintendent James Boyd, were all significant in either the development or in the management of Port Arthur as a penal settlement and several of them had important roles at other places beyond Port Arthur, linked to the wider convict system or related to their period at Port Arthur.

Thomas Lempriere: Commissariat Officer at Port Arthur during the 1830s and 1840s. In 1841, he had a tidal benchmark carved into a north facing vertical rock on the Isle of the Dead from which he took regular tidal readings until his departure from the settlement in 1848.

William Smith O'Brien: the leader of the Young Ireland Movement who was found guilty of treason for his part in a failed armed rebellion against British rule of Ireland — he was a significant political prisoner. He was transported for life to Van Diemen's Land in 1848. In 1849, he was transferred to Maria Island, and then later Port Arthur, where he was placed in the cottage that now bears his name. He gained a ticket-of-leave, and left Port Arthur on 18 November 1850.

Other notable inmates were John Frost: Welsh Chartist and leader of the first truly working class movement in Britain providing the foundations of the Westminster System of government; and Linus Miller: ‘Canadian’ patriot and a leader of the anti-British forces of the Canadian rebellion of 1837-38.

DESCRIPTION

The Port Arthur Historic Site contains the major and several ancillary sites of the Port Arthur penal settlement which operated between 1830 to 1877. The main penal settlement at Mason Cove was later transformed into a small rural township, tourist destination and a nationally recognised historic place. The core of the Historic Site is contained within a natural amphitheatre formed by Mount Arthur and Mount Tonga encircling the protected cove, freshwater creeks and the basin floor. Forest covered hills provide the backdrop to the west of the Historic Site. To north is Garden Point, the east are the sheltered waters of Mason Cove, the sandy shores of Carnarvon Bay and Point Puer, and the broad expanse of the harbour known as Port Arthur. The forested eastern shores — now part of the Tasman National Park — include the distinctive silhouette of Arthurs Peak and the heathy vegetation and high sea cliffs of the sea entrance to Port Arthur — Cape Pillar, Tasman Island and Cape Raoul.

This setting of forest, harbour, mountains and sea cliffs contrasts strongly with the Historic Site at Mason Cove, with its cleared parkland character, exotic trees and plants, historic buildings and ruins, and modern tourism facilities. The regrowth vegetation and geology of Point Puer and the Isle of the Dead blend more easily with the surrounding natural landscape — revealing evidence of their place within the penal settlement system only on closer inspection.

The Port Arthur Historic Site also holds several important collections — the Port Arthur Historic Collection, the Port Arthur Archaeological Collection, published records, manuscripts, databases, and architectural, photographic, and archaeological records.

HISTORY

The site of Port Arthur embodies various layers of meaning which have been created through the different phases of its natural and human history. It has a rich and multi-layered past that is expressed in a diverse, dramatic and changing landscape. Through its pre-penal period, its creation as a convict settlement, its transformation into a township and its more recent tourism developments, the landscape as a whole, and the individual built structures that occupy that landscape, embody many different and sometimes conflicting cultural meanings.

The geography and isolation, the barrier of surrounding dense vegetation and the uninviting ocean ensured that this was a contained place, a prison within a prison. Most phases of Port Arthur's history are reflected to some degree in the present-day landscape. However, the legacy of some phases is more readily apparent than others.

1. The Aboriginal landscape

At the time of first contact with Europeans, the Tasman Peninsula was the country of the Pydairrme band of the Oyster Bay tribe. The natural environment provided resources for food, shelter, clothing, pigments, tools, weapons, as well as decorative items such as shell necklaces, which contributed to a rich cultural life.

For the Pydairrme, the Tasman Peninsula was part of an intricate system of social and spiritual traditions. It was a landscape modified by human activity, notably through movement, camping, use of natural resources and burning. Remains of middens and stone artefacts remain in the landscape from this period.

There were probably encounters between the coastal groups and early European explorers and sealers. With the arrival of British settlers from 1803, Aborigines were pushed from their traditional lands. The prevailing pejorative nineteenth-century views on race denied Aborigines rights to their land. The effects of dispossession and cultural dislocation, compounded by frontier violence and the ravages of foreign diseases, led to high mortality rates. There is no recorded evidence of any remaining Pydairrme people on the Tasman Peninsula from the 1830s onwards. However, the *Tamar*, in 1833, carrying Aboriginal people from the West Coast to Flinders Island stopped at Port Arthur and one of the Aboriginal passengers, an elderly women who had died, was buried ashore at Port Arthur in an unknown location, but possibly on the Isle of the Dead which had been established that year. Aboriginal people also settled on the Peninsula after Port Arthur closed.

2. A landscape of control, punishment and industry

Planning a new penal settlement

Until 1825, Van Diemen's Land was administered as part of the colony of New South Wales. Prior to 1818, most convicts were dispatched to Van Diemen's Land from Port Jackson. From 1818, transportation of British and Irish convicts directly to Van Diemen's Land under the 'assignment' system became more common. By the 1820s transportation to Australia no longer held sufficient fear, and was considered an inadequate deterrent to crime. A British Commission of Inquiry found that more severe penal settlements were needed for convicts who became secondary offenders in Australia.

Governor George Arthur first proposed a penal settlement on the Tasman Peninsula in 1827. With its clear strategic and security possibilities, Arthur considered the site a 'natural penitentiary'. Two other stations for secondary punishment, Macquarie Harbour and Maria Island, were already operating in Van Diemen's Land, but were no longer favoured. Both were expensive to maintain as they lacked a reliable supply of natural resources and were located at a considerable distance from the main settlement at Hobart.

Besides its attributes as a 'natural prison', the Tasman Peninsula was rich in natural resources – including timber, stone, clay, lime and coal. The Peninsula was close enough to Hobart to allow for a viable settlement, and to develop industries for export within and beyond Van Diemen's Land. Port Arthur was also endowed with a protected harbour and freshwater stream. These were critical factors in the choice of site, both to ensure its viability, and to provide the capacity for large-scale convict employment.

The site of Port Arthur, on the protected south side of Mason Cove, was reserved as a new penal station. In 1830 timber was cleared, building commenced and the first convicts arrived. The following year an area of 300 acres was set aside for a penal settlement, primarily as a 'timber-getting station'. Many of the first convicts to arrive were experienced tree-fellers. Sawpits were operating near the water's edge by 1830. There was a considerable external demand for timber from the earliest days.

Accommodation and separation

The early settlement grew slowly. The first convict barracks erected in 1830 were rudimentary, comprising rough timber huts. A new prisoners' barracks, comprising sleeping quarters and dining room, was completed in 1835, when the convict population had reached 1181 men.

The Isle of the Dead cemetery was established in 1832 on Opossum Island off Point Puer. The island site was probably mainly chosen for hygienic and religious reasons, but the quietness of this 'secure and undisturbed resting place', which was visible, but separate, from the penal settlement was also a factor.

Across Opossum Bay, at Point Puer, a boys' penitentiary was established in 1834. The need for a separate establishment for boys stemmed from concerns about their moral contamination and sexual exploitation by the adult convicts. 'Gentlemen convicts' were also excluded from the main barracks. The Irish political prisoner William Smith O'Brien, for example, served time in his own cottage in 1850.

Better accommodation was built for the military officers and civil residents. A new two-storey military barracks was completed in 1840, with further additions in the mid-1840s. While the prisoners' barracks, workshops and a flour mill/granary were built on lower ground near the waterfront, the prominent siting of the military barracks on a hill demonstrated its power and importance, and afforded protection for the settlement. Similarly, the siting of the officers' residences on higher ground reflected and reinforced their social position. The Commandant's Residence, originally a small functional building occupying a strategic location, grew to more substantial proportions, and its garden was planted with English and native species. From the mid-1840s, non-military officials, such as the magistrate, chaplain and resident doctors also occupied more substantial homes.

In 1848 the social reformer Reverend Henry Phibbs Fry condemned the lack of suitable convict accommodation at Port Arthur. His *System of Penal Discipline* pointed out that while the church and soldiers' barracks were built in stone with unnecessary ornamentation, the old convict barracks and penitentiary were merely dilapidated timber structures. The transfer of convicts from Norfolk Island to Port Arthur necessitated increased accommodation. The granary was converted to a new penitentiary in 1853, and this was completed and occupied by 1857. The penitentiary contained two tiers of back-to-back separate apartments on the ground floor, and large mess room and dormitory spaces on the upper floors.

Altering the landform – engineering and construction

Building styles varied from rough vernacular convict huts to the formal designs of the larger institutional buildings and the civil officers' residences. Initially all the structures were timber, though some had brick nogging. Later,

a number of structures used locally quarried stone or locally fired bricks. By the 1840s, virtually all building materials used at Port Arthur, including timber, bricks, tiles, cut-stone and metal-work, were sourced from the workshops at the Port Arthur settlement or manufactured at the other work stations on the Tasman Peninsula.

The design of many of the buildings was the work of the Royal Engineers, with construction by convict labourers and their overseers. Engineering efforts in reshaping the landscape remain visible in the massive cut-and-fill operations, the building of retaining walls, excavation and establishment of the reservoir and mill race, and alignments of watercourses and drains.

The ambitious construction works considerably altered the natural landform and produced a more functional landscape. A sea wall and tree-lined path was established on the foreshore in the late 1830s. Land reclamation along the waterfront began in 1841, resulting in the covering of the mouth of the creek, and straightening of the southern shoreline, presumably to aid the development of the port. Water power was also harnessed through the creation of a water wheel to power the flour mill, and the construction of supply races and storage weirs.

A further area of the bay was reclaimed in 1853–54 to create the ground in front of the new penitentiary, including additional space for workshops. A timber wharf constructed of timber piles with stone fill and covered with timber planking was constructed. This created a stronger 'edge' to the waterfront and enabled the construction of piers for handling larger vessels.

An industrial landscape

Physical labour was considered critical to convict rehabilitation and moral improvement. In the 1840s, a network of probation stations was established throughout the Tasman Peninsula. It relied on the regimented organisation of convicts into labour gangs. All convicts in Tasmania worked in probation gangs for a period of time. This created a more productive labour force and transformed Port Arthur into a large-scale and diverse industrial complex that stretched across the Tasman Peninsula. Labour gangs were delegated to the sawpits, tree-felling and timber-getting, road making, quarrying, coal mining, farming, and collecting shell for lime burning. Closer to the main settlement they were employed at shipbuilding, brick-making, fishing, gardening and flour-milling.

Timber tramways connected the settlement with the nearby forests and quarries. More distant places such as the coal mines and Eaglehawk Neck were also linked by roads, as was Port Arthur with Point Puer and Safety Cove. The wharf facilities on the southern shore grew rapidly to support the transport needs of the settlement. A 'convict railway' powered by human effort was completed in 1836 and linked Norfolk Bay and Long Bay. It enabled easier water transport from Hobart, removing the need for the dangerous and time-consuming open sea voyage around Cape Raoul.

The landscape was continually adapted for food production. In the early 1830s the settlement was interspersed with fields and vegetable gardens, which were grown and worked by convicts. These included narrow strip fields, established as 'officers' gardens' at the western end of the settlement. The convict gardens were replaced by one large government garden in 1834. The military and civil officers continued to plant kitchen gardens and orchards, which by 1838 covered six acres. The officers were also permitted to keep poultry and domestic livestock, and to catch fish and to hunt game.

A farm that included a dairy and piggery was established opposite the Separate Prison in 1854. Farms also operated at Garden Point, Safety Cove and Long Bay for grazing of sheep and cattle, dairying and cropping. At Port Arthur, agriculture expanded westwards along the settlement creek. Draught animals were introduced in the early 1860s — the discernible ridge and furrow patterns visible in this area suggesting that the expansion may have related to the introduction of the horse-drawn plough.

By the 1840s Port Arthur presented a busy complex of work-related buildings and structures, linked by a network of roads, bridle paths, tramways and tracks. The waterfront area along Champ Street, where the wharves and a row of trade workshops were located, was the focus of much activity. Here, goods were loaded and unloaded from ships, and human cargo arrived. A range of trades were represented, including boot and shoe making, clothing manufacturing, carpentry, a wheelwright, painting and metalwork. Here, many convicts were employed in trades with which they were already familiar. Others were trained at the settlement in trades that would assist with the building programs and local industries. The Dockyard, where shipbuilding was carried out, was also a frenetic place; between 1834 and 1848 it was the major industrial complex in the colony.

The granary and mill, built 1842–45, was planned as an industrial enterprise for the processing of grain brought in from outside Port Arthur. Here, both water and manpower were harnessed to grind the grain, which was shipped to Hobart from the adjacent wharf. A new steam sawmill was constructed in 1856–57, as part of a new larger workshop complex adjacent to the Penitentiary. New industries established in the 1860s included a saltworks at Garden Point.

Control and punishment

The nature of the settlement as a gaol meant that Port Arthur was laid out as a functional complex of buildings where social control and hierarchy largely determined building design, the locations of buildings and their relationships to one another.

In the early 1830s convicts at Port Arthur were not sentenced for secondary punishment and enjoyed a relatively greater degree of autonomy compared with later periods. During Dr John Russell's term as Commandant (1830–31) convicts were able to move through the settlement and go into the bush to collect timber. They were permitted to fish for themselves, maintain vegetable plots, and to prepare and cook the daily food rations they were allocated.

In 1833, Governor Arthur proclaimed Port Arthur as a destination for secondary offenders and issued new, more restrictive regulations. Access to different parts of the settlement was prohibited without express permission. Convicts' movement through the settlement became restricted to disciplined work gangs, or smaller groups (accompanied by an overseer) carrying out domestic duties. The lives of female house servants, and to some extent the resident military officers and their families, were also strictly regulated. Boy prisoners were accommodated at Point Puer, away from the adult convicts.

Due to a high incidence of absconding convicts, Port Arthur became a heavily controlled environment. The rigid observance of the Benthamite principles of complete and constant surveillance meant that all visible routes were constantly watched and guarded. Guards were stationed in strategically placed sentry boxes – in front of the stores and the gaol. During the night a sentry was stationed outside the guard house, and three sentries were stationed at the dockyard. There was also, presumably, always a guard on duty on the watch towers. Other watch points were located on Scorpion Rock overlooking the settlement and at the Mount Arthur semaphore station. A line of guard dogs and lamps was stationed across the narrow land bridge at Eaglehawk Neck from 1832, which proved a virtually impenetrable barrier to escaping convicts.

The large semaphore signal tower erected to the rear of the Commandant's Residence was a dominant feature in the Mason Cove landscape. This was part of a wider network of signal stations and associated sight lines set up in the mid-1830s by Commandant Booth, which connected the remote settlement with other semaphore towers throughout the Tasman Peninsula, and with Hobart. Messages mainly concerned shipping news or attempted escapes. The towers stood on hill tops and utilised standing trees. Other towers at Port Arthur were located at the Dockyard, Scorpion Rock and Point Puer.

Some building designs were influenced by prevailing notions about discipline and punishment. The Church, built on a prominent rise facing the harbour, represented the centrality of religion to the reform process, and the symbolic surveillance of an ever-watchful God. The Separate Prison, which opened in 1849, provided the most severe measures of punishment. Here, constant surveillance, solitary confinement and silence were considered the way to reform. The building was a small modified version of the Pentonville Prison in London, which was built to Jeremy Bentham's 1791 design for a panopticon prison. It contained individual cells built around a four-wing radial design that ensured constant surveillance, as well as two 'dumb' cells and a 'separate' chapel. An extension in 1854 served as a lunatic asylum until a new asylum was built in 1867.

3. A domestic landscape

The site gradually took shape as a large complex of structures serving a growing range of needs that encompassed surveillance, industry, administration, accommodation, religion and education. By the late 1830s, the settlement resembled a substantial town. Later, in 1872, the visiting English novelist Anthony Trollope expressed such a view.

The 1840s saw an increasing gentrification of the areas occupied by the military and civil officers and their families, including a 'quality row' of brick residences situated near the Church. By 1847 Port Arthur was described as 'a favourite resort for the officers and their families'. Ornamental pleasure gardens had been planted, and visitors frequently commented on the 'Englishness' of the gardens. Other efforts were made to gentrify the settlement. A literary institute was established in the 1850s and a cricket club was formed by the 1860s.

In the first few years of the settlement efforts were made to improve the private gardens, which were designed for the pleasure of the military staff, and their wives and families. George Arthur had criticised the state of the gardens in 1832, but by the 1840s they had improved substantially and won frequent praise from visitors. The Government Gardens were renowned for their flowers, and the gardens of the Commandant's Residence were also extensive. The cultivation of exotic plants dramatically changed the appearance of the landscape. There was also strong botanical interest in native species. The establishment of scientific institutions in Hobart had

encouraged experimentation with useful plants, especially those for medicinal, timber and other industrial purposes. Blue Gum and Blackwood were used in the early avenue plantings of the 1840s. An avenue of Blue Gum along the road to the Dockyard was probably planted c.1860s; boundary rows of eucalypts were also planted in the grounds of the Commandant's Residence; and elsewhere Norfolk Island pines and other Araucarias were planted. The avenue linking the harbour and the Church is thought to have been originally natives but was replanted later with elms and oaks donated by Sir John Franklin.

4. A landscape in decline: ageing and ruins

After transportation to New South Wales ceased in 1840, the anti-transportation movement became a significant political influence in Van Diemen's Land. While convict numbers at Port Arthur peaked at over 1000 in the late 1840s, there was a decline in transported convicts from the mid 1840s. The boys' penitentiary at Point Puer closed in 1849. Van Diemen's Land put an end to transportation in 1853. In a conscious effort to create a symbolic separation from the earlier convict period, Van Diemen's Land was renamed Tasmania with the move to colonial independence in 1856. Ongoing efforts to expunge the 'hated stain' of convictism were central to the ongoing shaping of Tasmanian identity.

By the 1860s, the convict population at Port Arthur was ageing and in decline, and there was a growing number of paupers, and of the physically and mentally ill. The provision of welfare became a greater priority than penal reform. From the late 1850s, 'Imperial lunatics' had been transferred to Port Arthur from other invalid depots in Tasmania. Providing for the aged convicts and for the paupers, who were now accommodated at the site, necessitated structural changes. The Paupers' Mess and Barracks were built in 1863, and the lunatic asylum was completed in 1868. The site effectively became 'an invalid depot, asylum and welfare institution'.

Despite this decline there were other additions. In the 1860s a market garden and saltworks were established at Garden Point.

The emphasis on control and punishment gradually lessened. In 1860 the cordon of dogs that guarded Eaglehawk Neck was removed. The strong military presence became a thing of the past with the departure of the soldiers in 1863 and their replacement with civil constables.

The natural forces of physical decay also played a part in the settlement's decline. By the early 1870s many of the buildings were in a deplorable state. This was a result variously of inferior workmanship and/or materials, the manner and haste of much of the original construction, the aggressive coastal environment, and poor maintenance by the diminished able-bodied workforce. In 1873 nearly all the buildings were so dilapidated that rain was causing damage to ceilings, walls and floors. When the Church spire fell to the ground in 1875 because of high wind, the decision not to replace it indicated Port Arthur's seemingly inevitable demise. The farm was also in a run-down state by 1876.

After the Port Arthur penal settlement was finally closed in 1877, a subsequent onslaught of natural disasters proved destructive to much of the remnant building fabric. Storms damaged buildings in 1879 and 1880. A minor earthquake in 1892 also weakened structures. Port Arthur's close proximity to the forest made it particularly vulnerable to fire especially without the labour available previously to clear any vegetation regrowth or build up of potential fuel, or to fight a fire if it began. The first significant fire in 1884 burnt out the Church, leaving only the stone walls. Two further fires in 1895 and 1897 obliterated most of the remaining timber structures, and did extensive damage to many stone and brick buildings, including the Separate Prison, Asylum, Government Cottage, Penitentiary, Hospital and Parsonage.

The landscape that had been steadily built up since the 1830s was left empty and decaying. Yet fire, in all its rich symbolism, was considered a 'welcome purifier'. It helped to revert the site to nature, casting the ruined remains as elements of a picturesque scene. In the place of unattractive dilapidated buildings with their disturbing associations had emerged true ruins, shaped by the forces of nature.

5. A romantic landscape: artistic and literary associations

Romantic associations about the Tasmanian landscape were a major preoccupation in the early colonial period. Port Arthur was considered a place that well expressed the then fashionable aesthetics of Romanticism, which placed great value on the Picturesque and the Gothic. Early observations of the Tasman Peninsula noted the sublime quality of its coastline. The vertical rocky formations along the coastline were strongly suggestive of Old World ruins. Such views, however, were generally not in the minds of convicts, most of whom lacked the privileges of a refined education and time to contemplate the scenery.

Visitors regularly commented that Tasmania, and Port Arthur in particular, had the look of a much older place. As early as 1837, Lady Jane Franklin, the Governor's wife, considered that Port Arthur had the appearance of a place 'of more antiquity' than anywhere else in Tasmania. Even as early as the late 1830s Tasmanian ivy was being propagated on some of the buildings, enhancing associations with the picturesque gothic. Retrospective building styles at Port Arthur also created romantic associations, especially the Guard Tower, with its castellations and crenellations, and the Gothick Church.

As early as 1836 the settlement was described as 'a prison in a park'. In 1842 David Burn described Port Arthur as 'picturesque'. He considered it as 'one of the most beautiful bays, with a shore of the purest sand, and waters of pellucid hue'. For him it was 'an enchanting spot, of which the pencil, not the pen, can convey adequate conception; wood, water, earth, sky, all contrive to gladden the eye and charm the sense'. H. Butler Stoney, who visited Port Arthur in 1854, was greatly taken by the 'English beauty' of Port Arthur. He wrote, 'Passing the church, which is partly over-grown with ivy, giving it a charming appearance'.

The ruling tenets of punishment and fear that were central to the penal system contrasted dramatically with the perceptions of the site's beauty, and encouraged a perceived gothic sensibility about the place. Earlier observers had recognised this. William Smith O'Brien, imprisoned at Port Arthur in 1850, qualified his initial thoughts on the site's scenic beauty: "Port Arthur might too be mistaken for a little paradise by one who contemplated it from a distance without knowing to what purposes that settlement is dedicated." Another writer recognised the juxtaposition of horror with beauty while strolling in the Government Gardens in 1856:

A sweet little stream runs through the garden, and with very many trees of dear old England around you, it is easy to forget, wandering through this beautiful garden, that seven hundred fellow-creatures who have lost home and liberty through crime, are so near you.

For Smith O'Brien's Irish compatriot and fellow political prisoner, John Mitchell, the Tasmanian landscape presented an oxymoron: 'The gardens of hell'.

Marcus Clarke was the first to widely popularise the gothic quality of Port Arthur through his novel, *His Natural Life*, first published in serial form in 1874. Heavily influenced by the nineteenth-century fashion for gothic literature and art in Britain and Europe, Clarke emphasised the gloomy, melancholic nature of the place, and dwelt on the imagined horrors. The gothic here became macabre and disturbing, but it also encouraged, and played on, the morbid fascination that the place held for many visitors.

Romanticising the penal settlement at Port Arthur was a slow process. After its closure in 1877, it remained a place of shame. The government authorities were convinced that most Tasmanians wanted the convict buildings at Port Arthur demolished or removed. Many certainly did, but with their survival under a less conservative political regime in the 1880s, the site became a tourist attraction and a recreation site.

The changes wrought by the end of convictism had a positive effect on the landscape in the minds of some writers. In a 1889 guidebook, journalist Garnet Walch observed this dramatic shift from the old period to the present one, seeing 'sunshine and hope everywhere where once reigned darkness and despair'. But overwhelmingly, the hated stain of the convict past was disliked and denied. Many wished that the place did not exist because of the associations it held for the history of the colony, and in many cases of their own families. The *Hobart Mercury* declared in 1889: "It must be remembered that the buildings themselves are fast going to decay, and in a few years will attract nobody; for they will be ruins without anything to make them worthy of respect, or even remembrance".

6. The rural township landscape

A new township named Carnarvon was superimposed on the remains of the former penal settlement. Much land within the former penal settlement was subdivided for farms and orchards during this period, which created new settlements across the Tasman Peninsula. Small rural settlements grew out of the former probation stations, and Carnarvon became a crossroads town and the centre of community life for the Tasman Peninsula.

The first sales of Carnarvon town allotments took place in December 1877. Initial demand was weak, but additional lots were sold in 1884 and 1889. The new township was proclaimed in 1889. The subdivision of Mason Cove created a number of new roads and property alignments, some of which are visible in the landscape today. Boundary fences were erected and new tree rows defined private properties.

The creation of Carnarvon resulted in new uses, and the adaptation, rebuilding and removal of former penal buildings and features reshaped the site. The new owner of the allotment that contained the military barracks demolished the buildings and sold the materials for use in Hobart. The structure of the penal settlement nonetheless laid the foundations for the new town, as many elements of the penal settlement were adapted for

town purposes. Some of the officers' residences were maintained for private uses, and for tourism and township functions.

By the early 1900s, Carnarvon's civic character was well established. Essential community facilities, such as a post office, school and cricket club, were operating. The Asylum was converted to a town hall, council chambers and gymnasium. This building also accommodated a church until 1926 and a local school until 1938. St David's Anglican Church was built in 1926 and a new police station in c.1927. The focus of activity moved away from the waterfront and towards the new roadways as motor cars became the more common means of transport from the 1920s.

By the 1920s, Carnarvon had the appearance of a neat rural village. The orchard industry remained critical to the local economy until the 1960s. Timber harvesting and commercial fishing were also important local industries. The civic pride demonstrated by townsfolk was rewarded with a 'Tidy Towns' award. In 1918, following World War I, relatives of local soldiers planted a remembrance avenue of cypresses near the Town Hall (in front of the former Separate Prison and Asylum). The desire to maintain an attractive town was influenced by the broader 'town beautiful' movement and the growing domestic tourism market.

Impacts of Historic Land Uses

Historic land use within the area has typically been constrained by the underlying geology and its effects on landform and vegetation. Initial forestry activities sought simply the most millable timber, irrespective of species. However, subsequent land clearing and agriculture appears to have impacted most on peppermint dominated dry forest, common on the undulating and freely draining Triassic and Permian sediments. This formation has also provided most of the economic mineral resources within the area, with dimension sandstone for building at the Port Arthur penal station produced from a series of escarpment quarries located on the eastern flank of Mount Arthur. The harder jointed siltstone beds at Point Puer provided rectangular rubble for building at the neighbouring Boys' reformatory, while localised deep weathering of sediments north of Scorpion Hill and at Brick Point has produced deposits of ceramic clay, which were used in making bricks for the settlements.

During the 19th and early 20th centuries the doleritic soils in the immediate vicinity of Mason Cove supported extensive subsistence horticulture, and dolerite rubble was quarried from a low escarpment on the north shore. Since then there has been a significant contraction of natural resource based activity in this area and a concomitant reversion of cleared land to scrubby dry forest.

7. A landscape for recreation and tourism

In the 1840s David Burn had predicted that Port Arthur would one day become a fashionable resort:

Here at some future ... day, when penitentiary and penal settlement have ceased to exist, ... the Tasmanian steamers will flock with their joyous freightage of watering-place visitors, whilst the present settlement, an easy distance off, will eventually resolve itself into one of the finest and most important naval arsenals – a Plymouth of the South. The security and amplitude of the haven, the facility of equipment, and the super-abundance of choice building materials, all conducing to the certainty of such result.

Until the 1870s, however, tourism relied on the various natural features of the Tasman Peninsula, such as Eaglehawk Neck, the Tessellated Pavement and the Devil's Blowhole. Some early visitors were also enthusiasts for social reform and sought to observe social conditions at the settlement. In the 1870s the visiting novelist Anthony Trollope considered the workings of the penal system at Port Arthur to be shrouded in silence. He saw the penal colony promoting its architecture and scenery to develop tourism based not on 'the memory of the past, but on the relics which the past has left behind'. He did not imagine they would attract many visitors, predicting that the buildings 'will fall into the dust and men will make unfrequent excursions to the strange ruins'.

Tours of Port Arthur were operating in the 1880s. Former convicts acted as guides and supplied visitors with a ready stock of gruesome and entertaining stories. The Church, Penitentiary and Asylum were the only buildings initially open to the public. By 1884 visiting Port Arthur (now Carnarvon) had become 'a thriving tourist activity'. The greatest influx of tourists occurred in the summer months when steamers brought day-trippers from Hobart. There was initially no tourist accommodation but from 1885 the Commandant's Residence served as the Carnarvon Hotel. By 1892 Port Arthur had become an established port of call for tourists. Visitor numbers continued to grow. In 1912 a local councillor estimated that 5000 tourists visited the town.

In 1927, the name of Port Arthur was restored. Visitor numbers grew steadily, partly boosted by the introduction of motor cars, improved roads, and generally greater mobility and emphasis on recreation. Additional guest houses were opened, with several converted from earlier convict-period uses. Tourist interest in Port Arthur, especially from the mainland, continued to grow steadily in the post-war period. As more of the site was

gradually returned to public ownership, the former township was erased somewhat by the new emphasis on the place as an historic site.¹³⁰ In 1954 Port Arthur had a population of only 157. Management of Port Arthur became increasingly concerned with the provision of visitor facilities, accommodation and transport.

Port Arthur continued to be an ever more popular tourist attraction in the 1950s and 1960s. The Port Arthur Scenic Reserves Board was established through the Scenery Preservation Board after World War II. Additional accommodation facilities were developed, such as the Port Arthur Motor Inn (1958), a caravan park located in front of the Penitentiary ruin, and visitor facilities, including the Galleon/Broad Arrow Cafe, which was converted from sports rooms. Roads and transport routes were also upgraded. By the 1970s, Port Arthur's function as a crossroads village had ended.

8. The landscape as an historic site

The restoration and preservation of parts of Port Arthur began in the 1890s. A government grant in 1892 made possible improvements to the Isle of the Dead, including the 'restoration' of gravestones. The island was considered a 'sacred historical spot' that was deserving of care and restoration. Historical interest in the site grew steadily. J.W. Beattie displayed an assortment of convict relics from Port Arthur in a Hobart museum (1890s). The Separate Prison was opened to the public from 1892, and employed official guides. Eldridge displayed a militaria collection in the Guard Tower from the 1890s; and William Radcliffe operated a later museum of convict-era and later objects and relics in the 1930s.

From 1893 the government began to acquire sites within the former penal settlement. By the early 1900s there were serious concerns about the deterioration of the site. The impulse to preserve the buildings ultimately won out against those who wished to destroy them. In 1914 the government determined to preserve the ruined Penitentiary.

The Tasmanian Scenery Preservation Board was established in 1916 and began restoring some of the buildings. Their early conservation efforts included the (destructive) conversion of the Isle of the Dead cemetery into a commemorative garden in 1933. Repairs were carried out at the Church in 1914, and the north and south walls were rebuilt in the 1930s. The west wall of the Church was also reconstructed and the tower repaired in 1955. In addition, the Scenery Preservation Board sought to further 'beautify' the landscape, with the construction of stone sea walls, broad acre lawns, an ornamental lily pond, and rows of roadside prunus and willows.

In 1926 scenes for the famous Australian silent film 'For the term of his natural life' (released 1927), were filmed at Port Arthur and at Garden Point using locals as extras to play the role of convicts. The latter scene showed teams of convicts hauling ploughs across the area that was still available for this function at that time because this area, which previously served as a market garden for the convicts, was still an open arable space. (Possible evidence of the sets constructed was found to have survived archaeologically, more than 50 years later.)

The Tasmanian government continued to purchase private properties within Port Arthur through the 1960s, and by 1970 owned much of the site.¹⁴² Between the 1950s and the 1970s, the number of visitors doubled. In 1971 the site was transferred to the newly established Tasmanian National Parks and Wildlife Service. The first management plan was produced in 1975. The National Parks Service undertook conservation works on several structures through the 1970s; it also expanded visitor facilities and further developed the historical interpretation of the site. Works to the Separate Prison, for example, included exposing the original fabric of the walls, exercise yards and floors. The footings of the keeper's cottage were levelled and the site converted to a car park. The town hall was converted to a museum in 1975.

No longer within the bounds of a vital township, Port Arthur developed into something of a museum piece, its ruined empty buildings displayed for inspection by tourists. Port Arthur presented a tidy picture; its buildings were set in a landscape of neatly clipped lawns due to park management policies from the first government acquisitions and including the extensive use of mechanical lawn-mowing equipment. The dominant landscape aesthetic that emerged was one of 'romantic ruins' in a park-like setting.

In the 1980s, several commentators began to question the merits of 'romantic ruins' at the expense of representing the brutality of the convict system, noting the contrast of the pleasant and idyllic appearance of the site contrasted with the historical reality of the prison.

From 1979 to 1986 the Port Arthur Conservation and Development Project, jointly funded by the Commonwealth and the State Governments, carried out a range of major conservation works and infrastructure development. The site's first significant funding allowed for extensive historic documentary, materials, and archaeological research to be undertaken to support site conservation decision-making. Pioneering conservation techniques and methodologies were also developed for this project. Key infrastructure changes included the relocation of the caravan park to Garden Point, the upgrading and undergrounding of services, and the construction of a

bypass road to Nubeena. Conservation works were carried out on most of the ruins and buildings. Safe public access was provided to some of these ruins for the first time whilst other buildings were opened with various forms of interpretation. Several buildings were converted to staff residences and a site administrative office was erected.

A new management authority, the Port Arthur Historic Site Management Authority (PAHSMA) was created in 1987 through special State legislation. The Authority is a government business enterprise, responsible for its own commercial operations. The Authority has conducted research and conservation works on a number of historic buildings, and provided new visitor services throughout the site. The construction of a new visitor's centre, car park and jetties at Mason's Cove and Point Puer are major changes to the infrastructure of the site.

In recent years the Tasmanian State Government has provided substantial support for the Historic Site, recognising that its strategic and cultural heritage value extends far beyond the site boundary. This has included the formation of the Port Arthur Region Marketing body (PARM).

The tragic massacre of 35 people by a lone gunman at Port Arthur on 28 April 1996 has become part of Port Arthur's history. A huon pine cross was erected at the waterfront near the Penitentiary a short time after the tragedy. In 2000, a memorial garden and reflection pool were established around the ruin of the former Broad Arrow Café building. In April 2001, the cross was relocated during the night to a position within the memorial garden. The garden and cross contribute another layer to the memorial nature of the landscape.

CONDITION AND INTEGRITY

The Port Arthur Historic Site, its collections and records, are managed by the Port Arthur Historic Site Authority in keeping with the site's management documents.

LOCATION

About 197ha, Arthur Highway, Port Arthur, comprising the area covered by the Port Arthur Historic Site Conservation Plan (Godden Mackay Context 2000) and that part of Point Puer to the north of a line joining the following AMG points: 570200mE 5220880mN, 570540mE 5220890mN and 570670mE 5220980mN.

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Note: The preparation of this place record has mostly relied upon the following key overview documents, which draw extensively on other texts. Readers interested in knowing the primary sources can identify them by consulting the overview documents.

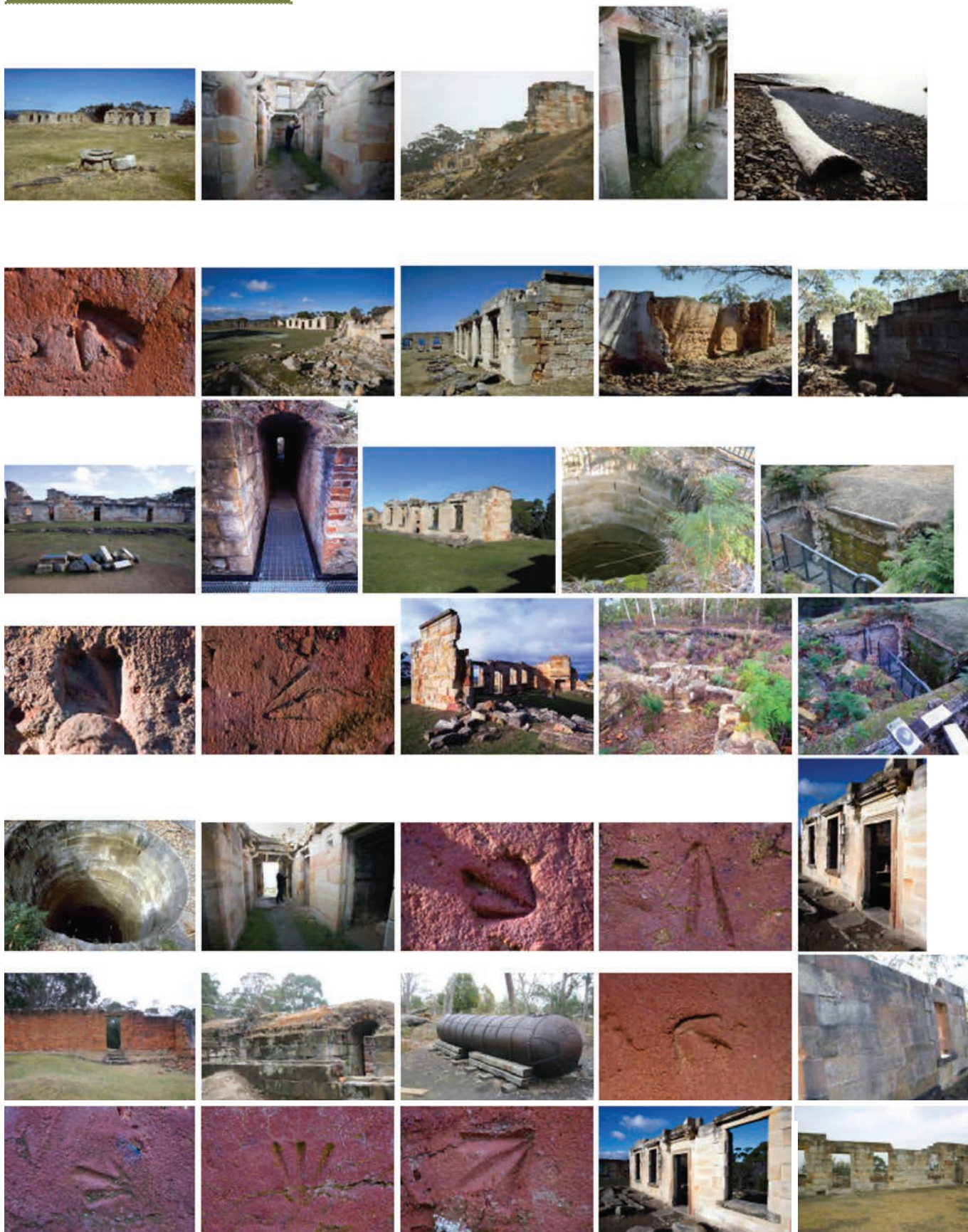
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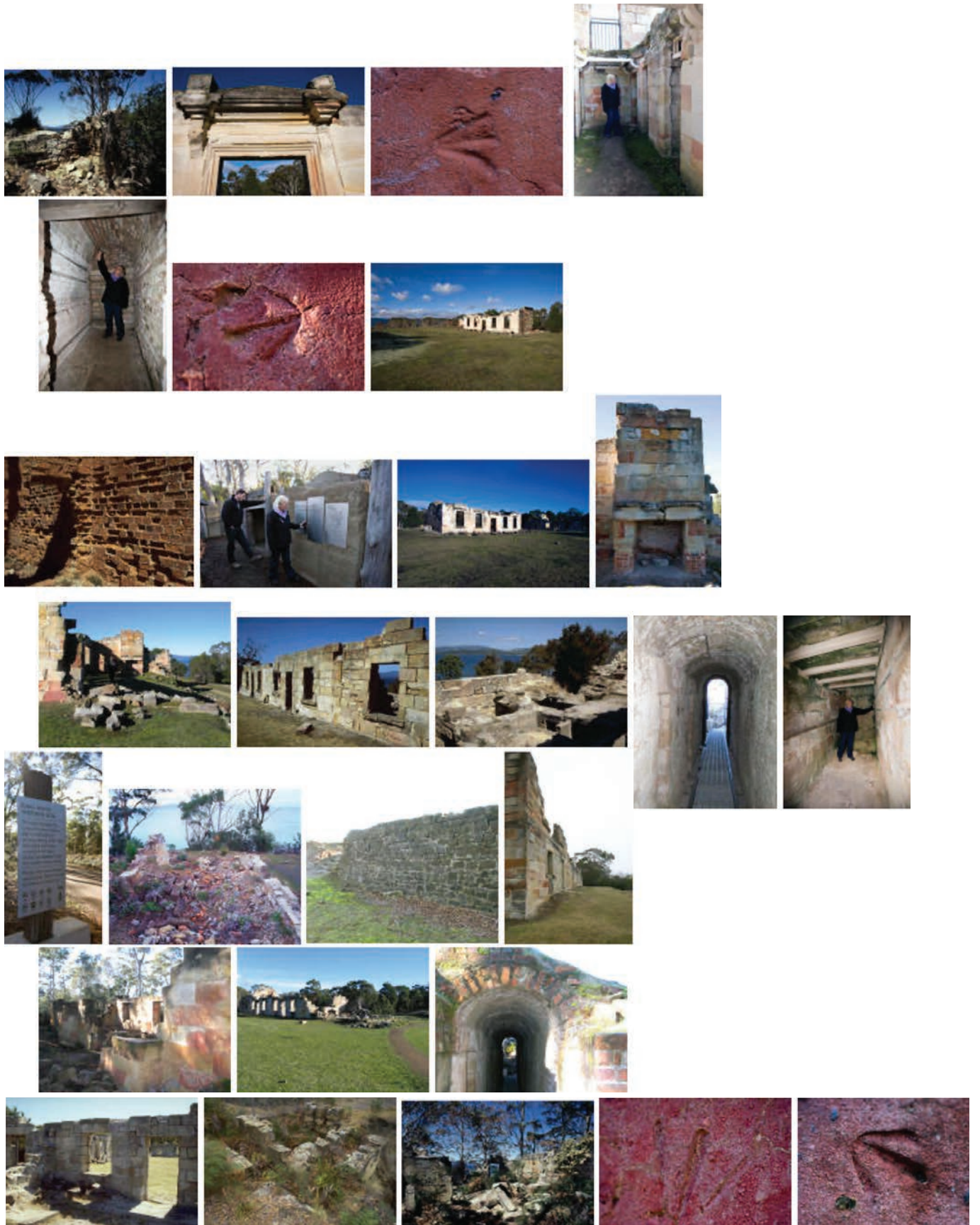
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Coal Mines Historic Site, Coal Mine Rd, Saltwater River, TAS, Australia

PHOTOGRAPHS





LIST	National Heritage List
CLASS	Historic
LEGAL STATUS	Listed place (01/08/2007)
PLACE ID	105931
PLACE FILE NO	6/01/106/0006

Summary Statement of Significance

The Coal Mines Historic Site contains the workings of a penal colliery and convict establishment that operated from 1833-1848. It is associated with British convict transportation to Australia and is one of a suite of probation stations established on Tasman Peninsula to exploit the natural resources and provide a secure and isolated location. At its peak the Coal Mines accommodated up to five hundred convicts as well as over 100 people that included guards and their families. It is a relict industrial landscape that demonstrates the structure, spatial layout and operation of a penal probation station, and its support industries (a lime kiln, stone quarry and tanning pits), as well as a colliery that provided the hard labour for the most refractory convicts as well as third class probation convicts.

