Lemon Rock - Cape Forestier - Cape Tourville

Erika Shankley

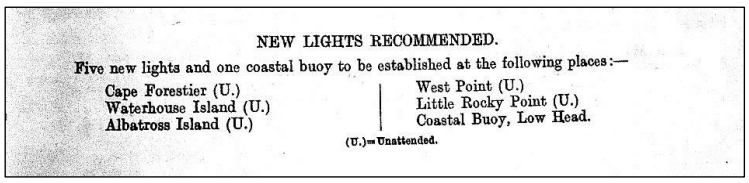
Lemon Rock, Cape Forestier
Photo: AMSA

Cape Tourville light, established 17 November 1971
Photo: AMS

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."*[1]

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* to 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.

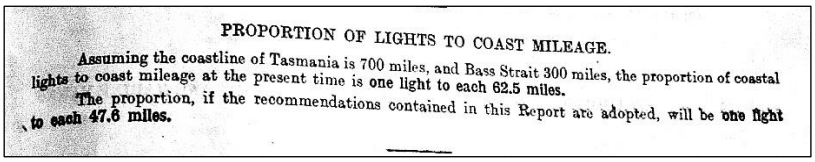


NEW LIGHTS RECOMMENDED.

Five new lights and one coastal buoy to be established at the following places:—

Cape Forestier (U.)
Waterhouse Island (U.)
Albatross Island (U.)
West Point (U.)
Little Rocky Point (U.)
Coastal Buoy, Low Head.

(U.)=Unattended.



PROPORTION OF LIGHTS TO COAST MILEAGE.

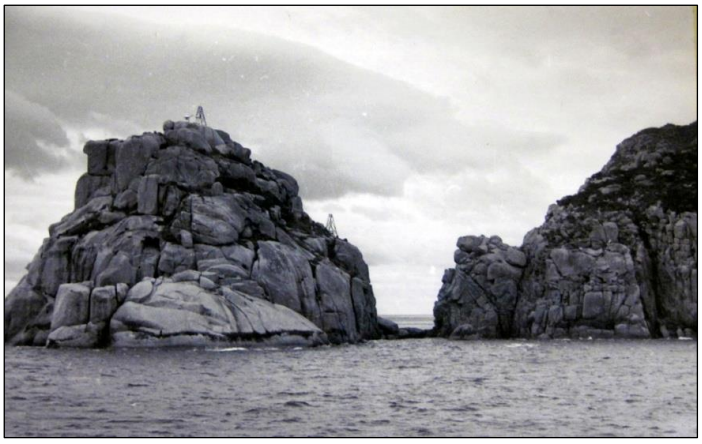
Assuming the coastline of Tasmania is 700 miles, and Bass Strait 300 miles, the proportion of coastal lights to coast mileage at the present time is one light to each 62.5 miles.

The proportion, if the recommendations contained in this Report are adopted, will be one light to each 47.6 miles.

Extracts from Preliminary Report on Lighting of the Coast of Tasmania and the Islands in Bass Strait with recommendations as to existing lights and additional lights by Commander C.R.W. Brewis R.N., April 1912

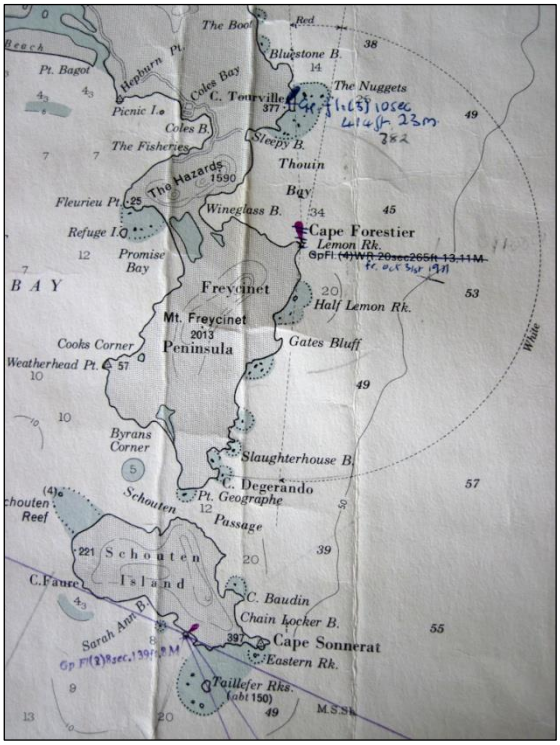
It was not until May 1914 *that "As a result of representations by the Premier in March, the Prime Minister has informed that provision has been made for lighthouse works for the financial year 1914-15 for the erection of a lighthouse at Cape Forrestier [sic]. "* [2]

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.



Lemon Rock is joined by Cape Forestier by rocks which submerge at high tide.
Photo: NAA A2194

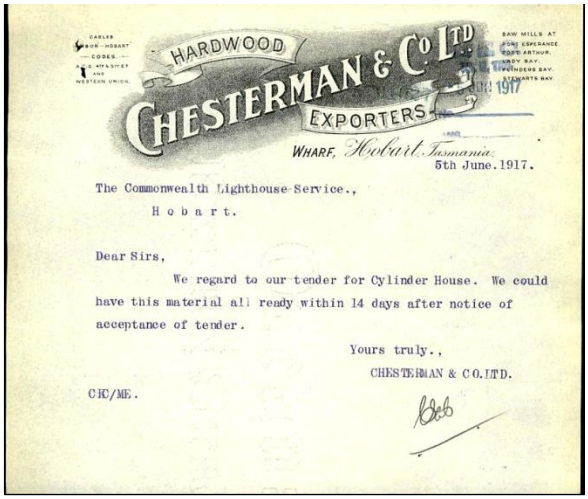
[1] *Daily Telegraph*, Launceston, Friday 5 April 1907
[2] *The Mercury*, 5 May 1914



A light is exhibited, at an elevation of 265 feet (80m8), from a white structure,
13 feet (4m0) high, situated on the extremity of Cape Forestier
Australia Pilot, Vol. II, second edition, 1929

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 was known, locally, as 'The Lemons' while the Cape is variously spelt Forestier, Forester or Forrestier. For the purposes of this document I will call the site Lemon Rock as that appears to be the name of the actual location of the light.

