



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)

- 3.8.3 Developing harbour facilities
- 5.1 Working in harsh conditions

HERITAGE COUNCIL OF WESTERN AUSTRALIA THEME(S)

- 106 Workers (incl. Aboriginal, convict)
- 201 River & sea transport

11.1 AESTHETIC VALUE*

The Pilot Crew Quarters (1902) at *Albany Pilot Station (fmr)* has potential to be appreciated for the aesthetic characteristics expressed in the symmetrical form and masonry detailing which are currently obscured by some unsympathetic treatments. (Criterion 1.1)

Albany Pilot Station (fmr) has landmark value as a group of simple yet functional structures located on a prominent point in the exceptionally aesthetic natural environment of King George Sound. (Criterion 1.3)

Albany Pilot Station (fmr) contributes to a precinct of significant harbour related activities associated with communication and defence, which include the gun emplacements and *Point King Lighthouse Ruin*. (Criterion 1.4)

11.2 HISTORIC VALUE

Albany Pilot Station (fmr) has occupied the site since 1854, when the first accommodation was provided for the Pilot and boat crew of the Albany port, then Western Australia's major port, to enable their function of guiding vessels in and out of Princess Royal Harbour in the 19th and early 20th centuries; (Criterion 2.1)

Albany Pilot Station (fmr) was a venue for the employment of Aboriginal men who worked with Europeans as part of the Pilot boat crew. The boat crew also comprised a number of convicts during the period of transportation, which probably reduced operating costs at the time. (Criterion 2.2)

* For consistency, all references to architectural style are taken from Apperly, R., Irving, R. and Reynolds, P. *A Pictorial Guide to Identifying Australian Architecture: Styles and terms from 1788 to the present*, Angus & Robertson, North Ryde, 1989.

Albany Pilot Station (fmr) represents the level of early accommodation provided for port officials at Albany, and is indicative of the State Government's lack of support for Albany as the major port of the State during the 19th century. The construction of the Pilot Crew Quarters in 1902, as the most substantial building of *Albany Pilot Station (fmr)*, is of interest, coming at a time when Fremantle had superseded Albany as the major port in Western Australia and was no longer a threat to Fremantle's supremacy. (Criterion 2.2)

The site of *Albany Pilot Station (fmr)* is closely associated with the function of Harbour Master and Pilot at Albany in the mid 19th century, in particular with Captain William Pretious (1853-1868), who fulfilled most of the official duties required at the port at that time. The buildings he occupied are not extant. (Criterion 2.3)

11.3 SCIENTIFIC VALUE

11.4 SOCIAL VALUE

Albany Pilot Station (fmr) is valued by the local community for its association with the early port functions at Albany. (Criterion 4.1)

Albany Pilot Station (fmr) contributes to the sense of place for the local community for its recognisable early residential function in relation to port activities in an otherwise industrialised area, as demonstrated by its entry into the Albany Municipal Inventory. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12.1 RARITY

Albany Pilot Station (fmr) is rare for its demonstration of the location and living conditions of one of the earliest pilot stations in Western Australia, with a sequence of buildings on the site having been used as pilots' quarters from 1853 to 1936. (Criterion 5.1)

12.2 REPRESENTATIVENESS

Albany Pilot Station (fmr) is representative of the simple yet functional designs of the Public Works Department for housing associated with water transport and communication facilities in this state. (Criterion 6.2)

12.3 CONDITION

Albany Pilot Station (fmr) is mostly in good condition. The dilapidated appearance of some of the fabric is mostly superficial requiring a management program and restrictions on the introduction of unsympathetic materials and surface treatments. Responsibility for maintenance at the place may become unclear under the current leasing arrangement.

12.4 INTEGRITY

Whilst there has not been an operating pilot station at the place for some decades, the residential function of the two remaining structures is evident and sustainable within the current building fabric. The integrity of the place is being compromised by the location of a substantial industrial complex in close

proximity to the two remaining structures of *Albany Pilot Station (fmr)* but with careful management this intrusion could be limited. The relative isolation and current zoning is likely to affect the long-term viability of the residential function. Overall, the place has moderate integrity.

12.5 AUTHENTICITY

Albany Pilot Station (fmr) has moderate authenticity. The loss of a substantial proportion of the fabric, including the Gear Shed, Boathouse, Flagstaff, Stables and Pilot's House, reduces the ability to interpret the function of the place, but is reflective of the evolution of the place, which experienced multiple adaptations and modifications.

13. SUPPORTING EVIDENCE

The documentary evidence has been compiled by Irene Sauman, Historian. The physical evidence has been compiled by Katrina Chisholm, Architect.