The Coal Mines probation station was considered to be a most severe place of punishment. The many records of floggings and solitary confinements, convey the severity of convict life at the coal mines and are grim evidence of the realities of convict punishment. There are significant ruins such as the remnants of convict barracks with punishment cells and the later solitary alternating cell complex. The importance of the church for reform and moral development of convicts is evidenced in the ruins of the chapel located between the two convict barracks and the presence of a catechists house. The two hills Coal Mine Hill and Mount Stewart, provided locations for semaphore communication and surveillance and contain the sites of the semaphore structures and a guard house.

The Coal Mines was considered by the colonial administration and the Tasmanian community as the place where homosexuality was most rife and with its dual reputation for harshness and immoral activity, the Coal Mines contributed to the failure of the probation system and its demise.

Although not the first or largest colonial mining venture it was an important resource for the Van Dieman's Land economy in the early 1800s and unlike other colonial mines the site is intact and represents the role of convicts in the economic development of the colony. Major remaining features of the mining operation include coal seams at the beach, the remains of the original adits, the main pit head with original machinery footings, the boiler and the airshaft, and circular ground depressions which indicate the sites of the mine shafts. The place also contains features relating to the transportation of coal including the inclined plane for coal tram cars, which extends from the 1845 shaft on Coal Mine Hill to Plunkett Point, subsidiary inclined planes which appear as modifications to the natural landscape, the remains of wharves and jetties and mounds of ballast and coal in the waters of Little Norfolk Bay.

The place shows the hierarchy of officers' accommodation with the elevated location of the commanding officer's house, the relationship of officers' quarters with overseers' quarters, and prisoner accommodation. It also shows the link between the bakehouse, prisoner barracks and the chapel located in the barracks complex.

Different types of prisoner accommodation can be determined from the ruins: the barracks with dormitory accommodation and solitary cells, the group of 18 solitary alternating cells remaining from 36 built in 1845-6 to isolate convicts from contact with fellow prisoners, and the site of 108 separate convict apartments constructed in 1847.

The Coal Mines Historic Site has yielded and has high potential to further yield valuable information on the working conditions, technical skills, penal administration and the mining technologies used by convicts. Archaeological exploration of convict accommodation and associated structures, and in particular, the dormitories and solitary cells have the potential to provide a greater understanding of penal architecture and the lives and conditions of convicts.

Criterion A Events, Processes

The Coal Mines Historic Site contains the workings of a penal colliery that operated from 1833-1848. It is associated with British convict transportation to Australia and at its peak accommodated up to five hundred convicts and over a hundred others including guards and their families. It is a relict industrial landscape demonstrating the structure, spatial layout and operation of a penal probation station and its support industries (a lime kiln, a stone quarry and tanning pits), as well as a colliery where the most refractory convicts were put to hard labour. Probation stations operated on the principle that punishment and reform could be achieved by hard labour, religious instructions and education, with convicts strictly classified according to the severity of their offences.

The place is an outstanding representation of the economic value of convict labour as evidenced in the remains of the colliery, wharves and jetties, and the ruins of the commissariat store.

It is an outstanding representation of evolving convict management, clearly demonstrating the key features and design of a probation station for refractory convicts.

The operation of the probation station and the hierarchy of the management is demonstrated by the remains of the commandant's house located on the rise midway between the main convict barracks and the coal mines, the relationship of officers' quarters with overseers' quarters and prisoner accommodation, the roadways between the mine, dormitories, wharves and jetties, and the semaphore sites at Coal Mines Hill and Mt Stewart. Ruins of officers' quarters, guard houses, and the bakehouse are evident near the convict barracks.

The Coal Mines Historic Site contains the ruins of three types of prisoner accommodation, the convict barracks with solitary punishment cells, 18 cells of the 1845-6 alternating separate cell complex used for solitary confinement punishment, and the site of 108 separate convict apartments built in 1847, all of which demonstrate the classification system. The latter accommodation was used for isolating the prisoners at night. The importance of the church for the reform and moral development of convicts is evidenced in the ruins of the chapel located between the two convict barracks. Ruins of the catechists house are located some distance from the main barracks complex.

The Coal Mines was considered a most severe place of convict punishment. The high number of solitary cells, floggings and solitary confinements indicate a comparatively high record of additional punishment. The colonial administration and Tasmanian community also considered the place as among the worst for homosexuality - homosexuality figured prominently in the anti-transportation debate and was noted in the report prepared for the United Kingdom Prime Minister William Gladstone by Charles La Trobe in 1847. With the place's dual reputation for harshness and immoral activity, it contributed to the failure of the probation system and its demise.

Criterion B Rarity

The Coal Mines is one of the few Australian convict sites which outstandingly represent the economic role of convicts. It is rare as the only surviving penal coal mines with coherent surface remains. The place contains features related to the extraction of coal including coal seams at the beach, the remains of the original adits, the main pit head with original machinery footings, the boiler and the airshaft, and ground circular depressions which indicate the sites of the 1838, 1842 and 1845 main shafts. The place also contains features relating to the transportation of coal including evidence of the inclined plane for coal tram cars, which extends from the 1845 shaft on Coal Mine Hill to Plunkett Point, subsidiary inclined planes which appear as modifications to the natural landscape and the remains of wharves and jetties.

The alternating solitary cell complex built in 1845-6 is the only extant example of this form of convict punishment accommodation and an outstanding example of the extreme harshness of convict life. The cells effectively isolate convicts from contact with fellow prisoners and were a way of both punishing convicts and ensuring that homosexual activity did not occur.

Criterion C Research

Being the only extant penal colliery in Australia, the surviving ruins and the archaeological remains associated with the structures of Coal Mines Historic Site, have yielded and have high potential to further yield valuable information on the working conditions, technical skills, penal administration, and the mining technologies used by convicts.

Archaeological exploration of convict accommodation and associated structures, and in particular, the dormitories and solitary cells as well as the site of the separate apartments have the potential to provide a greater understanding of the lives and conditions for convicts in a place that was renowned for its harshness and 'immorality'. The existence of extensive historical documents in public collections and its ability to provide additional contextual information to evidence uncovered at the site enhances the importance of the research potential of the place.

DESCRIPTION

The reserve in which the Coal Mines Historic Site is located incorporates 214 hectares of gently rolling hills covered in open forest and woodland. The eastern edge of the site is coastline with a series of bays and low headlands. The main settlement is in a concentrated area between Coal Mine Hill and an inlet of Norfolk Bay.

The vegetation of the site consists of areas shrubby forests of *Eucalyptus viminalis*, *E. amygdalina*, and *E. obliqua*, heathy forest/woodland and sedgey woodland. These forests and woodlands are mostly regrowth. The area is also the habitat for many native and endemic species of birds and mammals. The Coal Mines Historic Site is one of the last refuges of two threatened or endangered species – the forty spotted pardalote and the hairstreak butterfly. Both are found in the *Eucalyptus viminalis* forest with *Acacia dealbata* and *E. viminalis* providing vital habitat for part of the butterfly's life cycle (Parks and Wildlife 1997:20).

The Owen Stanley's paintings of the site during convict times (in Brand 1990, 2003:p.66) show a predominantly cleared landscape and it is recorded that local timber was used for the constructions, mine shoring and charcoal for fuelling the steam engines. A garden area was still discernable on slopes on Coal Mine hill in 1986, while a remnant row of *Eucalyptus viminalis* lined the former drive to the Commandant's House and exotic garden escapes were present around the structure (Egloff 1987:plate 18).

On the foreshore below the main settlement are the remains of the main coal wharf including a grid of logs and a conspicuous heap of ballast in deeper water. Stone remains of a number of smaller wharves exist between this site and Plunkett Point.

The remaining evidence of the coal mining operations include features associated with the extraction and transportation of the coal, the mining settlement, support industries and the communication and security systems. These are scattered throughout the shrubby forest. There is little evidence of the original adits other than disturbed landform. The sites of the 1838, 1842 and 1845 main shafts and numerous minor shafts are readily apparent as ground circular depressions. The associated spoil dumps and coal stockpiles are also present. A boiler thought to be from the 1845 workings has been relocated to the main pit head, where original machinery footings survive. One of the most impressive shafts in the area is the 'air shaft' also known as the 'convict well' although its original purpose has not been confirmed. The shaft is lined with cut stone to the level of the natural rock.

Many of the mines' original roads and tramways have survived including the formation of the inclined plane which extends from the 1845 shaft on Coal Mine Hill to Plunkett Point. All that remains of the numerous wharves and jetties is a grid of logs on the site of the original coal wharf, a conspicuous heap of ballast and the stone remains of a number of small jetties between this site and Plunkett Point.

The most striking historic remnants in the reserve are the buildings of the main settlement including the prisoners' barracks with solitary cells, chapel, officers' quarters, the group of 18 solitary alternating cells and the site of the 108 separate apartments. Other remnants include the commandant's house, a brick cottage and the military barracks together with several headstones on the slopes above the main settlement and several stone cottages located near Plunkett Point. Foundations and subsurface remains are all that remain of most other buildings, including the commissariat store. No early timber constructions have survived.

Several activities were undertaken to support the mines and settlement, including quarrying and stonemasonry, brick making, lime burning, tanning, blacksmithing, timber felling, charcoal burning, farming and gardening. Two quarries were used to provide building stones. Of these the northern one is particularly impressive with pick marks still visible in the quarry walls and a number of dressed blocks lying nearby. Other remains include the lime kiln, which is largely intact, and a series of tan pits to the west of the 1838 shafts. There is no evidence of blacksmithing, timber getting or charcoal burning.

The signal stations on Coal Mine Hill is marked by a small section of foundation and a pile of rubble. The remains of the semaphore and guard house on Mt Stewart are in a similar condition.

The historic mine features consisting of adits, roadways, tramways, mine shaft depressions, the inclined planes, engine mountings, ramped earthworks, slumped shaft, sites of jetties are all described in detailed and plotted on maps in the report by Bairstow and Davies (1987) and in Knaggs (2006: pp.3-12)

The air shaft also known as the convict well or sump shaft was convict-built, but its function is unknown, as there appears to be no record of its construction. It is commonly called the 'convict well' but is unlikely to have served this function given its distance from the settlement. It may have been a sump to lower the water levels in the underground workings, or, alternatively, an exploratory shaft.

In 1987 the massive timber remains of the coal wharf and jetty were in such good condition that it was deduced that it had been in use long after the convict settlement closed. A grid of logs extends 65 metres along the beach. A jetty ran into deep water from the centre of the wharf identified by heap of ballast which is above water at low tide. There are associated pile of sandstone blocks and a (drainage?) earthwork seven metres long. The position of a former small timber jetty shown on plans is marked mainly by submerged rocks, possibly ballast. A maritime archaeological study by Amell et al (2005) who surveyed the Plunket Point jetty and site reported that two concentrated mounds of ballast on the sea bed approximately 50 m from the shore, 6 large timbers, coals of varying sizes and numerous cultural artefacts were extant. A maritime archaeological study by Lennox (2001) confirmed the size of the wharf as being 70 m x 18m.

A quarry is located to the southwest of the Penitentiary and the main quarry is to the north of Plunkett Point. The northern quarry is 20 metres across and the vertical walls stand 15 metres high. Narrow drainage channels cut to the cliff edge are present. Pick marks are still visible in the walls. A site of stone dressing some 4.5 metres away is visible by remaining (rejected?) stone blocks. A possible smaller quarry or drainage structure is located to the west.

The remains of a conical lime kiln of the standard format found on the Peninsula stood to a height of 1.5 metres in 1987. Tanning pits are located west of the 1838 shafts. Bairstow and Davies identify them as from the convict period and suggest they were essential to supply leather for boots and mining apparatus. There are two associated water courses.

The remains of the brick kilns and the adjoining clay pits have survived in a private property adjacent to the historic site. The brick kiln is partially demolished so that its original form is no longer visible. It may have been a scotch kiln, although the extant walls are massive. The brick rubble is in an adjacent pile. The outline of one of the clay pits has been enlarged to form a modern dam. There are remains of a well defined road linking the brick kilns to the settlement.

Brick and stone remains of a bakehouse oven are extant.

All the extant features were recorded and plotted by Bairstow and Davies (1987).

The place contains a harmonious mixture of historic ruins and natural beauty that contribute to a high degree of aesthetic appeal. The particular aesthetic characteristics are the weathered sandstone blocks and red bricks, combined with seascapes of Norfolk Bay, interspersed in the native forest setting. The underground cells are highly evocative conveying the concepts of entrapment and isolation experienced by the convicts in the early 19th Century. They create strong emotional responses in people.

The large collection of documents and archival records from the convict administration are in public records and include reports, letters, maps, plans, paintings and a magistrate's bench book. A small stove from the site is in the Queen Victoria Museum collection.

HISTORY

Aboriginal

According to the reference (Knaggs 2006 quoting Evans 2000 and the Parks and Wild life Service A5 brochure "The Coal Mines Historic Site: Tasmania's first Operational Coal Mine), at the time of first contact with Europeans, the Tasman Peninsula was the country of the Pydairrme band of the Oyster Bay tribe. The natural environment provided resources for food, shelter, clothing, pigments, tools, weapons, as well as decorative items such as shell necklaces, which contributed to a rich cultural life. Remains of middens and stone artefacts can be found throughout the Tasman Peninsula landscape from this period. At the Coal Mines Historic Site there are numerous artefact scatters and some remnants of shell middens.

The Introduction of the Probation System of Administration and Punishment

The probation system for convict management was introduced as a consequence of the dissatisfaction in Britain with the assignment system which was considered to be too lax, ineffective for reform or deterrence and likened to slavery. The assignment system was phased out between 1838 and 1843 (Brand 1990 in Pearson 2006). The probation system was introduced in existing prisons or small prison settlements established to requirements set by Governor Arthur and continued by Governor Franklin in 1837. The probation system was introduced following the Molesworth Committee report in 1839 that recommended a period of punitive imprisonment, followed by a period of sentence which could be foreshortened by good behaviour. Penal reformers suggested a system that strictly classified prisoners, with a separate prison for an initial period of confinement, and a comprehensive program of religious and moral instruction (Brand 1990:p.1). Lieutenant Governor Sir John Franklin in 1837 proposed a system of probationary gangs as well as some assignment until convicts completed their sentences. This was approved and implemented in 1839. Regulations for the system were issued in 1843.

The probation system was based on the idea that convicts could make amends and be redeemed for their crimes through systems of controlled labour. Newly arrived convicts were placed in Government work gangs for a fixed period, after which they became eligible for a probation pass. The pass entitled them to work for settlers for wages, with certain restrictions. After a period of good behaviour in this capacity the convict was eligible for a ticket-of-leave and pardons (conditional and absolute). The system continued, with some modification in 1846, until the cessation of transportation to Van Diemen's Land in 1853. The probation system was never tried elsewhere.

The probation system was considered a greater failure than the assignment system that preceded it as it involved congregating convicts in large parties leading to increased degradation. It also involved heavy capital costs in erecting buildings that included different types of prisoner accommodation, even when materials could be found on site (Brand 1990: p.97).

To be sent to the work at the coal mine was regarded as a punishment for the convicts at Port Arthur, although the work at the mines was no more severe than at Port Arthur and the rations were the same (Besford, 1958 in Bacon 1986:p.4). The punishment rate was high. For the year 1847, 14 000 punishments were meted out to the 400 convicts. These included 728 solitary confinement with bread and water, given out by the superintendent, while the Magistrate imposed 672 punishments of flogging, sentencing to chains or periods of solitary confinement (Hartwell 1954 in Bacon 1986:p.4).

The probation system intended that there be a strict classification of prisoners. Prisoners were to be divided into three classes with different living arrangements: separate confinement to separate cells for third class prisoners, in rooms contained ten men for second class prisoners, and in huts for 20 men for first class prisoners being those whose probation would soon cease. The purpose was to provide punishment work for the convicts away from settled areas (Kerr 1984:146). Issues arose from the need to provide the structured accommodation and Kerr (1984:146) notes how the construction of 100 apartments at the Coal Mines in 1846 were ill-built temporary structures and demolished shortly after completion.

The probation system was based on 2 000 convicts being sent to the colony each year (Brand p.50) but by 1840 the number was over 4 000 and continued at this average for the next four years. To deal with this influx, 78 probation stations were established (Brand p.225) and many did not have the intended facilities of separate cells.

The Coal Mines site was reclassified as a probation station in the early 1840s. The Coal Mines which held up to 600 prisoners between 1841 and its closure in 1848. During this period a new Mining Superintendent reported directly to Hobart rather than to Port Arthur, although the Port Arthur Commandant remained in charge of other aspects of the settlement, including security.

Bairstow and Davies (1987:p.21) noted:

'Until 1841, coal mining was still considered a form of punishment (Brand ms:81-82). In 1841 the Probation system was introduced. Prisoners under probation, if they had mining experience, were sent to the mines (Brand ms: 75). The result was an increase in the skilled work force (Brand ms 80 and 83) but coal production did not increase proportionately.'

By 1838 there were 203 prisoners at the Coal Mines. By 1842-3 there were 579 prisoners at the Coal Mines. In the records of 1846, there were 186 first class prisoners, 82 second class and 104 third class. The prisoners were used for a variety of tasks particularly in infrastructure development. The return of convict stations of 1846 notes 5 blacksmiths, 10 boat crew, 4 brick makers, 8 boat builders, 8 charcoal burners, 15 carpenters, 23 carting, 14 clearing and cultivation, 12 erecting barracks, 2 masons and quarrymen, 5 stone breaking, 5 splitting, 12 sawing, 5 bakers and cooks, 16 servants, 8 in the warehouse, 11 as watchmens, 13 as wood and water carriers, others doing miscellaneous tasks, 196 other hard labour (it is assumed that this was mining work).

Due to the influx of convicts and to suit the progressive system of punishment and reform new buildings were constructed as wings to the initial convict barracks creating 1st, 2nd and 3rd class convict quarters all with separate apartments. The old barracks were fitted with sleeping births separated by battens. By 1846 new solitary cells for punishment has been constructed. By 1847 there were 108 separate apartments at the Coal Mines (Brand 1990: copy of Enclosure 2).

During this period the Coal Mines acquired a full complement of civil officers and new masonry houses were constructed for the Superintendent, the catechist and medical officer. An 1842 plan also shows quarters planned for coxswain, a clerk including an office, guardroom, tool stores, boats crew hut and sub-constables quarters. The double storey stone Commissariat Store was constructed c. 1842 as part of the Probation Station improvements, removing the store out of the 'third class' yard.

Many sent to the coal mines during this time had previous mining experience, prior to transportation. The mining operation itself was greatly extended with new shafts; new steam operated pumps and an additional inclined plane railway. Despite this expansion of workings and convicts management was inefficient and coal productions did not increase as intended. In 1847 output was 300 tons per week and of the 403 prisoners present only 196 worked the Coal Mines (Knaggs 2006 pp.5-6).

The incidence of homosexuality amongst convicts at the station also became a major issue. It figured in correspondence between William Gladstone and Charles La Trobe, and Gladstone and Dr John Hampton, the Comptroller General of Convicts (Brand, pp 63-64). The Coal Mines became a key focus in anti-transportation debates. The dark recesses of the underground workings were believed to be 'sinkholes of vice and infamy'. In an effort to curb such acts, additional lighting was placed in the tunnels, auger holes were made in the doors and shutters of sleeping wards and visits by constables were made at irregular times and 108 separate apartment cells were built in 1846 in an attempt to keep prisoners segregated at night. Additional punishment cells were built below, the remains of which can still be seen today. The Comptroller General reported in 1848 that: '*...great care has been taken to prevent unnatural crimes among the convicts at the Coal Mines, yet from the extreme difficulty of maintaining complete surveillance over the men while at work, the Coal Mines always has been in this respect, the least satisfactory of all the stations*' (Knaggs 2006 p.6).

During the fifteen years that the Tasman Peninsula penal colliery operated, methods employed in social reform as well as mining technology, underwent changes. Conditions for the convict miners were wretched. Prisoners were required to work in the low tunnels while still having their legs 'in irons' and in the early years they were accommodated in cells in the adits. Punishment was administered by flogging, and it was not until after the closure of the penal management of the mines that the punishment system began to moderate. Flogging was finally abandoned in 1848 and replaced by solitary confinement (Becke 1899, and Wiedenhoffer 1981:71 in Egloff 1987:p.35).

Cattle are known to have grazed the site substantiated by the presence of tanning pits (Bairstow and Davies1987:p.34). In 1877 the land near the coal mines was surveyed and described as being 'open heathy land' and near Coal Mine hill, noted as 'having some very good feed' (Egloff 1987:p.36). Large garden areas are shown on a plan of the coal mines site (Brand 1978:p.71).

Despite measures to control homosexuality amongst the miners Reverend Henry Phibbs Fry visited the mines in late 1847 and reported that the miners were still, '...in the habit of committing shocking crimes and that there was no means of putting a stop to their evil practices'. As a result of Fry's efforts to control homosexuality and the inefficiency of the mining operation the Comptroller-General decided to close the mine. On 8 April 1848 an advertisement appeared in the Hobart Town Courier and Gazette seeking private tenders for the lease of the site. The coal mines were then leased to a private operator who used the convict labour assigned to him until as late as 1854.

Coal Mining History

Since the establishment of a colony at Risdon Cove in 1803, most of the coal requirements of Van Diemen's Land (Tasmania) had been transported from New South Wales at great expense. The discovery of a local replacement for this costly import was highly desirable and the Van Diemen's Land authorities promptly investigated any reported findings of coal in the colony.

Because of its rich timber resources and natural prison landscape, Tasman Peninsula was proposed as a prison in 1827 and by 1830 Port Arthur had commenced with dormitories established for prisoners. Charles O'Hara Booth was appointed commandant of Port Arthur and all the stations on Tasman Peninsula in 1833.

Coal was discovered on the Tasman Peninsula coast near Plunkett Point in 1833 by two government surveyors, Woodward and Hughes as a seam 2 m thick. The discovery of the coal deposit not only had the potential to supply the needs of the colony but also provided the administration with a way of punishing rebellious convicts.

Not long after the discovery, a small group of miners, supervised by the convict Joseph Lacey, began work at the site. Joseph Lacey, a convict with practical mining knowledge, was sent with a small party of convict labourers to commence the work in 1833. A shaft was first sunk two to three hundred metres inland and then connected to the coast by an adit (Bairstow and Davies 1987:pp.15-16). In 1837 a drunken skirmish with the master of the Swan River Packet nearly cost Lacey his overseer's position. He was reprieved after a written apology to Lt. Stuart, the military officer in charge of the station, who had reported him. In 1840 Lacey was sent to search for viable coal deposits at Southport (Knaggs 2006).

Mining initially consisted of cutting a drift into the two metre thick coal seam exposed at the coast. Work soon commenced on sinking a shaft some two to three hundred metres inland and the construction of a connection adit to the coast. From 1833-37 mining was carried out with adits driven into the seam. Shafts were sunk at the inland extent of the adits. They extended 21m in and were on two levels. Windlasses were used for extracting water. The mines were shored with local timber. It was carried from the galleries in baskets, emptied into small carts which ran on rails along the adits to a stockpile on the beach. The coal was screened on the beach and then transported in wagons pushed by convicts on tramways to two jetties. Cells for convicts were constructed within the adits while other housing consisting of a timber convict barracks, a brick military barracks and a stone house with outbuildings for the commandant were constructed. The mining sites were linked by roads or tracks to security outposts and to the main settlement (Bairstow and Davies 1987:pp.15-19).

In 1837 Dr John Lhotsky was employed by the Lieutenant-Governor Franklin at 10 shillings a day to report on the management and situations in which the coal mines could be worked so as to be most productive. He spent 3 months at the probation station when the adits were the mining operation. A chart of the mine was made by Lhotsky in 1837 (Archives Office of Tasmania) showing the extent and branching of the tunnels and the adit. Lhotsky prepared a report in 1837 that recommended removal of Lacey from the charge of operations at the mine, finding another locality with better quality coal and boring to a greater depth (Brand 1978:34). He made a complete geological map of Tasman Peninsula (Whitely 1967). By the end of 1838 the shaft was 150 feet (45.72m) deep and the workings extended for 500 yards (457.2m), diverging in all directions.

The first shipment of coal left the mine on 5 June 1834 aboard the *Kangaroo* making the Plunkett Point mine the first operational mine in Tasmania. Additional seams were soon discovered and more shafts sunk. Coal was transported from the mine galleries in baskets which were emptied into small carts which ran on rails along the adits to the beach. Here the coal was screened before being transported in wagons pushed by convicts to the end of a jetty. Also in 1834 four underground punishment cells were excavated in the mine close to the bottom of one of the shafts (Knaggs 2006 p13).

Poor quality coal was a constant problem. Thomas James Lempriere, the Commissariat Officer at Port Arthur, complained in 1839 that *'The most disagreeable feature attending Port Arthur coals is that when at first lighted they crack and throw out small pieces in great quantities, to the detriment of carpets, furniture, ladies' gowns etc'* (Knaggs 2006 p13).

During 1838-41 a double shaft system consisting of a winding shaft and air shaft was operating with a manually operated windlass for removing water. A new shaft constructed in 1841 was over 155ft (47.24m) deep and serviced by a steam engine with boiler. At this time 5 officers and 200 men were employed at the site and 10 817 tons of coal produced. Structures established during this period consisted of stone barracks with solitary cells, a chapel, a school room, a cookhouse, a bakehouse, a washroom and a store. The network of roads increased, additional tramways and a lime kiln were built. Smithies, masons, quarrymen and charcoal burners were employed. Semaphores were established on Coal Mine Hill and Mt Stewart (Bairstow and Davies 1987:p.21:pp.19-27).

During the 1842-48, the 1841 (also called the 1842) shaft continued to operate and twin shafts were sunk nearby. The new shaft brought into production in 1845 was over 300ft (91.44m) deep. This increased production and was equipped with a steam engine. It was the first mechanised mine in Tasmania and sunk through rock using explosives. It had a workshop, a blacksmiths shop, a large engine complex with a boiler and self acting inclined plane. Coal production averaged 50 tons a day but by 1847, production had slumped to less than half of this amount leading to increased prices for coal in the colony. The increased prices resulted in public protest about the prices and also about the poor quality of the coal

The underground workings were dark, damp and confined. In 1842 David Burn was lowered down a shaft to inspect the mine: *'The winch was manned by convicts under punishment. One stroke of the knife might sunder the rope... however, it has never been tried, deeds of ferocity being very infrequent. A gang on the surface worked the main pump and another below worked a horizontal or slightly-inclined draw-pump which threw water into the chief well... The seam has been excavated 110 yards from the shaft, having also several chambers diverging right and left. The mines are esteemed the most irksome punishment the convict encounters, because he is not a practised miner, and because he labours night and day, eight hours on a spell.'* (Knaggs 2006 pp.8-9)

By 1847 the main shaft was down over 300 feet (91.44m) with an extensive system of subterranean tunnels and caverns. The work of extracting the coal was carried out by convicts in two eight hour shifts. The men had to extract 25 tons in each shift to reach the day's quota.

Reverend Henry Phibbs Fry ventured into the depths of the mine in 1847. The scene was 'unforgettable': *'Convicts laboriously worked hand-driven machinery at the mouth of the coal mine. I descended into the mines accompanied by Mr Skene, being let down in a bucket, the shaft is 303 feet deep. On reaching the bottom we would have been in complete darkness but for the lights borne by some men who descended with us. We groped our way with difficulty along passages which are said to be five miles in length. The roof, in many places, is so low, that we were obliged to creep along the passage beneath it. The air was so confined and damp, that our lamps could with difficulty be kept burning and several of them went out... A few lamps at long intervals were attached to the walls, but seemed only like sparks glimmering in the mist, and not many yards from them the passage was in perfect darkness. There were 83 men at work in the mines when I visited them, the greater number employed in wheeling the coal to the shaft to be hoisted up. They worked without any other clothing than their trousers, and perspired profusely. The men in the mine were under the charge of a prisoner overseer and a prisoner-constable... Having had full evidence of the deeds of darkness perpetrated in the mines, I contemplated the naked figures, faintly perceptible in the gloom, with feelings of horror. Such a scene is not to be forgotten.'*

The Settlement

Initial buildings at the settlement were of timber and were soon dilapidated which suggests they were only ever proposed to be temporary.

By 1839 the Coal Mines employed 150 prisoners and a detachment of 29 officers was stationed at the mines. The layout of the Coal Mines settlement represents a planning hierarchy typical of convict stations with the security of troops and stores paramount. Large stone barracks, erected in 1838, housed up to 170 prisoners and was built within a fenced compound. Underneath the convict barracks were 16 solitary cells which meant the early timber punishment cells within the mine working were then little used. The Chapel/schoolhouse sat in the centre facing the courtyard wall to the north. The cookhouse, bakehouse, washroom, guardhouse and store completed the stone ensemble. These are the ruined stone buildings set in a U-shape in the main settlement. Allowing surveillance and a degree of separation, the weatherboard military barracks and more comfortable brick buildings housing the officers, surgeon and other officials such as the chaplain, were situated on the hillside above the convict compound. The wives and children of some military and civil officers meant that there were 8 children attending day school at the settlement by 1840.

Due to security problems of having the stores adjacent to the convict barracks, an imposing new stone Commissariat Store was constructed in 1842 at the Plunkett Point Jetty. Although aborted a new hospital and chapel more separate from the prisoners compound was also planned.

By the early 1840s the convict population at the coal mines had increased to 579 and the site had been reclassified as a probation station (Brand 1989:p.73). In the period of 1842-48, a large stone building was built as a commissariat store at Plunkett Point. A new solitary cell complex was constructed with separate apartments built above. New officers' quarter, overseers' quarters and cottages were attributed to this period (Egloff 1987:p.35). By 1847 the Coal Mines Station had accommodation for 600 and held 403 men. New accommodation for prisoners was developed west of the main barracks complex, during 1845-47 when a group of 36 solitary cells were constructed and 108 separate apartments that replaced the earlier wooden buildings. La Trobe in his report on the present state and prospects of convicts in Van Dieman's Land dated May 1847, refers to the complex having 108 separate apartments built of stone and brick with 54 fully completed (Brand 1990: p.185). Fifteen acres was in cultivation (Evans 1996:p.116).

Besides the men who worked underground extracting the coal, other prisoners were employed in activities typical of the larger Tasmanian convict establishments such as building works, timber getting, quarrying, stonemasonry, brick making, lime burning, tanning, blacksmithing, charcoal burning, farming and gardening. Despite the poor soil at the Coal Mines, the 1842 plan of the station shows extensive gardens behind the military barracks and by 1847 15 acres had been planted out. Archaeological remains of some of these industries survive in addition to the mining structures and artefacts.

In 1844 there were 90 children from the families of civil and military officers. Although a schoolroom was proposed it appears it never went ahead. A cemetery for the officers and their families is located at the rear of the Military Officers quarters. The convicts were apparently buried south of the settlement at Turner's Point (Knaggs 2006 Att.C:pp.4-5).

Transport

Sea transport was the main means of transporting coal and receiving stores. It is presumed that a jetty was in place by 1834 when the first shipment left the site on board the Kangaroo. With the construction by 1837 of the convict railway connecting Port Arthur at Long Bay with Norfolk Bay (at the place now known as Taranna) there would have been increased shipping on Norfolk Bay.

The initial jetty opposite the 1833 adit entrance constructed c. 1836 extended 360 ft (110 m) into the bay, however the jetty was too short and waters too shallow to service large vessels. A new pile jetty was constructed 920ft (280.4m) in length that was extended in 1838 to a length of 360yds (329.2m) (Bullers 2005 pp14-15 and (Brand, 1989, pp. 16,17 and 43). Vessels of 300 ton or more could use the new jetty. Lempiere noted in 1838 that a vessel of 100 tons could be loaded in seven hours. By 1843 new jetties had been constructed at the main beach and at Plunkett Point, although by 1847 the latter was in poor repair. Five jetties were constructed during the operational time of the mine.

Amell et al (2005) note that in 1847 the Plunkett Point Jetty was reported to be an insecure state. It was recommended that 'a small addition to the side of the coal jetty at a lower level and sweeping around to the Commissariat store for use by steamers' (Bullers, Rick. 2005: p18), be constructed alongside. After numerous efforts over the years to secure and reinforce the jetty, the Plunkett Point jetty collapsed in 1867 in a storm and was washed away. At the time of collapse, there had been 32 wagons of coal standing on it and 18 of these were completely lost (Bullers, Rick. 2005: p19). The tramways were then re-routed to the Commissariat Store jetty (Bullers, Rick. 2005: p19) from which future coal loading services were provided.

Double lines of timber railway tracks ran from the adits to and along the jetties carrying wagons containing 196 lbs (88.9kg) of coal. In addition to the jetty railroad Port Arthur Commandant Booth proposed in 1838 a timber railroad one mile and five and a half furlongs long built of stringybark in 3m lengths from the then new shaft to the shaft at Slopen Main. Timber rails guided the coal baskets up and down the main shafts. Self acting tramways with timber rails ran on the inclined planes installed from the 1841-42 and the 1845 main shaft. The wagons on each line of double railroad were connected by rope. As the laden wagons ran down under gravity the empty wagons were hauled up. Requests were repeatedly made for iron tracks on all the railroads and tramways but it appears they were never installed.

Not only was the Tasman Peninsula selected for its isolation, but the Coal Mines themselves were isolated from the main settlement at Port Arthur. From 1834 onwards, there is a gradual criss-crossing of communication systems – signals, roads, tramways, regular boat services. By the 1840s the rash of probation stations strung along Norfolk Bay were in constant communication, sharing both officers and convicts. Shipping remained the main form of transport for people, food and coal.

Maintaining contact between the outstations was crucial for the security of the Peninsula. Commandant Booth at Port Arthur had a passion for signals, and his system, lauded both here and in London as 'an ingenious adaptation of the semaphoric system' consisted of 11 300 notations enabling coding and decoding messages of actual events such as escapes, arrivals of Governors, etc. Those not part of the penal machine, such as fishermen, rush collectors and duck shooters, were kept firmly off limits.

By the early 1840s a road network existed between the various convict stations on the Tasman Peninsula. Within the Coal Mines settlement roads were essential for the linking of officers residences, convict barracks, the various utilitarian buildings, mine workings and jetties. The current road between the main settlement and Plunkett Point and Lime Bay Road (the road from the settlement to the c. 1841/42 shaft) follow roughly the same alignments as the convict roads. Convict roads also ran from the settlement to Lime Bay, Slopen Main and to Long Point.

There were several recorded escapes and attempted escapes from the mines, including that of the mines overseer, Chartist Zephaniah Williams, and a daring whaleboat hijacking. Attempted escape was one of the most severely punished crimes, and it is probable that many convicts were sent to the Coal Mines for that offence.

Closure

The 1848-77 period marked the time when the mines were leased to private miners who still employed convicts as late as 1854. Old shafts were worked out and new shafts were sunk. By 1877 most of the field had been worked out) although leases were held by prospectors until 1901 (Marshall 1997). By 1900 all mining activity had ceased the buildings were in ruins and pillaged for stone and brick. A total of 60,000 tonnes of coal were extracted from the area during the 44 year life of the mines (Parks and Wildlife 1997:p.8).

Following the closure of the mines in 1877, the cutting of firewood continued as did quarrying for fill and road base material.

The ruins of the mine settlement were purchased by the Scenery Preservation Board (SPB) in 1938 for the creation of a public reserve. David Young (1996: p.88) notes that initially the board 'was established for the protection of Tasmania's natural beauty rather than from a concern to protect the convict ruins' in 1915 and was constituted under the Minister for Lands. However it was the ruins of Port Arthur and the Coal Mines site that encouraged the intervention of the SPB, in order to protect them for the tourism industry, which had rapidly expanded in the 1920s-30s. Following their reservation in 1939, the Coal Mines were virtually ignored by the SPB for over a decade (Young, 1996:pp.145). The site was extensively pillaged for bricks, cut stone and mining machinery (Parks and Wildlife Service:1997:p.8). The area was added to 1949 and in 1966 (Parks and Wildlife Service, Tasmania 1997). Although the SPB tried to appoint a caretaker during the 1960s little was done to protect or interpret the site until 1969 when two interpretive signs were erected (Young, 1996:p.146).

CONDITION AND INTEGRITY

The Coal Mines Historic Site has substantial standing ruins at the main settlement, while the remains of other buildings are foundations or subsurface archaeological evidence. The standing ruins have been stabilised and subject of ongoing monitoring, while the archaeological sites have a generally high level of intactness. The site has lost some buildings, structures and fabric during the post-convict period.

The industrial nature of the site is represented by the main shaft, complete with original footings of pit-head machinery, and an iron steam pressure vessel. The inclined way of the tramway from main shaft to wharf survives, as does the base of the stone wharf and jetty. Other landscape features including the sites of mine shafts, adits, tramway routes, tanning pits, lime kiln, stone quarry, formed tracks and semaphores are intact. The air shaft is intact.

LOCATION

About 350ha, 3km north of Saltwater River, comprising the following areas:

1. Coal Mines Historic Site State Reserve,
2. An area bounded by a line commencing at the intersection of the northern boundary of the Coal Mines Historic Site with MGA easting 558200mE (approximate MGA point 558200mE 5241560mN), then via straight lines joining the following MGA points consecutively; 558160mE 5241830mN, 558100mE 5242480mN, 557920mE 5242660mN, 557710mE 5242560mN, 557510mE 5242070mN, then southerly to the intersection of the southern boundary of Lime Bay Nature Reserve with MGA easting 557470mE (approximate MGA point 557470mE 5241700mN), then easterly via that boundary and its alignment to the point of commencement,
3. A 340 metre seaward offset extending between the easterly prolongations of the northern and southern boundaries of the Coal Mines Historic Site. The offset extends from the High Water Mark.

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Cascades Female Factory, 8, 16, 18 Degraives St, South Hobart, TAS, Australia

PHOTOGRAPHS







LIST	National Heritage List
CLASS	Historic
LEGAL STATUS	Listed place (01/08/2007)
PLACE ID	105932
PLACE FILE NO	6/01/004/0038
SUMMARY STATEMENT OF SIGNIFICANCE	

Cascades Female Factory is highly significant for its association with convict women. The number of women transported to Australia is estimated at approximately 25 000 or between 15-17 per cent of the total convict population.

Despite being a small proportion, convict women made an important contribution to the development of the colonies in terms of their labour and their role in fostering social cohesion. They became street sellers, dressmakers, washerwomen. They brewed, baked, ran public houses, engaged in trade and provided domestic services to private masters and government officials.

Convict women were also considered necessary to the stability of emerging societies. The gender imbalance was seen by colonial authorities as an issue requiring remedying. In Van Diemen's Land in the 1820s, the imbalance was acute and for this reason, large numbers of convict women were sent there.

Convict women were also the progenitors of the nation, accounting for some 80 percent of the children born in the colonies up to 1830.

Colonial authorities both depended on convict women for the establishment of family units and social cohesion and yet regarded them as a moral threat. These conflicting views lead to a unique management response, one that reflects both moral and penal philosophies. In order to isolate the influence of convict women and in turn train them to be more 'responsible' workers, wives and mothers, the authorities established female factories. The factories were multi-functional, operating as places of work, places of punishment, hiring depots and places of shelter for convict women between assignments and those who were sick, infirm or pregnant. As colonial authorities became more systematic in their development of new free and penal settlements, female factories became regarded as necessary infrastructure. The effective control and management of convict women became important for the overall success of the settlement.

The Cascades Female Factory is the only remaining female factory with extant remains which give a sense of what female factories were like. It was the primary site for the reception and incarceration of most of the women convicts sent to Van Diemen's Land and operated between 1828-1856 (when transportation effectively ceased).

As a long running penal institution, Cascades Female Factory was subject to changing approaches to punishment and reform, and this is demonstrated in the addition of yards to the original precinct and in the functions of those yards. The earliest yard housed convict women in barracks while in later yards, separate apartments were built. Isolation from fellow inmates was at this time regarded as critical to penitence and reform. Extensive archaeological remains and some stone footings are present on site and these have considerable potential to enhance our understanding of the living and working conditions of convict women incarcerated in female factories.

