

OMEIO PIONEER QUARTZ CRUSHING MACHINE (GAMBETTA REEF GOLD BATTERY)



DSCN0245



DSCN0248



DSCN0249



DSCN0247



DSCN0246



DSCN0250



DSCN0251



DSCN0253



DSCN0252



DSCN0255



DSCN0254



DSCN0256



DSCN0257



DSCN0258



DSCN0259



DSCN0262



DSCN0260



DSCN0261



DSCN0263



DSCN0264



DSCN0266



DSCN0268



DSCN0267



DSCN0265



DSCN0269



DSCN0272



DSCN0274



DSCN0270



DSCN0273



DSCN0271



DSCN0275



DSCN0277



DSCN0280



DSCN0279



DSCN0278



DSCN0281



DSCN0282



DSCN0283

Location

410 DRY GULLY ROAD OMEO, EAST GIPPSLAND SHIRE

Municipality

EAST GIPPSLAND SHIRE

Level of significance

Heritage Inventory Site

Heritage Inventory (HI) Number

H8423-0004

Heritage Overlay Numbers

HO287

Heritage Listing

Victorian Heritage Inventory

Statement of Significance

Last updated on - April 7, 2021

The Gambetta Reef Gold Battery Site consists of the remains of one 5-head iron framed battery, portable steam engine, and various buried and partly buried piece of machinery. The site also has some relics, including a Cornish boiler, relating to an earlier phase of battery installation. The site is obscured by blackberry bushes.

The Gambetta Reef Gold Battery Site is of historical and scientific importance to the State of Victoria.

The Gambetta Reef Gold Battery Site is historically and scientifically important as a characteristic and well preserved example of an important form of gold mining. Although being very close to Omeo, the machinery has not been significantly scavenged. The Gambetta Reef battery main period of operation was from 1901-12. Gold mining sites are of crucial importance for the pivotal role they have played since 1851 in the development of Victoria. As well as being a significant producer of Victoria's nineteenth century wealth, with its intensive use of machinery, played an important role in the development of Victorian manufacturing industry. The abandoned mining machinery at the Monarch battery site is historically important for its evocation of the adventurousness, hardship, and isolation that was part of mining life in the high country areas of the State.

The Gambetta Reef Gold Battery Site is archaeologically important for its potential to yield artefacts and evidence which will be able to provide significant information about the technological history of gold mining.

Please note the correct name for this place is 'OMEOPIONEER QUARTZ CRUSHING MACHINE'.

[Source: Victorian Heritage Register]

Interpretation of Site	2020- updated site card submitted: The analysis of the site remains unchanged from the original site listing (H8423-0004) however the location was incorrectly mapped. Please see attached maps for correct location.
Hermes Number	11049
Property Number	

History

Heritage Inventory History of Site: The Gambetta was one of the first and best of the Dry Gully reefs, west of Omeo. The Gambetta GMC was formed to work the reef in 1883 and, according to Fairweather, erected a battery at that time. Operations were short-lived and the battery was sold. The mine was subsequently worked by a succession of small parties. In 1901, the New Gambetta Co. took over the mine and installed a 10-head battery, which had previously operated at two other Dry Gully mines: the Association (c.1884) and the Polar Star. In 1905, the Gambetta adit was 1,000 ft long, and the neighbouring Polar Star and Thistle mines were also being worked. The battery was overhauled in 1906, and a Card concentrating table added, to improve gold retrieval from the complex ore. Later that year, the Gambetta lease was forfeited. A new New Gambetta GMC subsequently worked the mine, but prospecting below adit level found nothing payable and operations ceased in 1912. The last-known working of the Gambetta mine was by a Mr Tunbridge in 1934. 2020- updated site card submitted: Horwood & Sons foundry was established in Bendigo in 1856 and was relatively long lived, continuing into the twentieth century. The battery, like many on the goldfields, is likely to have been second hand when installed at Omeo in the 1880s. Cast and wrought iron wheels nearby, presumably from the steam engine, are marked with "J. C. Renshaw & Co. Engineers Melbourne". This company is listed in directories between 1898 and 1915. This indicates that the installation was part of an upgrade of the battery, which may have initially been water driven as suggested by the nearby water races.

This place/object may be included in the Victorian Heritage Register pursuant to the Heritage Act 2017. Check the Victorian Heritage Database, selecting 'Heritage Victoria' as the place source.

For further details about Heritage Overlay places, contact the relevant local council or go to Planning Schemes Online <http://planningschemes.dpcd.vic.gov.au/>