An accurate plan locating the structures on the site has not been uncovered, however it is suggested that curtilage for *Albany Pilot Station (fmr)* should include all the land directly in front of the cottages to the south boundary to maintain clear views of the harbour. Curtilage to the north of the cottages should extend at least to the location of the former stables structure _ shown as approximately 60 feet or 18.5 metres north of the Pilot Crew Quarters on the plan 'New Pilot Crews Quarters & Additions', PWD 9263, drawing No. 2, 6 August 1902. A clear margin of ten metres parallel to the east and west elevations of the Coxswain's Quarter's and Pilot Crew Quarters respectively may be sufficient to retain the cultural significance of the place. Consideration may need to be given to the scale of any proposed development on the land, which is currently occupied by Seed and Grain Technology. A 4-5 storey high grain silo, for example, would have significant impact on *Albany Pilot Station (fmr)*, especially if located on the curtilage border.

13.1 DOCUMENTARY EVIDENCE

Albany Pilot Station (fmr) comprises Pilot Crew Quarters, a stone, timber and iron duplex building (1902), and later sections of the Coxswain's Quarter's, a timber and iron cottage (1889 & 1902). The first Pilot's House, a weatherboard cottage (1854) and the second Pilot's House, a stone and iron cottage (c.1870s) have been demolished. Other buildings, including Boat House and Gear Shed (1867) and stables (1902) have also been demolished. A small industrial facility has been built on the site of the stone Pilot's House.¹ The facility is owned by Grain and Seed Technology, which leases the *Albany Pilot Station (fmr)* site from the Albany Port Authority and occupies the Pilot Crew Quarters and Coxswain's Quarters as employee's residence and offices.

Albany Pilot Station (fmr) is situated on Albany Lot 647, which was part of Reserve 8887. The Reserve was cancelled in 1963, and Lot 647 was incorporated into Lot 1353, designated Reserve 34218, a large parcel of land along the Albany waterfront, which is vested in the Albany Port Authority.²

¹ Heritage TODAY, City of Albany Municipal Heritage Inventory, 1999, describes the place as having two timber cottages and a small timber outbuilding as well as the stone duplex building. This is contrary to Wolfe's statement that the brick and stone building and a 'weatherboarded' shed were the only surviving structures in 1994 (Wolfe, Adam, p. 158) at which time the weatherboard building (Coxswain's Quarters presumably) was not occupied.

² DOLA Reserves Index Enquiry, Reserves 8887 & 34218.

In 1827, in order to lay claim to the western half of Australia for Britain and prevent French claims on the area, a penal outpost of NSW, known as Frederick Town, was established at King George Sound. In 1831, the convicts and troops were evacuated, and the land in the area made available to free settlers. The townsite was named Albany in January 1832. Albany developed as a trading and servicing post for whaling vessels and ships travelling from England via the Cape, and was the main port for Western Australia until 1900. The hinterland was taken up in large pastoral holdings.³

It was customary to have a Pilot stationed at each port to bring ships safely into harbour, the Pilot having the necessary knowledge of the harbour waters⁴. The Pilot was paid a fee per ship, rather than a fixed salary, and in the early years of the port, there were not always enough ships using the harbour to provide him with a living.⁵ Pilotage dues were reviewed in 1840, and made uniform for both the Sound and the Harbour.⁶

Jetty facilities at Albany were meagre. A short jetty, reaching into water only a metre and a half deep, was built in 1837, and not extended for some years despite requests to the Governor, but it served for unloading passengers and light goods from boats instead of landing on the beach.⁷

A permanent pilot boat crew was appointed in the 1840s. At first, they were selected from amongst the general population but with the setting up of a convict depot, they were drawn from the ranks of the ticket-of-leave men. When there were not sufficient numbers of convicts, a crew was assembled from the local Aborigines who also worked in the bay whaling fisheries and were well regarded as accomplished seamen.⁸

While visiting Albany in January 1850, the Governor, Captain Charles Fitzgerald, directed that a pilot house be built to house the Pilot and boat crew. The Government Resident, Henry Camfield and Lieutenant Peter Belches, Harbour Master and Pilot, marked out a site for the Pilot's House on the north shore of Princess Royal Harbour, near the entrance, but the construction did not commence immediately due to a lack of available labour and materials.⁹

In October 1851, the newly established Australian Royal Mail Steam Navigation Company announced it would establish a coaling depot at Albany. Three sailing vessels delivered the first consignment of coal in July 1852 and Albany was ready to receive its first steamships.¹⁰

With the promise of the mail ships, the Government Resident, Henry Camfield, had written to the Colonial Secretary on 19 April 1853, urging the construction of the Pilot's House:

3 Garden, Donald S. *Albany: A Panorama of the Sound from 1827*, Thomas Nelson, Melbourne, 1977, pp. 36-70.

4 For an overview of Pilots stationed at Albany during the nineteenth century, see Appendix A.

5 Johnson, Les, *Albany: Port with a Past and Future*, Albany Port Authority, 1997, pp. 28-29.

6 Wolfe, Adam, *The Albany Maritime Heritage Survey 1627-1994*, prepared for the Heritage Council of WA, Albany Port Authority & Albany Maritime Heritage Association, December 1994, pp.20-22.