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.


HARDWOOD
CHESTERMAN & Co LTD
EXPORTERS
WHARF, Hobart, Tasmania.
5th June. 1917.

The Commonwealth Lighthouse Service.,
Hobart.

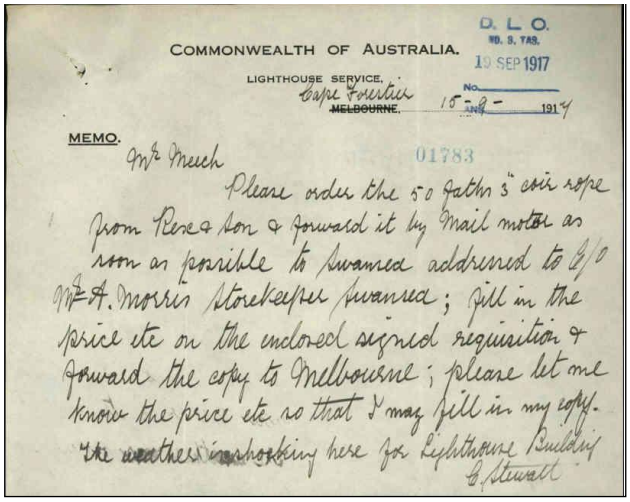
Dear Sirs,

We regard to our tender for Cylinder House. We could have this material all ready within 14 days after notice of acceptance of tender.

Yours truly.,
CHESTERMAN & CO.LTD.

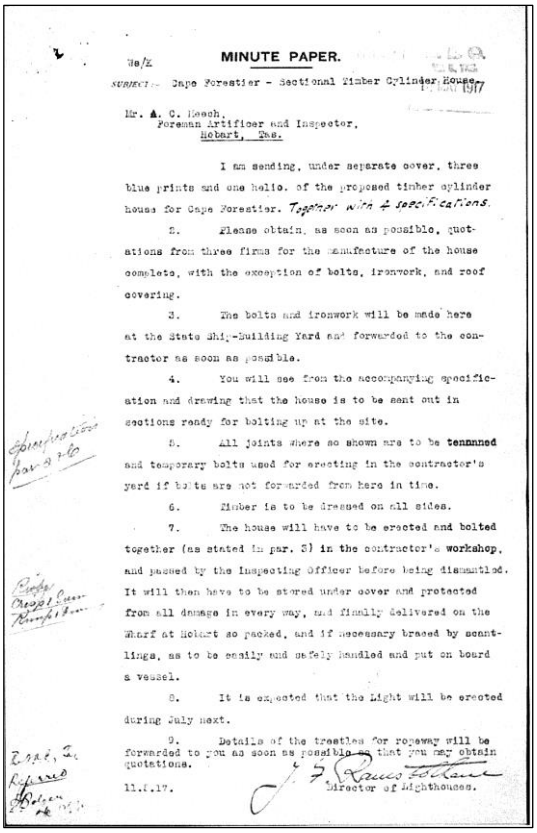
CH/ME.

NAA P1130, 32/006, page 186


COMMONWEALTH OF AUSTRALIA.
LIGHTHOUSE SERVICE.
Cape Forestier
MELBOURNE.
D. L. O.
HD. S. TAS.
10 SEP 1917
MEMO.
Mr Meech
01783
Please order the 50 fathms 3" coir rope from Rex & Son & forward it by mail motor as soon as possible to Swansea addressed to C/o Mr A. Morris storekeeper Swansea; fill in the price etc on the enclosed signed requisition & forward the copy to Melbourne; please let me know the price etc so that I may fill in my copy.
The weather is hocking here for Lighthouse Building
G. Stewart

NAA P1130, 32/0064, page 171

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.



We/X

MINUTE PAPER.

SUBJECT:- Cape Forestier - Sectional Timber Cylinder House.

Mr. A. C. Heath,
Foreman Artificer and Inspector,
Hobart, Tas.

I am sending, under separate cover, three blue prints and one helio. of the proposed timber cylinder house for Cape Forestier. Together with 2 specifications.

2. Please obtain, as soon as possible, quotations from three firms for the manufacture of the house complete, with the exception of bolts, ironwork, and roof covering.

3. The bolts and ironwork will be made here at the State Ship-Building Yard and forwarded to the contractor as soon as possible.

4. You will see from the accompanying specification and drawing that the house is to be sent out in sections ready for bolting up at the site.

5. All joints where so shown are to be tennoned and temporary bolts used for erecting in the contractor's yard if bolts are not forwarded from here in time.

6. Timber is to be dressed on all sides.

7. The house will have to be erected and bolted together (as stated in par. 3) in the contractor's workshop, and passed by the Inspecting Officer before being dismantled. It will then have to be stored under cover and protected from all damage in every way, and finally delivered on the Wharf at Hobart so packed, and if necessary braced by scantlings, as to be easily and safely handled and put on board a vessel.

