

Archaeology of the Antipodes Islands

Peter Petchey, Rowley Taylor, Kath Walker and Graeme Elliott



Cover: Alert Bay fingerpost. Photo: Kath Walker

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CONTENTS

Abstract	5
<hr/>	
1. Introduction and background	6
<hr/>	
1.1 Geographical description	7
1.2 Management	9
1.3 Background history	10
1.3.1 Discovery	10
1.3.2 Sealing	10
1.3.3 Shipwrecks and castaways	15
1.3.4 Pastoral leases	24
1.3.5 Natural history research and modern era management	26
1.3.6 Antipodes Islands chronology	32
1.4 2018 Archaeological site survey	33
1.4.1 Constraints	34
1.4.2 Archaeological sites	35
2. Anchorage Bay, Reef Point and Stella Bay sites	37
<hr/>	
2.1 Sealing-era evidence	38
2.1.1 Penguin skin cache	38
2.1.2 Stella Bay burials	41
2.1.3 Reef Point cave	42
2.1.4 Artefactual evidence of sealers	43
2.2 Castaway era sites at Anchorage Bay	44
2.2.1 The castaway depot hut	44
2.2.2 Archaeological features around the castaway depot hut	52
3. Sealing era sites	60
<hr/>	
3.1 South Bay campsites	60
3.1.1 Sealers' camp	60
3.1.2 The wider sealers' camp area	64
4. Castaway era sites	66
<hr/>	
4.1 Castaways' camp	66
4.2 Fingerposts	68
4.2.1 Alert Bay fingerpost	68
4.2.2 Conical Hill fingerpost	70
4.2.3 Cave Point (spot height 219) fingerpost	71
4.2.4 South coast fingerpost	74
4.2.5 South Bay fingerpost	76
4.2.6 Summary of Antipodes Islands fingerposts	78
5. Modern-era management sites	79
<hr/>	
5.1 DSIR Magnetic Station	79
5.2 Aerial photograph base line	79

5.3	Mountain and hilltop survey marks	80
5.4	Other areas of interest	81
5.4.1	Alert Bay	81
5.4.2	Ringdove Bay	81
5.4.3	Western coast	82
5.4.4	Bollons Island	82
5.4.5	Archway Island	83
5.4.6	Windward Islands (west and east), Orde Lees Islet and Leeward Island	83
5.5	A question of fuel	83
5.6	Artefacts in museum collections	85
5.6.1	Canterbury Museum	85
5.6.2	Museum of New Zealand Te Papa Tongarewa (previously the Dominion Museum)	85
5.6.3	The Southland Museum and Art Gallery	85
6.	Summary	86
7.	Recommendations for future work	88
8.	Acknowledgements	90
9.	References	91
<hr/>		
Appendix 1		
<hr/>		
	Castaway depot hut, drawn by Senior Ranger John Newton	93
<hr/>		
Appendix 2		
<hr/>		
	Holdings relevant to the Antipodes Islands at Canterbury Museum	94
<hr/>		
Appendix 3		
<hr/>		
	List of names and inscriptions on the castaway depot hut interior walls	96
<hr/>		
Appendix 4		
<hr/>		
	South Bay Hut 2 site, drawn by Senior Ranger John Newton, 1979	99
<hr/>		
Appendix 5		
<hr/>		
	Antipodes Islands holdings at Southland Museum and Art Gallery	100
<hr/>		
Appendix 6		
<hr/>		
	Holdings relevant to the Antipodes Islands at Museum of New Zealand Te Papa Tongarewa	101

Archaeology of the Antipodes Islands

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Abstract

The Antipodes Islands are located in the Southern Ocean 860 km southeast of New Zealand and are a National Nature Reserve and a UNESCO World Heritage Area. They were the site of numerous sealing expeditions between 1805 and 1880, and two shipwrecks in 1893 and 1908 that resulted in crews being marooned ashore. The New Zealand government had established a castaway depot on the main island in 1886, and the 1908 crew made use of this. The sealing and castaway activity left archaeological evidence scattered across the main island, most notably at Hut Cove where the castaway depot hut still stands, and the south coast where a sealing camp was located.

In 2016 the Department of Conservation carried out the Million Dollar Mouse Project to eradicate mice from the islands, followed in 2018 by a monitoring programme to determine how successful this had been. In 2018 the opportunity was taken to also carry out an archaeological survey of the main Antipodes Island, including detailed recording of the 1886 castaway depot hut, the south coast sealers' camp, the South Bay castaway cave, and five fingerposts. The south coast campsite is one of the earliest intact European sealing sites in New Zealand, which alone makes it highly significant. The results of the survey illustrate the efforts that people made to survive in this harsh and unforgiving environment and also demonstrate how our relationship with the islands has changed over time, from a place of unbridled exploitation 200 years ago to having the highest level of legal protection for natural values today.

Keywords: Antipodes Islands, archaeology, sealing, shipwreck, castaway, fingerpost.

1. Introduction and background

The Antipodes Islands (Fig. 1) are located in the southern Pacific Ocean southeast of New Zealand. The islands are administered by New Zealand as a National Nature Reserve (the highest level of environmental protection that is available). However, they also have a significant human history, notably associated with seal hunting and shipwreck castaways. This report was commissioned by the Department of Conservation (DOC) to document the archaeology of the islands, based on work carried out to date by various scientists and researchers and the results of an archaeological survey in 2018 that was the genesis of this report.

The Antipodes Islands were discovered in 1800 by Captain Henry Waterhouse of HMS *Reliance*, and in the following decades the islands' New Zealand fur seal (*Arctocephalus forsteri*) population was heavily exploited. Later, two ships were wrecked there with survivors from the crews taking refuge ashore. From the 1960s onwards, researchers studying the natural values of the island have also recorded various historic sites that they encountered, and in 2006 Rowley Taylor (of the former Department of Scientific and Industrial Research (DSIR)) published *Straight Through from London* – a detailed history of the Antipodes and Bounty Islands. The present archaeological report is based on Taylor's book, reports from 1969 and 1978 expeditions to the islands, Kath Walker's, Graham Elliott's and Rowley Taylor's ongoing work, and the 2018 archaeological survey by Peter Petchey that was carried out in conjunction with the Antipodes mouse eradication programme.

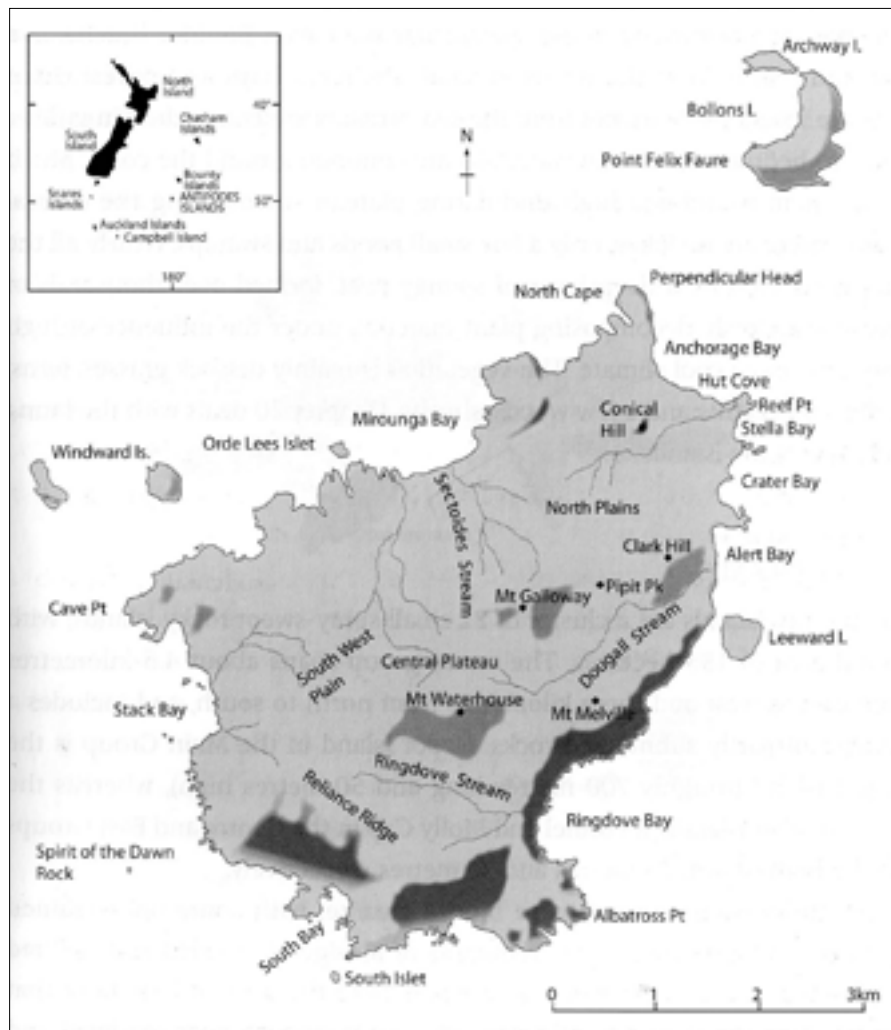


Figure 1. Location and main geographical features of the Antipodes Islands. *Reproduced from Taylor 2006.*

1.1 Geographical description

The Antipodes Islands are located 860 km east-southeast of Stewart Island/Rakiura, New Zealand. Together with the Bounty Islands (220 km to the north) they are the most easterly of New Zealand's subantarctic islands. The Antipodes and Bounty Islands rise from the Bounty Platform, an extension of the submarine Campbell Plateau that extends southeast of New Zealand. The geographical position of the Antipodes Islands (49°40' S, 178°45' E) is approximately antipodal to London, hence their name.

The Antipodes Islands comprise the main Antipodes Island (2015 ha) and six smaller islands, of which Bollons Island (50 ha) is the largest (Figs 1, 2), along with numerous small rocks and stacks. The islands are entirely volcanic in origin, consisting of a group of volcanic vents and cones composed mainly of pyroclastic breccias and tuffs, with numerous lava flows and dykes (Fig. 3) (Warham & Johns 1975: 122; Turnbull 1984; Scott et al. 2013). Distinctive volcanic plugs are a feature of the landscape. The islands are steep, and cliffs and rocky reefs line most of the coastline; there are few good landing places and none that are safe in all weather conditions. The highest point is Mount Galloway at 366 m asl (Fig. 4). Remnants of a perched cliffed coastline are visible on the south and west coasts (Warham & Johns 1975).



Figure 2. Bollons Island from the northern end of the Northern Plain on Antipodes Island. This is the largest of the offshore islands and is where the *Président Félix Faure* was wrecked in 1907. Photo: Peter Petchey.

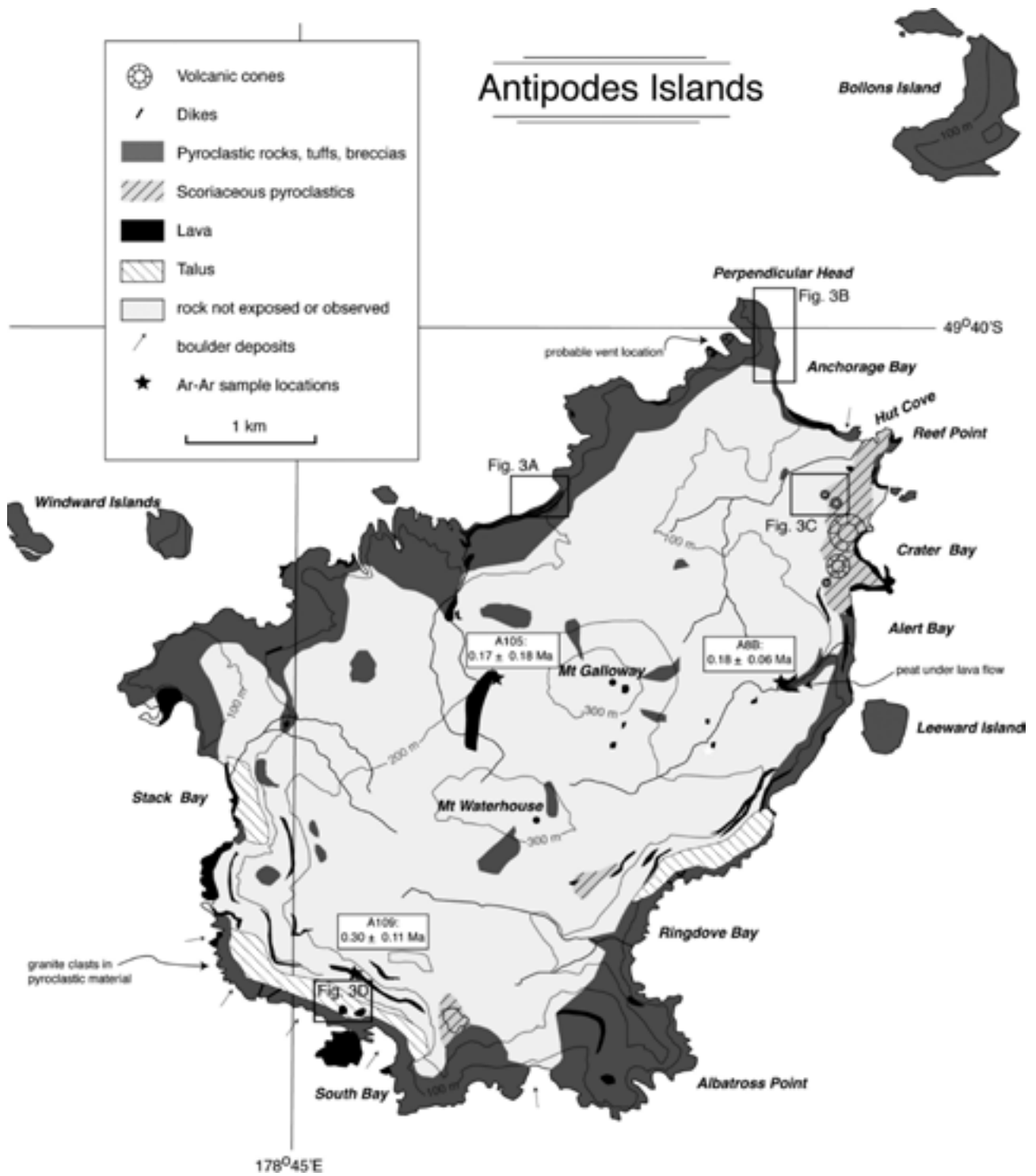


Figure 3. Geological map of the Antipodes Islands showing geographic features. *Reproduced from Scott et al. 2013.*
 Note: the areas (A, B & C) outlined on the map are not reproduced in this report.



Figure 4. The northern end of Antipodes Island, 2018. From left: Leeward Island, Alert Bay, Reef Point, Anchorage Bay. The high point in the background is Mount Galloway. Photo: Peter Petchey.

The land is covered by a deep layer of peat, accumulated from slowly decomposing plant material. The vegetation is mainly tussock grasses, ferns, herbaceous plants and a few woody shrubs. A notable feature of the landscape is the *Poa foliosa* tussocks that grow on pedestals that can reach more than 2 m in height. There are no trees, the tallest vegetation being stunted *Coprosma* spp. bushes. Attempts in the 19th century to introduce exotic trees all failed. The fauna comprises birds (57 species), insects and other invertebrates and sea mammals – four seal species (New Zealand fur seal *Arctocephalus forsteri*, subantarctic fur seal *Arctocephalus tropicalis*, southern elephant seal *Mirounga leonine*, leopard seal *Hydrurga leptonyx*) and New Zealand sea lion (*Phocarctos hookeri*) – are beginning to make a comeback after being hunted to extinction on the islands in the 1800s. The recovery of these species on the Antipodes Islands was initially much slower than on the nearby Bounty Islands (pups were observed in 2000, indicating that a breeding population had re-established). Introduced house mice (*Mus musculus*) were present on the island after being introduced some time before 1907 but were eradicated during the 2016 Million Dollar Mouse Project. This was confirmed by the 2018 mouse monitoring programme which found no sign of mice.

The climate of the Antipodes Islands is dominated by the strong westerly winds of the ‘Roaring Forties’ and the cold Southern Ocean, with frequent cloud, fog and rain.

1.2 Management

The Antipodes and Bounty Islands are New Zealand territories and were declared Reserves for the Preservation of Fauna and Flora in 1961. They were later reclassified as Nature Reserves under the Reserves Act 1977, and in 1986 they and their foreshores were accorded National Reserve status. In 2014 the surrounding waters were declared as The Moutere Mahue/ Antipodes Island Marine Reserve under the Subantarctic Islands Marine Reserves Act 2014 (see Chapter 5).

In 1998, New Zealand’s subantarctic islands, including the Antipodes Islands, were inscribed on the UNESCO World Heritage List as areas of ‘outstanding universal value.’

The Antipodes Islands are administered by DOC, and landing is by permit only. There is no general public access and permits for tourist visits are not issued.

The 1886 castaway depot hut and 1978 BAAS hut are both maintained by DOC as a base for research and management expeditions to the island.

1.3 Background history

This report's account of the history of the Antipodes Islands is summarised from Taylor (2006) unless otherwise referenced, while a great deal of information about the most recent work on the island was obtained from the 2014 mouse eradication project blog: <http://milliondollarmouse.org.nz/2015/05/06/history-of-the-antipodes-islands/> (accessed November 2018). Detailed information can also be gained from contemporary newspapers accessed on <http://paperspast.natlib.govt.nz>, especially regarding the stories of the castaways from the *Spirit of the Dawn* and the *Président Félix Faure*. Much of the detail in Taylor's (2006) text can be traced to these newspaper stories (which were widely reprinted in various provincial papers at the time).

1.3.1 Discovery

There is no archaeological, historical or oral evidence that pre-European-contact Māori ever landed on the Antipodes Islands but given their discovery of other major landmasses in the region it is likely that they did find the islands. However, the limited landing places with no sheltered spots to pull waka up in poor weather would have made the Antipodes Islands a hazardous place to explore more than briefly, especially given the lack of any timber for repairs should waka be damaged while landing. It is therefore unlikely that there were ever more than fleeting visits there, if any at all.

The first known sighting of the Antipodes Islands was on 26 March 1800 by the lookout aboard HMS *Reliance*, under Captain Henry Waterhouse. *Reliance* was a 90 ft sloop of war that had been condemned as unseaworthy by the Royal Navy and laid up in Port Jackson in New South Wales, before being re-caulked and re-masted at Sydney Cove. She was then sailed home to Portsmouth via Cape Horn, and it was on this voyage that the Antipodes were discovered. After sighting the islands, Waterhouse changed course and sailed past their eastern shores. He produced a remarkably accurate chart (given that the ship never approached closer than a nautical mile) and named the new discovery 'Isle Penantipode' as it was close to being the antipodes of London. There is no record of who made the first landfall on the Antipodes Islands (as they soon became known), and as Taylor (2006: 42-43) has detailed and clarified, there are some misconceptions and myths about the islands' early history, but the first people ashore were almost certainly a sealing gang.

1.3.2 Sealing

Several species of seal have been hunted commercially in New Zealand waters for their oil and/or their skins. The main species targeted were New Zealand fur seals, southern elephant seals and New Zealand sea lions. Elephant seals provided oil that was a valuable lamp oil and lubricant, and their skins could also be used for leather, but the fur seal was the most valuable, as its fur could be removed and used to make felt, or (after the removal of the coarse guard hairs) the pelts could be used to make clothing and hats (Smith 2002: 3). The favoured habitat for fur seal colonies is exposed rocky coasts, frequently with steep cliffs backing the colony (Smith 2002: 20), a description that fits the Antipodes Islands admirably.

The international sealing industry had its origins as early as 1610 when Dutch sailors took African seals for oil and hides, and by the early 18th century, Russian traders were shipping fur seal skins from the Aleutian Islands to China (Smith 2002: 3). In 1775, a fleet of American

whalers took on oil from elephant seals at the Falkland Islands, and in 1778 English sealers took oil and skins from South Georgia and the Magellan Straits. From the middle of the 18th century the main market was in China, and the trade was stimulated by the publication in the 1780s of James Cook's accounts of his voyages that described the market demand there. Canton (now Guangzhou) in China remained the major international market until 1803, when oversupply caused a significant drop in price, but London had been growing as a market after Thomas Chapman developed improved ways of handling the skins, including a process that allowed the skins to be salted rather than dried for transport. For most of the history of New Zealand's sealing industry London was the main market, and the high potential profits meant that almost all of the fur and elephant seal populations in New Zealand waters were found and exploited between 1790 and 1810 (Smith 2002: 4). The main base for most of these operations was Port Jackson (Sydney) in New South Wales.

In 1803, George Bass applied to Governor King (the Governor of New South Wales) for exclusive privileges for sealing, fishing and trading over the southern New Zealand waters, including the Antipodes Islands. Bass had been the surgeon on HMS *Reliance*, and although he was not onboard when the Antipodes were discovered in March 1800, he was in close contact with Captain Waterhouse (having married his daughter) and would have known of the islands and their potential. King would not grant exclusive rights to Bass but was favourable to purchasing fish for the Sydney settlement, and in February 1803 Bass sailed on the *Venus* for Dusky Sound and the southern islands. But the *Venus* was never heard from again, so it is unknown whether Bass made it as far as the Antipodes Islands before the ship was lost. Another intended voyage to the Antipodes was that of Isaac Pendleton on the brig *Union*, but Pendleton was killed in Tonga in 1804, and the *Union* was wrecked shortly afterwards in Fiji. However, although he never made it to the Antipodes himself, it was Pendleton's plan that led to the first known landfall there.

This first known landing was by the *Independence* in February 1805. The *Independence* was a 35-ton schooner that had been built on Kangaroo Island on the South Australian coast in 1803 after Pendleton had dropped off 16 of the crew from the *Union*. Once completed, the *Independence* arrived in Sydney in June 1804, and in July articles of agreement were signed between Simeon Lord, Captain Pendleton and John Boston (joint owners of the *Independence*) of one part, and Isaiah Townsend (master of the *Independence*), O.F. Smith (master of the sealing gangs on shore), John Voce (Chief Officer) and 18 others of the other part. The latter group were to take the *Independence* to islands to the southward to procure sealskins for a period of 18 months to 2 years. Meanwhile, Governor King was concerned about foreign vessels' involvement in the sealing trade to the detriment of British and Colonial interests (the *Union* and *Independence* were American) and forbade any such voyages out of Port Jackson. In response to this, when the two vessels *Independence* and *Union* departed in August 1804 they carried only their normal crew, but the sealing gangs had quietly left on other ships to be picked up later. The two ships first sailed to Norfolk Island, where a cargo of illicit rum was sold. The *Union* continued to Tonga (to obtain a cargo of sandalwood), where Pendleton was killed. She returned to Sydney for replacement crew members but was then wrecked with the loss of all hands in Fiji. Meanwhile, the *Independence* (under the command of Isaiah Townsend) carried on to New Zealand to meet up with the rest of Simeon Lord's sealing gang. At Port Adventure (Stewart Island/Rakiura) a sealing gang under the command of O.F. Smith was transferred to the *Independence* which then stopped at Dusky Sound to pick up Oliphant and Voce and their respective gangs. The *Independence* sailed for the Antipodes Islands and the three sealing gangs (totalling 31 men under the command of Smith, Oliphant and Voce) were landed sometime in February 1805. Their provisions consisted of a weekly ration of 7 lb of meat (mostly salt pork), 10 lb of flour or biscuit, 1 lb of sugar, tea or coffee, and rice 'ten bags for the voyage'. The *Independence* (with a remaining crew of six) then returned to Port Jackson.

At Port Jackson Simeon Lord had entered into a new agreement with a local shipbuilding company to create a new firm: Lord, Kable and Underwood. The American brig *Favorite* was contracted to accompany the *Independence* back to the Antipodes, collect skins and drop off more sealers. Both ships left Port Jackson in June 1805, followed by the *Honduras Packet* in September and the *Governor King* in November, ostensibly for other ports but bound for the Antipodes. All of the ships and the sealers ashore on the Antipodes were under the overall authority of Lord, but despite efforts to maintain secrecy about the new sealing ground word inevitably spread, and in July 1805 William Stewart left Port Jackson in the brig *Venus* bound for the Antipodes. When Stewart arrived at the island he found the *Favorite*, *Honduras Packet* and *Independence* at anchor in Anchorage Bay at the northern end of the island (Fig. 1). One of the officers from the *Venus* – Owen Jones – was sent ashore to raise the Union Flag and take possession of the island in the name of HM the King of England. The sealers already ashore were all from American ships, and a fracas ensued, with Stewart and his group forced to retreat to their boat. Nevertheless, the sealing gang of 15 men plus Stewart from the *Venus* was successfully landed ashore, although the site of his shore camp is unknown. During the offloading of supplies a sudden gale blew up, and *Venus* was forced to put to sea, damaging her rudder, so she returned to Port Jackson for repairs. Unfortunately, the sealers' supplies had not all been landed and most of their salt pork was still aboard. The *Favorite*, *Honduras Packet* and *Independence* probably departed shortly after this, and the *Governor King* then arrived to drop off more sealers, a boat and sealing gear. Oliphant and Voce, who had been dropped off by the *Independence* in the first group ashore, appear to have appropriated the boat, meaning that the newest group of sealers (but who were still employed by Lord) obtained only a few skins.

After this complex series of arrivals and departures involving at least four separate sealing gangs, three of which were under contract to Simeon Lord and one to William Stewart, there were approximately 86 sealers living ashore between November 1805 and February 1806. It is of note that this was the largest population of Europeans on New Zealand soil at the time, and the largest population that Antipodes Island would ever have.

Despite the three earlier gangs being associated with Simeon Lord, it appears that they were uncooperative when it came to loading Lord, Kable & Underwood ships when they visited to pick up the skins. In early 1806 the *Honduras Packet* called in, and Captain Edward Edwards understood that three men from each gang would assist with loading, but Voce refused, and insufficient boats were used. Despite having hold space for 60,000 skins, which were ready on the island, she sailed on 6 January only partly loaded and landed 34,338 skins in London in May, of which 7000 had been loaded in Sydney. When the *Governor King* returned in February both Smith and Voce refused to load her, claiming a lack of written orders and that the ship was overrun with rats that would ruin the skins. The ship left empty, but without unloading provisions for Lord's sealing gangs. She was lost at the Hunter River on the return voyage to Sydney. The *Ceres* arrived next, and loaded without recorded incident, and was followed by the *Favorite*, which loaded 60,000 skins along with Smith, Voce and some of the sealing gang. However, 25,000 skins were still on shore, and Smith had two men – Wild and Hoef – stay behind to look after them. When the *Favorite* returned to Sydney in March 1806 she brought news of the disappearance of the *Independence*, which had failed to keep an arranged rendezvous, and was never seen again. In about May 1806 the *Star*, a fully rigged ship that had been purchased by Lord, called at the Antipodes to load skins and relieve one of Lord's gangs. She probably loaded Oliphant and his 24 men, together with 55,692 seal skins, and Stewart also accepted a passage to Sydney. Stewart's gang and Wild and Hoef with Smith's secret hoard of 25,000 skins remained on the island. Stewart's gang was probably replaced by men carried on the brig *Perseverance* owned by Campbell & Company in about March 1807, which then took a load of seal skins to China.

The 25,000 skins being guarded by Wild and Hoef were almost certainly at the centre of a fraud perpetrated by Simeon Lord against both his American partners, Fanning and Company

(who owned the *Union* and *Favorite*), and his Sydney partners Kable and Underwood. It seems that the skins were loaded onto the *Favorite* in August 1806, together with 30,000 skins belonging to Stewart, and they were all sold in Canton without the knowledge of either partner.

In June 1806 the *Star* again called at the Antipodes to land fresh men for the sealing gangs, then sailed to New Zealand for wood and water, where she also picked up George Te Ara, the son of a Whangaroa chief, before returning to the Antipodes where 14,000 seal skins were loaded. George Te Ara would later be involved in the burning of the *Boyd* at Whangaroa Harbour in December 1809. The *Star* arrived back at Port Jackson in December, and in March 1807 she sailed for London via the Antipodes where she picked up another 5823 skins. In March 1807 one of Simeon Lord's vessels (the *Commerce*) called at the Antipodes to load skins, but some of the sealers refused to co-operate unless they themselves were returned to Sydney. As they had been on the islands far longer than the conditions in their articles, and the ship needed repair, Captain Birnie agreed to take them. The *Commerce* arrived back at Port Jackson in April with 39,000 skins and the sealers on board.

In August 1807 the schooner *Antipode* was launched at Port Jackson and, on her maiden voyage, probably dropped off a gang of sealers on the Antipodes Islands. Shortly afterwards the *Topaz* called at the islands, finding two sealing gangs ashore. The *Antipode* called again in 1809 and landed 4000 seal skins at Sydney and then returned to the island where six sealers were landed, and one picked up. These six sealers were not picked up until the following year, by which time their provisions were exhausted. The sealing trade at the Antipodes had suddenly declined because of the seal populations failing under the hunting pressure and the market itself collapsing. An oversupply on the Chinese and London markets and a market downturn in London combined with the British imposition of a duty on imports of oil and skin from colonial merchants, and many Sydney traders soon became bankrupt. Anyway, after 1810 there were insufficient seals left on the Antipodes Islands to make them prime targets for further sealing voyages.

A few seals remained in the southern waters and some further occasional sealing visits to the Antipodes Islands were profitable. The *Henry* under Captain Johnson made two cruises to the southern islands (which probably included the Antipodes) in 1823 and 1826, the first of which took some 13,000 skins and the second 3000 skins. In 1825 William Stewart returned to the southern sealing islands on the *Prince of Denmark* and left a sealing gang on Antipodes Island under the charge of Alexander Foster and George Allen. The expedition was not a success, as both Foster and Allen were drowned, the boats were wrecked, and few skins were recovered; the total harvest from the entire voyage was 460 skins (which included skins from other islands). Two graves – those of Alexander Foster and William Rook – were found in 1880 by sealers from the *Alert* (discussed below). In late 1828 the *Haweis* landed ten sealers, but only 340 skins were landed at Sydney in June 1829, taken from both the Antipodes and Bounty Islands. Another sealing gang of eight men was landed from the *Rob Roy* in January 1830, but there is no record of them getting any skins. There is no record of any further sealing trips until the *Rodney* called in 1843, but again there is no record of any skins being gained. Some whalers called at the Antipodes as they plied the southern waters during the 1840s, but there was little to attract visitors to the place.