7 Johnson, Les, pp. 35-36.

8 Wolfe, Adam, *Survey*, op cit, p. 71.

9 CSO Records, 202/133 & 135, January 1850; 202/166, 8 August 1850, referenced in Wolfe, Adam, *Survey*, op cit, p. 25.

10 Garden, Donald S., *Southern Haven: A History of the port of Albany, Western Australia*, Albany Port Authority, 1978, p. 10.

It is very desirable that this building should be erected, the Pilot force would then be concentrated, as it is, the Pilot is living in one place, and the men in another, and none of them so well situated for observing ships.¹¹

Sometime after Camfield's letter was written, tenders were called for construction of the Pilot's House, but the Government was unwilling to spend much money because it hoped to have the mail steamship depot moved to Fremantle.¹²

The Pilot's House was estimated to have cost £116, and was designed by the Office of Works. An 1853 plan shows an L-shaped building of four rooms, each ten feet square (3.05 x 3.05 metres). Two rooms were allocated to the Pilot and two to the boat crew. The walls were clad with weatherboards and the roof with oak shingles.¹³ The Pilot House was completed in December 1853, but Captain Pretious, the Harbour Master and Pilot at the time, at first refused to occupy the place because the internal partitions did not go to the roof, and the green weatherboards had shrunk in drying and let in the wind and rain. Pretious wanted the interior walls of the Pilot House continued to the roof, and the outside walls 'brick nogged', that is, brickwork put in between the timber framing. Pretious eventually occupied the Pilot House, despite his concerns that the convicts could scale the interior walls and attack him. Pretious made another request for the brick-nogging in 1858.¹⁴ The work was eventually carried out, as later evidence shows, and a tender calling for repairs to *Albany Pilot Station (fmr)* in 1858 may have been for that particular work.¹⁵

The work of the Pilot was arduous. The pilot boat had to travel in and out of the Sound, in all weathers, to reach vessels. If an easterly wind was blowing it was particularly difficult for the pilot boat to make headway. A practice was introduced for the boat, with crew and Pilot, to go out to Mistaken or Breaksea island 24 hours before a mail steam ship was due to prevent delay. There they would wait for the steam ship in the exposed area of the Sound.¹⁶

In a letter to the Government Resident written on 10 June 1868, Captain George Butcher, Harbour Master and Pilot, drew attention to the poor standard of accommodation provided at *Albany Pilot Station (fmr)*:

I have the honour most respectfully to call your attention to the present quarters at the Pilot Station; as I feel quite satisfied you are not aware of the very flimsy and highly indecorous state of them. The whole clump appear with two exceptions, to be small weather boarded structures brick nogged, the two rooms occupied by the convicts thus separated from the living room of the Pilots and sleeping room of the Coxswain's quarters, every word spoken, or any effort of nature in either place, is distinctly heard in all and the habits and language of Prisoners is not at all an acquisition to a domestic fireside.

The boat house and the Gear Shed are both at some distance from the dwelling and by being so situated offer every inducement for the whole party to steal boats and gear and abscond; the possibility of such an attempt be made I am given to understand led to your ordering the large boat to be kept

11 CSO records, 256/61, 19 April 1853, referenced in Wolfe, Adam, 'Appendix: The Albany Pilot Station: Site Particulars and History', [p. 1].

12 Garden, Donald S., *Southern Haven*, op cit, pp. 11-12.

13 Wolfe, Adam, *Survey*, op cit, p. 184. A hand drawn plan of this building is supposed to be on microfilm in the Battye Library, but could not be located. As the building is not extant and is otherwise well referenced the matter was not pursued.

14 Wolfe, Adam, *Survey*, op cit, pp. 28 & 31 & Appendix, op cit, [p. 2].

15 *West Australian Government Gazette*, 1858, p. 44.