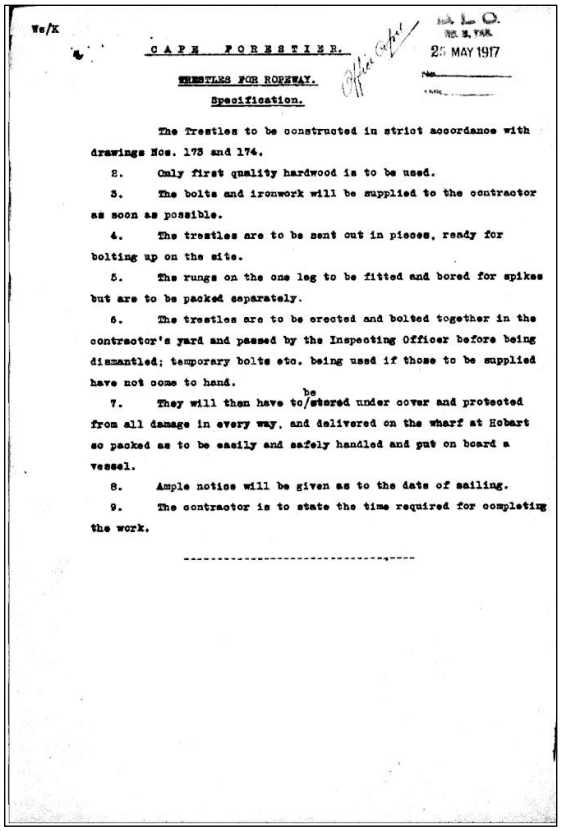
8. It is expected that the Light will be erected during July next.

9. Details of the trestles for ropeway will be forwarded to you as soon as possible so that you may obtain quotations.

11.5.17.

J. F. Ramsbotham
Director of Lighthouses.

Specifications of Cylinder house, May 1917
NAA P1130, 32/0064, page 192



We/X

CAPE FORESTIER.

TRESTLES FOR ROPEWAY.

Specification.

The Trestles to be constructed in strict accordance with drawings Nos. 173 and 174.

2. Only first quality hardwood is to be used.

3. The bolts and ironwork will be supplied to the contractor as soon as possible.

4. The trestles are to be sent out in pieces, ready for bolting up on the site.

5. The rungs on the one leg to be fitted and bored for spikes but are to be packed separately.

6. The trestles are to be erected and bolted together in the contractor's yard and passed by the Inspecting Officer before being dismantled; temporary bolts etc. being used if those to be supplied have not come to hand.

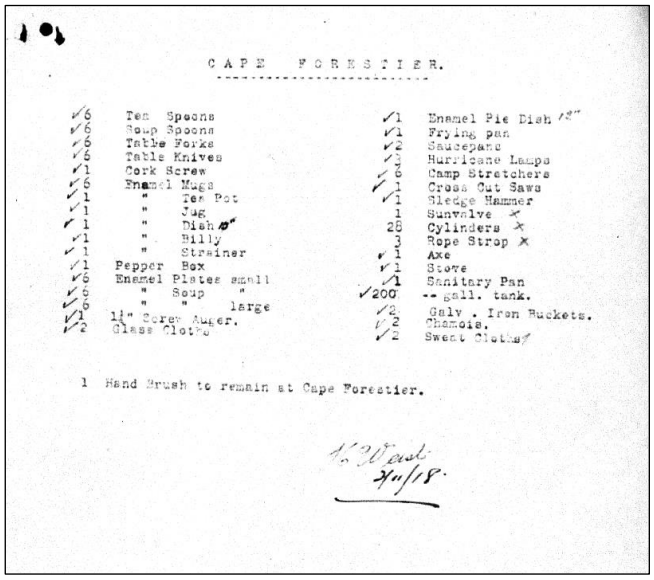
7. They will then have to be stored under cover and protected from all damage in every way, and delivered on the wharf at Hobart so packed as to be easily and safely handled and put on board a vessel.

8. Ample notice will be given as to the date of sailing.

9. The contractor is to state the time required for completing the work.

25 MAY 1917

Specifications of Trestles, Lemon Rock
NAA P1130, 32/0064, 193



CAPE FORESTIER.

6	Tea Spoons	1	Enamel Pie Dish 15"
6	Soup Spoons	1	Frying pan
6	Table Forks	2	Saucepans
6	Table Knives	3	Hurricane Lamps
1	Cork Screw	6	Camp Stretchers
6	Enamel Mugs	1	Cross Cut Saws
1	" Tea Pot	1	Sledge Hammer
1	" Jug	1	Sunvalve
1	" Dish 10"	28	Cylinders
1	" Billy	3	Rope Strop
1	" Strainer	1	Axe
1	Pepper Box	1	Stove
6	Enamel Plates small	1	Sanitary Pan
6	" Soup "	200	-- gall. tank.
6	" " large	2	Galv. Iron Buckets.
1	14" Screw Auger.	2	Chamois.
2	Glass Cloths	2	Sweat Cloths

1 Hand Brush to remain at Cape Forestier.

L. J. West
3/11/18.

Inventory of household equipment
NAA P1130, 32/0064, page 59

One of a number of memos indicated that work had already commenced by July 31, 1917 when pay sheets for workmen were forwarded to the District Officer in Melbourne.[3] 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.

[3] NAA P1130, 32/0064, page 176, 15 August 1917

Access to the rock 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 small open boat is just to the left of the landing & ladder used to access the Lemon Rock light
Photo: AMSA, 1948

When first lit on Friday 5 October, 1917, the Group Flashing white light with a Red sector was powered by a bank of 28 acetylene gas cylinders, the white light visible for 20 miles and red, 10 miles.