Cascades Female Factory was situated on damp ground and with overcrowding, poor sanitation and inadequate food and clothes, there was a high rate of disease and mortality among its inmates. The death rate for the children in the factory was considerably higher than the general population. The appalling living conditions and very high infant mortality marks Cascades Female Factory as a place of great suffering.

Cascades Female Factory has high social value. It is the catalyst for research and enquiry into convict women and valued as part of the wider story of women in Australia.

Criterion A Events, Processes

Cascades Female Factory is highly significant because of its association with the lives of convict women, its demonstration of the changing philosophies of punishment and reform as they relate to women and as a place of tremendous suffering and inhumane treatment.

Convict women made a significant contribution to the development of the colonies. They contributed their labour and their presence was regarded as contributing to social cohesion and stability and they populated the colonies.

Over half of the 25 000 convict women sent to Australia were sent to Van Diemen's Land, the majority spending some time at Cascades Female Factory as it was the primary site for the reception and incarceration of women convicts. It was one of the colony's longest running penal institutions operating from 1828 to 1856.

Female factories were a unique colonial response to the management of convict women, one that reflects both moral and penal philosophies. The factories were multifunctional but were intended largely for reform. They operated as places of work, places of punishment, hiring depots and places of shelter for women between assignments and those who were sick, infirm or pregnant.

The high exterior walls surrounding Yards 1, 3 and 4 South remaining at Cascades Female Factory demonstrate the need to isolate convict women from negative influences and in turn protect society from their corrupting influence. The matron's cottage at Yard 4 South demonstrates its function both as the residence of the administrator and a model for civil society.

Cascades Female Factory had a range of infrastructure associated with its different functions, most of which is now archaeological remains. Yard 1 which was initially the full extent of the factory is thought to contain subsurface evidence of convict dormitories, twelve solitary cells, chapel, staff quarters, and separate courtyards and buildings for the nursery, hospital, kitchen and punishment, crime and hiring classes.

The changing approaches to punishment and reform are demonstrated in the move from convict dormitories in Yard 1 to the solitary apartments in Yard 3 built in 1845 which survive as sandstone footings and subfloor cavities. Isolation from fellow convicts was considered in the time of the probation system to be conducive to repentance and reform.

Cascade Female Factory is highly significant as a site of great suffering. Its appalling living conditions and excessively high infant mortality were the subject of numerous inquests and inquiries. Although the causes of suffering and the management regimes are very different, it can be considered along with Norfolk Island as a place of harshness and inhumanity.

Criterion B Rarity

Cascades Female Factory is rare as the only remaining female factory with substantial extant visible fabric. The remaining walls in particular evoke a sense of the isolation, control and harshness experienced by women convicts and their children.

Cascades Female Factory as represented by Yards 1, 3 and 4 South is also uncommon in its extensive sub-surface occupational deposits which reflect the evolution of the Female Factory, and the later phases of its use.

Criterion C Research

Yards 1, 3 and 4 South are largely unexcavated and have considerable archaeological and research potential. There are also extensive documentary and pictorial collections associated with the site. The archaeological potential along with the documentary and pictorial collections can significantly add to the knowledge and understanding of convict women and their children which is an emerging area of study and scholarship.

Criterion G Social value

Cascades Female Factory is highly valued by community groups and historians as a place that reflects the significant story of convict women. The absence of intact historic sites and fabric associated with convict women makes what remains at Cascade Female Factory of national value.

The place has become an important catalyst for academic and community interest in the important role convict women played in the development of the colonies. Cascades Female Factory site is also valued as an important part of the wider story of women in Australia.

DESCRIPTION

The former Cascades Female Factory site comprising five yards, cemetery and outbuildings is contained within a rectangular city block in the district of South Hobart. The factory site itself is bounded by Syme Street to the north, Degraeves Street to the south, Degraeves Lane to the east and McRobies Road to the west.

For the purposes of this nomination, the three yards may be described as being bound to the north by Syme Street, to the east by Degraeves Lane and to the south by Degraeves Street. The western boundary is demarcated by a private property (formerly yard 2) containing an Apostolic place of worship.

Cascades Female Factory is located within the suburban district of south Hobart, approximately three kilometres south west of the Hobart GPO. Topographically this area is part of the Hobart rivulet catchment which drains the eastern slopes of Mount Wellington. Cascades Female Factory consists of two and a half of the five secure yards that formerly comprised the main Female Factory complex; namely Yard 1, Yard 3 and Yard 4 south.

Yard 1

Yard 1 is the oldest of the separate walled enclosures to be erected at Cascades Female Factory, with parts first constructed as Lowes Distillery in 1824. Until the resident structures were demolished and the site cleared for public sale in 1904, Yard 1 contained the most extensive amount of infrastructure at the Female Factory, including a two storey building along the length of each main side wall (east and west) with rooms about 12 feet (3.66m) wide; a chapel; two storey staff quarters 60 by 17 feet (18.29 by 5.18m), the upstairs being for the superintendent's family, the downstairs for offices and the gatekeeper; a courtyard divided into seven smaller yards, one for the entrance and offices, and one each for the nursery, hospital and kitchen; a yard for each classification of female convicts – first or assignable class, second class and third or crime class. Twelve solitary cells were also included in the north western corner building of the old distillery.

Today Yard 1 consists of the following elements associated with Cascades Female Factory:

- * Approximately 90 per cent intact 1824-1827 coursed sandstone rubble perimeter wall
- * Re-opened doorway linking Yards 1 and 3
- * Sub surface archaeological deposits. Archaeological test excavations (Kostoglou 2000) revealed substantial sandstone footings consistent with the 1827 ground plan designed by noted architect John Lee Archer. Kostoglou (2001, 2002) suggests the entire Archer ground plan of this yard survives intact at the footings level beneath almost a metre of demolition rubble.

Contemporary features in Yard 1 include:

- * Concrete building slab in the north west corner formerly supporting a wine factory (1960s, demolished 1980s)
- * Concertina style interpretation panels erected by the previous government land manager (DPIWE)
- * Park benches
- * Grassed area extending throughout 80 per cent of the yard.

Yard 3

Until the resident structures were demolished and the site cleared for public sale some time prior to 1904, Yard 3 contained the bulk of Cascades Female Factory cellular confinement infrastructure.

Today Yard 3 consists of the following elements associated with Cascades Female Factory:

- * Approximately 40 per cent intact c1824-1827 coursed sandstone rubble perimeter wall on two sides (east and west) – the wall between Yard 3 and 4 was commissioned at a later date by John Franklin
- * Re-opened doorway linking Yards 1 and 3
- * Sub surface archaeological deposits. Excavations (Kostoglou 2001, 2002) revealed intact sandstone footings and sub floor cavities, relating to the solitary apartments and offices along the front (south) wall, beneath various layers of post demolition fill. Two sections of excavations have been left open for public viewing after being lined and roofed. It is also possible that the c1976 factory building erected in the

centre of the yard may have been built on a sufficiently shallow cement slab to have allowed the survival of fabric beneath.

Contemporary features in Yard 3 include:

- * The western half of the yard has been landscaped and planted out to create a 'garden of remembrance'.
- * A c1976 factory building in the centre of the yard (this building provides the Female Factory Historic Site Limited with administration and leased rental space).

Yard 4 south

Originally, a 160 by 26 feet (48.77 by 7.92m) nursery built of stone, brick and timber was placed along the western wall facing east. The yard also included the matron's cottage, sub-matron's cottage, large open shed, kitchen and laundry. The yard was surrounded by a stone perimeter wall (Rayner, 1981).

Today Yard 4 south consists of the following elements associated with Cascades Female Factory:

- * The matron's cottage (1849) situated in the south east corner is a single storey brick cottage with the original four rooms heated by two double fireplaces, and later 19th century additions including two rooms to the eastern elevation.
- * Sandstone brick paved courtyard to the rear of the matron's cottage.
- * Approximately 25 per cent intact original coursed sandstone rubble perimeter wall.
- * Open yard space and currently backfilled archaeological excavation. The excavation (Kostoglou, 2005) exposed robust sandstone footings and sub floor cavities relating to the sub-matron's cottage, covered walkway, kitchen/laundry and nursery apartments. These features survive at depth in an excellent state of preservation beneath various layers of post demolition fill. Kostoglou (2006) suggests that the integrity of these deposits extends northwards throughout the remainder of Yard 4, despite its separate ownership and light industrial additions throughout the 20th century.

Contemporary features in Yard 4 south include:

- * A paved courtyard situated immediately north of the matron's cottage.
- * Toilet addition to the rear of the matron's cottage.
- * Timber shed.

Matron's cottage collection

Much of the matron's cottage collection is privately owned or owned by other institutions and is on loan to Cascades Female Factory Ltd. There are approximately 450 items in the collection and it continues to grow. The scope of the collection covers the late convict period to the site's closure in 1904. It includes convict relics, furniture, decorative arts, documents and photographs.

Archaeological Collection

There are currently over 2 000 moveable artefacts comprising Cascades Female Factory Archaeological Collection. These are derived from all stages of European occupation of the site. The bulk of the items come from the mid to late convict period.

HISTORY

The Historical Overview is drawn from a number of sources including Shaw (1966), Hirst (1983), Daniels (1998), Robinson (1993), Raynor (2005), Scripps and Hudspeth (1992) and Scripps (2000). The subsequent description of the historical physical development of Yards 1, 2 and 3 at Cascades facility is mostly drawn from various reports by Kostoglou (2000, 2001, 2002, 2006).

Overview

The term 'Female Factory' applied to buildings managed by the colonial government where Australia's convict women were sent awaiting assignment, and for reform and punishment. Australia is the only country in the world which administratively dealt with women convicts in this manner.

Women Convicts

Australia is one of the few places where large numbers of women were transported as convicts. During the period of convict transportation, some 25 000 women were transported (Raynor 2005:p23) which represents about 15 to 17 per cent of the total convict population. Of these 12 500 were transported to Van Diemen's Land and two thirds of these landed after transportation to NSW ceased in 1840, most were transported for petty theft (History of Tasmania, p131).

From the First Fleet, women convicts were assumed to be most useful as wives, mothers and domestic servants. The work required of them by either private master or the government was for domestic labour and they were assigned for this purpose. While there were individual men willing to take them, the colonial authorities did not need to make systematic arrangements for them nor provide opportunities for them to engage in public labour. However, the numbers of female convicts began to increase. From 1793 to 1 800, only 1 234 male and 564 female convicts landed at Sydney. For the next six years 2 364 and 706 females disembarked (Shaw 1966, p70). Along with increased numbers, the colonial authorities were concerned about what to do with them and the moral threat they represented in society. During this time, 'official comment continued to centre on the uselessness of the labour of women convicts, their lack of economic value to NSW and their continual drain on the colonial expenditure. All complaints were supported directly or indirectly by the 'evidence' of their flagrant immorality' (Robinson 1993, p221). In 1798, Governor Hunter attempted to regulate the labour of women assigned as domestic servants and Governor King established the first female factory in 1804 at Parramatta where women made rope, spun and carded wool and wove cloth (Parramatta cloth). The building consisted of a single long room with a fireplace at one end for the women to cook on but failed to contain sleeping quarters which meant that women sought shelter elsewhere. The Reverend Samuel Marsden saw the female factory as sanctioning prostitution and contributing to the crime rate and general depravity of the society in Parramatta. In response, the colonial authorities eventually built a new factory which 'was a closed institution where women worked and slept and where they were kept from all outside influence and temptation' (Hirst, 1983, p17). Work on the factory commenced in 1818 but was not completed until 1821 despite Governor Macquarie asserting that it was 'particularly Necessary for keeping those Depraved Females at Work within Walls, so as in some Degree to be a Check upon their Immoralities and disorderly Vicious Habits' (quoted in Shaw 1966, p101).

The authorities meant many things by immoralities and vicious habits. Convict women however played a significant role as mothers/procreators. MacNab and Ward found that in the first 30 years of the colony, 'approximately 72.8 per cent of children were of convict-emanipist parentage compared to those children of one or more free (non-convicted) parents. Since many of the children ascribed the military establishment, civil officials and settlers were born of convict women, the proportion is probably closer to 80 per cent' (MacNab and Ward, 1962: p298).

Female Factories

The first female factory was intended for women unfit for domestic service and women under punishment, however Governor King, in order to address claims of depravity and abandonment, insisted that female convicts on arrival to the colony be taken to the factory wherein the best behaved are selected and applied for by settlers and the 'incorrigible' left within the factory. This would set the multifunctional purpose of female factories throughout the colonies – operating as places of work, places of punishment, hiring depots and places of shelter for women between assignments, sick, infirm or pregnant. 'The female factories had to be all things to all women who came under government control or judicial management ...the female factories were expected to handle every other case calling for an institutional response for female convicts.' (Raynor 2005: p133).

Although originally designed as manufactories to produce goods to assist the colonies (hence the name), the female factories became an all purpose institution for the management of convict women. There is no equivalent institution for convict men who could be housed in convict barracks, gangs, private quarters and later at probation stations and penitentiaries.

The female factory became an essential requirement of the development of new settlements. Over time, female factories were established at Parramatta, Newcastle, Hobart, George Town, Cascades, Moreton Bay, Port Macquarie, Bathurst, Launceston, Eagle Farm and Ross. In 1810, Surveyor-General John Oxley called for 'a Well regulated Factory' for Van Diemen's Land because 'It is well known that the greater part of the Women Convicts have from their Youth been brought up in every scum of wickedness, destitute of Industry, unable from Ignorance to work, even if they possessed the inclination to render themselves useful. It will be evident that the Task of reclaiming and bringing into habits of Industry such Characters will not be an easy one, and that it will not be aided or assisted in the smallest degree by the endeavours and disposition of Women themselves. To suffer such wretches to be let loose on society without any restraint would be a serious injury to the quiet and well disposed among them, and that any mode of employing them would be preferable to such an alternative' (As quoted

in Daniels 1998, p108). After his appointment to Van Diemen's Land in 1817, Governor Sorell insisted on the establishment of a female factory before he would accept large numbers of convict women from NSW.

Punishment and Reform

The emphasis was on the reform of the female convict through work and constant supervision, ideas which were articulated by Elizabeth Fry when she wrote to the Under Secretary of the Colonies in 1823 requesting a separate institution for female convicts in Hobart Town, under the control and guidance of a respectable matron with part of the building set aside for schooling (Daniels, 1980, p110). The possibility of reformation meant that women could respectably rejoin society and this was important because in Van Diemen's Land in the 1820s men outnumbered women by ten to one. This situation was felt by colonial authorities to require remedying. In 1827, Governor Arthur purchased the Cascade distillery and remodelled it for the reception and confinement of women. In 1828 it received approximately 100 women. It was located relatively remote from Hobart Town with a view to removing the convicts from the negative influences and temptations of the town and in turn to prevent the women from corrupting the morals of the town's men. However, its location in an area of damp swamp land contributed greatly to the sickness and sufferings of its inhabitants.

At first Cascades Female Factory consisted of one large yard containing staff quarters, convict dormitories, the chapel, 12 solitary cells, nursery, hospital, kitchen, and separate areas for punishment class, crime class and hiring class. Later, it was incrementally expanded until it became five yards, with increasing specialisation between the yards.

Place of Suffering

Cascades Female Factory quickly became notorious for lack of industry, overcrowding, disease, high birth rate and high mortality. The number of female convicts in Van Diemen's Land increased from 725 in 1828 to more than 1 600 in 1832 (Kippen, 2002: p 2). The majority of convict women arriving during this time would have passed through Cascades Female Factory either on the way to being assigned, as inmates serving their sentence, on return from assignment or when pregnancy prevented them working in domestic service. Colonial authorities did not respond to this influx by expanding or supplementing the existing facilities. Instead the government made it an offence to have an illegitimate child and their mothers were sent to crime class for six months once their children were weaned (and this was decreed to be at six months). The law did not prevent pregnancy but led to further overcrowding. With the appointment of Edward Bedford as the medical officer at Cascades Female Factory, the colonial authorities were left in no doubt of the appalling conditions with Bedford requesting both babies and children be removed to a Female Orphan School. Death rates were particularly high and coronial inquests brought the conditions to the attention of the public.

By 1838, there had been some 208 deaths of children within the factory out of the 794 admitted or born in the factory since its opening (Kippen (2002): p6). This death rate of over one in four was considerably higher than the general population and would continue throughout the entire period Cascade operated as a convict establishment. Operating from 1828 to 1855 (when transportation was deemed to cease in Van Diemen's Land), the factory was one of the colony's longest running convict establishments (noting that Port Arthur did not commence operating until 1831).

The inquests and bad publicity associated with deaths in the factory eventually led to the nursery being relocated at various sites including a house in Liverpool Street and Dynnyrne House. A purpose built nursery was built from 1850 in Yard 4. An inquiry into the Convict Department by the local legislature in 1855 heard evidence that the mortality in the nursery in Cascades in 1851, 1852 and 1853 was around four times higher than mortality of children of a similar age in the general Hobart District. Dr Edward Hall calculated that the death rates under the age of three were around 40 per cent (Kippen (2002): p8). The Committee found that the sickness of the children and the very high mortality rates were due to reckless negligence on the part of the Convict Department – failing to provide adequate nourishment for nursing mothers, exposure to cold, and insufficient food and clothing. The Inquiry was highly embarrassing to the then Lieutenant Governor but at this time, the decision had been made to cease transportation and the shortcomings associated with Cascades Female Factory now became a matter for local authorities.

Place of Opportunity

While the Cascade Female Factory can be seen as a place of great suffering where mothers were separated from their children at an early age, where infant mortality was excessively high and where pregnancy was considered a crime, it must also be remembered that 1 000s of women passed through the factory and many were able to establish themselves in the colony through domestic service and marriage. The female factories, while providing constant supervision and restraint on behaviour, also provided female convicts with protection from abusive

masters and shelter when sick, infirm or pregnant. They could own property, had a right to sue and could give evidence, rights that their counterparts in England, Scotland and Ireland did not possess (Kercher 2003, p6).

That there were many women who did pass out of the convict system is evidenced in the study by HS Payne of 7 000 female convicts who arrived in Van Diemen's Land between 1843 to 1853. Payne found that over one third never served a sentence in a female factory (as quoted in Raynor 2005: p94).

Historians continue to debate whether female convicts had a better life than that of female prisoners in Britain, Scotland and Ireland, the evidence from places such as Cascades Female Factory is that there were benefits as well as costs. The reasons and conditions for the success and failure of individual convict women or groups of women remains for further study.

Cascades Female Factory

Yard 1

In October 1826 the government advertised for a building able to house 40-50 convict women. Thomas Lowes offered his distillery site and three acres of land for £2500. Eventually the distillery and its entire 20 acre allotment were purchased in exchange for £2000 and some other government land in Newton.

Plans for the modification of the distillery were initially drawn up by the Colonial Architect David Lambe. These were subsequently discarded when a new Colonial Architect, John Lee Archer, took up his post in 1827. The conversion works took a year, and cost £2 344. Archer's design included the erection of two 12 foot (3.66m) wide two storey wings along the eastern and western sides of the yard, and a chapel between the central distillery building and the north wall. Other developments included a two storeyed staff quarters measuring 60x17 feet (18.29 by 5 18m) inside the main gate and a set of 12 solitary cells in the north western corner of the yard.

The newly completed Yard 1 of Cascades Female Factory accepted its first 100 women transferred in December 1828 from the dilapidated Factory attached to the Hobart Gaol. In January 1829, 100 women and 33 children arrived on foot at the Female Factory directly after being disembarked from the *Harmony* where they had spent four months on the voyage from the United Kingdom.

Always the administrative centre of Cascades Female Factory, Yard 1 was divided up into seven smaller walled spaces which initially represented the management of convict women in the same manner as the five larger yards did in 1852. On entering through the main door women and children were catalogued in the rigorous convict records system, their belongings were removed and government clothing was issued. They were then sent into a system of punishment, hard labour and religious instruction within the confined and gloomy spaces of the Factory until they were deemed suitable for release as assigned servants.

Three walled spaces within Yard 1 held women according to their classification into classes. There were strict rules controlling the lives of women in each class down to the labelling of the outside of their convict clothing to designate their class. The crime class included punishments such as a week in the dark cells on bread and water, in the solitary cells picking horse hair or at the wash tub doing hard labour.

Also within Yard 1 were two separate spaces for the Hospital and Nursery. The hospital was regularly overcrowded with both ill and confined women. Pregnant convicts moved from the hospital to the Nursery after giving birth. The Nursery within Yard 1 was replaced by the opening of Yard 4, known as the Nursery Yard, in 1850.

The last space within Yard 1 was the Kitchen. Across the back and in the centre of Yard 1 were store and work rooms and also in the centre was a Chapel. Under the Evangelical beliefs of Governor Arthur (1824 to 1836) the women were mustered daily for prayers and Bible reading in the hope that this would assist in their reform. Both Arthur and the colony's senior chaplain, the Reverend Bedford, had a dim view of the character of convict women.

Yard 1 was soon condemned as too small despite attempts to rectify conditions by extra rations of soap and extra coats to the walls of whitewash which was considered a means of killing germs.

Yard 2

Yard 2 was opened in 1832 to provide structures in which the hard labour of the women could be performed and in which additional solitary cells could be constructed. It became known as the 'Washing Yard'. Other labour in the Factory included carding, spinning and weaving of wool. Yard 2 included a walled area containing a two storey range of solitary working cells where women were employed in picking old rope encrusted with salt and tar, so that the fibres could be used in caulking ships. A hospital was added to the site in the 1840s, and in 1852, a large open washing shed was converted into a dormitory building.

1838 saw the replacement of the assignment system with the probation system in Van Diemen's Land. Under this system, newly arrived women were employed for six months at sewing and spinning and were taught basic reading and writing. This was to assist in reforming their characters and to equip them for domestic service. When their six months probation period expired, prisoners with a record of good conduct were assigned to settlers. The female convicts' conduct continued to be monitored after they were hired and misconduct could result in a sentence at the female factory, including a period in solitary confinement, an extension of the sentence or revocation of their pass.

Yard 3

Yard 3, constructed in 1845, was a gruesome testament to the Probation System. It contained 112 'separate apartments' in two double storey cell blocks. They were designed for 'separate treatment' (a regime of moral and religious instruction, education and work).

Yards 1, 2 and 3 all contained small cells in which convict women were punished with solitary confinement. While male convicts were often punished with flogging, 19th century morality could not accept such punishment for women. In addition to solitary confinement other punishments for women included shaving or cutting of their hair; the wearing of heavy iron collars; and hard labour. However solitary confinement was seen as the greatest deterrent for repeat offenders. Yard 1 had the most gruesome 'dark cells' built into the corner of the old distillery with little ventilation.

When transportation of female convicts to NSW ceased in 1840, there was a substantial increase in the number of female convicts transported to Van Diemen's Land and to assist in their reform under the Probation System the Fourth Yard was constructed in 1850, and Yard 5 in 1852.

Yard 4

Yard 4 is representative of the tragic tale of convict women and their children. Local newspapers in 1838 carried heart wrenching stories on the conditions and fate awaiting children in Yard 1. In 1850 Yard 4 was opened as the specially designed Nursery Yard and contained a two storey building designed to house 88 women and 150 children with additional single storey buildings for kitchen, laundry, washrooms and privies. Mothers stayed with their babies here until they were weaned at between 3 and 9 months. The mothers were then returned to the other Yards of the Factory and the babies were cared for by other weaning mothers, in some cases occasionally visited by their birth mothers. They were then sentenced to six months in the Crime Class following the weaning of their babies. A high infant mortality resulted from the enforced early weaning and the unhygienic conditions at the Factory. Children who survived to 2 or 3 years of age were sent to the orphan schools in New Town on the other side of Hobart until they were claimed by their reformed mothers or were able to support themselves.

A wall separated the Matron's cottage (built c.1849) and garden from the two storey Nursery and yard. It is the Matron's cottage area which forms part of Cascades Female Factory Historic Site and also part of the National Heritage List nomination. The cottage is the sole remaining original building on the site of Cascades Female Factory. The Matron would have occupied three of the four rooms as a parlour, kitchen and bedroom. The Matron's Cottage also acted as Factory gate lodge and included a room for 'Messengers' who were needed to communicate with other officials in the now extensive Factory Yards.

Yard 4 was not successful in lowering the rate of infant deaths - the system of handling convict women and especially infants in the Factory was open to abuse by officials and the entire Factory was sited and designed conducive to damp conditions including little access to sunlight. In 1851-1855 the annual age-specific mortality rates of children aged 0 to 3 years were 10 per cent for the Hobart district, and 30 per cent for the Female Factory children (Rayner, 2004, p157).

Yard 5

Yard 5 was built in 1852 as part of a final attempt to improve conditions for the female convicts. It housed women who were pass holders awaiting employment. A two storey barrack slept 212 women. It included modern ideas such as flushing water closets, the ground floor mess room also acting as a schoolroom at night, and a 'macadamised' surface to the yard which was superior for drainage and safety than stone flagging.

With the completion of Yard 5 the Factory became a full representation of the system of categorising and penalising convict women. Discipline and hard work were the key to their reform and a reward system for god-fearing behaviour and hard work was put into place. For example compulsory night time reading was used to suppress ordinary dialogue between the inmates. Task work included washing, needlework, and wool processing.

The women were under constant surveillance unless locked up in a solitary cell. In addition to the Superintendent and the Matron, each division or class was controlled by a male and female officer assisted by convict 'Watchwomen'. To assist surveillance in 1851 the new superintendent J. M. May made Yard 1 an open area with only the gate lodges and Chapel retained. With the relocation of the drying frames (which when hung with sheets allowed private space for the inmates) to a space outside the Factory, Yard 2 allowed "a free inspection of the women employed in washing". It was also used for a muster yard on Sunday mornings when the regimented and silenced convict women were lectured on the notices and rules of the establishment and on religion.

Other Female Factory Uses

After the cessation of convict transportation to Tasmania effectively in 1856, Cascades continued to be used as a prison. In June 1856 the site was proclaimed a Gaol and House of Correction for Females, allowing the admission of 'free' women convicted locally or on remand.

The Colonial Government established an official pauper establishment on the site in 1869. In the first year of operation, a boy's reformatory was established in the Third Yard, a male invalid depot in the Fourth Yard, and a female invalid depot in the Fifth Yard. There were 272 residents in total. By the end of 1869, the 14 ex-convict 'Imperial' residents of the establishment who were supported from Imperial funds were far outnumbered by the 'Colonials'.

The physically able male paupers were employed in manual labour. Their numbers were few, however, and the prison gang and the Reformatory boys did the bulk of the effective work. A few male paupers instructed the children of female paupers and prisoners. The women inmates repaired clothing and made bedding for themselves and the males did the washing.

The Female Factory was closed in 1877 and it was used to house male invalids and paupers including 'imperial lunatics' transferred from Port Arthur. Yard 1 became home to the male invalid depot and a Hospital for the Insane was established in the Fourth Yard.

A Contagious Diseases Hospital was established in parts of the First and Second Yards in 1879. The passing of the *Contagious Diseases Act 1879* and the establishment of the Hospital followed a public outcry in Hobart over the infection of Royal Navy sailors with syphilis and the feared curtailment of future naval visits. The police had power to seek out and report suspected cases of women with contagious diseases to the Superintendent of Police, who could then order a medical examination and the imprisonment and treatment of the woman for up to 12 weeks. In 1890, the Hospital for the Insane, which had been transferred to the Fourth Yard from Port Arthur in 1877, was closed down. The Contagious Diseases Hospital was then moved to the Fourth Yard and would remain until its closure in 1900.

Early in 1891 the Home of Mercy moved into Cascades, taking up occupation of a cottage outside the main complex. The Home of Mercy was run by the Church of England and cared for 'all fallen women'. Maud Montgomery, wife of the Bishop of Tasmania and the mother of Field Marshall Bernard Montgomery, was the main moving force behind the Home. In 1895, the Home took over the management of the Lying-in Hospital. Established in 1888 as an offshoot of the Benevolent Society, poor unmarried mothers were sent to the Hospital in the Third Yard. A certified mid-wife was appointed to take charge of the hospital which was expected to receive 16-17 patients annually. Women were expected to assist if able in washing, sewing or cooking. Often, women who had been released from the Hospital were sent to the Home for reform. Overcrowding of the Home led to establishment of Hope Cottage in 1896 to take some of the overflow of women.

By 1896, a large part of the complex was vacant. The Salvation Army had arrived in Hobart in December 1893, keen to extend its welfare activities in areas of need. In November 1895 its 'Prison Gate Brigade' had opened a refuge for discharged male prisoners in the Fifth Yard, which became known as the 'Prison Gate Home'. Men were admitted straight from prison, or after a period of attempting to fend for themselves. In preparing these men for a hard-working civilian life, they were put to work on chores around the Home and the gardens, distributed bills, made mats and did carpentry. Yet space at Cascades remained under-utilised and operations came under close government scrutiny in 1897 as a result of a request for further space to accommodate a women's refuge. The decision was made to sell the site.

In 1904 the Home of Mercy and Salvation Army moved to other premises as the State Government subdivided and prepared the 15-16 acre site for sale in 1904.

In 1924, the buildings in Yard 1 were demolished, leaving only the external walls standing. Around 1926, two tennis courts and club rooms were constructed in Yard 1. An archaeological excavation in 2001 located part of the retaining wall for the tennis courts, which were demolished around 1960. The wall was built from sandstone blocks, which appear to have been taken from old prison buildings on the site. In the early 1960s a wine merchant constructed a concrete besser block shed in the north-western corner of Yard 1 (the slab of which still

remains) and this was joined in 1972 by a concrete besser block toilet. An engineering shed was built in 1974 and demolished by the Tasmanian Government between 1988 and 1990. Yard 1 was purchased by the state government in 1976 and has since been administered by the Tasmanian National Parks and Wildlife Service.

When the entire site was auctioned in 1905, Yard 2 was described as having 'cells at the rear'. These had been demolished by the 1930s and a paint factory was erected on the site in the mid 1940s. This was subsequently converted into a church during the 1980s, an entity which still occupies the site.

Yard 3 was subdivided into 2 allotments at the time of the auction of the site. A succession of owners held title to one or both constituent allotments until 1942, when the fruit processing firm of J. G. Turner Prop. Ltd. bought the property as a case and wood storage yard. Between 1967 and 1986 the entire yard was used as a storage depot by a succession of owners. In 1986, Macpac Ltd acquired the yard and erected the current factory. In 1994 it was acquired for use as a fudge factory. In 1999/2000, the yard and its plant were acquired by the Female Factory Historic Site Ltd using Commonwealth, (Cultural Heritage Projects Program) funding. The Female Factory Historic Site is currently managed from part of the factory, which is also sublet to generate an income stream.

A succession of owners occupied the former matron's Cottage and undertook a variety of small businesses in Yard 4 until the 1930s, when the block was subdivided into four allotments. Variations on this configuration have prevailed to the present day. In 2003 the southern most allotment containing the only intact building remaining from the Female Factory era, the matron's cottage and garden, was purchased by the Female Factory Historic Site Ltd through a grant from the State Government and substantial corporate sponsorship from various sources.

A variety of owners gradually subdivided Yard 5 into domestic housing allotments throughout the first two decades of the 20th century. These have remained to the present day.

CONDITION AND INTEGRITY

Since the government divestment and sale of the entire property in 1904, the original ground plan of Cascades Female Factory Historical Site (CFFHS) has been substantially altered above the ground. A variety of private owners acquired the five yards separately. The ensuing period of private ownership substantially altered the structural integrity of the CFFHS. Two of the five yards were to all intents and purposes obliterated above the ground (Yards 2 and 5) with the removal of all internal buildings and external walls leaving only the vacant land, which has since been developed. In the remaining three yards the bulk of the perimeter walls survived but the remaining internal buildings were lost to demolition. Only in Yard 4 was a single cottage, built to house the resident Matron overseer, retained to the present day.

However, although the attrition of Female Factory related fabric was almost total above the ground, the same cannot be said for the sub surface archaeological resource. Excavation work has now been undertaken in all three yards comprising this nomination (Yards 1, 3 and 4 south).

Yard 1

Buildings

There are no intact building remnants surviving above the ground in Yard 1.

Wall fabric

Approximately 90 per cent of the original perimeter wall fabric surrounding Yard 1 survives in a reasonable state of preservation. Ad hoc patching of the doorways and collapsed cavities occurred throughout the early/mid 20th century using unsympathetic materials (brick, concrete blocks etc.). Vulnerable sections subsequently identified in the 1992 Conservation Management Plan (Du Cros & Associates) for this yard were stabilised and conserved shortly after using original stone work bonded with a lime based mortar mix. A major potential subsidence of the front wall is currently being redressed while the relevant fabric is supported by a timber gantry. The perimeter walls need routine maintenance to remove weed growth and concretions. The concrete capping on top of the walls is also deteriorating and will be in need of work – the level of deterioration is yet to be assessed.

Sub surface archaeology

In 2000, an archaeological test excavation was initiated immediately west of the closed connecting doorway between Yards 1 and 3 (Kostoglou 2001). In association with another test excavation further north, this activity revealed that the original ground plan blueprint designed by prominent colonial architect John Lee Archer was

indeed adhered to by the 1827 builders of Yard 1. Furthermore, the robust sandstone footings of all structures throughout the eastern side of the yard survive in an excellent state of preservation beneath various layers of post 1924 demolition fill.

Yard 3

Buildings

There are no intact building remnants surviving above the ground in Yard 3.

Wall fabric

Approximately 40 per cent of the original perimeter wall fabric surrounding Yard 3 survives in a reasonable state of preservation. Ad hoc patching of the doorways and collapsed cavities occurred throughout the early/mid 20th century using unsympathetic materials (brick, concrete blocks etc). Vulnerable sections subsequently identified in the 2000 Conservation Management Plan (Cripps, Davis & Associates) for this yard were stabilised and conserved shortly after using a combination of original and newly hewn stone work bonded with a traditional lime based mortar mix. The eastern perimeter wall needs routine maintenance to remove weed growth in the top course of stonework.

Sub surface archaeology

Excavations (Kostoglou 2001, 2002, 2002) revealed that robust sandstone footings and sub floor cavities, relating to the two banks of solitary apartments and the offices along the front (south) wall, continue to survive at depth in an excellent state of preservation beneath various layers of post demolition fill. Such integrity may also apply to remnants situated beneath the factory building in the middle of this yard.

Yard 4 south

Buildings

The c1850 matron's Cottage situated in the south east corner of Yard 4 is the sole surviving structure from the convict period. The cottage floor plan originally consisted of four rooms heated by two double fireplaces, however later 19th century additions including two rooms were made to the eastern elevation. The surviving style and fabric of the building is otherwise exceptional. In the past year, short term conservation works including the provision of new piers for the support of floors in the eastern additions, re-painting of rooms, repointing of external brick and stone window sills and new guttering has been undertaken.

Wall fabric

Approximately 25 per cent of the original perimeter wall fabric surrounding Yard 4 survives in a variable state of preservation. The footings to the eastern wall (mostly in private ownership and not part of this nomination) have suffered from pilferage. A Conservation Management Plan is currently being written for the whole site and will address conservation needs for this yard. The collapse of the entrance archway adjacent to the south west corner of the matron's cottage was prevented by being pinned internally and a steel gantry erected. Conservation of the resident timber doors in both this entrance and the internal wall between Yards 3 and 4 is to follow.

Sub surface archaeology

An open area excavation undertaken in 2005 revealed the robust sandstone footings and sub floor cavities relating to the sub-matron's cottage, kitchen/laundry and Nursery apartments continue to survive at the footings level in an excellent state of preservation. This integrity extends northwards throughout the remainder of former Yard 4 despite its separate ownership and resident structural additions throughout the 20th century (Kostoglou 2006).

Matron's cottage collection

A collation database of the matron's cottage collection is in process. Until conservation works have been completed at the matron's cottage, these items are housed in two localities: The matron's cottage and Cascades Female Factory Historic Site office.

Archaeological Collection

Although provenanced and tagged as part of archaeological excavation work, the collection is yet to be catalogued. Many of the items have likewise been stored according to a fabric based system where similar fabric types are stored together in order to avoid chemical reaction. Artefacts are stored in labelled bags and boxes.

LOCATION

About 0.5ha, Degraeves Street, South Hobart, comprising Yards 1, 3, and Yard 4 South, being Land Parcels 1/202398, 1/229358 and 1/229260.

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Cascades Female Factory Yard 4 North, Symes St, South Hobart, TAS, Australia

PHOTOGRAPHS	None
LIST	National Heritage List
CLASS	Historic
LEGAL STATUS	Listed place (04/08/2009)
PLACE ID	106060
PLACE FILE NO	6/01/004/0038
SUMMARY STATEMENT OF SIGNIFICANCE	

Cascades Female Factory Yard 4 North is significant for its association with the lives of convict women. Built c 1850 to house pregnant women and their infants, Yard 4 North is associated with changing philosophies of punishment and reform for convict women. Pregnancy was regarded as evidence of unauthorised behaviour and convict women were confined and punished for the crime.

Yard 4 North formed part of the Cascades Female Factory (1828-1856), the primary site for the reception and incarceration of most of the women convicts sent to Van Diemen's Land. Despite being a small proportion, convict women made an important contribution to the development of the colonies in terms of their labour and their role in fostering social cohesion. They became street sellers, dressmakers, washerwomen. They brewed, baked, ran public houses, engaged in trade and provided domestic services to private masters and government officials.

Colonial authorities both depended on convict women for the establishment of family units and social cohesion and yet regarded them as a moral threat. These conflicting views lead to a unique management response, one that reflects both moral and penal philosophies. In order to isolate the influence of convict women and in turn train them to be more 'responsible' workers, wives and mothers, the authorities established female factories. The factories operated as places of work, places of punishment, hiring depots and places of shelter for convict women between assignments and those who were sick, infirm or pregnant. As colonial authorities became more systematic in their development of new free and penal settlements, female factories became regarded as necessary infrastructure. The effective control and management of convict women became important for the overall success of the settlement.

Cascades Female Factory was situated on damp ground and with overcrowding, poor sanitation and inadequate food and clothes, there was a high rate of disease and mortality among its inmates. The death rate for the children in the nursery was considerably higher than the general population. The appalling living conditions and very high infant mortality marks Cascades Female Factory Yard 4 North as a place of great suffering.

Isolation from fellow inmates was at this time regarded as critical to penitence and reform. The high wall which separates Yard 4 from Yard 3 and footings of the outside wall of the Yard 4 demonstrate how convict women were isolated from negative influences and in turn the walls protected society from their corrupting influence. The extensive below ground archaeological remains of the nursery building have outstanding potential to provide further information about and understanding of the living and working conditions of convict women imprisoned in Yard 4 North.

OFFICIAL VALUES

Criterion A Events, Processes

Cascades Female Factory Yard 4 North, constructed in c1850 is associated with the lives of convict women. It is associated with changing philosophies of punishment and reform as they relate to women and as a place of tremendous suffering and inhumane treatment.

Convict women made a significant contribution to the development of the colonies. They supplied their labour, their presence was regarded as contributing to social cohesion and stability and they gave birth to the following generations.

Yard 4 North formed part of the Cascades Female Factory. Factories were a unique colonial response to the management of convict women, one that reflects both moral and penal philosophies. The factories were multifunctional but were intended largely for reform. Yard 4 North is associated with the purpose-built nursery which operated as a place for pregnant convict women to give birth and to rear infants. Pregnancy was regarded as evidence of unauthorised behaviour and convict women were confined and punished for the crime.

The extant high exterior wall which separated Yard 3 from Yard 4 and remnant footings of the exterior wall of Yard 4 illustrate moral and penal philosophies to the management of convict women. They demonstrate the need to isolate convict women from negative influences and in turn protect society from their corrupting influence.

Cascade Female Factory Yard 4 North containing below ground archaeological remains is associated with great suffering. The appalling living conditions and excessively high infant mortality were the subject of numerous inquests and inquiries. Although the causes of suffering and the management regimes were very different, it can be considered along with Norfolk Island to have been a place of harshness and inhumanity.

Criterion C Research

Cascade Female Factory Yard 4 North has outstanding research potential for building and occupational deposits to provide further information about the institutional treatment of convict women and their children and increase knowledge and understanding of their living conditions.

DESCRIPTION

Yard 4 North is located within the suburban district of south Hobart, approximately three kilometres south west of the Hobart GPO. Topographically this area is part of the Hobart rivulet catchment which drains the eastern slopes of Mount Wellington.

Yard 4 North formed the northern part of the fourth yard of the Cascades Female Factory and includes a former easement which ran parallel to the western boundary of Yard 4 South. Yard 4 North is bounded by Syme Street to the north, Yard 4 South on the southern side with an easement which extended to Degraives Street, Degraives Lane to the east and the former Yard 3 of Cascade Female Factory to the west.

Above ground structures dating from the occupation of the site in the nineteenth century have been demolished. Originally, a 160 by 26 feet (48.77 by 7.92m) purpose built nursery constructed of stone, brick and timber was located adjacent to the western wall dividing Yard 3 from Yard 4. The yard also included a large open shed, later converted to a two storey building for accommodation, privies and laundry. The yard was surrounded by a stone perimeter wall. Footings of the stone wall remain in situ along the eastern boundary, parallel to Degraives Lane.

Post 1930 features in Yard 4 North include a paling fence along Degraives Lane and Syme Street, and a range of brick and galvanised iron sheds, possibly using recycled bricks from the former Female Factory.

