



## **REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION**

### **11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE**

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

#### **PRINCIPAL AUSTRALIAN HISTORIC THEME(S)**

- 3.1 Exploring the coastline
- 3.7 Establishing communication
- 3.8.1 Shipping to and from Australian ports
- 3.8.3 Developing harbour facilities
- 3.14.2 Using Australian materials in construction

#### **HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)**

- 201 River and sea transport
- 209 Technology and technological change
- 309 Technology and technological change

#### **11.1 AESTHETIC VALUE**

The place is significant in exhibiting particular aesthetic characteristics valued by the community. The construction of both the lighthouse and cottages out of locally quarried limestone creates a strong relationship with the surrounding environment. The Keepers' Cottages (fmr) are built in Federation Bungalow style, and retain the simple aesthetic value typical of this period. (Criterion 1.1)

Woodman Point Lighthouse is a significant landmark. It is a prominent feature within the local land and seascape and is also culturally significant being one of the earliest highly visible structures of the area. Although situated unusually far from the shore line, the lighthouse occupies the highest point of the surrounding area. Thus the view from the lighthouse and the cottages on Cockburn Road have landmark value. (Criterion 1.3)

Collectively, the various elements, all constructed from local limestone, create an aesthetically significant precinct within the local environment. (Criterion 1.4)

#### **11.2. HISTORIC VALUE**

*Woodman Point Lighthouse and Keepers' Cottages* has historical significance as a group of structures, forming an intact precinct, which have played an important part in the development and operation of the shipping industry and Fremantle Harbour. (Criterion 2.2)

Woodman Point Lighthouse is strategically important in the development of coastal shipping lights for the Port of Fremantle in that it replaced the light on Arthur Head for the Port of Fremantle and has been in operation since 1902. (Criterion 2.2)

During World War Two the Lighthouse was guarded by the Army, with personnel utilising the lighthouse as a communications base and observation post. (Criterion 2.2)

*Woodman Point Lighthouse and Keepers' Cottages* demonstrates the early efforts of the Federal Government to be responsible towards shipping using its ports. (Criterion 2.1)

### **11. 3. SCIENTIFIC VALUE**

*Woodman Point Lighthouse and Keepers' Cottages* has demonstrable potential to yield information that will contribute to an understanding of the cultural history of Western Australia with regard to the history of shipping. (Criterion 3.2)

### **11. 4. SOCIAL VALUE**

*Woodman Point Lighthouse and Keepers' Cottages* demonstrates part of a distinctive way of life now seldom practiced since the introduction of fully automated light mechanisms. (Criterion 4.1)

Woodman Point Lighthouse has, since its establishment in 1902, provided the local and wider community with a valuable civic service. The lighthouse provides a focal point for visitors to the area and provides a popular subject for artists and photographers. (Criterion 4.1)

## **12. DEGREE OF SIGNIFICANCE**

### **12. 1. RARITY**

Woodman Point Lighthouse is the only lighthouse in Australia that has the red and green sectors reversed, due to the sectors apparently being installed incorrectly. (Criterion 5.1)

*Woodman Point Lighthouse and Keepers' Cottages* is evidence of a distinctive way of life that is no longer practiced in Western Australia. The introduction of automated lighthouses has led to the disappearance of the lighthouse keeper whose role in manning the lighthouse was formerly essential for transport and industry in the State. (Criterion 5.2)

### **12. 2 REPRESENTATIVENESS**

Woodman Point Lighthouse is a representative example of an operational lighthouse, and the Keepers Cottages (fmr), are representative of

Federation Bungalow style (c1890-c1915), domestic architecture built by the Public Works Department. (Criterion 6.1)

Woodman Point Lighthouse originally functioned with a range of 17 miles, and now reaches 37 miles in clear weather. The maintenance of the light required keepers to live close by and the Keepers' Cottages (fmr) were inhabited by lighthouse keepers until the Woodman Point Lighthouse was electrified in 1955. (Criterion 6.2)

### **12.3 CONDITION**

Woodman Point Lighthouse is in good condition.

The Keepers' Cottages (fmr) are inhabited and from the outside they appear in very good condition. An inspection would be necessary to evaluate the condition of the interior of the quarters.

### **12.4 INTEGRITY**

Woodman Point Lighthouse has a high degree of integrity and has been in continuous use from 1902 to the present day.