It was in this period that the Antipodes Islands (together with the Bounty Islands) were formally declared to be part of New Zealand territory: on 4 April 1842 the British Government issued Letters Patent which defined the boundaries of Her Majesty's Colony of New Zealand to include the Chatham, Snares, Auckland, Campbell, Antipodes and Bounty islands (Taylor 2006: 109).

In 1875 the Protection of Animals Amendment Act introduced the first legal protection for seals in New Zealand waters, and the Seals Fisheries Protection Act of 1878 limited the hunting season to June to October each year and allowed for the season to be varied or closed for

up to 3 years. Notice that the New Zealand fishery would be closed for at least 3 years from 1 November 1881 (the ban was eventually extended to 10 years) caused a minor rush to the southern islands. In July 1880 the *William and Jane* under Captain Burke was despatched to the Bounty and Antipodes Islands and found some seals on the former but none on the latter. The voyage yielded 347 seal skins and 150 penguin skins. In June 1880 Walter Henderson and J.T. Thomson purchased the schooner *Alert*. She was despatched to Campbell and Bounty Islands, arriving at the Bounty Islands to find the *William and Jane* already there. The *Alert* returned to Bluff and then in September 1880 sailed for the Antipodes Islands with a sealing gang which was dropped off with the materials to build a hut, which they erected near where the castaway depot hut now stands. The sealing gang comprised Henry King, Jack Mee, Green, Hawero, Moses, Finn, Johnson and Harper. The *Alert* returned in November, to find that the sealers had not seen any seals but had taken 3500 penguin skins. The sealers also discovered two graves near Reef Point, those of Alexander Foster and William Rook of the *Prince of Denmark* (Southland Times 22 November 1880: 2). It is obvious that at this time the seal population of the Antipodes Islands was almost non-existent, but some still existed on the inhospitable Bounty Islands and much larger profits were gained there, at a cost of considerable discomfort for those working ashore. It is also notable that penguin skins were being gathered in some numbers, but these were a very low-value item compared with fur seal skins: the seal skins (from the Bounty Islands) obtained during the *Alert* voyage in 1880 were sold for 22 shillings each, while the penguin skins fetched only 6 pence each (i.e. a penguin skin was worth 1/44th of the value of a seal skin).

In 1891 an open season for seals was again declared, but it was confined to July and August, and there is no record of any seals being taken from the Antipodes Islands. Open seasons were again held in 1913 and 1914–16, but again there are no records of any animals being taken at the Antipodes Islands. However, poaching of seals continued in many of the old sealing grounds, which were almost impossible to police (Smith 2002: 18). Looting of castaway depots (including the Antipodes Island depot) was probably carried out at least in part by these poachers.

Rowley Taylor (2006: 89–90) has calculated the total number of seal skins taken from the Antipodes Islands between 1805 and 1880 as being about 330,000 (Table 1). Of these, the vast majority were shipped in 1806–07 (which would have included those killed by the newly-arrived sealing gangs in 1805). Between 1807 and 1810 the catch declined sharply, and after 1810 very few seals were taken.

Table 1. Antipodes Island shipping and seal skin harvest 1805–1880. *Reproduced from Taylor 2006.*

YEAR	MONTH	VESSEL	DETAILS	SEAL SKINS LOADED
1805	Feb	<i>Independence</i>	First sealing gangs landed.	–
1805	July	<i>Independence</i>	More sealers landed.	–
1805	July	<i>Favorite</i>	More sealers landed.	–
1805	Oct	<i>Honduras Packet</i>	With gear and provisions.	–
1805	Nov	<i>Venus</i>	Sealing gang landed.	‘few skins’
1805	Nov	<i>Governor King</i>	More sealers landed.	–
1806	Jan	<i>Honduras Packet</i>	Called for skins.	27,000 (to London)
1806	Feb	<i>Governor King</i>	Called for skins.	100 (lost/wreck)
1806	Feb	<i>Ceres</i>	Called for skins.	18,507 (to London)
1806	Feb	<i>Favorite</i>	Called for skins.	60,000 (to Sydney)
1806	May	<i>Star</i>	With provisions and for skins.	56,692 (to Sydney)
1806	Aug	<i>Favorite</i>	Called for skins.	55,000 (to Canton)
1806	Aug	<i>Star</i>	More sealers landed.	–
1806	Nov	<i>Star</i>	Called for skins.	14,000 (to Sydney)
1807	Feb	<i>Perseverance</i>	Relieved gang and for skins.	40,000 (to Canton)
1807	Mar	<i>Commerce</i>	Uplifted sealers and skins.	39,000 (to Sydney)
1807	Apr	<i>Star</i>	Called for skins.	5823 (to London)
1807	Dec	<i>Antipode</i>	Had gang ashore.	4000 (to Sydney)
1807	Dec	<i>Topaz</i>	Called at island.	–
1809	Jan/Feb	<i>Antipode</i>	Left gang ashore.	4000 (to Sydney)
1809	Nov	<i>Antipode</i>	More sealers landed.	1000 (to Sydney)
1810	July?	<i>Unity?</i>	Uplifted Antipode’s gangs.	1000 (to Sydney)
1825	Oct	<i>Prince of Denmark</i>	Sealing gang landed.	100 (to Sydney)
1826	Mar	<i>Sally</i>	Visited.	–
1826	May	<i>Prince of Denmark</i>	Uplifted sealers and skins.	460 (to Sydney)
1828	Nov	<i>Haweis</i>	Left 10 sealers ashore.	140 (to Sydney)
1829	Jan	<i>Rob Roy</i>	Sealing. Three crew deserted.	–
1829	Mar	<i>Rob Roy</i>	Returned for deserters.	–
1843	May	<i>Rodney</i>	Visited.	–
1880	Aug	<i>William & Jane</i>	Landed. No seals seen.	–
1880	Sept	<i>Alert</i>	Left sealing gang ashore.	–
1880	Nov	<i>Alert</i>	Uplifted gang. No seals seen.	–
Total fur seal skins loaded at Antipodes Island (minimum):				330,000

1.3.3 Shipwrecks and castaways

The Antipodes Islands lie in the ‘roaring forties’ which, in the days of sail, were part of the great circle route between Australia and London via Cape Horn. A combination of frequent poor weather and visibility, questionable navigation (the poor visibility would often prevent sun sightings being made), inaccurate charts and the limited manoeuvrability of sailing vessels meant that the subantarctic islands posed a major threat to shipping. The Auckland Islands, to the southwest of the Antipodes, posed the greatest threat, and a number of ships were wrecked on their rocky shores; mostly on the hostile and barren west coast of the main Auckland Island that the vessels struck as they headed east. Victims included the *Grafton* (1864), *Invercauld* (1864), *General Grant* (1866), *Derry Castle* (1887), *Compadre* (1891), *Anjou* (1905) and *Dundonald* (1907), as well as other ship losses that left only unidentifiable wreckage with no survivors (Allen 1997; Druett 2007; Egerton et al. 2009: 126–151). The two most famous of these wrecks were the *Grafton* (1864) and the *General Grant* (1866). The *Grafton* story is one of the Auckland Islands’ great success stories, as the whole crew of five survived the foundering of the ship, constructed a hut (that they named ‘Epigwaitt’)

and lived there for 1½ years. The *General Grant* was wrecked on the unforgiving west coast of Auckland Island and only 15 people survived the wreck; four were lost in an attempt to reach New Zealand, one died, and the remaining 10 survivors were rescued by the *Amherst* in 1867 (Sydney Morning Herald, 24 January 1868: 2; Eunson 1979; Egerton et al. 2009: 137). The *General Grant* story has remained alive because of speculation that the cargo included gold from the Australian goldfields and several salvage expeditions have been mounted to find and recover this (possibly non-existent) cargo.

Following the rescue of the *Grafton* crew in 1865, HMCS *Victoria* under Captain W.H. Norman (accompanied by Captain Musgrave of the *Grafton*) was despatched to search the subantarctic islands for any other castaways and reached the Antipodes Islands on 3 November (Taylor 2006: 102). The weather prevented any landing, but the island was circumnavigated with no-one seen ashore. Three years later, after the rescue of the *General Grant* survivors, Paddy Gilroy of the *Amherst* was engaged by the New Zealand authorities to return to the Auckland Islands as well as Campbell Island and the Antipodes Islands to establish the first of the castaway depots designed to provide essential supplies for any future shipwreck victims (Taylor 2006: 105). The early Auckland Island castaway depots simply reused some of the huts already constructed by wreck survivors, including Epigwaitt and one of the *General Grant* huts on Enderby Island. At the Antipodes Islands, Henry Armstrong (the Southland Provincial Council representative) landed and climbed to the summit of Mount Galloway but saw no sign of any people. He left a small cache of objects (including matches, a flint and steel and fishhooks) near the landing place (Taylor 2006: 106).

Servicing of these depots was initially infrequent (and often inspection trips did not even include the Antipodes and Bounty Islands). However, from about 1876 the government steamer *Stella* became available, and the depots' inspection and maintenance began to improve, with new depot huts established. In 1881 the situation was further improved when the *Hinemoa* and *Kekeno* were also provided for official visits. One of the observations made by the visiting ships was the ongoing damage to the depots and theft of supplies, probably by illegal sealers (Kerr 1976: 52). After another official search of the islands, this time for the *North American* which disappeared in early 1885 (no sign of the ship or any survivors were ever found), the New Zealand Government decided to establish more formal castaway depots on the Antipodes and Bounty Islands (Taylor 2006: 114–115). In 1886 Captain Fairchild of the SS *Hinemoa* was despatched to construct castaway depot huts there, and his report describes the island and the location and construction of the hut on Antipodes Island (AJHR 1886 H24: 6; Figs 5 & 6):

We reached the Antipodes at 10 a.m. on the 16th March, and, after steaming round the island, found fairly good anchorage on the north-east side, in fifteen fathoms of water, with black sandy bottom. We at once proceeded to land the material and erect the house, which was finished at 5 pm on the 17th, and all the stores etc deposited therein. I travelled up to the highest part of the island, which I found to be 1,320 ft. high, and which I named Mount Galloway, after our chief engineer, who accompanied me. Nearly the whole of the island is covered with coarse grass, and there are over 2,000 acres of land comparatively level, on which albatrosses sit in thousands. There are also two streams of water, taking their source from the mount; one empties into the sea on the north-east side of the island, and the other on the north-west side. Each of these streams discharges about five gallons of excellent water per minute. There is no bush or wood of any kind on the island.

The house is erected on the north-east end of the island, in the best-sheltered place we could find, about 100 ft. above sea-level, and about 300 ft. in from shore, and can be seen a good distance off from a vessel approaching from the north-east. Enclosed is a rough sketch of the island. A peculiar incident happened whilst sinking the holes for the posts for the house. When down about 2 ft. we unearthed a piece of an earthenware bowl, which I forward to you, also samples of grasses, fern, and rock of volcanic origin. I also found some pieces of timber, which had been the remains of an old hut; but, as it was New Zealand wood, it had, no doubt, been a sealer's hut.



Figure 5. The Antipodes Island castaway depot hut in 1888, when it was only 2 years old. It was painted white to make it easily visible. *Photo: William Dougall; Hocken Archives.*



Figure 6. The same view as photographed by Dougall in 1888, taken 130 years later in March 2018. *Photo: Peter Petchey.*

Fairchild's comments about the earthenware bowl and timber are interesting, as they confirm that the new castaway depot hut was built in the same place as sealers had camped some 80 years earlier. Fairchild also drew a sketch map of Antipodes Island (Fig. 7), which was the basis for maps used in official documents regarding the place until a more accurate survey was carried out by HMS *Ringdove* in 1896.

Livestock were liberated on Antipodes Island on several of occasions to provide a source of meat for any castaways. In 1887 some sheep were landed, goats the following year, cattle in

1889 and 1903, and finally more sheep and goats in 1904. The shipwrecked crew of the *Président Félix Faure* killed and ate a cattle beast in 1908 and various visitors recorded seeing stock, but generally most animals died within a few years of liberation.

From 1885 until 1927, the Marine Department ships patrolled the southern islands every year without fail, usually making two, and sometime three, trips per year. The Antipodes and Bounty Islands were not included in every year, and in 1908, 1919–20 and 1924–26, no visits were made there (Taylor 2006: Table 3). By the 1920s there was no need for the depots, as sail had been replaced by steam and the shipping routes had changed.

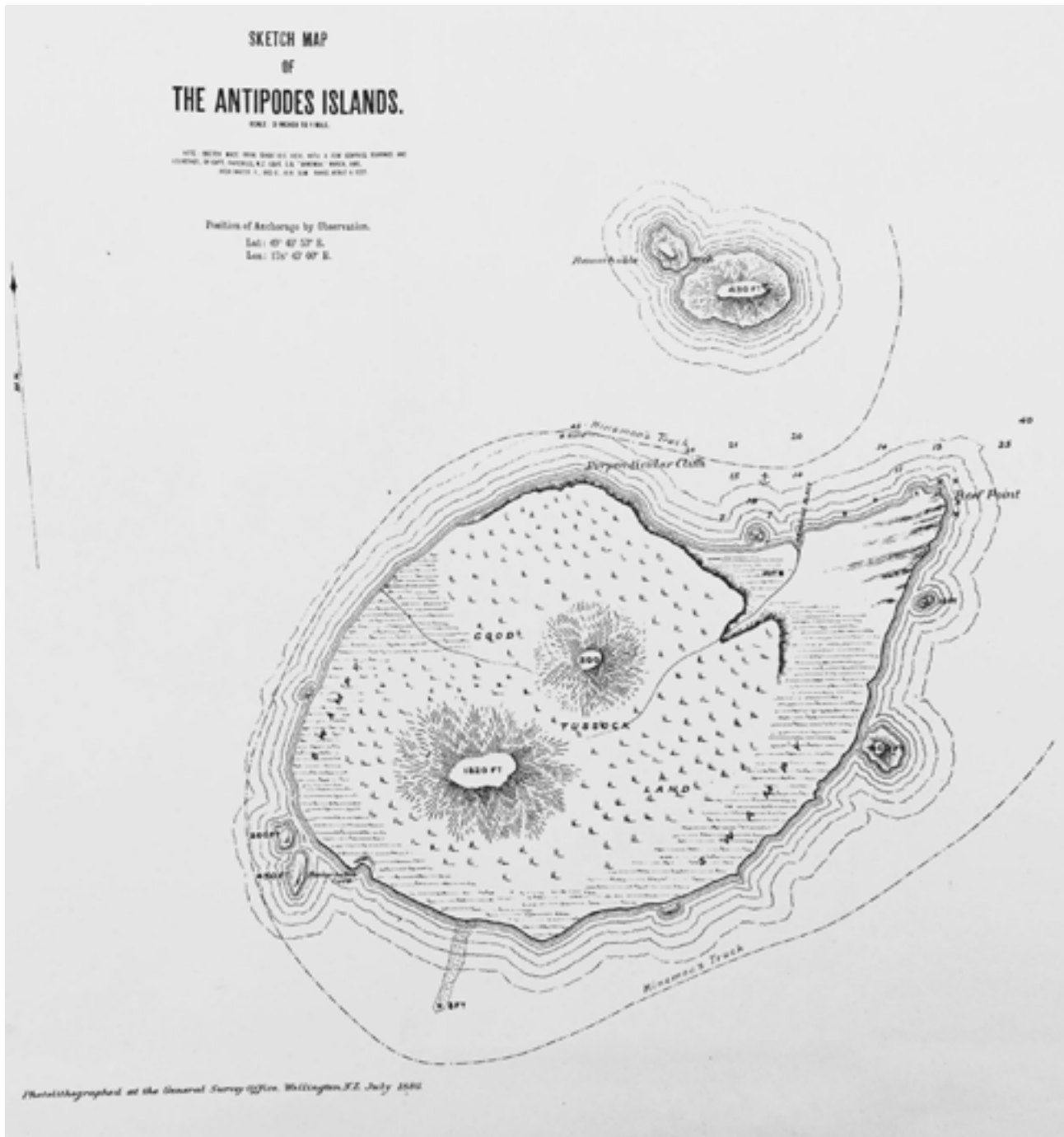


Figure 7. Sketch map of Antipodes Island by Captain Fairchild of the *Hinemoa*, made during the 1886 voyage when the castaway depot hut was constructed. *Reproduced from AJHR 1886 H24.*

The government steamers often carried passengers on the official inspection voyages, and two published accounts from these passengers are of note. In 1888, Invercargill photographer William Dougall visited the Antipodes Islands on the *Stella* and took numerous photographs, including one of the nearly new castaway depot hut (Figs 5, 8 & 9). He also described (and photographed; see Fig. 39, later in report) the site of Foster's grave (Dougall 1888: 18):

We landed again, and on ascending an almost precipitous ledge of rock and tussock we found a piece of totara board with the remains of an inscription, apparently marking a grave. So far as decipherable the inscription reads as follows:

To the M——Foster, chief officer of the Schr. Prince of Denmark, who was unfortunately drown——ke the Boat Arbour——14th day of December in the——1825.



Figure 8. Detail of Captain Fairchild's map of Antipodes Island, showing the castaway depot hut and landing. *AJHR 1886 H24*.

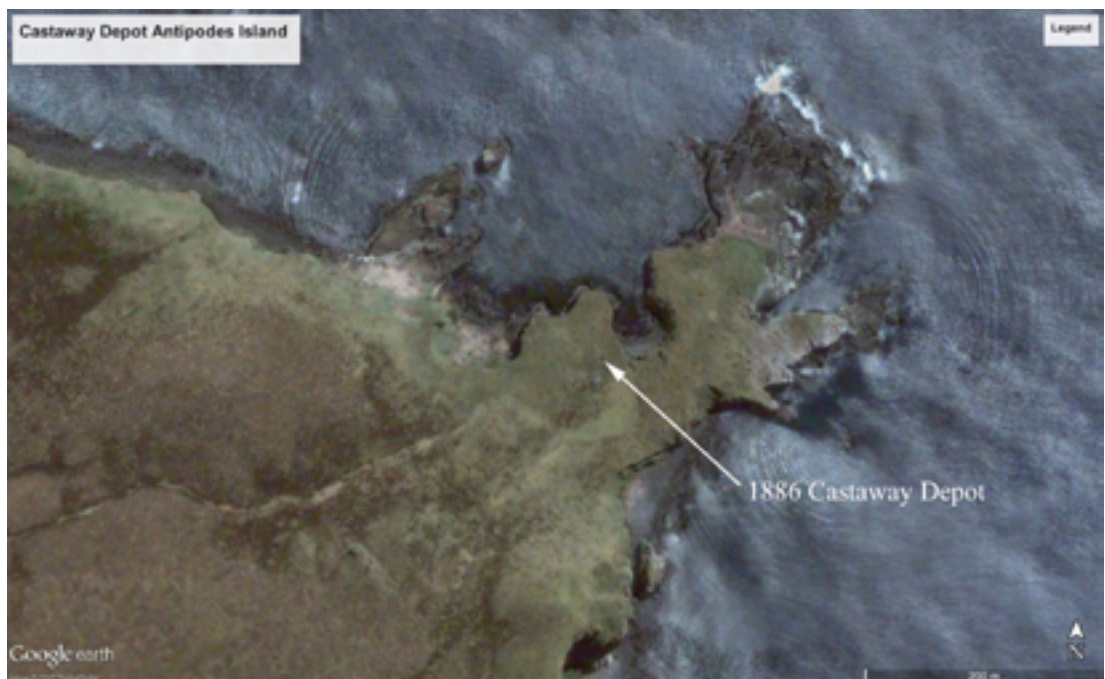


Figure 9. Aerial photograph showing the same area depicted in Captain Fairchild's map above. *Google Earth*.

The diary account of Ethel Richardson and her two sisters who joined the voyage of the *Hinemoa* under Captain Fairchild to Fiordland and the Southern Islands in October–November 1890 has recently been published (Richardson 2014). This diary is important as it provides a first-hand social history account of an entire trip by the steamer, as well as a brief non-specialist description of the Antipodes Islands. Richardson and her sisters landed on Antipodes Island on Friday October 31, 1890. She described the difficulties of walking through the vegetation because of the deep gutters between the tussocks, and recorded observations of a goat and its kid, red and white coloured cattle, and a dead sheep (Richardson 2014). The sketches that Ethel Richardson also made (Figs 10 a, b & 11) illustrate something of their experiences and show how little the island has changed since.



Figure 10 (a) and (b): Ethel Richardson’s sketches of her visit with her sisters to Antipodes Island on 31 October 1890, showing the difficulties of walking through the island’s tussock vegetation and the birdlife they saw. *Reproduced from Richardson 2014.*

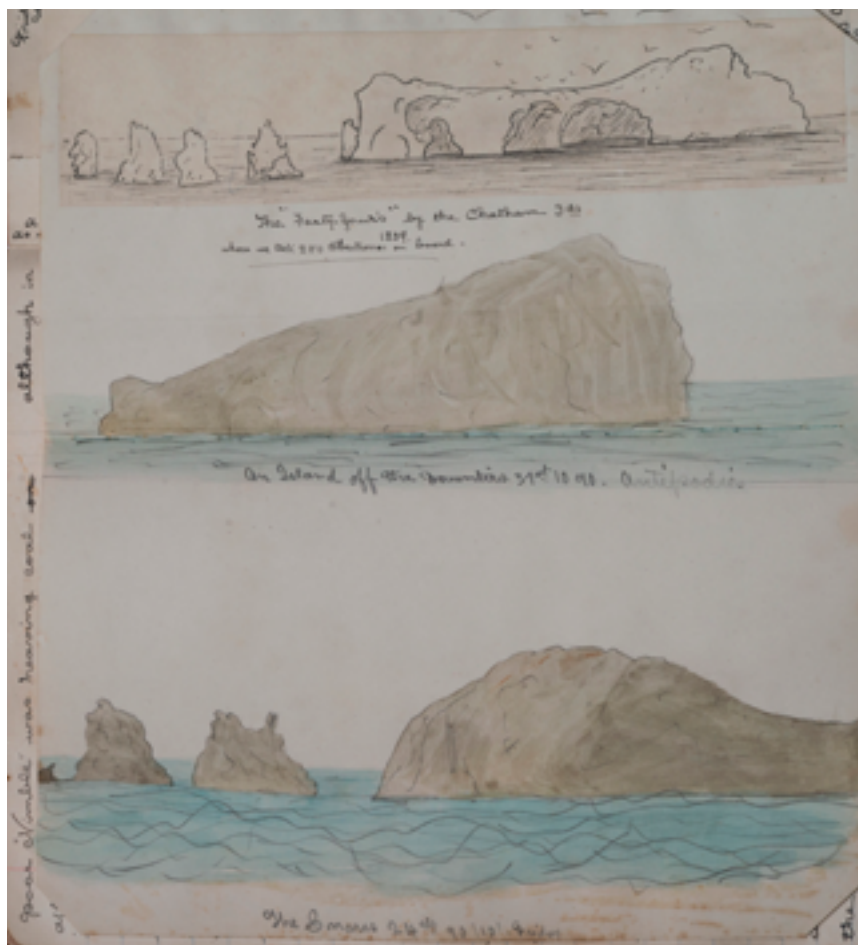


Figure 11: Ethel Richardson’s sketches of (top) Chatham Islands, (middle) one of the Antipodes Islands (possibly Bollons Island) and (lower) the Snares Islands. *Reproduced from Richardson 2014.*

The Spirit of Dawn

Despite the effort expended in establishing the Antipodes Island castaway depot hut, the first castaways that could have made use of it never found it. In 1893 the *Spirit of Dawn* was wrecked at the southern end of Antipodes Island while en route from Rangoon to Chile, after being caught in thick fog. The ship sank quickly after striking the reef that runs off the southwest end of Antipodes Island at about 4.30 am on 4 September, taking the captain and four men with her. The 11 survivors in the ship's lifeboat did not know which way the land lay because of the fog, and drifted until the air cleared at about 11 am, when they saw the island about 7–8 miles to the east. They rowed back to where the ship had sunk and then continued east along the coast until they put in at South Bay (Fig. 1). The exhausted men put ashore the loose gear, including the mast and sails, and tied the boat up before finding a place to sleep. They found an overhanging bluff that provided enough space for them all. Unfortunately, the lifeboat came adrift during the night and was never seen again. This meant that the men were entirely dependent on walking to explore the island. Four of them set out uphill and reached the high ground in the middle of the island and spent the night there. In the morning the weather was foggy, and the men decided to return to the others, never realising that the fully stocked castaway depot was not far away at the north end of the island and that at that time a few of the liberated goats, sheep and cattle were also still present near the depot.

After this expedition the survivors did not venture far from the narrow coastal terrace that stretches for about 2 km from South Bay to Stack Bay. They built a shelter using the boat's sails and erected a signal staff using the mast and an oar. In early November they shifted camp to a place where there were 'three caves', where they built walls across the front and created two enclosed dry huts. Now that they did not need the boat's sail for a roof, they used the canvas to repair their clothes. The castaways had no matches, and so no fire, and their meals of limpets, penguins, penguin eggs, giant petrel chicks, native celery (*Apium prostratum*) and Macquarie Island cabbage (*Stilbocarpa polaris*) were all eaten raw.

During their time on the island at least four ships passed within sight, but the castaways could not gain the attention of any of them. Rescue came on 30 November 1893, after the men had been ashore 88 days, when Captain Fairchild and the government steamer *Hinemoa* on a regular inspection voyage called at Antipodes Island. As the ship approached land a flag was observed at the southwest end of the island, so Captain Fairchild acknowledged it and steamed around to the castaway depot hut expecting to find men there. He found that no-one had been there since his last visit, so sent Second Officer John Bollons to see who was at the other end of the island. Bollons walked across to find the survivors, who were then picked up by a boat from the *Hinemoa*. Once on board they were given clean clothes and on 4 December they were landed at Dunedin.

The survivors were R.H. Horner (Chief Officer), J.J. Morrissey (Second Officer), L.L. Davies (Third Officer), T.E. Ballard, J.J. Peere, C.D. Maaon, F. McLaughlin (Able Seamen), B.V. Anderson and F. Hewbert; (Ordinary Seamen), H.B. Clementson, B.B. Bergthien, Felix Hewbert (apprentices) (*Timaru Herald*, 5 December 1893). All were in good health except Hewbert, a native of Rangoon, who had lost several toes due to the cold.

The Court of Inquiry into the wreck was held in Wellington on 12 December 1893 and found that as the Captain had been lost with the ship, there was no evidence to show how the vessel came to be in her position when wrecked, but that the survivors had done all they could to save those that were lost. Some newspapers at the time were not so kind and were critical of the sailors for 'letting their only boat be washed away' and 'lacking the spirit to explore the island and discover the depot which would have made their time ashore far less of an ordeal' (e.g. *Otago Daily Times*, 9 December 1893, Supplement).

Fingerposts and surveys

The plight of the *Spirit of Dawn* crew members resulted in the New Zealand Marine Department placing 65 fingerposts in prominent sites around the subantarctic islands in 1894, each pointing to the nearest castaway depot (AJHR 1894 H18: 3). They were all painted white to increase their visibility. Eight posts were erected on Antipodes Island, including one very close to where the *Spirit of the Dawn* crew camped. The New Zealand Government also requested the Australia Station of the Royal Navy to produce a more accurate survey of the southern islands. In 1894, HMS *Lizard* visited the islands, followed by HMS *Royalist* in 1895, and the commanders of both determined that they were incorrectly drawn on the charts. In October 1895 the *Hinemoa* found wreckage at the Auckland Islands, but no bodies or survivors, and this again focused attention on the southern islands. The Royal Navy was again asked for assistance, and HMS *Lizard* soon visited the Auckland and Campbell Islands, while HMS *Ringdove* visited the Antipodes and Bounties. Crew from HMS *Ringdove* went ashore and checked the Antipodes castaway depot hut. The ship then circumnavigated the island, taking bearings and sightings all the way around. The improved chart of Antipodes Island was published in 1896.

The increased Royal Navy presence in the area continued, along with the regular visits by New Zealand Government vessels. On one visit of the *Hinemoa*, several of the just-rescued crew of the French barque *Anjou* that had been wrecked at Auckland Island in February 1905 were photographed ashore on Antipodes Island (Fig. 12). The entire crew of the *Anjou* had survived the wreck and had found the Camp Cove and Norman Island depots before they were rescued by the *Hinemoa* on one of her regular inspection voyages (Egerton et al. 2009: 145). In May 1908, HMS *Pegasus* called in at the Antipodes depot hut to find the entire crew of a French barque in residence.



Figure 12. A group from the *Hinemoa* on the shore of Antipodes Island in 1905. At the extreme right is Captain Bollons of the *Hinemoa*. At the second left is Captain A. Le Telloc of the wrecked ship *Anjou*, whose crew were rescued on Auckland Island by the *Hinemoa* several days earlier. At the front are the second mate of the *Anjou* and the second mate of the *Hinemoa*. Photo: Russell Duncan, 12 May 1905. Collection of Hawke's Bay Museums Trust, Ruawharo Tā-ū-rangi, 16242.

The Président Félix Faure

The *Président Félix Faure* (Fig. 13) was a steel barque built at Le Havre in France and launched in May 1896. The *Président Félix Faure* had departed New Caledonia in February 1908 bound for Le Havre with a cargo of nickel ore. On 13 March in thick foggy weather with a heavy sea running, breakers were seen on the starboard side, and Captain Noel attempted to avoid them by keeping as far up to the wind as possible. An attempt to wear the ship (turn downwind) failed due the proximity of the land, and at about 4 pm the ship ran into Bollons Island, to the north of the main Antipodes Island. If the fog had not been so thick the passage between the two islands would have been visible and the ship could have easily been saved. As it was, the vessel went down in about 4 minutes, but the crew and three dogs made it safely into one lifeboat and once they had their bearings, rowed ashore at Anchorage Bay on Antipodes Island. Unfortunately, the rough seas caused the boat to wreck when it reached the shore. Two of the dogs were drowned and the stores and belongings were lost. However, all 22 crew members made it safely to land and were overjoyed to see the intact castaway depot hut when they climbed up the hillside behind the landing place.