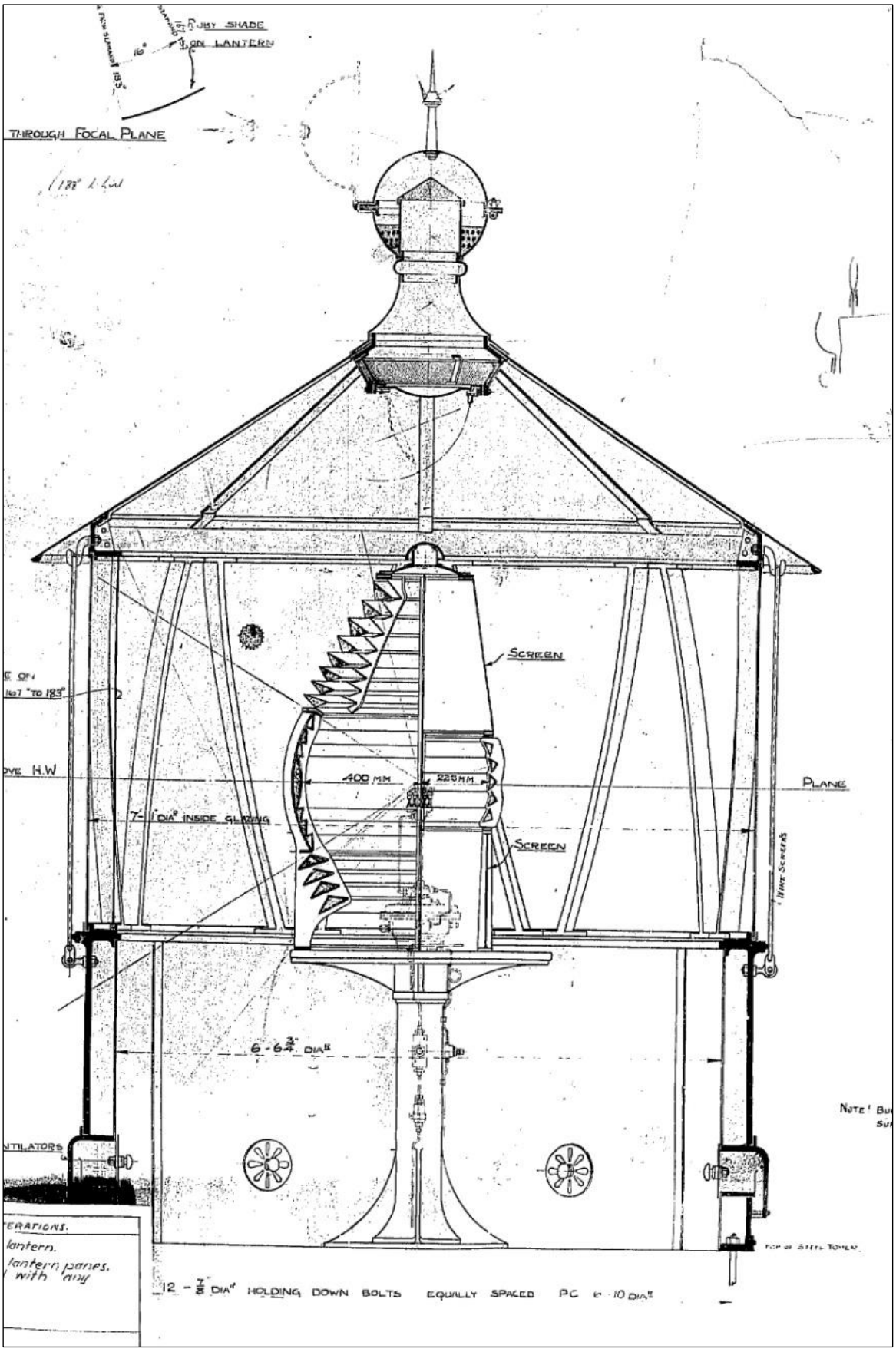
Local ketches such as the *Birngana* and *Terralinna* were chartered for transport. It was quite a long haul – 105 miles - to Lemon Rock from Hobart via Tasman Island but only 70 miles if transiting the Denison Canal at Dunalley. Anchorages such as Wineglass Bay, Coles Bay and Schouten Island (see Schedule page 7) were used for shelter in the vicinity while smaller open boats found several nooks around Lemon Rock for day anchorages.

Photo at left is annotated "Bottom Anchorage"
Photo: AMSA, 1948

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."* [4]

[4] *The Mercury*, 1 September 1950

The Lemon Rock light was one of only a few lights which were just a lantern, without the usual lighthouse tower.



AMSA CN08-153-01 Plans Lemon Rock light & lantern

C A P E F O R E S T I E R (Common Name The Lemons)

AUTOMATIC LIGHT SITUATED ON "THE LEMONS" (200 feet) NORTH EASTERN EXTREME OF CAPE FORESTIER, FREYCINET PENINSULA

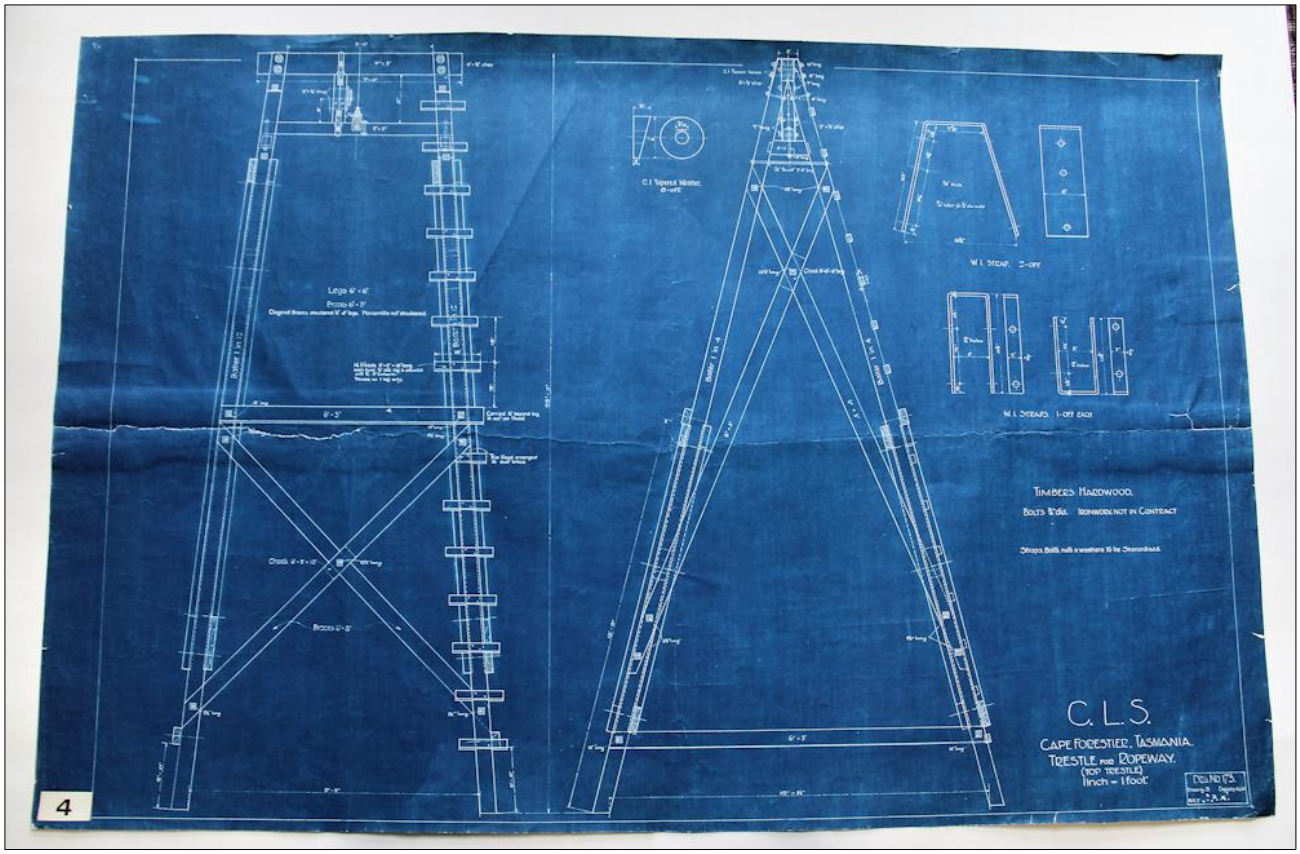
Light exhibited on the 5th October, 1 9 1 7.