The Keepers' Cottages (fmr) have a moderate degree of integrity. They are no longer used to house the lighthouse keepers as the lighthouse is fully automated, but the Cottages continue to be used as residences.

### **12.5 AUTHENTICITY**

Woodman Point Lighthouse is intact, and retains a moderate to high degree of integrity. The changes that have taken place over time are in relation to the automation of the lighthouse equipment and are relatively minor in consequence to the original structure.

From the outside, the Keepers Cottages (fmr) appear to retain a moderate to high degree of authenticity. The changes that have occurred over time are relatively minor in consequence to their original structure. The changes were typical of alterations to housing in the period and demonstrate evolution of use, and the authenticity of the place is only marginally diminished. The interior of the Keepers' Cottages (fmr) has not been inspected.

### 13. SUPPORTING EVIDENCE

The documentary evidence has been compiled by Clare McFarlane, Jo Darbyshire, Jan Archer and Julia Wallis, students in Curtin University of Technology's Heritage Studies 511. They were assisted in compiling the physical evidence by Kris Bizzaca, Consultant.

The suggested curtilage of *Woodman Point Lighthouse and Keepers' Cottages* would be to include as much of the hill on which the lighthouse stands as possible, to incorporate and prevent restriction of views, and the area/ridge south west of the lighthouse containing the Keeper's Quarters.

#### 13.1 DOCUMENTARY EVIDENCE

Captain James Stirling arrived on the *Parmelia* on the 1 June 1829, and his first anchorage was in the safe waters off Garden Island and within sight of the Coogee Beach. The Coogee District was one of the first surveyed and Mr J. S. Roe was ordered to lay out the first township of Clarence for the expected arrival of the first settlers.<sup>1</sup> When he named Cockburn Sound after Admiral Sir George Cockburn he wrote of it; 'This excellent anchorage for ships of war afforded by Cockburn Sound ...I do not hesitate in representing as superior in convenience and more than equal in safety to Spithead'. The Aboriginal name for Woodman Point was *Nyyerbup*. It was then named after Thomas Woodman, the purser of Stirling's ship *HMS Success* (1827).<sup>2</sup>

There are two main limestone ridges in the area and the town of Clarence was planned on the first coastal ridge behind and slightly southward of Woodman Point. Coogee Lake is found to the south east of the town. This is taken from the Aboriginal name *Kou-gee*, recorded in 1841 by Thomas Watson and has also been called Lake Munster.<sup>3</sup> Due to limestone and difficult soil the township did not develop as hoped and settlement occurred instead at Perth, Guildford and the Port of Fremantle.<sup>4</sup>

Discharged pensioner guards took up small grants in the area in the 1850s<sup>5</sup> and in 1872 a timber mill, known as Jarrahdale Mill, began production in the area. In the same year a tramway was built to the beach at Rockingham.<sup>6</sup>

It was probably around 1839 that an obelisk or cairn built of limestone (base 14 feet square, height about 30 feet) was erected overlooking Cockburn Sound. This was used as a sailing marker for vessels engaged in the

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<sup>1</sup> Lambert.L, *The Birth and Growth of the South Coogee District*, 1962, Thesis, introduction, Batty library, WA, p 1.

<sup>2</sup> Lambert. L, *ibid*, citing reference R.N. 77, Archives branch, p 1.

<sup>2</sup> *The Woodman Point Quarantine Station Complex*, Register of the National Estate, Australian Heritage Commission 26 October 1999. 616.46.

<sup>3</sup> Berson.M, *Cockburn. The Making of a Community*, Town of Cockburn, 1978, Appendix B p 207.

<sup>4</sup> Berson.M, *Cockburn. The Making of a Community*, *ibid*, p 3.

<sup>5</sup> Berson.M, *ibid*, p 3.