Figure 13. *The Président Félix Faure*. Brodie Collection, La Trobe Picture Collection, State Library of Victoria. Acc. No. H99.220/1901.

The hut was very small for a 22-man crew, and it was also found that someone (probably seal poachers) had looted the contents since the last visit of the *Hinemoa* in 1907. Nevertheless, the men found matches, some food, some blankets and some tools, although there were no cooking vessels. Also, all the reading material was in English, which few of the men spoke. To address the lack of accommodation the men added lean-to shelters around the outside of the hut (Fig. 14), and once the submerged wreck of the ship began to break up and timbers washed ashore, they added sleeping benches around the inside walls. Captain Noel rationed the remaining depot food supplies (mainly corned beef and biscuit) and the men survived mainly on penguins, albatrosses and some fish. They also caught and killed the last remaining cattlebeast on the island, which gave them a few excellent meals. Its skin was then used to repair boots. The men had plenty of matches, but there was little firewood on the island, only timbers from the wrecked ship and lifeboat and the stunted branches of *Coprosma* shrubs, and they quickly denuded the area surrounding the hut of these.



Figure 14. The Antipodes Island castaway depot hut in 1926, photographed by Rollo Beck of the Whitney South Seas Expedition. The shelter on the side of the depot that had been built by the *Président Félix Faure* castaways can be seen clearly. Reproduced in Taylor 2006, from which this version was obtained.

Rescue came after 66 days ashore, when HMS *Pegasus* called at Antipodes Island on a cruise of the outlying islands to check the castaway depots. As she approached the island on 13 May, two of the castaways saw her smoke, and ran to light their signal fire. In turn, Captain Quale of the *Pegasus* saw this smoke and assumed that castaways were present and after anchoring, sent a cutter ashore. The 22 men were taken back to the ship in two loads, but their dog ran away and was left behind. HMS *Pegasus* reached the Port of Lyttelton on 15 May and the French Consular Agent arranged accommodation and clothes for the castaways before they departed for Sydney on 21 May. The French Consul General in Sydney held an inquest into the wreck, and then the crew all departed for Marseilles. The crew were: Captain A. Noel, M. Fajol (First Mate), M. Le Gall (Second Mate), M. Didan (Third Mate), M. Marby (Engineer), M. Jouault (Cook), Caillance, Raymond, Minguay, Sicat, Juillou, Jadebois, Louvard, Juintin, Lemail, Rienaud, Lesguel, Blayau, Corbon (Sailors), Ducal, Gruel, Lemoigne (Boys) (*Otago Daily Times*, 25 May 1908, Supplement).

Captain Bollons of the *Hinemoa* restocked the Antipodes Island castaway depot hut in late May 1908, and HMS *Pegasus* visited the southern islands depots and checked and restocked them (*Otago Daily Times*, 3 June 1908). Taylor (2006: 176) noted that in 1969 visitors to the Antipodes depot found several copies of 'British Esperantist' magazine and pamphlets of 'keys' to Esperanto in wrapping dated 1908, suggesting that the authorities quickly took note of the frustration that the French castaways (remembering that the *Anjou* as well as the *Président Félix Faure* had been wrecked on the southern islands) had with the English-only reading matter left with the supplies.

1.3.4 Pastoral leases

One of the concerns of both the Imperial Government of Great Britain and the Colonial Government of New Zealand was the upholding of British sovereignty over their outlying islands. They considered the safest way of achieving this was by formal proclamation followed by occupation. This led to an active policy of granting leases over the islands for the purposes of pastoral farming, a very profitable undertaking in New Zealand during the late 19th century. However, despite some (misleadingly) glowing reports of the potential of some of these islands, they were never suited to farming due to many factors, including distance from civilisation, lack of facilities, weather and the nature of the land itself. A measure of official optimism (or wilful blindness) can be seen in the offer of the lease of the Bounty Islands: these are nothing but wind- and water-swept rocks without a shred of vegetation.

With regard to the Antipodes Islands, Captain Fairchild wrote in 1886 (AJHR 1886 H24: 6):

I travelled up to the highest part of the island, which I found to be 1,320 ft. high, and which I named Mount Galloway, after our chief engineer, who accompanied me. Nearly the whole of the island is covered with coarse grass, and there are over 2,000 acres of land comparatively level, on which albatrosses sit in thousands. There are also two streams of water, taking their source from the mount; one empties into the sea on the north-east

side of the island, and the other on the north-west side; each of these streams discharges about five gallons of excellent water per minute. There is no bush or wood of any kind on the island. As far as I could see, there were no off-lying dangers near the island, with the exception of a reef running off the south-west end of the island, about half a mile long, and has a rock on its outer end about three feet out of water.

Sheep and goats would do well on the island, and I would recommend that some be sent there next trip of a Government vessel; also, some English grass and blue-gum and wattle seeds. The wet weather was not so severe as might be expected; the lowest thermometer was 42°.

Later shipwrecked sailors might have disagreed with Fairchild about the severity of the weather: the *Président Félix Faure* castaways experienced only 4 days in their time ashore when rain, hail or snow did not fall. In addition, stock placed on the island seldom lasted long; the French castaways found only one surviving cattlebeast plus some skeletons. In 1894, James Gordon – a farmer from Gisborne – was tasked with advising the government on the stock-carrying potential of the southern islands. He thought that although Antipodes Island had potential, and the soil would be improved by stocking (the opposite observation to that made by ecologist Leonard Cockayne (1904: 304)), it was too small (about 3000 acres), too far from New Zealand and without a harbour. Nevertheless, there was some interest in the Antipodes and in 1894 George Jones of Auckland enquired about obtaining a Crown Grant on Antipodes Island. The official response was that it was not policy to dispose of the freehold of such land, but the lease would be made available as a Pastoral Run (see letter from Commissioner of Crown Lands to Surveyor General, 17 November 1894; Archives New Zealand).

Accordingly, in January 1895 the Commissioner of Crown Lands in Invercargill advertised the auction of the leases for the Antipodes Island and Bounty Islands to be held on 20 March 1895 (Fig. 15). No-one bid on the Bounty Island lease, and the Antipodes lease was secured by William Dinwoodie of Gisborne for a rent of £1 per annum (the reserve price), for a term of 21 years. Dinwoodie was in a business partnership with James Gordon, who held the lease for the Campbell Island Run, and was Deputy-Manager of Gordon's Campbell Island Sheep and Cattle Grazing Firm. However, despite correspondence between Dinwoodie and the Minister of Marine, and questioning from the Commissioner of Crown Lands, Dinwoodie never placed any stock on the island, and almost certainly never visited it himself. He did renew the lease in 1917 for a further 21-year term but

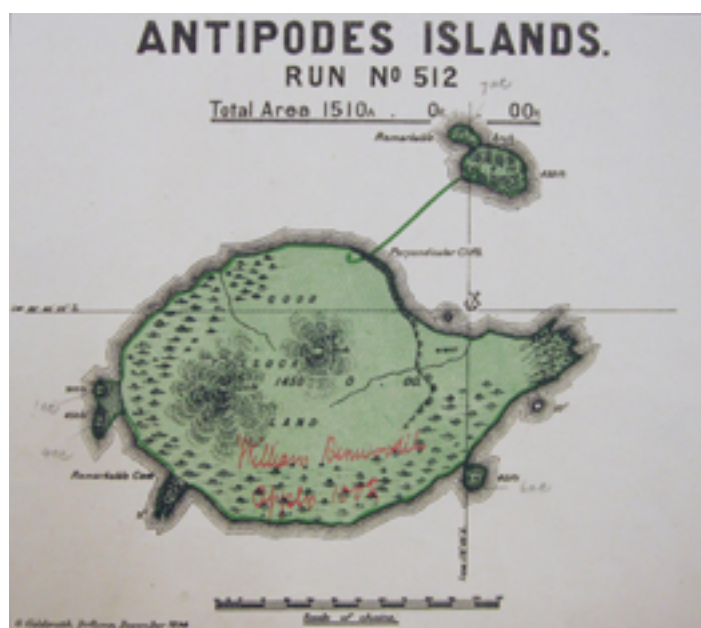


Figure 15. Detail of the Antipodes Islands from the sale plan showing the pastoral runs on Antipodes, Bounty, Enderby and Rose Islands offered for lease in 1895. The name of the successful lessee – William Dinwoodie – is written in red ink. Archives New Zealand Te Rua Mahara o te Kawanatanga, Dunedin Regional Office.

surrendered this in 1923. As Taylor (2006: 187) has observed, the Department of Lands & Survey and the Southland Lands Board appear to have been more interested in the financial aspects of land management (i.e. making sure that the annual rent was paid) than any details of the actual land management, and appeared to be completely uninterested in the fact that during the 27 years of the lease of Antipodes Island no stock were ever placed there; the only introduced stock were those left there by the Marine Department for the use of castaways. The surrender of Dinwoodie's lease ended the pastoral farming era of the Antipodes Islands, which only ever existed on paper anyway.

1.3.5 Natural history research and modern era management

The early history of the Antipodes Islands is dominated by resource extraction (predominantly sealing) and castaway management, while the more recent history has been dominated by nature conservation and research. However, the separation between the two was not chronologically or practically clear cut: sealers took a live Antipodes Island parakeet (*Cyanoramphus novaezelandiae*) back to the London Zoological Gardens in the 1830s; the Royal Navy commanders who visited the islands in the 1890s and 1900s to check the castaway depots were also asked to acquire specimens of birds for the British Museum (Natural History) collections; and most early official visits included the collection of birds, eggs and plants. Of course, such early collecting (especially of dead specimens acquired by shooting) is a far cry from modern conservation practice, but the islands have long held a natural history research interest and it is this that eventually came to dominate their management (although it must be admitted that the lack of any economic interest other than the definition of territorial waters played a part in the ascendancy of conservation practice). In the context of this archaeological report, an important aspect of the modern-era research projects (over and above their stated intentions) is that incidental observations about the history and archaeology of the Antipodes Islands were often made in the scientific reports; for example the 1969 University of Canterbury expedition was focused on the natural history values of the islands, but as Warham and Johns (1975: 126) stated, although no special search was made for traces of the activities of sealers or castaways, several accidental discoveries were made, and these were described in the published account. These observations are reproduced in more detail in *Chapter 5: Archaeological Sites*, below.



Figure 16. Watercolour of a penguin colony on Antipodes Island by Charles Worsley in 1902. The Vice-Regal party, including Lord and Lady Ranfurly, is climbing up to the right. *Alexander Turnbull Library, D-022-013*.

The first scientist to visit the Antipodes Islands was ornithologist and taxidermist Andreas Reischek in 1888, on one of the *Stella's* regular visits. William Dougall was on the same voyage, and he took a series of photographs of the islands and their wildlife. Numerous researchers followed through the 1890s, including F.R. Chapman, Thomas Kirk, Sir James Hector, Henry Matthews, Prof. T.J. Parker, Edwin Jennings and Edwin Lukins. Interest continued in the new century, and in 1901 and 1902 the then Governor of New Zealand, Lord Ranfurly, made two trips to the subantarctic islands to collect birds for the British Museum, accompanied on the first trip by Captain F.W. Hutton of the Canterbury Museum. Over 150 live parakeets were caught on this occasion to supply the lucrative market in rare birds. On Lord Ranfurly's second trip he was accompanied by Charles Worsley, who produced a series of watercolours (Fig. 16). These are of interest, as they are the earliest detailed coloured images of the islands (excluding Ethel Richardson's sketches of 1890, Figs 10–11 above).

In 1903, the botanist Dr. Leonard Cockayne became the first scientist to visit the Antipodes in mid-winter, and his visit was the first time a botanist had considered plant ecology rather than simply listing species. As already discussed above, his comments were completely at odds with those of farmer James Gordon who stated in 1894 that 'stocking would improve the soils'. Cockayne

thought that if the island was farmed ‘one of the most wonderful natural museums in the world [would] be destroyed’ (Cockayne 1904: 304). Edwin Jennings of the Otago Museum was on the same trip. Scientists continued to visit right up until the last castaway depot hut inspection by a government steamer – the *Tutanekai* in 1927. On that occasion W.H. Guthrie-Smith, Dr. W.R.B. Oliver, Dr. G. Einar Reitz and George Turner were aboard.

In 1926 the Whitney South Sea Expedition led by Rollo Beck visited the Antipodes Islands on the motor schooner *France* during what has been described as the longest ornithological voyage in history (<https://naturalhistory.si.edu/research/botany/about/historical-expeditions/whitney-expedition>). While ashore Beck photographed the castaway depot hut (Fig. 14). The lean-to built by the *Président Félix Faure* castaways was still standing at this time. In 1947 the USCGC *Northwind* under Captain Charles W. Thomas called at the Antipodes while returning from Antarctica, and men were landed at the depot where extra provisions were left. The *Northwind* also circumnavigated and surveyed the islands, the product of which was a much-improved chart that was subsequently published by both the US Navy Hydrographic Office and the British Admiralty. Orde Lees Island gained its name on these charts after the captain and officers met Thomas Orde Lees (who had been on Shackleton’s *Endurance* expedition) when they reached Wellington.

In 1950 the *Alert* Expedition, led by Dr. Robert Falla of the Dominion Museum, spent 6 days at the Antipodes Islands. Two surveyors were aboard – Bob Miller and Rod Litt of the Department of Lands & Survey – and they proceeded to work on improving the survey of the main island. The castaway depot hut was found to be in good condition, with the supplies left in the 1920s by the Marine Department and those left more recently by the USCGC *Northwind* all intact. However, these supplies were subsequently looted and damaged; the general opinion being that this was by the crew of the fishing boat *Chance* that called in at Antipodes Island during 1958. In 1962 the MV *Taranui* and in 1965 HMNZS *Endeavour* both carried research parties to the Antipodes and Bounty Islands; it was during the former of these visits that the damage to the contents of the castaway depot hut was observed. The shore party on that occasion spent one night at the hut and found that the old metal-lined boxes of food and clothing had been axed open and their contents scattered. Other visits were in 1962 by the Russian ship *Slava* and in 1967 by the USNS *Elatanin*. In this period the Antipodes Islands were also declared a Reserve for the Preservation of Flora and Fauna; the foreshore was added to the reserve area in 1975 (NZ Gazette, 21 December 1961, No. 82: 1979; 16 October 1975, No. 87: 2285).

In 1969 the first of the major scientific expeditions to the Antipodes Islands took place. This was a University of Canterbury Expedition lead by Dr. John Warham of the university’s Zoology Department. The 8-man expedition intended to study both the plant and animal communities of the islands and was supported by HMNZ *Endeavour*. The Zoology Department constructed a 20 × 12 ft prefabricated hut for use as a laboratory on the island. Two army tents were used for sleeping and the castaway depot hut was also used. The expedition was ashore from 28 January to 12 March 1969, the longest period of occupation of Antipodes Island since the *Président Félix Faure* castaways of 1908. From a heritage perspective this expedition was significant as the participants produced the first detailed descriptions of archaeological sites associated with the sealing era (Taylor 2006; 236–244; Warham & Johns 1975). Taylor (2006: 244) also described sleeping on the benches in the castaway depot hut that the castaways had built; these benches were removed by a later expedition. At the end of the 1969 expedition the prefabricated laboratory was removed and taken to the Snares Islands, and in 2016 it was recovered from there by DOC for possible future preservation (K. Pemberton, pers. comm.).

In 1972 the *Acheron* was chartered by Lester Peterson for a voyage to the Antipodes Islands to allow him to photograph erect-crested penguins (*Eudyptes sclateri*), and the opportunity was taken for other research to be carried out, including the continuation of the survey started in 1950. While the *Acheron* was at anchor the American oil exploration research vessel *Aquatic Explorer* also visited and obtained the first satellite fix of the islands’ location. Further detailed

survey work was carried out in 1973 when the RNZAF flew over the Antipodes Islands to obtain vertical aerial photographs for mapping purposes and the resultant Aerial Plan No. 1036/4 was produced in 1974. The official Lands & Survey map (NZMS 272/4) was published 4 years later. The Dunedin-based launch *Parimar* visited the Antipodes Islands twice in 1975, once for a charity event and once to search for a missing ketch. On the second visit the crew found that the roof had recently blown off the castaway depot hut. The following year the RV *Tangaroa* visited, and the researchers aboard reported that the contents of the depot were rusted, wet and rotten.

In 1978 the New Zealand Wildlife Service organised the Bounty, Antipodes, Auckland and Snares (BAAS) expedition (led by Brian Bell) which was to spend 29 days on the Antipodes Islands. Senior Ranger (Training) John Newton of the National Parks Authority, Department of Lands & Survey, provided a detailed report on the expedition (Newton 1979). The 13 participants arrived on HMNZS *Waikato* on 8 November 1978 with 18 tons of equipment, including the materials for a new permanent hut. This equipment was flown to the island by helicopter (the 1965 expedition had been landed by ship's boats). The hut had been partly prefabricated at the Department of Lands & Survey's training centre at Tūrangi, and was L-shaped with two bunkrooms, a main central room, a storeroom and an enclosed porch (Newton 1979), Figs 17-21. John Newton was responsible for the construction (and breaking down for transport) of the hut at Tūrangi and then erection on site on Antipodes Island. The castaway depot hut was repaired and used as a radio shed. In a similar fashion to the 1969 expedition, some of the members continued recording historic sites around the island, including the sealers' fireplaces at South Bay. Rowley Taylor inspected both Bollons and Archway Islands for any sign of human habitation and did find several overhangs that were large enough to be used, but there was no visible evidence of them ever having been occupied.

A mixed research expedition was undertaken in 1985, supported by HMNZS *Monowai*. This expedition included further survey work, as well as a National Film Unit crew who undertook location filming for the documentary *Beyond the Roaring Forties*. J.O. Clay of the Department of Lands & Survey carried out maintenance on the two huts, including painting them both (Clay 1985). This expedition also observed evidence of seal breeding on the Antipodes Islands for the first time since the sealers wiped out the colonies 150 years earlier. Another film crew visited in 1989, travelling there on the MS *Southern Cross* captained by Gerry Clark. The TVNZ Natural History crew were filming for the series *Islands*. The following year the HMNZS *Tui* dropped off a party that included geologists, zoologists, an entomologist and a professional photographer (Andris Apse) for a 5 day stay. During the 1990s, visits to the Antipodes Islands increased markedly, both for research and for tourism. Tourist groups were able to view the islands from around the coast but were not permitted to land. Annual summer expeditions have been made from 1994 until the present day to study albatrosses, penguins and petrels. The two-monthly research visits were supported by the SRV *Totorore* (owned and captained by Gerry Clark), then for around a decade each, the *Marine Countess* (owned by Sonny Johnson, skippered by Tony Pollock), the yacht *Tiama* (Henk Haazen) and finally *Evohe* (Steve Kafka). The 1978 BAAS research hut beside the old castaway depot hut had been used for fewer than 90 days in the 15 years prior to 1994, but in the subsequent 20 years it was used for over 1200 days. During a 1998 penguin research expedition the castaway hut was re-piled and in 2011 the 1978 BAAS hut was repainted and re-roofed.

In 1986 the Antipodes Islands, along with the Auckland, Campbell and Bounty Islands, were declared National Reserves.



Figure 17. Trial construction of the 1978 BAAS hut at Tūrangi, prior to it being broken down for transport. *Photo: Newton 1979; Archives New Zealand Te Rua Mahara o te Kawanatanga, Dunedin Regional Office.*



Figure 18. Cutting up the BAAS hut into units for transportation at Tūrangi in 1978. *Photo: Newton 1979; Archives New Zealand Te Rua Mahara o te Kawanatanga, Dunedin Regional Office.*



Figure 19. The new BAAS hut during construction on Antipodes Island in 1978. *Photo: Newton 1979; Archives New Zealand Te Rua Mahara o te Kawanatanga, Dunedin Regional Office.*



Figure 20. Inside the new BAAS hut in 1978. *Photo: Newton 1979; Archives New Zealand Te Rua Mahara o te Kawanatanga, Dunedin Regional Office.*



Figure 21. The new eight-bunk BAAS hut in 1978. *Photo: Newton 1979; Archives New Zealand Te Rua Mahara o te Kawanatanga, Dunedin Regional Office.*

The SRV Totorore

In June 1999 the SRV *Totorore* (along with its skipper Gerry Clark and crewman Roger Sale) was lost near South Bay during an albatross research expedition to Antipodes Island. The *Totorore* arrived at the Antipodes on 4 June and landed albatross researchers Martin Renner and Anja Schulze at Hut Cove. Renner and Schulze set up base in the 1978 BAAS hut, while Clarke took the *Totorore* around to Alert Bay to anchor. Regular radio schedules were maintained between the two parties and Bluff Marine Radio until the evening of 11 June, when the last call from *Totorore* was received, with Clark stating that he intended to head around to South Bay when conditions allowed. No further contact was had with the *Totorore*. Renner and Schulze became concerned and on 14 June they began a foot search of the accessible sections of the south coast. An RNZAF Orion conducted an aerial search on 19 and 20 June but found no sign of the missing vessel. On 21 June Martin Renner found debris in South Bay that were recognisably from the *Totorore*, confirming that the boat had been wrecked. Despite subsequent searches by the *Ranui*, *Snow Cloud*, *Tiama* and *Akademik Shokalskiy*, little more was found of the *Totorore* and the two crew were never found. It is uncertain what happened, but it is likely that the vessel was wrecked on 12 June near the entrance to South Bay.

2014 landslide and Million Dollar Mouse Project

On 6 January 2014 after a sustained period of heavy rain, landslides occurred over nearly 20% of Antipodes and Bollons Islands. One large landslip flowed down towards Hut Cove, sweeping the 1978 BAAS hut off its foundations, shunting it 20 m northwards and swivelling it around by 90 degrees. The hut came to rest close to the castaway depot hut, which fortunately was missed by the landslide and not damaged. Kath Walker and Graeme Elliott arrived 2 weeks later expecting to use the 1978 hut during an albatross research visit, but instead had to occupy the castaway depot hut for 2 months. They dug out the 1978 hut and when they were picked up in February, a team led by builder John Henderson had just a few hours to jack the hut up and make it watertight. Supplies to repair the hut were shipped to the island during the winter expedition, but bad weather precluded any major work being undertaken. The work was done in November 2014 when a team repiled and repaired the hut where it stood, close to the castaway depot hut. The finishing-off work, including plumbing, jibbing, window installation, re-painting the interior, sealing the floors and building interior fittings was carried out by Kath Walker and Graeme Elliott with help from engineer Andrew Troup and carpenters Greg Martin and Joe Hayes over subsequent summers (Figs 22–24).

The Million Dollar Mouse Project was designed to eradicate mice from Antipodes Island. Mice were first observed there in 1909 and may have been introduced by sealers or shipwreck – the unique haplotype of the mouse population is not found in New Zealand but has affinities to mice in Spain (Russell 2012). The mice had been having a major effect on the island's ecology, particularly through direct impacts on invertebrates and likely flow-on effects through competition with birds for food. In July 2013 a series of bait trials were undertaken to determine the risk of inadvertent poisoning of birds. Planning for the eradication programme was carried out during 2014, along with the repairs to the 1978 BAAS hut. In 2016, a major planned work programme that was to be supported by HMNZS *Canterbury* was interrupted when the *Canterbury* was redeployed at the last minute to Fiji to assist with Cyclone Winston recovery efforts. Alternative means of transport were found (with other projects such as the planned archaeological survey omitted) using the *Evohe* and *Norfolk Guardian*, and the mouse eradication went ahead in June 2016. The project was declared a success after the 2018 monitoring programme found no evidence of mice on the island.

In early 2017 Kath Walker and Graeme Elliott undertook a 5-week study of Antipodean wandering albatrosses (*Diomedea antipodensis*) on the Antipodes Islands. During their stay, they painted the castaway depot hut. They also observed the possible early effects of the mouse eradication on invertebrate and vertebrate fauna.



Figure 22. The 1978 BAAS hut and castaway depot hut in 2012, in their original locations. *Photo: Kath Walker.*



Figure 23. The aftermath of the 2014 landslip, with the 1978 BAAS hut pushed towards the castaway depot hut, 2014. *Photo: Kath Walker.*



Figure 24. The Antipodes Island huts in 2018, after the 2015 rebuild of the old BAAS hut (Hayley Ricardo on the castaway depot hut steps). *Photo: Peter Petchey.*

1.3.6 Antipodes Islands chronology

- 1788 Captain Bligh on HMS *Bounty* discovers the Bounty Islands but does not land.
- 1800 Captain Henry Waterhouse of HMS *Reliance* discovers the Antipodes Islands on 26 March while en route from Sydney to Cape Horn. He named the larger island 'Isle Penantipode', as it was close to the antipodes of London.
- 1805 A sealing gang is landed from the American schooner *Independence*. This gang took approximately 60,000 seal skins during the year they were ashore.
- William Stewart lands a sealing gang from the *Venus*, the Union Flag is hoisted, and the islands claimed in the name of the King. A fracas ensues with the sealers already on the island who were landed from the American ships *Independence*, *Favorite*, *Honduras Packet* and *Governor King*.
- 1805–06 A total of 86 sealers ashore on the Antipodes Islands, their largest human population so far.
- 1807 Seal catches decline sharply due to the pressure from hunting.
- 1810 Antipodes Islands seal population effectively collapsed due to over-hunting.
- 1825 Alexander Foster and William Rook of the *Prince of Denmark* are buried on Antipodes Island.
- 1880 The schooner *Alert* found no seals during a 6 week stay but takes 3500 penguin skins. The sealers find the marked graves of Alexander Foster and William Rook.
- 1886 Captain Fairchild of the SS *Hinemoa* erects a castaway depot hut at the northern end of Antipodes Island and makes a sketch map of the island that is published that year.
- 1887 Three goats, seven sheep, eucalyptus trees, firs, wattles and Scotch broom (*Cytisus scoparius*) all introduced. Animals survive for a short time, but no introduced plants survive.
- 1888 Andreas Reischek is the first scientist to visit the Antipodes Islands, arriving on the government vessel *Stella*. Photographer William Dougall also visits and takes photographs of the castaway depot hut and Foster's Grave.
- 1889 Three cattle are landed on Antipodes Island.
- 1890 The Richardson sisters visit the Antipodes and Bounty Islands during a regular voyage of the *Hinemoa* and produce a diary account of the trip.
- 1893 The barque *Spirit of the Dawn* is wrecked on rocks to the south of Antipodes Island. Five lives are lost, but 11 crew get ashore safely. They fail to find the castaway depot hut and livestock at the other end of the island. They are rescued by the *Hinemoa* after 88 days ashore.
- The Department of Lands offers a pastoral lease for Antipodes Island.
- 1894 Eight fingerposts pointing towards the castaway depot hut are installed around Antipodes Island in order to prevent future shipwreck survivors failing to find the supplies.
- 1895 William Dunwoodie takes up a pastoral lease for a 21-year period, but never lands any stock or even visits the island.
- 1903 Three heifers landed. The botanist Cockayne visits the island.
- 1904 More sheep and a goat are landed. These are the last stock liberations.
- 1908 The French ship *Président Félix Faure* is wrecked on Bollons Island. The entire crew of 22 men survive and find the castaway depot hut. They build lean-to shelters

around the outside and extra bunks inside using timber from the wreck. They kill the last surviving cattlebeast. They are rescued by HMS *Pegasus* after 60 days ashore, but the surviving ship's dog flees and is lost on the island.

- 1909 Captain Bollons reports that mice are numerous in the castaway depot hut.
- 1923 Last regular visit by government steamer on inspection tour (the *Tutanekai*).
- 1926 Whitney South Sea Expedition, American Museum of Natural History.
- 1927 Last inspection visit by a government steamer (the *Tutanekai*, 4 years after the previous visit).
- 1961 The Antipodes Islands and Bounty Islands are declared Flora and Fauna Reserves.
- 1962 New Zealand Oceanographic Institute visit to the Antipodes Islands; castaway depot hut cleaned and repaired.
- 1969 University of Canterbury Auckland Islands Expedition. Castaway depot hut repaired and re-roofed, new door and window installed.
- 1975 The foreshores of the Antipodes Islands are set aside as a Flora and Fauna Protection Reserve (adds to the reserve area declared in 1961).
- 1978 Bounty, Antipodes, Auckland and Snares (BAAS) Expedition, 1978. Senior Ranger John Newton erects a new hut and repairs the old castaway depot hut (new roof, door and window).
- 1985 Subantarctic Islands Expedition 1985.
- 1986 The Antipodes, Bounty, Auckland and Campbell Islands are declared National Reserves.
- 1999 The yacht *Totorore* is wrecked in or near South Bay with both crew members lost. The wreck has never been found.
- 2014 Landslip moves 1978 BAAS hut until it is almost in contact with the castaway depot hut which is fortunately undamaged.
Moutere Mahue/Antipodes Islands Marine Reserve created.
- 2014–15 1978 BAAS hut repaired.
- 2016 Million Dollar Mouse project to eradicate mice from the Antipodes Islands.
- 2017 Kath Walker and Graeme Elliott paint castaway depot hut.
- 2018 Archaeological survey.
Million Dollar Mouse monitoring expedition declares the mouse eradication programme a success.

1.4 2018 Archaeological site survey

Until 2015, archaeological surveying on the Antipodes Islands was carried out informally as an adjunct to other research. In 2015, Kath Walker and Graeme Elliott visited the islands and recorded most of the known archaeological sites and then, in 2018, the mouse monitoring expedition included a dedicated archaeological survey component. The 2018 survey concentrated on revisiting all known archaeological sites and features in order to record more detail and to also visit areas of likely unrecorded sites. The only access around Antipodes Island is by foot, with boat landings in most places only possible in exceptionally calm sea conditions.