Excavations undertaken in Yard 4 South and the Yard 4 North easement exposed robust sandstone footings and sub floor cavities relating to the nursery building, the sub-matron's cottage, covered walkway and kitchen/laundry. These features survive at depth in an excellent state of preservation beneath various layers of post demolition fill. Kostoglou (2006) suggests that the integrity of these deposits extends northwards throughout the remainder of Yard 4, despite its separate ownership and light industrial additions throughout the 20th century.

Archaeological remains may also occur outside the eastern wall on the street which relate to the construction and use of Yard 4 (Tasmanian Heritage Council 2008, p.17).

HISTORY

For an overview of the history and function of female factories in Australia and more detailed information on the history of the Cascades Female Factory refer to the History section in the Cascade Female Factory National Heritage List place report (DEWHA AHDB No:105932).

In 1826 an investigation into the state of the Hobart Town Female Factory found conditions to be most unsatisfactory. The governor of Van Diemen's Land (Tasmania) Lt Governor Arthur purchased the Cascade distillery and altered it for the reception and confinement of women convicts. In late December 1828 and early January 1829 approximately 100 women were transferred to the Cascade Female Factory. It was located relatively remote from Hobart Town with a view to removing the convicts from the negative influences and temptations of the town and in turn to prevent the women from corrupting the morals of the town's men. However, its location in an area of damp swamp land contributed greatly to the sickness and sufferings of its inhabitants.

The emphasis was on the reform of the female convict through work and constant supervision, ideas which had been articulated by Elizabeth Fry when she wrote to the Under Secretary of the Colonies in 1823 requesting a separate institution for female convicts in Hobart Town, under the control and guidance of a respectable matron with part of the building set aside for schooling (Daniels 1980, p. 110). The possibility of reformation meant that women could respectably rejoin society and this was important because in Van Diemen's Land in the 1820s men outnumbered women by ten to one. This situation was felt by colonial authorities to require remedying.

At first Cascades Female Factory consisted of one large yard containing staff quarters, convict dormitories, the chapel, 12 solitary cells, nursery, hospital, kitchen, and separate areas for punishment class, crime class and hiring class. Later, it was incrementally expanded until it became five yards, with increasing specialisation between the yards.

Yard 4 is representative of the tragic tale of convict women and their children. Local newspapers in 1838 carried heart wrenching stories on the conditions and fate awaiting children in Yard 1. As a result of the press coverage the Nursery was moved from Cascade Female Factory into a rented house in Liverpool Street, Hobart and then moved to another house in nearby Dynnyrne.

As part of a policy to better centralise the distribution of female convicts throughout the colony of Van Diemen's Land and to alleviate overcrowding of the Female Factory a decision was taken to build a Fourth Yard at the Cascades Facility in c1848. Plans had been finalised by June 1849 for a new nursery capable of accommodating 88 women. The new yard was erected directly east of Yard 3 with a perimeter wall measuring 200 x 106 ft (60.96 x 32.31m). The main building was a 160 x 26 ft wide (48.77 x 7.92m) Nursery building built parallel to the Yard 3 western wall. A large open-sided shelter shed, later converted into a two storey accommodation building, was located centrally within the secure courtyard and laundry, washrooms and privies at the northern end of the nursery building. At the southern end of the Yard and built at the same time, but separated by a wall, was a single storeyed Matron's house, Sub Matron's cottage and cookhouse, which formed part of the Yard 4 complex. The former Matron's house and archaeological remains of the Sub Matron's cottage and cookhouse now form part of the National Heritage listing for the Cascade Female Factory Site.

Built of stone, brick and timber the Nursery formed the Fourth Yard and historically accommodated 88 women and 150 children. The new main Nursery building was designed with large airy rooms and a veranda designed to catch the maximum sunlight (Rayner 2004, p. 156). Upstairs there were four dormitories each containing 20 berths for mothers and unweaned children, arranged in two double storey tiers. On the ground floor there was a separate mess room and quarters for weaned toddlers. (Lovell Chen 2007, p. 31). In comparison to the other yards at Cascades, Yard 4 was considered by far the best designed.

While the architecture of the new nursery had changed the rules controlling its use hardly changed. Each female convict confined with an illegitimate child remained in the nursery for between three and nine months after giving birth. However at three and six months after the birth each mother had to take charge of an additional infant. At nine months her infant was considered weaned and the woman was removed to complete her punishment elsewhere in the factory. This included a sentence of six months in the Crime Class for having become pregnant. Her child was passed to the temporary care of another more recent arrival. A high infant mortality resulted from the enforced early weaning and the unhygienic conditions at the Factory. Children who survived to two or three years of age were sent to the orphan schools in New Town on the other side of Hobart until claimed by their reformed mothers or were able to support themselves.

Visiting the newly completed Nursery on 1st January 1851 one witness described the new facility:

'In the large exercise yard, with an open shed in the centre to afford shelter from the sun, we found sixty women, with as many babies from two years to as many as days old – women and children all silent! One would have thought them all deaf and dumb... Some of the females, I found were the hired nurses of the establishment – not the mothers of the children... many of the wretched little ones, in the hands of the nurses, will never know either parent. The public consoles itself with the dry fact, that they will all come into the labour market. A large ward was allotted to the mid-day sleep of the poor little babes... There was a score or so of wooden cribs, in each of which lay two, three or four innocents, stowed away head to tail, like sardines... while others were curled about like a litter of kittens in a basket of straw' (Rayner 2004, p. 155).

Unfortunately the infant mortality rate remained as high as before. Issues of overcrowding, sub-standard diet and short weaning times had not been addressed. Just over 100 babies died during the two years 1851 and 1852 compelling officials to transfer the nursery facility back to the government facility at New Town in March 1852 and then to the Brickfields in September that same year. The nursery was transferred back to Yard 4 North in 1854 and finally transferred back to the Brickfields in 1855 (Lovell Chen 2007, p. 31).

Yard 4 was not successful in lowering the rate of infant deaths - the system of handling convict women and especially infants in the Factory was open to abuse by officials and the entire Factory was sited and designed conducive to damp conditions including little access to sunlight. In 1851-1855 the annual age-specific mortality rates of children aged 0 to 3 years were 10 per cent for the Hobart district, and 30 per cent for the Female Factory children (Rayner 2004, p. 157).

In an inquiry into the Convict Department in 1855, Dr Hall, who worked briefly as a medical officer at Cascades Female Factory, gave evidence that death rates in the new nursery between 1851 and 1853 were around four times higher than the mortality of children of similar age in the general Hobart district. Death rates for infants under the age of three were around 40 per cent higher than the surrounding population. Dr Hall was published in the Tasmanian Daily News in November 1855 stating that

'With the unlimited means at the command of the convict authorities as regards lodging, ventilation, cleanliness, food, clothing, artificial warmth, nursing, medical attendance, in many of which a great part of the population at large is so ill-provided I can not see any valid grounds on which the mortality in the convict nurseries should not be greatly below, instead of so much above that of the district.....It will be patent to all, that at least 269 out of the 371 children that perished in the convict nursery for the three years and a half ending 30th June 1854, might and ought to have been alive, and were sacrificed to mismanagement alone' (Kippen 2005, p. 8).

After convict transportation to Tasmania ceased in 1853, Cascades continued to be used as a prison. The end to transportation saw a rapid decline in female convict numbers and by June 1856 the Colonial authorities proclaimed the Cascades Female Factory as a Gaol and Female House of Correction allowing the admission of 'free' women convicted locally or on remand.

Other Uses of Yard 4 North

In 1869 the Colonial Government established an official pauper establishment on the site. The newly established Male Invalid Depot consisted of the entire complex of Yard 4 and the easternmost block of solitary cells in adjacent Yard 3. A description by a visitor to the facility in 1873:

'The men when admitted first of all go into the reception room, and are conducted to the lavatory, where there are a number of good sized troughs used as baths. They have a good sized yard to themselves, and from here is entered all the different buildings connected with this part of the establishment. There is a large kitchen in which cooking for the men is done by some of the inmates themselves, and further on a dining room, a structure with glass sides. There is also what is called a day room for the old men, in which they are allowed to sit and smoke when they have nothing else to do.... A good many of the inmates are blind, and consequently they require a good deal of attention. The poor old fellows have very little to amuse them...' (Kostoglou 2006, p.15)

Another visitor in November 1873 further highlighted the melancholy nature of the facility:

'...the male invalids at the Cascades are confined all the year round in a small yard surrounded by high buildings and a high wall, shutting out the sun and fresh air with the single privilege of going out in turn once a month. The most able bodies amongst them are employed on week days on the farm or about the premises. The rest sit or saunter about the yard all day long as if in a prison and sick and infirm have still less space, air or sun for recreation and all alike are shut in on Sundays' (Kostoglou 2006, p.16).

A boy's reformatory was established in the remainder of the Third Yard and a female invalid depot in the Fifth Yard. Together with the invalid men in Yard 4 there were 272 residents in total. By the end of 1869, the 14 ex-convict 'Imperial' residents of the establishment who were supported from Imperial funds were far outnumbered by the 'Colonials'.

The physically able male paupers were employed in manual labour. Their numbers were few, however, and the prison gang and the Reformatory boys did the bulk of the effective work. A few male paupers instructed the children of female paupers and prisoners. The women inmates repaired clothing and made bedding for themselves and the males did the washing.

In 1874 work began on the conversion of Yards 3 and 4 into a combined facility for 'Old Convicts' from Port Arthur. Construction was halted almost immediately due to the waterlogged nature of the ground. The Sub Matron's cottage in Yard 4 had been demolished as it had been intended to construct the proposed kitchen complex in that location. New uses were found for the site and on 17th April 1877 the new Hospital for the

Insane was gazetted and Yard 4 staff accordingly commenced receiving and treating all 'Imperial Lunatics' dispatched from Port Arthur. Over the next thirteen years, the Yard 4 facility drew increasingly harsh criticism over the deteriorating mental health of its charges. By August 1890, these patients had been transferred to other institutions and the Hospital for the Insane was closed down.

The next tenant was the Contagious Diseases Hospital, which sought to forcibly isolate women known to be suffering from various venereal diseases. Known as 'The Lock', the hospital was originally established in 1879 within Yard 2 at the request of the Royal Navy after a visit by one of its warships in May 1877 allegedly culminated in the infection of several of its crew. The establishment of a Contagious Diseases Hospital at Cascades in 1879 represents the efforts of nineteenth century governments to penalise rather than reform the poorer classes of women, particularly prostitutes who were blamed for the spread of venereal disease. Based on similar legislation in England, the Act was essentially penal in character with the initial institution being officially referred to as the 'Prison Lock Hospital'. In 1891 the Contagious Diseases Hospital was moved into the Fourth Yard of the Cascades Female Factory site. The police had power to seek out and report suspected cases of women with contagious diseases to the Superintendent of Police, who could then order a medical examination and the imprisonment and treatment of the woman for up to 12 weeks.

In 1890, the Home of Mercy (an Anglican charity) which had adjacent premises immediately outside the walls of Yard 4, took over the management of the 'The Lock' from 1890. A year later, the Hospital was moved from Yard 2 to Yard 4. In 1895, what was by then known as the Home of Mercy, was relocated outside the walls of the Cascades Female Factory to a house in Degraives Lane (Lovell Chen 2007, p. 34).

In 1904 the State Government determined to sell the Cascades Female Factory site. Yard 4 was auctioned as a single lot in 1905 (GHD 2007, p. 68) and a succession of owners occupied the former matron's Cottage and undertook a variety of small businesses in Yard 4. At some time in the early 1900s the wall around the outside of Yard 4 was demolished. In the 1930's Yard 4 was subdivided and sold as four allotments, the greater part of Yard 4 South forming one of these portions and the remainder comprising Yard 4 North. During the twentieth century Yard 4 North was utilised by various owners for light industrial purposes. In 2003 the southern most allotment containing the only intact building remaining from the Female Factory era, the matron's cottage and garden, was purchased by the Female Factory Historic Site Ltd through a grant from the State Government and substantial corporate sponsorship from various sources.

In 2007 Yard 4 North was purchased by the Tasmanian State Government to form part of the Cascade Female Factory Site.

CONDITION AND INTEGRITY

LOCATION

Symes Street, corner Degraives Street, South Hobart, comprising Yard 4 North, being Land Parcels 1/230803 and 1/142201.

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Appendix D STATE HERITAGE CITATIONS

Tasmanian Heritage Register Datasheet



134 Macquarie Street (GPO Box 618)
 Hobart Tasmania 7001
 Phone: 1300 850 332 (local call cost)
 Email: enquiries@heritage.tas.gov.au
 Web: www.heritage.tas.gov.au

Name: Port Arthur Penal Settlement
Status: Permanently Registered
Tier: State
 State

THR ID Number: 6
Municipality: Tasman Council
Boundary: CPR8198

Location Addresses	Title References	Property Id
6973 Arthur HWY, PORT ARTHUR 7182 TAS	230006/1	5991157
6973 Arthur HWY, PORT ARTHUR 7182 TAS		5991157
131 POINT PUER RD, PORT ARTHUR 7182 TAS	232167/1	5997479
6973 Arthur HWY, PORT ARTHUR 7182 TAS	9917/1	5991157
6973 Arthur HWY, Port Arthur 7182 TAS	223955/1	5991157
6973 Arthur HWY, Port Arthur 7182 TAS	236830/1	5991157
54 POINT PUER RD, PORT ARTHUR 7182 TAS		5997460
6973 Arthur HWY, PORT ARTHUR 7182 TAS	28041/3	5991157
27 Safety Cove RD, Port Arthur 7182 TAS	N/A	5991587
29 Safety Cove RD, Port Arthur 7182 TAS	N/A	5991579
, PORT ARTHUR 7082 TAS	N/A	N/A
131 Point Puer RD, Port Arthur 7182 TAS	N/A	N/A
, PORT ARTHUR 7182 TAS	N/A	N/A
, PORT ARTHUR 7182 TAS	N/A	N/A
, PORT ARTHUR 7182 TAS	N/A	N/A
, PORT ARTHUR 7182 TAS	N/A	N/A
, PORT ARTHUR 7182 TAS	N/A	N/A
, PORT ARTHUR 7182 TAS	N/A	N/A
, PORT ARTHUR 7182 TAS	N/A	N/A



Untitled
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Port Arthur 1
 DEPHA



Port Arthur - Seperate/ Model Prison
DEPHA



Port Arthur - Mason Cove Settlement
DEPHA



Port Arthur - Isle of the Dead
DEPHA



Port Arthur - Guard Tower
DEPHA



Port Arthur - Church
DEPHA



Port Arthur - Granary/ Penitentiary
DEPHA

Statement of Significance: (non-statutory summary)

Developed specifically for secondary offenders between 1830 and 1877, Port Arthur is perhaps the best-known symbol of Australia's convict past, representing one of the foundational stories in Tasmania's and the nation's history.

Port Arthur demonstrates the adaptation of the 19th British penal system to Australian conditions. Forced labour created essential infrastructure and the foundation for an industrial establishment manufacturing a wide range of material and goods for both government and private markets.

A number of Port Arthur institutions pioneered new aspects of British and American 19th century penal and social ideas and practice, for example, the Point Puer reformist institution for convict boys, the Dockyard where convict labour was used to build both essential infrastructure and vessels, the Separate Prison and the Asylum which were used for managing criminals and the mentally ill, and the Paupers Depot which was used to maintain men incapable of living independently.

Port Arthur Historic Site has a high degree of integrity and has become the exemplar of Tasmanian tourism. Its landscape, ruins and formal layout symbolise a transformation in Australian attitudes from revulsion at the hated stain to a celebration of the convict past.

Over the last 30 years Port Arthur has set a benchmark in the development of Australian historical archaeological method and theory, and also of heritage tourism and management at a national level.

The tragedy of 28 April 1996, when a lone gunman shot and killed 35 people and wounded 19 others, added another layer to the sites history and as a result of this horrendous event, new guns laws controlling gun ownership were introduced across the nation.

Many notable historic figures, including administrators and convicts, artists and writers have been associated with Port Arthur.

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Port Arthur Historic Site is a place of outstanding historic value at local, State and national level. It is a rich and complex landscape, the primary layers of which relate to the convict era (1830-1877). It is an exceptional example of the 19th-century European strategy of using the forced labour of convicts to build global empires. It demonstrates important aspects of the British strategy of convict transportation to Australia and has a high degree of integrity. In Australia this coerced migration strategy had a major impact on Colonial history, and it has been argued that it has also had an impact on the Australian national character and institutions.

Port Arthur demonstrates to a high degree the adaptation of the 19th-century British penal system to Australian conditions. The system devised by Lieutenant-Governor Arthur and upon which Port Arthur was founded was a unique approach to convict management. Taking its inspiration from the mechanistic fervour of the Industrial Revolution, it sought to mould men into docile and industrious workers. The regime at Port Arthur ensured that men would be punished in an attempt to deter further crime, but it also sought to reform them by offering the opportunity to develop skills that would equip them for a productive and law-abiding life after incarceration.

In pursuit of reform and economic self-sufficiency, Port Arthur was an industrial establishment: convicts were engaged in large-scale timber milling, shipbuilding, foundry work, shoemaking, and the manufacture of a wide range of consumer goods for both government and private markets. The extent of Port Arthur's industrial operations illustrates the importance of 'work' in the penal system and the role of convicts in helping to build the new capitalist colonial economies.

A number of Port Arthur's institutions pioneered new aspects of British 19th-century penal and social ideas and practice in the colonies.

(1) The Point Puer establishment (1833-49) is the earliest example of a purpose-built reformatory for juvenile male offenders in the British Empire.

(2) The Port Arthur Separate Prison (erected 1848-52) demonstrates the establishment in the antipodes of mid 19th-century British and American ideas about psychological punishment, discipline and social reform. It expresses the shift away from the use of physical punishment to deter crime, to an emphasis on psychological manipulation. This was intended to reform criminal attitudes through isolation from contamination, uninterrupted contemplation of personal sin and regular contact with religious and other personnel who were able to offer moral guidance. After the cessation of transportation in 1853, Port Arthur also became a welfare institution, demonstrating the toll taken on many of its subjects by the rigours of transportation and the convict system.

(3) The Paupers Depot represents the first establishment of indoor relief for the indigent in the colonies. It differed from the British workhouse by providing a regime not dissimilar to that of the surrounding prison, in which paupers were expected to work but were also provided with opportunities for self-improvement, and with rewards for good behaviour.

(4) The Asylum represents the earliest shift in the colonies away from the simple incarceration of people with a mental illness to an attempt to treat and cure sufferers. It was established along the lines of the then current 19th-century British Ideal Asylum, but included important and unique adaptations as a response to its penal context.

While the beauty of the landscape has often been framed as a paradoxical contrast to the tragedy and suffering of the human experience at Port Arthur; it is more appropriately viewed as an essential component of the coercive system.

For both convicted and free people the gardens symbolised the kind of societal structure and social behaviour that were to be embraced by all. It was anticipated that this would contribute to the convict reformation process, and hence to a convicts subsequent rehabilitation into the outside world. Attractive in its disciplined and designed aesthetic and good order, the Europeanised landscape made a positive contribution to the quality of social life, as well as signposting to convicts the importance of orderliness, structure and attention to appearance.

After the closure of Port Arthur as a penal settlement in 1877, the first steamer loads of tourists arrived. This established Port Arthur as the cradle of Tasmanian tourism, and of heritage tourism at a national level. The sites were also reused and appropriated for private settlement and the township of Carnarvon grew among the penal settlement. The Soldiers Memorial Avenue, established in 1919, is of significance in enshrining the memory of local men who were killed in the First World War.

The Site has also been at the forefront of heritage management practice at both a State and national level. When it was gazetted a Scenic Reserve in 1916 it became the first historic place in Tasmania's reserve system, and the first historic cultural heritage reserve in Australia. A regime of professional conservation management was established at the Site in 1980; this was the first in Tasmania and one of the first in the country. For decades the Site has been Tasmania's foremost tourism destination. It is also an iconic place in national terms, representing an important aspect of the foundational penal chapter of the national story.

When a gunman took the lives of 35 people and wounded 19 others at Port Arthur on 28 April 1996 an additional layer of tragic significance was added to the place. A memorial marking the event was created around the site of the former Broad Arrow Cafe. The event led to changes in Australia's gun laws nationally.

b) The place possesses uncommon or rare aspects of Tasmania's history.

The Port Arthur Historic Site is one of a small group of penal settlements in Australia specifically developed for recidivists. It was established in 1830 as a prison within a prison. Today only Port Arthur, Norfolk Island, Sarah Island and Maria Island are able to demonstrate this aspect of Australia's convict history.

The Port Arthur Historic Site includes several elements that are unique or seminal within the context of British and Australian penal philosophy or practice. These include the satellite settlement of Point Puer, which was established specifically for convict boys. Point Puer is unique as the first purpose-built reformatory for convicted boys in the British Empire. The Dockyard is one of only three in the British Empire that used convict labour in building both the infrastructure and the vessels. The Port Arthur Dockyard is also arguably the best preserved and most intact.

The Separate Prison and the Asylum are rare examples of innovative ways of managing criminals and the mentally ill in the mid 19th-century, interpreting and adapting experimental European ideas of reform. The Paupers Depot is the earliest example of indoor relief in the Australian colonies.

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

The Port Arthur Historic Site has extensive research potential because of the place's high degree of integrity and the ability of its material culture to provide unique insights into all historical periods, but primarily the convict period.

In combination, documentary evidence, collections, structures, engineering relics, cultural deposits and landscapes both terrestrial and maritime of the Port Arthur Historic Site have unparalleled potential for archaeological research at an Australian historical site. They represent evidence of construction technology, industrial production, use of locally available materials and adaptation of imported traditions to suit local conditions.

Potential research topics include issues relating to human colonisation, physiological and cultural change, health and wellbeing, consumer behaviour, settlement planning, technological adaptation and innovation, and environmental impacts.

The material remains and the landscape at the Port Arthur Historic Site also have the potential to reveal particular aspects of the implementation of the convict system, such as how the Separate Prison, the Asylum, the Paupers Depot or the boys establishment at Point Puer operated.

Lempriere's tidal benchmark, placed on the Isle of the Dead in the late 1830s, is believed to be one of the earliest benchmarks to record changes in sea level to be installed anywhere in the world. In combination with Lempriere's written records, it has exceptional historical and scientific significance in the field of global climate research.

The Port Arthur Historic Site has been an important site in the development of method and theory in Australian historical archaeology. Port Arthur has pioneered the application of numerous scientific research methods as an aid to archaeological heritage management, including standing structure matrix analyses, geophysical remote sensing and laser scanning. The Site has been a major training ground for Australian and overseas archaeologists for over 30 years.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The Port Arthur Historic Site demonstrates the principal characteristics of an Australian convict site because :

- the physical landscape and setting of the site retain a high degree of integrity and authenticity, thereby providing important evidence of the way in which convict establishments utilised their landscape industrially and administratively;
- the form and location of elements at the site display deliberate design and spatial arrangement reflecting the order and hierarchy of a penal settlement;
- the built environment at the site displays a large surviving concentration and wide range of 19th-century design, engineering and construction techniques in a range of materials and built forms; and
- the site represents important aspects of Australia's convict system including changing attitudes to punishment, reform, education and welfare.

e) The place is important in demonstrating a high degree of creative or technical achievement.

Aesthetic Values

The Port Arthur Historic Site is a prominent visual landmark within the landscape . The topography, native and introduced vegetation, and built elements combine to create a distinctive visual record of a dramatic past. Point Puer and the Isle of the Dead provide visual and historic focal points in important vistas. Similarly, the Port Arthur Site and its landscape setting are dramatic when viewed across the water from these settlements or from the water. The Church and the Penitentiary have both landmark and symbolic value for a variety of vistas to and within the historic site.

The picturesque quality of its setting and its buildings has been recognised since the early days of the settlement. Many 19th and 20th-century artists have taken the place as their subject: these include acclaimed painters such as John Skinner Prout and Simpkinson de Wesselow; gifted amateurs including Colonel Mundy, Owen Stanley, Bishop Nixon, Thomas Lempiere and Thomas Costantini, as well as prominent photographers John Watt Beattie, Charles Woolley and Wolfgang Sievers. Port Arthur has also held the largest (to date) installation of site-specific art work in Australia the Port Arthur Project during the 2007 Ten Days on the Island Festival.

Its cultural landscape has inspired literature, including Marcus Clarke's 1874 novel *For the Term of His Natural Life*, Anthony Trollope's record of his visit to the site and, more recently *The Curer of Souls* a 2007 novel by Lindsay Simpson. A number of books have taken the 1996 tragedy as their topic, including works by authors Margaret Scott, Carol Altmann and Mike Bingham.

The original gardenesque landscape was intended to symbolise for all inhabitants the desired qualities of a thriving society order, discipline, beauty and obedience. The present landscape contains elements of the original penal landscape design, but over time has been modified to reflect both natural change and to facilitate landscape management.

Technical Values

Lempiere's tidal benchmark, placed on the Isle of the Dead in the late 1830s, is believed to be one of the earliest sea-level benchmarks installed anywhere in the world. When combined with the written records, it has exceptional technical significance in the international field of climate research.

The planning and built fabric of Port Arthur's Dockyard, flour mill, hydro-engineering works and reticulated water systems demonstrate high degrees of creativity in adapting imported industrial practices to local materials and conditions. The convict tramway the first rail network in the nation, and the semaphore system a unique system of rapid communication between the Peninsula and Hobart both represent significant technical and creative achievements.

The collection of built structures from the convict period of Port Arthur is important in demonstrating the labour, skills and workmanship of convicts. Many buildings demonstrate high quality workmanship and period construction techniques, while others reveal both the lack of skills and technical mastery of an involuntary workforce.

Port Arthur represents the introduction to the Australian colonies of certain Western ideas and structures concerned with the management of prisoners, the mentally ill and the indigent that still underpin modern practices. The Separate Prison, the Asylum and the Paupers Depot were adapted at Port Arthur in a local expression of British and American antecedents. Point Puer demonstrates innovation in the attempts to combine discipline, trades, training and education in juvenile reform programs.

The penultimate Superintendent, Adolarius Humphrey Boyd, presided over the first stage of the closure of the settlement. He created a gallery of at least 200 photographs of the convicts who remained here still under sentence. This is among the earliest-known instances in Australia of the systematic use of photography in prisons to augment written descriptive records as an aid in convict management. It post-dates its introduction in Britain by only one or two years.

f) **The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.**

Port Arthur is arguably the best-known symbol of Australia's convict past, an iconic site that represents one of the foundation stories in the States and the nations history. Beyond that most general of community values, there are a number of communities of interest who value the site in particular ways.

The Tasman Peninsula community

For this community, the site has significance as a former township in which many of them were born and grew up. In addition, some have ancestors who lived at Port Arthur during the penal period and/or who are buried on the Isle of the Dead, or loved ones whose sacrifice is commemorated in the Soldiers Memorial Walk. Many also have strong emotional attachments to the site of the 1996 tragedy.

The heritage community

Many heritage practitioners, particularly archaeologists, have spent formative parts of their careers at Port Arthur over the past 30 years. This community also values Port Arthur as a proving ground for new conservation and interpretation practice. Port Arthur continues to offer opportunities for students, and for emerging professionals wishing to undertake postgraduate study or advance their professional skills.

Descendants and family historians

Port Arthur and the associated convict records evoke powerful associations for the descendants of all those who passed through here, whether convicted or free people.

Visitors, including the formal education sector, value the site for many reasons. They include:

- Its place in the formation of national identity;
- The messages that it embodies about the history of the convict system;
- The light that this site sheds on contemporary institutions and practices, such as today's prisons and detention centres;
- Its aesthetic qualities; and
- The opportunities that it offers for recreation and socialising with family and friends.

For all those associated in any way with the 1996 tragedy, the ruins of the Broad Arrow Cafe and other areas at the Port Arthur Historic Site associated with the tragedy and subsequent memorial services evoke strong emotional responses. The memorial provides an opportunity to reflect upon that event and its outcomes.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

The Port Arthur Historic Site has outstanding heritage value to the nation because of the place's special association with administrators and convicts from the British Empire in the period 1830 to 1877.

People of outstanding significance with whom the site is associated include:

John Howard, prison reformer, and Jeremy Bentham, philosopher and jurist, were instrumental in the changes to the criminal system in Britain that advocated reform rather than punishment and inspired the probation system and the use of separate cells.

Captain Joshua Jebb designed London's Pentonville prison, one of the first model prisons erected between 1840 and 1842. Pentonville and its separate system were considered to be a success, and thus were adapted at other penal institutions including Port Arthur's Separate Prison (c. 1849).

George Arthur, Lieutenant-Governor of Van Diemen's Land, was instrumental in framing the disciplinary regimens that gave notoriety to the Van Diemen's Land convict system. Under his auspices Port Arthur was established as a penal settlement and named after him.

The Corps of Royal Engineers were responsible for planning, designing and constructing buildings at Port Arthur after assuming responsibility for structures located at penal stations throughout the Tasman Peninsula in 1835.

Commandant Charles O'Hara Booth, Commandant William Champ, and Superintendent James Boyd were all significant in either the development or the management of Port Arthur as a penal settlement. Several of them had important roles at other places beyond Port Arthur, linked to the wider convict system, or arising from their period at Port Arthur. William Champ became Tasmania's first Premier, while the Comptroller of Convicts John Hampton, instrumental in the building of the Separate Prison, went on to become Governor of Western Australia (1862-68).

Thomas Lempriere was the Commissariat Officer at Port Arthur during the 1830s and 1840s. In 1841, he had a tidal benchmark carved into a north-facing vertical rock on the Isle of the Dead from which he took regular tidal readings until his departure from the settlement in 1848. He also created important art works based on the site and its personnel, which are now held in public and private collections.

William Smith O'Brien, the leader of the Young Ireland Movement who was found guilty of treason for his part in a failed armed rebellion against British rule of Ireland, was a significant political prisoner. He was transported for life to Van Diemen's Land in 1848. In 1849, he was transferred to Maria Island, and then later Port Arthur, where he was housed in the cottage that now bears his name. He gained a ticket-of-leave, and left Port Arthur on 18 November 1850.

Notable inmates also include John Frost, Welsh Chartist and leader of the first truly working class movement in Britain, which provided the foundations of the Westminster System of government; Linus Miller, American patriot and a leader of the anti-British forces of the Canadian rebellion of 1837-38; Martin Cash, notorious bushranger; Mark Jeffrey, author of much-published memoirs that describe his experiences at Port Arthur; Henry Savery, Australia's first published novelist, and Thomas Costantini, an artist who left detailed and unique illustrations of the site in its early years.

George Augustus Robinson passed through Port Arthur on a number of occasions. He had been contracted by the government to gather together all the surviving Aboriginal people from the main island of Van Diemen's Land and remove them to a place of sanctuary. He and his group stayed the night, and an Aboriginal woman died and was buried there. At least two mainland Aboriginal convicts are also known to have served time at Port Arthur. People of Aboriginal ancestry are known to have returned to the Peninsula in the late 19th century, after the penal settlement closed.

Acclaimed 19th-century artists and writers who visited and left a record of their impressions include: John Skinner Prout, Simpkinson de Wesselow, Anthony Trollope, Marcus Clarke, John Watt Beattie, and Bishop Nixon.

Noteworthy craftsmen and tradesmen associated with Port Arthur include master shipwrights John Watson and David Hoy who respectively supervised the shipbuilding industry at Port Arthur in the 1830s-1840s, training some later successful Tasmanian shipwrights in the process. Watson also built some famous whalers, yachts, steamers and smaller craft at his own yards.

h) The place is important in exhibiting particular aesthetic characteristics.

No Data Recorded

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.

Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.

Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

The Port Arthur Penal Settlement is situated on the southern coast of the Tasman Peninsula, some 50km southeast of Hobart. The settlement was dependent on sea transport throughout its operation as a convict centre 1830-77, and sea transport remained important well into the C20th.

The Settlement occupies the land surrounding Mason Cove and Carnarvon Bay, incorporating the main convict settlement and dockyard at Mason Cove, the boys' prison at Point Puer, the cemetery on the Isle of the Dead and convict work areas such as Brick Point.

The Settlement is surrounded by forested hillsides of native vegetation, with Mount Arthur and Mt Tonga forming a natural backdrop to the west whilst the low-lying range of Snake Hill, Arthur's Peak and Crescent Mount form the backdrop across the inlet to the east. The skyline around the site has remained relatively undisturbed by overlooking development.

Natural landforms within the Settlement have changed over time, including the reclamation of much of the land adjoining Mason Cove.

The immediate grounds of Port Arthur provide a contrast to the natural setting, with exotic vegetation, cultivated gardens and a large area of manicured lawn.

The surrounding Tasman Peninsula retains a predominantly rural and forested character with a low population density. The Tasman Peninsula has a strong historical relationship to the Settlement, being the location of numerous convict outstations and work areas. The Peninsula is joined to the mainland of Tasmania via a sequence of two narrow isthmuses at Eaglehawk Neck and East Bay Neck, landform features that are significant to the story of the establishment and securing of the Port Arthur Penal Settlement.

Description:

Port Arthur Penal Settlement comprises four main land areas contained within the Port Arthur Historic Site plus an integrated marine area:

- (i) the main penal settlement at Mason Cove including the Dockyards Precinct and buffers of native forest between the settlement and surrounding freehold,
- (ii) the Point Puer boys' prison,
- (iii) the narrow connecting coastal strip between the Mason Cove Settlement and Point Puer, incorporating Brick Point,
- (iv) the Isle of the Dead, and
- (v) the Mason Cove and Carnarvon Bay marine area, enclosed by the above land areas.

(i) Mason Cove Settlement

The main settlement of Port Arthur grew around the small natural harbour of Mason Cove. The main concentration of convict-period buildings was developed on the hillside rising to the southwest of the cove, where the ridgeline provided screening from the cool southerly to south-westerly winds whilst the steepness of the slope allowed rows of buildings to have a sunny aspect toward the northeast with minimal overshadowing.

The promontory at the entrance to the cove was set aside for the residence of the Settlement's Commandant, for reasons that were more strategic than scenic. This location commanded all traffic arriving and departing from the settlement with a semaphore station for signalling ships and boats, and provided general views to the Dockyards and Point Puer. The brick Commandant's Residence (c1833), a rambling building in an Old Colonial Georgian style, along with several outbuildings and the Commandant's stone jetty remain intact.

The Military Barracks and Officers' Quarters occurred adjacent the Commandant's quarters, strategically occupying the highest ground in the settlement and providing a protective buffer to the Commandant whilst occupying an elevated position over the convicts' workplaces and quarters. Whilst the Military Barracks buildings were dismantled following closure of the settlement, the prominent stone Guard Tower (c1835) and latter quarters known as Tower Cottage (c1854) remain intact.

The final defining aspect in the layout of the early settlement was the siting of the Church (c1836) on the northwest

side of the cove. An isolated and elevated position combines with the dramatic Gothic Picturesque forms of the Church to make it visually prominent from most parts of the settlement. The view to the Church is upward, toward 'the heavens' reflecting the importance made of religion within Western culture and in the reform of convicts. Burnt out in the bushfire of 1884, the stone walls of the Church remain intact, having been conserved as a ruin since c1914.

The waterfront and adjoining low-lying areas were developed for convict accommodation and industry. The original Convict Barracks (c1834) was situated on flat area close to where the main creek (now known as Radcliffe Creek) entered the cove. Of timber construction, the Barracks were demolished in the closing stages of the convict period. The area remains a key archaeological site beneath an expanse of lawn, whilst land reclamation has resulted in the water of the cove being pushed back by 100m.

From the 1830s-1870s the waterfront of the cove was an industrial port, with timber wharves and jetties around the shoreline. A range of industrial workshops and sawpits were developed at locations around the shore over 40 years, the shoreline itself changing several times through land reclamation. Most of the industrial facilities were timber buildings and structures, of relatively short term duration. None survive, although traces of jetties are evident in the water and numerous key archaeological sites lie beneath the lawns and paving around the shore.

Offset to the east of Mason Cove is the Dockyard area, which was once a small complex of buildings, workshops and slipways where numerous vessels were produced during the 1830s. From the period of use as a dockyard, the weatherboard Shipwrights house ('Sunnybanks', c1834) remains intact, and the landscape includes the evidence of the two slipways. One slipway now includes a later period lime kiln. The brick Clerk of Works' Residence ('Lithend', c1841) which post dates the use of the area as a shipyard, remains a distinctive landmark with its shingle roof and chimney stacks.

Major expansion of the settlement in the 1840s resulted in the hillside southwest of the cove becoming entirely covered in a range of service buildings and quarters, the most notable remnants being the ruined stone walls of the Law Courts and Commandant's Offices (c1848), the (second) Hospital (c1842), and a cottage named for once accommodating William Smith O'Brien (c1840s). The hillside remains a complex landscape of archaeological features.

To accommodate an increasing number of civil officers, a row of brick residences was constructed in an elevated position northwest of the Cove. These are located above the 10m contour, occupying the physical and social high ground above the convict-occupied landscape whilst respectfully remaining below the roof level of the Church. All were constructed in an Old Colonial Georgian style and survive intact, including the Visiting Magistrate's House (c1847), Roman Catholic Chaplain's House (c1844), Junior Medical Officer's House (c1847), Accountant's House (c1844), and the Parsonage (c1842) although the two-storey Parsonage was rebuilt as a single storey residence after being burnt out in the 1895 bushfire. An extensive ornamental pleasure garden was created to the north of the church for the recreation of officers and their families.

A major industrial structure constructed in the 1840s was the Granary & Mill (c1845), a four storey brick structure on the waterfront, which was adapted 1854-57 to become the Penitentiary. The Penitentiary remains a prominent ruin in the heart of the present site, whilst the mill dam and an underground brick-lined aqueduct remain atop the hillside beside the Hospital.

1850s development reflects changing directions in convict management following the end of transportation. The Penitentiary was created to accommodate convicts being brought in from other closing penal stations including Norfolk Island. The Separate Prison, also known as the Model Prison (c1848-52) provided separate cells for each inmate, enabling the psychological reform of convicts through new treatments centred on isolation and deprivation. Burnt out in the 1895 bushfire, the Separate Prison has been the subject of restoration works in stages since the early 1940s.

Another remnant from the 1850s period of development is the Farm Overseer's Cottage (c1857), a modest link to the time when most of the area now covered by pasture was once dedicated to agriculture. The former gentrification of the penal settlement was reflected by the construction of Government Cottage at the top of the ornamental garden in 1855.

The 1860s development of the settlement reflects its transition to a welfare institution, with the construction of the Asylum (c1864-68) partially intact/highly modified - and Paupers' Barracks (c1863) and Mess (c 1864) a subsurface archaeological site and brick ruin respectively.

The Separate Prison, Asylum and Paupers' facilities development of the 1850s and 1860s were constructed as a western expansion of the Settlement, in a grassy valley spanning Radcliffe Creek and some 200m from the waterfront. This was the closing phase of convict period development. Additional to the built remains from this period are myriad landscape and archaeological features, including land reclamation between Tarleton Street and Mason Cove, stone walls lining Radcliffe Creek, retaining and garden wall structures, tramway cuttings, signal station sites, hut and

outbuilding sites, drain and path remnants, exotic tree avenues along Tarleton Street, Church Avenue and Jetty Road, a Blue Gum avenue along the waterfront to the Dockyard, a stone fountain structure in Government Gardens, historical garden landscaping and plant remnants albeit most of the gardens are historical reconstructions. Post-convict period buildings reflect the evolution of the settlement as a rural regional centre and are generally considered of historical importance secondary to the convict period development. The Commandant's House, Law Courts and Junior Medical Officer's House were all adapted into hotels, some evidence of which remains, whilst the other residences continued to be used and adapted for domestic purposes. The Asylum was adapted into the local government Town Hall and office after being burnt out in the 1895 bushfire; an entire wing was demolished, the clock tower was repositioned and the roof rebuilt to a different form. Township-period development which remains includes the Police Station Trentham, Roseview guesthouse, the Port Arthur Motel, St David's Church, Tatnell's Cottage, Thomson's Cottage, Pat Jones' Cottage, the 'Broad Arrow' Caf ruin, Canadian Cottage, Jetty Cottage and a concrete jetty. The early township period residences are of weatherboard construction in a Federation style, St David's is weatherboard in a Victorian Rustic Gothic style, Pat Jones' Cottage has the appearance of a bush hut with its rusting ripple iron cladding, and the motel is a concrete block complex. Key landscape elements from this period include the sealed roads, seawalls, the World War 1 Memorial Avenue of macrocarpa pines adjacent to the Separate Prison and Asylum, the football/cricket oval adjacent to the cove, and a general transformation of the landscape from an industrial and agricultural character to a pastoral/town character.

Major development since the formation of the historic site is not generally considered to be of historical importance. It includes the re-roofing of the Town Hall back to a similar form as when it was an Asylum (without restoring the clock tower or missing wing), and construction of Administrative Building and Works Yard, Visitor Centre and car park, additional jetty, sewerage treatment plant and the servicing (electrical, water, sewerage, communications) of the site. Key landscape features of this period include historical reconstructions of Government Gardens and a number of domestic gardens attached to residences, the Memorial Garden to the 1996 tragedy, reconstructions of historical fences, and a general transformation of the landscape from the pastoral/town common character into a picturesque parkland.

(ii) Point Puer Boys' Prison

The major part of the boys' prison was developed at the head of Point Puer opposite the Isle of the Dead, where there was sheltered water for boat access and where the long narrow nature of the peninsula provided opportunities for security and isolation.