<sup>6</sup> Lambert. L, *ibid*, citing John R. Robertson, *A History of the Timber Industry of WA*, 1956, Archives Branch, p 8.

timber trade, and all ships using the passage between Garden and Carnac Islands enroute to the Port of Rockingham until the Lighthouse was built. The entire surface of the obelisk was plastered and painted white.<sup>7</sup>

Western Australia experienced sudden growth in the 1880s and 1990s with the Goldrush. There was a huge increase in the volume of shipping with the development of the economy. Most shipping casualties occurred near a port and the absence of safe anchorage at Fremantle had long been lamented.<sup>8</sup> The shipping casualties of the period 1881 to 1900 can be directly correlated with the volume of shipping on the various routes and at the ports.<sup>9</sup> The wreck of the *Omeo* is located approximately 50 metres offshore to the north of what was to be the location of the Lighthouse, as are several others.<sup>10</sup>

Colonial development was strongly dependent on adequate shipping services. It was for this reason that public works commenced at Fremantle Harbour in 1892. Many ambitious projects and public works were undertaken during the 'roaring nineties' due to the availability of funding as a result of the goldrush and Western Australia given responsible government, culminating with Western Australia becoming a State in the Commonwealth of Australia in 1901.<sup>11</sup>

It was during this period that *Woodman Point Lighthouse and Keepers' Cottages* (originally called the Gage Roads Lighthouse) was constructed under the direction of the Public Works Department, adjacent to Rockingham Road. The two cottages were the residences of the lighthouse keeper and his assistant.

The tender to build *Woodman Point Lighthouse and Keepers' Cottages* was won by contractor W. C. Rose on 11 October 1901, at the price of £ 2,383.<sup>12</sup> A lime kiln operated south of Jervoise Bay<sup>13</sup> with the lime from the Coogee area found to be both popular and durable.<sup>14</sup> Locally quarried limestone was used in the construction of all three buildings.<sup>15</sup>

The apparatus for the light was supplied by Messrs Chance Bros & Co., Smethwick, Birkingham, England. It was originally a kerosene vapour type light, occulting, showing an eclipse of 3 seconds every thirty seconds. The

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<sup>7</sup> Lambert.L, *ibid*, p 8.

<sup>8</sup> Cairns, L. & Henderson, G.*Unfinished Voyages: WA Shipwrecks 1881-1900*, 1995, Battye Library, WA , introduction, p 8

<sup>9</sup> There were over 1,000 casualties during this period compared with just 191 casualties between 1861-1880. Cairns, op cit, introduction, p 11.

<sup>10</sup> The *Omeo* , the *Diana* and the *James*, according to the WA Maritime Museum are cited in *Coogee Master Plan*, 1992, Sinclair Knight, page 15. During the course of the research, 4 other references to wrecks in the Woodman's Point area were found; *Tuckeys boat*, 1888, the *Ellen*, 1890, the *Thornliebank* , 1891 and an unidentified yacht in 1892. From Cairns, *ibid*, index.

<sup>11</sup> Cairns, op cit, introduction, p 9.

<sup>12</sup> Tenders were called for in the *WA Government Gazette* , 6 September 1901 and accepted in the *WA Government Gazette*, 8 October 1901.

<sup>13</sup> Firm owned by Briggs and Rowland, Berson, *ibid* , photographs.

<sup>14</sup> Berson.M, op cit, p 102.

<sup>15</sup> Cockburn Municipal Inventory, Place #30

light was visible for a distance of 17 nautical miles in clear weather and showed red, green and white light coloured sectors. The bright sector covered the Fairway to Gage Roads<sup>16</sup>. Apparently the sectors were placed incorrectly and Woodman Point Lighthouse is the only lighthouse in Australia that has the red and green sectors reversed. Ships usually come in on the bright sector. As kerosene was used, fuel tanks at the top of the lighthouse were kept full and pumped up every 2 hours along the clock mechanism. There were 53 steps to the top of the lighthouse.<sup>17</sup>

On 8 August 1902 a notice to mariners was placed in the *Government Gazette* to inform them that 'the new Gage Roads Light, would replace the lighthouse at Arthur Head.'<sup>18</sup> *Woodman Point Lighthouse and Keepers' Cottages* was officially opened on 23 August 1902. It was reported in *The West Australian* on 25 August 1902, that a large and important party of dignitaries, Members of Parliament and representatives of the shipping and commercial interests, travelled out in cabs from Fremantle for the opening of the buildings. The group included Mr Rason, the Minister for Public Works, the Colonial Treasurer Mr J. A. Gardiner, MLA, the Colonial Secretary, Mr W.Kingsmill, MLA, and the Mayor of Fremantle, Mr L. Alexander.<sup>19</sup>

There appears to have been some controversy regarding the necessity of construction of the lighthouse at Woodman Point with the Mayor, while proposing a toast to the Ministry, admitting his scepticism regarding the need for the lighthouse. Mr Kingsmill responded that he believed;

the lighthouse would be recognised as an inestimable boon to mariners trading to Fremantle and congratulated the Public Works Department on the excellence of their work on the buildings.<sup>20</sup>