16 Garden, Donald S., *Southern Haven*, op cit, pp. 15-16.

at Albany and a half mile from its proper place and from it being constantly afloat it is also... attacked by the worm.¹⁷

As a result of this letter, a new house is reported to have been constructed for Captain Butcher about 1869. This house is reputed to have been the Harbour Master's House, a stone residence with detached kitchen situated about 380 metres west of *Albany Pilot Station (fmr)*, above the deepwater jetty in an area later named Point Butcher.¹⁸ This building was demolished c.1968, and no contract for its construction has been located. The same situation applies for the stone Pilot's House, also not extant, which appears to date from about the same time. In 1866, plans were drawn by PWD Clerk of Works, James Manning, for a stone Pilot's House and timber Boat House and Gear Shed.¹⁹ These buildings all appear on the 1897 site plan of *Albany Pilot Station (fmr)*. The Boat House and Gear Shed were in existence by June 1868, according to Captain Butcher's report, but not the stone Pilot's House. A plan of the stone Pilot's House, drawn in 1942, which records the building as vacant with the west side suffering 'serious settlement due to rabbit warren', is the same building drawn by James Manning in 1866.²⁰ The Pilot's House was probably built between 1869 and 1879, as it almost definitely would have predated the plan to build the Coxswain's Quarters.

In 1879, tentative plans were drawn up for stone Coxswain's Quarters and tenders were called, but no tender is recorded as having been accepted and these stone quarters do not appear to have been built.²¹ In 1884, new tenders were called to 'erect cottage and sink well, Albany Pilot Station'. The tender of Locke & Harrison, with a price of £485, was accepted for this work.²² This cottage was the Coxswain's Quarters. The Coxswain's Quarters are recorded on an 1897 PWD Plan 5891 as having 'pug walls'.²³

In 1889, the first addition was made to the Coxswain's Quarters comprising two rooms in weatherboard and iron on the east side. The plan for this work is signed by George Temple Poole, as Superintendent of Public Works. The contract for construction of this addition, and for additions and repairs to the quarters at Breaksea Island Lighthouse, was awarded to H. J. Cutting. The additions to *Albany Pilot Station (fmr)* were priced at £181.²⁴

A site plan 'shewing pilot station at Albany', and dated 3 September 1897, shows the buildings existing at this time as: stone Pilot's House (1870s); timber Coxswain's Quarters (by then referred to as crew quarters) (1884, 1889); timber Gear Shed & Boat House (1867), stone Kitchen (date unknown); Flagstaff; and, various other outbuildings and water tanks.²⁵ There were two assistant Pilots at Albany at this time, Thomas Wilkinson Howe and S. G.

17 Wolfe, Adam, 'Appendix' op.cit. [p. 1].

18 Map [1908] showing buildings at Pilot Station and Harbour Master's House; 1942 plan of Harbour Master's House.

19 PWD plan 921/1, Albany Pilot Station, proposed additions, boat house and gear shed; PWD Plan 921/2, Pilot's Quarters, floor plan and elevations.

20 PWD Plan 5674, 3 September 1897.

21 Plan Plan 922/1, undated, Albany Coxswain's Quarters; *West Australian Government Gazette*, 1879, p. 342.

22 PWD Plan 5891, sketch plan, 19 November 1897; *West Australian Government Gazette*, 11 September 1884, p. 465; 1889, p. 286.

23 PWD Plan 5891, op.cit.

24 PWD Plan 922, 9 April 1889, additions to Coxswain's Quarters; *West Australian Government Gazette*, 1889, p. 286.

25 PWD Plan 5674, 3 September 1897.

Butcher, possibly the son of Harbour Master, George Butcher.²⁶ An Assistant Pilot is recorded as occupying four of the rooms of the Coxswain's Quarters, including the two rooms added in 1889.²⁷ The other assistant Pilot was most likely occupying the stone Pilot's House.

Albany's port was at its busiest in the 1880s and 1890s. In 1887, a new mail contract was signed with both P&O and the Orient Line for a service between Britain and Australia, with Albany as one of the places of call. That year, Millar Brothers commenced exporting timber through the port.²⁸ By 1895, there were seven steamship companies calling regularly at Albany, including P & O, White Star Line, Orient Line, and Adelaide Steam Ship Company. Passenger numbers through the port in 1898 were recorded at an average of 500 a week, and port fees were lowered at Fremantle in an attempt to attract more shipping to compete with Albany. In 1900, Fremantle became the State's mail port but Albany continued to operate as a significant coaling and watering port. The Harbour was dredged to take the larger steam ships of the major lines, and jetties were extended.²⁹

