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It's been a while since the last newsletter - 12 months in fact! Not that there's been nothing happening—just so much that it's hard to find time to fit everything in!

The major event of note in recent times has been the damage to Tasman Landing by stormy seas in June. Chris and I went out on **Pennicott's Tasman Island Cruise to have a closer look.** The sight of the landing, its spindly 25 foot supporting legs all askew, was somewhat disconcerting. The Landing has stood defiant for over 110 years, surviving storms, rock falls and fire, until the north easterly gales which ravaged the Australian coast on 6 June this year. The original crane, too, which had served keepers at this remote lightstation since 1906 before being dismantled in 1927, has finally been claimed by the sea.

The first landing by Europeans on Tasman Island and plans for a lighthouse and landing stage is described in an extensive article in a 1886 edition of the Tasmanian Mail.

The recent restoration of the historic Maatsuyker Island lighthouse is a milestone in **Australia's lighthouse heritage.** Would that we could find the money for Tasman and other lightstations around Australia. Some of these now feature in *Lost Lighthouses*, a new web site at

<https://www.facebook.com/groups/2017013411856152/2017520028472157>

Friends of Tasman Island are well known as an enthusiastic bunch of volunteers and the last working bee in April was no exception. Another working bee is planned for November. Good news for our coffers - FoTI will now fly to Tasman with Osborne Aviation who are building a helipad in Port Arthur – a mere 5 minute helicopter flight to our island will slash our fuel costs dramatically! Recent discussions with Parks focussed on the role of FoTI as potential 'Volunteer Hosts' in event of a commercial eco tourism venture/s being approved for Tasman Island in future. Current Expressions of Interests are now with Minister. More details as they come to hand.

Erika

CHECK OUT OUR FACEBOOK PAGE AT <https://www.facebook.com/FriendsOfTasmanIsland>







I recently came across this article in the *Tasmanian News*, Wednesday 22 September 1886, with a detailed description of probably the earliest landing on Tasman Island by Europeans. **The Marine Board's Captain Stanley and architect, Mr R. Huckson**, had visited Tasman Island to check out the proposed site for a lighthouse and *"... after some difficulty, owing to the surf, managed to effect a landing on the west side facing Cape Pillar."*

The reporter continued: *"The island is of a high and precipitous description and is only capable of ascent at a few difficult and precarious points. .... Captain Stanley and his companion, Mr Huckson, succeeded by adopting a zigzag course and picking their footsteps warily after a hard scramble to reach the summit. ... They found what appeared a broad tableland, with dense forests of bull-oaks, ranging from 20 to 30ft high, and a long growth of strong rushes and grasses, interlaced and tangled so thickly together that locomotion was difficult of practice. .... Persisting in their efforts to closely survey as far as possible the character of the country, they pushed ... along the western ridge of the island, but were suddenly stopped by a wild chasm several hundred feet deep, which appeared by some sudden convulsion of nature to have divided this side of the island for a considerable length across the centre. On glancing down the abyss, which so far barred their way .... they found that it was richly clad with ferns, but without attempting any exploration they retraced their steps and proceeded by the eastern edge of the cliffs, being obliged to keep close to the dangerous declivities to avoid the impenetrable scrub. At length, after much trouble and labour, which they persisted with indomitable energy and pluck, the two gentlemen arrived at the highest peak of the island. They obtained a capital view, but could not see the Hippolyte Rocks on account of the high timber which grows so densely on the summit. ... Both gentlemen agreed that this point was the only available site on the island, and reported accordingly to the board."*

The report goes on to describe a proposed landing site: *"Captain Stanley kindly pointed out the best landing place for stores and building material yet found on the whole island, and said it was the only one which could be utilised for such a purpose. There is a slight indent with natural level of rocks on which the surf, except in very rough weather, does not surge with dangerous violence. It is proposed here to erect a strong and substantial landing stage with cushions so as to allow it to lift and give with the force of the waves in the heavy and serious storms. A derrick swing crane for the purpose of lifting heavy weights, which must perforce be transferred from the calling steamer to boats on to the rocks will be also built, and a tramway with certainly the steepest most difficult gradient it is possible to imagine will be constructed up the face of the cliff, and the stores will be hauled up the awful looking precipice by means of a powerful hand winch. Another landing place will be required on the western side of the island, so that it may be approached on all kinds of reasonably fine weather."* Perhaps if these plans were adhered to, the Landing may have been washed away altogether years ago!