The Keepers' Cottages (fmr) were particularly luxurious compared to other houses in the area: '...homes of the majority of early settlers in the Lake Coogee area were of limestone and usually consisted of two rooms - a living room and a bedroom'.<sup>21</sup> The Keepers' Cottages (fmr) were originally designed with two bedrooms, a living room, kitchen, storeroom and bathroom. In 1945 alterations resulted in the addition of an extra two bedrooms.<sup>22</sup> The initial occupants of the Cottages were the first lighthouse

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<sup>16</sup> Light...27 seconds, Eclipse...3 seconds = 30 seconds. Red from South 44 East, to South 36 East, bright from South 26 East, to South 28 East, Green from South 28 East, to South 16 East. The bearings are magnetic and given from Seaward. *WA Government Gazette*, 8 August, 1901, Ibid.

<sup>17</sup> Larry McBride Jnr, interview for the *The Woodman Point Quarantine Station Complex*, Register of the National Estate, Australian Heritage Commission 26 October 1999.

<sup>18</sup> Latitude 32° 07' 45" South and Longitude 115° 47' 05" East, *WA Government Gazette*, 8 August 1901.

<sup>19</sup> Lambert.L, *ibid*, citing quote from *The West Australian Newspaper*, Monday, 25 August 1902. No page number given.

<sup>20</sup> Lambert.L, *ibid*, npn.

<sup>21</sup> Lambert.L, *ibid* cites the examples of the homes of Mr Sawle, Mr Andeson & Mr Newman in 1890, p 15.

<sup>22</sup> see plans, CONS 1647/PWD 12456, drawing No 2 and scheme A., State Archives, WA.

keeper, Mr Hutchinson and his assistant, Mr Arthur Dray.<sup>23</sup> The 1945 plans were drawn by the Engineer for Harbour and River Works and also involved the further addition of stables, new kitchens and enclosed verandahs.<sup>24</sup>

New condensing prisms were fitted to the Woodman Point Lighthouse in 1908, at a cost of £500.<sup>25</sup> In 1909, several lighthouses, including the Carnarvon Lighthouse, were converted from paraffin/kerosene oil to acetylene illumination. However, there is no documentation to suggest that Woodman Point Lighthouse was altered.<sup>26</sup>

As a result of Federation, the Commonwealth proposed a Commonwealth Lighthouse Bill in 1909. This was finally passed as a Constitutional Bill in 1915 giving responsibility for the maintenance of coastal lights to the Commonwealth.<sup>27</sup> Captain Charles Brewis made a survey of all Australian lighthouses in 1912 and concluded that Woodman Point Lighthouse was purely of a harbour or local nature, and could not be considered a Coastal light. He recommended its' upkeep be met by local port or harbour dues.<sup>28</sup>

In 1910, the Federal Government deemed it necessary to build a strong Australian Navy. A plan was put forward to build a naval base at Woodman Point and on the old Clarence townsite. A 600 acre site was proposed, sparking a land boom in the Cockburn District.<sup>29</sup> During this time, the Lighthouse Keeper at Woodman Point Lighthouse was frequently asked for his opinion on land in the vicinity:

Mr Dave Mitchinson of Coogee Lighthouse, whilst on the alert for ships that pass in the night, keeps a sharp lookout for "specs" that pass by day. Instead of his telephone ringing for inquiries about ships and tides it is generally "What price is old Guinan's block?" or "What do you think of Powell's 5 acres?"<sup>30</sup>

Work on the Naval Base was slow and sporadic, with the project finally being abandoned in 1918. The district benefited from the influx of new residents caused by the land boom, but lost control of the miles of beachfront in the area.<sup>31</sup>

In 1913 the Colonial Secretary granted permission to the Naval Civil Engineer to enter Woodman Point Lighthouse Reserve for the purposes of

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<sup>23</sup> However, Larry McBrides son gives the names as Mr WF Efford and Mr JJ Lyons, *The Woodman Point Quarantine Station Complex*, Register of the National Estate, Australian Heritage Commission 26 October 1999.

<sup>24</sup> see plans, CONS 1647/PWD 12456, drawing No 2 and scheme A., State Archives, WA.