Position - Geographical - Lat. 42° 11' S. Long. 148° 23' E.

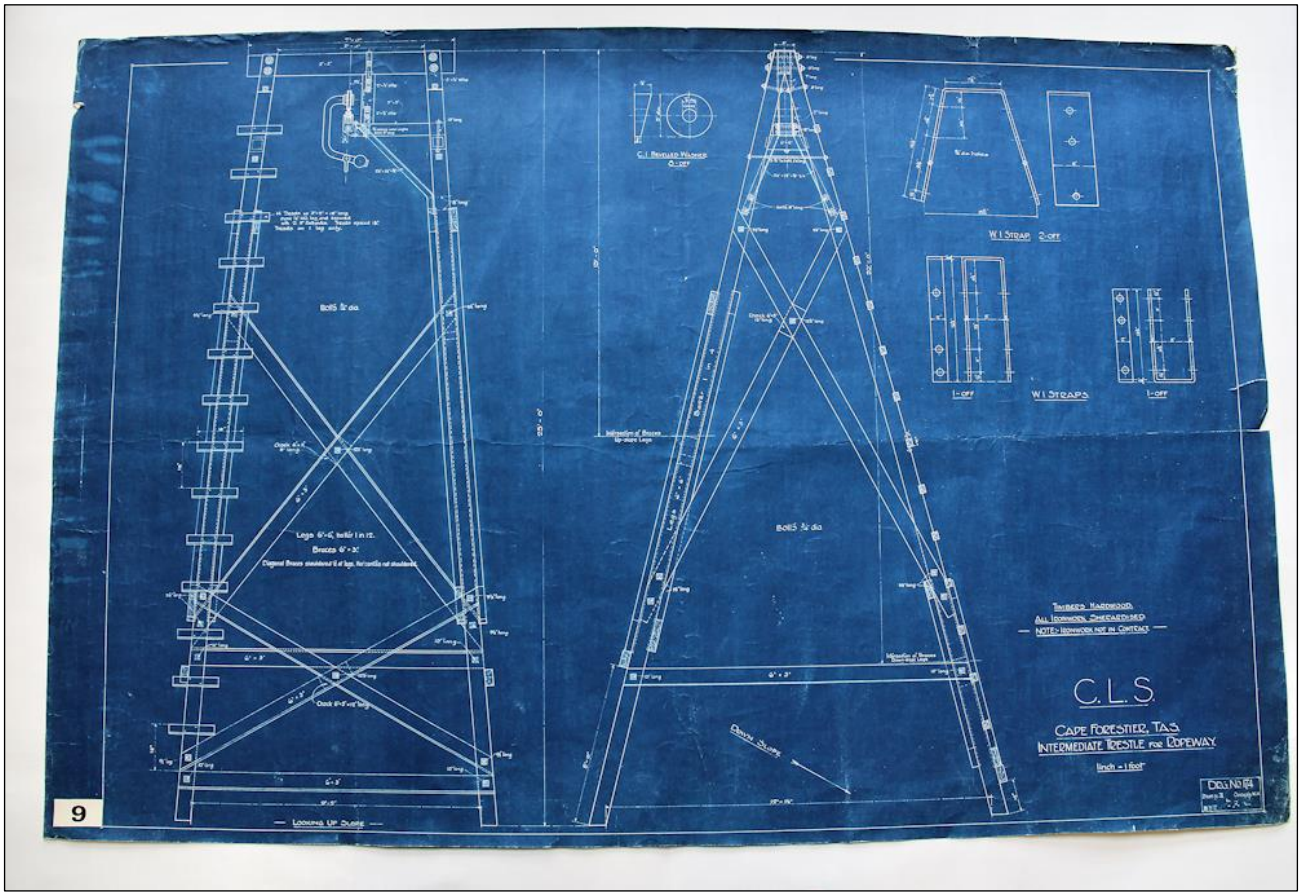
Distances from other Lights.	65 miles from Tasman Island. 70 miles from Eddystone Point.
Tower	White concrete structure, 13 feet.
Height above high water	265 feet.
Character	Group Flashing Light with White and Red Sectors showing Four Flashes in quick succession every twenty seconds thus Flash. Eclipse 0.5 sec 1 sec. Flash. Eclipse 0.5 sec. 1 sec. Flash. Eclipse 0.5 sec. 1 sec. Flash. Eclipse 0.5 sec. 15 secs.
Power	White 5,000 candles. Acetylene Gas. Red 2,000 candles.
Visibility	White 20 miles. Red 10 miles.
Cylinders installed each year	Twentyeight. (28)
Recharging of Cylinders	Carried out at Hobart.
Transport of Cylinders	From Hobart by Ketch (under contract)
Haulage of Cylinders	Two each lift, by hand winch at top of rock
Ropeway	Fitted up in December, 1935, of 520 feet of 2½" wire rope, obtained from Melbourne Office.
Serviceing of Light	By Hobart Mechanics.
Painting of Tower and Trestles.	Takes place approx. every two years, on Annual Trip. Cost about £5.
Lantern Panes	Curved - Eight Panes -
Wineglass Bay	The Ketch anchors in this Bay, shaped like a Wineglass, whilst on a Cliff approaching the Light is a stone sitting on top, the exact shape of a Wineglass. The anchorage is about 2 miles from Light.
Coles Bay	From the Beach in Wineglass Bay via Mt. Amos track to Coles Bay is about 3 miles. At Coles Bay are several boarding houses.
Schouten Island	7½ miles from Anchorage (under Homestead) to Landing. The Anchorage is at gravelly Beach, situated inside of Schouten Passage, about 200 yards from Homestead.
Sand	Available at Wineglass Bay & Schouten Island Only cost being for bags, if obtained when gang employed on Annual Trip.