1.4.1 Constraints

Many archaeological sites have been identified on the Antipodes Islands since 1969, but difficulty of access to much of the coast and dense vegetation (Figs 25, 26) mean that some areas of the island have never been inspected and that any further archaeological features will be difficult, if not impossible, to see. More sites are certain to be present but may never be found. In addition, landslides are common on the island (Fig. 27) and are likely to have destroyed many sites; for example, it is thought that the Ringdove Bay fingerpost may have been swept away by a landslide (K. Walker, site record form). This difficulty in locating features especially holds true for early sealing sites, where some sealing gangs were obliged to work in extremely inhospitable spots. Several early records of huts that have not been relocated confirm that more sites exist (or once existed).

As Warham and Johns (1975: 118) note, caves are a feature of all the coasts, and many of these may have been occupied. However, seals and penguins have reoccupied many caves near their colonies and are slowly obliterating archaeological features (such as the penguin skins at Anchorage Bay and the fireplace on the south coast). A coastline inspection of Ringdove Bay to Alert Bay was undertaken by boat on 14 March 2018, but other parts of the island were inaccessible due to sea conditions at the time.



Figure 27. Theo Van Noort on a slip on the south coast of Antipodes Island in 2018. The upper layers of vegetation and peat regularly slough off the island's steeper slopes, sweeping away or covering with debris any archaeological material in their way. The 2014 Hut Cove slip probably destroyed sealing camp evidence there, and the toe of a slip debris field has come within 6 m of one south coast sealers' hut site. *Photo: Peter Petchey.*



Figure 25. Finlay Cox standing on boardwalk cut through the grass near the Hut Cove huts in 2018, showing coastal vegetation that can be up to 2 m high, creating a dense and almost impenetrable mat. Archaeological sites under this are invisible. *Photo: Peter Petchey.*



Figure 26. Robyn Blyth standing in head-high fern in an inland gully, 2018. *Photo: Peter Petchey.*

1.4.2 Archaeological sites

The archaeological site descriptions in this section are derived from five main sources:

- Observations made during the 1969 University of Canterbury Antipodes Islands Expedition (Warham 1969; Warham & Johns 1975; Taylor 2006; Taylor pers. comm.).
- Observations made during the 1978 BAAS Expedition (Newton 1979; Taylor pers. comm.).
- Material brought together in *Straight Through from London* (Taylor 2006).
- Site record forms, field observations and manuscript reports by Kath Walker, Graeme Elliott and Rowley Taylor.
- The 2018 archaeological survey.

All of the sites recorded during the earlier visits were revisited in 2018, but the earlier descriptions remain useful due to site deterioration and/or vegetation growth since. One previously unrecorded site was found in 2018 (the Reef Point cave), and more detail about the already recorded sites was gathered.

The archaeological sites on Antipodes Island fall into three main categories: those associated with sealing, those associated with castaways and those associated with modern-era research and management. Some of the known sites are in the same places, particularly at Anchorage Bay where the main sealing base of 1805 was probably located, the 1886 castaway depot hut was established, the *Président Félix Faure* crew lived and the 1978 BAAS hut was constructed. There will be no evidence of the pastoral lease as no development work was ever done; although some stock were released on the island, and skeletal evidence of these beasts may still exist (although the acid peat soils make the survival of bones unlikely). These releases were associated with the castaway depot management rather than the pastoral lease.

Note about structure in the following text

The descriptions below are organised partly in geographical and partly in chronological order. The Anchorage Bay / Reef Point / Stella Bay sites form a tight cluster (all are within 300 m of each other) and are therefore discussed together (*Chapter 2*), if only to simplify the presentation of maps. The rest of Antipodes Island is discussed chronologically: sealing period (*Chapter 3*), castaway period (*Chapter 4*) and modern management period (*Chapter 5*). The historic era sites (i.e. sealing and castaway periods) are summarised in Table 2.

Table 2. Known archaeological sites on Antipodes Island, as recorded in 2018. Site coordinates were obtained using Garmin GPSmap64 hand-held GPS.

SITE NUMBER	SITE DESCRIPTION	SITE LOCATION	LATITUDE (S)	LONGITUDE (E)
1	Castaway depot hut	Anchorage Bay	49° 40.066'	178° 48.540'
2	Penguin skin cache	Anchorage Bay	49° 40.039'	178° 48.411'
3	Conical Hill fingerpost	Conical Hill	49° 40.165'	178° 47.792'
4	Alert Bay fingerpost	Alert Bay	49° 40.716'	178° 48.370'
5	Cave Point fingerpost	Spot height 219	49° 40.968'	178° 44.756'
6	Sealers' camp (hut sites)	South coast	49° 42.332'	178° 44.596'
7	South coast fingerpost	South coast	49° 42.370'	178° 44.700'
8	<i>Spirit of the Dawn</i> castaway cave	South Bay	49° 42.549'	178° 45.239'
9	South Bay fingerpost	South Bay	49° 42.514'	178° 45.153'
10	<i>Spirit of the Dawn</i> flagpole site	South Bay	49° 42.445'	178° 45.229'
11	Anchorage Bay sealers' camp (same location as castaway depot hut)	Anchorage Bay	49° 40.066'	178° 48.540'
12	South coast sealers' fireplace	South Bay	49° 42.092'	178° 44.343'
13	Reef Point cave	Reef Point	49° 40.049'	178° 48.617'
14	Foster's grave	Stella Bay	49° 40.118'	178° 48.547'

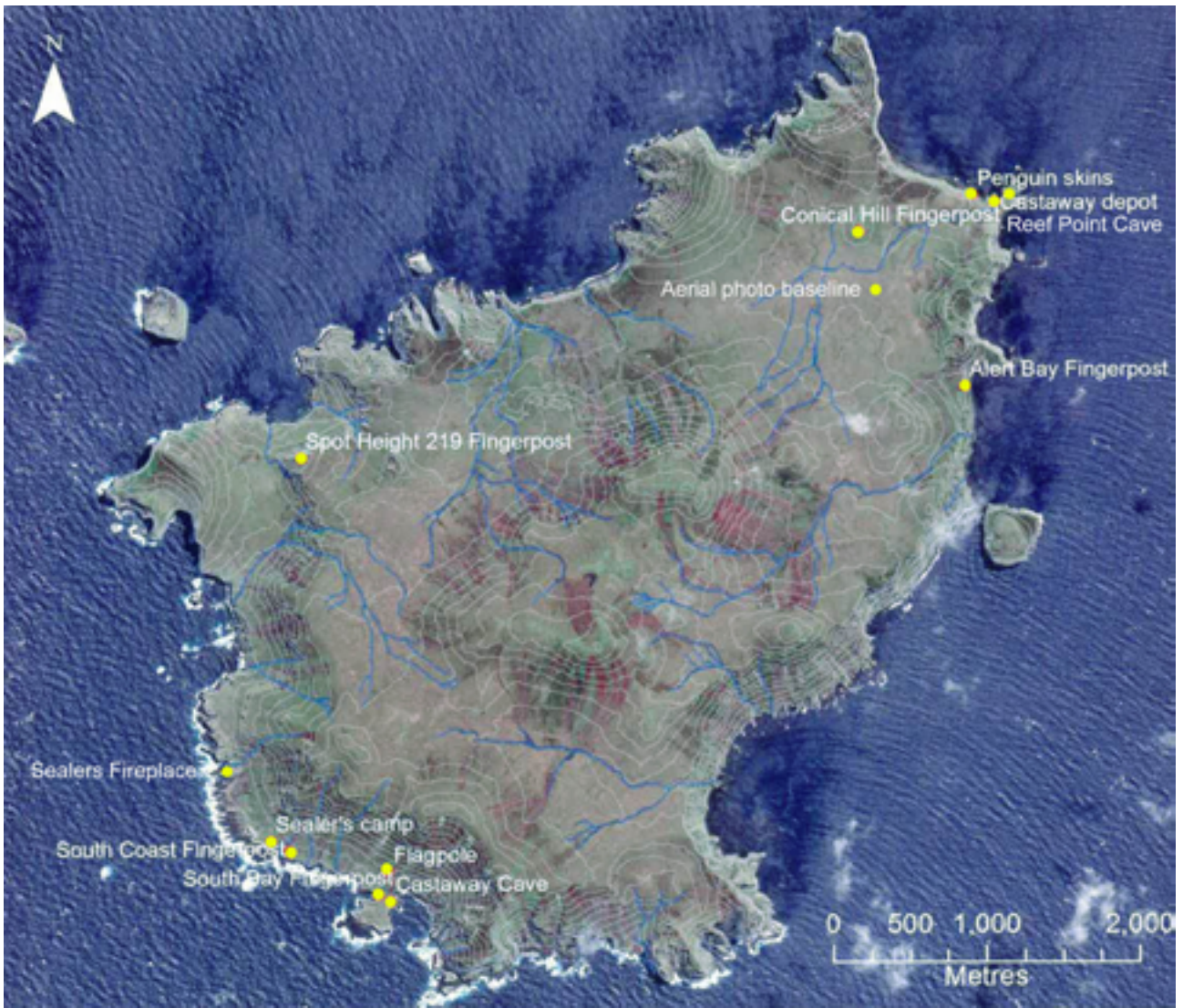


Figure 28. Map of the Antipodes Islands showing the locations of the main recorded historic and archaeological sites.
Map: K. Walker.

2. Anchorage Bay, Reef Point and Stella Bay sites

Anchorage Bay is the location of the 1886 castaway depot hut, but it is also the site of some of the early sealers' camps from 1805 onwards. It is most likely here that William Stewart's and Simeon Lord's men came to blows when the Union Flag was first raised in the name of Great Britain in 1805. It is also the focus of modern-era management, with the 1978 BAAS hut and associated infrastructure. Evidence of all three eras is present in the area, especially in the immediate vicinity of the huts. This evidence is discussed here in the same chronological order (sealing era, castaway era, modern era) as the rest of the sites on the island. Figures 29, 30 and 31 show the area with the recorded historic sites.

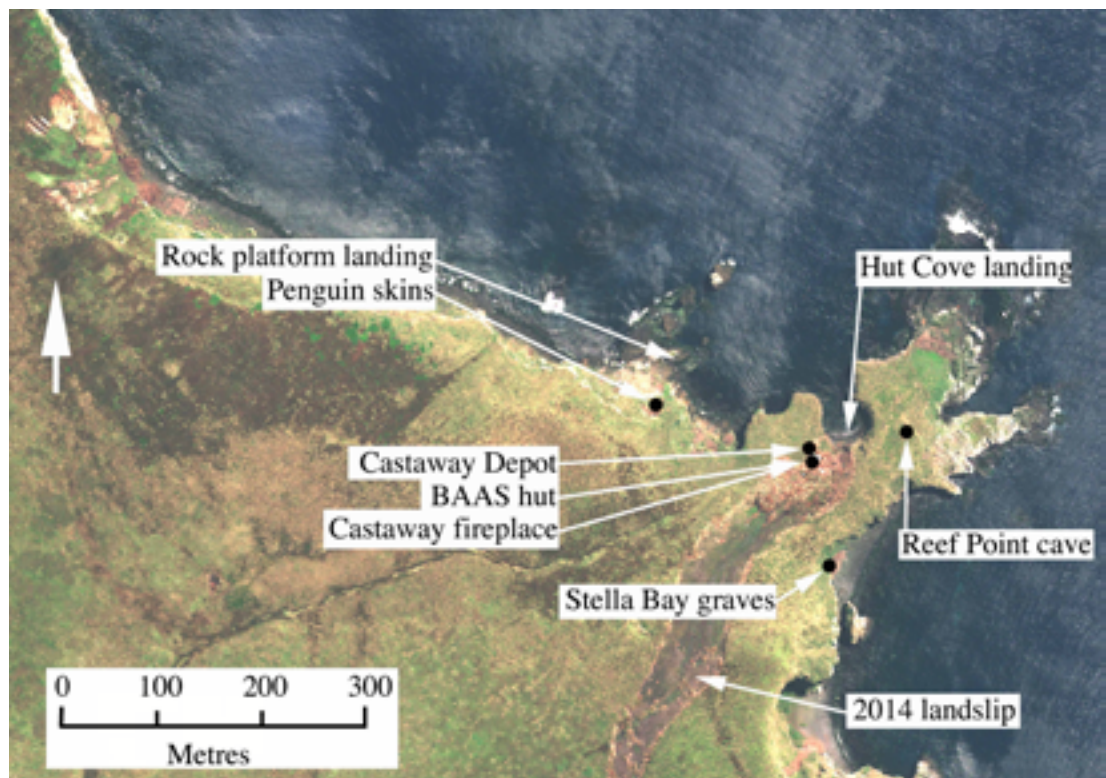


Figure 29. Northern area of Antipodes Island, showing the locations of the Anchorage Bay historic sites.



Figure 30. Panoramic view of the two huts and hut cove, with Perpendicular Head, Anchorage Bay and Bollons Island in the background, 2018. *Photo: Peter Petchey.*

It should be noted that the 2014 landslip that moved and damaged the 1978 BAAS hut almost certainly destroyed some evidence from the sealing and castaway eras. The castaway depot hut contains a pencil note on one interior wall ‘good water in swamp close by’, but this swamp was swept away in the slide. As outlined above, the archaeological sites that do survive in this area are difficult to find due to the vegetation cover, but sub-surface evidence is certain to still exist.

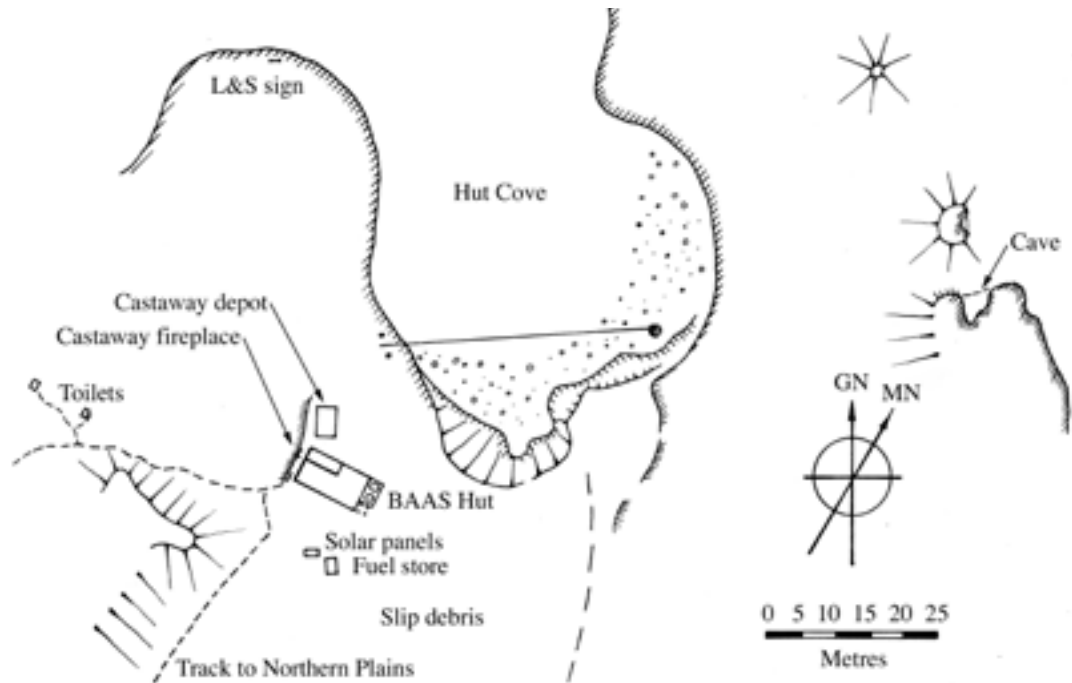


Figure 31. Map of features around Hut Cove, including the two huts, the castaway fireplace and the Reef Point cave.

2.1 Sealing-era evidence

The sealing-era evidence in the area consists of a cache of penguin skins, several caves at Reef Point, the Stella Bay burials and some artefactual material found near the existing huts. More sites will be present hidden beneath the tall tussock that covers much of the area.

2.1.1 Penguin skin cache

The cache of penguin skins in Anchorage Bay is probably related to the brief period in the 1880s when there was an active trade in penguin skins after the seal populations had collapsed. But penguin skins were a low-value item compared with seal skins, and it is likely that this cache was abandoned as being of too low a value to be worth loading and selling. The cache is located about 200 m west of the castaway depot hut under a rock overhang at the edge of a large penguin colony fronting Anchorage Bay. The overhang is 5.6 m long × 2.15 m deep × 1.6 m high. It is above a rocky shelf that is a viable landing place in fine weather, and the skins were probably cached ready for shipment from this landing. The cache as it appeared in 1969 (Fig. 32) was described by Warham and Jones (1975: 126–127) as follows:

These (penguin skins) had been rolled into tight cylinders about 12 cm across and then neatly stacked. The pile was about 60 cm high and 150 cm long and subsequent generations of penguins (Rockhoppers at the present time) had nested and perched on the stack so that it is now solidly impregnated and preserved by guano. The site is on a small level platform, protected from rain and weather from the west. Whether the skins were intended for shipping back to New Zealand (apparently penguin skins were sometimes

marketable) or whether they had been stacked to fuel a fire, perhaps by some of the survivors of *Président Félix Faure*, many of whom had to sleep outside the *Castaway Hut*, was not determined. The site would have been a convenient storage place as a dinghy could easily have been loaded from the rocks about 5 m below, at least in a calm sea. Nearby were the remains of some barrel staves. One of the bundles of skins was carefully removed and has been presented to the Canterbury Museum for its Antarctic Collection.

The speculation that the skins were piled by the *Président Félix Faure* castaways for fuel seems unlikely.

The BAAS expedition in 1978 found that the penguin skins had changed little since they were photographed by the 1969 expedition (Newton 1979), and a photograph in Fraser (1986: 87) shows them again in a similar condition. At this stage it was still obvious that the upper, most visible, bale of rolled skins was sitting upon a lower (and larger) layer of rolled skins. Based on the 1969 photograph and the rough scale given, the main upper layer was approximately 12 inches / 300 mm high. However, since that date the cache has been progressively trampled and buried by fur seals and penguins and in 2014 a small slip brought down earth and tussock in front of the rock shelter. Figures 33–38 show the condition of the cache over the years from the mid-1980s to 2018. There is no longer any sign of the barrel staves that Warham observed in 1969. The state of preservation of the buried skins is unknown; but overall, the cache has deteriorated significantly.



Figure 32. The penguin skin cache at Anchorage Bay as photographed during the 1969 University of Canterbury Antipodes Expedition. The pile of skins has been consolidated by guano. Matchbox for scale = 5 cm. *Photo: R.J. Stanley, published in Warham & Johns 1975.*



Figure 33. The penguin skin cache in the mid-1980s.
Reproduced from Fraser 1986.



Figure 34. The penguin skin cache in January 2012.
This clearly shows the relationship between the rock overhang that contains the skins and the nearby shore.
Photo: Kath Walker, January 2012.



Figure 35. The penguin skin cache in 2012.
Photo: Rob Walker, December 2012.



Figure 36. The penguin skin cache (lower right) in January 2015 with the front of the rock shelter now covered by landslide debris that slipped down in January 2014.
Photo: Kath Walker.



Figure 37. The remaining penguin skins in March 2018.
The scale is 0.5m long. *Photo: Peter Petchey.*



Figure 38. The penguin skin cache overhang in March 2018.
Photo: Peter Petchey.

2.1.2 Stella Bay burials

Reef Point is located to the east of Anchorage Bay, and it separates Hut Cove (at the east end of Anchorage Bay) from east-facing Stella Bay (Fig. 1). Stella Bay provides a fine-weather landing place and would have been utilised during the sealing era. In 1880 the *Southland Times* (22 November 1880: 2) reported that the schooner *Alert* had visited the Antipodes Islands on a sealing voyage, and the party ashore had found two graves with headboards dated 1825, one for Alexander Foster, chief officer of the *Prince of Denmark*, and the other for William Rook, seaman on the same vessel. In 1888 the Invercargill photographer William Dougall visited the Antipodes Islands on the *Stella*, and took numerous photographs, including one of the nearly new castaway depot hut (Fig. 5 above). He also described and photographed the site of Foster's grave (Fig. 39) (Dougall 1888: 18):

We landed again, and on ascending an almost precipitous ledge of rock and tussock we found a piece of totara board with the remains of an inscription, apparently marking a grave. So far as decipherable the inscription reads as follows:

To the M——Foster, chief officer of the Schr. Prince of Denmark, who was unfortunately drown——ke the Boat Arbour——14th day of December in the——1825.

Warham and Johns (1975: 106) noted that the grave had not been reported since Dougall's visit. In 1978, John Newton of the BAAS Expedition searched around on Reef Point for historic evidence and found scattered bones on the point overlooking Boat Harbour (Stella Bay) and thought that this was the same location shown in Dougall's 1888 photo that shows the tōtara board (Fig. 39) (Newton 1979). Newton thought it looked like a possible midden scatter, at an obvious location for early sealers to use. The probable site of the grave (under a rock overhang) was photographed by Kath Walker in 2004 (Taylor 2006: following 208), and again inspected in 2018 (Fig. 40). There is now no sign of any wooden marker or other evidence of a grave. Regarding Newton's observation of a possible midden scatter, this was not relocated, but it was observed that naturally occurring scatters of bones are common on Antipodes Island due to the high numbers of birds and seals (which all have to die sometime) and, in particular, the constant hunting by skuas that results in daily additions to this scatter.

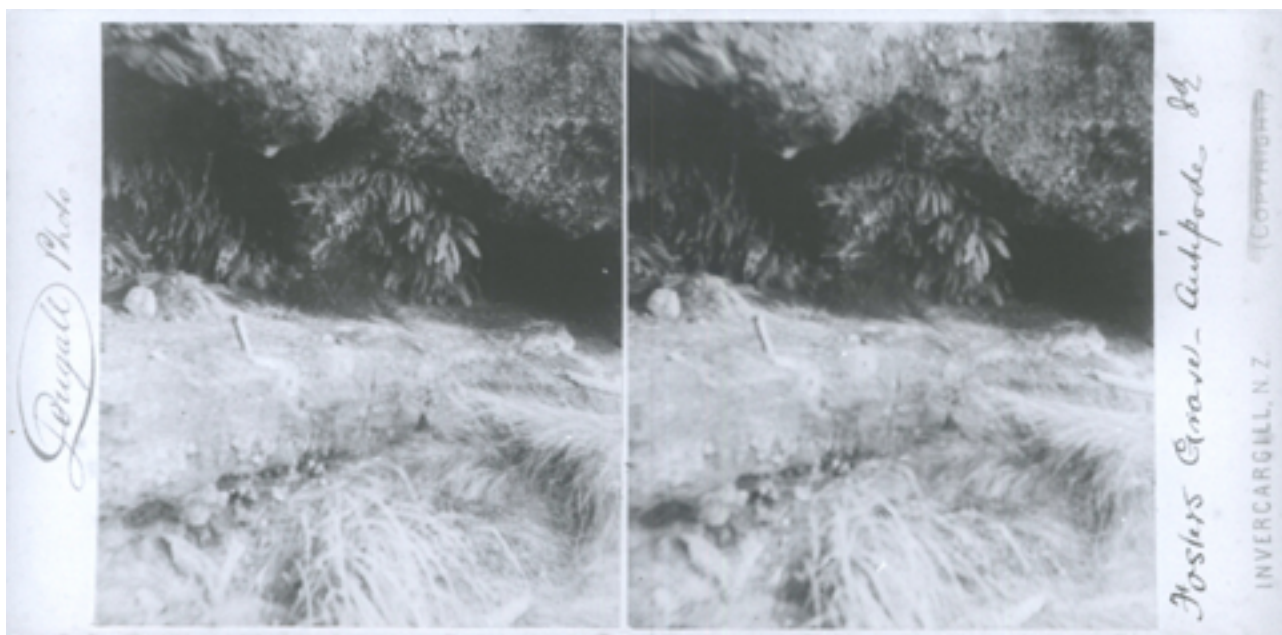


Figure 39. Stereo view of the site of Foster's grave taken in 1888 by W. Dougall. *Hocken Snapshot*.



Figure 40. The probable site of Foster's Grave in 2018. *Photo: Peter Petchey.*

2.1.3 Reef Point cave

As mentioned above, John Newton noted the presence of possible midden on Reef Point in 1978 (Newton 1979). A search of Reef Point in 2018 did not find any midden evidence, but the presence of the seal and penguin colonies there means that differentiating cultural deposits of faunal material from natural deposits could be very difficult. However, the search did identify several caves and overhangs in the scoria cliffs and outcrops, one of which is highly likely to have been occupied. This cave is located at the northern end of the scoria cliffs, and measures 4.5 m wide, a maximum of 5.3 m deep (of which 3.3 m are usable) and has 1.9 m of headroom at the front. There is a level area at the front of the cave, although this is presently obscured by pedestaled tussocks. No artefactual material was observed (no test pits were dug), but there appears to be a collapsed rock wall across the front of the cave, with an entrance on the western side. Seals periodically occupy the cave and would have pushed over the wall (as has happened at the *Spirit of Dawn* castaway cave on the south coast).

It is likely that this cave was used to store seal skins under the care of Wild and Hoef until shipped to Canton on the *Favorite* in 1807, as it is the only large shelter close to the main ship anchorage. Two other small caves exist nearby, which could have provided some shelter for sleeping, but otherwise contained no evidence that they had been utilised. A large sea cave exists under the point on the west side of Hut Cove, but this is regularly swept by the tide. Figures 41 and 42 show the cave in 2018. Figure 43 shows a plan of the cave in 2018.



Figure 41. Cave at Reef Point in 2018. *Photo: Peter Petchey.*



Figure 42. Looking into the Reef Point cave 2018, with the possible collapsed stone wall running from the centre of the image up to the right (see also Fig. 43). *Photo: Peter Petchey.*



Figure 43. Plan of the Reef Point cave, showing the remains of the possible rough stone wall across the entrance. *Baseline offset plan, Peter Petchey and Bea Ayling.*

2.1.4 Artefactual evidence of sealers

When the crew of the *Stella* were digging the foundations for the castaway depot hut in March 1886, they found a number of items that were described by Captain Fairchild: ‘when down about 2ft we unearthed a piece of an earthenware bowl ... I also found some pieces of timber, which had been the remains of an old hut; but, as it was New Zealand wood, it had, no doubt, been a sealer’s hut’ (*AJHR* 1886 H24: 6). This ceramic has been claimed to be possible evidence of a pre-European occupation of the island (*Te Ao Hou The Maori Magazine* 1967, No. 59: 43), probably inspired by the speculative Marine Department report at the time:

*It is worthy of being mentioned that in the act of digging one of the holes for piles for the hut for stores placed on the Antipodes Islands a singular relic in the shape of a fragment of coarse pottery was turned up from about two feet below the surface. This curious discovery leads one to wonder how and whence came this piece of pottery, and it opens to the imagination the widest field for conjecture. The fragment in question has been sent to the Colonial Museum, together with specimens of the herbage growing on the island, and of the earth, rocks, etc. (*AJHR* 1886 H24: 3).*

However, it is clear from Fairchild’s own description of the context that the earthenware fragment was associated with the European sealers of the early 19th century. During repairs to the 1878 BAAS hut after the 2014 landslide, further archaeological features and artefacts were found, and in 2017 Kath Walker and Graeme Elliott found a coarse earthenware fragment possibly similar to that described by Captain Fairchild during excavations around the huts (Figs 44, 45).

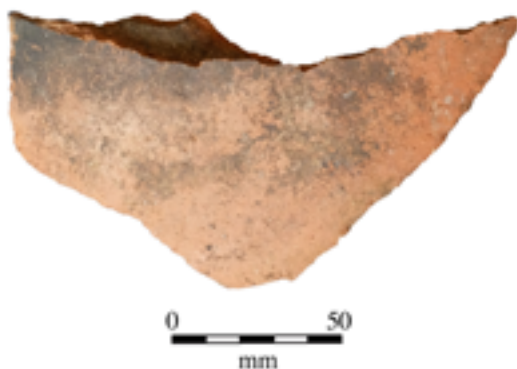


Figure 44. The fragment of earthenware pottery (140 × 70 × 18 mm thick) found in front of the castaway depot in 2017, photographed in 2018. The area where it was found had been cleared and dug during the mouse eradication project. *Photo: Peter Petchey.*

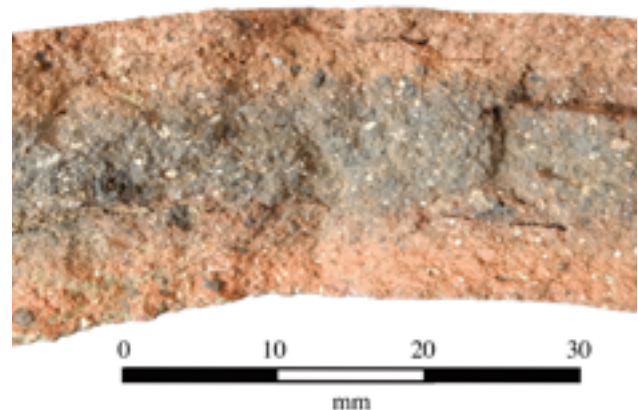


Figure 45. Cross-section of the earthenware fragment found in 2017, photographed in 2018. *Photo: Peter Petchey.*

In February 1998 a broken bottle was found by Kath Walker and Graeme Elliott when they were putting in the first boardwalk around the huts, between the castaway depot hut and the 1978 BAAS hut (in its old position). It was about 7–8 m west of the huts along the track to the toilet (in its then location; it has been moved since) and Anchorage Bay, behind the small ridge sheltering the huts. The free-blown bottle (Fig. 46) is consistent with an early 19th-century date, particularly in the hand-formed neck and top details. It is likely to have been discarded by sealers; it is much too early in its form to be associated with the *Président Félix Faure* castaways or the stocking of the castaway depot.