<sup>25</sup> Lambert.L, *ibid*, citing *Fremantle Harbour Trust Records: Harbour & Lights File No 741/25*, subject - *Woodman's Pt Lighthouse & Quarters*.

<sup>26</sup> *Assessment of Cultural Heritage Significance for the Carnarvon Lighthouse Keepers Cottage*, 24/3/2000, Heritage Council of WA, Documentary Evidence, page 6.

<sup>27</sup> Komesaroff M.B, *Formation and early development of the Commonwealth Lighthouse Service*, in *Lighthouses on The Western Australian coast and off-shore islands*, Working file No 3, Battye Library, WA.

<sup>28</sup> Commander C.R.W. Brewis, RN. *Report- Lighting of the West Coast of Australia* by, Department of Trade and Customs, Commonwealth of Australia, 1912, p age 5, Battye Library, WA.

<sup>29</sup> Berson.M, *ibid* pp135-138.

<sup>30</sup> *The Fremantle Herald*, 30 May 1913, p5d, cited in M.Berson, *ibid* p139.

<sup>31</sup> Lambert, *Ibid*, p 28

sinking wells for the water supply of the nearby Commonwealth Naval Base. An engine house with engine and pumps was erected. The cement flooring and engine beds are still visible, at the rear and south-east of the Keepers Cottages (fmr). There appeared to be some indignation on the part of the lighthouse keepers having to pay a shilling for each thousand gallons of water supplied to them from the well, as the Commonwealth had paid nothing for the right to sink the well.<sup>32</sup>

According to Harbour and Lights Records, in 1929 the Orient Steamshipping Co. asked for an alteration in the light, suggesting that it be a flashing type. The Company considered the occulting of the light to be too slow and difficult to pick up. The matter was referred to the light makers Chance and Co, but the light was left unaltered.<sup>33</sup> In 1944, the clockwork mechanism controlling the occulting of the light became so worn that replacement was necessary. Mariners were warned and the light was repaired from 20-22nd March.<sup>34</sup> According to The Woodman Point Lighthouse Logbook, December 1932-April 1939, the Lighthouse Keeper during this time was Mr C.J. Hansen. His assistant was Mr E. Dicks.<sup>35</sup>

During World War Two, a contingent of approximately twenty personnel manned artillery and camped to the north of the *Woodman Point Lighthouse and Keepers' Cottages* to protect it. Radio communications were fitted for contact with the armed forces. From the Woodman Point Lighthouse, military operations involving PT Boats and submarines were observed at night, taking on military hardware from two wooden jetties built near the present Cockburn Power Boat Club.<sup>36</sup>

In 1945, the lighthouse keeper, Mr Larry McBride complained to the Harbour and Lights Department that the 'pool' kerosene, supplied under wartime regulations, was causing trouble with the light due to heavy carbon deposits and lack of brilliancy. The Department informed him that nothing could be done to rectify the problem.<sup>37</sup> At this time lighthouse keepers worked 7 days a week, in 2 shifts from sunset to sunrise, with changeover occurring at midnight. They had 5 weeks annual leave a year.<sup>38</sup> Mr McBride and Mr Les Liversea were the last Woodman Point Lighthouse keepers. The lighthouse was de-manned on 19 July 1955, when the lighthouse was electrified at a cost of 1,300 pounds and its operation made automatic.<sup>39</sup>

Woodman Point Lighthouse was connected to the mains from South

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<sup>32</sup> Lambert.L, *ibid*, citing *Fremantle Harbour Trust Records: Harbour and Lights File No 741/25*, p 28.

<sup>33</sup> Lambert.L, *ibid*, p28

<sup>34</sup> Lambert.L, *ibid*, p 28.

<sup>35</sup> *Fremantle Harbour Trust*, Consignment No. 3480, WA State Archives 112, Item WPJ1

<sup>36</sup> Interview with lighthouse keepers son Mr Larry McBride Jnr, the *The Woodman Point Quarantine Station Complex*, Register of the National Estate, Australian Heritage Commission 26 October 1999.

<sup>37</sup> Lambert.L, *The Birth and Growth of the South Coogee District*, 1962, Thesis, Battye library, WA, p 28.

<sup>38</sup> Larry McBride Jnr, interview, *ibid*.