Given the danger of the current structure falling into the sea, a recent inspection by PWS indicates there are two possible solutions: stabilise the structure; or demolish it. Watch this space!!

Have you been to a FoTI meeting lately? These gatherings, held at the Derwent Sailing Squadron at 5pm on the third Thursday of the month, are full of informed discussion and camaraderie. Read on to see the number of projects which are on the drawing board .... A meal is also available after the meeting. Why not join us!

#### WORKING BEES

The first Working Bee for 2016— held in April in conjunction with the Rotary trip, was most successful. (see page 4/5)

A second is planned for 10-19 November. More details later.

A LIGHTHOUSE CONFERENCE will be held at the Lindisfarne Rowing Club 16a Esplanade, Lindisfarne on Saturday November 26th. <https://www.facebook.com/taslighthouseconference/> Speakers will include our own President, Carol Jackson, who will speak about her childhood at the Low Head lighthouse, as well as Karl Rowbottom—Tasman Island, Kathy Gatenby—Cape Sorell & Bruce Kay from the National Archives office in Hobart. Cost \$55 includes morning and afternoon tea and lunch. FoTI is organising a twilight cruise to the Iron Pot with Pennicott Wilderness Cruises after the conference. More details later.

AWBF 2017—planning is already under way for next year's festival with FoTI, FoMI and FoDi sharing a stall. More news at it comes to hand.



CONGRATULATIONS to FoTI's Mieka Tabart who won the Open Category of NRM south's recent photo competition.

Mieka describes her subject, Col Rowe, "as strong as an ox and works like a trooper. .... Well into retirement he continues to do his bit to care for Tasmania's National Parks."

"When Col Row told me he'd been volunteering for 25 years, I knew I'd found my inspiration for the National Volunteer Week 2016 Photo Competition *Caring for our Environment*. .... These hard working hands continue to work hard well into retirement, seen here locating the weed *Achillea Millifolium*, also known as Yarrow" on a FoTI Tasman Island working bee.



SEE US ON THE WILDCARE WEB SITE <http://wildcaretas.org.au/>

Check out the latest news on the Home page or click on Branches to see FoTI's Tasman Island web page.

#### FACEBOOK

A fantastic collection of anecdotes, historical and up-to-date information and photos about Tasman and other lighthouses around the world. Have you got something to contribute, add a comment or just click to like us!

<https://www.facebook.com/FriendsOfTasmanIsland>





Congratulations to everyone who contributed their time and effort into a very successful working bee. This is the first time FoTI has used two co-ordinators, one on the Tasmanian mainland and one on the island and I'm pleased to report that it worked very smoothly. I'm also pleased to report this was the most cohesive and happy team I have ever seen working in my seven trips to Tasman.

### The Team

Elaine Bell (mainland Tas. Co-ordinator), Karl Rowbottom (Tasman Island Co-ordinator), Chris Creese (Works Supervisor) Joanne Ainslie (Catering), Andrew Boon (Electrician), Col Rowe, Ian Ross, (first timers) Mike Tuck, Mieka Tabart and Roselin Rowbottom and (former lighthouse kid) Jason Rowbottom.

For Jason Rowbottom this trip had special significance because he spent nearly two of his formative years on the island, not that he remembers it. Tasman has always been dear to his heart and always wanted to return for a look and see what he had missed. It should be acknowledged that Jason and his wife Roselin travelled all the way from Western Australia to be on this working bee and it is by no means inexpensive to travel from there to Tasmania. Such is the allurements of this rugged and beautiful place called Tasman Island.



### Catering

What can be said about the Grand Cook, Jo, and kitchen hand Ros, who is a chef in her own right, for the superb meals, MKR wouldn't rate a mention. These meals included two birthday cakes for birthday girls Ros and Mieka. Many months went into

the planning of these meals to keep people at their physical best. If anyone went away from the table hungry then it would be your own fault.