One of the timber trestles and wire rope used to bring up acetylene bottles and other equipment to the light
Photo: AMSA, 1948

The only detailed photo of the site yet found shows the top trestle, cylinder house and the light itself.
The men are turning a large winch being used to haul equipment up from below.
Photo: AMSA, 1948



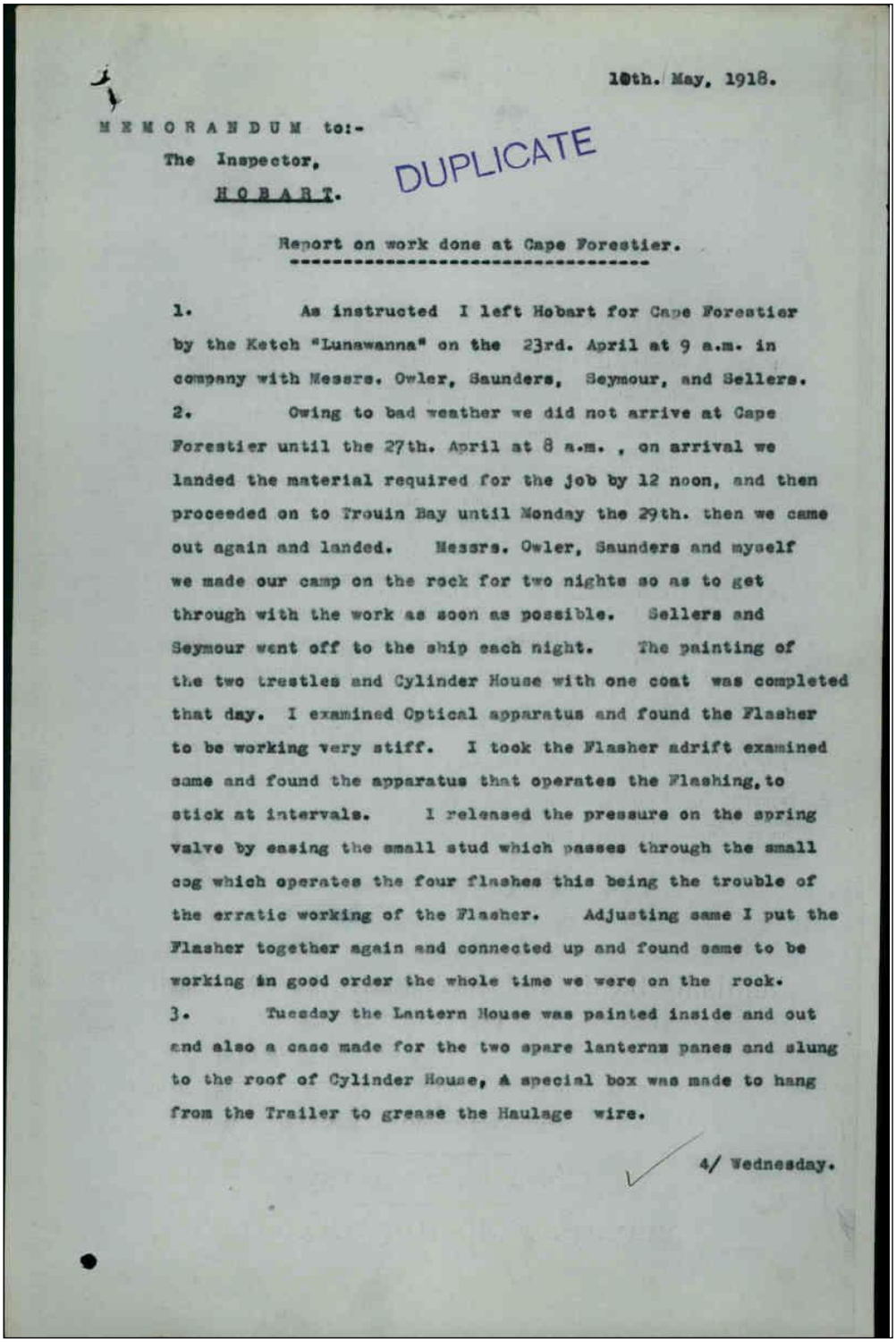
Blue-print of top trestle, Lemon Rock haulage way
NAA P2347, 4/173



Blue-print of immediate trestle for haulage way, Lemon Rock light
NAA P2347, 4/173

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 23rd April at 9am ..."* but having completed the work was unable to leave *"owing to bad weather ... until 6 May, 8am."* They were further delayed *"Coming through Blackman Bay on the 7th when we were stuck on the mud for ten hours owing to low tide."*[5]



10th. May, 1918.