<sup>39</sup> Larry McBride Sr, Logbook, the *The Woodman Point Quarantine Station Complex*, Register of the National Estate, Australian Heritage Commission 26 October 1999



Fremantle, which supplied 250 volts AC current, single phase, on fifty cycles. By means of a transformer this was reduced to 100 volts. Two 1500 watt lamps were fitted so that in the event of the lamp failing, the stand-by lamp automatically came into focus. In the event of a power failure, a stand-by power plant, Lister self-contained startomatic plant with switch gear, came into operation. The lights were controlled by a 35 day, hand -wound time switch with solar dial.<sup>40</sup>

At this time a further green sector light was added to the lights visible from the Woodman Point Lighthouse. The estimated power of the white light in 1962 was 200,000 candelas and the coloured lights 40,000 candelas, having a luminous range in clear weather of approximately 34.5 miles and 27 miles respectively.<sup>41</sup>

As Woodman Point Lighthouse was a port navigation light and came under the authority of the Fremantle Harbour Trust its maintenance expenses were met from fees charged to shipping.

In the 1990s the Fremantle Port Authority relinquished the Keepers' Cottages (fmr) and they are now administered by DOLA. Mr Larry McBride Jnr, son of the last lighthouse keeper, recalled a windmill being located in the backyard of the Keepers' Cottages (fmr). He also stated that there was an obscured Vietnamese memorial to road victims located under a tree in the front of the Cottages which was painted red.<sup>42</sup>

Following World War II large numbers of European migrants moved into the area. Predominantly Italian and Yugoslav, they contributed to a new prosperity in market gardening in the district.<sup>43</sup> However, large scale industry at Kwinana and cement works and other industries in Cockburn, impacted upon the coastal road system and contributed to a certain neglect of the area. Between 1951 and 1963 the population doubled from 4,400 to 8,200, reaching 25,000 by 1970.<sup>44</sup>

In 1974 the Town of Cockburn commissioned a wide ranging study for the National Estate to identify those aspects of Cockburn's natural and manmade environments which could contribute to a sense of community.<sup>45</sup> In the last decade, there has been a move to incorporate public art and public open spaces into some of the industrial areas<sup>46</sup> in order to regenerate a sense of cultural heritage. Both Woodman Point Lighthouse and the Keeper's Quarters have been included in the City of Cockburn's Municipal Inventory.

*Woodman Point Lighthouse and Keepers' Cottages* is situated within the land area covered by the Fremantle-Rockingham Industrial Area Regional

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<sup>40</sup> Lambert.L, this and other technical information is found on page 28

<sup>41</sup> Lambert.L, *ibid*, page 29.

<sup>42</sup> Mc Bride Jnr, interview, *ibid*.

<sup>43</sup> Lambert.L, *ibid*, p 3.

<sup>44</sup> Berson, M, *ibid* p 190

<sup>45</sup> Berson.M, *ibid* p 197.

<sup>46</sup> Coogee power station public art project, Battye Library.

Strategy (2000).<sup>47</sup> The site is zoned for Public Purposes, with the adjacent land being earmarked for the extraction of raw materials over the next ten years, until approximately 2011.

In 2001, the Fremantle Port Authority maintains the lighthouse as it is still in operation, functioning specifically for shipping using the Gage Roads from the South West.<sup>48</sup> The residences are currently utilised as rental properties.

### 13.2 PHYSICAL EVIDENCE

*Woodman Point Lighthouse and Keepers' Cottages* is located on Cockburn Road. The cottages are located fronting the road and face towards the west on the east side of the road. Behind and to the north-east of the cottages is the small limestone hill on which the Woodman Point Lighthouse is located approximately 100 metres away. From the top of the hill there is a significant vista taking in much of the bay of Woodman Point.

In both the lighthouse and the cottages local limestone has been the basic material of construction using the technique of rock faced ashlar.

A dirt road leads from Cockburn Road and passes to the rear of the cottages up to the lighthouse. A wire fence now encloses the lighthouse and is approximately 5-6 metres in diameter. There is still some natural coastal scrub vegetation left on the hill around the lighthouse, but new developments and other public works in the area have removed much of the vegetation especially to the south west.