In 1902, substantial additions were made to *Albany Pilot Station (fmr)* with the construction of the Pilot Crew Quarters, a stone duplex building which was located between the Pilot's House and the Coxswain's Quarters. Construction of the Pilot Crew Quarters appears to have required the removal of the Gear Shed (1867). As part of the contract for the Pilot Crew Quarters, another two rooms were added to the Coxswain's Quarters, and stables were built. The contract for the work was awarded to J. H. Brown, with a price of £1,297.15.7.³⁰ This was the last major work carried out at *Albany Pilot Station (fmr)*. On a map of the area, possibly 1908, the Pilot Crew Quarters are shown as occupied by Boatmen Livesey and Jennings, while Boatman Keyser occupied the Coxswain's Quarters.³¹ The Pilot's house is marked as 'dilapidated and fractured', and may not have been occupied by this time. The construction of the Pilot Crew Quarters in 1902, as the most substantial building of *Albany Pilot Station (fmr)*, is of interest, coming at a time when Fremantle had superseded Albany as the major port in Western Australia and was no longer a threat to Fremantle's supremacy

Assistant Pilot, S. G. Butcher resigned in 1903 and was not replaced, traffic in the port now requiring only one assistant Pilot. Fewer but larger ships and improved technology appear to have been the reason for the reduced staffing. Thomas Howe remained as Assistant Pilot until 1917.

In 1909, tenders were called for the sale and removal of pilot crews' quarters at Albany. No acceptance for this work was located, but sometime before 1925 the 1884 section of the Coxswain's Quarters was removed, and may relate to this sale.³²

In 1921, Peter Thomas Robertson was appointed to the position. In 1926, Robertson was appointed Harbour Master, and Albert Crane was appointed Pilot. When Crane left the service in 1936, he was not replaced. The traffic at

²⁶ Garden, Donald S., *Southern Haven*, op cit, p. 44.

²⁷ PWD Plan 5891, sketch plan, 19 November 1897.

²⁸ Wolfe, Adam, *Survey*, op cit, p. 41.

²⁹ *ibid*, p. 43 - 47.

³⁰ PWD Plan 9263, Drawing No. 1, Pilot Crew Quarters and additions, 15 July 1902; *West Australian Government Gazette*, 5 September 1902, p. 3749.

³¹ Map, [1908] with buildings marked and annotated.

³² *Western Australian Government Gazette*, 29 June 1909; 1925 plan of remaining section of Coxswain's Quarters.

Albany port no longer warranted the position of both Harbour Master and Pilot. A pilot boat crew was still needed, until they were eventually replaced by a motor launch.³³

In the late 1960s, a number of fuel storage tanks were installed in the port area, as Albany became an importing centre for petroleum products. The Harbour Master's House was demolished to make way for the fuel tanks.³⁴ The buildings at *Albany Pilot Station (fmr)* were used for accommodation for various harbour and port employees. The Albany Harbour had for many years been operated under the control of the Railways Department. In 1950, control was handed to the Albany Harbour Board, which in 1967 became the Albany Port Authority. The Authority is responsible for *Albany Pilot Station (fmr)*.³⁵

In the mid 1990s, the site of *Albany Pilot Station (fmr)* was leased to Seed and Grain Technology. The stone Pilot's House had been demolished and its site was occupied by the company's grain silos. In 2001, the Pilot Crew Quarters are occupied as residence and offices by employees of the company, and the Coxswain's Quarters are used largely as holiday accommodation.

13.2 PHYSICAL EVIDENCE

Albany Pilot Station (fmr) comprises Coxswain's Quarters (1889 1902), Pilot Crew Quarters (1902) and grain cleaning industrial facilities (c. 1995).

The place is located on the east side of Semaphore Point and on the north shore of the entrance to Princess Royal Harbour. The Vancouver Peninsula forms the south shore of the entrance to the harbour, and *Albany Pilot Station (fmr)* looks directly across the channel to Possession Point. The place is situated between industrial port related facilities and natural environment with exceptional aesthetic qualities which features a number of culturally significant sites. A boardwalk trail commences just north of *Albany Pilot Station (fmr)* leading to coastal defence gun emplacements and the *Point King Lighthouse Ruin* (1858).

The site has an irregular shape and is generally level but has a rise to the north, and a gentle fall to the harbour although the site boundary does not appear to extend to the waters edge. The grain cleaning facilities are located in the western portion, at the entrance to the place from Brunswick Road. The two cottages and their associated outhouses are sited further east on level land. Industrial equipment is scattered across the site to the north of the cottages.

The Coxswain's Quarters is a single-storey structure, clad with weatherboard, fibre cement and metal decked walls and a metal deck roof. The construction history is relatively complex and legible in the external form although not all the alterations to the place are extant. The earliest remaining fabric is the two room rectangular portion along the south elevation (1889). This part of the structure has a pitched roof with a gable in the west elevation and hipped form on the east. A prominent masonry chimney rises through the ridge. A subsequent addition to the north (1902), has a separate and higher hipped roof. A fibre cement clad room with a lower pitch skillion roof, extends to the east of 1889 structure. Both north and south elevations have concrete paved verandahs with square timber posts supporting the roof over. The south

33 Garden, Donald S., *Southern Haven*, op cit, p. 55.

34 ibid, pp. 64-70.