Other discoveries of archaeological material have been made around the castaway depot hut at various times. Some of these will pre-date the depot, while others will be associated with the use of the depot; in particular, the *Président Félix Faure* castaways constructed extra shelters and fireplaces around the hut in 1908 and it is now difficult to determine these features and any associated artefacts from earlier sealing camp features with complete confidence. These features are discussed further below.



Figure 46. The broken bottle found near the castaway depot hut by Kath Walker and Graeme Elliott in 1998, photographed in 2018. This bottle is of a late 18th / early 19th century form and was probably discarded by sealers. It is now in the collection of the Southland Museum and Art Gallery. Photo: Peter Petchey.

2.2 Castaway era sites at Anchorage Bay

The most significant and visible castaway-era site is the 1886 castaway depot hut at Hut Cove in Anchorage Bay, but other features include a fireplace that was probably built by the *Président Félix Faure* castaways. A quantity of old timbers (now stored under the hut) were probably from the wreck and used by the castaways to construct a lean-to on the site of the hut.

2.2.1 The castaway depot hut

The castaway depot hut is located close to Hut Cove which has long been used as the main landing place on Antipodes Island, and the place where the *Président Félix Faure* castaways came ashore. The hut is the most visible historic feature on the Antipodes Islands and is one of the best preserved of the castaway depot buildings in the subantarctic islands. The general operational history of the depot is given above, but the recent ‘preservation era’ management of the hut, including an account of repairs carried out, is given here.

The major in-service modification to the castaway depot hut was carried out in 1908 by the shipwrecked crew of the *Président Félix Faure*, who constructed two makeshift shelters up against the hut and used ship-wrecked timbers to build wooden benches around the inside walls to give extra sleeping space. While these benches were still present in 1978, they were subsequently removed (although their shadows can still be seen on the inside walls). One of the cabins erected in 1908 was a lean-to structure along the full length of the southern wall. It was roofed with sheets of zinc lining from provision boxes supported by four oars lashed to other boat wreckage, and had walls of peat, tussock and other vegetation (see Fig. 5 above). Many buried small pieces of the zinc lining and the remains of two oars were recovered in the summer of 2014/15. This was when the area just south of the depot hut was cleared of vegetation to make a space to add a covered porch to the 1978 BAAS hut during the repairs carried out after the 2014 slip (Fig. 47). These items are discussed in more detail below.



Figure 48. The 1969 Canterbury University Antipodes Island Expedition camp beside the castaway depot hut in January 1969. *Photo: John Warham, originally reproduced in Taylor 2006.*



Figure 49. The castaway depot hut soon after the 1978 BAAS Expedition arrived, before any repairs were carried out. *Photo: Newton 1979; Archives New Zealand Te Rua Mahara o te Kawanatanga, Dunedin Regional Office.*



Figure 50. The castaway depot hut after repairs and repainting by the BAAS Expedition in 1978. *Photo: Newton 1979; Archives New Zealand Te Rua Mahara o te Kawanatanga, Dunedin Regional Office.*



Figure 51. The castaway depot hut adjacent to the 1978 BAAS hut after the repair works on the latter were completed in 2015. The castaway hut is in good condition, but the staining from rusting nails is evident. *Photo: Kath Walker.*



Figure 52. The castaway depot hut after it was repainted in early 2017 by Kath Walker and Graeme Elliott. *Photo: Kath Walker.*



Figure 53. Graeme Elliott in residence in the castaway depot hut in 2014 when the 1978 BAAS hut was found to be badly damaged. *Photo: Kath Walker.*

In 1985, during the Subantarctic Islands Expedition, J.O. Clay of the Department of Lands and Survey painted the castaway depot hut (two coats of Samson acrylic paint colour ‘Cress’) and carried out some minor repairs to weatherboards but did not have time to repair the sub-floor decay that John Newton had observed (Clay 1985). The rim lock that Newton had fitted in 1978 had corroded away, and the door was left secured with a galvanised bolt. Clay recommended that good quality brass hinges and latches should be supplied on the next trip for both huts’ doors. In 1998, the hut was lifted up on jacks by Dave Houston of the Department of Conservation, to allow replacement of the rotten floor bearer at the back of the hut. All the piles were replaced at the same time. While the hut was up on jacks, an overnight storm blew it over, and it could not be returned to its original position, so it is now situated approximately 0.75 m further south and 0.3 m further east than previously (letter D. Houston to W. Hockley, copy in castaway depot hut book). The exterior of the hut was repainted at the same time.

During 2015 the site works that were required to level and repair the landslip-displaced 1978 BAAS hut found two old fireplaces (see discussion below) and a collection of material that probably came from the temporary shelters erected by the *Président Félix Faure* castaways (see discussion below). Figure 51 shows the 1978 hut after repair work in 2015.

The most recent maintenance work on the castaway depot hut was undertaken by Kath Walker and Graeme Elliott in early 2017 (Fig. 52). A temporary water supply system (consisting of guttering and a water barrel) had been installed in 2014 when the 1978 BAAS hut had been found to be unusable due to the landslip (Fig. 53) and this was removed. The castaway depot hut exterior was then scraped, sanded-back and two coats of paint applied. At some point a consolidant has been applied to all nail heads and other exposed iron inside the depot.

Castaway depot hut fabric

The castaway depot hut is a small wooden-framed and clad building with a corrugated aluminium mono-pitch roof (originally a corrugated iron roof). It has a single door and window at the front (Fig. 54). As described above, the roof, door and window have all been lost at different times but have then been replaced and/or repaired. These elements, some of the roof framing, some of the under-floor framing and the piles are all modern replacements. Other than some small areas of internal lining, the rest of the structure is original.

The hut measures 14 feet 4½ inches × 9 feet 4 inches (4.38 × 2.85 m) (maximum dimensions measured across the corner closures). The rear wall is 9 feet (2.74 m) high and the front wall 7 feet 7 inches (2.31 m) high (both measured from the wall base, not the ground).

All of the remaining original structure is probably kauri (*Agathis australis*) timber, but this has not been analysed. Certainly, good quality timber was used on the original structure, given the lack of decay in the building.



Figure 54. East (front) and north walls of the castaway depot hut in 2018.
Photo: Peter Petchey.



Figure 55. South wall of the castaway depot hut, 2018, showing the nails in the fifth weatherboard from the top that fixed the lean-to roof constructed by the *Président Félix Faure* castaways. Photo: Peter Petchey.



Figure 56. West (rear) wall of the castaway depot hut, 2018. This was originally closer to the bank, until the depot shifted slightly when it was being repiled in 1998. Photo: Peter Petchey.



Figure 57. Carved names on the front external wall of the castaway depot hut (to the left of the door), 2018. Photo: Peter Petchey.



Figure 58. The same carved names recorded in the 1981 TVNZ Wild South documentary episode *Island of Strange Noises*. 'G. Hooper' and 'Hinemoa' are also visible; but are not visible in Fig. 57 (2018). Image: TVNZ.

Castaway depot hut exterior description

The exterior of the castaway depot hut is clad in rusticated weatherboards (9½ inches wide and 1½ inch overlap), with plain architraves and plain vertical corner closure boards and barge boards. Rust bleeding from the nails used to fix the weatherboards is visible even after the recent repaint. Old nails hammered into the weatherboards on the south wall show where the *Président Félix Faure* castaways built their lean-to (Figs 55, 56). There are traces of several inscriptions to the left of the door (Figs 57, 58). These complement the inscriptions inside the depot, which are described below.

Castaway depot hut interior description

The interior of the castaway depot hut is lined with 5½ × ½ inch tongue and groove (T&G) boards, nailed to the studs. The fixing nails are rusty, and someone has applied consolidant to their heads. Some of the nails are rusted-through, and several boards are loose. In addition, several boards have been taken off the walls and used to make shelves at the southern end of the hut. A few new lining boards have been installed to repair decayed areas.

The shelving in the hut is of relatively modern construction (some, as noted above, constructed using old timbers), but the line of the old *Président Félix Faure* castaways' bunks can clearly be seen around the walls 42 inches (1.07 m) above the present floor level (note that the floor was dropped by 2 inches when the depot was re-piled). This clear definition is because the bunks

protected the lower wall linings from the weather when the roof failed in the 1960s (Fig. 59). An old army wooden case has been nailed to the rear wall to act as a small shelf or cupboard (Fig. 60). Presumably this held supplies during the 1969 or 1978 expeditions.

There are numerous inscriptions on the walls left by visitors over the years, and these comprise a significant feature of the hut, as they are probably the best-preserved set of such inscriptions of all the New Zealand subantarctic castaway depot huts. They are described in detail below.



Figure 59. The inside north wall of the castaway depot hut, 2018. The line where the *Président Félix Faure* castaways' bunks were built is clearly visible half-way up the wall. *Photo: Peter Petchey.*



Figure 60. The inside south wall interior of the castaway depot hut in 2018 showing the modern shelving which is constructed partly of wall lining boards taken from the wall. The wall framing, including the brace, is also clearly visible in this view. *Photo: Peter Petchey.*



Figure 61. The inside east (front) wall of the castaway depot hut in 2018 showing the hut's one window (north side of the door). Replacement tongue and groove lining boards are visible in the lower left (northeast) corner. *Photo: Peter Petchey.*

Castaway depot hut inscriptions

A significant feature of the castaway depot hut is the inscriptions left on the interior walls (with a few inscribed on the front exterior wall). Some of these were official, noting visits by government vessels (Fig. 62), but most are informal, left by a range of visitors to the island. These inscriptions have been noted by many recent visiting expeditions. Photographs of some examples are presented here, allowing an assessment of change over time to be made. Comparing Figs 63 and 64 shows that there is some ongoing deterioration, most likely due to everyday use of the hut.

The 1969 University of Canterbury expedition recorded some of the pencilled inscriptions inside the hut (Warham & Johns 1975: 126): ‘S.S. *Hinemoa* had called there on 1 December 1897, 1 August 1898, 2 April 1904, 16 July 1903 and 16 July 1923; S.S. *Tutanekai* on 2 January 1902, 13 March 1903, 5 March 1906, 21 January 1921 and 1 April 1923; S.S. *Stella* in September 1928 and N.L.S. *Amokura* on 15 March 1910 and 26 March 1917. One inscription reads ‘HINEMOA AUGUST 1ST 1898 DIRTY WEATHER SETTLE IN LEAVING FOR THE BOUNTYS AND NZ TONIGHT STORES IN GOOD ORDER AND REPLENISHED W. F. BROWN,’ and again ‘HINEMOA VISITED HERE DECEMBER 1ST 1897 CALL AGAIN ABOUT APRIL OR MAY 1898.’

Other ships recorded on the walls include HMS *Ringdove*, *Northwind*, *Alert*, *Taranui*, *Chance*, *Tangaroa*, *Far Quest*, *Parimar*, HMNZS *Waikato*/*Monowai*/*Taranaki*/*Tui* and the *Totorore* and *Marine Countess*.

Details of names and inscriptions on the Antipodes castaway depot hut walls are provided in Appendix 3.



Figure 62. Inscription left by P.F. Fisher of the SS *Stella* in 1925, photographed in 2018. The SS *Stella* was in service from 1876 and is the last of the government steamers to still exist – her hulk lies in North Harbour in Fiordland. Photo: Peter Petchey.

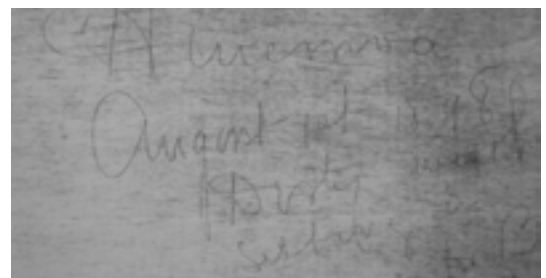


Figure 63. A note from the visit of the SS *Hinemoa* in August 1898 on the walls of the castaway depot hut, as photographed in 1978. Newton 1978; Archives New Zealand.

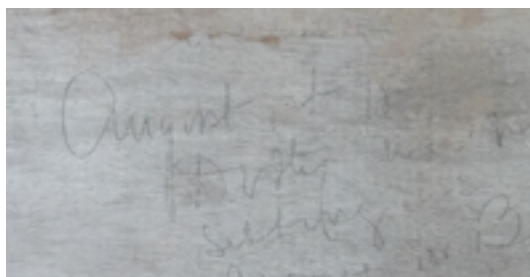


Figure 64. The Fig. 63 inscription in 2018, showing significant deterioration over 40 years, probably as a result of abrasion from items hung on the wall. Photo: Peter Petchey.



Figure 65. Inscription inside the castaway depot hut left by a member of the crew of HMS *Ringdove* in October 1899, as photographed in 2004. Photo: Kath Walker.



Figure 66. HMS *Ringdove* inscription recorded in 2018. Consolidant has been added to the nearby nail head since 2004. Photo: Peter Petchey.



Figure 67. Inscription by the crew of the MV *Chance* from Bluff, recorded in January 2004. Taylor (2006) is of the opinion that it was the *Chance* crew that vandalised the castaway depot hut contents, and the fact that this inscription has been hacked out over the top of the 1950 *Alert* inscription speaks of a lack of respect for the place. Photo: Kath Walker.

Castaway depot hut structure

The castaway depot hut is built with a timber frame that is notably robust, which accounts for its survival in the harsh subantarctic environment. It is of conventional design, using top and bottom plates and vertical studs and diagonal bracing, but the studs are 5 × 2 inches (125 × 50 mm) rather than the standard 4 × 2 inches (100 × 50 mm), and they are mounted into the top and bottom plates using mortise and tenon joints (Fig. 68). This was a standard construction technique during the 19th century but was phased out at the end of the century in favour of simpler (and cheaper) rebated joints or simple butted and nailed joints. However, it is a very strong joint, which does not rely on the strength of an iron nail, so is ideally suited to the Antipodes Island situation where a robust building was necessary. The studs were also closely spaced, at centres that varied from 13 inches to 18½ inches (330 mm to 470 mm) (but were typically about 16½ inches (420 mm)). Many of the joints were marked with Roman numerals, evidence that this was a prefabricated kitset that was made in New Zealand and then marked for easy reassembly on the island (Figs 69, 70).

The roof framing consists of the original 5 × 2 inch (125 × 50 mm) rafters, with modern tanalised pine purlins. The corrugated aluminium roof cladding is nailed to the purlins (Figs 71, 72).

The foundations consist of three rows of four piles, supporting three bearers that run the length of the building. These in turn support five joists that support the walls and floor (the two outer joists support the end walls only). The floor is not attached to the walls and was dropped 2 inches in relation to the walls when the sub-floor structure was renewed (Figs 70, 73). This has possibly had the unintended benefit of improving the airflow through the walls (as there is now a gap at the top and bottom of the wall lining), which will assist in keeping the structure dry.



Figure 68. Top plate and stud in the east (front) wall of the castaway depot hut, showing the mortise and tenon joint, 2018. *Photo: Peter Petchev.*



Figure 69. Bottom plate and base of stud in the west (rear) wall of the castaway depot hut, 2018, showing one of the Roman numerals that the timbers were marked with to aid reassembly of the prefabricated structure. *Photo: Peter Petchev.*



Figure 70. Scarf joint in the bottom plate of the west (rear) and north side wall of the castaway depot hut, 2018, with Roman numerals to aid reassembly. *Photo: Peter Petchev.*



Figure 71. Top middle of the west (rear) wall of the castaway depot hut, showing the studs, top plate and bracing in the wall, with the rafters attached to the top plate, 2018. *Photo: Peter Petchev.*



Figure 72. Top left hand (southwest) corner of the castaway depot hut, 2018, showing the side wall studs and bracing. Note the lack of a top plate on the side wall, with the studs fixed to the end rafter instead. *Photo: Peter Petchey.*



Figure 73. Bottom plate of the west (rear) wall of the depot, 2018, showing the rebate cut for the bottom end of one of the wall braces. The brace has pulled out of the rebate, suggesting that the building has moved slightly over time. *Photo: Peter Petchey.*

2.2.2 Archaeological features around the castaway depot hut

Fireplaces

Two old fireplaces were uncovered while digging away tussock and peat from the bank behind the castaway depot hut and the 1978 BAAS hut in 2014 during the repair work after the landslip. These fireplaces were 2 m and 4 m respectively south of the southwest corner of the castaway depot hut, and now immediately west of the main bunkroom window of the 1978 BAAS hut. At least one of the fireplaces is presumed to have been built by the shipwrecked crew of the *Président Félix Faure*, as they were known to have tended a fire for much of the time they were on the island.

The southern-most fireplace consisted of a massive wooden lintel which was burnt at one end and appeared to be a piece of old boat, vertical and horizontal pieces of flat iron, and some flat pieces of timber, all deeply buried in the base of a large tussock (Figs 74–76). Limpet (*Cellana oliveri*) shells were scattered around the site. This fireplace no longer exists as it was cleared away to make a gap between the bank and the 1978 BAAS hut which had been jammed up to the bank by the landslip. Photographs were taken before this occurred, and the wooden lintel and flat iron it was made of were placed under the castaway depot hut.

One metre to the north of the first fireplace a second fireplace was found during the 2014 excavations. Unlike the southern fireplace it was built entirely out of stacked flat rocks (crumbly and un-weathered) that appear to have come from the land rather than the beach. Further limpets were scattered on a layer of burnt soil beside the upper part of the fireplace. This fireplace remains easily visible beside the boardwalk to the huts (Fig. 77). When inspected in 2018, limpet shells were still exposed (Figs 78, 79), and could be confidently identified as *Cellana oliveri*, which is abundant in the intertidal zone in Anchorage Bay, Stella Bay and Hut Cove (Fig. 80). Figure 81 provides a drawing of the stacked rock fireplace as it appeared in 2018.



Figure 74. Southernmost fireplace, which included a large wooden lintel with burn marks, found as shown with both horizontal and vertical flat iron near its middle section, and many limpet shells nearby, 2015. This material was unearthed when tussock and peat was removed from the front of the low bank about 3 m south of the castaway depot hut to clear space around the 1978 BAAS hut which had just been shunted against the bank by a landslide. *Photo: Kath Walker.*



Figure 75. Large wooden lintel with burn marks, found as shown with both horizontal and vertical flat iron near its middle section, and many limpet shells nearby, 2015. This material was unearthed when tussock and peat was removed from the front of the low bank about 3 m south of the castaway depot hut during excavation of the 1978 BAAS hut. *Photo: Kath Walker.*



Figure 76. Close-up of the timber lintel showing one of several tacks which may have held sailcloth to it to shelter the fire from rain, 2015. *Photo: Kath Walker.*



Figure 77. The stacked rock fireplace uncovered just south of the castaway depot hut in November 2014 when vegetation and peat were removed to make space for a porch on the landslide-shunted 1978 BAAS hut. The lean-to cabin roof built by *Président Félix Faure* castaways would have covered this area, keeping this fire dry. The scale is 0.5 m long. *Photo: Peter Petchey.*



Figure 78. Detail of the right-hand side of the stacked rock fireplace showing the stonework and limpet shells, overlain by peaty soil, 2015. *Photo: Kath Walker.*

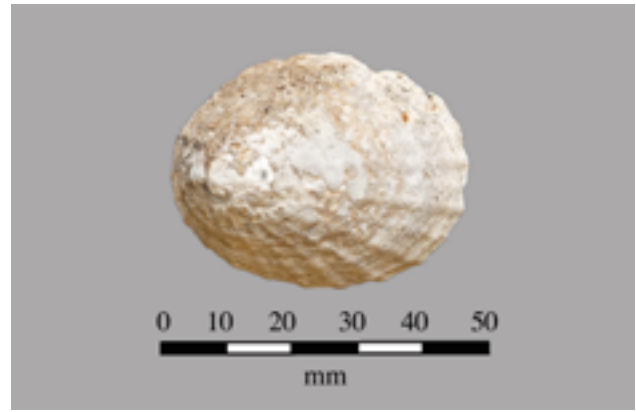


Figure 79. Limpet (*Cellana oliveri*) shell from the castaway fireplace, 2018. *Photo: Peter Petchey.*



Figure 80. Limpets at Anchorage Bay, 2018. *Photo: Peter Petchey.*

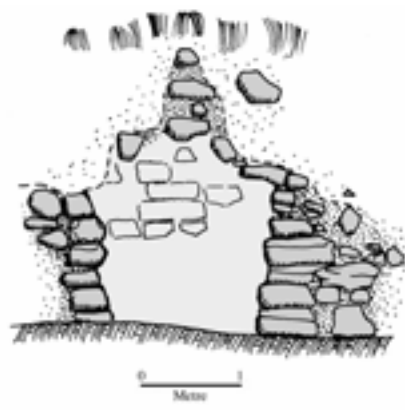


Figure 81. Plan of the stacked rock fireplace, 2018. *Drawing: Peter Petchey.*

Artefactual material stored under castaway depot hut

A quantity of timber and metal items that were found during the post-slip work in 2014 and 2015 are stored under the castaway depot hut. This material appears to be mainly associated with the *Président Félix Faure* castaway occupation of the hut and its surrounds; in particular, the timbers associated with the fireplaces described above and the timbers and metal sheeting associated with the lean-to shelters that the castaways built against the side of the hut. The metal sheeting (zinc?) was probably originally used to line provisions cases stored in the hut to make them weathertight and would therefore have been available to the castaways. The various timber items are likely to be fragments from the wreck of the *Président Félix Faure* and its lifeboat; parts of several oars are identifiable. Some of the stored items are shown in Figures 82 to 87.



Figure 82. Timber and iron items found buried in 2014 under tussocks below the low ridge just south of the castaway depot hut, 2015. These are presumed to be the remains of the oars and other salvaged timber from the *Président Félix Faure* lifeboat and the metal lining from the castaway depot hut's provision boxes which were used to make the lean-to cabin shown in Fig. 14. Some of this material is now stored under the south end of the hut. *Photo: Kath Walker.*

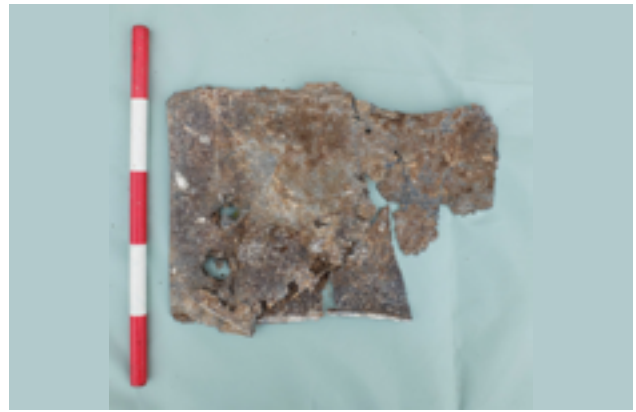


Figure 83. Section of zinc sheeting with a corner seam, 2018. *Photo: Peter Petchey.*



Figure 84. Piece of timber with a treenail (a type of wooden fastening used in boat building), 2018. *Photo: Peter Petchey.*



Figure 85. A section of white-painted timber with a shaped end, 2018. *Photo: Peter Petchey.*



Figure 86. A light rib or stud with an iron bracket attached, 2018. *Photo: Peter Petchey.*



Figure 87. Two sections of oars, 2018. *Photo: Peter Petchey.*

The 1978 BAAS hut and associated features

The 1978 BAAS Hut (also known as Antipodes Hut) has been the base for all expeditions to the Antipodes Islands since it was built and, as already discussed, was the subject of a major rebuild after it was damaged and moved in the 2014 landslip. The present-day hut is still immediately recognisable as the original hut, albeit now slightly larger and with an enclosed porch area situated right beside the castaway depot hut. Along with the castaway depot hut, the 1978 BAAS hut is located close to Hut Cove (Fig. 88). Associated with the hut is the old Department of Lands & Survey sign that stood on the point above the entrance to Hut Cove (discussed further below).

The 1978 BAAS Hut had been partly prefabricated at the former New Zealand Department of Lands & Survey's training centre at Tūrangi and was L-shaped, with two bunkrooms, a main central room, a storeroom and an enclosed porch. It was originally 7.2 m long × 3.6 m wide at one end × 5.4 m wide at the storeroom end (Newton 1979) (note that Newton's report was in a mixture of imperial and metric measurements, reflecting the transition between the two systems that was then occurring). When the hut was rebuilt in 2016 after the 2014 landslip, the east end was extended, and it is now 9.65 m long (with the other main dimensions remaining unchanged). At this time, the inside corner of the 'L' shape of the building was also enclosed with timber framing and transparent sheeting to provide an enclosed north-facing verandah area with clotheslines for drying gear (Fig. 89). The internal layout was altered slightly at the extended end to incorporate a shower, larder and diesel stove, which necessitated reducing the size of the eastern bunkroom from four to two bunks. The window in the unaffected western bunkroom was replaced by a larger replica to provide an emergency exit (Fig. 90). A modern aluminium-framed window was placed in the new eastern wall during the 2016 hut extension (Fig. 91) and the (now smaller) bunkroom was fitted with one of the surplus original windows (Fig. 90), with the second window being placed in what was the old storeroom, which formerly only had an un-opening pane of glass (Fig. 90). Two new plastic water tanks fed by roof water, and a header tank for water and diesel (for the stove)



Figure 88. The 1978 BAAS Hut (left) and castaway depot hut above Hut Cove in 2018. *Photo: Peter Petchey.*



Figure 89. The northern side (front) of the BAAS hut in 2018, with the castaway depot hut to the right. *Photo: Peter Petchey.*

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were mounted at the eastern end of the hut (Fig. 91). A satellite dish is now also mounted on the header tank frame (it is dismantled when the hut is unoccupied), giving a level of communications that could only be dreamt of in previous decades. During this rebuilding work an annotated board was found that records the original hut construction (Fig. 92). Figures 21 and 93 show the original 1978 kitchen corner of the hut and the same corner in 2018. The main living area of the hut in use is shown in Figure 94.



Figure 90. The west and south (rear) sides of the BAAS hut in 2018, with Hayley Ricardo and Theo Van Noort. *Photo: Peter Petchey.*



Figure 91. The eastern (extended) end of the BAAS hut in 2018, showing the header tank stand, satellite dish, water tanks and the modern aluminium window. *Photo: Peter Petchey.*

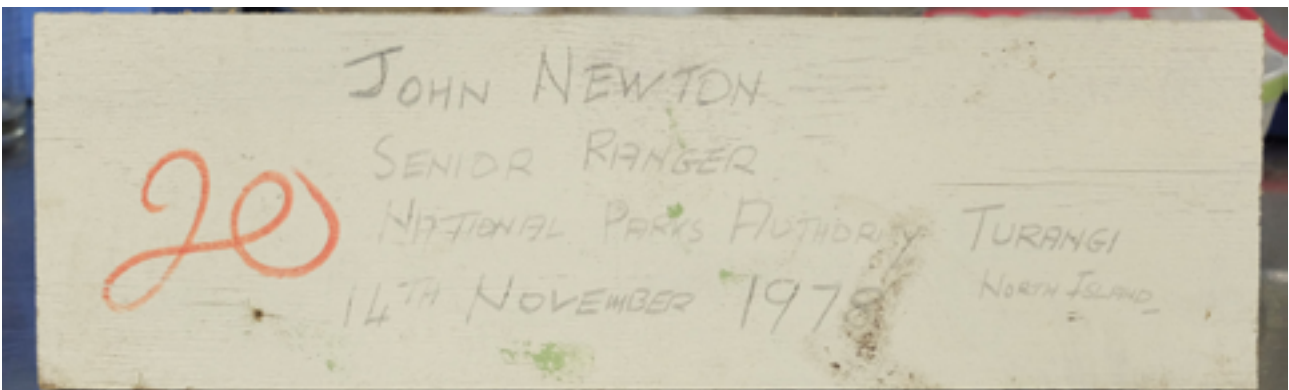


Figure 92. Annotated board recording the original BAAS hut construction under the guidance of John Newton in Tūrangi in 1978. Board found during recent rebuilding work; photo taken in 2018. *Photo: Peter Petchey.*



Figure 93. The kitchen corner inside the 1978 BAAS hut in 2018 (see also Fig. 20, 1978). Many of the original features remain – including some of the kitchen utensils! *Photo: Peter Petchey.*



Figure 94. Dinnertime inside the 1978 BAAS Hut during the 2018 monitoring expedition. From left: Juzah Zammit-Ross, Finlay Cox, Theo Van Noort, Robyn Blyth, Bea Ayling and Hayley Ricardo. *Photo: Peter Petchey.*

Signage

The signs associated with a place are significant, as they can tell us much about the purpose and meaning of that place to the people who inhabited or utilised it in the past: the fingerposts associated with the subantarctic castaway depots have long been recognised as significant heritage features, and the Antipodes Island fingerposts are discussed in detail below. The signs associated with the later history of the Antipodes Islands have yet to be formally recognised for their historic value, but they now belong to a previous generation: the Department of Lands & Survey ceased to exist in 1987, with its conservation responsibilities being taken over by the new Department of Conservation. The Lands & Survey signs on the Antipodes relate to an important period of research and management on the islands but are now both formally redundant and in deteriorated condition. Three signs exist: the routed wooden hut sign affixed to the 1978 BAAS hut wall, which is in good condition and is now protected by the covered veranda (Fig. 95); the aluminium Nature Reserve sign that was affixed to the end wall of the hut (it is visible in Fig. 21 above), and is now very faded and stored inside the hut (Fig. 96); and the main Reserve Sign that was mounted on the point above Hut Cove. In 2018 it was very loose in the ground, and the steel bolts holding it together were failing due to corrosion (Figs 97, 98, 99). It was lifted out, cleaned (Fig. 99) and the failed bolts replaced with heavy galvanised nails. It is now stored under cover inside the veranda area of the 1978 BAAS hut. All three of the later era signs are therefore currently under cover.