The lighthouse is a limestone, steel and glass structure, cylindrical in shape and approximately 7 metres tall. It has a platform that sits atop the limestone section of the structure, and extends outside the line of the stonework with a guard rail all around. The platform is surmounted by a glass and steel dome housing the light mechanism. In the dome, diagonal steel rods reinforce the structure and also contribute to the aesthetic qualities of the design. The limestone structure has a simple two tier base that reaches the height of the ground level window sills. There are three windows in a vertical line facing east; the door and another top level window face south west; and, two windows face north west. All the windows have a segmental arch with a protruding voussior and concrete sills. All the windows are boarded up and painted white, with the exception of the middle window facing east which has broken white painted glass. The door has two semicircular concrete steps and has a fanlight window above it painted white, and is also decorated by a segmental arch and larger voussior.

The west side of the lighthouse is painted white, presumably to allow for increased visibility. The east side of the limestone structure is unpainted, while the entire dome has been painted white apart from the glass windows through which the light beacon shines. One of the glass panes is badly cracked but not broken. On the top of the dome there is a simple arrow weather vane and an aerial.

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<sup>47</sup> Western Australian Planning Commission, Fremantle-Rockingham Industrial Area Regional Strategy, Final Report, April 2000

<sup>48</sup> Mr Tony Auletta, maintenance officer with the Fremantle Port Authority, conversation with Jo Darbyshire. 22 March 2001.

The lighthouse is entered through the south-west facing door into a small cylindrical room that is approximately 3-4 metres high with white painted walls. There is a steel staircase with concrete steps directly opposite the door, which winds in a clockwise direction around the exterior wall and leads to the next level (first floor). It is from this floor from which the dome is accessed. This second room is much smaller in height, being approximately 2-3 metres high.

On the ground floor there is a generator which is associated with the operation of the lighthouse. There is a sign stating 'DANGER Keep Clear Automatic generator motor will start without warning'. The first floor contains a larger piece of equipment that is related to its operation as a lighthouse. There appears to be none of the original items or machinery related to the non mechanised operation of the light within the lighthouse. The assessment team was unable to access to the dome containing the light mechanism.

The lighthouse is in good condition and it is presently maintained as a working light.

The cottages are situated side by side, with the head lighthouse keeper's cottage to the north and the assistant's cottage to the south. To the north-east of the head lighthouse keeper's cottage and south east of the assistant's cottage, and approximately 5 metres away, are timber framed and corrugated iron sheds. Some or all of these may have originally been the stables described in the early drawings of the site.

The Keepers' Cottages are both limestone buildings with a hipped corrugated iron roof. These constructions appear to have originally been identical. The alterations, which included the enclosure of the rear verandah and addition of another room at the rear of the house c.1945, are of timber framed construction with corrugated iron cladding and roof. The additions for the head and assistant lighthouse keeper's cottages were at the southern and northern ends at the rear of the buildings respectively.

There is a timber framed verandah that would have originally surrounded both houses; but are now only on the north-west and south sides of the houses because of the auditions which occurred on the east side; however, the c.1945 additions have meant that the verandah now only encloses the north-west and south sides.

Timber posts and rafters support the verandah roof. Entering from Cockburn road, there are timber steps that lead to the verandah and front door. Timber boards form the floor of the verandah while the foundations of the verandah are of limestone. The timber handrail around the perimeter of the verandah is supported by crossed diagonal timber beams. The verandah posts and hand railing are painted. The original limestone construction of the houses remains unpainted. The windows of the cottage are set in timber painted frames and double hung. The exterior walls of the 1945 alterations are clad in painted corrugated iron.

As the properties were not inspected internally, the following description of the interior is based on the documentary evidence. Judging from the early

drawings each building appears to have originally consisted of a living room, bathroom, kitchen, store room and two bedrooms. The 1945 additions converted the existing kitchen to a bedroom, and with the addition of another room, increased the number of bedrooms to four. There may have been more alterations since the ones indicated in the drawings, therefore the current state of the interior is not known. The Keepers' Cottages are entered via a central passage way off the west facing verandah. There are two other entries, one by the enclosed verandah and the other being the only entrance into the added rear room. These entries have timber doors and the front entrance also has a modern ornate screen door. Three of the main rooms are accessed from this passage way. The first two bedrooms are located to the north and south and entered from corresponding doors in this passage way. The living room is entered through a door at the far end of the central passage way. The third bedroom and the enclosed area on the east verandah is accessed through the living room. Access to the enclosed verandah would have originally been through a rear opening, with the store room and bathrooms located to the north-east and south east of the verandah.

As the interior was not accessed, the assessment team was unable to assess the current condition of the house.