MEMORANDUM to:-

The Inspector,

HOBART.

DUPLICATE

Report on work done at Cape Forestier.

1. As instructed I left Hobart for Cape Forestier by the Ketch "Lunawanna" on the 23rd. April at 9 a.m. in company with Messrs. Owler, Saunders, Seymour, and Sellers.

2. Owing to bad weather we did not arrive at Cape Forestier until the 27th. April at 8 a.m. , on arrival we landed the material required for the job by 12 noon, and then proceeded on to Trouin Bay until Monday the 29th. then we came out again and landed. Messrs. Owler, Saunders and myself we made our camp on the rock for two nights so as to get through with the work as soon as possible. Sellers and Seymour went off to the ship each night. The painting of the two trestles and Cylinder House with one coat was completed that day. I examined Optical apparatus and found the Flasher to be working very stiff. I took the Flasher adrift examined same and found the apparatus that operates the Flashing, to stick at intervals. I released the pressure on the spring valve by easing the small stud which passes through the small cog which operates the four flashes this being the trouble of the erratic working of the Flasher. Adjusting same I put the Flasher together again and connected up and found same to be working in good order the whole time we were on the rock.

3. Tuesday the Lantern House was painted inside and out and also a case made for the two spare lanterns panes and slung to the roof of Cylinder House, A special box was made to hang from the Trailer to grease the Haulage wire.

4/ Wednesday.

Inspection report, May 1918, P1
NAA P1130, 32/0064, page120

[5] Inspection report, May 1918, NAA P1130, 32/0064 P 120 & 121

4. Wednesday the Burners were centered and cylinders greased, studs screwed home and pressure gauge set perpendicular. The North East wind started, a rough sea running therefore we had to get away to the ship as soon as possible. The three of us that camped on the rock stayed the two nights only as there was no occasion to stay on any longer.

5. Thursday, we were unable to make a landing. Friday, the sea was calm and we landed. The top trestle cylinderm House and lantern house was covered with the second coat. All bolts tightened up, the haulage wire greased thoroughly with vaseline and Stockholm Tar rendered down. The haulage wire both ends have been run off to a taper with Marline and White Lead and tallow to prevent any moisture from getting into the sockets. This being the last job the work here was completed.

6. The actual time worked on the rock for five men was 130 hours.

7. Owing to bad weather we were unable to leave here for Hobart until the 6th. May, 8 a.m. Coming through Blackman Bay on the 7th. we were stuck on the mud for ten hours owing to low tide. Arrived in Hobart on the 8th. May at 3.30 p.m.

(Sgd.) H. WEIST,
Senior Artificer,
No. 3 Dist. Tas.

The District Officer.

Submitted:

A.C. Ed

Inspector, Hobart.
11/ 5/ 18.

Inspection report, May 1918, P 2
NAA P1130, 32/0064, page121

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.

COMMONWEALTH OF AUSTRALIA

DEPARTMENT OF SHIPPING AND TRANSPORT

Discontinued

AIDS TO NAVIGATION SCHEDULE — ANS 060

CAPE FORESTIER - TAS

CHARACTER	GROUP FLASHING (4) W.R. EVERY 20.0 SEC LENGTH OF FLASH 0.5 SEC SHORT ECLIPSE 1.0 SEC LONG ECLIPSE 15.0 SEC
COLOUR OF LIGHT	WHITE/ RED
SECTORS (BEARINGS, DEGREES TRUE FROM SEAWARD)	R. SHORE - 188 , W. 188 -018 (190) OBSCURED WHEN BEARING MORE THAN 002 S OF SHOUTEN IS.
INTENSITY	WHITE 4500 CANDELA RED 1100 CANDELA
FLASHER	MMDG 240/4 200 LITRE BURNER (3 X 22 PLUS 3 PILOTS) (6 X 25 FOCAL HEIGHT 400 MM CONSUMPTION 366 LITRES/DAY
SUNVALVE	AGA VS-10 WITH CR-416 BYPASS COCK
FILTER	3/4" BSP F-F
CYLINDERS	TWENTY THREE A50 PLUS TWENTY SIX SPARE CHANGE ANNUALLY
LANTERN	7'1" DIAM CHANCE
LENS	400 MM FOCAL RADIUS CATADIOPTRIC
ELEVATION	265 FEET
RANGE	WHITE NOMINAL 13 MILE GEOGRAPHICAL 23 MILE RED NOMINAL 10 MILE GEOGRAPHICAL 23 MILE

APPROVED

AUGUST 1970

CONTROLLER NAVIGATIONAL AIDS BRANCH

3 / 5 / 71

LANTERN

The Lemon Rock lantern, 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.

The Lemon Rock lantern has an internal diameter of 7 feet 1 inch.
Photos: AMSA

SERVICE VESSELS

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.

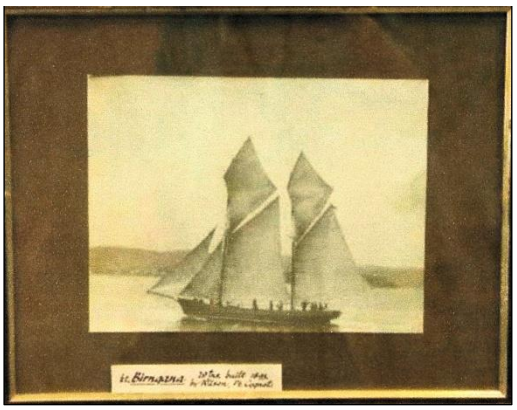
Lady Loch was again sold in February 1920 to grazier, A.S. Rogers, but when the Commonwealth required more tonnage to care for lights under its control it repurchased the vessel in May 1925. The ship was again sold in March 1935 to a Mr Cook, converted into a hulk for work on the Brisbane River and used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

Victorian lighthouse tender SS Lady Loch

Lemon Rock was also serviced by the local ketches, *Birngana* and *Terralinna*.