## Works Programme

Most of the work revolved around #1 Quarters replacing the rotted sections of verandah posts. This job was done so well that it is hard to detect the join from new to original. This was a very slow laborious job and required a lot of patience, top work Ian Ross. Sash cords replaced in several windows by Mike. Electrical inspections and switchboards carried out by Andrew. Location of main power cable recorded on GPS. Extensive and intensive reports on weeds and position of such was recorded by GPS. Mowing and brush cutting included a concerted effort to cut rushes back from the edges of the track between #1 Quarters and top of haulage, a top effort by and no mean feat by Colin and Jason. Some minor pruning of trees near the top of the haulage was carried out to give visitors a better view down. Mieka prepared an in depth inventory of all first aid kits with Ros assisting.

## Volunteer Hours:

With such good weather many maintenance jobs were either caught up on and/or projects started and completed by the end of our stay. Total hours worked by the group was 754.5 hours.

Administration before, during and after working bee	100 hours
Catering, cooking, housekeeping	161.5 hours
Weeding and First Aid Inventory	99 hours
Mowing, brush cutting and raking	139 hours
Building and repairs	159 hours
Electrical	65 hours
Misc.	<u>31 hours</u>
Total hours worked	754.5 hours



I reckon casual rates would be somewhere between \$25-\$30 an hour, I will go in the middle at \$28 hour which multiplied into 754.5 work hours comes to \$21126.00.

Well done team and thank you.

Karl Rowbottom

Team Leader Tasman Island



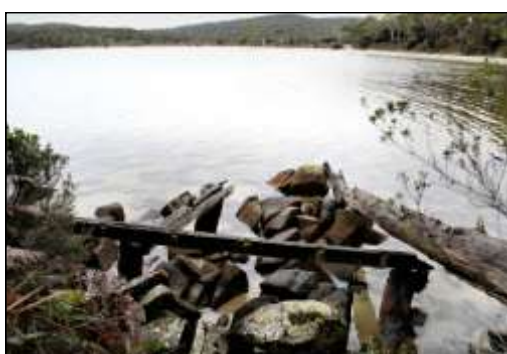
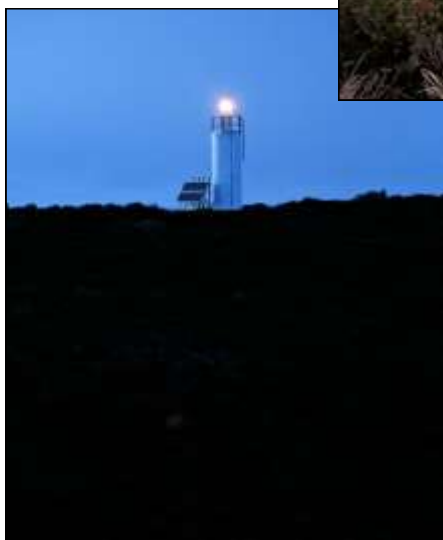


Core members of FoTI enjoyed a planning weekend at the Cape Bruny Lightstation recently. Plans for the next 12 months include:

- Tasman working bee 10-19 November 2016;
- Tasmanian Lighthouse conference Saturday 26 November 2016; see Page 3
- Australian Wooden Boat Festival February 2017—joint fund-raising event with FoMI & FoDI
- Film: Light between Oceans . It was later decided not to continue with a planned opening night fund-raiser due to the fact that the film was not to be released in Australia until 26 December.

There was also discussion around how FoTI could tap into visitors walking the Three Capes Track.

Daily walks included several meanders along Lighthouse Beach, a visit to the site of the Whares Point jetty where stores for the lightstation were offloaded, and of course a tour of the historic lighthouse and the more modern fibreglass beacon on the neighbouring hill.



Remains of jetty at Whares Point, where supplies for Cape Bruny were landed.





# RESTORATION OF MAATSUYKER'S HISTORIC LIGHT

The Friends of Maatsuyker Island recently held a celebration at the Maritime Museum in Hobart following the successful month-long restoration of the historic lighthouse.