35 ibid, pp. 238-240.

verandah features a corrugated fibre cement balustrade. A rectangular, corrugated metal decked WC structure with pitched gable roof and wide overhanging eaves, stands apart from the quarters on the east side.

The weatherboard walls indicate that there have been modifications to the location of window and door openings and parts of the west elevation have been replaced with corrugated metal cladding. The openings are timber framed with sliding sash windows, and flyscreens fixed externally. The south elevation has smaller paned windows, than the north.

Internally, a passage on the west side of the building provides clear evidence of the different stages of construction with a change in floor level and direction in laying of the floorboards differentiating the two stages. In addition, the southern rooms, comprising kitchen and bedroom have lower ceiling heights than the bedrooms on the north. The rooms are now interconnected but it is likely the building once offered two private living quarters for the pilot crew. Internal finishes include timber floor, weatherboard walls, and timber boarded ceilings. Back-to-back brick fireplaces with timber mantelpieces are evident in the southern rooms. The laundry and bathroom extension to the east has a concrete floor set below the southern rooms. Documentary evidence has not provided a precise date for this extension, but it is representative of construction fabric and technology of the mid twentieth century.

The Pilot Crew Quarters (1902) is a single storey U-shaped building with a hipped corrugated iron roof and two face brick chimneys apparent above the roof of the west wing. The building has been constructed with random rubble stone walls, and some weatherboard infill across the courtyard of the U-shape on the north side. Brick quoining is a feature at the building corners and around window and door openings, but the application of a single paint colour across the different masonry surfaces, detracts from this emphasis. A verandah extends across the width of the building on the south elevation with the roof over supported by square timber posts at the edge of the paving. The grassed area immediately in front is enclosed with a timber post and wire mesh fence. The building is symmetrical, with the central north-south division creating two identical living units. The rectangular freestanding washhouse located north of the Pilot Crew Quarters is also symmetrical providing dual storage and laundry facilities to each of the units. A garage and carport stand close, but apart from the east elevation. Unlike the washhouse, this structure is not evident on early drawings of the place, and is unlikely to be significant.

Lightweight partitioning of fibre cement and glass louvres has been installed within the U-shape to create a sheltered entry porch to the east living unit. This opens onto the enclosed back verandah, which gives access to the WC, bathroom and kitchen. A wide central passage divides the four living and sleeping spaces and leads to the front verandah, overlooking the harbour. Walls have been rendered and painted and the four panelled doors feature moulded architraves. Fireplaces in the south rooms of the east unit are no longer in use and have been boarded over, confirmed by the absence of external chimneystacks on this side of the building.

The masonry of the place appears to be in good condition although there are patches of severely deteriorated low level render. The lightweight cladding materials show some dilapidation but in the case of the timber weatherboards, this is mostly superficial. The roofs of both Coxswain's Quarters and Pilot Crew Quarters have been replaced recently and are in good condition. The latter currently provides living and office

accommodation for employees of the grain cleaning business and their families. The Coxswain's Quarters is used more for seasonal holiday accommodation.

13.3 COMPARATIVE INFORMATION

There are fourteen entries on the Heritage Council database relating to housing relevant to water transport and communication. Six of these relate to accommodation for lighthouse keepers, including Breaksea Island Lighthouse at Albany. To this could be added the Point King Lighthouse ruins, also at Albany. There are no other entries for Pilot and boat crew accommodation, apart from *Albany Pilot Station (fmr)*.

A major pilot station was situated on Rottnest Island to service Fremantle. This establishment comprised Chief Pilot's House, Assistant Pilot's House, Pilot Crew's Quarters, Pilot Crew's kitchen and Boathouse. All the buildings, including the Boathouse, are built of local limestone, with the first being constructed in 1846. With the exception of the Boathouse, all these buildings are in use as holiday cottages. A Pilot's house was built at Fremantle in 1870, but nothing is known of this building, or whether it has survived. From a photograph in *Western Towns & Buildings*, it was a substantial limestone house in a residential setting, unlike *Albany Pilot Station (fmr)* which was in a relatively isolated and exposed situation sited close to the place of work, and with a bare minimum of accommodation provided.³⁶

The early buildings at *Albany Pilot Station (fmr)*, including the 1854 and 1870s Pilot's Houses and the 1884 Coxswain's Quarters, have been demolished and only the later buildings (1889-1902) are extant. Of these, the 1902 building is the most substantial.