Figure 95. The original wooden hut sign (now protected by the covered veranda) on the wall beside the outside door of the 1978 BAAS hut, 2018. *Photo: Peter Petchey.*



Figure 96. The now very faded nature reserve sign, that was originally mounted on the end wall of the 1978 BAAS hut, in 2018. It is now unmounted inside the covered veranda. *Photo: Peter Petchey.*



Figure 97. Theo Van Noort and Fin Cox beside the Lands & Survey Department Antipodes Nature Reserve sign on the point above the entrance to Hut Cove in 2018. *Photo: Peter Petchey.*



Figure 98. Fin Cox and the Lands & Survey sign immediately before it was dismantled in 2018. *Photo: Peter Petchey.*



Figure 99. The Lands & Survey sign after cleaning at the 1978 BAAS hut, 2018. *Photo: Peter Petchey.*

3. Sealing era sites

3.1 South Bay campsites

South Bay (Figs 1, 3) was the site of sealing operations in the early 1800s and the *Spirit of the Dawn* castaways' camp of 1893. One important distinction between the castaway and sealing occupations of this area is that the castaways had no way of making fire, so any site with evidence of a fire or fireplace cannot be associated with them. Three separate sites have been identified: the main sealers' camp, a sealers' fireplace and the castaways' cave.

3.1.1 Sealers' camp

The main sealers' camp is located at the landward end of a series of rock ridges that run out to the coast (Fig. 100). These ridges provide shelter from wind from many directions – certainly a major consideration in the placement of the camp. It is likely that the sealers made more use of the sheltered areas around the ridges than is apparent now from the limited surface evidence of their occupation, and in one place there is a rock overhang that was probably utilised – a critical element of any camp would have been somewhere to store sealskins out of the rain. To date, three hut sites have been identified at the camp site, these are labelled Huts 1 to 3 in Fig. 101).

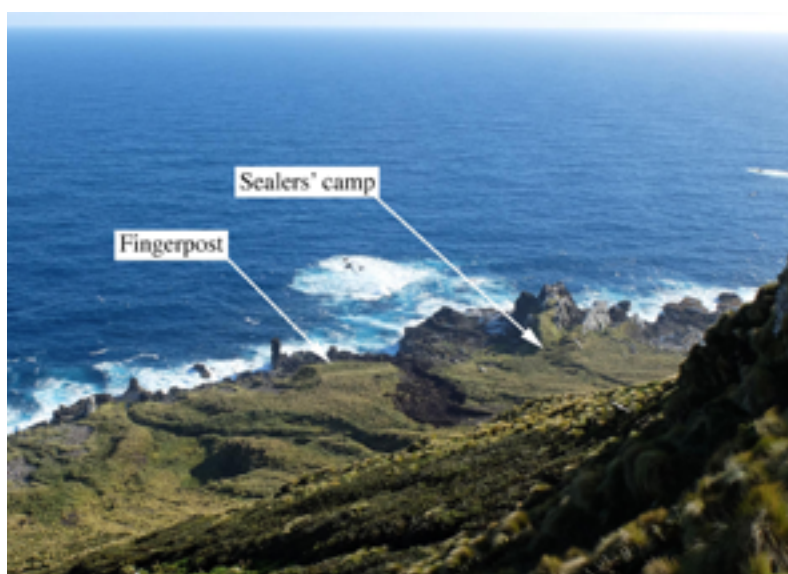


Figure 100. Looking down onto the south coast of Antipodes Island from the southern escarpment in 2018, with the locations of the south coast fingerpost and the sealers' camp marked. Photo: Peter Petchey.

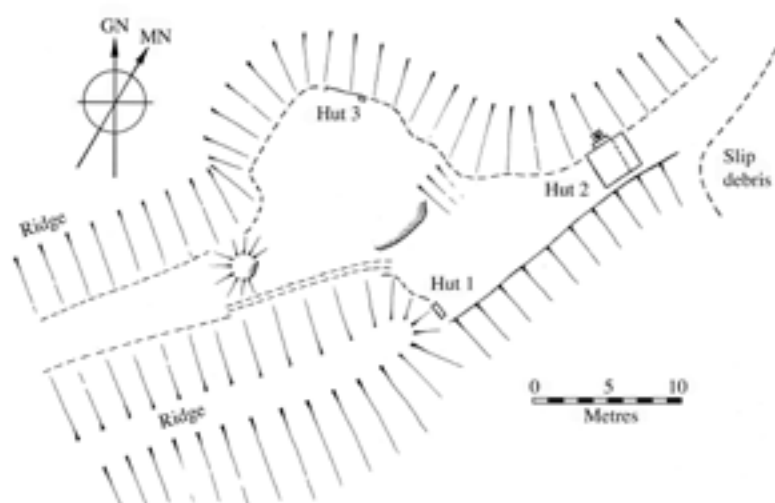


Figure 101. Map of the south coast sealers' camp based on the 2018 field observations. Tape and compass map, Peter Petchey and Theo Van Noort.

The remains of two sealers' huts were found and recorded by members of the 1969 Canterbury University Expedition and these have been photographed and described on several occasions since then (Figs 102-104). The 1969 discovery was described by Warham and Johns (1975: 127-128):

A low tent-shaped ridge of rock runs out towards the sea in the coast of South Bay about 1000 m west of a wide stream bed, dry during our visit, that provides the easiest route down from the plateau in this area. At the landward edge of this ridge, and about 20 m from the sea, a fire place-like structure made from slabs of stone was found, half-hidden among tussock grass [now identified as Hut 1]. This structure was about 1 m high and 1 m wide with a 'lintel' of a heavier slab some 80 cm wide. Nearby was a second similar structure, but less well preserved [Hut 2], and in the grass a glass bottle, now in the Canterbury Museum.



Fig. 13.—Fireplace-like structure on shore of South Bay (see "X" on Fig. 6). (Photo: R. J. Stanley.)

Figure 102. The southernmost South Bay fireplace (Hut 1) found and described by members of the 1969 University of Canterbury Expedition. *Reproduced from Warham & Johns 1975.*



Figure 104. Fireplace and chimney of the western South Bay hut site (Hut 2) in 1978. *Newton 1979, courtesy of Rowley Taylor.*



Figure 103. The western South Bay hut site (Hut 2) photographed during the 1978 BAAS Expedition. The original caption reads 'A castaway's camp site with chimney cut into the bank area of site between chimney, packs and Brian Bell.' However, it is certainly a sealers' not a castaways' camp site, as the *Spirit of the Dawn* castaways had no fire. *Newton 1979; Archives New Zealand.*

Members of the 1978 BAAS Expedition revisited the sites. John Newton described Hut 2 in some detail (Newton 1979) and also prepared a sketch plan of the hut (see later in text):

One of the best historic finds for me was a complete fireplace and chimney close by the fireplace shown in the photo in the Journal of the Royal Society of New Zealand 1975 [Warham & Johns 1975]. On close inspection there is evidence of a dug out hollow in the ground of around three metres by three metres. This seemed to be in two levels suggesting the possibility of a sleeping platform, the deeper areas would have been about 700 mm below existing ground level with a fireplace into the bank as one end, the fireplace was 1 m deep, 800 mm wide and 500 mm high with a chimney cut into the bank. Whoever built the fireplace must have been fairly skilled in stonework as a large lintel had been formed (now cracked) and flat slabs built up around to form the fireplace. Whoever used the site must have had some tools to shape the stone.

In 2018 the sealers camp was easily relocated and inspected. The tussock and fern cover was substantially higher than was visible in the 1969 site photos, meaning that ground detail was largely obscured. However, the two stone chimneys (Huts 1 & 2) set into earth banks were still visible (Fig. 103), and a third (more westerly) hut site (Hut 3) was found set into another bank (see later for details). The area of reasonably flat land that is well-sheltered from onshore winds is sufficient for there to have been several more hut or tent sites, and it is likely that if the vegetation was cleared back to ground level more evidence would be seen. In addition, as mentioned above, the flat areas between the rock ridges may have provided extra space and shelter for the sealers.

Hut 1 (southernmost South Bay hut site)

In 2018, the southernmost hut site consisted of a stone fireplace with the large stone lintel that Warham and Johns (1975) commented on. The fireplace faces due north and is set into the bank at the inland end of one of the distinctive ridges that runs perpendicular to the shore (Fig. 105). The lintel is 1040 mm long × 330 mm high, capping a fireplace 700 mm wide × 500 mm high (although this latter dimension has probably been reduced by soil build up) (Fig. 106). The hut site was covered with tussock grass and the original outline of the hut was not visible (but might survive as subsurface archaeological evidence).



Figure 105. South Bay hut sites. Hut 1 (left midground) and Hut 2 (chimney in right foreground) in 2018, with one of the rocky ridges that provided shelter for the camp in the upper centre of the view. *Photo: Peter Petchey.*



Figure 106. The stone fireplace of South Bay Hut 1 in 2018. The scale is 0.5 m long. *Photo: Peter Petchey.*

Hut 2 (eastern South Bay hut site)

Hut 2 is located 15 m northeast of Hut 1, and the fireplace is also dug into a bank (Fig. 107). This fireplace is of similar construction to that of Hut 1, with a large stone lintel (which is fractured) set on top of stacked stone sides (Fig. 108). The lintel measures 1140 mm long × 230 mm high and caps a fireplace that is 760 mm wide × 370 mm high. The inside of the fireplace is very well preserved (Fig. 109) with soot blacking remaining on the sides and back. A stacked stone chimney rises an additional 1350 mm above the level of the lintel top. The stonework of the chimney is quite loose, and some deterioration can be detected by comparing the 1978, 2015 and 2018 photographs (Figs 104, 107–108). In 2018 the hut area was covered with thigh-high fern, obscuring any ground detail, but John Newton described and drew a sketch plan of the site in 1978 (Fig. 110), so some details are known. As he stated, the hut floor had two levels and measured 3 m × 2.5 m.

Apart from very slow deterioration of the stonework and the vegetation growth, the Hut 2 site appears to be in a stable condition but, slightly worryingly, the debris mound at the toe of a nearby landslide has come within 6 m of the site, emphasising the risk that these slips pose to historic sites.

Hut 3

Hut 3 was found on the side of a level area set slightly above and between Huts 1 and 2 during the 2018 survey. The form of Hut 3 is less obvious than the very clear fireplaces of the other two huts, with the visible evidence consisting of a stacked stone wall or structure at the end of a cut section of bank (Figs 111, 112). The stone structure is 660 mm tall × 400 mm wide, but projects only 360 mm from the bank. The cut section of bank is 2.36 m long. Obtaining further detail of this hut would require the area to be cleared of vegetation (it is presently covered in thigh-high fern).

3.1.2 The wider sealers' camp area

As discussed above, the identified features of the sealers' camp are set against the base of several distinctive rocky spurs that sit perpendicular to the shoreline and would have provided good shelter for the camp. Although no other artefacts or obvious structures were observed in 2018, it is quite likely that the sealers did make use of this wider area, which consists of long narrow sheltered flats and a natural rock shelter (Fig. 113). The penguin skin cache at Anchorage Bay (site Antipodes Is. 1) was in a less prepossessing shelter than this one, so it is highly likely that the sealers used this shelter to store seal skins and/or other supplies.



Figure 111. Hut 3 site, with the stone wall section to the right, and the cut bank (with the 0.5m scale) to the left, 2018. *Photo: Peter Petchey.*



Figure 112. The stonework of Hut 3 (0.5m scale in 100mm units), 2018. *Photo: Peter Petchey.*



Figure 113. Natural rock shelter (left) in one of the narrow gullies between the ridges that shelter the sealers' camp, 2018. *Photo: Peter Petchey.*

Sealers' campfire

Along the coast to the west of the main sealers' campsite an old fireplace that contained charcoal and burnt penguin bones was found under a rock by Jane Forsyth and Ian Turnbull in October 1990 (Taylor 2006: 54). At the time of discovery, the rock formation sheltering the fireplace was being eroded by storm waves. The fireplace had not been observed since its discovery in 1990, so it was uncertain whether it still survived. However, the 2018 survey did relocate it under an overhang on the west side of a rocky ridge running perpendicular to the shoreline (Fig. 114). The fireplace overlooks a large rock platform that is used by both seals and penguins, which is in turn above a large, sheltered pool that is replenished every high tide.



Figure 114. The location of the sealers' fireplace (arrow) under a rock overhang, overlooking a smooth rock platform and sheltered tidal pool, 2018. *Photo: Peter Petchey.*

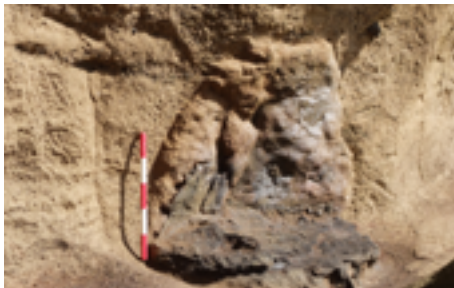


Figure 115. The south coast fireplace, showing the hearth below and the heat-set rock on the back wall of the rock shelter, 2018. The scale is 0.5 m long. *Photo: Peter Petchey.*



Figure 116. Close-up of the hard ashy hearth matrix of the south coast fireplace, containing fragments of burnt bone, 2018. The seal hairs are due to modern seals occupying the area. The scale is in inches (top) and centimetres (bottom). *Photo: Peter Petchey.*

The fireplace itself consists of a cemented ash hearth set against the back wall of the overhang, with heat-altered rock above the hearth (Fig. 115). The hearth measures 1.2×0.54 m, and the cemented ashy matrix is 100 mm thick. The rock has been heat-set for 0.8 m above the hearth (suggesting a very hot fire was present), and this has affected the erosion of the rock, with the heat-set area now standing 60 mm proud of the softer surrounding rock. There is ample evidence that seals regularly rub against the hearth, including seal hair rubbed into the feature;

although the cemented ash is hard, this abrasion will slowly wear the site away. The ashy hearth matrix is black and set very hard, with fragments of burnt bone mixed in (Fig. 116). The nature of the hearth suggests that the fire was fed by seal (and possibly penguin) blubber, which has created the hard black matrix. The use of blubber for fires is well documented (e.g. Shackleton 2008: 287), although they were very smoky and left anyone around them greasy and dirty.

It is likely that the fireplace was part of a temporary sealers' camp, where seal carcasses would have been skinned and the skins spread out to dry. The large open rock platform would have been ideal for this activity. In addition, the presence of seals there today suggests that they would have heavily populated this area in the past. The fireplace has endured due to the combination of a cemented blubber-derived ash and the heat-set rock (probably a volcanic tuff); these factors have created a site so robust that it has endured 200 years of exposure to storms and the sea. Any other occupation evidence on the rock platform has long gone, making it hard to estimate how many men would have been there, and how long they stayed.

4. Castaway era sites

4.1 Castaways' camp

The *Spirit of the Dawn* castaways lived in two places. They initially sheltered under a line of bluffs using sail canvas for a roof, but then moved to a more substantial cave that provided better shelter (Fig. 117). Taylor (2006: 152–154) described the *Spirit of the Dawn* castaway sites, based on his own observations and visits by Kath Walker and Graeme Elliott:

Based on descriptions by the castaways, their first camp was probably under the continuous line of low bluffs that runs across the isthmus of the peninsula that forms the western shore of South Bay. In 2001 Kath Walker and Graeme Elliott found a low rock overhang with a dense mat of dry tussock beneath about two thirds of the way westward along the bluffs. The castaways' second campsite utilised a more substantial overhang (also described as 'three caves') that had rocky ledges, and the men constructed walls of sods across the entrances. The most likely site is a series of three overhangs above the NW shore of South Bay, which a party led by Brian Bell in 2001 found had level floors and were large enough to accommodate 11 men. Kath Walker and Graeme Elliott inspected the site in 2004, and found that in the northernmost cave a low rock wall had been built to support a floor of stones and peat, and south of this was a lower level floor with the remnants of a wall across the outer edge. An inspection of the nearby volcanic plug where the castaways probably placed their signal mast (the lifeboat mast) found no evidence of this.

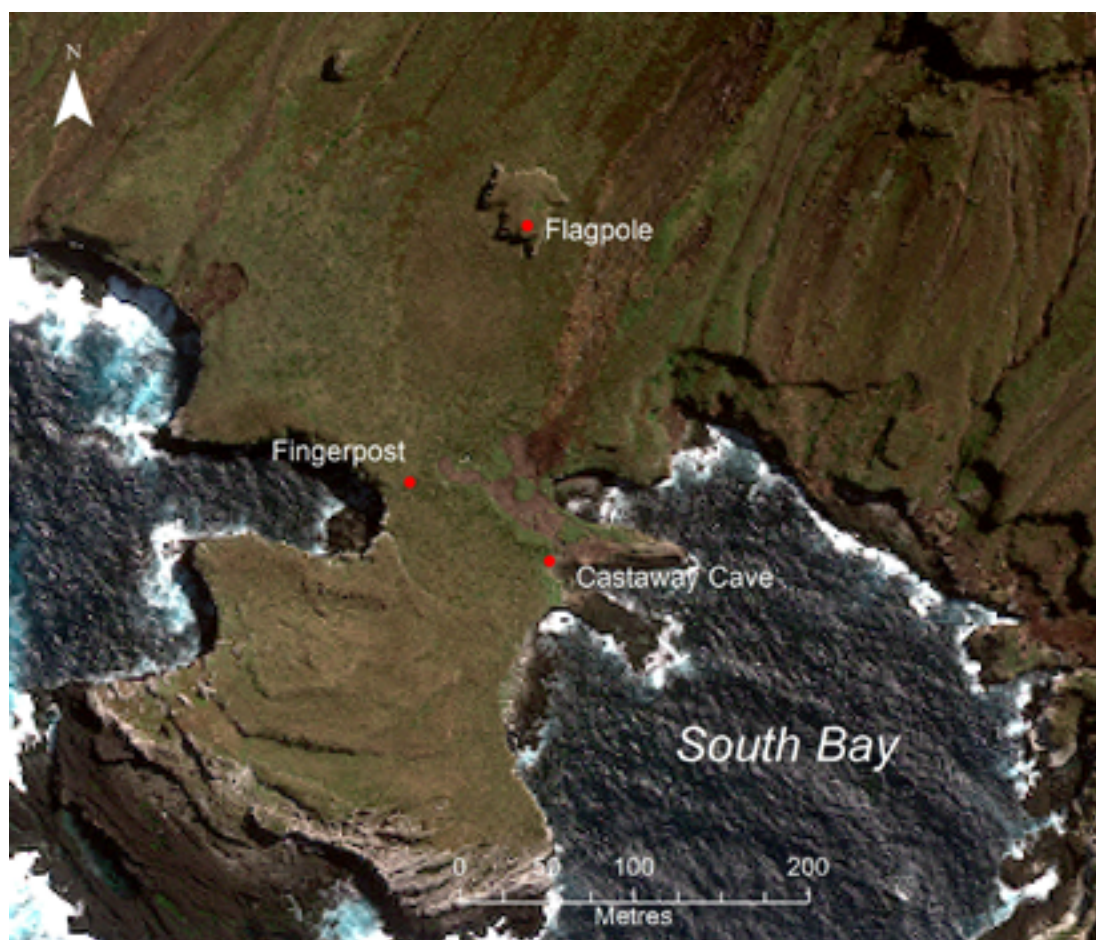


Figure 117. The South Bay castaway sites. Photo: Google Earth image annotated by Kath Walker.

The castaway cave was inspected in 2018. It is approximately 7 m long, with upper and lower areas as described above. The upper platform is 4 m wide, extends back a maximum of 2.8 m, with a maximum headroom of 1.6 m. The lower area has only 1 m of headroom. The cave is now being occupied by seals, so the remains of the walls are slowly being degraded. No artefactual material was observed during the visit. The two nearby volcanic plugs (Fig. 118) were also searched for any evidence of the castaways' mast, but nothing was found (Figs 119–123).



Figure 118. View of South Bay, showing the two volcanic plugs, 2018. The larger plug, on the left, was probably where the *Spirit of the Dawn* castaways placed their flagpole. *Photo: Peter Petchey.*



Figure 119. Site of the castaway cave (centre of image) in 2004, with the volcanic plug that was used to mount a flagpole in the background at upper right. *Photo: Kath Walker.*



Figure 120. Kath Walker on the upper platform inside the castaway cave in January 2004. *Photo: Graeme Elliott.*



Figure 121. Front view of the castaway cave in 2018, with Theo Van Noort in the lower section, and the photo scale (0.5 m long) to the right on the upper platform. *Photo: Peter Petchey.*



Figure 122. The upper platform inside the cave in 2018. The scale is 0.5 m long. *Photo: Peter Petchey.*



Figure 123. Remains of the low rock wall that the castaways built in front of the cave, January 2004. *Photo: Kath Walker.*

4.2 Fingerposts

Fingerposts were an essential element of the subantarctic castaway depot system, as they provided directions for shipwrecked sailors to the supply depots. The experiences of the *Spirit of the Dawn* castaways who failed to find the castaway depot hut just a few miles from their campsite underlined the need for such signposts. The fingerposts were placed on conspicuous high points, and while there was some design variation between posts in the subantarctic islands, they all shared the same basic form of a wooden fingerboard nailed to a square post set into the ground. The fingerboard was painted, with a sign-written legend typically stating: 'Provision Depot XX Miles.' It is notable that in several cases the differential protection that the painted signwriting afforded the wooden fingerboard has left the lettering raised on the weathered timber surface (e.g. the Alert Bay fingerpost on Antipodes Island, see following section, and the Duck Creek fingerpost in the Auckland Islands (Egerton et al. 2009: Figure 7.41)). Timber samples taken from the Conical Hill and South Coast fingerposts indicate that tōtara (*Podocarpus totara*) timber was used for the posts (analysis by Rod Wallace, University of Auckland), which is unsurprising given the known durability of this timber.

The Antipodes Island fingerposts have been recorded informally by a series of expeditions, and all of the surviving posts were inspected during the 2018 survey. The 1965 University of Canterbury Expedition report commented on the fingerposts above Alert Bay and 'much damaged' ones on Mt Galloway and Conical Hill (Fig. 1), all pointing to the castaway depot hut (Warham & Johns 1975: 128). The 1978 BAAS expedition found one fingerpost in good condition above Alert Bay, along with the remains of two posts west of South Bay and south of Stack Bay (Newton 1979). The Mount Galloway fingerpost has not been seen in many years, and the 2018 inspection failed to find any sign of it. Similarly, a fingerpost above Ringdove Bay has not been seen in years. Both are presumably fallen and blown away (a ground search on the windswept top of Mt Galloway in 2018 found no sign of the post).

All of the fingerposts that were inspected in 2018 were coated with copper naphthenate (CN) emulsion timber preservative. Most posts were withdrawn from the ground so the subsurface section could also be treated; only the Cave Point post was too firmly embedded for this to be carried out. The treatment conditions were not ideal, as the posts were not fully dry and could not be wrapped after the application of preservative, but a good thick coverage was obtained. The Alert Bay post was given two coats (the last of the emulsion was used up on the post).

The remaining fingerposts are at Alert Bay, Conical Hill, Cave Point (spot height 219), South Coast and South Bay.

4.2.1 Alert Bay fingerpost

The Alert Bay fingerpost is probably the best preserved of the Antipodes fingerposts. It is located on the top of the steep cliffs above Alert Bay, about 5 m back from the cliff edge (Fig. 124) and is visible to vessels in Alert Bay.

The fingerpost consists of a timber upright with a timber fingerboard attached at the top. The lettering and pointing hand on the board are slightly raised because of the extra protection afforded by the original paintwork (now weathered away). The post is 3½ inches (90 mm) square and 8 feet (2.45 m) tall (including the below-ground section). The fingerboard is 30 inches (760 mm) long, 5½ inches (140 mm) wide and 1 inch (25 mm) thick and is set 5 inches (130 mm) down from the top of the post (it has been set slightly higher in the past, as evidenced by old bolt holes). The base of the post was sawn squarely off, unlike other posts in the island that had axed points, and a circular saw had been used for this cut, indicating that the post was cut to length in a sawmill, rather than being hand sawn by the ship's carpenter. Some features of this post differ from the other surviving Antipodes Island posts, notably the dimensions of the timber and this evidence of sawing.

When the fingerpost was recorded by Kath Walker and Graeme Elliott in January 2004, the board was still attached using two bolts and the post was leaning. Before leaving at the end of their trip, the board was refixed by DOC-staffer Jeremy Carroll using stainless steel screws, the post righted, and the timber treated with preservative. Although the stainless screws are somewhat intrusive, they have undoubtedly saved the fingerboard from falling from the post (as has happened with the other boards on the island). Iron nails have also been used to fix the board at some time, and the rusty remains of these are present. Figures 125–128 show the Alert Bay fingerpost at different times, along with a diagram based on a 2004 tracing of the raised post lettering (Fig. 129).



Figure 124. Alert Bay fingerpost location. Sketch map by Kath Walker.



Figure 125. The fingerpost above Alert Bay in 1878. Photo: Newton 1979, courtesy Rowley Taylor.



Figure 126. The Alert Bay fingerpost in January 2004. The light angle shows that the lettering stands proud of the rest of the board: this is due to the paint of the letters providing some protection from weathering for the underlying timber. Photo: Kath Walker.



Figure 127. The Alert Bay fingerpost in 2018, with the slightly raised lettering visible. The stainless-steel screws were added by DOC staff in 2004. While incongruous, they are effective and durable. Photo: Peter Petchey.



Figure 128. The Alert Bay fingerpost and Finlay Cox in 2018. Photo: Peter Petchey.



Figure 129. Tracing of the raised Alert Bay fingerpost 2018. Note that the actual number of miles to the depot would have been added in a different paint when the post was erected, and eroded away more quickly than the other signwriting, thus providing less protection to the wood beneath.

4.2.2 Conical Hill fingerpost

The Conical Hill fingerpost is located just below the top of Conical Hill, a perfectly cone-shaped hill on the North Plains of Antipodes Island (Figs 1, 130), on the north side of Hut Cove Stream. Only the post remains in place, and the missing fingerboard has not been found.

The post is 5 feet 11 inches (1.8 m) tall (including the below-ground section) and is leaning eastward at about 15° from the vertical. Although wind-worn and slender, it is in reasonable condition. The in-ground end is broken to a point, and it appears likely that the post was originally longer, has been broken off and then replaced in the ground by someone. The post tapers slightly, from $2\frac{1}{4} \times 2\frac{1}{8}$ inches (57×54 mm) near the base to $1\frac{1}{2}$ inches (38 mm) square at the top.

There are six nail holes in the southern side of the top of the post that show where the fingerboard was mounted. On the northern side of the post there is a row of nine flat-headed tacks/tack holes stretching from the top to the bottom of the post. Some of the holes contain the rusted remains of iron tacks, and three copper tacks remain in place, with small fragments of a light canvas held beneath the heads. The location is very conspicuous, and a flag may have been tacked to the post either when it was erected or later (possibly for mapping purposes).

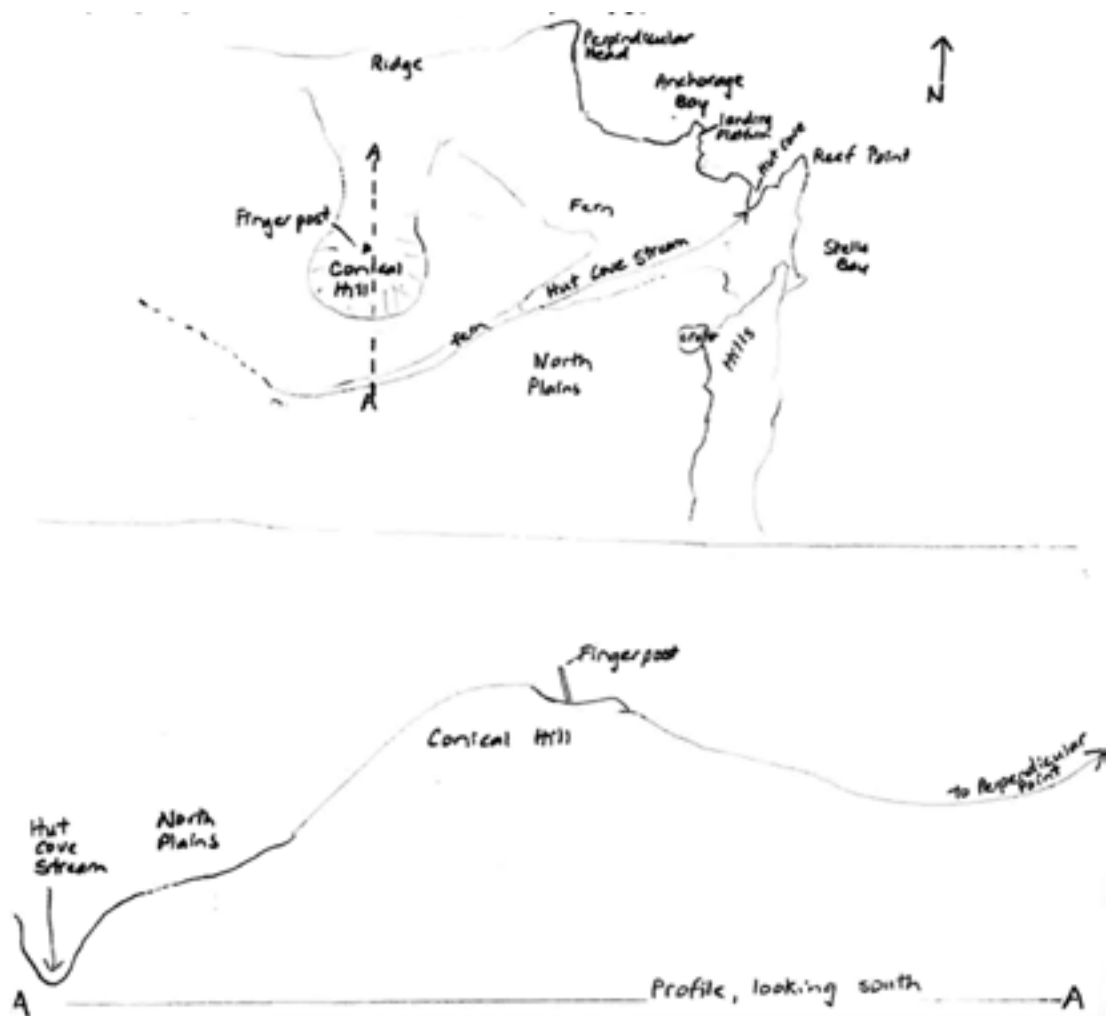


Figure 130. Location and profile of Conical Hill fingerpost. Sketch map by Kath Walker.