The heart and soul of Maatsuyker Island, its 17 metre high light tower, is being lovingly restored by contractors, while Parks and Wildlife Service staff and volunteers are tackling a range of island conservation projects during a two week working bee.

Maatsuyker Island is 10 kilometres off Tasmania's south coast, it's Australia's most southerly lighthouse station and was the last to be de-manned in 1996. A

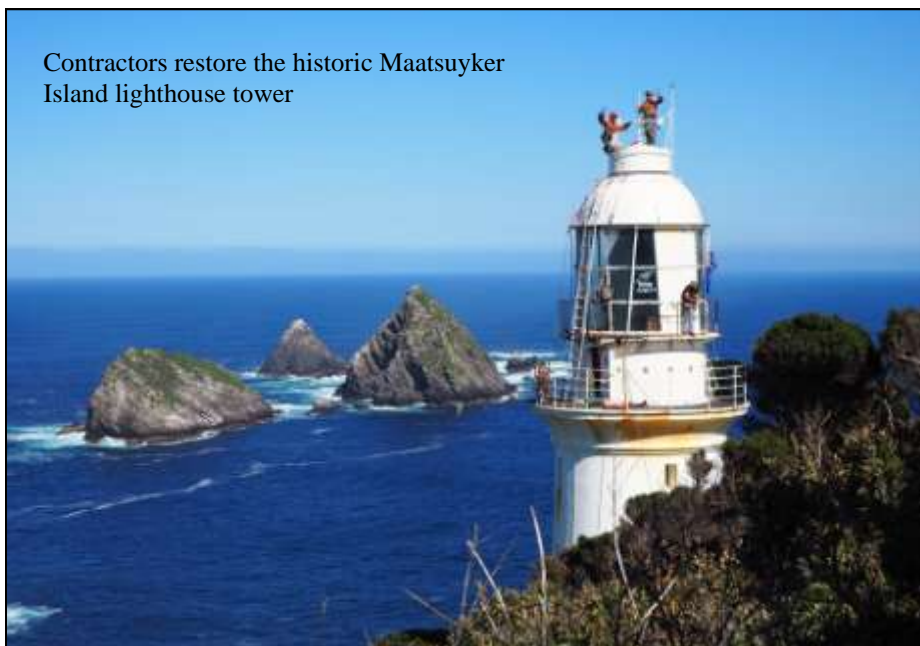
volunteer caretaker program began in 1999 has grown through the years, with the two partners, PWS and the Friends of Maatsuyker Island (FOMI) Wildcare Inc group, combining their skills and energy for the benefit of the island.

**This year's working bee is jointly funded by the PWS, which has contributed \$50,000 and FOMI, which has contributed \$40,000,** sourced from donations and fundraising events. The focus is the light tower, which had suffered badly from its constant exposure to the winds of the Roaring 40s, driving rain and salt spray. The work will focus on weatherproofing the light tower, repairing and replacing badly corroded fittings and re-painting the tower.

Other works undertaken by FOMI during the working bee include replacing the kitchen floor in cottage 3 and treating and removing weeds such as blackberry and Hebe. Monitoring of the island's short-tailed shearwater population, Tasmania's largest, unharvested breeding colony, is also undertaken.

*( text and photos thanks to PWS & The Mercury)*

PWS Heritage Officer  
Peter Rigozzi

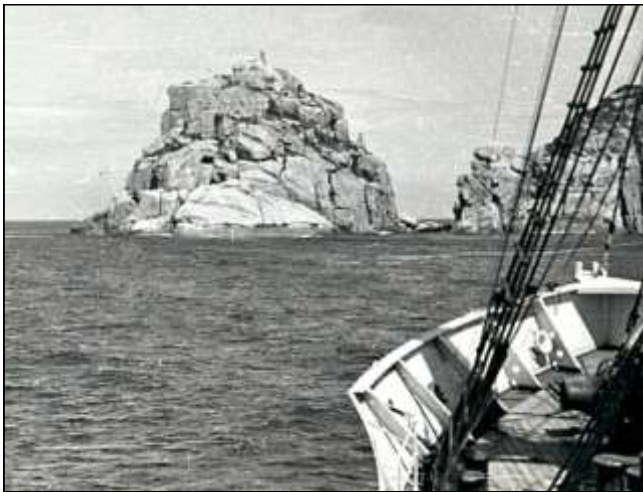


Contractors restore the historic Maatsuyker Island lighthouse tower



Congratulations to FoMI president, Marina Campbell, who recently won the AON Environment & Conservation Award Presented by the Tasmanian Governor, Kate Warner, at Government House.