The settlement developed as a cluster of timber buildings including accommodation barracks for the boys, workshops for industrial training and production, wash house(s), a cookhouse and bakehouse, and quarters for the superintendent and overseers. The buildings were predominantly of timber construction and were in ruins before the end of the convict period in the 1870s. The key archaeological remains at the original site include part of the underground vaulted brick structures which are believed to be part of the bakehouse, an array of levelled platforms for buildings enclosed by stone retaining walls, a number of pits that may have been water tanks or used for industrial processes, scattered brick remains and cultural deposits. Originally the land was cleared, however the ruins presently exist within a grassy bushland setting.

On the nearby shore a number of timber jetties were built to service the settlement, and at Point Puer beach sawpits were constructed along with the modification of a natural rock shelf to form a crude stone wharf. Remnants in the beach area include the stone walls of a sawpit and tidal-zone remains of the wharf.

Several hundred metres south along the peninsula, atop a prominent rise overlooking the settlement and with a vista back to Mason Cove, was the School/Chapel. The isolation and prominence of this building mirrors the siting of the Church at Mason Cove, and was doubtless selected to impart a perception of importance and reverence upon the boys. This was reinforced by the building being constructed on a raised stone plinth that increased the height of the building and necessitated entry up a flight of steps. The stone foundation walls of the building remain, whilst the recent clearing of undergrowth around the site has restored its sense of visual prominence.

Several hundred metres further south along the peninsula is the remains of a long stone jetty at Old Station Beach, delineating the furthest extent of development at Point Puer. The jetty provided separate access to the nearby complex of military barracks, gaol and solitary punishment cells for boys, where a guard line maintained segregation and where incorrigible boys could be kept some distance from the main boys settlement. Key archaeological remnants include a number of building foundations and footprints, and associated cultural deposits. In between the school/chapel and goal divisions is a collection of brick features of unknown use. Running southeast from the goal precinct through the neighbouring golf course is a trench which is believed to be a race line constructed to provide water from near Safety Cove.

(iii) Coastal Strip connection Mason Cove-Point Puer

This is a narrow section of coastal reserve above the high tide line, some of which is presently built over by late-20th

century recreational jetties. The key historical feature in this area is Brick Point where there are archaeological remnants of outdoor brick-making by the convicts, along with the remains of a jetty used to transport bricks and pottery back to Mason Cove and Point Puer. A number of convict tramways are known to have delivered materials to the beachfront at a number of locations, of which there exists potential for archaeological evidence.

(iv) Isle of the Dead

The Isle of the Dead is a small island approximately 100 x 150m in size, situated off the tip of Point Puer and forming a maritime gateway to the Penal Settlement. The Isle is believed to contain the order of 1,100 graves from the convict period, including convicts, military and civil staff and their families. Some marked graves of civilians and military are located on the higher ground at the north end of the Isle indicating the likely segregation of free people from convicts and mirroring the settlement ethos of accommodating the military and civil personnel on a higher physical plane. Key remains include 90 headstones or footstones and a memorial plaque, archaeological sites of the grave diggers hut and early jetty structures, and the possible human remains of those buried which have the potential to reveal historical and physical information about the lives of people at the Settlement.

The Isle also includes a feature of international scientific interest, being the tidal benchmark on the eastern rock shelf, established by Thomas Lempriere in the late 1830s and which has been used in researching climate change.

(v) Mason Cove and Carnarvon Bay Maritime Area

The tidal zones and sea floor are an integral part of the penal settlement and contain a wealth of archaeological material and a potential to reveal further detail. The maritime zone is effectively the early pathway into the settlement, containing key structural evidence of early transport systems including the Mason Cove wharves and numerous jetty structures around Carnarvon Bay, which was itself a major anchorage for ships. The maritime area also includes industrial evidence associated with the dockyards and artefacts ranging from a wreck to objects that were jettisoned or lost overboard.

The modern recreational jetties along the southwest side of Carnarvon Bay are not considered to be of any heritage value, and aside from one jetty that is close to a known archaeological feature, are not considered to be detrimental to the heritage values of the Settlement.

Moveable Collections

The Port Arthur Historic Site incorporates collections of moveable cultural heritage material that are of State heritage significance in their own right, however as moveable heritage these collections are not subject to any provisions within the Historic Cultural Heritage Act. Their existence is recorded here for information purposes only, as their accommodation and exhibition at Port Arthur serves to enhance the broader heritage value of the Penal Settlement. Key collections include the following:

Port Arthur Collection comprises approximately 3,100 moveable items, including furniture, decorative art, artwork, firearms, convict relics, original photographs and maps, from the convict period to the present.

Port Arthur Archaeological Collection includes thousands of items from all phases of European occupation that have been compiled progressively since research excavations commenced in the mid-1970s.

Extensive *Archival Records* exist at Port Arthur, including primary material associated with the settlement and operation of the place, through late nineteenth and early twentieth century material to the recent records of conservation works, as well as a host of published material.

History:

European Occupation and the Convict System

Convicts had been an integral part of colonial Van Diemen's Land since the settlement of Risdon Cove in 1803. Between 1803 and 1853 an estimated 74,000 male and female convicts were transported to Van Diemen's Land. The vast majority of these men and women were from the British Isles, though a number were from other British colonial acquisitions, such as the West Indies and India. The convicts formed the bulk of the labour force, employed both by the colonial government and the free settlers. They were engaged in all branches of industry, including land clearance and improvement, resource extraction, public works and domestic service.

In the early 1820s John Thomas Bigge's report into the operation of the convict system in Van Diemen's Land and New South Wales (then one and the same colony) was published. Bigge recommended the increased use of public works gangs, as well as the formalisation of a system that had operated on an ad-hoc basis from the early years of settlement assignment. Under this form of management, convicts were assigned to a settler, working off their sentence until they were eligible for a Ticket of Leave. In Van Diemen's Land, the assignment system reached its ultimate expression under the authority of Lieutenant-Governor George Arthur (1824-36). Arthur saw Van Diemen's Land as a penal colony, with the interests of the colonists coming second to the security of the colony. Consequently, there was intense criticism from some quarters of Arthur's approach, style and to a degree his systems. By the mid-1830s the assignment system was the subject of intense debate in both Van Diemen's Land

and New South Wales. The end result was the formation of the Molesworth Committee in 1838 to investigate the many charges of irregularity and abuse. This committee reported that inefficiency, irregularity and inhumanity appeared to be endemic. This led to the abolition of transportation to New South Wales in 1840 and to a new system in Van Diemen's Land the probation system.

Penal Stations for Secondary Offenders

As well as the formal introduction of assignment, Bigge's report had also recommended the creation of stations of secondary punishment for the more recidivist elements of the convict population. These penal stations were to be centres of unremitting hard labour, designed to develop such a fearsome reputation that they would keep the convicts in gangs and private service in check, as well as forming a deterrent to crime in Britain. These punishment stations were located at the frontiers of both New South Wales and Van Diemen's Land. In the former colony, Port Macquarie (established 1821) and Moreton Bay (1824) began as penal stations, though as settlement crept up the east coast, they soon lost the desired factor of isolation. In 1825 they were superseded by the penal settlement of Norfolk Island (first settled 1788).

In Van Diemen's Land, Macquarie Harbour (established 1822) and Maria Island (1825) were the first two penal stations. Of these, the former developed a reputation as a place of severe punishment. Convicts were primarily engaged in timber-getting, though shipbuilding, lime-burning, brick making and agriculture were also pursued. Both Macquarie Harbour and Maria Island closed in the early 1830s. Port Arthur soon became the largest penal station in the colonies. Inmates included not only secondary offenders but also 'gentlemen' convicts and political prisoners, who were considered likely to have an inflammatory effect on their fellow prisoners by spreading notions of rebellion. The settlement was used for penal purposes for 47 years, with an estimated 12,000 sentences served by men at the isolated settlement. Some men were multiple offenders and returned many times.

Port Arthur was also home to the men, women and children who were part of the military and civil establishment that superintended and administered the workings of the penal settlement. No women were sentenced to serve time at Port Arthur, but some came as assigned servants to free families.

Port Arthur and the Tasman Peninsula

The Penal Peninsula's establishment

The penal settlement of Port Arthur began as a convict timber-getting camp in September 1830. Over the next three years a bustling settlement arose by the edge of Mason Cove: barracks for close to two hundred convicts, workshops and, on a hill overlooking the bay, administrative buildings, military barracks and civil residences. In 1833, with the closure of Macquarie Harbour and Maria Island, Port Arthur became the focus of the secondary punishment system in Van Diemen's Land. The geographically isolated Tasman Peninsula was an ideal location for such an establishment. A military outpost was quickly established on the narrow isthmus of Eaglehawk Neck, with military pickets and guard dogs strung out across the sandy neck. All but government seaborne traffic was banned from the area, the only visitors to the peninsula being those who were officially sanctioned. The Peninsula was also rich in resources timber, stone, coal and land and it was not long before the convicts were put to work exploiting all four. Within five years over five million feet of timber had been felled, split and sawn by the convicts, while hundreds of tons of sandstone and brick clay had been quarried for use at the settlement.

In early 1833 a survey of the Tasman Peninsula's northwest had noted a seam of coal at a place known as Slopen Main. Later that year, Port Arthurs Commandant, Charles O'Hara Booth, oversaw the establishment of a mine worked by convicts.

Initially better-behaved convicts were sent to the mine; however, as it became established, it was used as a punishment station akin to Port Arthur, but with an even harsher regime and more fearsome reputation. Developments in convict administration in the 1830s also saw a significant step taken in the management of the previously perplexing problem of juvenile convicts. In 1834 Point Puer was established across the bay from Port Arthur at the behest of Lieutenant-Governor George Arthur. Here convict boys arriving in the colony were segregated from the corrupting influence of adult convicts and provided with a modicum of trade training, as well as basic scholastic and religious education. Well-behaved boys were taught shoemaking, tailoring, carpentry, stonemasonry, bookbinding and boatbuilding, while others were put to work felling trees, clearing and working land. Commandant Booth instituted a hierarchical punishment system in order to maintain discipline. However, staffing shortages and the poor quality of the buildings available often worked against these aims. By the end of the 1830s almost 500 boys were incarcerated at Point Puer. Some of them had committed crimes in the colony, but the majority was freshly landed off transports from Britain.

As well as the Coal Mines and Point Puer, a number of other establishments were attached to the main Port Arthur settlement. To the north were the small establishments of Long Bay and Norfolk Bay, which were port termini for a convict-powered tramway across the peninsula and reduced the need for the sometimes hazardous open sea voyage to Hobart. Pushed by a gang of convicts and capable of carrying passengers, this human-powered transport was the

first passenger railway in Australia. A number of semaphore stations were also built around the Tasman Peninsula, facilitating contact between the establishments, as well as with Hobart. Although a network of track ways traversed the peninsula, transport and communication were largely maintained by a fleet of convict-manned schooners, whaleboats and lighters. Many of these craft were built at Port Arthur's convict-operated dockyard. Here, under the guidance of a free Master Shipwright, initially John Watson and later David Hoy, convicts were put to work on the skilled tasks of boat and shipbuilding. Between 1834 and 1849 fifteen large vessels and over 140 smaller boats were launched.

Probation System Decentralisation and Expansion (1840s)

In 1838 the Molesworth Report was published; the net result was the cessation of transportation to New South Wales in 1840 and a dramatic re-structuring of the system of convict management in Van Diemen's Land. The new system known from 1840 as the Probation System saw all new convict arrivals placed in work gangs scattered across the colony. Port Arthur was retained as a punishment establishment within the new probationary framework. This re-shaping of the convict system ushered in a period of unparalleled activity on the Peninsula, as men and material were funnelled into the area.

Six new stations were established - Saltwater River (1841), Slopens Island (1841-44), Impression Bay (1841-51), Wedge Bay (1842-45) and Cascades (1842-56). These stations were administered by their own Superintendent, though Port Arthur still retained the largest population of convicts and administrators. By 1846, over 3500 men were incarcerated on the Peninsula, of whom 1200 were at Port Arthur. The 3500 men were superintended by 200 officers of the Convict Department, as well as the soldiers of the military detachment.

The need to supply the ration demands of this rapidly growing population resulted in increased agriculture at all settlements, as well as the construction of a flourmill and granary at Port Arthur in 1845. Powered by an overshot waterwheel, the mill was one of the largest edifices built in the colony at that time. A network of dams, water races, tunnels, pipes and a flume drew water from the Mt Arthur foothills and supplied it to the wheel. Convicts at Port Arthur were employed in a steadily growing number of activities, from the traditional hard labour of timber-getting and quarrying, to the manufacturing of clothing, building materials and components.

Under the management of Commandant William Champ, the settlement began to move away from the austerity of its early years. Subsistence garden plots were established throughout the settlement, as was the ornamental splendour of Government Gardens. An increasing number of official visitors came to the settlement, and their written and illustrated observations today form a valuable part of Port Arthur's archive. When not engaged in the tasks of running the settlement, the military and civil officials and their families enjoyed a limited social life at the cloistered outpost; dinner parties, games, outings and scientific pursuits, were all part of daily life. A number of Port Arthur's senior staff maintained connections with cultural institutions, and there were many scientific collaborations based at the penal settlement in areas as diverse as horticulture, medicine, tidal research, and later photography.

The probation system reached its zenith in the mid-1840s, then began a rapid decline that lasted until the early years of the following decade. Stations were closed across the colony, as the Convict Department desperately rationalised and centralised its operations in the face of the impending end of transportation. The stations of the Tasman Peninsula were some of the last to be closed, as all remaining Imperial convicts were channelled onto the Peninsula. The Coal Mines was closed for convict purposes in 1848. Point Puer closed in 1849, following the near completion of a new juvenile penitentiary at nearby Safety Cove. The establishment had peaked at over 700 inmates between 1842 and 1844; however, as fewer boys were transported to the colonies in the wake of the establishment of the Parkhurst reformatory on the Isle of Wight, the number of boys at the settlement had rapidly dwindled. It no longer remained viable to continue.

Post-transportation Consolidation and Reformation (1850s)

As other stations on the Peninsula closed, Port Arthur again became the focus of convict operations on the Peninsula. In 1848 work was begun on the Separate Prison. Completed in 1852, the prison could house 50 convicts undergoing separate treatment. The prison was based on the British prison Pentonville (1842), designed by Captain J. Jebb, and it was also influenced by the American Philadelphia system. The construction of the Separate Prison was part of a new punishment philosophy, based on the reforms first espoused by John Howard and, later, by Jeremy Bentham. This approach was to drastically alter approaches to convict management, as well as the physical landscape of Port Arthur. Depriving the convicts of contact with their fellows and isolating them for 23 hours a day, the Separate Prison was designed to subjugate the recidivist elements of the convict population. It replaced the physical punishment of flogging (the last flogging occurred in 1849) with psychological intimidation and manipulation. Between 1855 and 1868, 'C Wing' of the prison was used to house violent lunatics. In 1854 work also began on converting the flourmill and granary, which had failed dismally to meet expectations, into a four-storey Penitentiary. Work finished in 1857: the edifice was capable of housing 136 men in separate confinement and up to 350 in dormitories. Many of the men initially held there were arrivals from Norfolk Island, which was closed in 1855.

The industrial capacity of the Port Arthur settlement increased as men and material were directed there due to the

closure of other peninsula stations. With the closure of the Cascades station in 1856, a steam-driven circular saw and miles of iron tramlines were removed to Port Arthur. Timber-getting continued apace at the penal settlement; a maze of tracks and tramlines were pushed miles into the hinterland to extract the valuable resource. A bank of sawpits was constructed in 1856 by the foreshore, excavated into landfill from the reclamation of the harbour in 1854-55. A large workshop was built next to the Penitentiary, housing the steam sawmill, a bone mill and blacksmiths workshop. Such was the mass of material being produced at the settlement that a dedicated steamer wharf was erected in 1858, allowing vessels to load directly. Large tracts of land were developed for agricultural purposes around the settlement. A farm with pigs and dairy cattle was opened in 1854, new farms were established at Garden Point and Long Bay, and a number of old outstations on the Peninsula were reopened for agricultural purposes.

This activity was all part of an attempt to make convict activities self-sustaining. Britain had drastically lessened her investment in the Convict Department, especially since the cessation of transportation to Van Diemen's Land in 1853. By the late 1850s there were small numbers of convicts in Hobart and Launceston institutions, with Port Arthur having by far the largest population.

A Welfare Institution (1860s-70s)

Inevitably, this population became less and less 'effective', and unable to perform the tasks necessary to the running of the establishment. An increasing number of convicts were classified as invalid, pauper or lunatic. In 1857 the old Prisoners' Barracks was given over to paupers and invalids. In 1863 work was completed on a Paupers' Depot, which became a dedicated institution for looking after ex-convicts incapable of making a life for themselves outside the penal system. A year later work began on the Asylum, adjacent to the Separate Prison. The Asylum was completed in 1868, and received those members of Port Arthur's population suffering mental illness. With the effectiveness of Port Arthur's prison population rapidly declining, the settlement became an establishment geared toward managing the welfare of the old, helpless and 'damaged' convicts. After 1865 Port Arthur was the last penal settlement maintained by the British Government. In 1872 it was handed over to colonial control, complete with its dwindling convict population. The establishment continued for a further five years, until it was finally closed for convict purposes in 1877.

Post-Convict Use Carnarvon Township

Following the closure of Port Arthur for convict purposes in 1877, the land was parcelled up for private sale. Lots were often sold with the proviso that the old convict buildings be demolished and removed. Many buildings were, however, retained for residential and commercial purposes and a township grew among the ruins of the old penal settlement. A burgeoning tourist trade saw the area of Port Arthur (renamed Carnarvon in 1884) devoted to a novel combination of tourist-centric and rural agriculture and timber-getting industries. Visitors were initially mainly Tasmanians, keen to see first-hand the 'horrors' of a penal station, but soon the site was attracting increasing numbers from the mainland and overseas. The Carnarvon community was quick to capitalise on the curiosity of the tourists. Private museums, guided tours (often offered by 'old lags'), the sale of souvenirs and the provision of accommodation catered to tourists interests and created a financial base for the community.

In 1895 and again in 1897 the area suffered damaging bushfires, devastating many of the remaining convict-period buildings. Despite this, Port Arthur did not lose its place as a key tourism attraction. Recognition of this prompted the Tasmanian Government to create the Scenery Preservation Board in 1915, which took the management of parts of Port Arthur out of local hands. In 1916 the Church, Penitentiary, Separate Prison and Point Puer were gazetted as historic reserves. During the 1920s and 1930s the Port Arthur area had three hotels and two museums catering to tourism. Infrastructure expanded as the community gained such amenities as a post office, cricket club and lawn tennis club. Layers of social meaning were added to the landscape, including the planting of a memorial avenue to honour local men who served in the First World War. A new jetty was built and extended to accommodate the rapidly increasing numbers of tourists. Under the Scenery Preservation Board, effort and funds were invested into the preservation of the site. The community continued its tourist-centric approach, but non-tourism occupations, such as fishing, timber-getting and orcharding, continued.

The year 1927 was marked by the release of the film adaptation of Marcus Clark's epic convict novel 'For the term of his Natural Life', as well as by the reversion of the township name from Carnarvon to Port Arthur, although tourist literature had never referred to it as anything else. By 1948 the majority of the township was reserved as an Historic Site, impacting non-tourism usages of the area. Hotel accommodation was withdrawn from the historic precinct, and the present-day Motor Inn was constructed in 1959 on the site's periphery. The Point Puer peninsula was used for farming purposes until the 1960s.

Port Arthur Historic Site

Between 1938 and 1947 the Port Arthur historic site was managed by the Port Arthur and Eaglehawk Neck Reserves Board, with control reverting to the overarching Tasmanian Scenery Preservation Board until 1962. From this date, until the National Parks and Wildlife Service took over in 1971, the Tasman Peninsula Board oversaw the site's management. Under the National Parks and Wildlife Service, serious professional attempts at site interpretation and

conservation were made, with the net result that the working elements of the township were gradually supplanted. Point Puer was compulsorily acquired by the Tasmanian Government in 1977.

The Port Arthur Conservation and Development Project (PACDP), which operated from 1979 to 1986, was a joint Commonwealth and State project that included conservation and development of the historic heritage resources of the Tasman Peninsula. In addition to its specific heritage activities, the PACDP was also involved in other major works, such as the relocation of residents from the township of Port Arthur and the construction of bypass roads. The PACDP established co-operative relationships between archaeology, historical interpretation, architecture and engineering at Port Arthur and was unprecedented in time span and complexity as a conservation project in Australia. During this time the Coal Mines Historic Site was managed by the National Parks and Wildlife Service, but the PACDP engaged in a number of projects in the area, including a comprehensive archaeological survey in 1985. The Coal Mines remained under the control of the National Parks and Wildlife Service until 2004.

When the PACDP came to a close in 1986, management of the Port Arthur Historic Site passed to the Port Arthur Historic Site Management Authority (PAHSMA). PAHSMA operates under a specific Act (the Port Arthur Historic Site Management Authority Act 1987) and is subject to the Government Business Enterprises Act 1995 (Tas). PAHSMA's management continues to the present day. The Authority took over management of the Coal Mines Historic Site in 2004. Since PAHSMA was established in 1987, a large number of major conservation, infrastructure and interpretation projects have been implemented. These have included the reconstruction of the former Government Gardens, interpretation of the Dockyard, a new Visitor Centre, new jetties, the opening of Point Puer, and the adoption of the 2000 Conservation Plan.

28 April 1996

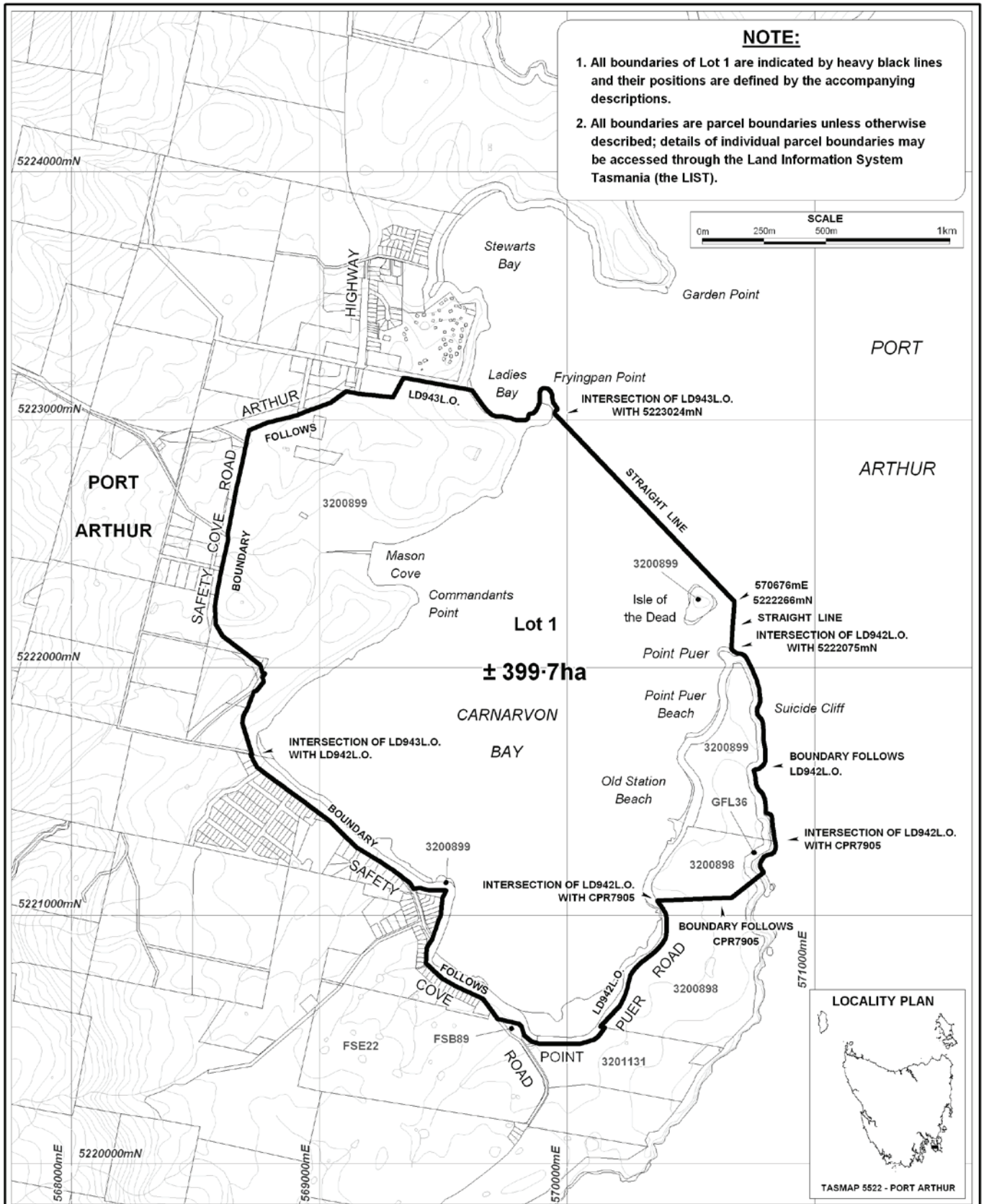
Between 11am on Sunday 28 April and 10am on Monday 29 April 1996, a tragic chapter was added to Port Arthur's history when a lone gunman shot and killed 35 people and wounded 19 others in and around Port Arthur. In the years following the event, a memorial garden was established which includes the partially demolished ruins of the 'Broad Arrow' Cafe, where many of the victims lost their lives. As a result of this event, national unifying gun laws were introduced, which included a general ban on the private ownership of automatic and semi-automatic firearms. This legislation is among the strictest in the world.

Other registrations related to this history include:

THR 7737 Sarah Island Group
THR 1531 Maria Island
THR 5131 Former Military Barracks and Eaglehawk Historic Site
THR 5618 Coal Mines Historic Site
THR 10574 Point Puer (Balance of Site not managed by PAHSMA)
THR 5145 Main Tramline, Two workers cottages, stables, tramline.
THR 5143 Norfolk Bay Convict Station
THR 10392 Long Bay and Constables Station
Semaphore Stations

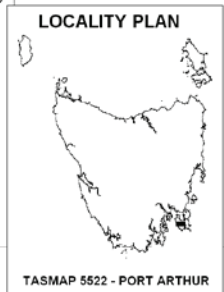
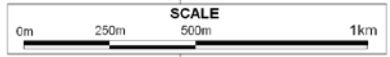
References:

Godden Mackay Context, 2000, Port Arthur Historic Site Conservation Plan, Volume 1: Overview Report Master Copy, prepared for the Port Arthur Historic Site Management Authority.
Godden Mackay Context, 2000b, Port Arthur Historic Site Conservation Plan, Volume 2: Supporting Information, prepared for the Port Arthur Historic Site Management Authority.
Gurnhill, A., 2001, Intangible Values, People and Place A Study of the Port Arthur Historic Site, thesis submitted in partial fulfilment of the Bachelor of Arts, Geography and Environmental Centre, University of Tasmania.
Humphrey, K., 1997, Point Puer, Port Arthur Historic Site, Archaeological Assessment Volume 4 History, report prepared for the Port Arthur Historic Site Management Authority.
Port Arthur Historic Site Management Authority, 2007, Statement of the significance for the new Statutory Management Plan (Draft), PAHSMA.



NOTE:

1. All boundaries of Lot 1 are indicated by heavy black lines and their positions are defined by the accompanying descriptions.
2. All boundaries are parcel boundaries unless otherwise described; details of individual parcel boundaries may be accessed through the Land Information System Tasmania (the LIST).



No.	PRODUCTION / AMENDMENT	AUTHORITY	REFERENCE	DRAWN	APPROVED	DATE	SCALE
1.	PRODUCTION	THC	CIS-3305	J.G.	<i>NH</i>	04-05-08	1 : 15,000
							GRID MGA94 Zone 55
							DATUM(V) AHD
							CONTOUR 10 Metres
INFORMATION & LAND SERVICES - DEPARTMENT OF PRIMARY INDUSTRIES AND WATER				GAZETTED:		STAT RULE:	

	<p align="center">PORT ARTHUR PENAL SETTLEMENT (Tasmanian Heritage Register ID-6) LOCALITY OF PORT ARTHUR</p>		CENTRAL PLAN REGISTER Surveyor General <i>[Signature]</i> Date Registered 04-05-08	<p align="center">CPR 8198</p>

Tasmanian Heritage Register Datasheet



134 Macquarie Street (GPO Box 618)
 Hobart Tasmania 7001
 Phone: 1300 850 332 (local call cost)
 Email: enquiries@heritage.tas.gov.au
 Web: www.heritage.tas.gov.au

Name: Coal Mines Historic Site
Status: Permanently Registered
Tier: State
 State

THR ID Number: 5618
Municipality: Tasman Council
Boundary: CPR8661

Location Addresses	Title References	Property Id
181 COAL MINE RD, SALTWATER RIVER 7186 TAS		7339701
181 Coal Mine RD, Saltwater River 7186 TAS	236498/1	7339701
, SALTWATER RIVER 7186 TAS	N/A	N/A



Coal Mines Historic Site - solitary confinement
 PAHSMA



Coal Mines Historic Site - Site interpretation
 PAHSMA



Untitled
 No copyright on file



Untitled
 No copyright on file

Statement of Significance: (non-statutory summary)

The Coal Mines Historic Site is an outstanding example of the 19th century European global strategy of using the forced labour of convicts in the establishment of colonial economies.

The dual role of secondary punishment station and an ambitious industrial venture is rare in Australian convict history . The mines were the first mechanised mines in Tasmania and among the first mechanised in Australia . The beds and footings of the winding and pumping machinery are the earliest pit-top workings in Australia. They demonstrate different technical aspects in the extraction and transportation of coal in the early 19th century, from relatively simple manual techniques through to the more mechanised systems of the steam age. The site has extensive research potential because of the high degree of integrity of the site and its cultural landscape setting. It is an unparalleled resource for archaeological research into early Australian mining practice . The Coal Mines Historic Site has outstanding heritage value because of the places special association with convicts and their administrators in the period 1833 to 1848.

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Coal Mines Historic Site was established in 1833 to mine coal and to provide secondary punishment for re-offending convicts. It is an outstanding example of the 19th-century European global strategy of using the forced labour of convicts in the establishment of overseas colonies. The hard physical labour and the infrastructure for delivering punishment at the Coal Mines represent the extreme hardships that many convicts experienced. The Coal Mines were developed as the most severe place of secondary punishment in the Colony of Van Diemen 's Land, but it was also hoped that sufficient coal would be produced for all government needs in the colony in an emerging steam age. The extent of the former industrial operations is demonstrated by the extant ruins, surface and subsurface remains both terrestrial and maritime which complement the extensive archival records. The site illustrates the importance of convict labour and productivity, classification, punishment and surveillance in the penal system, and the role of convicts in helping to establish new colonial economies.

The Coal Mines Historic Site illustrates the adaptation of the British penal system to colonial conditions and an aspect of the evolution of the secondary punishment system into the Probation System. The hard and dangerous work that official and unofficial sources record as performed at the Coal Mines , and the solitary cells in which the most recalcitrant prisoners were housed, are emblematic of the lowest tier on Lieutenant- Governor Arthur's progressive scale of convict punishment and reform. They were designed to deter offenders from further crime through the promise of extreme severity. The historical record and the presence of outstandingly preserved extant examples of solitary cells at the Coal Mines Historic Site express an aspect of 19th-century intolerance of the practice of homosexuality in Britain and Australia. The Coal Mines Historic Site is a very early industrialised mine site in Australia, and the first in Tasmania. The Coal Mines Historic Site represents an important step in the progress of Australia's mining industry.

b) The place possesses uncommon or rare aspects of Tasmania's history.

The Coal Mines were the first mechanised mines in Tasmania and among the first in Australia , and played an important role in building the economic confidence of the new colony. The mines contain the engine beds and footings of the winding and pumping machinery installed in 1845, which represent the earliest recorded pit-top workings in Australia. The dual role of the Coal Mines as a secondary punishment station and an ambitious industrial venture is rare in Australian convict history. The Coal Mines have more surviving above-ground evidence of mining activity than the Coal River site at Newcastle in New South Wales and it is likely that the subsurface evidence is also more intact including evidence of how the coal was extracted, handled, processed and transported.

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

The terrestrial and maritime archaeological deposits of the penal colliery have outstanding research potential. The Coal Mines Historic Site contains largely unexplored archaeological evidence that because of its integrity may provide a unique insight into convict mining operations, penal settlements and colonial industry in general. In combination, documentary evidence, collections, structures, engineering relics, cultural deposits, and terrestrial, underground and maritime landscapes of the Coal Mines Historic Site have unparalleled potential for archaeological research. They represent evidence of labour organisation, construction technology, industrial production, use of locally available materials and adaptation of imported traditions to suit local conditions. Potential research topics include issues relating to the European exploration of the Australian continent and identification and exploitation of resources , settlement planning, technological adaptation and innovation, and environmental impacts.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

Australia's convict sites share a suite of attributes that stem from their peculiar philosophical, economic, social, strategic and geographic contexts. They exhibit features that reflect the imperatives of convict management, including: secure stores; accommodation for the civil, military and convict populations based on principles of hierarchy, classification and surveillance; places of health care and punishment, administration and industry, and facilities for religion. The Coal Mines Historic Site is outstanding in demonstrating the principal characteristics of an Australian Convict Site because:

- 1) The form and location of elements at the Site display deliberate design and arrangement, reflecting the order and hierarchy of a penal settlement; and
- 2) The Site represents important aspects of Australia's convict industry, including principles of labour organisation and punishment, introduction and adaptation of technology, and the role of convict labour in building colonial economies.

e) The place is important in demonstrating a high degree of creative or technical achievement.

The site has been the subject of art work by several professional and amateur artists, including Conrad Martens, Owen Stanley and Bishop Nixon. The convict period remains of the Coal Mines Historic Site demonstrate different technical aspects in the extraction and transportation of coal in the early 19th-century, from relatively simple manual techniques to which are added the more mechanised systems of the steam age. The industrial operations, using a combination of convict labour and mechanical devices, were unique in Van Diemen's Land, representing a novel blend of human punishment and technical innovation. The surviving industrial landscape elements clearly illustrate the application of British models of mining adapted to suit the available labour source, local environment and colonial economy. The spatial layout of its elements in the landscape of the Coal Mines Historic Site demonstrates convict-settlement design practices; these were essentially military in character, with the organisation of the buildings allowing vistas for surveillance and the separation of classes and functional operations. The presence of examples of fine architectural detailing on some structures illustrates the role of craftsmen within the industrial enterprise and demonstrates the presence of skilled stonemasons at the settlement. The alternating underground vaulted brick separate cells of 1845-46 are the only surviving example of this type of prison accommodation that was introduced into Van Diemen's Land during 1844-46 and never used elsewhere in the colonies. The cells demonstrate innovation in the practice of isolating convicts at night from even the most minimal contact with their fellow prisoners, while still providing adequate ventilation.

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The Coal Mines Historic Site is important to the community's sense of place and of its own history. It has a long history of use by the local community for fishing, bushwalking, bird watching and other forms of recreation. The Coal Mines Historic Site and the associated convict records evoke powerful associations for the descendants of all those who passed through here, whether convicted or free people. The Coal Mines Historic Site is a complex cultural landscape of outstanding natural and historical values. It has a sense of serenity, remoteness, mystery and discovery that makes the site special to visitors. The Sites forested hills and marine landscape formed the bars of the prison and are still dominant features of the Site and its setting. Since the early 20th-century the Site has been valued for its romantic qualities as picturesque ruins surrounded by native bush within a setting of bays and headlands. This enduring sense of remoteness and isolation is still valued by visitors. It has also been valued for the Gothic atmosphere of confinement and suffering, evoked by the cells in particular. The regenerating bushland provides a naturalised context for the cultural relics, imbuing the site with a sense of antiquity and transcendence not present at more intensively managed and manicured sites. The site also has inspired art work by professional and amateur artists, including Conrad Martens, Owen Stanley and Bishop Nixon.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

The Coal Mines Historic Site has outstanding heritage value to the nation because of the place's special association with administrators and convicts from the British Empire in the period 1830 to 1877. Commandant Charles O'Hara Booth was responsible for the development of the mine. Lady Jane Franklin, visited the Coal Mines in 1837 and wrote a review of operations at the penal settlement. Acclaimed 19th-century artists and writers who visited and left a record of their impressions include Bishop Nixon, Conrad Martens and Owen Stanley.

h) The place is important in exhibiting particular aesthetic characteristics.

No Data Recorded

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.

Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.

Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

The Coal Mines Historic Site is situated on a spit of land on the north east of the Tasman Peninsula. The place is bounded to the east by Norfolk Bay and in the north climbs a moderate-steep hill of Mount Stewart. The Coal Mines are set amongst a native dry sclerophyll forest predominantly of Eucalypt species, contributing to an aesthetic of romantic ruins within a largely natural setting.

The main settlement of the Coal Mines is situated in a concentrated area between Coal Mine Hill and an inlet of Norfolk Bay, although there are associated remains scattered throughout the forest.

Description:

The Coal Mines registration is defined by the attached Central Planning Register Map (CPR).

The stone and brick buildings at the Coal Mines Historic Site are in various stages of ruin. Other features include collapsed shafts and adits, each linked to the remains of loading wharves by a network of tramways. Engulfed by the bush and less immediately obvious are the ruins of semaphore stations and evidence of support industries such as tanning, brick making, quarrying and lime production.

Buildings

Remnants of the main settlement include the prisoners barracks, chapel, officers quarters and solitary cells. On the slopes above are the ruins of the military officers quarters. The remains of several stone cottages are located near Plunkett Point.

Situated in a U-shape are the ruins of the cookhouse, bakehouse, washroom, guardhouse and store, barracks, and chapel/schoolhouse. On the hillside, overlooking this complex, are the ruins of the military barracks, and more comfortable brick accommodation for the officers, surgeon, chaplain and other officials allowing a degree of surveillance and separation.

No timber buildings have survived and the only evidence of other buildings is foundations or sub-surface remains.

Infrastructure

One of two quarries which supplied building stone shows evidence of pick marks in the quarry walls, and a number of dressed blocks lying nearby (PWS, 1997: 10). One of these quarries is located to the southwest of the barracks and the main quarry is to the north of Plunkett Point. The northern quarry is 20 metres across and the vertical wall stands 15 metres high.

There are brick and stone remains of a bakehouse oven and a stone-lined structure, thought to be an airshaft.

The former signal station located on top of Coal Mine Hill is marked by a small section of foundation. The remains of the semaphore on top of Mt Stewart are in a similarly ruinous condition.

Many of the original roads and tramways have survived, including the formation of the incline plane, which extends from the 1845 shaft on Coal Mine Hill to Plunkett Point.

Other remains include a lime kiln, which is largely intact, and a series of tan pits.

No evidence remains of blacksmithing, timber getting or charcoal burning. Evidence of agriculture has also disappeared, save for a few exotic garden species at a number of locations throughout the settlement.

The original adits and shafts are inaccessible. However, the sites of the 1838, 1842 and 1845 main shafts and numerous minor shafts are readily apparent, as are the associated soil dumps and coal stockpiles. The extensive underground workings are inaccessible, but represent a potential archaeological resource.

Maritime Structures

Remains of the numerous wharves and jetties include a grid of logs on the site of the original coal wharf extending along the beach, jetties and a ballast pile. The wharf is 70 metres long and 18 metres wide. The ballast mounds are located 50 metres from the shore. Numerous cultural artefacts and coal screenings are also extant, associated with the wharf and jetty.

Further maritime archaeological remains may exist at the place, up to 340 metres from the high water mark, in relation to the second jetty of 1837.

Cemetery

A cemetery for the officers and their families is located at the rear of the Military Officers Quarters. Several headstones mark the military cemetery (PWS, 1997: 10).

History:

In early 1833 a survey of the Tasman Peninsula's northwest had noted a seam of coal at a place known as Slopen Main. Later that year, Port Arthur's Commandant, Charles O'Hara Booth, oversaw the establishment of a mine worked by convicts. Convicts had only been used once before in such an enterprise in Van Diemen's Land - at Macquarie Harbour in the early 1820s where their endeavours were unsuccessful.

Initially comprising adits driven inland from the coast, the workings at the Coal Mines rapidly expanded as more seams were discovered. By 1840 the workings were serviced by a network of roads and tramlines, as well as two jetties, and a settlement for the accommodation, administration and supervision of more than 200 convicts was well established.

Despite not being of the highest quality, the coal found a ready market in the colony and was used by the government, as well as being auctioned in Hobart to free settlers.

As at Eaglehawk Neck, the Coal Mines operated as an outstation of Port Arthur, falling under the jurisdiction of both the Commandant and the Commanding Military Officer. Initially better-behaved convicts were sent to the mine; however, as it became established, it was used as a punishment station akin to Port Arthur, but with an even harsher regime and more fearsome reputation.

At the time the Coal Mines were established, Governor Arthur was strongly involved in the rules and regulations which gave order to the convict station. Later other governors and administrators had reason to visit, report and/or to make recommendations on the situation at the Coal Mines. Lady Jane Franklin, visited in 1837 and recorded vivid observations of the place.

In 1838 the Molesworth Report was published; the net result was the cessation of transportation to New South Wales in 1840 and a dramatic re-structuring of the system of convict management in Van Diemen's Land. The new system known from 1840 as the Probation System saw all new convict arrivals placed in work gangs scattered across the colony. Convicts were to be classified according to behaviour and ability; they were to enter private service as wage-earners when released on probation after serving a portion of their sentences in gangs. These gangs were located at the sites of old road stations, or in new stations built in unsettled areas. Port Arthur and the Coal Mines were retained as punishment establishments within the new probationary framework. Along with this re-shaping of the convict system came a substantial increase in the Convict Departments footprint on the Peninsula, as six new stations were opened up.