Figure 131. The fingerpost location on Conical Hill (white arrow), 2012. View looking SE from Perpendicular Head across the North Plain towards Dougall Stream. *Photo: Kath Walker.*



Figure 132. The Conical Hill fingerpost with Bollons Island in the background, 2018. *Photo: Peter Petchey.*

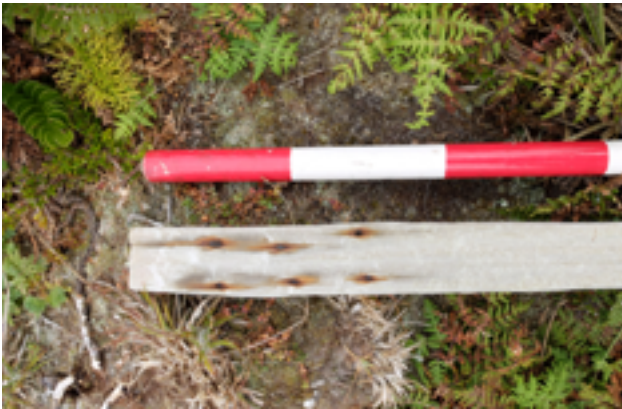


Figure 133. The fingerpost nail holes on the Conical Hill fingerpost, 2018. Post removed from hole for examination. Scale has 100mm divisions. *Photo: Peter Petchey.*



Figure 134. The tack holes on the Conical Hill fingerpost, on the opposite side to the fingerboard nail holes, 2018. Post removed from hole for examination. Scale has 100mm divisions. *Photo: Peter Petchey.*

4.2.3 Cave Point (spot height 219) fingerpost

This fingerpost is located on a point of high ground about 1.2 km east of Cave Point on the west side of Antipodes Island (Figs 1, 135–137). It was found during the 1969 University of Canterbury Expedition: ‘later that morning we headed for higher ground to the west and found the remains of an old castaway signpost dating from 1894 on top of a 219-metre high peak’ (Taylor 2006: 236). This was just the standing post, missing the fingerboard. The fingerboard was found by Kath Walker and Graeme Elliott in January 2015 in a hole between the tussocks about 2 m NE of the post, buried about 500 mm deep under tussock and soil. It had been nailed to the post with six iron nails, but these had corroded away. The fingerboard is of a simple design, with the point formed by straight cuts rather than the more curved design of the Alert Bay finger post. The fingerboard was too decayed and fragile to remount on the post and was returned to New Zealand for conservation treatment. It is now held at the Southland Museum and Art Gallery in Invercargill.



Figure 135. Location of Cave Point (spot height 219) fingerpost. *Sketch map by Kath Walker.*



Figure 136. Spot height 219 (left) and the windward islands on the west coast of Antipodes Island, 2018. The fingerpost is located on the highest point of the hill. *Photo: Peter Petchey.*

The Cave Point (spot height 219) fingerpost is the only one on the island that is firmly set in its hole, so it could not be removed for measurement or preservative treatment of the below-ground section. The above-ground post is 5 feet 4 inches (1.63 m) tall, and tapers from 25/8 × 2 inches (67 × 51 mm) to 1 3/4 inches (44 mm) square at the top. It is partly covered with a white lichen, which has been mistaken for surviving paint. The fingerboard was mounted 1/2 inch (13 mm) below the top of the post and was attached by four iron nails (Figs 138–141).



Figure 137. The Cave Point (spot height 219) fingerpost in 2018. *Photo: Peter Petchey.*



Figure 138. The southern face of the Cave Point (spot height 219) fingerpost in 2018, showing the nail holes that held the fingerboard in place. *Photo: Peter Petchey.*



Figure 139. The front face of the fingerboard from the Cave Point (spot height 219) fingerpost, found by Kath Walker and Graeme Elliott on 26 January 2015 buried a short distance from the standing post. *Photo: Kath Walker.*



Figure 140. The rear face of the Cave Point (spot height 219) fingerboard as found in January 2015. *Photo: Kath Walker.*

4.2.4 South coast fingerpost

The south coast fingerpost is located at the top of a cliff above a raised boulder beach terrace (which is occupied by a penguin colony), about 130 m southeast from the south coast sealers' camp site (Figs 28, 141). It is in a conspicuous location, set about 4 m back from the cliff edge (Fig. 142). The post is still standing (Fig. 143), but the fingerboard is missing (Fig. 144) and has not been found. In common with most of the other Antipodes Island fingerposts it is loose in the ground and was pulled out for measuring and preservative application in 2018.

The post is 9 feet 6 inches (2.9 m) long, of which 6 feet 3 inches (1.9 m) stands above ground. The post tapers and measures $2\frac{1}{8} \times 2\frac{3}{4}$ inches (54×70 mm) at ground level, and $2\frac{1}{8} \times 1\frac{3}{4}$ inches (54×44 mm) at the top. The roughly parallel faces have circular saw marks (Fig. 145) while the tapering faces have hand saw marks (Fig. 146). This indicates that a heavy machine-milled board was cut lengthways to produce the post, which was also how the South Bay fingerpost nearby was produced. The bottom end of the post has an axe-cut point (Fig. 147). The rusted nails that once fixed the board are still visible in the top of the post (Fig. 144).



Figure 141. Plan and profile of south coast fingerpost location. Sketch map by Kath Walker.



Figure 142. Looking east towards South Bay from the sealers' camp promontory, January 2015. The south coast fingerpost is located on the small hillock (arrowed). *Photo: Kath Walker.*



Figure 144. The south coast fingerpost and Graeme Elliott, January 2015; view looking towards South Bay. *Photo: Kath Walker.*



Figure 144. The top of the south coast fingerpost (2018) showing the nail holes where the fingerboard was attached. *Photo: Peter Petchey.*

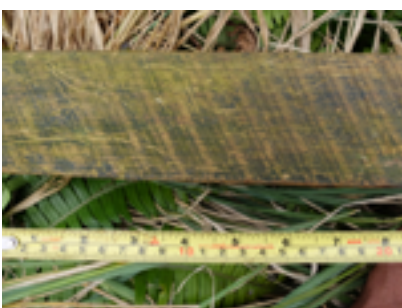


Figure 145. Circular saw marks on the south coast fingerpost, 2018. *Photo: Peter Petchey.*



Figure 146. Hand-cut saw marks on the south coast fingerpost, 2018. *Photo: Peter Petchey.*



Figure 147. The axe-cut end of the south coast fingerpost, 2018. *Photo: Peter Petchey.*

4.2.5 South Bay fingerpost

The South Bay fingerpost is located on the western side of the neck of the isthmus that defines the western side of South Bay (Figs 29, 117, 148–49), 100 m to the west of the *Spirit of the Dawn* castaway cave, and 150 m SW of the volcanic plug on which the castaways placed a flagpole. It is located about 10 m above sea level, and about 5 m back from the seaward cliff edge (Fig. 148). Only the post remains, with the fingerboard missing. The post is partially covered with white lichen, which has been mistaken for paint (Fig. 150).

The post is 9 feet 3½ inches (2.83 m) long, of which 6 feet 6½ inches (2 m) stands above ground. The post tapers, measuring 2⅞ × 2 inches (73 × 51 mm) at ground level, and 2 × 1⅞ inches (51 × 46 mm) at the top (Fig. 151). The roughly parallel faces have circular saw marks (Fig. 152) while the tapering faces have hand saw marks (Fig. 153). This indicates that a heavy machine-milled board was cut lengthways to produce the post, which was also seen on the south coast fingerpost nearby. The bottom end of the post has an axe-cut point (Fig. 154). The rusted nails that once fixed the board are still visible in the top of the post (Fig. 151).

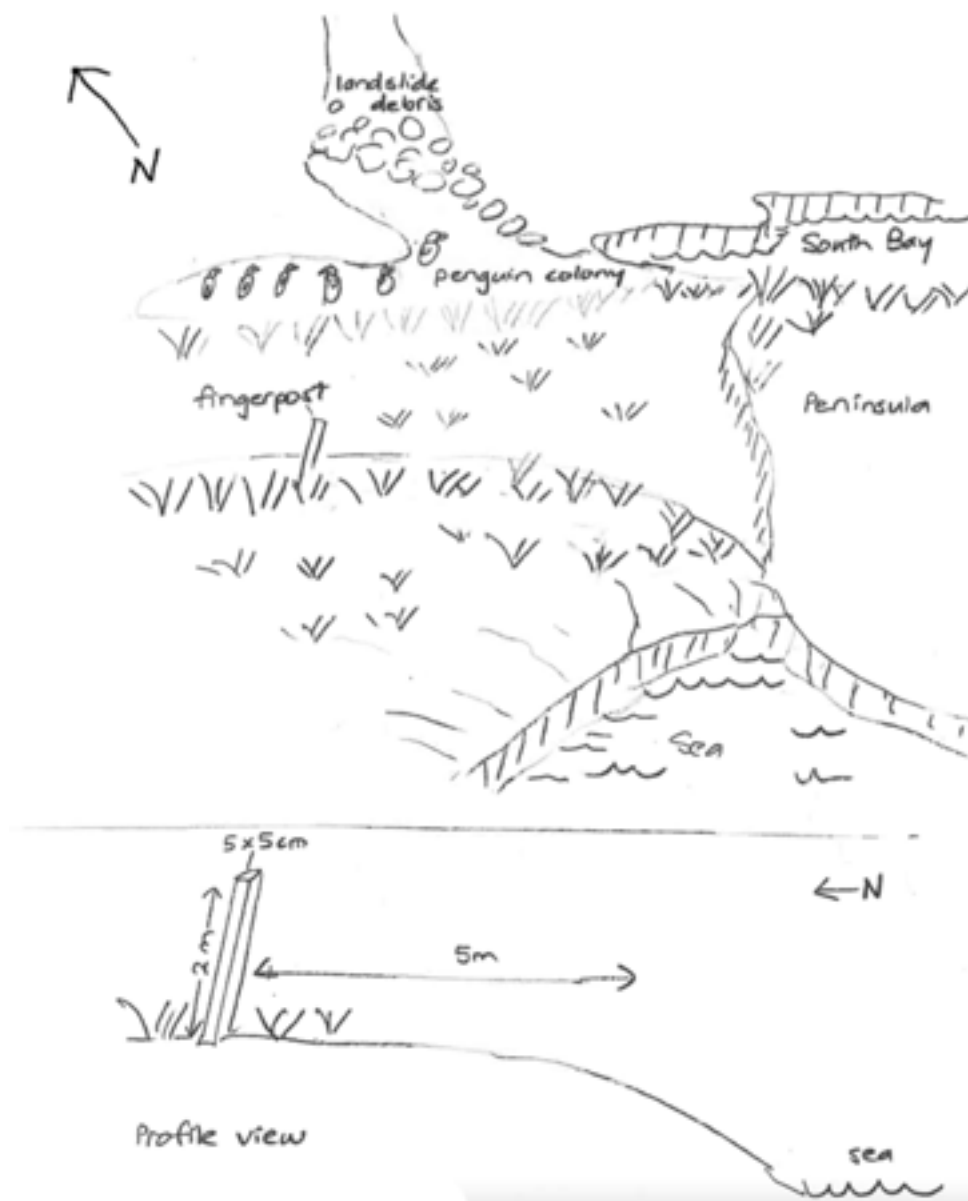


Figure 148. Plan and profile of the South Bay fingerpost location. Sketch map by Kath Walker.

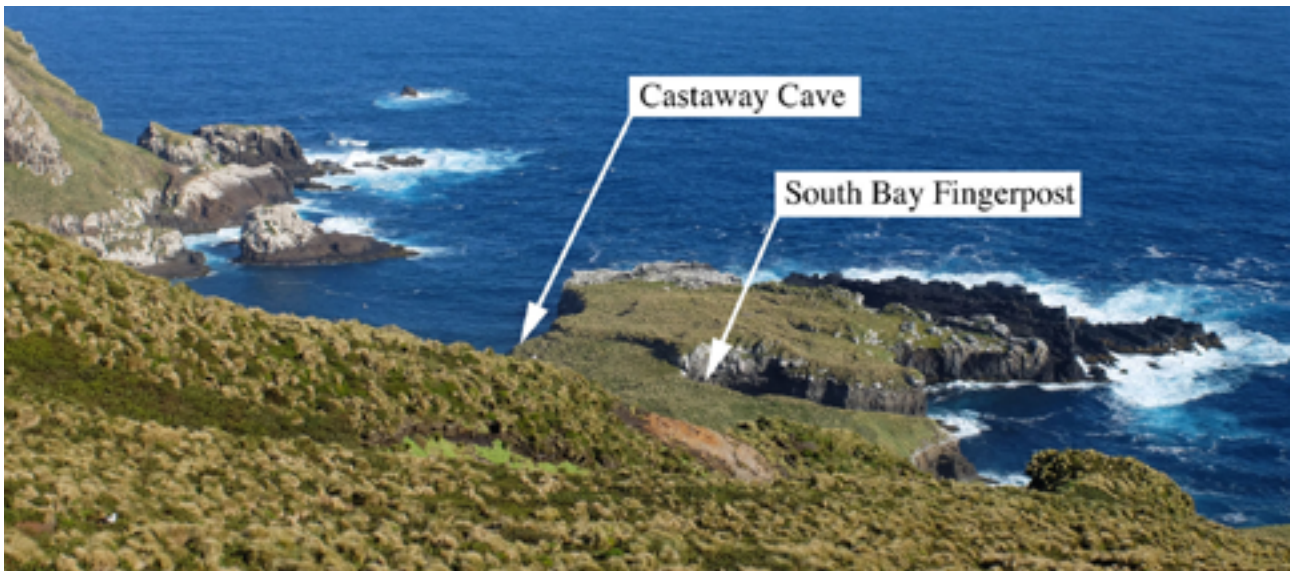


Figure 149. View of South Bay (2018) with the locations of the Spirit of the Dawn castaways' camp and the South Bay fingerpost marked. *Photo: Peter Petchey.*



Figure 150. Theo Van Noort and the South Bay fingerpost in March 2018. *Photo: Peter Petchey.*



Figure 151. The top of the South Bay fingerpost (2018), showing the white lichen and nail holes where the fingerboard was attached. *Photo: Peter Petchey.*

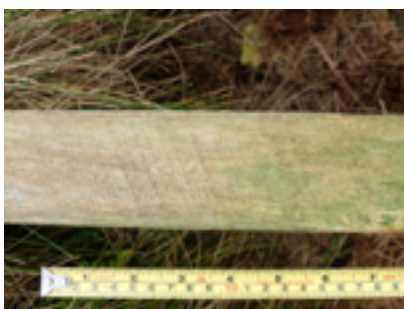


Figure 152. Circular saw marks on one face of the South Bay fingerpost, 2018. *Photo: Peter Petchey.*



Figure 153. Hand saw marks on one face of the South Bay fingerpost, 2018. *Photo: Peter Petchey.*



Figure 154. The axe-cut point of the South Bay fingerpost, 2018. *Photo: Peter Petchey.*

4.2.6 Summary of Antipodes Islands fingerposts

The five surviving fingerposts on Antipodes Island are not identical, which suggests that they were not all installed at the same time (although this does assume that there would have been some standardisation if they were all contemporary). The Alert Bay fingerpost is the most robust, with the heaviest post and last *in situ* fingerboard. The other posts are all less robust (generally one inch smaller on each side) and are tapered. On the better-preserved South Coast and South Bay posts it can be seen that on each post there are two opposing faces that were circular (i.e. machine) sawn and two opposing faces that were hand sawn. All of the posts that taper are likely to have been sawn by hand from thick, circular-sawn boards, with the tapers being the result of a perfect line along the board not being obtained during the sawing.

The two surviving fingerboards – one *in situ* at Alert Bay and one from spot height 219 – are now held by the Southland Museum (Appendix 5) and are also different. The Alert Bay board, with its pre-signwritten text that omitted the mileage (presumably to be filled in at site) suggests that it belonged to a batch of pre-prepared signs that were painted in New Zealand and then tailored on site to suit.

What therefore seems most likely is that the original eight 1894 fingerposts would all have been similar, and those that survive today are the result of repairs and replacement over the years that they were actively maintained. The Conical Hill post has obviously broken off and then been put back up by someone, and four of the five surviving posts are loose in the ground. The two south coast posts are so similar in the tool marks that they show that it is likely they were set up at the same time.

5. Modern-era management sites

The scientific expeditions to the Antipodes Islands during the 20th and 21st centuries have left many features and artefacts, and it is important that these are recorded along with the older historic sites for two reasons: firstly, the management of the island is a significant part of its history, and these features may be regarded as significant in the future; and secondly, it is important to record these features so that they are not mistaken for older features associated with other activities. A GPS survey marker placed by the Institute of Geological & Nuclear Sciences (IGNS; now Geological & Nuclear Sciences (GNS)) in 1995 at the south end of Crater Bay (Fig. 1) was not revisited.

5.1 DSIR Magnetic Station

A Department of Scientific & Industrial Research (DSIR) magnetic survey mark is indicated by a copper or brass pipe mounted vertically over a natural rock arch at Reef Point, at a point that looks down into Stella Bay (Figs 1, 155). This pipe is stamped 'MAG SURVEY DSIR NZ' (Fig. 156). The geophysics function of the former DSIR is now with GNS.



Figure 155. The DSIR Magnetic Survey mark on Reef Point, with Stella Bay in the background, 2018. *Photo: Peter Petchey.*



Figure 156. The stamped legend on the DSIR magnetic survey mark, 2018. *Photo: Peter Petchey.*

5.2 Aerial photograph base line

In 1969 Peter Johns and Rowley Taylor set up a base line to assist in an aerial photograph survey of Antipodes Island; the length of this is variously given as 500 yards by Taylor (2006: 240) and 600 yards by Warham and Johns (1975: 116). Each end of the line was marked by a three-foot square sheet of corrugated iron, painted white, and raised on four wooden stakes (Taylor 2006: 240). In 2018, the remaining three posts of the southern marker of this baseline were recorded (Fig. 157). A search for the northern end marker was unsuccessful (despite the use of GPS making it possible to accurately measure both 500 and 600 yards from the surviving mark), and these posts are presumed to have been dislodged and either blown or taken away.

The three surviving posts are tanalised pine, each 2 × 4 inches and standing 18 inches above the ground. They are set approximately 15 inches apart (face to face), and in the top of each one there is a lead-head roofing nail (plus another hole for a missing nail) that would have secured the painted iron sheet. The posts were photographed and recorded and then treated with timber preservative.

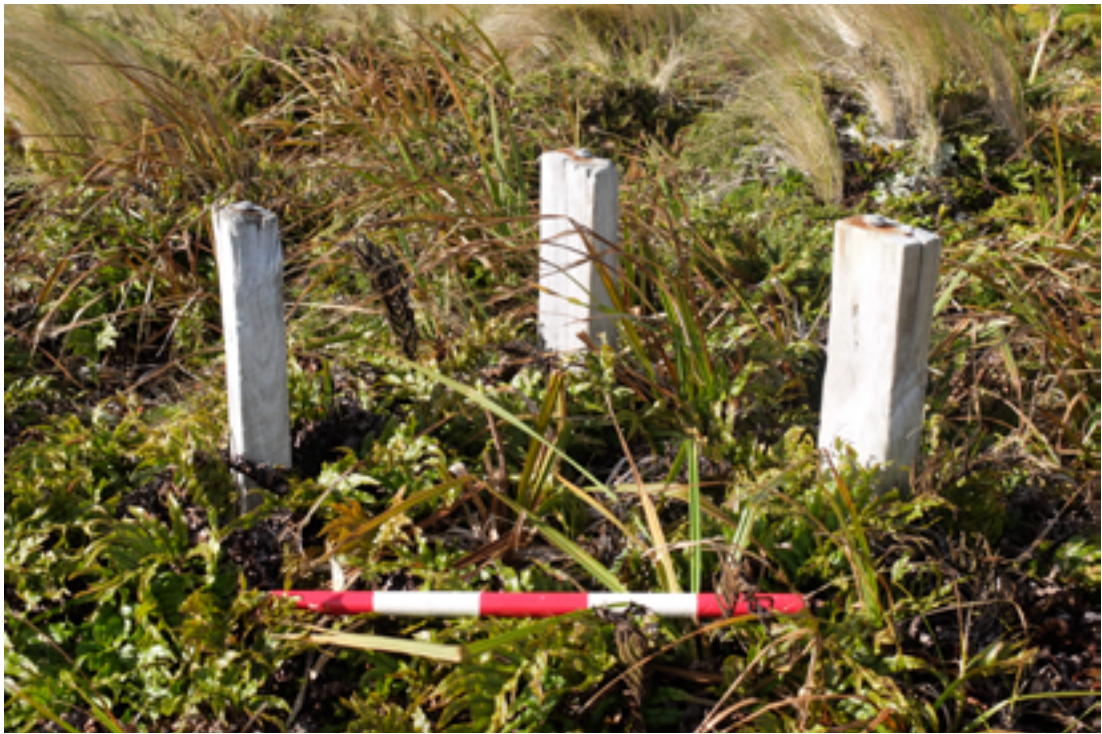


Figure 157. The 1969 aerial photograph baseline southern end marker posts in 2018. These were set up by Peter Johns and Rowley Taylor on 1 March 1969. *Photo: Peter Petchey.*

5.3 Mountain and hilltop survey marks

The remains of pegs and/or temporary survey marks were observed on the summits of Mount Galloway, Mount Melville and Albatross Point (Fig. 1). Mount Galloway has a small wooden peg, only one inch (25 mm) square and standing 10 inches (260 mm) high (Fig. 158). Mount Melville and Albatross Point both have galvanised iron pipes set vertically into the ground (Fig. 159), while Mount Melville also has some timber remnants near the pipe (Fig. 160). From the locations and nature of these items it seems most likely that they are survey marks set out for surveying and aerial photograph control; a plan of photo control points dated November 1972 (Southland SO 8564) shows points on all of these locations.



Figure 158. Broken peg or post on the summit of Mount Galloway in 2017. *Photo: Kath Walker.*



Figure 159. 1¼ inch diameter galvanised water pipe at the summit of Mt. Melville, close to several old timbers, 2018. This is probably a survey point from the 1969 (or a subsequent) expedition. *Photo: Peter Petchey.*



Figure 160. Timber at the summit of Mt. Melville, probably associated with the iron pipe survey mark (Fig. 159). A 7/8-inch-square timber is buried beneath this one. *Photo: Peter Petchey.*

5.4 Other areas of interest

One of the briefs of the 2018 archaeological survey was to inspect areas of potential interest that had yet to be searched for historic sites or items. The obvious focus for this work was on the shoreline, where sealers would have hunted and camped. However, much of the shore is precipitous and inaccessible, and even with a boat can only be approached in exceptionally fine conditions. This section describes the 2018 survey work done in this regard.

5.4.1 Alert Bay

The only recorded historic or archaeological site in Alert Bay (Fig. 1) is the fingerpost at the northern end of the bay (discussed above). Rowley Taylor was of the opinion that the northern end of Alert Bay was likely to have been utilised by sealers, as it afforded one of the few reasonable landing places that also provided access to the higher parts of the island (Taylor 2006: 52). He also thought that this was likely to be the place where the first historic cache on the island was left by the *Amherst* in 1868. An inspection of this area in 2018 (Fig. 161) found no evidence of human occupation, other than the rough track used to climb up and down the cliff. Several small caves and overhangs were inspected, but none contained any visible evidence of use.



Figure 161. The landing place at the northern end of Alert Bay, 2018. Photo: Peter Petchey.

5.4.2 Ringdove Bay

There are no recorded historic sites in Ringdove Bay (Fig. 1). In 2018 an inspection was made by boat along the whole length of Ringdove Bay in fine weather with good sea conditions, and multiple landings were made along the rocky shore (Fig. 162). Numerous seal colonies have re-established themselves along this shore, so it is certain that it would have been thoroughly hunted in the early 19th century. No evidence of human occupation was found, but several likely-looking spots (such as a large cave beside a stream and a large flat area above a rocky

inlet) showed evidence of recent natural changes (a roof fall covered the cave floor and a large landslide covered the flat area) (Fig. 163). This reflects the situation found all over the island: the dynamic nature of the land, especially the regular slips and landslides, mean that archaeological sites can be ephemeral and easily swept away.

Several sea caves at the northern end of Ringdove Bay were entered and checked in 2018. While they are quite spectacular and were probably also explored by sealers using their boats in calm weather, no archaeological evidence of human activity was observed in them.



Figure 162. Robyn Blyth and Martin Genet ashore in Ringdove Bay, 2018. In fine conditions landings are relatively easy on the rocky shore, but a rising sea can quickly make getting ashore impossible. *Photo: Peter Petchey.*



Figure 163. A cave beside a stream in Ringdove Bay in 2018; a recent roof fall in the cave covered the floor. While it is possible that this cave could have been used by people, natural processes on Antipodes Island are such that archaeological evidence is likely to be rapidly buried or swept away. *Photo: Peter Petchey.*

5.4.3 Western coast

The only known historic site along the western coast of Antipodes Island is the Cave Point (spot height 219) fingerpost (discussed above; Figs 1, 135–140), which is actually some distance inland. However, this coast would have been hunted by the early sealers, as seal colonies are again established along the coast. Stack Bay was visited in 2018, and there are caves/rock shelters and small flattish areas that could have been used for short-term camps, but no definitive archaeological evidence was seen.

5.4.4 Bollons Island

Bollons Island (Figs 1, 2) was the site of the shipwreck of the *Président Félix Faure* in 1908, but the crew did not land there and instead made their way to the main Antipodes Island where they sheltered in the castaway depot hut until their rescue later that year.

During the 1978 BAAS Expedition, Rowley Taylor inspected the island, looking specifically for ‘places where sealers or shipwrecked mariners may have found shelter in the past’, but he did not find any evidence of earlier visitors (Taylor 2006: 271). He did locate a potential campsite under a rock overhang, some hundreds of metres north of the landing place and 20 m above sea level, but there was no evidence that it had ever been used for this purpose.

It is likely that the heavier elements of the *Président Félix Faure* shipwreck (such as the anchors) still lie off the west coast of Bollons Island, but the very heavy seas of the area rapidly destroyed the vessel, as about 5 weeks after the wreck the submerged hull broke up and wooden wreckage washed ashore (Taylor 2006: 169).

A landing on Bollons Island was planned for the 2018 expedition, but sea conditions did not allow this to take place.

5.4.5 Archway Island

There is no record of any human habitation on Archway Island, which lies just northwest of Bollons Island (Fig. 1). Rowley Taylor searched this island in 1978 and found no evidence of any human occupation. He did locate one sheltered overhang that he thought would have room for up to six people to sleep, although it contained no evidence that it had ever been used (Taylor 2006: 272).

5.4.6 Windward Islands (west and east), Orde Lees Islet and Leeward Island

The Windward Islands and Orde Lees Islet are located off the west coast of Antipodes Island and Leeward Island off the east coast (Fig. 1). East Windward Island was visited by Andy Cox and Phil Moore during the 1978 BAAS Expedition, but they did not report any historic evidence there. West Windward Island was too steep to land on, but a helicopter landing was made in 2016 during the mouse eradication programme. Orde Lees Islet also appears to be too steep to have any human occupation. Leeward Island is large (approximately 400 m in diameter) but is completely encircled by cliffs that range from 40 m to 130 m high. Taylor (2006: 273) records that a few people have landed briefly on rock ledges at sea level, and a helicopter landing was made on the summit during the 2016 programme.

5.5 A question of fuel

The Antipodes Islands are devoid of woody vegetation apart from shrubby *Coprosma rugosa*. Although some individual stems (both in living plants and dead wood) up to 100 mm diameter were observed in 2018 (Fig. 164), and Rowley Taylor measured examples up to 140 mm in diameter, nowhere on Antipodes Island is this vegetation abundant enough to supply a reliable fuel source for a semi-permanent encampment. This raises the question of what did the men living on the island during the sealing era (when a maximum population of 86 people ashore was estimated by Taylor (2006: 59)) burn to cook food and keep warm?

It is surmised above that seal blubber or penguin fat was used in the fireplace on the south coast, although this has not been tested by analysis of the hearth matrix. It is well-recorded that seal blubber was burnt by Antarctic expeditions (e.g. Shackleton 2008: 287), although it made all interior surfaces of a hut, as well as the occupants, filthy. The *Spirit of Dawn* castaways never managed to light a fire, while the *Président Félix Faure* survivors did have fire but suffered from a shortage of firewood and quickly denuded the surrounding hills of *Coprosma*.

A similar shortage of fuel was experienced by the gold miners of the late 19th century in Central Otago; in 1876 the Goldfields Warden at Arrowtown commented that:

... domestic fuel is very scarce and locally unobtainable... peat has been used for five or six years, but that too is nearly exhausted; speargrass well dried is now the chief stay, and coals are being introduced and delivered here at £4 10s per ton' (AJHR 1876 H3: 3).



Figure 164. Long-dead *Coprosma rugosa* timber in Sectoides Stream on the western side of Antipodes Island, 2018. The scale is in 100 mm units. Photo: Peter Petchey.

In his excavation of a miner's hut in the Old Man Range in Central Otago, Peter Bristow found that the fireplace had originally been 1 m wide but a smaller hearth had been constructed within it using two stones set on edge 120 to 150 mm apart, possibly as a way of reducing the fire size due to the lack of fuel. In his analysis of the fireplace charcoal, Bristow found that the miners were burning scrub species, speargrass and wooden boxes, reflecting almost exactly the above comments by the goldfields Warden in 1875 (Bristow 1995: 46). Of note in the Warden's comments was the reference to peat burning; peat was a fuel that many British and European individuals would have been familiar with, and Antipodes Island is covered with a mantle of peat.