A new Facebook page: <https://www.facebook.com/groups/2017013411856152/2017520028472157> is dedicated to Lost Lighthouses—lighthouses which have been decommissioned, abandoned, dismantled or collapsed into ruins. Unfortunately there are quite a number of these.



A recent request from AMSA's Lyndon O'Grady had me researching the lost lighthouse on Lemon Rock at Cape Forestier, first lit in 1917 and dismantled in 1971, replaced by a new, more accessible, light at Cape Tourville.

One of the very first lights built by the fledgling Commonwealth Lighthouse Service after it came into being in 1915 was erected in Tasmania on precipitous Lemon Rock, off Cape Forestier.

In a letter to the Consolidated Light Board of Tasmania in April 1907, Captain J.L.B. Hunter, Master of the S.S. *Durham*, said that there were not sufficient lights on the East Cost of Tasmania. In his opinion, he said, *"there should be a light in the vicinity of Cape Forestier, as it would be a great boon to vessels coming from Tasmania."*

In fact, a light at this location had been one of the recommendations by Commander C.R.W. Brewis, R.N., in his *Preliminary Report on the Lighting of the Coast of Tasmania and the Islands in Bass Strait* for the Commonwealth Government in April 1912. At that time, he said that the ratio of lights per coastal mileage was one light to each 62.5 miles, whereas he recommended this be increased to one light for each 47.6 miles.

It was not until May 1914 *that "As a result of representations by the Premier in March, the Prime Minister has informed the latter that provision has been made for lighthouse works for the financial year 1914-15 for the erection of a lighthouse at Cape Forestier."*

Lemon Rock, the site of the light at Cape Forestier, is a very small granite islet, about 80 metres high, connected to Cape Forestier by rocks which are submerged at high tide. Although never surveyed, the rock is about 1 acre in size, steep-sided and roughly dome-shaped. Vegetation is sparse, being confined to low costal scrub on the more sheltered ledges.

**There was a lot of confusion over the light's actual name. Located on top of Lemon Rock, the light was officially known as the Cape Forestier light but known, locally, as 'The Lemons' while the Cape is variously spelt Forestier, Forester or Forrestier.**

In May 1917, quotes for construction were sought from a number of local businesses. Risby Brothers quote of £27/10/- for trestles and Chesterman & Co Ltd, £18/-/- for the cylinder house were accepted. Fifty fathoms of coir rope was also ordered from R.R. Rex and Son as well as a surf boat complete with oars and other equipment.

Joshua Ramsbotham, the first Director of the Commonwealth Lighthouse Service signed a Minute Paper and memo in May 1917, referring to the specifications of the cylinder house and trestles.

Then, a number of memos indicated that work had already commenced by July 31, 1917 when pay sheets for workmen began to be forwarded to the District Officer in Melbourne. **Workmen and maintenance staff sometimes camped on Lemon Rock and there was an**





extensive inventory of household items, including camp stretchers, for use in emergencies.

Access was extremely weather dependent with a ladder up the near vertical face of the rock. Supplies such as acetylene gas cylinders were hauled to the top by a flying-fox system.

The Lemon Rock light was one of only a few lights which were just a lantern, without the usual lighthouse tower. The white light with a red sector was first exhibited on Friday 5 October 1917, powered by a bank of 28 acetylene gas cylinders. Described as a **“white structure”** with an **“elevation of 265 feet (80m8), 13 feet (4m) high, situated on the extremity of Cape Forestier”** the white light was visible for 20 miles, the red sector 10 miles.