13.4 REFERENCES

13.5 FURTHER RESEARCH

13.6 APPENDIX A:

PILOTS AND HARBOUR MASTERS AT THE PORT OF ALBANY IN THE NINETEENTH CENTURY

The first pilots at King George Sound were John Hobson and George Thomas, appointed in January 1827. They were two of a party of sealers who had arrived destitute at the settlement. Both were experienced seamen and were given a brief lesson on the proper channel to follow in order to bring vessels into the Harbour.³⁷

The next official Pilot was Alexander Robertson. He was appointed in January 1832, after the Swan River Colony was established and the New South Wales military attachment had withdrawn from the port settlement. Robertson resigned six months later, citing lack of work. The Pilot was paid a fee per ship, rather than a fixed salary, and there were not enough ships using the harbour to provide him with a living.³⁸

³⁶ Pitt Morrison, M. & White, J., *Western Towns and Buildings*, UWA Press, Perth, 1979, p. 36.

³⁷ Garden, Donald S., *Southern Haven*, op cit, p. 3; Wolfe, Adam, *Survey* op cit, p.11.

³⁸ Johnson, Les, *Albany: Port with a Past and Future*, Albany Port Authority, 1997, pp. 28-29.

John Laurence Morley was appointing acting Pilot in Robertson's place.³⁹ Morley was a former master mariner with the British East India Company. He was also employed as the government commissariat officer and was involved in land development, so the lack of ships entering the harbour at this time was not of concern to him.⁴⁰ On 12 May 1834, Lieutenant Peter Belches took up the position of Harbour Master and Pilot. Belches was involved in establishing pastoral interests in the region and Morley often acted as Harbour Master and Pilot when Belches was absent.⁴¹ In March 1840, Morley and Hugh Spencer, son of former Resident Magistrate Sir Richard Spencer, were drowned when their pilot boat capsized as they returned to shore from the vessel *China*. Also on board was John Hassell, whose farm machinery and other goods were the *China's* cargo. Hassell survived the accident.⁴²

In October 1840, Shakespeare Hamilton was appointed Assistant Harbour Master and Pilot, to assist Lieutenant Belches. Twenty-eight whaling vessels and fifteen colonial and international trading vessels came into Princess Royal Harbour in 1840. Pilotage dues were reviewed that year, and made uniform for both the Sound and the Harbour.⁴³ In 1845, Lieutenant Peter Belches resigned and Shakespeare Hamilton was appointed Harbour Master and Pilot.⁴⁴

In October 1852, Harbour Master and Pilot Shakespeare Hamilton died. Edward Collins was appointed Pilot, without the required examinations to test his actual ability. Within a month he was responsible for running aground two vessels, and for the loss of the pilot boat. Captain Williams, from the collier *William Stevenson*, which was anchored in the Harbour, volunteered his services until a new Pilot was appointed.⁴⁵

On 5 February 1853, the Colonial Secretary, William Sanford wrote the following letter to Resident Magistrate Camfield:

A man named Pretious, formerly master of a vessel, will be sent down to Albany by early opportunity, to qualify as pilot for the port, a thorough knowledge of the approaches to which he should acquire.

You are at liberty to appoint a competent board to examine him after he has qualified himself; during which time His Excellency authorises receiving one pound (sterling) per week, and making use of the present pilot boat.⁴⁶

Captain William Pretious was born in 1799 and arrived at Australind in 1844, on the *Trusty*. He was master of the *Typo*, servicing the States coastal ports in 1848, and in 1850, he took up land at Harvey in partnership with J. D. Gibbs. Pretious was married, but there is no record of children.⁴⁷ Captain Pretious arrived in Albany on 13 March 1853. On 3 May, he passed the examination on his abilities and took up his duties, which included Harbour Master, Pilot, Water Policeman, Customs officer, quarantine official, and warder

39 Garden, Donald S., *Southern Haven*, op cit, p. 3.

40 Johnson, Les, op cit.

41 Garden, Donald S., *Southern Haven*, op cit, p. 7; Wolfe, Adam, *Survey*, op cit, p. 19.

42 Garden, Donald S. *Albany: A Panorama of the Sound from 1827*, op cit, p. 99; Wolfe, Adam, op cit, p.21.

43 Wolfe, Adam, *Survey*, op cit, pp 20-22.

44 ibid, p. 22.