At the Coal Mines, the workings steadily advanced inland. By 1842 a number of new shafts had been sunk to access the coal. The uppermost shaft was joined with the jetty terminus by an inclined plane, down which wagons laden with screened coal trundled, pulling up empty wagons with their weight. A steam winding engine was employed at the mouth of the shaft, the first instance of mine mechanisation in Tasmania.

According to the stipulations of the probation system, the convicts at the mines were meant to be strictly classified. However, the day/night shifts worked by the miners, as well as the lack of suitable buildings, often worked against this aim. During 1841-43 the population of the mines reached almost 600 convicts, steadying at around 400 by 1846.

By the mid-1840s the mine was facing increasing competition from growing private interests in coal mining, as well as negative reports about the alleged abuses perpetrated by convicts in the mines. A large complex of separate apartments was built to classify and contain prisoners at night however, the economic and political burdens of the

station were considered untenable.

The probation system reached its zenith in the mid-1840s, then began a rapid decline that lasted until the early years of the following decade. Stations were closed across the colony, as the Convict Department desperately rationalised and centralised its operations in the face of the impending end of transportation. The stations of the Tasman Peninsula were some of the last to be closed, as all remaining Imperial convicts were channelled onto the Peninsula.

The Coal Mines were closed for convict purposes in 1848. The mines were then privately leased and worked for a further 30 years.

While Port Arthur subsequently became a popular tourist destination, the Coal Mines, away from the main tourist thoroughfare, did not receive the same level of visitation. Instead its buildings were plundered as a local source for building materials. The present-day Anglican Church at Dunalley was constructed from sandstone sourced from the Commissariat Store. In 1938 the site was proclaimed a Scenic Reserve.

In 1985, during the time the Coal Mines Historic Site was managed by the National Parks and Wildlife Service, the former Port Arthur Conservation and Development Project (PACDP) engaged in a number of projects in the area, including a comprehensive archaeological survey at the Coal Mines by Bairstow and Davies in 1987.

The Port Arthur Historic Site Management Authority (PAHSMA) took over management of the Coal Mines Historic Site in 2004.

References:

Bairstow, D. and Davies M., 1987, Coal Mines Historic Site survey: Preliminary report, Occasional Paper 15, Tasmanian Department of Lands, Parks and Wildlife, Hobart.

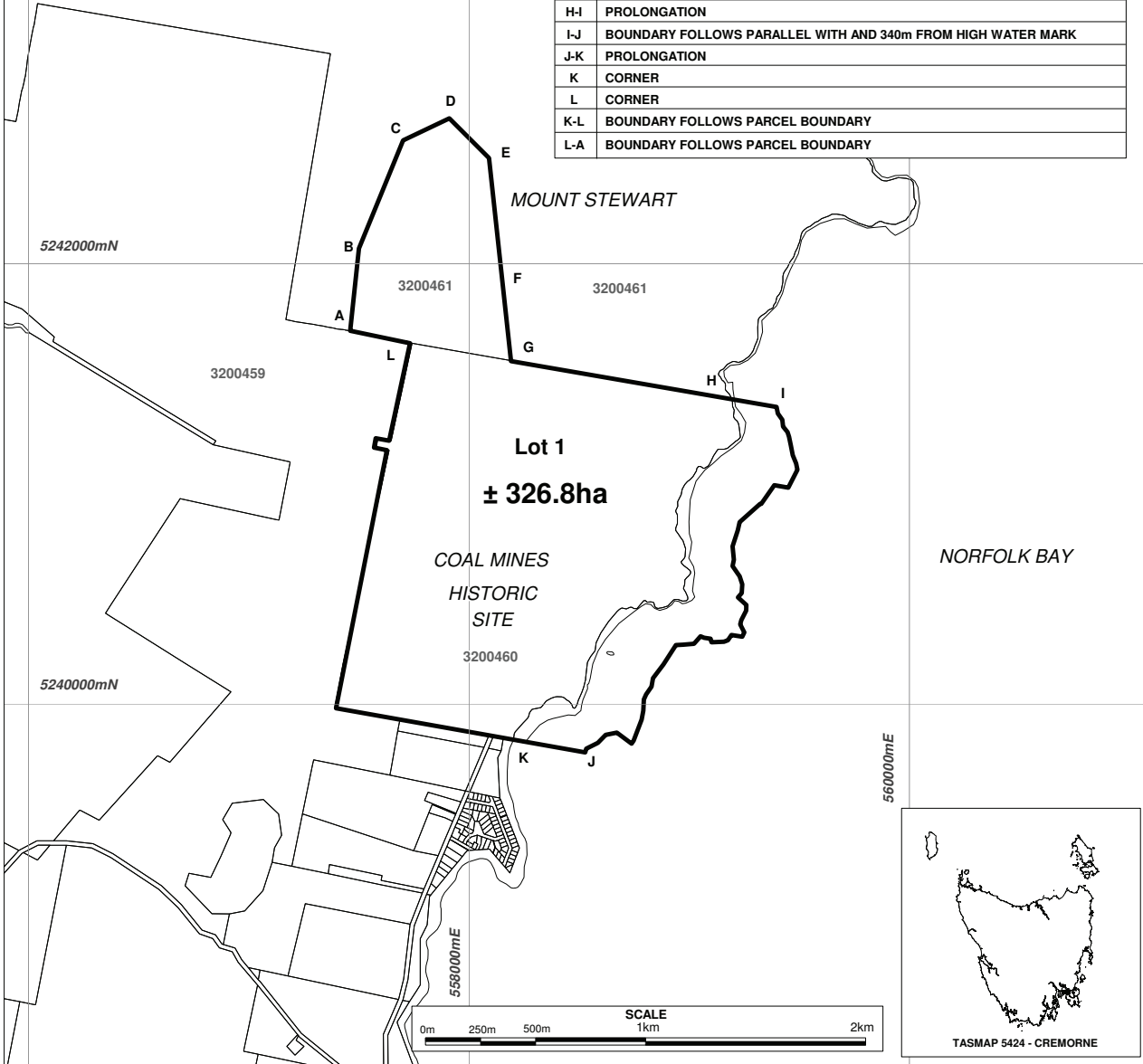
Port Arthur Historic Site Management Authority, 2007, Statement of the Significance for the new Statutory Management Plan (Draft), PAHSMA.

Parks and Wildlife Service (PWS), 1997, Coal Mines Historic Site, Management Plan, prepared for the Department of Environment and Land Management

NOTE:

1. All boundaries of Lot 1 are indicated by heavy black lines and their positions are defined by the accompanying descriptions.
2. Lot 1 is the area defined on the National Heritage List as the 'Coal Mines Historic Site', Place ID 105931, File 6/01/106/0006. Boundary follows description in Commonwealth of Australia Gazette S141, 1 August 2007 Special Gazette, p15.
3. All boundaries are parcel boundaries unless otherwise described. Details of individual land parcel boundaries may be accessed through the Land Information System Tasmania (the LIST).

POINT LOCATION & BOUNDARY DESCRIPTION	
A	INTERSECTION OF PARCEL BOUNDARY WITH 557470mE
B	557510mE, 5242070mN
A-B	STRAIGHT LINE
C	557710mE, 5242560mN
B-C	STRAIGHT LINE
D	557920mE, 5242660mN
C-D	STRAIGHT LINE
E	558100mE, 5242480mN
D-E	STRAIGHT LINE
F	558160mE, 5241830mN
E-F	STRAIGHT LINE
G	INTERSECTION OF PARCEL BOUNDARY WITH 558200mE
F-G	STRAIGHT LINE
H	CORNER
G-H	BOUNDARY FOLLOWS PARCEL BOUNDARY
H-I	PROLONGATION
I-J	BOUNDARY FOLLOWS PARALLEL WITH AND 340m FROM HIGH WATER MARK
J-K	PROLONGATION
K	CORNER
L	CORNER
K-L	BOUNDARY FOLLOWS PARCEL BOUNDARY
L-A	BOUNDARY FOLLOWS PARCEL BOUNDARY



No.	PRODUCTION / AMENDMENT	AUTHORITY	REFERENCE	DRAWN	APPROVED	DATE	SCALE
1.	PRODUCTION	THC	No.	D.Y.	M Lynch	3-07-2009	1 : 20,000
							GRID MGA94 z55
							DATUM(V) AHD
							CONTOUR

	<p>COAL MINES COAL MINE ROAD, TASMAN PENINSULA</p>	<p>PREPARED BY HERITAGE TASMANIA FOR Tasmanian Heritage Council</p>	<p> GDA</p>	<p>CENTRAL PLAN REGISTER Surveyor General</p>	<p>CPR 8661</p>
				<p>Date Registered 5-08-2009</p>	

Tasmanian Heritage Register Datasheet



134 Macquarie Street (GPO Box 618)
Hobart Tasmania 7001
Phone: 1300 850 332 (local call cost)
Email: enquiries@heritage.tas.gov.au
Web: www.heritage.tas.gov.au

Name: Cascades Female Factory
Status: Permanently Registered
Tier: State
State

THR ID Number: 10851
Municipality: Hobart City Council
Boundary: CPR8129

Location Addresses	Title References	Property Id
32 SYME ST, SOUTH HOBART 7004 TAS	143905/3	2731069
31 APSLEY ST, SOUTH HOBART 7004 TAS	145699/1	2708125
17 DEGRAVES ST, SOUTH HOBART 7004 TAS	50260/1	5573473
40 DEGRAVES ST, SOUTH HOBART 7004 TAS	60932/9	5573596
38 DEGRAVES ST, SOUTH HOBART 7004 TAS	60932/10	5573609
36 DEGRAVES ST, SOUTH HOBART 7004 TAS	119792/1	5573617
34 DEGRAVES ST, SOUTH HOBART 7004 TAS	211469/12	5573625
18 DEGRAVES ST, SOUTH HOBART 7004 TAS	202398/1	5573633
16 DEGRAVES ST, SOUTH HOBART 7004 TAS	229358/1	5573641
8 DEGRAVES ST, SOUTH HOBART 7004 TAS	229260/1	5573668
11 MCROBIES RD, SOUTH HOBART 7004 TAS	108055/2	5583989
2 SYME ST, SOUTH HOBART 7004 TAS	236363/1	5595461
2A SYME ST, SOUTH HOBART 7004 TAS	78750/1	5595488
5 SYME ST, SOUTH HOBART 7004 TAS	60932/4	5595672
7 SYME ST, SOUTH HOBART 7004 TAS	60932/5	5595680
9 SYME ST, SOUTH HOBART 7004 TAS	247899/6	5595699
13B MCROBIES RD, SOUTH HOBART 7004 TAS	58505/1	5677723
2B SYME ST, SOUTH HOBART 7004 TAS	85388/1	5595496
2 NEVIN ST, SOUTH HOBART 7004 TAS	78750/5	5587664
1 TARA ST, SOUTH HOBART 7004 TAS	102810/2	1561280
23 Syme ST, South Hobart 7004 TAS	230803/1	5595704
23 Syme ST, South Hobart 7004 TAS	142201/1	5595701
15 MCROBIES RD, SOUTH HOBART 7004 TAS	7826/2	1483155
23 Syme ST, South Hobart 7004 TAS	230803/1	5595701
23 Degraives ST, South Hobart 7004 TAS	209687/3	5573510
15 Degraives ST, South Hobart 7004 TAS	N/A	7382638
UNIT 2 13 MCROBIES RD, SOUTH HOBART 7004 TAS	58505/2	5677731
MCROBIES, SOUTH HOBART 7004 TAS	225557/1	N/A
MCROBIES, SOUTH HOBART 7004 TAS	N/A	N/A
MCROBIES, SOUTH HOBART 7004 TAS	225556/1	N/A
MCROBIES, SOUTH HOBART 7004 TAS	225975/1	N/A
MCROBIES, SOUTH HOBART 7004 TAS	6246/1	N/A
MCROBIES, SOUTH HOBART 7004 TAS	6644/8	N/A
MCROBIES, SOUTH HOBART 7004 TAS	47/9217	N/A
SYME ST, SOUTH HOBART 7004 TAS	N/A	N/A
SYME ST, SOUTH HOBART 7004 TAS	47618/4	N/A
SYME ST, SOUTH HOBART 7004 TAS	102810/3	N/A
SYME ST, SOUTH HOBART 7004 TAS	249499/1	N/A
SYME ST, SOUTH HOBART 7004 TAS	249499/2	N/A
, SOUTH HOBART 7004 TAS	143905/1	N/A
, SOUTH HOBART 7004 TAS	47618/3	N/A
, SOUTH HOBART 7004 TAS	249403/2	N/A
, SOUTH HOBART 7004 TAS	N/A	N/A
19 DEGRAVES ST, SOUTH HOBART 7004 TAS	173638/2	9893835
21 DEGRAVES ST, SOUTH HOBART 7004 TAS	173638/1	9165211



Yard 1, Cascades Female Factory

No copyright on file



Yard 1, Cascades Female Factory, showing interpret

No copyright on file

Statement of Significance: (non-statutory summary)

The Cascades Female Factory provides an evocative insight into the lives and experiences of the convict women who served time in penal institutions in Australia.

The factory, which operated from 1828 to 1856, was the largest and one of the longest serving penal institutions in Van Diemen's Land. In the early 1850s it contained five major yards and at one stage, in grossly overcrowded conditions, held more than 1,000 women and 176 children.

In a gully in the shadow of Mount Wellington, it was notorious for its damp and unhealthy conditions and for its high rate of infant deaths. Death rates for infants have been estimated as high as 40% of the young inmates.

The Cascades Female Factory has strong association and special meaning for the community as a place of womens history. The structural configuration and evolution of the Cascades Female Factory demonstrates many important facets of the Colonial penal system over time, including changing social attitudes.

After the end of transportation, the Cascades Female Factory became a welfare institution for lunatics, invalids, paupers, homeless boys and 'fallen women' who were substantially human legacies of the Colonial convict system. This history tells the story of penal oppression in convict times through to late philanthropy and social control.

The ruins, archaeological remains and associated cultural deposits, as well as its collections, reveal subsequent layers of history from the time of the Female Factory to the complex' subsequent use as a gaol, a paupers' and invalids' home, an asylum for the insane, a boys' reformatory and later training school, contagious diseases hospital, and a home for 'fallen women'.

The surviving physical evidence of the site (including below ground features and artefacts) has exceptional implications for scientific and historical research.

It also holds strong associations with a number of individuals prominent Tasmania's history. These include the institutions architect John Lee Archer; Quaker penal reformer Elizabeth Fry (whose influence was felt from England); Matron Mary Hutchison and the Aboriginal woman Truganini who was for some time buried in Yard 1.

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Cascades Female Factory represents aspects of the nineteenth century penal history of Tasmania, important to the past human occupation and evolution of the State and the nation.

Built c1828 the Cascades Female Factory is the oldest prison in Australia designed and administered solely for women which retains substantial built and archaeological fabric.

The evolution of its various yards demonstrates the changing nature of the penal system and the changing attitudes and beliefs associated with each different system of punishment and reform.

In particular, the place relates to aspects of women's history, including the incarceration of women and children. It illustrates the central relationships that made up the female convict experience including those between women and

the prison authorities, between women and men, between women and their children, with each other, and between women servants and their masters.

It was also a place of burial of Tasmanian Aboriginal, Truganini.

The place demonstrates not only a prison but also a factory, hospital, hiring depot and a nursery for the children of convict women.

The introduction of isolation cells at the Cascades Female Factory - Yard 3 - illustrates the nineteenth century disciplinary measures, and the intolerance of same sex relationships.

The institutional uses to which the main Yards and nearby areas were put after the closure of the Cascades Female Factory in 1877 represent the efforts of a series of governments to deal with various perceived social problems of the day, including poverty, insanity, juvenile crime, homelessness, children born out of wedlock, old age and venereal disease.

The site is one of the few historic places in Tasmania where the story from penal oppression to social control and philanthropy can be so clearly traced.

b) The place possesses uncommon or rare aspects of Tasmania's history.

Of the female factories established in Tasmania, Cascades Female Factory has the most remaining above ground fabric and has a high level of integrity.

The separate apartments constructed in Yard 3 in 1845 are of significance as a rare example of this type of construction and design, possibly being the only example of double cells for female convicts in the world.

The Cascades Female Factory includes a rare example of the use of separate apartments for females, unique in Australia.

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

The Cascades Female Factory has high archaeological integrity with visible features of the early female convict phase as well as subsurface occupation deposits of this and later phases.

This makes it of exceptional interest for scientific and historical research.

The extensive artefact collection, comprising more than 2,000 items relating to the Cascades Female Factory, is included in this registration.

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

As the female factory with the most extant remains, the Cascades site is the best representative of a nineteenth century colonial female convict prison in Tasmania. Characteristics include the construction method, design, fabrication and operation of the place. The philosophy, design and architecture of both colonial architect John Lee Archer and Quaker prison reformer Elizabeth Fry (whose advice was relayed from England) are evident in the remaining fabric and archaeological features of the place.

The cottages at 17, 19 and 21 Degraeve Street, and 31 Apsley Street, South Hobart, are also of historic cultural heritage significance for their architectural values, with their ability to demonstrate the principal characteristics of mid-nineteenth century Georgian single storey cottages, of brick and sandstone.

e) The place is important in demonstrating a high degree of creative or technical achievement.

n/a

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The Cascades Female Factory has special meaning for the community because of its cultural, social and educational associations. In particular, the place is valued for its significant associations with female history in Tasmania.

Historians' description of the convict inmates as the 'founding mothers of Australia' has powerful resonance.

This is evidenced by the number of groups and associations who have a declared special interest in the place, the Government's acquisitions of land, the number of publications and research documents related to the Female Factory's history and the number of visitors to the site.

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

The Cascades Female Factory has special association with female convicts, who contributed much to the pioneering and colonial establishment of the colony and country.

It has strong associations with a number of notable people over its many years of operation.

Mary Hutchison who was important for her role as a female in the colonial public service, female factories and with Methodist missionaries to the Pacific, served as matron 1832-1851.

Yard 1 of the Cascades Female Factory is of significance for its associations with notable colonial architect John Lee Archer, who drew up the plans for the conversion of the former distillery and designed a range of buildings for the site.

Yard 1 is of significance for its special associations with Truganini, a Tasmanian Aboriginal, who was buried there in 1876, and whose body lay in the yard for a number of years before being exhumed.

- h) The place is important in exhibiting particular aesthetic characteristics.

No Data Recorded

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.

Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.

Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

The Cascades Female Factory is situated in the suburb of South Hobart, adjacent to the Hobart Rivulet. While much of the Female Factory's fabric has been lost, its original setting is still apparent.

Despite urban development, the historical pattern of development of the area and its relationship to the natural environment is largely retained. The Hobart Rivulet is still a free-flowing stream, the treed skylines and encircling landmarks such as Mount Wellington, Knocklofty and the Huon Road ridge dominate the landscape and many of the fields in the middle and upper reaches of the Rivulet still exist.

Description:

The Cascades Female Factory registration comprises approximately 3.6 hectares and is defined by the attached Central Planning Register Map (CPR). It includes the following:

Yards 1-5, including the Matron's Cottage;

The location of a cemetery;

Possible staff cottages at 17, 19 and 23 Degraeves Street, and 31 Apsley Street; Historic spaces and archaeological remains covered by roads and verges; Superintendent's House (later Home of Mercy); Associated infrastructure elements, including a bridge abutment and stormwater drains, a brick drain and toilet facilities.

The Cascades Female Factory contains visible features from its early convict phase and subsurface structural features and occupational deposits from both convict and later phases.

Historically the Cascades Female Factory comprised five conjoined rectangular sandstone compounds or 'yards' to house and reform convict women. The yards were constructed between 1828 and 1852 and contained a variety of infrastructure allowing the complex to remain almost totally self-sufficient in its day-to-day operation. The Cascades Female Factory also comprised related facilities erected outside the walls of the main five yards. These include a cemetery and morgue, possible staff cottages, a blanket factory, superintendent's house (later Home of Mercy), bridge and drainage networks etc. A store / office, fulling mill and a small constable's barracks were also built outside the main complex.

Today the place features three definable 'Yards (1, 3 and 4)', primarily represented by the remains of their sandstone perimeter walls. Extensive subsurface deposits survive throughout the yards and the Matron's Cottage remains standing in 'Yard 4 South'. The Female Factory's 'Yard 2' is now occupied by a church, while the land of 'Yard 5' and the cemetery have been used for residential housing. Several associated houses (17-21 Degraeves Street and 31 and 3 Apsley Street) may have originally been employees cottages, although further research is required to understand their association with the Female Factory period of use. Remains of a morgue, drainage networks, and possible structures such as a store / office, fulling mill and a small constables barracks are thought to be under the road and road verges. The site of the blanket factory and superintendent's house (later the Home of Mercy) now features a light industrial factory. Bridge abutments from the female factory period survive within the current bridge infrastructure.

Although most of the above-ground fabric of the Cascades Female Factory has been lost, the same cannot be said for the subsurface archaeological resource. Excavation work has now been undertaken in 'Yards 1, 3 and 4 South'.

Excavations at several localities within 'Yard 1' have revealed substantial sandstone footings consistent with the 1827 ground plan of John Lee Archer. Kostoglou (2001, 2002) suggests that the entire Archer ground plan within this yard survives intact at the footings level beneath almost a metre of demolition rubble.

Several excavations undertaken by the same archaeologist in the adjacent 'Yard 3' (Kostoglou 2001, 2002) have produced similar results, indicating that solitary cell blocks survive in a well preserved state at the footings level throughout the bulk of the yard-space. In two ranges of cell blocks in 'Yard 3' were unusual in that each contained room for 56 'apartments' divided into two to form cells for solitary confinement. These apartments may have been the only such cells constructed for the solitary confinement of females in Australia, if not the world. It is also possible that the factory building erected in the centre of 'Yard 3' may have been built on a sufficiently shallow cement slab as to allow the survival of fabric beneath.

An open area excavation undertaken in 'Yard 4 South' (Kostoglou 2006) has produced similar encouraging results with the exposure of the Sub-Matron's cottage, covered walkway, kitchen/laundry and Nursery apartments at the footings level in near perfect condition. Kostoglou (2006) suggests that this integrity extends northwards throughout the remainder of former 'Yard 4' unaffected by its separate ownership and residential buildings being erected throughout the 20th century.

NOTE ON THE HERITAGE SIGNIFICANCE AND MANAGEMENT OF MOVEABLE HERITAGE COLLECTIONS ASSOCIATED WITH THE CASCADES FEMALE FACTORY:

There are currently more than 2,000 moveable artefacts comprising the Cascades Female Factory Archaeological Collection. These are derived from all stages of European occupation of the site, with the bulk of the items dating from the mid-to-late convict period. Items include glass pieces (broken plus intact small and large bottles), a small leather shoe, animal bones, pottery, clay pipes, marbles, a watch, lots of nails etc). Although provenanced and tagged as part of archaeological excavation works, the collection is yet to be catalogued. Many of the items have likewise been stored according to a fabric-based system where similar fabric types are stored together in order to avoid chemical reaction. Artefacts have been placed in labelled bags and boxes and are stored on site.

The Matron's Cottage collection which is on loan to the Cascades Female Factory Historic Site Ltd comprises approximately 450 items including convict relics, furniture, decorative arts, documents and photographs. These items are housed in the Matron's Cottage and the Cascades Female Factory Historic Site Ltd office in Yard 3 (Kostoglou and Knaggs 2006b:5) However, none of these items are provenanced to the Female Factory, although they are indicative of the period of operation.

Whilst these collections are of heritage value in their own right, as moveable cultural heritage neither forms a part of this registration and is therefore not subject to the provisions of the Historic Cultural Heritage Act 1995..

History:

The Cascades Female Factory, which operated from 1828 to 1856, was Van Diemen's Land's largest institution for the punishment and reform of convict women. At the height of its operation in 1851 it contained five major yards and at one stage, in grossly overcrowded conditions, held more than 1,200 women and children (Rayner 2004:171-172).

The history of the Cascades Female Factory portrays the lives and sufferings of these convict women as well as the evolving philosophies of punishment and reform in the nineteenth century. One of the longest running penal institutions in Van Diemen's Land, the complex was extended and adapted to the changing uses and philosophies.

By the end of transportation to the colony in 1853, nearly 12,500 convict women had been sent to Van Diemen's Land, mostly for various forms of theft. Up until the early 1820s most convict women were employed in domestic services, washing and on government farms and were expected to find their own food and lodging (Snowden in Alexander 2005:131).

Female Factories were established primarily as places of punishment for women charged with further offences after their initial sentences of transportation (Frost in Alexander 2005: 131). Female Factories served also as a place where the women were sent if they became pregnant during sentence, were ill and unable to work, or where they could obtain accommodation between assignments (Rayner 2004:133-134).

Five female factories operated in the colony, the other four being at the Hobart Town Gaol (prior to the opening of the Cascades Female Factory) and at George Town, Launceston and Ross.

Reform, it was claimed, came partly through keeping the women productive, notably through laundries, needlework, and picking wool hair and oakum.

The first two factories were makeshift affairs a house in George Town (c1822-34) and a few rooms attached to the

Macquarie Street gaol in Hobart Town (mid 1820s-1828). When convict transports started arriving with whole shiploads of women the government recognised the need for a larger institution and in 1827 purchased Lowes Distillery, adjacent to the Hobart Rivulet on the outskirts of town (Frost in Alexander 2005:132).

After initial estimates for conversion of the distillery by Colonial Architect David Lambe were discarded, the newly-arrived Colonial Architect John Lee Archer drew up the plans for alterations and for a range of buildings at the site.

English penal reformer, Elizabeth Fry, is credited with influencing the design for the conversion of the distillery. Fry was founder of the Quaker group, the British Ladies Society for the Reformation of Female Prisoners. She fought to improve the lot of female inmates of Newgate Prison in London and visited women on the transport ships. From England she suggested new arrangements for female convicts in Van Diemen's Land intended to improve the women's morals. Fry specified that the institution should be headed by a respectable matron, and that part of the building should be reserved for education. She also recommended the classification and separation of different classes of convicts based on their behaviour and character (Rayner 1984:3-4).

Archer's plans relate to what became known as 'Yard 1'. The plans included two-storied buildings along the length of each side wall and, in the centre, a two-storied accommodation block with a chapel at one end, and a series of high walls dividing into seven yards.

The thick, high surrounding stone walls, the sun-less location and the relative distance (about three kilometres from the centre of Hobart and just outside the old town boundary) added to the isolation of the factory (Scripps and Hudspeth 1992:1).

The first prisoners moved to Cascades Female Factory from the Hobart Town factory in December 1828. The first to arrive directly from their transport ship were the convict women marched from the ship 'Harmony' in January 1829 (Cowley 2007:6).

During the 1830s, women entering the female factories were divided into three classes. The third or crime class consisted of women serving secondary punishment for offences such as insolence, drunkenness and being absent without leave. In the second, or probation class, women worked at lighter tasks and enjoyed a less meagre diet. In the first, or assignable class, were women waiting to be sent into private service where settlers gave them room, board and clothes (Frost in Alexander 2005:132).

Inmates suffered a high death rate, particularly the children. This has been put down to the damp conditions, polluted water, sewage, unhygienic conditions and overcrowding, and to premature weaning and separation of children from their mothers.

The early 1840s heralded a major change in the system of sentence of convicts - from assignment to the probation system. Under the system, female convicts served their probation on the old ship the 'Anson', moored in the Derwent river. At the end of the six months probation prisoners with good conduct were hired by settlers (Kostoglou and Knaggs 2006:4). During service, the conduct of the females continued to be monitored, and misconduct could result in re-incarceration at the Female Factory.

The biggest change came when the probation system was more fully extended to female convicts as a result of the Inquiry into Female Convict Discipline established in 1841. As Cowley (2007:7) states, the inquiry looked into incidents of rioting, 'unnatural behaviour' (lesbianism), trafficking and other forms of ill-discipline amongst the female prisoners at both the Cascades and Launceston Female Factories. It also investigated the nurseries, particularly the high death rate of small children. A strict regimen of silence and task work was introduced. With the opening of 'Yard 3' at Cascades Female Factory in 1845, punishment by separate treatment and solitary confinement could be enforced.

With the cessation of transportation to New South Wales in 1840, the Tasmanian convict system became overloaded. During the next 11.6 years the arrival rate only once dropped below 600 annually - to 300 in 1846. The annual average of arrivals was around 750 (Rayner 1981:26). By the middle of 1851 the Factory had been expanded to hold 700 inmates; although in fact the site held up to 1020 women and 176 children. Numbers of staff also increased, including an Assistant Matron, clerk, storekeeper, seven overseers, gatekeeper, two catechists and a needlework teacher (Rayner 1981:38; Rayner 2004:171).

Despite attempts to improve conditions with the building of new yards and nurseries, the death rate amongst the children was tragically high. From its earliest operation, the factory earned a reputation because of the high proportion of children's deaths. In 'Yard 4' between 1850 and 1852, 106 children died, with the causes attributed mostly to dysentery, diarrhoea, enteritis, influenza, bronchitis and pneumonia. The nursery was moved away to other sites

several times and returned with the advent of new facilities, but the high death rate continued (Rayner 2004:157-8, Frost 2004:35).

The cessation of transportation to Van Diemen's Land in 1853 had an almost immediate effect on reducing the numbers of women incarcerated in the female factories and led to the closure of most of the smaller establishments.

With no new arrivals, the factories quickly shed staff and inmates (Frost in Alexander 2005:132). By 1856 the reduction in the number of women at Cascades resulted in part of the complex being closed and the institution was transferred from Imperial Government Control to that of the local sheriff. The site continued to operate as a gaol for women until 1877 when the female prisoners (and children) transferred to Campbell Street gaol.

A number of historic figures, and some forceful personalities, were associated with the Cascades Female Factory's convict days, among them:

Joshua Eynon Drabble, the first Superintendent at Macquarie Street before the Female Factory moved to Cascades, Drabble died in 1828;

Esh and Anne Lovell, Superintendent and Matron respectively from 1828 to 1831; Esh Lovell resigned under charges of mismanagement;

Rev. John Hutchison and his wife, Mary, as Superintendent and Matron. They were in charge for 20 years. Like many other staff, they were Wesleyan. Mary Hutchison, who had grown up in a similar environment in New South Wales, gave birth to eight of her 12 children at Cascades. From Cascades she went on to manage the smaller Launceston Female Factory. She achieved distinction as one of the first female administrators in Van Diemen's Land (Rayner 2004:170). Her work was honoured in 2006 by the naming of the new women's prison at Risdon in Hobart in her memory.

Another important association is with the Aboriginal woman Truganini. Truganini died in 1876 at 64 years of age and the Government arranged her burial at Cascades Female Factory. Two years after her death, the Government gave permission to the Royal Society of Tasmania to open her grave and exhume her skeleton for 'scientific study'. It was on display at the Tasmanian Museum until 1951 (Alexander 2005:370). In 1976, following an application by the Tasmanian Aboriginal Community, her remains were finally cremated and scattered in the D'Entrecasteaux Channel.

Female factories were places of contradiction - places of inhumane treatment and enormous suffering for most convict women and their children but, for some women, the factories provided refuge and the opportunity to improve prospects through education and the acquisition of new skills.

At the Census of 1847 in Van Diemen's Land, just over 50% of the total population of 70,000 people were, or had been, convicts. Less than 20% were free immigrants (Australian Bureau of Statistics 2002).

As Rayner notes (2004:1), although 1853 brought the last of the female convicts to the colony and was celebrated as the end of Transportation, the women did not disappear: Their presence, 'their offspring, and their influence continued well into the 20th Century and even now has not entirely faded away. These were the often unacknowledged and sometimes unknown founding mothers of Australia'.

Following the closure of the Cascades Female Factory in 1856, the complex served a number of institutional functions (some simultaneously) for the next half-century. It housed female prisoners, lunatics, invalids, paupers and prostitutes who were substantially human legacies of the Colonial convict system. The most recent layer in this history is the broad recognition of the significance of Cascades Female Factory as a women's site of national importance (see under Conservation and Management below).

Significant Historical Use/Events at the Female Factory Site Following Closure in 1856:

Gaol and House of Correction for Females (1856 to 1877)

At Cascades by June 1856, the reduction in the number of women resulted in part of the complex being converted to a gaol under the control of the Sheriff. It became the Gaol and House of Correction for Females. The effect of this change was the gradual reduction of the proportion of convicts amongst the inmates.

By the end of 1864, the control of both male and female convict systems and establishments had been transferred to the Colonial Government (Rayner 2004:175-177). Numbers of staff decreased, and emphasis was given to reducing the number of inmates.

Invalids Depot 1869 to c1879

From 1869 Cascades Female Factory became an official pauper establishment for both males and females, although it had housed a small number of female invalids and paupers since they had been transferred from the Brickfields depot in 1860. Ex-convicts had their upkeep paid for by the Imperial Government while the large number of others was listed as a colonial responsibility (Scripps and Hudspeth 1992:25).

The Female Invalid Depot occupied 'Yard 5'. The inmates repaired clothing and made bedding for themselves.

Male invalids were housed in 'Yard 4' and the eastern-most block of the separate apartments in 'Yard 3'. Physically able male paupers spent their time in carpentry, shoe-making, gardening, coopering, picking oakum, stone-breaking and other manual labour. A few male paupers instructed the children of female paupers and prisoners. The male invalids were transferred to the New Town Charitable Institution in 1879 (Scripps and Hudspeth 1992:26).

The Insane Asylum (c1877-1890)

With the closure of the Gaol in 1877, space was made available at Cascades for the relocation of male convict lunatics who were transferred from Port Arthur. The refractory lunatics were housed in the cells at the rear of 'Yard 2', and the rest of the yard was used by the male invalids. 'Yard 4' became the site of the Hospital for the Insane (Rayner 1981:40; Scripps and Hudspeth 1992:7).

The main wards were occupied by 57 men, and the refractory section held 22. A large piece of land was enclosed for recreational purposes, although it appears that continual institutionalisation made it difficult to encourage recreation amongst the inmates. Inspections of the Hospital were critical of the treatment of patients. In August 1890, the Hospital closed down. Quieter inmates were transferred to the institutions at New Norfolk and New Town, while the remaining 30 men were sent to the new hospital at the Campbell Street Gaol (Scripps and Hudspeth 1992:33-34).

Contagious Diseases Hospital (1879-1900)

A Contagious Diseases Hospital was established in 1879 to treat reputed prostitutes with venereal disease (Rayner 1981:44). This followed enactment of the Contagious Diseases Act 1879 an Act introduced in response to the concern that British Naval visits to Hobart would be curtailed if sailors continued to be infected with syphilis. The legislation gave the police broad powers to seek out and report suspected cases of venereal disease. Women could be ordered to undergo medical examination and imprisonment. No similar arrangements were made for similarly diseased men.

The Hospital was expected to have a large number of patients, and was originally allocated almost the entire areas of 'Yards 1 and 2'. However, during the first few years of operations there were only on average 100 annual admissions, with a daily occupancy of around 10 (Rayner 1981:44; Scripps and Hudspeth 1992:34-35). In 1884 the Hospital admitted 66 women, 33 with primary, and one with tertiary syphilis, eight with gonorrhoea and one with leucorrhoea. Patients were aged between 16 and 45, with the average length of stay between two and 12 weeks (Scripps and Hudspeth 1992:34-36).

In 1890 a board of management for the Contagious Diseases Hospital was formed consisting of the committee of the Home of Mercy and representatives of other denominations. In 1891, the Hospital moved into 'Yard 4' (Scripps and Hudspeth 1992:39). The Hospital closed in 1900.

Boys Reformatory (est. 1869) and Training School (1884-1896)

The Boys Reformatory, established in 1869, was a response to public concern about homeless and delinquent children. It marked a change in the treatment of juvenile offenders who previously would have been sent to gaol. In its first year of operation, 43 boys spent time at the Reformatory, with 25 being discharged.

Numbers increased in the early 1870s, and in response, a mess and school room were erected, and later a schoolmaster and scripture reader appointed. Time was spent between daily drill, and two hours of schooling each week day. Training was offered in farm-labouring, carpentry, blacksmithing, shoemaking, and glazing. Boys were directly apprenticed from the institution (Scripps and Hudspeth 1992:41). However, it appears that most boys did not learn a trade at the reformatory, but were instead engaged at farm work.

In response to new legislation, a Boys' Training School was set up in 'Yard 5' in 1885. It seems the training school 'provided not only an opportunity to remove boys from bad influences, but also a chance to rid neighbourhoods of troublesome youths' (Scripps and Hudspeth 1992:46). Modifications included a new two storey building of offices and quarters, 15 feet wide along the length of the front wall and a construction of play shed at the rear of the yard.

The Boys' Training School moved to a new building at New Town in 1896, coming under the control of the Neglected Childrens Department.

Lying-In Hospital (1888-1895) and Home of Mercy (1888-1895)

The Lying in Hospital for single mothers was established along the front wall in 'Yard 3' as an offshoot of the Benevolent Society for poor unmarried mothers. A certified midwife, Mrs Galvin, was appointed to take charge and women were expected to assist with washing, sewing or cooking. Historical records hold details of some of the individual women who were confined there. The New Town institution took over the functions of the Lying-in Hospital in 1895.

In 1891, the Anglican Home of Mercy moved from Fitzroy Crescent to a cottage outside the Cascades Female Factory complex, thought to be the former Superintendent's House connected to the site's convict period of use. Between 1890 and 1894, the Home received 39 women. Of these, 11 were judged as having 'turned out badly' (Scripps and Hudspeth 1992:49-50). The nature of this original cottage was such that the Home of Mercy was unable to 'classify' the inmates. As a result, the Home had to refuse admission to 25 women. The average age of the women was 17.6 years. Their downfall was credited to a variety of reasons, including 'bad parents, deficient moral example at home, influence of bad girls, drink, and deficient education' (Scripps & Hudspeth 1992:49-50). The average stay was about 12 months.

New premises were made available to the Home of Mercy in 1896, when the inmates moved into 'Yard 4' with the Contagious Diseases Hospital. This relocation allowed for the inmates to be classified. The 'first cases' were given responsibility and lived in a cottage by themselves called 'Hope Cottage' at 31 Apsley Street. Religious instruction played a major part in the reform of these women. All denominations were received at the institution (Scripps and Hudspeth 1992:50-51).

Numbers at the Home of Mercy had declined by 1900, interpreted by the managing committee as evidence of the good results achieved in preventing repeat admissions. Early in 1903, the financial position of the Home was made difficult when the Government withdrew its annual grant of 75 pounds. Problems were also experienced with the inability to appoint a new matron. In 1904 the Home of Mercy was given notice to vacate its premises at Cascades, and by 1905 had relocated its services to New Town (Scripps and Hudspeth 1992:53-54; Rayner 1981:48).

Prison Gate Brigade (1896-unknown date)

The Salvation Army established its 'Prison Gate Brigade' in 'Yard 5' in 1896 as a refuge for discharged male prisoners. Men were admitted straight from prison or after trying to fend for themselves. The institution aimed at reform through work including household chores, gardening, making mats and undertaking carpentry (Scripps and Hudspeth 1992:12, 58-59). The brigade operated for at least two years.

Subdivision and Disposal of the Female Factory Properties

In 1904-5 the site of the former Female Factory was subdivided and sold off as lots by the government. All the yards except for the 1850 Nursery Wing were divided into two lots, but most purchasers bought each yard complete (Rayner 1981:49).

At the time of sale in 1905, the buildings in 'Yard 1' were essentially intact. However, they were demolished in 1924. Shortly afterwards (c.1926) two tennis courts and clubrooms were established on the site. In the 1960s and 1970s Sorrento Winery purchased 'Yard 1', and a number of buildings were constructed (Scripps and Hudspeth 1992:8).

'Yard 2' was divided longitudinally into two lots. Both were bought separately. 'Yard 2' was described at this time as having cells at the rear. The cells had been demolished by the 1930s and a paint factory was constructed on the site in the mid 1940s (Scripps and Hudspeth 1992:9). In 1944 the government acquired the former 'Yard 2' under the Land Resumptions Act 1910 for industrial purposes. In 1951 the Yard was bought by a private company, and was transferred to the Apostolic Church in 1987.

Similarly, 'Yard 3' was divided into two lots. Two stone buildings were rented out as housing. These buildings were the former offices on either side of the front entrance. However, sometime prior to 1958, these were demolished. Two blocks of separate cells had already been demolished in 1885 (Kostoglou and Knaggs 2006:17). In 1986 and 1990, a factory was constructed on the site, in two stages.

During the twentieth century, the former 'Yard 4' passed through a series of owners and was used principally for commercial purposes.

'Yard 4' was auctioned as one lot, with all its buildings, including Matron's Cottage intact (Scripps and Hudspeth 1992:11). At some time in the early 1900s, the wall around the outside of 'Yard 4' was demolished, and a two-room extension was added to the Degraives Lane end of the Matron's Cottage building. Verandahs were added to both the extension and the opposite end of the building, and the former messengers room was connected internally to the rest of the house. In the 1930s this yard was subdivided into four allotments. The Matron's Cottage is the only intact pre-1850s building remaining within the former Female Factory's walls as it was able to be adapted into a private dwelling.

When 'Yard 5' was offered for sale in 1905, the only listed improvements were the brick wall and the former Superintendent's house, although there is no indication that the other buildings may have already been demolished (Scripps and Hudspeth 1992:12). 'Yard 5' was gradually subdivided over the first two decades of the twentieth century into domestic housing allotments which have remained to the present day.