From an external inspection the keepers' cottages appear to be in very good condition and well maintained.

### 13.3 COMPARATIVE INFORMATION

No evidence has been found with regard to the use of a standard design for the construction of *Woodman Point Lighthouse and Keepers' Cottages*. However, given that the place is the design of the Public Works Department, it is thought that the PWD standard design for residences/quarters would have been used; for example, teacher's quarters, post master and police master residences. In these cases, the standard design for the residence/quarters would be adapted to take into account climate and regional setting, cost, and functional requirements.<sup>49</sup>

Lighthouses along the Western Australian coastline were built in different styles and materials, according to the availability of construction materials and the technological advances at the time of construction. The first two lighthouses to be built were of masonry construction on Rottnest Island (1842-9) and at Arthur Head (1848-1851). In 1858, a prefabricated cast iron lighthouse was built on Breaksea Island, while a timber-framed lighthouse was constructed at King Point in King George Sound. Five other prefabricated cast iron lighthouses were erected at Point Moore (1876-78), Jarman Island (1888), the North and South Moles at Fremantle (1903) and Cape Leveque (1909).<sup>50</sup>

<sup>49</sup> Register of Heritage Places -Assessment document, Carnvaron Lighthouse Keeper's Cottage (fmr), p11, March 200.

<sup>50</sup> Kevin Palassis Architects, Jarman Island Lightstation Conservation Plan, p77, May 1999.

On 3 August 1900 the Postmaster-General in London decided that Fremantle rather than Albany, would be the Western Australian port of call for the 'Mail Packets'.<sup>51</sup> This, and the fact that Arthur Head lighthouse was considered too small, may have contributed to the decision to build a lighthouse at Woodman Point.

Woodman Point Lighthouse is one of several lighthouses which were constructed of local stone. In this case, the construction material was limestone. Woodman Point Lighthouse is 32 feet high and is similar in design to Cape Leeuwin Lighthouse. Cape Leeuwin, built in 1881, is the tallest lighthouse at 115 feet.<sup>52</sup> Other lighthouses built from local stone about the same time as Woodman Point Lighthouse include the 20m limestone lighthouse at Bathurst Point on Rottnest Island (1900); the 62 foot limestone tower at Cape Naturaliste (1903)<sup>53</sup>; and the 47 foot high sandstone structure at Point Cloates (1910)<sup>54</sup>. Of these, the squat structure at Point Cloates is most similar in design to Woodman Point Lighthouse.

While all the masonry lighthouses are different in size, there are similarities in style. The lighting mechanisms were supplied by Chance Bros of Birmingham in most, if not all cases.<sup>55</sup> It is assumed that each lighting mechanism would have been specifically designed for its particular location. The West Australian Engineer-in-Chief, C.S.R. Palmer, designed both the lighthouse tower and residences at Cape Naturaliste, so it could be assumed that he was also involved in the design and construction of the other, similar lighthouses and cottages.<sup>56</sup>

#### 13. 4 REFERENCES

D A Cumming, M Glasson & M McCarthy, *Lighthouses of the Western Australian coast and off-shore islands*, Department of Maritime Archaeology, Western Australian Maritime Museum, November 1995.

#### 13. 5 FURTHER RESEARCH

It may be necessary to undertake further inspections in relation to the interiors of the Keepers' Cottages.

<sup>51</sup> Merab Tauman, *The Chief. C.Y. O'Connor*, University of Western Australia Press, Nedlands, 1978, pp84-5.

<sup>52</sup> D A Cumming, M Glasson & M McCarthy, *Lighthouses of the Western Australian coast and off-shore islands*, Department of Maritime Archaeology, Western Australian Maritime Museum, November 1995, p23. Kevin Palassis Architects, Jarman Island Lightstation Conservation Plan, p77, May 1999. Kevin Got, Report on WA Lighthouse Survey, 1984.

<sup>53</sup> Kevin Got, Report on WA Lighthouse Survey, 1984.

<sup>54</sup> D A Cumming, M Glasson & M McCarthy, *Lighthouses of the Western Australian coast and off-shore islands*, Department of Maritime Archaeology, Western Australian Maritime Museum, November 1995, p 16, 26 & 42 respectively.

<sup>55</sup> Heritage Council of WA database.

<sup>56</sup> Register of the National Estate Detailed Place Report, Item 18, p2, June 1995.