Local ketches such as the *Birngana* and *Terralinna* were chartered for transport. It was quite a long haul – 105 miles - to Lemon Rock from Hobart via Tasman Island but only 70 miles if transiting the Denison Canal at Dunalley. Anchorages such as Wineglass Bay, Coles Bay and Schouten Island were used for shelter in the vicinity while smaller open boats found nooks around Lemon Rock for day anchorages.



Access by open boat could involve traversing some rough seas. In 1950 three crew members, coming ashore from the supply ship Cape York, were tossed into the water when their work boat got tangled in kelp. The three men **“... struggled through the kelp to a small rock, where they clung until three**

**other men who had been landed at the light got them ashore with a lifeline. The men ... had to climb, one by one, up a ladder attached to the light’s flying fox .... Big waves pounded the launch to pieces against the rocks.”**

Reports of quarterly inspections make interesting reading. Often delayed or interrupted by bad weather, off-loading equipment and supplies and hoisting ashore the 28 or more acetylene gas cylinders could be very time-consuming. In May 1918, Senior Artificer H. Weist, wrote in his report that

**“As instructed I left Hobart for Cape Forestier by the Ketch Lunawanna on the 23<sup>rd</sup> April at 9am ...”** but having completed the work he was unable to leave **“owing to bad weather ... until 6 May, 8am.”** They were further delayed **“Coming through Blackman Bay on the 7<sup>th</sup> when we were stuck on the mud for ten hours owing to low tide.”**

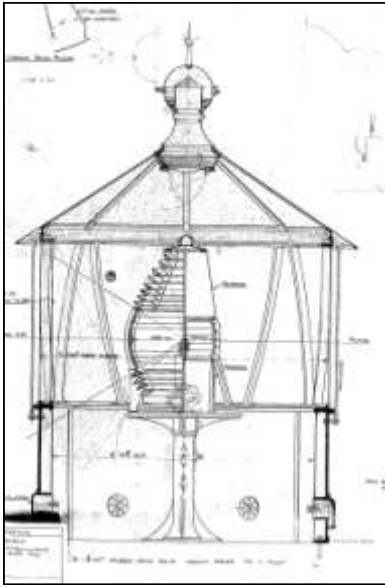


The Lemon Rock light was serviced by the 487 ton S.S. *Lady Loch*, built in Melbourne by Campbell, Sloss & McCann in 1886 for the Department of Trade and Customs of the colonial government of Victoria. Named for the wife of the colony’s Governor, 1884-1889, Sir Henry Brougham Loch, the *Lady Loch* was used by Victoria as a lighthouse tender.

With Federation, care of most lighthouses was transferred to the Commonwealth. In 1915, *Lady Loch* was chartered by the Commonwealth which ultimately bought the vessel in 1917 for £9050, less the charter money already paid.

*Lady Loch* was again sold in February 1920 to grazier, A.S. Rogers, but when the Commonwealth required more tonnage to care for lights under its control it repurchased the vessel in May 1925. The ship was again sold in March 1935 to a Mr Cook, converted into a hulk for work on the Brisbane River and used by Morton Tug & Lighter Company, finally to be scuttled at Dunwich, Morton Bay in 1962.

Lemon Rock light was eventually assigned the Aids to Navigation Schedule number ANS60B but because of



the extreme difficulty of access, the light was discontinued in May 1971, dismantled and placed in storage

The lantern from Lemon Rock, manufactured by Chance Brothers of Birmingham England, was dismantled and put in storage at the Tasmanian Maritime Museum in 2012 but was returned to AMSA the same year. It is now with the Queensland Maritime Museum in Brisbane which hopes to eventually put it on display.

Following the decommissioning of the light at Lemon Rock, the site was declared surplus in November 1976 but, because it was subject to a land review by the Commonwealth Government, it was not cleared for disposal until September

1980. After final approval in December 1980, Lemon Rock was sold to the Tasmanian Government for \$50 in 1981 and subsumed into the Freycinet National Park.



A replacement for the Lemon Rock light was built at Cape Tourville, accessed by road from Coles Bay. First lit on 17 November 1971 it has become a popular tourist attraction for visitors to the Freycinet National Park.