45 CSO records 256/71, referenced in Wolfe, Adam, *Survey*, op cit, p. 26.

46 Johnson, Les, op cit, p, 60.

47 *Bicentennial Dictionary of Western Australians*, UWA Press, 1988.

responsible for ensuring that none of the convicts who manned the pilot boat absconded.⁴⁸

As well as manning the oars of the pilot boat, the boat crew were also required to undertake lookout duty for vessels approaching the Sound. The lookout post is thought to have been the rocks now known as Pulpit Rocks on the south side of Mt Clarence. In April 1853, coxswain Charles Wynes was dismissed for refusing to undertake his lookout duty.⁴⁹ In July 1853, the Government Resident, Henry Camfield, advised the Governor that the Harbour Master could not be the Pilot and an effective Water Policeman at the same time, but no one else was appointed to the position and Captain Pretious continued to fill all roles.⁵⁰

In April 1854, Captain Pretious requested that a flagstaff be erected at *Albany Pilot Station (fmr)* for the purpose of receiving signals regarding approaching vessels from Breaksea Island Lighthouse and relaying them to Albany via the coal hulk *Larkins*. Balls, cones and flags were used as part of the signalling process.⁵¹ In 1869, this system was replaced with a semaphore signalling apparatus installed at both Breaksea Island and *Albany Pilot Station (fmr)*. In 1886, a telegraph line was laid to Breaksea Island, replacing the need for the semaphore, but visual signalling remained in use at night in the 1890s. Lights were hoisted to the flagstaff yardarm at night to signal approaching steamships regarding the berthing situation in Princess Royal Harbour:

One Green	Town jetty all clear
White over Green	East side jetty clear
Green over white	West side jetty clear
One White	Town jetty both sides blocked
Red over White	Go to Deepwater jetty
White over Red	Go to coal hulk
Two White	Go to Anchor in Harbour.

Local resident, Nathaniel McKail, writing his reminiscences of Albany of the 1850s and 1860s, gives the following description of the operation of the *Albany Pilot Station (fmr)*.

The Point King Lighthouse was attended by the convicts who were domiciled at the Pilot Station... The station was like a miniature town...it consisted of the Pilot's house, the house of his assistant, the men's quarters; a lookout room; two or three sheds; and on the beach a short distance away, the boat and lumber sheds. Only men of good behaviour, men who were sent out for some trifling offence... were picked for the crew of the pilot boat. The men, though under discipline, were allowed a good deal of latitude which never once abused.

In the early fifties [1850s] Mr Pretious, the skipper of an old windjammer was the pilot and he had an assistant Mr Morgan who had charge of the boat crew and was responsible for their good behaviour. A lookout was always on watch, night and day. He was relieved every four hours. The men were proficient in reading the semaphore signals and flag codes. The semaphore and flag codes were the only means of communication between the mainland and the island. The code was not very difficult as for instance if a sailing ship was sighted from the east, the arm of the semaphore would point to the east... if it happened to be a steamer sighted two arms slightly one above

48 CSO Records, 256/45 & 56, reference in Wolfe, Adam, *Survey*, op cit, p. 27; Johnson, Les, op cit, pp. 60-61.

49 CSO Records, 256/56.

50 CSO Records, 256/80, referenced in Wolfe, Adam, *Survey*, op cit, p. 27.

51 Wolfe, Adam, *Survey*, op cit, p. 28.

another would point in the direction in which the steamer was coming. Alongside the semaphore was a flagpole with yardarm. This was used to signal for a doctor, firewood, or supplies and also to inform the pilot of the identity of the vessel, as for instance if it was a P & O steamer the P & O house flag was flown from the mast head... These signals were repeated at the pilot station for the P & O hulk Larkin which again notified the town.⁵²

Captain Pretious held the positions of Harbour Master, Pilot and Water Policeman until his retirement in 1867 at the age of 68. He was replaced by Captain George Butcher as Harbour Master and Pilot. Butcher transferred from Fremantle where he had been Assistant Pilot. A separate Water Policeman, Spencer Hayman, was appointed when Butcher came to office. Although transportation ended in 1868 and convicts were removed from the boat crew, taking another responsibility from the Pilot, they were still in evidence when Butcher took office.

There were two assistant Pilots at Albany in 1897, Thomas Wilkinson Howe and S. G. Butcher, possibly the son of Harbour Master, George Butcher.⁵³

Assistant Pilot, S. G. Butcher resigned in 1903 and was not replaced, traffic in the port now requiring only one assistant Pilot. Fewer but larger ships and improved technology appear to have been the reason for the reduced staffing. Thomas Howe remained as Assistant Pilot until 1917.

⁵² McKail, Nathaniel, 'Recollections of Albany', 1923, Battye private archive collection, 1393A.

⁵³ Garden, Donald S., *Southern Haven*, op cit, p. 44.