William Pinkerton Young purchased 'Yard 5' and part of the western half of 'Yard 2' and two lots further to the west, outside the walls of the former factory in 1905 (PG 100/8085). Young sold his property in 1912 to TB Wilkinson, who also purchased the eastern half of 'Yard 2' in that year (CT 202/22). In 1922, Wilkinson sold his land to Edward Bennett, a chemical manufacturer who appears to have built a plant in the former 'Yard 2'. In 1923 He subdivided the western parcel into housing lots, including part of Yard 5 which has remained in private hands ever since.

Conservation and Management

During the 1970s women concerned about the lack of visibility of women in Australian history and the traditional and often unrealistic portrayal of female issues – sought to raise greater awareness of the role of convict women in the founding of the nation. A number of articles appeared in feminist journals and in more general publications urging that the value of the Cascades Female Factory to Australian history be recognised and the site be preserved (Rayner 1981:49). This lobbying, heightened by the celebration of International Women's Year in 1975, resulted in the State Government (using funds provided by the Federal Government) acquiring the site of the original 'Yard 1'/Lowes Distillery and gazetted it as a State Reserve as the Women's Prison Historic Site.

Since 1976 the Parks and Wildlife Service managed 'Yard 1'.

In October 1999, the Female Factory Historic Site Limited was formed as a non-profit private organisation and purchased 'Yard 3' with funding from the Commonwealth Government Centenary of Federation Grant. In 2003 the Female Factory Historic Site Ltd, with state and private funding purchased 'Yard 4 South', including Matron's Cottage. Since then, the Cottage has been used by groups engaged in researching female convict history and public access. The Female Factory Historic Site Ltd promotes research, public awareness and conservation of the site. In August 2007 the State Government acquired the remainder of the former nursery yard, in 'Yard 4'.

The organisation and its sub-committees have held various events and exhibitions highlighting the lives of the convict women and their children which have successfully engaged and raised awareness in the community. These have included events such as the Bicentennial Rajah Quilt Exhibition in 2004 which attracted some 25,000 patrons and in the same year a Muster which attracted many hundreds of people to the site. The re-enactment of the arrival of the convict ship Harmony attracted 1,000 people and Christina Henri's art installation have created considerable community awareness and involvement during several projects. The Female Factory Research Group is developing a database of Australian women convicts as a repository of the stories of women convicts. The group also links descendants with researchers.

Contemporary interest in the Cascades Female Factory is indicative of the growing awareness of the contribution of convict women to the development of the nation through their roles as wives, mothers, domestic servants, business women and land owners.

Census figures of 1847 show that just over 50% of the total population of Tasmania were, or had been, convicts. Historians description of the convict inmates as the founding mothers of Australia has powerful resonance.

The efforts of women since the 1970s to preserve and protect this place further demonstrate its importance in the hearts and minds of the community. The number of publications and research documents relating to the history of the Factory also testify to the attachment the community has with the Cascades Female Factory and its history.

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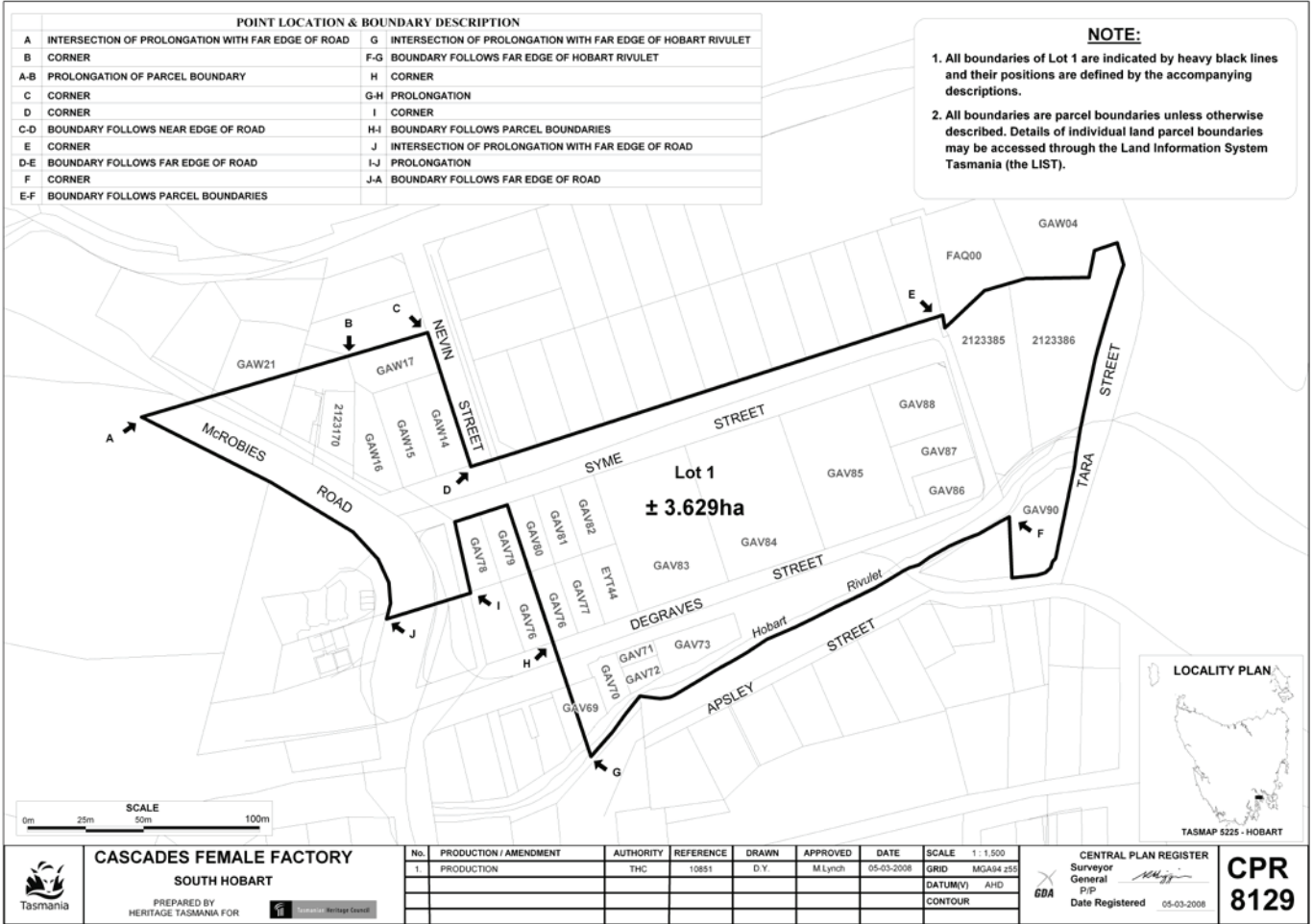
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Appendix E HISTORICAL OVERVIEW

The following overview is largely taken from the 2008 SMP and the 2016 Cascades Female Factory CMP. It is provided as a summary only, to inform an understanding of the historical context of the PAHSMA sites. Further historical information is available in the heritage listing citations (see Appendices B to D), the World Heritage Nomination and the CMPs that support this HMP, along with a wide range of publications including several listed in the references section of this HMP.

TASMANIAN ABORIGINAL HISTORY

Tasmania has a rich cultural history. Tasmanian Aboriginal People lived here in a dynamic relationship with the land, sea and waterways for at least 40,000 years.

Hobart Region

The following summary is drawn from the 2020 City of Hobart Aboriginal Commitment and Action Plan, pages 5-6.

Hobart is now known by many Aboriginal and non-Aboriginal people as *nipaluna* (*Nibberloonne*). This place was home to the *Muwinina* people of the South-East Nation, who thrived in Tasmania. The *Muwinina* people were strongly connected to important places such as *kunanyi*/Mount Wellington, the rivulets and *timtumili minanya*/River Derwent. The riverbanks were used as meeting places for ceremony, storytelling, song and dance. *Muwinina* women were renowned divers, collecting abalone, oysters, mussels and other shellfish, and men hunted kangaroo, possum and other marsupials on the land, crafted tools and made bark canoes to travel to offshore islands to seasonally harvest mutton birds and seals.

Colonisation had a devastating impact on the *Muwinina* people. Aboriginal survivors of the Tasmanian frontier wars were taken from the Hobart area in 1832 to be imprisoned on Wybalenna, Flinders Island. The majority never returned to their homelands.

Despite massacre, dispossession and oppression, Tasmanian Aboriginal people remain strong and resilient. Hobart continues to be an important meeting place for Aboriginal people and a hub for activism, protest and positive change. Aboriginal people across Tasmania now take on a key role as custodians of the land and natural resources.

Turrakana/Tasman Peninsula

Archaeological evidence suggests that the Tasman Peninsula has an Aboriginal history at least 5400 years old, but it is probable that the Peninsula was occupied much earlier.⁹ At the time of European invasion, the Tasman Peninsula was the homeland of the *Pydairrme* people, a band of the Oyster Bay tribe, whose extended families managed the land and maintained an intimate and inseparable connection with their country. This relationship was one in which the landscape was imbued with social, cultural, environmental and spiritual significance.

The *Pydairrme* modified the landscape mainly through movement, camping, seasonal use of natural resources, and burning. There are many Aboriginal sites throughout the Tasman Peninsula, including stone artefacts, shell middens and a cemetery. In addition, the landscape today retains many of the natural resources that would have been used by the *Pydairrme* people.

Archaeological sites and artefacts located within the Coal Mines Historic Site, including shell middens and isolated finds, provide a record land use practices of harvesting shell fish and other marine animals from Norfolk Bay, as well as hunting terrestrial animals in the surrounding area.¹⁰

In 1830, in an attempt to clear Aboriginal people out of the south-eastern 'settled districts' Lieutenant-Governor George Arthur created a cordon— subsequently known as 'the Black Line'—across the colony and organised troops and colonists to sweep south forcing all Aboriginal people into the Tasman Peninsula, with the intention of rounding them up and relocating them. This strategy failed, but from the early 1830s there are no records of Aboriginal people remaining on the Peninsula.

The Protector of Aborigines, George Augustus Robinson, passed through Port Arthur on one of his journeys. Robinson had been contracted by the government to gather together all the surviving Aboriginal people from

the main island of Van Diemen's Land and remove them to a place of safety. He and his group stayed the night, and an Aboriginal woman died and was buried at Port Arthur. At least two mainland Aboriginal convicts are also known to have served time at Port Arthur. People of Aboriginal ancestry are known to have returned to the Peninsula in the late 19th century, after the penal settlement closed.¹¹

EUROPEAN OCCUPATION AND THE CONVICT SYSTEM

Overview

Convicts had been an integral part of colonial Van Diemen's Land since the settlement of Risdon Cove in 1803. Between 1803 and 1853 over 73,000 male and female convicts were transported to Van Diemen's Land. The vast majority of these men and women were from the British Isles, though a number were from other British colonial acquisitions, such as the West Indies and India. The convicts formed the bulk of the labour force, employed both by the colonial government and the settlers. They were engaged in all branches of industry, including land clearance and improvement, resource extraction, public works and domestic service.

In Britain's empire, the penal settlement at Norfolk Island was the most remote, with Port Arthur being the next most distant. After Norfolk Island's second period as a convict settlement ended in 1855, and its convicts were transferred to Van Diemen's Land, Port Arthur became the most distant British penal settlement.

In the early 1820s John Thomas Bigge's report into the operation of the convict system in Van Diemen's Land and New South Wales was published. Bigge recommended the increased use of public works gangs, as well as the formalisation of a system that had operated on an ad-hoc basis from the early years of settlement – the Assignment System. Under this form of management, convicts were assigned to a settler, working off their sentence until they were eligible for a Ticket of Leave.

In Van Diemen's Land the assignment system reached its ultimate expression under the authority of Lieutenant-Governor George Arthur (1824–36). Arthur saw Van Diemen's Land as a penal colony, with the interests of the colonists coming second to the security of the colony. Consequently, there was intense criticism from some quarters of Arthur's approach, style and—to a degree—his systems.

By the mid-1830s the Assignment System was the subject of intense debate in both Van Diemen's Land and New South Wales. The end result was the formation of the Molesworth Committee in 1838 to investigate the many charges of irregularity and abuse. This committee reported that inefficiency, irregularity and inhumanity appeared to be endemic. This led to the abolition of transportation to NSW in 1840 and to a new system in Van Diemen's Land—the Probation System.

Penal Stations

As well as the formal introduction of assignment, Bigge's report had recommended the creation of centres of secondary punishment for the more recidivist elements of the convict population. These penal stations for men and factories for women were to be centres of unremitting hard labour, designed to develop such a fearsome reputation that they would keep the convicts in gangs and private service in check, as well as forming a deterrent to crime in Britain.

These punishment stations were located at the frontiers of both New South Wales and Van Diemen's Land. In New South Wales, Port Macquarie (established 1821) and Moreton Bay (1824) began as penal stations, though as settlement crept up the east coast, they soon lost the desired factor of isolation. In 1825 they were superseded by the penal settlement of Norfolk Island (first settled 1788).

In Van Diemen's Land, Macquarie Harbour (established 1822) and Maria Island (1825) were the first two penal stations. Of these, the former developed a reputation as a place of severe punishment. Convicts were primarily engaged in timber-getting, although shipbuilding, lime-burning, brickmaking and agriculture were also pursued. Both Macquarie Harbour and Maria Island closed in the early 1830s.

In 1833 a convict timber-getting settlement at Port Arthur that had been established three years earlier was re-designated as a secondary punishment station. Men and material were redirected to this establishment. Port Arthur soon became the largest penal settlement in the colonies. Inmates included not only secondary offenders but also 'gentlemen' convicts and political prisoners, who were considered likely to have an inflammatory effect on their fellow prisoners by spreading notions of rebellion.

The station was used for penal purposes for 47 years, with an estimated 12,000 sentences served by men at the isolated settlement. Some men were multiple offenders and returned many times. Port Arthur was also home

to the men, women and children who were part of the military and civil establishment that superintended and administered the workings of the penal station. No women were sentenced to serve time at Port Arthur, but some came as assigned servants to free families.

Women and Convict Transportation: An Overview

One of the key distinguishing features of British transportation policy in relation to both North America and Eastern Australia was the comparatively heavy use made of the labour of women. Women may have made up as much as 18 percent of all convicts transported to the American colonies in the eighteenth century,¹² and 16 percent of those transported to New South Wales and Van Diemen's Land in the period 1788-1853.¹³

What is particularly striking about this is that women were almost totally absent from other British metropolitan transportation schemes. Of the 27,000 convicts sent to the British colonies of Bermuda, Gibraltar and Western Australia, none were female. While women were transported from the Indian sub-continent, the numbers who arrived in Mauritius, the Straits Settlements, Burma and the Andaman Islands were small — estimated at between five, and at the very most, ten percent.¹⁴ Indeed the number of female convicts transported to Mauritius was so small that no special arrangements were made for housing them. While there were some administrative efforts made in the Straits and Burma to separate female from male convicts (within rather than between jails), the Andaman Islands appear to have been the only place in the British Empire outside of Australia where a Female Factory was constructed. This building is no longer extant.

Transportation schemes operated by other European nations mirrored the British experience. Few women were transported by the Portuguese, Spanish and French. In part this reflects the nature of the work undertaken — largely fortification construction and military service.

It is also a product, however, of the inhospitable nature of most penal destinations, which were usually considered unhealthy for Europeans. Convicts were sent to tropical areas precisely because they were expendable, but an important knock-on effect of this was that high death rates made it difficult to establish European settlements. The resultant lack of demand for skilled and semi-skilled domestic servants and agricultural workers meant that it made little sense to transport large numbers of women. While the French experimented with female transportation to both New Caledonia and Guyana to try to foster the development of a European colonial population, neither scheme was a success.¹⁵ Incentives were also provided to encourage the wives and children of convicts to rejoin husbands and fathers in the colonies where individual convicts were thought to be worthy of receiving such an indulgence.¹⁶ Horrific mortality rates (particularly in Guyana), and low birth rates ensured that these initiatives came to little.

As South Eastern Australia was characterised by a relatively benign disease environment and a climate that would support European crops, it was possible to use the labour of convicts to underpin settler colonisation. Indeed, it is significant that women were dispatched to New South Wales on the First Fleet. Their presence demonstrates that it was always intended that the Botany Bay colonial venture would lead to a permanent outpost with a lower order population which reproduced itself. This distinguished the venture from later British schemes in which convicts were deployed purely for their labour power. Put simply, women were not transported to Western Australia and Bermuda since the aim there was to use convict labour to drive in infrastructure, not to assist in population development. By contrast the convicts transported to Eastern Australia were considered important for both production and population expansion.

FEMALE FACTORIES (1804 ONWARDS)

The following summary is extracted from the nomination of the Australian Convict Sites, pages 48-49:

Special systems for managing female convicts were a critical part of the penal system in Australia. Convict women were an invaluable resource as a feminising force, as future mothers and a safeguard against perceived social dangers to the colonies such as homosexuality. They also provided a valuable economic resource through domestic service and textile production. At the same time, the female convict population was seen to be a potential threat to the survival of the colonies primarily due to 'unfeminine' behaviour such as sexual promiscuity and drunkenness. The convict era coincided with the Age of Enlightenment and Britain wanted to create a colony that was a good reflection on the reputation of an enlightened British empire.

Throughout the convict era, colonial authorities devoted enormous time and energy to managing female convicts and fostering 'proper' feminine behaviour. The appropriate treatment of female convicts figured prominently in all the major British commissioned investigations including the Select Committee on Transportation (1812), the Bigge Inquiry (1819–21) and the Molesworth Committee (1837–38). A system of

nine female factories operated in NSW and VDL [Van Diemen's Land] between 1804 and 1854 to manage, punish and reform female convicts. Female factories were multi-functional institutions that operated as a prison, place of punishment, labour hiring depot, nursery, lying-in hospital for pregnant female convicts, workplace and temporary housing for female convicts until they were 'married' or assigned as domestic servants to free settlers or colonial officers.

The vast majority of the female convict population, some as young as 13, spent time in one or more of these factories. Convict women were compelled to undertake various 'feminine' duties such as spinning, weaving, rope making, sewing, producing textiles and laundering. Children of convict women born in the factories were raised there until the age of three when they were sent to orphan schools. Elizabeth Fry, a prominent British advocate of penal reform, played a role in the evolution of female factories in Australia. Importantly, the factories also provided some degree of protection, maternity assistance and refuge for female convicts. The first rudimentary classification system to categorise convicts was introduced at Parramatta Female Factory (1821).

Female convicts confined to the factories were also the first in Australia to experience solitary confinement (mid 1820s). Women were subjected to intensive surveillance and often harsh conditions at the factories including overcrowding, unhygienic conditions and early weaning of babies that contributed to high infant mortality rates. Riots occurred at several factories and an Inquiry into Female Convict Discipline in VDL was established in 1842. Several coronial inquiries were also held to investigate the conditions at female factories, particularly the high incidence of infant mortality.

CASCADES FEMALE FACTORY

The following summary is drawn from Michael Nash, *Convict Places – A Guide to Tasmanian Sites*, pages 60-66.

From the establishment of the colony in Hobart in the early 1800s to 1821, female offenders were incarcerated in the Hobart Gaol or sent to the Female Factory in Parramatta NSW.

The latter was quite costly however, and was not found to be effective. Due to the growing numbers of female convicts in Van Diemen's Land by 1820, a building was initially constructed next to the Hobart Gaol but this quickly became overcrowded.

Constrained by limited funds, Lieutenant Governor Arthur identified an old building that could be converted to a Factory at the former Lowes Distillery on the western outskirts of Hobart in 1827. The first female convicts were transferred to the site in late 1828, and further modifications to the building were finished in early 1829.

The layout was based on the Factory at Parramatta, dividing convicts into three classes:

- First — no committed further offences awaiting assignment, employed at the factory cooking and cleaning until assigned;
- Second — minor offences or had risen from the 'crime' class, lighter duties including spinning, weaving and sewing; and
- Third — also known as the 'crime' class, had committed more serious offences, employed with laundry work or other hard labour.

Each class was kept separate, with their own ward and airing yard.

A separate nursery was established at the Factory, although pregnant convicts were punished as third class for six months following the weaning of their child.

Many buildings on site had been quickly erected, on damp and unsuitable grounds, which led to health problems and high rates of infant mortality. A second yard and 100 separate apartments (cells) were added to the site in 1832 to reduce overcrowding and aid management of the convicts. The entrance to this yard included several solitary punishment cells, where convicts were required to unpick old rope to allow reuse of the fibres.

The numbers of female convicts in Van Diemen's Land increased when transportation into New South Wales ceased in the 1840s. Several establishments were set up or re-organised to respond to the growing convict population, including a new Probation System (further details on this are provided in the following section). *Anson*, a convict hulk, was acquired and anchored in Prince of Wales Bay near Hobart as a temporary penitentiary. The Brickfields facility near Hobart was closed as a male site and re-opened in 1842 to serve as a hiring depot for female convicts.

The Cascades Female Factory remained as a central facility for women under the Probation System, and continued to be used to incarcerate more difficult convicts or those who had been sent back from an assignment for idleness or misbehaviour.

A third yard on the western side of the Factory site to provide over 100 separate apartments (cells) was completed in 1845, and another yard was added in 1850 to enable the return of a nursery the grounds. The nursery was closed twice due to high infant mortality rates. The fifth yard was added in 1852, was better designed and accommodated largely female pass holders waiting hire out to private locations.

The final direct shipment of female convicts to Van Diemen's Land arrived in 1853; over the following years the system commenced winding down. The gaol functions of the Factory were transferred to other locations in 1856. The yards of the site were used to house male and female pauper invalids during the 1860s. The site closed as a women's prison in 1877 but continued to be used as an invalid and insane asylum until 1890. Other uses of the site include a contagious diseases hospital, a boys' training school, a Home of Mercy for a women's charitable organisation, a lying-in hospital and a Prison Gate Home run by the Salvation Army for discharged prisoners. The site was largely unused and unoccupied by 1904, and the buildings were progressively sold off.

Truganini

The following summary is largely drawn from the 2016 Conservation Management Plan for the Cascades Female Factory.

Truganini was a Nununi woman from Bruny Island¹⁷ and is one of the most well-known women in Tasmanian history, her life beginning in the most turbulent and violent period of early conflict between the European settlers and indigenous Tasmanians. She was born in about 1812, the daughter of Mangerner, Chief of the Recherche Bay people. In 1830-34, with her partner Woorraddy, Truganini accompanied George Robinson on his missions to Aboriginal tribes, serving as guides and interpreters, and as instructors in their languages and customs. In this way, they were recorded by Robinson in his journal, now considered to be the best ethnographic record available of traditional Tasmanian Aboriginal society.

This work also brought Truganini to the Aboriginal settlement on Flinders Island (Wybalenna) in 1835, where it was apparent that the resettlement program was preventing Aboriginal people from returning and living in Tasmania. The program on the Island also sought to 'Christianize' and 'Europeanize' the indigenous people. In 1839 she went to Port Phillip, returning in 1842 to Flinders Island; but disillusioned with this and yearning for her own country, she returned to Oyster Cove in 1847 where she was able to visit Bruny Island and other areas associated with her childhood. There she resumed some of her earlier lifestyle, diving for shellfish, visiting Bruny Island by catamaran, and hunting in the near-by bush. In 1874 she moved to Hobart with the family which had been appointed as her guardians, the Dandridge family.¹⁸

In May 1876 Truganini died at the house of her friend Mrs. Dandridge in Macquarie Street, Hobart. She was 64 years old and her body was conveyed to Hobart Hospital. The Secretary of the Royal Society wrote to the Colonial Secretary asking for her body to be handed over, as Truganini had been the last 'full blood' Tasmanian Aboriginal. Following the undignified way in which William Lanney had been dissected in 1868, the Colonial Secretary refused the request and Truganini's remains were laid to rest in front of the Chapel in Yard 1 of the former Female Factory.

"The service was conducted by the local minister, with a congregation of sympathisers. As the coffin was about to be lowered, a friend of Truganini who spoke the Aboriginal language stepped forward and, touching the lid of the coffin, said a few words. Another friend threw a bunch of native berries and white lilac into the grave. The coffin was laid in a brick crypt and covered with stone slabs".¹⁹

At some later point the grave was opened up and Truganini's remains were disinterred, and her skeleton acquired by the Royal Society Museum in 1878. In 1888 it travelled to Melbourne, presumably for display as part of the Centennial International Exhibition held that year, and from 1904-47 it was on public display in the Tasmanian Museum and Art Gallery.

Following disquiet in the local press, the skeleton was placed in museum storage in 1971 and three years later, after representation by the Tasmanian Aboriginal community, State Cabinet agreed that the remains should be cremated. This finally occurred in 1976 following a short legal battle with the Museum; Truganini's ashes were scattered, as she had requested, in the D'Entrecasteaux Channel.²⁰

The site of Truganini's grave at the factory is marked in Yard 1 with a tuylini (a stringybark), which the people of lunawuni consider to be their countrymen.²¹

PORT ARTHUR AND THE TURRAKANA/TASMAN PENINSULA

The Penal Peninsula's establishment

The penal station of Port Arthur began as a convict timber-getting camp in September 1830. Over the next three years a bustling settlement arose by the edge of Mason Cove: barracks for close to 200 convicts, workshops and — on a hill overlooking the bay — administrative buildings, military barracks and civil residences. In 1833, with the closure of Macquarie Harbour and Maria Island, Port Arthur became the focus of the secondary punishment system in Van Diemen's Land.

The geographically isolated Tasman Peninsula was an ideal location for such an establishment. A military outpost was quickly established on the narrow isthmus of Teralina/Eaglehawk Neck, with military pickets and guard dogs strung out across the sandy neck. All but government seaborne traffic was banned from the area, the only visitors to the peninsula being those who were officially sanctioned. The Peninsula was also rich in resources— timber, stone, coal and land—and it was not long before the convicts were put to work exploiting all four. Within five years over five million feet of timber had been felled, split and sawn by the convicts, while hundreds of tons of sandstone and brick clay had been quarried for use at the settlement.

In early 1833 a survey of the Tasman Peninsula's northwest had noted a seam of coal at a place known as Slopen Main. Later that year, Port Arthur's Commandant, Charles O'Hara Booth, oversaw the establishment of a mine worked by convicts. Convicts had only been used once before in such an enterprise in Van Diemen's Land—at Macquarie Harbour in the early 1820s (their endeavours were unsuccessful).

Initially comprising adits driven inland from the coast, the workings at the Coal Mines rapidly expanded as more seams were discovered. By 1840 the workings were serviced by a network of roads and tramlines—as well as two jetties—and a settlement for the accommodation, administration and supervision of over 200 convicts was well established.

Despite not being of the highest quality, the coal found a ready market in the colony and was used by the government, as well as being auctioned in Hobart to free settlers. As at Teralina/Eaglehawk Neck, the Coal Mines operated as an outstation of Port Arthur, falling under the jurisdiction of both the Commandant and the Commanding Military Officer. Initially, better-behaved convicts were sent to the mine; however, as it became established, it was used as a punishment station akin to Port Arthur, but with an even harsher regime and more fearsome reputation.

Developments in convict administration in the 1830s also saw a significant step taken in the management of the previously perplexing problem of juvenile convicts. In 1834, at the behest of Lieutenant-Governor George Arthur, Point Puer was established across the bay from Port Arthur. Here convict boys arriving in the colony were segregated from the corrupting influence of adult convicts and provided with a modicum of trade training, as well as scholastic and religious education.

Well-behaved boys were taught shoemaking, tailoring, carpentry, stonemasonry, bookbinding and boatbuilding, while others were put to work felling trees, and clearing and working land. Commandant Booth instituted a hierarchical punishment system in order to maintain discipline. However, staffing shortages and the poor quality of the buildings available often worked against these aims. By the end of the 1830s almost 500 boys were incarcerated at Point Puer. Some of them had committed crimes in the colony, but the majority were freshly landed off transports from Britain.

As well as the Coal Mines and Point Puer, a number of other establishments were attached to the main Port Arthur settlement. To the north were the small establishments of Long Bay and Norfolk Bay, port termini for a convict-powered tramway across the Peninsula that reduced the need for the sometimes hazardous open sea voyage to Hobart. Pushed by a gang of convicts and capable of carrying passengers, this human-powered transport was the first passenger railway in Australia.

A number of semaphore stations were also built around the Tasman Peninsula, facilitating contact between the establishments, as well as with Hobart. Although a network of trackways traversed the Peninsula, transport and communication were largely maintained by a fleet of convict-manned schooners, whaleboats and lighters. Many of these craft were built at Port Arthur's convict-operated dockyard. Here, under the guidance of a free Master Shipwright, initially John Watson and later David Hoy, convicts were put to work on the skilled tasks of boat and shipbuilding. Between 1834 and 1849, 15 large vessels and over 140 smaller boats were launched.

Probation

In 1838 the Molesworth Report was published; the net result was the cessation of transportation to New South Wales in 1840 and a dramatic restructuring of the system of convict management in Van Diemen's Land. The new system— known from 1840 as the Probation System—saw all new convict arrivals placed in work gangs scattered across the colony.

Convicts were to be classified according to behaviour and ability; they were to enter private service as wage-earners when released on probation, after serving a portion of their sentences in gangs. These gangs were located at the sites of old road stations, or in new stations built in unsettled areas. Port Arthur and the Coal Mines were retained as punishment establishments within the new probationary framework. Along with this reshaping of the convict system came a substantial increase in the Convict Department's footprint on the Peninsula, with six new stations opened up.

The onset of probation ushered in a period of unparalleled activity on the Peninsula, as men and material were funneled into the area. The first of the new stations was Saltwater River, opened in March 1841. Following it were Slopen Island (1841–44), Impression Bay (1841–51), Wedge Bay (1842–45) and Cascades (1842–56). Of those that lasted more than three years, Saltwater River was primarily geared toward agriculture, Cascades toward timber-getting and Impression Bay initially a combination of both but ultimately became an invalid station.

These stations were administered by their own Superintendent, though Port Arthur still retained the largest population of convicts and administrators. By 1846, over 3500 men were incarcerated on the Peninsula, of whom 1200 were at Port Arthur. The 3500 men were superintended by 200 officers of the Convict Department, as well as the soldiers of the military detachment.

The need to supply the ration demands of this rapidly growing population resulted in increased agriculture at all stations, as well as the construction of a flourmill and granary at Port Arthur in 1845. Powered by an overshot waterwheel, the mill was one of the largest edifices built in the colony at that time. A network of dams, water races, tunnels, pipes and a flume drew water from the Mount Arthur foothills and supplied it to the wheel. Convicts at Port Arthur were employed in a steadily growing number of activities, from the traditional hard labour of timber-getting and quarrying, to the manufacturing of clothing, building materials and components.

Under the management of Commandant William Champ, the station began to move away from the austerity of its early years. Subsistence garden plots were established throughout the settlement, as was the ornamental splendour of Government Gardens. An increasing number of official visitors came to the station, their written and illustrated observations today forming a valuable part of Port Arthur's archive.

When not engaged in the tasks of running the station, the military and civil officials and their families enjoyed a limited social life at the cloistered outpost: dinner parties, games, outings and scientific pursuits were all part of daily life. A number of Port Arthur's senior staff maintained connections with cultural institutions, and there were many scientific collaborations based at the penal station in areas as diverse as horticulture, medicine and tidal research.

At the Coal Mines, the workings steadily advanced inland. By 1842 a number of new shafts had been sunk to access the coal. The uppermost shaft was joined with the jetty terminus by an inclined plane, down which wagons laden with screened coal trundled, pulling up empty wagons with their weight. A steam winding engine was employed at the mouth of the shaft, the first instance of mine mechanisation in Tasmania. According to the stipulations of the Probation System, the convicts at the mines were meant to be strictly classified. However, the day/night shifts worked by the miners, as well as the lack of suitable buildings, often worked against this aim.

During 1841–43 the population of the mines reached almost 600 convicts, steadying at around 400 by 1846. By the mid-1840s the mine was facing increasing competition from growing private interests in coal mining, as well as negative reports about the alleged abuses perpetrated by convicts in the mines. A large complex of separate apartments was built to classify and contain prisoners at night; however, the economic and political burdens of the station were considered to be no longer supportable.

The Probation System reached its zenith in the mid-1840s, then began a rapid decline that lasted until the early years of the following decade. Stations were closed across the colony, as the Convict Department desperately rationalised and centralised its operations in the face of the looming end of transportation. The stations of the Tasman Peninsula were some of the last to be closed, as all remaining Imperial convicts were channeled onto the Peninsula.

The Coal Mines was closed for convict purposes in 1848. The mines were then privately leased and worked for a further 30 years. Point Puer closed in 1849, following the near completion of a new juvenile penitentiary at nearby Safety Cove.

The Point Puer establishment had peaked at over 700 inmates between 1842 and 1844; however, as fewer boys were transported to the colonies in the wake of the establishment of the Parkhurst reformatory on the Isle of Wight, the number of boys at the station had rapidly dwindled. It was no longer viable.

Expansion and decline

As other stations on the Peninsula closed, Port Arthur again became the focus of convict operations on the Peninsula. In 1848 work was begun on the Separate Prison. Completed in 1852, the prison could house 50 convicts undergoing separate treatment. The prison was based on the British prison Pentonville (1842), designed by Captain J. Jebb and it was also influenced by the American Philadelphia system. The construction of the Separate Prison was part of a new punishment philosophy, based on the reforms first espoused by John Howard and later by Jeremy Bentham.

This approach was to drastically alter approaches to convict management, as well as the physical landscape of Port Arthur. Depriving the convicts of contact with their fellows and isolating them for 23 hours a day, the Separate Prison was designed to subjugate the recidivist elements of the convict population. It replaced the physical punishment of flogging (the last flogging occurred in 1849) with psychological intimidation and manipulation. Between 1855 and 1868, the 'C Wing' of the prison was used to house violent lunatics.

In 1854 work also began on converting the flourmill and granary—which had dismally failed to meet expectations—into a four-storey Penitentiary. Work finished in 1857: the edifice was capable of housing 136 men in separate confinement and up to 350 in dormitories. Many of the men initially held there were arrivals from Norfolk Island, which was closed in 1855.

The industrial capacity of the Port Arthur station increased as men and material were directed there due to the closure of other Peninsula Stations. With the closure of the Cascades station in 1856, a steam-driven circular saw and miles of iron tramlines were removed to Port Arthur. Timber-getting continued apace at the penal settlement: a maze of tracks and tramlines were pushed miles into the hinterland to extract the valuable resource. A bank of sawpits was constructed in 1856 by the foreshore, excavated into landfill from the reclamation of the harbour in 1854–55. A large workshop was built next to the Penitentiary, housing the steam sawmill, a bone mill and blacksmiths' workshop.

Such was the mass of material being produced at the station that a dedicated steamer wharf was erected in 1858, allowing vessels to load directly. Large tracts of land were developed for agricultural purposes around the settlement. A farm with pigs and dairy cattle was opened in 1854, new farms were established at Garden Point and Long Bay, and a number of old outstations on the Peninsula were reopened for agricultural purposes.

This activity was all part of an attempt to make convict activities self-sustaining. Britain had drastically lessened her investment in the Convict Department, especially since the cessation of transportation to Van Diemen's Land in 1853. By the late 1850s there was a smattering of convicts in Hobart and Launceston institutions, with Port Arthur having by far the largest population. Inevitably, this population became less and less 'effective', and unable to perform the tasks necessary to the running of the establishment. An increasing number of convicts were classified as invalids, paupers or lunatics.

In 1857 the old Prisoners' Barracks was given over to paupers and invalids. In 1863 work was completed on a Paupers' Depot, which became a dedicated institution for looking after ex-convicts incapable of making a life for themselves outside the penal system. A year later work began on the Asylum, adjacent to the Separate Prison. The Asylum was completed in 1868, and received those members of Port Arthur's population suffering mental illness.

With the effectiveness of Port Arthur's prison population rapidly declining, the settlement became an establishment geared toward managing the welfare of the old, helpless and damaged convicts. After 1865 Port Arthur was the last penal establishment to receive the majority of its funding from the British Government. In 1872 it was handed over to colonial control, complete with its dwindling convict population. The establishment continued for a further five years, until it was finally closed for convict purposes in 1877.

Post-Convict Use

Following the closure of Port Arthur for convict purposes in 1877, the land was parceled up for private sale. Lots were often sold with the provision that the old convict buildings be demolished and removed. However, many buildings were retained for residential and commercial purposes and a township grew among the ruins of the old penal settlement.

A burgeoning tourist trade saw the area of Port Arthur (renamed Carnarvon in 1889) devoted to a combination of tourism, rural agriculture and timber-getting industries. Visitors were initially mainly Tasmanians, keen to see

first-hand the ‘horrors’ of a penal station, but soon the site was attracting increasing numbers from the mainland and overseas. The Carnarvon community was quick to capitalise on the curiosity of the tourists. Private museums, guided tours (often offered by ‘old lags’), the sale of souvenirs and the provision of accommodation catered to tourists’ interests and created a financial base for the community.

In 1895 and again in 1897 the area suffered damaging bushfires, devastating many of the remaining convict-period buildings. Despite this, Port Arthur did not lose its place as a key tourism attraction. Mark Twain, America’s most famous writer at the time, visited Port Arthur in December 1895 and subsequently wrote a commentary on Pt Puer.

Recognition of the site’s importance prompted the Tasmanian Government to create the Scenery Preservation Board in 1915, which took the management of parts of Port Arthur out of local hands. In 1916 the Church, Penitentiary, Separate Prison and Point Puer were gazetted as historic reserves.

During the 1920s and 1930s the Port Arthur area had three hotels and two museums catering to tourism. Infrastructure expanded as the community gained such amenities as a post office, cricket club and lawn tennis club. Layers of social meaning were added to the landscape, including the planting of a memorial avenue to honour local men who served in the First World War. A new jetty was built and extended to accommodate the rapidly increasing numbers of tourists. Under the Scenery Preservation Board, efforts and funds were invested into the preservation of the site. The community continued its tourist-centric approach, but non-tourism occupations continued, such as fishing, timber-getting and orcharding.

The year 1927 was marked by the release of the film adaptation of Marcus Clark’s epic convict novel ‘For the term of his Natural Life’, as well as by the reversion of the township name from Carnarvon back to Port Arthur, although tourist literature had never referred to it as anything else. By 1948 the majority of the township was reserved as a historic site, impacting non- tourism usages of the area.

Hotel accommodation was withdrawn from the historic precinct, and the present-day Motor Inn was constructed in 1959 on the site’s periphery. The Point Puer Peninsula was used for farming purposes until the 1960s.

The Coal Mines, removed from the main tourist thoroughfare, did not receive the same level of visitation and instead its buildings were plundered as a local source for building materials. The present-day Anglican Church at Dunalley was constructed from sandstone sourced from the Commissariat Store. In 1938 the site was proclaimed a Scenic Reserve.

RECENT HISTORY AND MANAGEMENT

Cascades Female Factory

The Cascades Female Factory former Yard 1 was reacquired by the Tasmanian Government in 1976 and declared a historic reserve. Former Yards 3 and 4 were later repurchased, and the site was consolidated into one holding in 2010 when it was declared to be part of the Australian Convicts Sites World Heritage Property. Management of the site was transferred to PAHSMA in 2010. A new History and Interpretation Centre at the site was opened in March 2022. The site has received Tasmanian Cultural Tourism awards in 2022 and 2023.

Coal Mines Historic Site

The Port Arthur Conservation and Development Project (PACDP), which operated from 1979 to 1986, was a joint Commonwealth and State project that included conservation and development of the historic heritage resources of the Tasman Peninsula. During this time the Coal Mines Historic Site was managed by the National Parks and Wildlife Service, but the PACDP engaged in a number of projects in the area, including a comprehensive archaeological survey in 1985. The Coal Mines remained under the control of the Parks and Wildlife Service until 2004, when it was transferred to PAHSMA.

Port Arthur Historic Site

Between 1938 and 1947 the Port Arthur Historic Site was managed by the Port Arthur and Teralina/Eaglehawk Neck Reserves Board, with control reverting to the overarching Tasmanian Scenery Preservation Board until 1962. From this date, until the National Parks and Wildlife Service took over in 1971, the Tasman Peninsula Board oversaw the Site’s management. Under the National Parks and Wildlife Service, serious professional attempts at site interpretation and conservation were made, with the net result that the working elements of the township were gradually supplanted. Point Puer was compulsorily acquired by the Tasmanian Government in 1977.

In addition to its specific heritage activities, the PACDP was also involved in other major works, such as the relocation of residents from the township of Port Arthur and the construction of bypass roads. The PACDP established co-operative relationships between archaeology, historical interpretation, architecture and engineering at Port Arthur and was unprecedented in time span and complexity as a conservation project in Australia.

When the PACDP came to a close in 1986, management of the Port Arthur Historic Site passed to PAHSMA. PAHSMA operates under a specific Act (the *Port Arthur Historic Site Management Authority Act 1987*) and is subject to the *Government Business Enterprises Act 1995* (Tas).

PAHSMA's management continues to the present day. Since PAHSMA was established in 1987, a large number of major conservation, infrastructure and interpretation projects have been implemented.

These have included the reconstruction of the former Government Gardens, interpretation of the Dockyard, a new Visitor Centre, new jetties, the opening of Point Puer, the adoption of the 2000 Conservation Plan, the Dockyard Project and the completion of the Separate Prison Conservation Project Stage 1.