This peat is constantly being laid down as vegetation and animals (principally birds) die and (as has already been observed earlier in this report), is also constantly slipping away in landslides (Fig. 27). Many of these peat deposits are dense and some have become lignite (Scott et al. 2013). To test the possibility that this was used as fuel by the sealers, a 2.5 kg sample was taken, mixed from four sites: the slip beside the South Coast sealers' camp (Fig. 166), Dougall Stream, Ringdove Stream and Sectoides Stream. This sample was returned to New Zealand and air-dried for several months before being burnt in an open grate using dry timber as a starter (Fig. 167). The sample did burn reasonably well once ignited and would have been a viable fuel if it could be dried out. Combined with the sealers' suspected use of animal fats for fuel (at the South Coast fireplace), this suggests that they could have used a mixture of locally available fuels on Antipodes Island. However, confident answers to this question await the opportunity to analyse the ash of the known historic fireplaces on the island.



Figure 165. Compressed peat (lignite) sample from the slip beside the south coast sealers' camp, 2018. *Photo: Peter Petchey.*



Figure 166. Burning the dried peat/lignite sample in an open hearth in Dunedin, 2018. *Photo: Peter Petchey.*

5.6 Artefacts in museum collections

Items from the Antipodes Islands and other subantarctic islands have been brought back to New Zealand by various expeditions and individuals, and many have been deposited in museums. The main collections of Antipodes-related items are held in Canterbury Museum, Museum of New Zealand Te Papa Tongarewa and Southland Museum & Art Gallery. The Alexander Turnbull Library holds a number of images, including the 1902 Worsley watercolours. An unknown number of items are held privately, but the steady loss of original supplies from the castaway depot hut indicates that many ‘souvenirs’ have been taken over the years.

5.6.1 Canterbury Museum

Canterbury Museum has a large collection (55 catalogued objects) of material that was brought back by the 1969 University of Canterbury Antipodes Expedition, due to concerns that the castaway depot hut had been leaking and that the sealed boxes of provisions had been broken open and vandalised by fishermen. This is the most comprehensive collection of material from the Antipodes Islands, and possibly one of the most comprehensive collections of items from any of the subantarctic castaway depots. It is notable because it contains many mundane but necessary everyday items such as matches, soap and cotton reels as well as larger items such as clothing and boots. Collection details are provided in Appendix 2

5.6.2 Museum of New Zealand Te Papa Tongarewa (previously the Dominion Museum)

Te Papa holds only a few items, but these are significant due to their good condition. See Appendix 6 for further details.

5.6.3 The Southland Museum and Art Gallery

The Southland Museum holds two items from the Antipodes islands. Details of these are provided in Appendix 5

6. Summary

The Antipodes Islands have a fascinating history and significant archaeological potential that is only partly discovered. As the site of early and very intensive sealing by a large number of men, with subsequent human activity almost non-existent or at very low levels, the island potentially contains pristine and undisturbed archaeological evidence of some of the earliest (albeit fleeting) European occupation of the New Zealand subantarctic islands.

A review of the archaeology of the sealing industry in New Zealand waters (Smith 2002) found very few sites that could confidently be associated with early sealers: of 30 localities for which land-based sealing could be suggested, only 12 have reasonably specific historic details to allow the location to be defined, and only six of these can be confidently located with certainty and with archaeological evidence to confirm their use (Smith 2002: 53–58, Table 5). For such an important phase in the early European history of New Zealand this is a very small number of sites, and it emphasises the relative importance of the Antipodes Islands archaeological sites. The Antipodes Island south coast sealers' hut sites and fireplace probably rank as the most unmodified and reliably identified sealing sites in the greater New Zealand region. The same isolation (and lack of economic interest after sealing ended) that has given the Antipodes Islands their natural heritage values has also protected their archaeological values.

The three hut sites and the fireplace site on the south coast are the only sites recorded with confidence from the sealing period on Antipodes Island. Some potential artefact finds and a possible inhabited cave site near the castaway depot have been recorded, but it is almost certain that other sites remain hidden under the tall tussocks elsewhere (including around the castaway depot hut and Reef Point). The numerous landslips and disturbance from birds and seals (and the latter populations are now beginning to recover 180 years after they were almost exterminated) mean that some coastal archaeological sites have probably been destroyed, although it is not possible to quantify this loss as there is no contemporary record of where the sealers' camps were. The fact that the extermination of the seal population was so thorough, and so many seal skins were exported from the Antipodes Islands (a minimum of 330,000 – see Table 1 above), means that the early 19th-century sealers must have examined and hunted every nook and cranny of the coast where a seal could come ashore. Undoubtedly, most of this exploration was by boat, but it remains highly probable that some of these men lived (at least for short periods) in places that present-day observers would find almost inconceivable for this purpose. However, having surveyed much of the island, we think it is most likely that the sealers were concentrated in a few main camps at the more accessible locations for their long-term stays. The south coast camp, with its three identified hut sites, is the best example of such a camp so far discovered. Apart from the two castaway episodes and the visits by later expeditions and individuals, little else has happened on the Antipodes Islands, and the castaways are not known to have undertaken any activities that would leave any evidence beyond the narrow confines of their living areas (South Bay and the castaway depot hut area). Various 20th-century expedition members have camped in various places, but even if they had left rubbish behind this would be easily differentiated from early 19th-century sealers' rubbish deposits. Antipodes Island therefore has the potential to contain a pristine early 19th-century sealing archaeological landscape, with the main source of disturbance being landslips.

The archaeological value of these sealing sites is potentially highly significant. The ways in which European sealers adapted to the extremely harsh subantarctic environment is of great interest. How did they construct their shelters? What did they live on? What supplies did they bring with them? How much of their diet consisted of fish, seabirds and seal meat? These questions could potentially be answered by archaeological examination of their camp sites. The sealing industry was by its nature highly secretive, and any additional information about these men would be invaluable.

The later experiences by the two groups of castaways are better documented than those of the sealers but are still of high archaeological interest. Again, questions of how people adapted to the harsh environment, especially after the trauma of shipwreck, are important, and compare with the better-known castaway experiences on the Auckland Islands. The fact that all those who made it ashore survived to be rescued is remarkable (especially as the *Spirit of the Dawn* castaways did not find the castaway depot hut and had no fire) and is testament to the value of the New Zealand Government's regular inspections of the outlying islands for exactly this purpose. These stories are an important part of New Zealand's maritime history.

The modern-era sites are significant as elements within New Zealand's developing role in natural heritage conservation, particularly in relation to the status of the Antipodes Islands as a World Heritage Site. While the ethos of natural heritage management is generally to leave behind no trace of human occupation; in reality, the story of such places is both cultural and natural, as people have both created the threats and worked to ameliorate them, and the value placed on pristine natural environments is culturally defined. The human stories associated with such significant projects as kākāpō (*Strigops habroptilus*) conservation on Stewart Island/Rakiura and Codfish Island / Whenua Hou, and the mouse eradication on the Antipodes Islands, are important both from the point of view of documenting methods and as social history.

The archaeological and historical sites described in this report have been recorded over many years by a relatively small number of individuals who were on the Antipodes Islands for a variety of purposes (almost all to do with the biological sciences) but were interested enough in the human history of the place to examine the historic features that they encountered. As most of them were scientists and trained observers, it is likely that they have found many, if not most, of the easily identifiable historic features. The 2018 archaeological survey formalised these records and added further details – the result is this report. It documents a sparse but highly significant archaeological landscape relating to New Zealand's early European and maritime histories.

7. Recommendations for future work

The increased scrutiny placed on the historic sites on the Antipodes Islands by this report inevitably raises conservation management issues. The distance of the islands from the mainland and the logistical difficulties in organising any operations there makes any historic conservation management difficult and expensive. However, there are some priorities that should be considered:

Castaway depot hut

The castaway depot hut is in good condition and is well-maintained, as it continues to play a useful role in the management of the Antipodes Islands. However, there are conservation issues associated with it that should be addressed. Ideally, a conservation plan should be prepared for the structure to enable all issues to be identified and a comprehensive approach to its management to be outlined. But, in the short term, the following issues are noted:

- All interior and exterior nails continue to rust due to the damp salt-laden atmosphere (note the rust streaks down even relatively new paintwork). Some interior boards are loose due to nail failure. The use of consolidant externally is of limited effect. Galvanised nails show efflorescence and deterioration. It is possible that the structure is being invisibly weakened, and this should be investigated (no records of any re-nailing were found during this research). The re-nailing of all interior and exterior joints (framing and weatherboards) using marine-grade nails (stainless-steel or bronze) should be investigated. Bare steel or galvanised fittings are not suitable.
- The original lining boards that have been removed and used for shelving should be returned to their original positions. The shelving construction should be reviewed and renewed in a way that is serviceable but does not compromise the historic structure.
- Ways of minimising objects rubbing against and damaging historic inscriptions on the interior walls should be investigated.
- The dropping of the floor has fortuitously provided an increased air gap in the walls. This should not be blocked, as it will help keep the walls dry.
- Some rain splash is coming in the front of the roof. A shaped closing board (to match the corrugated roof profile) should be fitted.
- The use of brass (preferable) or stainless-steel door fittings (hinges and bolt) should be investigated.

Fingerposts

The fingerposts should continue to be regularly inspected and timber preservative applied at approximately 5-year intervals.

The stainless-steel screws in the Alert Bay fingerpost should be replaced with either bronze marine grade bolts or etch-painted stainless-steel bolts in the original bolt holes.

South Bay sealers' camp

The sealers' camp is a nationally significant site, as one of the earliest intact European settlements known in the greater New Zealand area. It is threatened by landslips and natural deterioration (although it is hoped that the recent slip that just missed it has relieved the pressure locally).

An archaeological investigation programme would be logistically difficult and expensive, but potentially extremely enlightening regarding the lives of the early sealers. The camp area should first be cleared back of vegetation to allow its full extent to be identified and recorded in detail.

South Bay sealers' fireplace

This fireplace holds potentially significant information regarding how the early sealers survived in the harsh environment of the Antipodes, but it is in constant threat of deterioration from the sea, the weather and seal rubbing. The seal population is increasing, so this threat will also increase. A limited excavation (mainly to obtain samples for analysis) followed by a full report is recommended.

Penguin skin cache

The penguin skin cache will continue to deteriorate due to the effects of damp, weather, seals and penguins. This process might be slowed by the digging away the slip debris in front of the cache, and possibly by fencing-off the skins to exclude animals.

Reef Point cave (and other caves)

An archaeological test-pitting programme to test for evidence of human occupation would confirm or refute the cultural use of these sites, further refining our knowledge of the islands.

1978 BAAS hut and Department of Lands & Survey signs

The 1978 BAAS hut and associated signage are important in the history of human management of the Antipodes Islands. Thanks to the efforts of those involved in its recent major rebuild, the hut retains many original elements from its Department of Land & Survey origins. While a full conservation plan is probably not appropriate for the hut, a set of basic conservation guidelines would be useful. The three Lands & Survey era signs should be kept in one or other of the huts, safely out of the weather.

8. Acknowledgements

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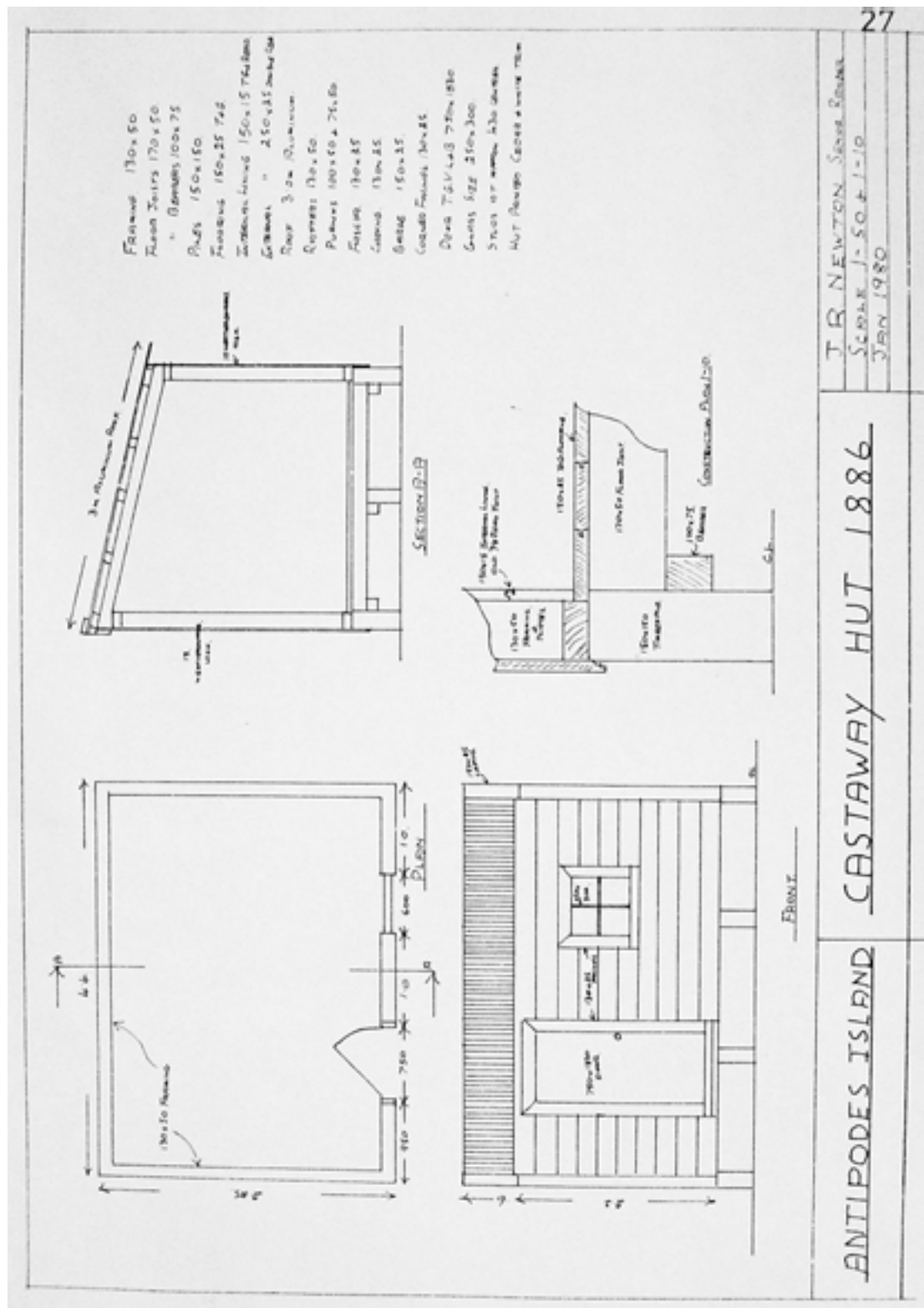
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Appendix 1

Castaway depot hut, drawn by Senior Ranger John Newton



Appendix 2

Holdings relevant to the Antipodes Islands at Canterbury Museum

• Item	Catalogue number
• Reel with cotton thread wound on it	(A169.19; A169.7-36)
• Cotton Tape: White	(A169.19a; A169.7-36)
• Match Books (3)	(A169.19b; A169.7-36)
• Tin of preserved mutton	(A169.35a)
• Tin of corned beef	(A169.35b)
• Tin of preserved beef	(A169.35g)
• Tin of preserved beef	(A169.35j)
• Tin of preserved artichokes	(A169.35k)
• Blanket: Wool	(A169.07; A169.7-36)
• Blanket: Wool	(A169.07; A169.7-36)
• Waistcoat: Grey	(A169.08; A169.7-36)
• Waistcoat	(A169.08; A169.7-36)
• Waistcoat: Black	(A169.08; A169.7-36)
• Waistcoat: Black with White Flecks	(A169.8c; A169.7-36; A269.8)
• Waistcoat: Black with White Flecks	(A169.08d; A169.7-36; A169.8)
• Waistcoat: Oamaru Tweed	(A169.08e; A169.7-36; A169.8)
• Waistcoat: Black	(A169.08f; A169.7-36)
• Trousers: Black	(A169.09; A169.7-36)
• Trousers: Grey	(A169.9)
• Trousers: Black	(A169.09a; A169.7-36)
• Trousers: Grey	(A169.09b; A169.7-36)
• Jacket: Black	(A169.10; A169.7-36)
• Jacket: Black	(A169.10a; A169.7-36)
• Shirt: Grey	(A169.11; A169.7-36)
• Shirt	(A169.11; A169.7-36)
• Shirt: Grey	(A169.11; A169.7-36)
• Shirt: Blue	(A169.12a; A169.7-36)
• Boots (pair)	(A169.15)
• Bottles, medicine	(two with same record) (A169.14)
• Bottle: Antipodes Oil	(A169.15)
• Tin: Tobacco Bricks	(A169.16)
• Bars of soap	(A169.18)
• Packing case piece	(A169.32)
• Waistcoat: Black and Brown Checks	(A169.08a; A169.7-36; A169.8)
• Waistcoat	(A169.08b; A169.7-36)
• Waistcoat	(A169.08g; A169.7-36)
• Blanket	(A169.07a; A169.7-36)

- Insole: Black (A169.12b)
- Axe (A169.31)
- Iron skillet with hanging chain (A169.30)
- Iron kettle (A169.28)
- Reel with cotton thread wound on it (A169.19; A169.7-36)
- Thread: White (A169.19; A169.7-36)
- Bible
- Tin of corned mutton (A169.35i)
- Tin of corned beef (A169.35)
- Tin of McDoddies Artichokes (A169.35k)
- Tin of St George Roasted Mutton (A169.35b)
- Bar of Launderine soap (A169.18)
- Tin: Royal Wax Vesta Matches (A169.35c)
- Stoneware Jar: Antipodes Islands
- Thread: White (A169.19; A169.7-36)
- Thread: White (A169.19; A169.7-36)
- Thread: White (A169.19; A169.7-36)
- Shirt: Grey (A169.11; A169.7-36)

Appendix 3

List of names and inscriptions on the castaway depot hut interior walls

North (Side) Wall

J. Hesselring 1985

P.R. Schadee 1975

I.W. Lewis, P. Lee, MAGNET

Ian Bradley, Captain, HMNZS WAIKATO, 8 Nov. 1978

MEIHANA

USCGC NORTHWIND, 4 March 1947, S.B. Russell, New York, R.W. Johnson Massachusetts, J.L. Hough, Massachusetts, J.P. Van..(?), Penna, USA, T. (S)helda...(?)...Bay City Mich., Jim Lucas, Chocotah, Okla. USA, (?)... Santa Ana, Calif.

D. Gardner '08.

FAR QUEST, A.J. Anderson, D. Karsten, S. McCutcheon.

ALERT 1950, A.J. Black, J.A. Thomson, (?), R.D. (?), M.J. Ollerenshaw, E.G. Turbott, R.K., Dell, J.H. Miller, R. E (?).

MV CHANCE, Bluff, 30/7/58

M.B. 1/9/70

Alan Hill

T.A. Bruce, HMNZS WAIKATO, 20/11/79.

29th S(ept) MOTOR...(?), Peter (?), M.M. (Bill)...(?), Bob...(?), Keith...(?), Da...(?), Johnson, R...(?), M...(?), Smith.

...sent by S...(?), 50...(?), Gisborne 12th...(?), 1975.

East (Front) Wall

Trev AIB TANGAROA, 14/3/01

HMNZS OTAGO, A48

HMNZS OTAGO, 25/2/2013

209 Sqn RNZAF, C.N. Scott 2013

J. Bass, RNZN

Lieu...(?), Van..ness...Ana California...1947

P.J. Houghten

Rohan Wahrlich, School of Signals, Waiouru, Nov-Dec 78, BAAS Exp.

Capt...(?), Chief Mate A. Reeves, Second Mate S Re...(?).

MV TARANUI- Suva, Nov. 1962, NZ (Out) Party

Please notify us if you use (?) stores, MV TARANUI

NZD 7/47

8/11/1969

Joseph W (?) SM/C, 26 Vaneho Street, Sanford, Maine, March 1947

James Barnett, HINEMOA, 25/4/1911

JW

R Luxton, 1975, Sept. Visitor

Nash Norton, MARINE COUNTESS, 3-2-1997-1998

P. Fisher, Sept 23, SS STELLA

H. Rigand (?) HINEMOA, 22/10/06

K Munro, 29/9/75

D. Neilson, GMV TANGAROA, 14/3/81.

R. Strang

D.N. Wood, B. Woodcock, S. Albrecht, M. Morrissey, B.C. Wynward, RNZN} RNZAF, HMNZS WAIKATO, 8/11/78.

P. Fisher

(?) Williams, SS TUTANEKAI, 1/4/23

P.J. Hore

Mike Smith

Geoff o/s, TANGAROA, 14/3/81

Mike Kestila, MARINE COUNTESS, 3/2/97

TUTAIEKA

Roger Birch, MARINE COUNTESS, 3/2/97- March 1998.

L/S P. Williams, HMNZS WAIKATO, 20/11/78, L/C Goodwin, L/C Paulin, L/C Turner, T.S. Waireka Sea Cadets.

E.S. Heseltine, "PARIMAR" 29/9/75.

Woody, GBI Nov 14.

Mark Callum, AKAROA "14" Mt. Cook, 11/14

RV ACHERON, 24/11/1972. Foul SW Weather, rain, hail + show. Alan Barker, National Museum of New Zealand.

Mick ...(?) AMOKURA 26/3/1917.

West (Rear) Wall

(HINEMOA) August 1st 1898, Dirty weather settling in. Clearing for Bountys + NZ tonight-stores are all good order + untouched. W. Brown.

Good water in swamp close by.

HINEMOA visited here December 1st 1897, call again about April of May 1898.

This depot visited by HMS LIZARD and found intact- 15 Feb. 1894. Lionel Hancock.

HMS RINGDOVE, 29th October 1899.

Te Ahi Waaka Poulu was here Feb 13th 1980.

Cameron Hay, Sep. 1978, TANGAROA.

E.J. Barnes, 14/3/81, TANGAROA.

Cha(?)gerbahs (indistinct)

March 1985, MONOWAI Chippy's party, Ray McLellan, Mark Jones, Mel Jennings.

"TOTORORE Expedition" 17-25 Dec 1994. Expedition leader Gerry Clark – skipper, Mike Imber – scientist in search of the Taiko petrel, Chris Hanel, counting wandering albatross, Mark Milner, crew member.

Return (TOTORORE Expedition), 09 Feb-end March 1995, Gerry Clark, Chris Hanel, Jacinda Amy, Gus Macalester.

Jessie James, Darryn McClutchie, Phillip Donnelly, HMNZS TUI, October 1990.

EBL.

HMNZS WAIKATO divers 1978, 8/11/78. Chief Petty Officer Hawe, Petty Officer O'Reilly, Able Seaman R. Good, Able Radio Mechanic S. Soole, Leading Seaman Noel Poihipi.

J. Cook, SS HINEMOA, 2/4/04.

SS TUTANEKAI, J. Cook, 3/3/06

Visitors, January 22...(?)... SS T...(?)..., J. Delaney, Sam Luke, J. McAlpine.

Brass plaque for Gerry Clark and Roger Sale, 1999 (Fig. A3.1).

As discussed above, there are further inscriptions on the front exterior wall of the depot, to the left of the door (Fig. 57). These are now partially obscured, but were more clearly visible in the past:

Jock McLeod

J. Bell, Carpenter

NGS T...(?)

G. Hooper, HINEMOA

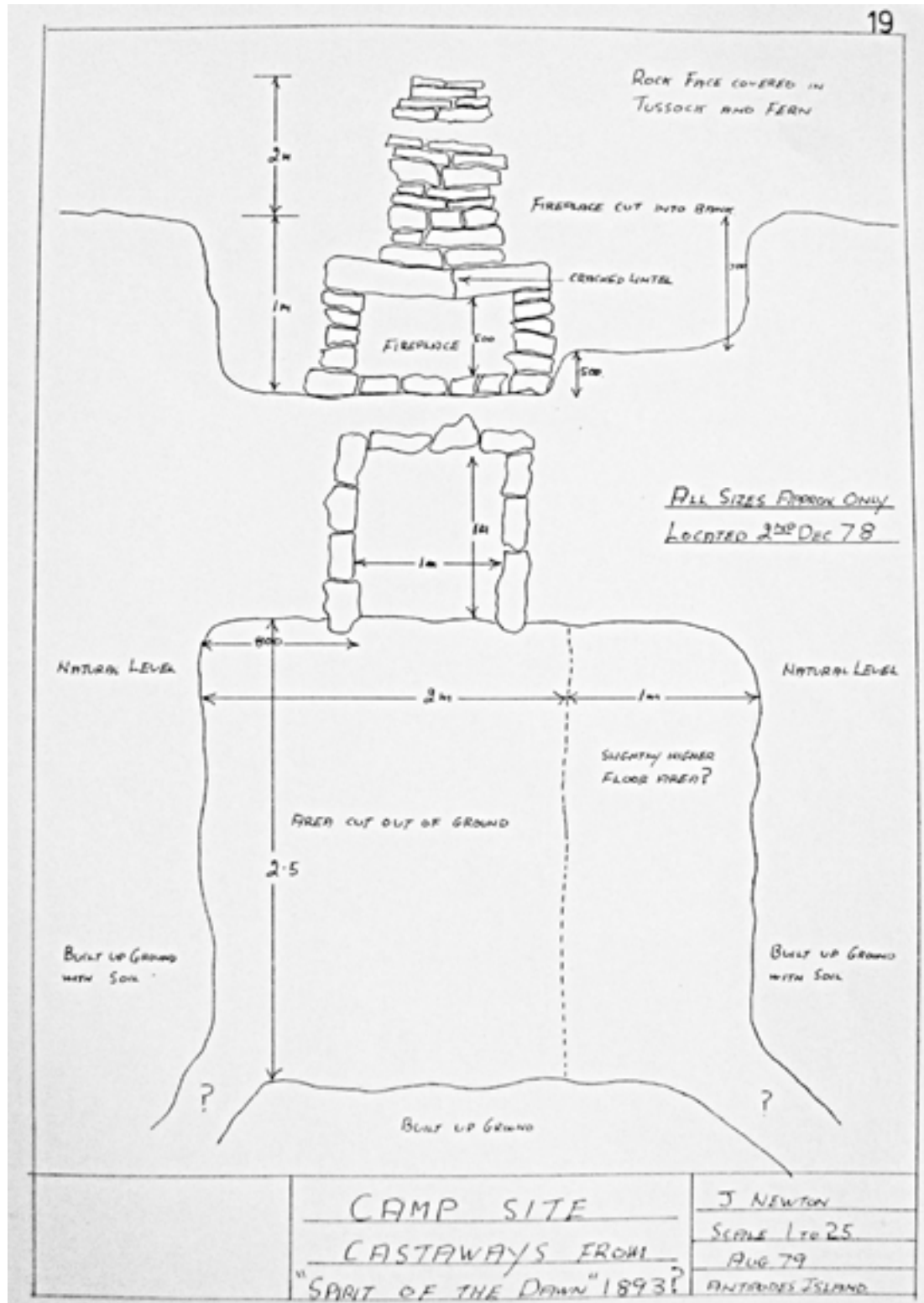


Figure A3.1. The brass plaque to commemorate Gerry Clark and Roger Sale.

Appendix 4

South Bay Hut 2 site, drawn by Senior Ranger John Newton, 1979

Note: the hut site was not associated with the *Spirit of the Dawn* castaways, as they had no fire.



Appendix 5

Antipodes Islands holdings at Southland Museum and Art Gallery

- The finger off the Cave Point fingerpost on Antipodes Island. It had fallen off and was brought back because staff had no way to reattach it to the post, and it was too fragile to be returned to site. It will complement the finger already on display in the Roaring Forties exhibition as it is the other of the two styles in which New Zealand subantarctic fingerposts were produced.
- A bottle found on Antipodes Island. Dug up on 12 February 1998 when Kath Walker and Graeme Elliott were putting in the first boardwalk around the 1978 BAAS Hut (Antipodes Hut). It was found between the castaway depot hut and the 1978 BAAS hut, (in its old position), about 7–8 m west of the huts along the track to the toilet and Anchorage Bay. It was behind the small ridge sheltering the huts, so the finders suspected that it was where sealers had tossed their rubbish. The bottle is also illustrated in Taylor (2006), and in Fig. 46 (this report).

Appendix 6

Holdings relevant to the Antipodes Islands at Museum of New Zealand Te Papa Tongarewa

- Trousers, circa 1900, Antipodes Islands, maker unknown. Gift of Mrs L Brown, 1987. CC BY-NC-ND licence. Te Papa (PC003689)
- Blanket, circa 1900, New Zealand, maker unknown. Gift of Mrs L Brown, 1987. Te Papa (PC003690)

PC003689 and PC003690 were a gift of Mrs L. Brown, 1987. They were recovered circa 1962 from the relief depot for castaway sailors on Antipodes Island and transferred from DSIR to the National Museum in February 1987.

- Box containing men's boots, circa 1900, New Zealand, maker unknown. Field Collection, 1947. CC BY-NC-ND licence. Te Papa (GH003519)
- Ships Biscuits, circa 1900, New Zealand, maker unknown. Field Collection, 1947. CC BY-NC-ND licence. Te Papa (GH003520)

Te Papa also holds four complete three-piece suits that were probably collected from the Snares Island depot in 1947 by the then-Dominion Museum director Dr. R.A. Falla. These suits are all in excellent condition and are probably very similar to those that were at the Antipodes Depot (all of the suits vary in detail).

- Suit, Man's, circa 1900 (PC003178/1-3)
- Suit, Man's, circa 1900 (PC003179/1-3)
- Suit, Man's, circa 1900 (PC003177/1-3)
- Suit, Man's, circa 1900 (PC003180/1-3)

Te Papa also hold a fingerpost sign without recorded provenance, other than it was gifted by Dr. Ron Balham in 1959 (Registration number GH003522).