

## Place No. 10 Cossack Upper Landing



View along the causeway at Cossack Upper Landing, 2012

LOCATION	
Name of Place	Cossack Upper Landing
Other Name (1)	
Location/Address	
Street Number	
Street Name	
Suburb/Town	
Other Locational descriptor (text)	Upper part of Butcher's Inlet, southeast of Cossack For GPS locations, see "Physical Description" below mE518320 mN7710208 Longitude 117.1759 Latitude -20.7075

OWNERSHIP & LAND DESCRIPTION				
<i>Owner</i>	<i>Address</i>	<i>Phone/fax</i>	<i>Status</i>	<i>Item No.</i>
<i>Reserve No.</i>	<i>Lot/Location No.</i>	<i>Plan/Diagram</i>	<i>Vol/Folio</i>	<i>Item No.</i>

LISTING AND ASSESSMENT	
HCWA Reference Number	NEW ENTRY
State Register of Heritage Places: (Y/N)	No
Classified by the National Trust (Y/N)	No
Register of the National Estate (Y/N)	No
Local Town Planning Scheme (Y/N)	No
<b>Management Category</b>	<b>A</b>

DESCRIPTION	
Construction Date (1)	c.1863 onwards
Construction Date (2)	
Site Type (Place Type)	Other Structure

<b>Use(s) of Place</b>	
<i>Original</i>	TRANSPORT/COMMUNICATION: Jetty Other – Stone yards and structures
<i>Present</i>	VACANT/UNUSED: Vacant/Unused
<i>Other</i>	
<b>Construction Materials:</b>	
<i>Walls</i>	9. STONE 904 Local stone
<i>Roof</i>	
<i>Other</i>	
Condition	Good
Integrity (how much of the original fabric is intact?):	Majority of landing and causeway is present

**Physical Description**

Cossack Upper Landing consists of two elements.

1. **Causeway and Landing.** The landing is constructed to form a raised level surface above the mudflats, allowing passage to a point in the upper reaches of the Butchers Inlet/Harding River estuarine system. At high tide a small vessel could have reached the landing to load and unload, and then transport the cargo to dry ground without having to transverse the mud flats. The current construction is a mix of stone, rubble and soil, with a simple single lane trackway extending for a distance of 275 m along the top. The trackway is 4.5 m wide along its length and ends in a wider circular landing, some 10.5 m wide.

Causeway location co-ordinates (MGA94 Zone 50):

North - 518319.94 mE, 7710208.11 mN

South - 518252.01 mE , 7709983.15 mN

2. **Stone structures.** The stone structures are located on a high point above the causeway, approximately 1.25 km away on a bearing of 240 degrees. They are comprised of two roughly circular stone built enclosures situated 145 m apart. The eastern enclosure is 16 m maximum diameter and opens to the northeast. The western enclosure is 14 m maximum diameter and opens to the northwest. The yards tend to be made of local rubble scooped up to form rough, yet substantial walls. Several small stone structures surround the two yards; these would have served as small huts/shelters. Two outcrops providing vantage points on the terrain towards the southwest (Roebourne direction) have had small stone walls added, possibly to obscure and protect anyone standing at the vantage point.

Yards location co-ordinates (MGA94 Zone 50):

East - 517062.59 mE , 7709375.71 mN

West - 517020.95 mE, 7709377.60 mN

**History**

Cossack Upper Landing provided a significant place for boats to land, as it meant they did not need to negotiate the substantial mudflats associated with Cossack. In addition, the landing was 4 km further inland than Cossack.

It is not clear when the Upper Landing site was developed, however it may be as early as the significant early landing of Walter Padbury's party in 1863. The Upper Landing was later mapped by Alexander Forrest in 1875 and H. Stuart Carey snr in 1878.<sup>1</sup>

Yards were used at various unspecified locations on the Harding River in the earlier years of the colony, however these stone structures are not specifically described in historical sources. A local

informant has stated that these were constructed during military exercises in the 1980s. If used earlier, their design suggests a place for vantage to the coast and arriving vessels, as well as providing protection. Being located on high ground away from water suggests a security role, rather than for the comfort of stock and people.

### Archaeology

The archaeological record of the landing suggests that it results from the early historical period. The use of local stones and materials suggests very little access to transported materials, as is consistent with the various European locations dating from the 1860s and 1870s. There are few artefacts associated with the stone structures. The Upper Landing site is significant for the historical association with safe landfall and the initial colonisation of the Northwest.

### SIGNIFICANCE

#### Historic theme (s)

2. TRANSPORT AND COMMUNICATION  
201 River and sea transport

#### Statement of Significance:

The causeway and landing is a significant reminder of the early colonial period and the challenges of maritime transport, as well as the limits of Cossack during its early years as it was often isolated from the mainland. It is rare for a site such as this to have survived this well. There is research potential for this and other sites related to the history of maritime access to the Pilbara.

### ASSOCIATIONS

Architect/Designer (1)

Walter Padbury or his party

Architect/Designer (2)

Other Associated Person(s)

Alexander Forrest

### OTHER

#### References

See endnotes.

### NOTES

MHI 1996

Site identified on Review List

MHI Review 2012

Site assessed and Place Name Record created

<sup>1</sup> Withnell Taylor, Nancy E. 2002, *A Saga of the North-West Yeera-Muk-a-Doo: The First Settlement of North-West Australia Told through the Withnell and Hancock Families 1861 to 1890*, Victoria Park, Hesperian Press.