PAHSMA is today the major employer on the Peninsula, reinforcing the Site's traditional role as a centre of economic activity and work. A 2004 research report indicated that Port Arthur contributes more than \$25 million per annum to the Gross State Product of Tasmania.²² The Port Arthur Historic Site continues to retain strong links with the community, not only as a place of employment, but through strong and enduring associations and meanings as a landmark and as a symbolic centre.

28 April 1996

Between 11am on Sunday 28 April and 10am on Monday 29 April 1996, a tragic chapter was added to Port Arthur's history when a lone gunman shot and killed 35 people and wounded 19 others in and around Port Arthur. This tragedy resulted in the Port Arthur Historic Site being closed to the public for one month. In the years following the event, a memorial garden was established; this includes the partially demolished ruins of the Broad Arrow Café, where many of the victims lost their lives. As a result of this event, national uniform gun laws were introduced, which included a general ban on the private ownership of automatic and semi-automatic firearms. This legislation is among the most restrictive in the world.

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Appendix F PHYSICAL DESCRIPTION AND SOCIAL CONTEXT – COAL MINES AND PORT ARTHUR HISTORIC SITES

The information included in this Appendix is extracted from the 2008 SMP, with updates as relevant.

PHYSICAL DESCRIPTION

Turrakana/Tasman Peninsula

The Coal Mines and Port Arthur Historic Sites are located on the Tasman Peninsula. The Peninsula is renowned for its rugged coastline, which comprises a mixture of rocky outcrops, beaches, lagoon complexes and spectacular rocky formations. Of particular note are the sea cliffs to its southern side, which are almost 300 metres high. The Peninsula is generally mountainous, with large areas of forests of various types. The Peninsula contains more than a third of the total native vascular plant species in Tasmania and is known to provide habitat for a number of protected and/or endangered species of fauna.²³

Much of the landscape of the Tasman Peninsula has been classified as National Park, State Reserve or Historic Site. While the natural landscape of some areas is largely untouched, areas now designated as Historic Site were subjected to extensive change and development throughout the convict era. This was followed by overgrowth in subsequent decades and, more recently, by 'beautification' by the Scenery Preservation Board, and the management actions of the Tasmanian National Parks and Wildlife Service.

As boats were the main form of transportation during the convict period and into the 20th century, the shores of Mason Cove and the surrounding coastal areas are in many cases littered with evidence of their use during the convict era, particularly for industrial purposes.

Evidence of the convict period is scattered throughout the Peninsula. Physical remains of the era include the main settlement at Port Arthur; the prison for boys at Point Puer; Safety Cove farm; probation stations at Cascade (Koonya), Wedge Bay (Nubeena), Impression Bay (Premaydena), Saltwater River; the Coal Mines; outstations at Little Norfolk Bay and Slopen Island; semaphore stations (including Woody Island); the convict railway; the Teralina/Eaglehawk Neck guard station; military officers' quarters; garden remnants, and cemeteries.

The Port Arthur Historic Site

The Port Arthur Historic Site retains evidence of all phases of use and occupation, from its occupation by the *Pydairrerm* band prior to European settlement, its use as a penal settlement between 1830 and 1877, its development as a township, and finally its gradual transformation into an internationally recognised historic site and cultural tourism destination.

Aboriginal Heritage

A small number of Aboriginal heritage sites have been identified within the Port Arthur Historic Site or on adjacent lands. Although these sites are small and have suffered from natural erosion, they are an integral part of a broader Aboriginal connection that includes natural resources and contributes to the present-day Aboriginal values of the area.

CULTURAL LANDSCAPE

The cultural heritage values of the Port Arthur Historic Site are complex. They are found in intangible aspects – such as its historical significance and community attachments – and its physical characteristics. The latter comprise a complex layering of natural landscape and topography, with subsequent layers of remnant structures, archaeological evidence and landscape plantings of the former penal settlements and Carnarvon township. The current park-like appearance of the site is a relatively recent cultural artefact, and its physical and scenic beauty may seem to mask its past as a place of human sadness.²⁴

The existing appearance of the physical landscape at the Port Arthur Historic Site, which largely comprises historic buildings and ruins in a parkland setting, is predominantly the result of a management approach pursued by the Scenery Preservation Board, the Tasmanian National Parks and Wildlife Service, and the early years of the Authority.

Buildings and Structures

Following its closure in 1877, some of the Port Arthur structures were demolished but the structures otherwise underwent little physical change until two major bushfires swept through the settlement in 1895 and 1897. The fires destroyed or severely damaged most of the major surviving structures from the convict period, including the Penitentiary, the Asylum (which had recently been converted into the Carnarvon Town Hall), the Separate Prison and the Hospital.

Although the iconic Convict Church escaped both these fires, its roof and part of its structure had been destroyed in an earlier fire in the 1880s.

The result of these fires was that fairly intact buildings were reduced to ruins, and in some cases were totally destroyed. Demolition rubble from the fires was used to fill in old openings in the landscape, such as convict-period sawpits. Fence lines and other indicators of landscape demarcation that had survived from the 19th-century penal settlement began to disappear.

After its closure as a penal settlement in 1877, the subdivision and sale of Port Arthur land also led to the gradual demolition of many buildings: their materials were recycled within the township and elsewhere on the Tasman Peninsula.

The current buildings and structures at the Port Arthur Historic Site reflect all layers of its history, but are dominated by masonry structures of the convict period, which are mostly of the Colonial Georgian or Gothic styles. Other historical layers that retain considerable fabric include the Carnarvon period — which comprises a number of Victorian and Federation style buildings — and the post-war era, which includes a variety of styles and material uses. Only a very small number of early timber structures remain.

An aggressive environment, exposure to the severe weather generated by the Southern Ocean, poor workmanship and poor materials used in the building fabric have contributed to the loss and deterioration of fabric and continue to do so today.²⁵ The cumulative effects of more than 250,000 visitors annually also have the potential to impact the fragile fabric of the site.²⁶

ARCHAEOLOGICAL SITES AND LANDSCAPES

The Port Arthur Historic Site is a significant archaeological landscape and contains many archaeological sites and features, not all of which have been identified or fully surveyed. The known archaeological features of the site are detailed in the Archaeology Plan.

Terrestrial Sites

A small number of Aboriginal archaeological sites have been documented within the immediate vicinity of the Port Arthur Historic Site including middens, lithic scatters and isolated lithic artefacts. Although no systematic survey has been undertaken, predictive models suggest that unidentified lithic scatter sites may remain on flat to gently undulating, well-drained ground more than 100 metres from the shore.

There is also potential for midden sites on well-drained ground behind the sandy bays, on flat headlands near freshwater sources, and above low cliffs on rocky sedimentary coasts. In addition, there is potential for Aboriginal heritage sites to exist beneath the 19th-century gardens and landfill at the head of Mason Cove.

The legacy of the 19th-century convict system within the Port Arthur area is an extensive cultural landscape containing sites and features representing a wide range of activities, functions and associated cultural meanings. These include sites of industry such as agriculture, shipbuilding, timber getting, stone working, brick making and water supply; penal sites, comprising accommodation, punishment and victualling elements; institutional activities relating to health and welfare provisions; administrative, domestic and social constructions and spaces, including plantings; and authoritative, observational and spiritual edifices, such as military sites, communication systems and places of worship. The archaeological resource is embodied in all forms of material culture, including standing structures, landscape elements and subsurface deposits.

The legacy of the Carnarvon township and reserve periods is continually developing. Evidence of earlier periods of development exists as discernible adaptations and re-use of earlier convict infrastructure and landscapes. This is complemented by different agricultural, residential and civic constructions. The remains of several generations of sporting facilities, places of accommodation, tourism activity, orcharding and forestry document the fortunes of free settlement and the history of the reserve management.

Maritime/Underwater Sites

The waters of Mason Cove, Carnarvon Bay and Port Arthur have some potential to conceal submerged sites relating to Pleistocene / early Holocene coastal economies.

Throughout the convict period, the main transport connection between Port Arthur and Hobart, as well as with the other Tasman Peninsula convict stations (including the Coal Mines), was by sea. The Port Arthur coastline from Long Bay to Safety Cove, the Isle of the Dead and Point Puer all contain traces of convict-period materials handling and transportation infrastructure, including tramway termini, jetty sites and associated submerged material. Recent maritime archaeological surveys have provided evidence of shipbuilding activities offshore from the dockyard shipbuilding precinct, while general harbour traffic is evidenced by sea-floor artefact scatters within Mason Cove and Carnarvon Bay.

Post-convict use of the sea is evidenced by numerous jetties and moorings, both within Mason Cove and around Carnarvon Bay. These service the local fishing fleet, residents and the growing number of users of weekend and holiday residences.

A staged Maritime Archaeology survey was conducted between 2000–2002, within a study area bounded by the shores of Mason Cove and Carnarvon Bay and including Point Puer and the Isle of the Dead. A 2002 report 'Working Paper for the preparation of the Mason Cove / Carnarvon Bay Maritime Archaeological Heritage: Conservation Management Plan' recommended the declaration of a maritime reserve, to be included as part of the Port Arthur Historic Site.

THE COAL MINES HISTORIC SITE

In contrast to the Port Arthur Historic Site, the Coal Mines Historic Site contains little evidence of other land use following the cessation of mining in 1877. The site is characterised by the gradual reclamation of the landscape by native vegetation, with the exception of the central area where the remnant convict-period standing structures are concentrated.

Virtually all of the Coal Mines Historic Site can be regarded as a landscape altered by human activities. Ruins of the main settlement are set in an open clearing, with many other landscape elements associated with the coal-mining period less immediately obvious. The remains of numerous buildings—often no more than foundations or sections of wall—are still to be found in the bush. Other extant features include roads, tramways and jetties. The rough, uneven appearance of the landscape is due to the collapse of mining adits and shafts or the dumping of coal and spoil extracted from the mines. The coastline has also been considerably modified.²⁷

Buildings and Structures

The design and materials used for buildings at the Coal Mines Historic Site followed a similar pattern to the main settlement of Port Arthur, with basic timber structures being gradually replaced with more substantial masonry buildings designed by the Royal Engineers Department. The surviving buildings of the main settlement are in a ruinous state, and are concentrated in the accommodation and punishment precinct set within a landscaped clearing.

Pillaging of building materials from the Coal Mines Historic site began following its final closure and continued until 1951, when a caretaker was installed.²⁸ Until recent times, vandalism and the removal of building fabric, especially brick and sandstone, has been an ongoing issue and a contributor to the deterioration of the built environment. This progressive deterioration and diminishment of the substantial structures on site has caused a major impact on the substantial buildings of the site, many of which retain only their foundations. Limited amounts of this removed material have since been identified, with fabric believed to have been relocated and re-used in structures as far away as Hobart.

The landscape itself nevertheless provides visual evidence of the process of extracting and transporting coal, maritime connections and the communication and security systems. There is little evidence of the original adits and shafts, but sites of the 1838, 1842 and 1845 shafts are extant, as well as numerous minor shafts and areas for spoil dumps and coal stockpiles.²⁹

ARCHAEOLOGICAL SITES

Terrestrial Sites

There are numerous Aboriginal archaeological sites at the Lime Bay Nature Reserve, which adjoins the Coal Mines Historic Site, including artefact scatters and remnants of shell middens. Lime Bay was so named for its extensive middens, which were harvested for use in the construction of buildings at the site.³⁰ It is likely that any significant shell middens found near to the Coal Mines operations would have been plundered for the production of lime, however a systematic survey of the site would probably identify extant evidence of Aboriginal use. Currently there is only one recorded Aboriginal heritage site at the Coal Mines Historic Site.

The first archaeological survey of the Coal Mines Historic site occurred in 1978, followed by a comprehensive fabric survey, undertaken as part of the PACDP in 1985. The latter survey used historical and physical evidence to identify over 900 features, ranging from shafts, tramlines and building components and structural remains. Features and relics located along the shoreline were noted and recorded as part of the 1985 survey. In 2006 some further survey work was undertaken to update the inventory of known archaeological features, preparatory to the development of a management strategy for the archaeological resource of the site following the transfer from the Parks and Wildlife Service. The survey revealed that there has been some loss of material through natural decay, theft or vandalism since the 1985 study. None of these projects have involved substantial archaeological excavation.

Maritime/Underwater Sites

The waters of Norfolk Bay adjacent to the Coal Mines Historic Site have some potential to conceal submerged sites relating to Pleistocene / early Holocene coastal economies.

Similar to Port Arthur and the other Tasman Peninsula convict stations, the main transport connection was by sea. The coastline, particularly at Plunkett Point, contains evidence of maritime activity in the form of the remains of numerous jetties and associated material such as ballast and coal dumps.

A comprehensive maritime archaeological survey of the waters immediately adjacent to the Coal Mines Historic Site has not yet been undertaken, although there has been some preliminary survey work carried out at the jetty remains at the former Saltwater River probation station nearby.

COLLECTIONS

The Port Arthur Collection

The Port Arthur Collection encompasses a large variety of items of movable cultural heritage related to the Port Arthur Historic Site. It includes convict relics, furniture, decorative arts, firearms, documents and photographs. Although a proportion of the collection is associated with the convict era, items also include pieces that relate to the post-convict history of the Tasman Peninsula. Not all convict relics held in the collection relate directly to Port Arthur — some have been sourced from other Australian penal settlements.

Many of the approximately 3700 items in the collection come from the Government purchase of the Radcliffe Collection in 1973. Radcliffe was an early 20th-century collector and entrepreneur. Additional items have been progressively acquired through purchase or donation.

A small proportion of the collection is on permanent display at the Port Arthur Historic Site, with the remaining items catalogued and stored in a climate-controlled storage facility located at the site.

Archaeological Collection

The Port Arthur Archaeological Collection comprises thousands of artefacts. These have been recovered primarily as a result of development and major building conservation works at the Port Arthur Historic Site, but there is also a small number of artefacts from other convict sites. The items are derived from all stages of European occupation, although the majority relate to the mid-late convict and early Carnarvon periods.

The collection has been derived from the following sources:

- Pre-PACDP archaeological investigations conducted between 1977 and 1979;
- PACDP archaeological work 1979 to 1986, which forms the bulk of the collection; and
- Post-PACDP period from 1987 to the present day.

Cataloguing of the archaeological collection is in progress. The collection is stored in an on-site facility.

Resource Centre Collection

The Port Arthur Resource Centre Collection has its origins in work undertaken at the Port Arthur Historic Site between 1979 and 1985 as part of the PACDP. The information generated through that project — including photographs, slides, plans and archaeological data and systems of access — forms the basis of the Collection, which has since been considerably expanded.

The Collection comprises material relating to the Sites and the Tasman Peninsula and includes copies of primary resource material held by other repositories. The Collection also covers subject matter that may provide a contextual history to the Sites. The material held includes information on Port Arthur convicts and free people, gathered as a result of additional research and as part of the Convict Database Project. It does not include original Convict Records.

Props Collection

The Props Collection contains items that have been purchased as part of the strategy of recreating historic environments within houses or other buildings at the Port Arthur Historic Site. The Collection now includes 19th and 20th-century furniture and decorative arts, artwork and ephemera. None of this material is provenanced to or has any demonstrated historic connection with the Site.

Building Components Collection

The Building Components Collection contains items that demonstrate historic building practices and materials at the Port Arthur Historic Site 1830–2001, or that demonstrate recent conservation practices and materials. Currently the Collection consists of a small number of items, ranging from bricks to samples of past conservation materials. It is envisaged that this collection will grow to become:

- a reference collection for research and management; and
- a collection with interpretive potential relating to materials, designs and practices used in architecture, building and conservation over the history of the site.

The 1996 Collection

The 1996 Collection contains items relating to the 1996 Port Arthur tragedy and its aftermath. It includes items left on-site in relation to the incident, items donated to the site and items donated to the community of Port Arthur. The collection includes memorial items, quilts, cards, candles, newspaper clippings, stuffed toys, religious items and artwork. There are two associated and highly sensitive collections housed at the Tasmanian Museum and Art Gallery in Hobart and with the Hobart Police Department.

ADMINISTRATION RECORDS

The Authority holds administration records for the Port Arthur Historic Site that date back to 1979. These comprise PACDP administration files and Authority administration files.

The PACDP administration files are a record of all works undertaken throughout the Tasman Peninsula between 1979 and 1986, including both the Port Arthur and Coal Mines Historic Sites. The files contain a large amount of information of historical value and continuing relevance. They are currently accessible as part of the Resource Centre Collection. The Authority's administration files are a record of administrative activity and works undertaken since 1987. They are currently held at the Port Arthur Historic Site Administration Centre.

Administration files associated with the previous management of the Port Arthur and Coal Mines Historic Sites by the Tasmanian Parks and Wildlife Service are either stored with the Department of Primary Industries and Water or the Archives Office of Tasmania in Hobart.

SOCIAL CONTEXT

The Port Arthur Historic Site and the Coal Mines Historic Site are both located on the Tasman Peninsula, a remote, separate and sparsely populated community made up of a number of small townships. The economy is characterised by a reliance on agriculture, fishing, forestry and tourism. In addition to the permanent population, the peninsula has a large population of owners and users of holiday and 'week-end' residences.

A number of families have long-term connections with Port Arthur more particularly, dating to the Carnarvon and Port Arthur township periods. In some cases, these families resided in houses within what is now the Port Arthur Historic Site, and which were subsequently either restored or demolished. Moreover, Port Arthur was once the community and administrative centre of the Peninsula, with the former Asylum converted into the town hall and the Parsonage functioning as the post office.

The Coal Mines Historic Site also has strong associations with the local community, many of whom live in close proximity and visit the site regularly. For both the Historic Sites the involvement by the community is one that revolves closely around a sense of attachment and 'ownership'. In recent years there has also been a steady influx of new residents, attracted particularly by the natural beauty of the Peninsula. Some new residents relocate for employment opportunities. The Authority is the largest employer on the Tasman and Forestier Peninsulas.

The attraction of Port Arthur as a widely recognised cultural tourism icon has grown steadily since it became accessible to inquisitive visitors in the late 19th century. In the continued recovery from COVID-19, the PAHSMA Annual Report records that during 2022-2023 there were 320,621 daytime visitors and 19,514 ghost tour participants to Port Arthur Historic Site, the Cascades Female Factory had 35,260 visitors and the Coal Mines recorded 17,474 visitors.

A tragic mass shooting in 1996 had a catastrophic effect on every aspect of community life on the Tasman Peninsula, including visitor numbers to the site and the economic benefits that flow from this activity. In recent years, the Authority and the community, especially local tourism operators, have worked together to build a more positive relationship and to share the benefits of a recovering tourism industry. The Authority has been particularly active in supporting local community activities such as the Tasman District School, various sporting and social clubs, and other community events. It also continues to be the fundamental economic driver of the local economy, in terms of both employment and the multiplier effect of tourism visitation.

Tenth and 20th anniversary commemorations of the 1996 massacre have been held at the site.

ENDNOTES

- 23 Australian Heritage Database Listing for Tasman Peninsula, Port Arthur, Tas, accessed 18 Sept 2006.
- 24 Context Pty Ltd, Port Arthur Historic Site: Landscape Management Plan, PAHSMA, 2002, p.10.
- 25 Crawford de Bavay & Cripps 1979, To Conserve Port Arthur: Report on the Conservation of Building Fabric at Port Arthur, prepared for NPWS, Tasmania, p. 12.
- 26 Tropman & Tropman, Second Draft Landscape Management Plan, prepared for PAHSMA, Port Arthur, 1998, p. 6.
- 27 NPWS, Coal Mines Historic Site: Management Plan 1997, NPWS, Hobart, 1997.
- 28 Australian Heritage Database Listing for Coal Mines Historic Site, Saltwater River, Tas, accessed 18 Sept 2006.
- 29 Ibid
- 30 Ibid

Appendix G EPBC MANAGEMENT PRINCIPLES AND STATUTORY COMPLIANCE TABLES

WORLD HERITAGE MANAGEMENT PRINCIPLES SCHEDULE 5

1 General principles

- 1.01 The primary purpose of management of natural heritage and cultural heritage of a declared World Heritage property must be, in accordance with Australia's obligations under the World Heritage Convention, to identify, protect, conserve, present, transmit to future generations and, if appropriate, rehabilitate the World Heritage Values of the property.
- 1.02 The management should provide for public consultation on decisions and actions that may have a significant impact on the property.
- 1.03 The management should make special provision, if appropriate, for the involvement in managing the property of people who:
 - have a particular interest in the property; and
 - may be affected by the management of the property.
- 1.04 The management should provide for continuing community and technical input in managing the property.

2 Management planning

- 2.01 At least one management plan should be prepared for each declared World Heritage property.
- 2.02 A management plan for a declared World Heritage property should:
 - state the World Heritage Values of the property for which it is prepared; and
 - include adequate processes for public consultation on proposed elements of the plan; and
 - state what must be done to ensure that the World Heritage Values of the property are identified, conserved, protected, presented, transmitted to future generations and, if appropriate, rehabilitated; and
 - state mechanisms to deal with the impacts of actions that individually or cumulatively degrade, or threaten to degrade, the World Heritage Values of the property; and
 - provide that management actions for values, that are not World Heritage Values, are consistent with the management of the World Heritage Values of the property; and
 - promote the integration of Commonwealth, State or Territory and local government responsibilities for the property; and
 - provide for continuing monitoring and reporting on the state of the World Heritage Values of the property; and
 - be reviewed at intervals of not more than 7 years.

3 Environmental impact assessment and approval

- 3.01 This principle applies to the assessment of an action that is likely to have a significant impact on the World Heritage Values of a property (whether the action is to occur inside the property or not).
- 3.02 Before the action is taken, the likely impact of the action on the World Heritage Values of the property should be assessed under a statutory environmental impact assessment and approval process.

- 3.03 The assessment process should:
- identify the World Heritage Values of the property that are likely to be affected by the action; and
 - examine how the World Heritage Values of the property might be affected; and
 - provide for adequate opportunity for public consultation.
- 3.04 An action should not be approved if it would be inconsistent with the protection, conservation, presentation or transmission to future generations of the World Heritage Values of the property.
- 3.05 Approval of the action should be subject to conditions that are necessary to ensure protection, conservation, presentation or transmission to future generations of the World Heritage Values of the property.
- 3.06 The action should be monitored by the authority responsible for giving the approval (or another appropriate authority) and, if necessary, enforcement action should be taken to ensure compliance with the conditions of the approval.

WORLD HERITAGE MANAGEMENT PRINCIPLES – MANAGEMENT PLANNING REQUIREMENTS (EPBC REGULATIONS 5) COMPLIANCE TABLE

EPBC ACT – REGULATION 5 REQUIREMENT	SECTION OF THIS HMP
2 Management planning	Full HMP
2.01 At least 1 management plan should be prepared for each declared World Heritage property.	
2.02 A management plan for a declared World Heritage property should:	
a) state the World Heritage Values of the property for which it is prepared	Section 2, Appendices B, C, D
b) include adequate processes for public consultation on proposed elements of the plan	Public notification process to be conducted by PAHSMA Section 6.2.4
c) state what must be done to ensure that the World Heritage Values of the property are identified, conserved, protected, presented, transmitted to future generations and, if appropriate, rehabilitated	Sections 6 and 8
d) state mechanisms to deal with the impacts of actions that individually or cumulatively degrade, or threaten to degrade, the World Heritage Values of the property	Sections 6 and 7
e) provide that management actions for values, that are not World Heritage Values, are consistent with the management of the World Heritage Values of the property	Section 6
f) promote the integration of Commonwealth, State or Territory and local government responsibilities for the property	Sections 4 and 6
g) provide for continuing monitoring and reporting on the state of the World Heritage Values of the property	Sections 6.2.2.11 and 6.2.6.3
h) be reviewed at intervals of not more than 7 years.	Section 6.2.6.2

NATIONAL HERITAGE MANAGEMENT PRINCIPLES SCHEDULE 5B

1. The objective in managing National Heritage places is to identify, protect, conserve, present and transmit, to all generations, their National Heritage Values.
2. The management of National Heritage places should use the best available knowledge, skills and standards for those places, and include ongoing technical and community input to decisions and actions that may have a significant impact on their National Heritage Values.
3. The management of National Heritage places should respect all heritage values and seek to integrate, where appropriate, any Commonwealth, state, territory and local government responsibilities for those places.
4. The management of National Heritage places should ensure that their use and presentation is consistent with the conservation of their National Heritage Values.
5. The management of National Heritage places should make timely and appropriate provision for community involvement, especially by people who:
 6. have a particular interest in, or associations with, the place, and
 7. may be affected by the management of the place.
8. Indigenous people are the primary source of information on the value of their heritage and the active participation of Indigenous people in identification, assessment and management is integral to the effective protection of Indigenous heritage values.
9. The management of National Heritage places should provide for regular monitoring, review and reporting on the conservation of National Heritage Values.

MANAGEMENT PLANS FOR NATIONAL HERITAGE PLACES (REGULATION 10.01C) COMPLIANCE TABLE

EPBC ACT – REGULATION 10.01C REQUIREMENT	RELEVANT SECTION OF THIS HMP
a) establish objectives for the identification, protection, conservation, presentation and transmission of the National Heritage Values of the place	Sections 1.1 and 6.1
b) provide a management framework that includes reference to any statutory requirements and agency mechanisms for the protection of the National Heritage Values of the place	Section 4
c) provide a comprehensive description of the place, including information about its location, physical features, condition, historical context and current uses	Sections 2 and 3 Appendices B, C, D, F and G
d) provide a description of the National Heritage Values and any other heritage values of the place	Section 3 Appendices B, C, D, and G
e) describe the condition of the National Heritage Values of the place	Section 3.6
f) describe the method used to assess the National Heritage Values of the place	Appendices B, C, D, and G
g) describe the current management requirements and goals, including proposals for change and any potential pressures on the National Heritage Values of the place	Sections 1.5 and 5
h) have policies to manage the National Heritage Values of a place, and include, in those policies, guidance in relation to the following:	Section 6
i) the management and conservation processes to be used;	Section 6.2.2

continued overleaf

EPBC ACT – REGULATION 10.01C REQUIREMENT	RELEVANT SECTION OF THIS HMP
ii) the access and security arrangements, including access to the area for Indigenous people to maintain cultural traditions;	Section 6.2.2
iii) the stakeholder and community consultation and liaison arrangements;	Section 6.2.5
iv) the policies and protocols to ensure that indigenous people participate in the management process;	Section 6.2.5
v) the protocols for the management of sensitive information;	Not applicable to the Sites. This may change following assessment of Aboriginal heritage values.
vi) the planning and management of works, development, adaptive reuse and property divestment proposals;	Section 6.2.2
vii) how unforeseen discoveries or disturbance of heritage are to be managed;	Section 6.2.2
viii) how, and under what circumstances, heritage advice is to be obtained;	Section 6.2.2
ix) how the condition of National Heritage Values is to be monitored and reported;	Section 6.2.2
x) how records of intervention and maintenance of a heritage places register are kept;	Sections 6.2.2 and 7.1
xi) the research, training and resources needed to improve management; and	Section 6.2.2
xii) how heritage values are to be interpreted and promoted	Sections 6.2.2 and 6.2.3
i) include an implementation plan	Section 8
j) show how the implementation of policies will be monitored	Section 6.2.6
k) show how the management plan will be reviewed	Section 6.2.6

PROVISION	THIS HMP
1) A management plan for any reserved land –	
a) may indicate the manner in which the powers of the managing authority under this Act are to be exercised in relation to that land, or any part of that land; and	Section 1.5 Section 6
b) may prohibit or restrict, in relation to that land or any part of that land, the exercise of those powers; and	Section 6
c) if the land is a private sanctuary or private nature reserve, may specify the cases and the circumstances in which the owner of the land is bound by the regulations; and	Not applicable
d) is to specify the purposes for which that land was reserved; and	Section 4
e) if the management plan relates to particular land of a single class, is to specify any or all of the management objectives which apply to land of that class as the objectives for which the land is to be managed; and	Section 6
f) if the management plan relates to particular land of a single class, is to specify the reasons for which any management objectives for that class of reserved land – (i) have been specified in the management plan as the objectives for which that land is to be managed; and (ii) have not been specified in the management plan as the objectives for which that land is to be managed; and	Section 5 Section 6
g) if the management plan relates to more than one class of reserved land, is to specify any or all of the management objectives for each class of reserved land as the objectives for which the land in that class is to be managed; and	Section 6
h) if the management plan relates to more than one class of reserved land, is to specify the reasons for which any management objectives for any of those classes – i) have been specified in the management plan as the objectives for which the land in that class is to be managed; and ii) have not been specified in the management plan as the objectives for which the land in that class is to be managed; and	Section 5 Section 6
i) may specify any condition that applies to the application of any management objective specified in the management plan; and	Section 6
j) is to specify the manner in which the management objectives specified in the management plan are to be achieved; and	Section 8
k) may contain any other provisions that are authorised by this Act to be contained in that plan.	–
2) A management plan for any land within a national park, State reserve, nature reserve, game reserve or historic site may make provision for the use or development of that land otherwise than under the powers conferred by this Act and for that purpose may authorise the exercise in relation to that land, subject to any restrictions specified in the plan, of any statutory power.	Section 6
3) Any provisions in a management plan giving an authority referred to in subsection (2) are of no effect unless the inclusion of those provisions in that plan is approved by each House of Parliament.	–

continued overleaf

PROVISION	THIS HMP
<p>4) For the purposes of this section, a House of Parliament is taken to have approved the inclusion of provisions in a management plan giving an authority referred to in subsection (2) if a copy of the plan with the provisions clearly indicated has been laid on the table of that House and –</p> <p>(a) the inclusion is approved by that House; or</p> <p>(b) at the expiration of 5 sitting days after the plan was laid on the table of that House –</p> <p>i) no notice has been given of a motion to disallow the inclusion; or</p> <p>ii) if such notice has been given, the notice has been withdrawn or the motion has been negated; or</p> <p>(c) if a notice of a motion to disallow the inclusion has been given but not withdrawn or negated during that period of 5 sitting days, the notice is withdrawn or the motion is negated after the expiration of that period.</p>	Not applicable
<p>5) Notice of approval under subsection (3) of the inclusion in a management plan of provisions referred to in subsection (2) are to be published in the Gazette by the Clerk of the House which has granted approval as soon as practicable.</p>	Not applicable
<p>6) A management plan for any land within a conservation area, nature recreation area, regional reserve, private nature reserve or private sanctuary may prohibit or restrict the exercise in relation to that land of any statutory powers.</p>	Not applicable
<p>7) Any restriction imposed by a management plan under this section on the exercise of a statutory power may be a restriction specifying the conditions subject to which it may be exercised, or the circumstances in which it may or may not be exercised.</p>	Section 6
<p>8) Any condition imposed by a management plan under this section on the exercise of a statutory power may be a condition requiring the carrying out, or designed to facilitate or promote the carrying out, of works and other operations during or after the exercise of that power, or requiring the entering into of contracts or the making of any other arrangements designed to secure the carrying out of those works or operations.</p>	Section 6

Appendix H MINISTERIAL CHARTER

GOVERNMENT BUSINESS ENTERPRISES ACT 1995

MINISTERIAL CHARTER

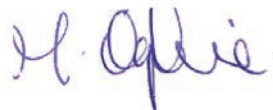
August 2024

PORT ARTHUR HISTORIC SITE MANAGEMENT AUTHORITY

This Ministerial Charter is jointly approved by:



Hon Michael Ferguson MP
Deputy Premier
Treasurer



Hon Madeline Ogilvie MP
Minister for the Arts

Date: 22 August 2024

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1 INTRODUCTION

- This Ministerial Charter has been prepared by the Treasurer and the Minister for the Arts (Shareholding Ministers), following consultation with the Port Arthur Historic Site Management Authority (PAHSMA), in accordance with sections 36 and 37 of the *Government Business Enterprises Act 1995* (GBE Act).
- The Charter sets out the Government's broad policy expectations and requirements for PAHSMA.
- PAHSMA must comply with this Charter in accordance with section 38 of the GBE Act.
- The Charter should be read in conjunction with the following Acts and their respective Regulations:
 - *Port Arthur Historic Site Management Authority Act 1987*;
 - *Aboriginal Heritage Act 1975*;
 - *Environment Protection and Biodiversity Conservation Act 1999 (Cth)*;
 - *Historic Cultural Heritage Act 1995*;
 - *National Parks and Reserve Management Act 2002*;
 - *Nature Conservation Act 2002*;
 - *State Service Act 2000*;
 - *Government Business Enterprises Act 1995*; and
 - any other applicable legislation.
- This Charter takes effect from the date it is signed and remains in effect until it is amended or revoked.
- The Charter will be tabled in Parliament by the Portfolio Minister and published on the website of PAHSMA.

2 PURPOSE AND STRATEGIC EXPECTATIONS

2.1 Purpose

- The principal purpose of PAHSMA is to:
 - ensure the conservation, maintenance, and interpretation¹ of the Port Arthur, Coal Mines and Cascades Female Factory historic sites in Tasmania, and as part of the Australian Convict Sites World Heritage Property; and
 - to promote these sites as tourist destinations.

2.2 Objectives

- The principal objectives of PAHSMA are defined in section 7 of the GBE Act.

¹ Terminology as defined in Article 1, of the Australia ICOMOS The Burra Charter, 2013.

2.3 Strategic Expectations

Business Specific Expectations

- In order to achieve its purpose and objectives, the Shareholding Ministers expect PAHSMA to:
 - focus on the use of best practice methods to conserve, maintain and interpret the Port Arthur, Coal Mines and Cascades Female Factory historic sites;
 - do all that is reasonably necessary to maintain the historic sites in accordance with their World Heritage values and listing;
 - meet the obligations required by the inclusion of its sites on the Australian Convict Sites World Heritage Property listing, and as outlined in the *Australian Convict Sites Strategic Management Framework* and *UNESCO Operational Guidelines for the Implementation of the World Heritage Convention*;
 - use its best endeavours to secure financial assistance, by way of grants, sponsorships, and other means, for the carrying out of its functions;
 - advance Tasmania as a premier tourist destination through the promotion of the historic sites;
 - deliver outstanding visitor experiences that further promote the Tasmanian brand and the sites' heritage values and stories;
 - ensure its commercial operations operate in an efficient manner and provide a commercial return;
 - act in a socially responsible manner and take all reasonable steps to reduce the risk of any adverse effects on the environment that may result from its activities; and
 - work collaboratively with the Tasmanian Heritage Council and Heritage Tasmania to engage with the broader heritage sector to promote positive heritage outcomes in the State.

General Expectations

- The Shareholding Ministers expect all Government businesses, including PAHSMA, to:
 - consider the important contribution PAHSMA makes to the Tasmanian economy and broader community and the impact its operations have on the Tasmanian economy and the broader community;
 - proactively engage with stakeholders;
 - be a successful business, by operating in accordance with sound commercial practice and as efficiently as possible to ensure ongoing financial sustainability;
 - prudently manage business risk through an effective and efficient risk management framework that reduces risks for PAHSMA and the State;
 - maintain a strong understanding of the governance framework for Tasmanian Government businesses;
 - understand the impact of climate change on the business, including identifying any risks and implementing risk mitigation strategies;
 - manage and maintain its assets in accordance with prudent commercial practice to ensure the safety and continued operation of those assets;
 - subject any material capital investment proposal to rigorous and considered analysis prior to any decision to commit resources, including cost benefit analysis where appropriate;

- consider diversity and inclusion principles in its employment and communication strategies;
- maintain a culture of continuous improvement in business operations, systems, processes and services;
- comply with any requests for information from Shareholding Ministers in an accurate and timely manner; and
- proactively seek to protect the personal information of its customers, employees and other stakeholders.

2.4 Compliance with Government Policies

- In pursuing the strategic expectations detailed in section 2.3, and undertaking its functions and exercising its powers as required by applicable legislative requirements, PAHSMA shall act in accordance with:
 - the governance framework for Government businesses;
 - Treasurer's Instructions that are applicable to PAHSMA;
 - the Guidelines for Tasmanian Government businesses; and
 - any Government policies in addition to those detailed in this Charter specifically applying to PAHSMA as advised in writing by the Shareholding Ministers.

3 NATURE AND SCOPE OF OPERATIONS

3.1 Core Business

- The core business of PAHSMA is:
 - the conservation and heritage management of the historic sites;
 - interpreting and presenting PAHSMA's conservation, heritage, and historic narratives to deliver engaging experiences; and
 - operating and marketing the historic sites as premier tourist destinations in Tasmania.

3.2 Non-commercial Activities

- PAHSMA's non-commercial activities are:
 - any activity that has been declared a community service obligation by the Treasurer; and
 - any activity that the Shareholding Ministers advise in writing is a non-commercial activity.
- The non-commercial activities of PAHSMA, agreed as at the date of this Charter, are listed in Schedule 1.

3.3 Other Activities

- The Shareholding Ministers may request PAHSMA to prepare and submit for approval an exit strategy for an agreed other activity it is undertaking. Once approved by the Shareholding Ministers, PAHSMA must implement the exit strategy within the timeframe approved in the strategy.

- The Shareholding Ministers may allow PAHSMA to conduct additional activities that are consistent with its core business and legislation on a case-by-case basis. Written approval of the Shareholding Ministers must be obtained before undertaking any such activities.

3.4 Business Presence Outside the State

- PAHSMA is not expected to operate outside Tasmania.
- PAHSMA must seek the written approval of the Shareholding Ministers before establishing any new business presence outside Tasmania. Any request must be accompanied with a compelling business case.

4 PERFORMANCE, OPERATING AND REPORTING EXPECTATIONS

4.1 Financial Performance Expectations

- The Shareholding Ministers expect PAHSMA to:
 - meet its key performance targets as set out in the annual Statement of Corporate Intent;
 - implement the business strategies contained in the Corporate Plan, which has been approved by the Shareholding Ministers, in order to meet the agreed long term performance targets for the business, consistent with the Government's expectations;
 - be proactive in identifying and implementing operational efficiencies and productivity measures to enhance financial performance; and
 - keep the Shareholding Ministers, along with the Department of Treasury and Finance (Treasury), as principal financial advisor to the Treasurer, informed of any significant issues that may impact on the business' ability to meet its financial performance targets.

4.2 Service Delivery Expectations

- In delivering its services, the Shareholding Ministers expect PAHSMA to take account of contemporary practice and other management developments in the industry in which it operates and the commercial sector generally.
- PAHSMA is to have in place and follow a customer service charter which is to be publicly available.

4.3 Public Reporting and Transparency

- The Shareholding Ministers expect PAHSMA to proactively keep the Tasmanian community and stakeholders informed of its activities, major projects and performance (including financial and service delivery against the Key Performance Indicators articulated in the annual Statement of Corporate Intent approved by the Shareholding Ministers).

4.4 Pricing

- The Shareholding Ministers expect PAHSMA to set prices, fees and charges which:
 - support the entity's ongoing financial sustainability; comply with all legislative and regulatory instruments;

- take into consideration any relevant Government policies; and represent fair value to its customers.

4.5 Borrowing and Investment Activities

- The Shareholding Ministers expect PAHSMA's borrowings to be consistent with any direction given under the Tasmanian Public Finance Corporation Act 1985 and remain within the maximum borrowing limit determined for PAHSMA under this Act.
- When investing any surplus funds, PAHSMA should provide the Tasmanian Public Finance Corporation with the opportunity to offer its services.
- Capital structure and debt levels should be maintained at a level that is consistent with the long-term sustainability of PAHSMA.

5 OTHER EXPECTATIONS

5.1 Employee and Industrial Relations

- The Shareholding Ministers expect PAHSMA to:
 - adhere to any Government policy and relevant Guidelines in regard to senior executive remuneration including performance pay or other forms of rewards;
 - be cognisant of any Government policy or other advice in regard to employee remuneration, consistent with contemporary public sector wages policy;
 - support diverse workforce participation and appropriate skills and training; and
 - provide a work environment that supports high levels of safety and wellbeing throughout the organisation, taking all practical steps to provide its employees and its contractors with safe working conditions.
- The Shareholding Ministers are to be notified prior to any significant changes to the employee relations policy of PAHSMA, including the finalisation of any workplace or enterprise agreements.

5.2 Integrity and Ethics

- The Shareholding Ministers expect the Board, management and employees of PAHSMA to exhibit the highest level of integrity and professionalism in undertaking their duties.
- The Shareholding Ministers also expect the Board and senior management within PAHSMA to instil and continually reinforce a culture across the organisation of acting lawfully, ethically, and responsibly.

5.3 Significant Developments

- The Shareholding Ministers are to be kept informed immediately in writing of any matters of significance. Specifically, the Shareholding Ministers expect to be notified of any adverse developments that may:
 - prevent the achievement of financial performance objectives;
 - significantly affect prices or outcomes to customers;

- significantly affect the financial viability or operating ability of PAHSMA; or
- significantly impact on Government policy, stakeholder relations or environmental issues or that have a wider public interest.
- The Shareholding Ministers also expect to be kept informed immediately in writing of:
 - any potential material transactions not in the ordinary course of business before they take place;
 - any other significant developments that relate to an issue, financial or otherwise, on which the government may be required to comment; and
 - any other significant developments that represent a departure from the expectations outlined in this Ministerial Charter.

SCHEDULE 1

NON-COMMERCIAL ACTIVITIES

The following non-commercial activities, as defined under Clause 3.2, shall be performed by PAHSMA:

- The conservation, preservation, maintenance and interpretation of the historic sites known as:
 - Port Arthur Historic Site;
 - Coal Mines Historic Site; and
 - Cascades Female Factory Historic Site.

Notes

Notes

Notes

PORT
ARTHUR
HISTORIC
SITES



Part of



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Australian Convict Sites
World Heritage since 2010