Terralinna was built by Tasmanian boat & shipbuilders Purdon & Featherstone in 1922. *"Being narrower and sharper on the floors than most of the Hobart barges, she had a definite speed advantage. She was built for Jack Sward in 1922 and converted to a fishing vessel in 1943 by J Norling of Victoria at the same time having her deck lifted 15 inches."*

Tasmanian boat and shipbuilder, John Wilson, built the *Birngana* in 1893 and also built the lighthouse tender vessels *Alcairo* & *Rooganah.*

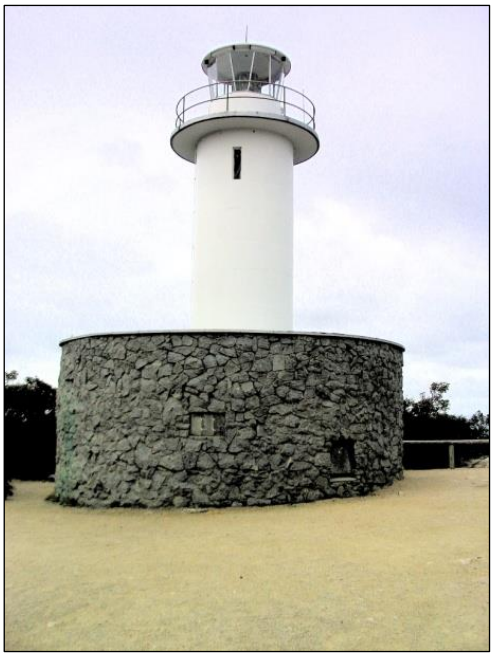


DECOMMISSIONING

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.[6] 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.

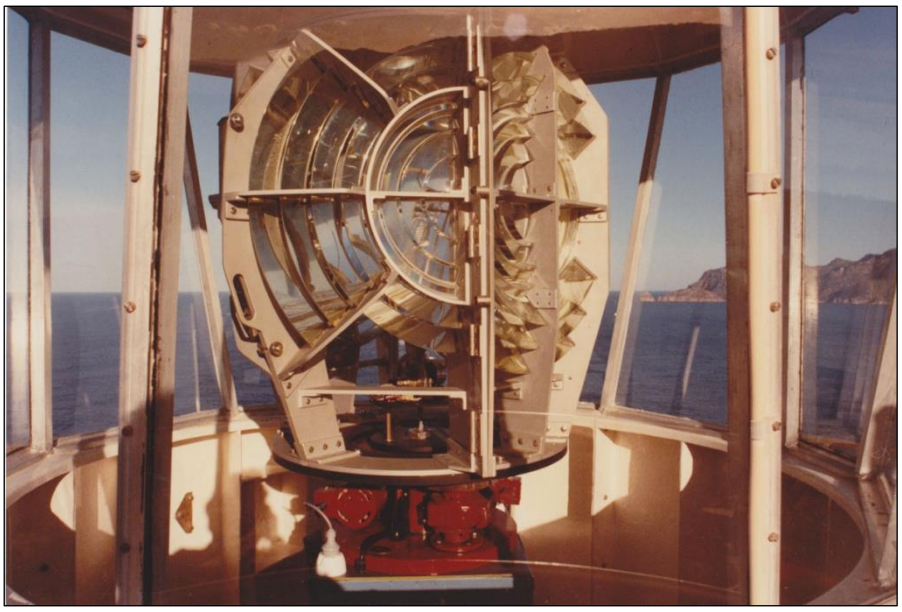
CAPE TOURVILLE

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



Cape Tourville lighthouse
Photo: Erika Shankley

[6] NAA A2194



The original Cape Tourville 300mm lens in situ with Cape Forestier in the background
Photo: AMSA

Lyndon O'Grady installed this same lens at the Macquarie lighthouse in Sydney in February 2008.
It is a rare example of a glass lens made in more modern times by the AGA Company of Sweden
(Svenska Aktiebolaget Gasaccumulator)
It could be returned to Tasmania if a suitable and permanent display facility could be found.
Photo: AMSA

AIDS TO NAVIGATION SCHEDULE AN341-01

CAPE TOURVILLE LIGHT - TAS

(Est. 17/11/71, Conversion to LS9 12/05/87; Light Upgraded June 2006)

IALA AVAILABILITY CATEGORY:	2	
POSITION:	Latitude:	42° 07.3719' S
	Longitude:	148° 20.5712' E
	Datum:	WGS84
CHART:	AUS 766	
BA LIST OF LIGHTS:	K 3608	
DAYMARK:	White round concrete tower and lantern, 11 metres high.	
CHARACTER:	Flashing:	12.00 secs
	Flash:	0.10 sec
	Short Eclipse:	11.90 sec
COLOUR OF LIGHT:	White	
LANTERN:	NAL 1	
BEACON:	Vega VRB-25	
LENS SPEED:	0.83 RPM	
LIGHT SOURCE:	Lamp:	12V, 35W, C8 Halogen LP30s
	Lampchanger:	VLC-153
	Flasher:	Calc-20
	Daylight Switch:	Vega
POWER SUPPLY:	Main:	240V AC Mains
	Battery:	12V, 330Ah (2 x 165Ah modules) 4xSonnenchein A406/165 F10 6V 165Ah
REMOTE MONITOR:	Autodialler:	EDAC SMS Next G
	Parameters:	Lantern Current (Day/Night) Battery Voltage Mains Failure
	Communications:	Modem: ETM9800.1 Next G
	Telephone Number:	0438 268 748
	Power Supply:	Common to Light
STRUCTURE:	Round concrete tower, 9 metres high to base of lantern.	
INTENSITY:	67,726 cd	
ELEVATION:	126 metres	
RANGE:	Nominal:	18 nmiles
	Geographical:	28 nmiles

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