The original Cape Tourville 300mm lens, which is a rare example of a glass lens made in modern times by the AGA Company of Sweden (Svenska Aktiebolaget Gasaccumulator) was removed and is now installed at the Macquarie lighthouse in Sydney in February 2008. However, if a suitable site could be found, this lens could be returned to Tasmania.

**Thank you to AMSA's Lyndon O'Grady for inspiring me to find out more about this little known light by providing the initial information and some of the photos for this article.**

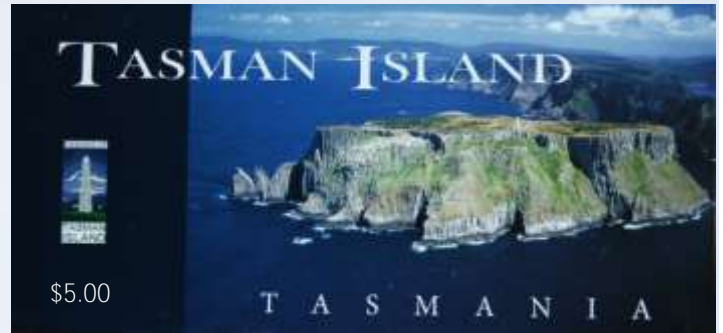
*Photos in this article are thanks to AMSA, NAA, Erika Shankley & the Herald & Weekly Times*



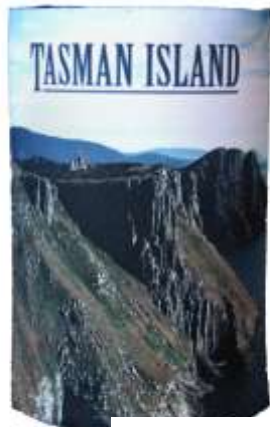
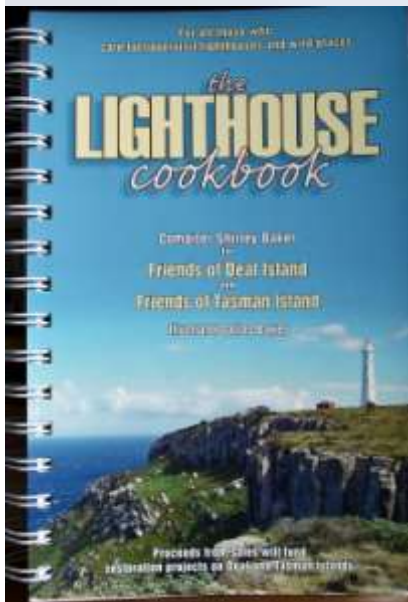


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  - Gift cards \$3.00 each
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  - Lighthouse Cookbook \$20.00
  - Cardboard model kit of Tasman Island lighthouse \$5.00
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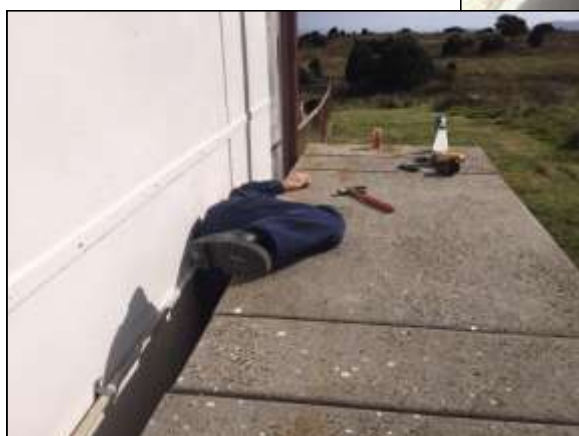




The mind boggles at the situations that some volunteers get themselves into in the interests of the preservation of Tasman Island's heritage!



Works co-ordinator, Chris Creese fixes some flashing to the wall of Q3 in an awkward spot behind the septic tank.



*One volunteer is worth ten pressed men  
(It's a naval expression used again and again)  
So here's to the Friends and their mission bold  
And time well spent in Tasman's fold!  
Helen Gee, March, 2010*