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PRISM MAGAZINE



**PHOTOGRAPHERS
VENTURE TO CAPE
CLEVELAND LIGHTHOUSE
BY PETER BRAID**

LIGHTHOUSES OF CALOUNDRRA
By Dirk Selderyk

LIGHTHOUSE SUPPLY SHIP
RESURRECTED
By Linda Morris

LIGHTHOUSES OF FINISTÉRE
By Denise Schultz



AFTERNOON LIGHT: Cape Cleveland in the afternoon sun.

COVER: Cape Cleveland in all its lit up glory one starry night.

Photos: Matt Barneveld.

FROM THE EDITOR

It's cold outside, the heater is on...what better time than now to be picking up a fresh copy Prism. I hope those of you who went to the AGM had a wonderful time in Brisbane. Editing the Caloundra story made me a little jealous I couldn't swing the time off work to get there too.

This edition features a collection of lighthouse related bits and pieces from around the country and as far away as France. Rather than a couple of big features, I've had lots of smaller contributions this time around, which has been great. It gives a real sense of what those of us passionate about lighthouses have been getting up to these past few months.

From organising birthday celebrations for lights, to taking photography trips, to setting up floating maritime museums!

The one I would encourage you all to take a closer look at is the 200th anniversary celebrations of the Macquarie lighthouse in Sydney. We often imagine lighthouses as being perched on a far isolated tip of the coast, however this one is just a stones throw away from the biggest city in the country.

It also guards one of our national treasures- Sydney Harbour. This year it will be the bicentenary of this lighthouse and everyone is welcome to join the celebrations. It will be an important and historic time. Also in this edition, we take a trip with Denise Schultz to Brittany in France, where some of the most isolated lighthouses in the world are perched. Please continue to send in contributions whether it be photos, stories or just links to interesting information.

Enjoy the magazine, make the most of winter, stay safe and keep your eyes peeled for the next edition which will feature all the details from the bicentenary celebrations. If you are going, send me some photos to editor.prismmagazine@yahoo.com.au!

Jessica Clifford
Editor

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Denise takes us on a fascinating tour of French lighthouses in the Brittany region of France.

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One of Australia's best known and iconic lighthouses is celebrating its bicentenary later this year.

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BRIBIE ISLAND LIGHT REMOVED BY JESSICA CLIFFORD

It had been there for 30 years, then it was gone. Bribie Island light has been removed and replaced.

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INTERNATIONAL LIGHTHOUSE HERITAGE WEEKEND BY PAULINE O'BRIEN

Lighthouse supply ship resurrected as floating museum

by Linda Morris

Far from the sandstone mile of Macquarie and College Streets lie Sydney's tiny treasure houses. Housing eclectic collections, often manned by enthusiastic volunteers who keep the doors open for no more than a gold coin donation, these museums tell unique stories from our past. No crowds. No lines. No interactive gee-whiz installations, marketing plans and deep pocketed patrons in these quarters. This is the first of a Herald series that will feature examples of the spirit that guides some of the 350 community-based museums and the precious collections they protect.

Berthed at the former coal loading wharf at Balls Head, Waverton, the lighthouse supply vessel MV Cape Don looked nothing like the sleek mini-liner it was in the late 1960s servicing lighthouses and buoys strung along the Western Australian coast.

Rusted and vandalised, its wheel, engine room telegraph and other irreplaceable fittings had been stolen and transmitters and receivers stripped from the radio room. The cabins, however, remained in immaculate condition right down to the authentic curtains and furnishings.

Daniel Callender, one of a group of enthusiastic volunteers giving up their weekends to restore the vessel as a floating museum and training vessel, first spied the ship when he was not yet 16 years old.

Twelve years later he is the ship's full-time keeper. "The volunteers are passionate about preserving the history of the lighthouse service and feel that the ship's history is an untold tale, and when you are doing work you can have a good chat with a friend – it's great camaraderie.



Labour of love: MV Cape Don is now open to the public at Balls Head, Waverton. Photo: Steven Siewert.

Lighthouse supply ship resurrected as floating museum

"I've grown up on board, it's shaped who I am and it's my second family."

Built in 1962 at the NSW State Dockyards in Newcastle, for the Commonwealth Lighthouse Service, the 72-metre long steel ship carried supplies and officials, technicians, relief lighthouse crews and their families up and down the WA coast. Later in its life it worked along the Tasmanian and some parts of the eastern coast. With the advent of satellite navigation and automation, lighthouses were progressively automated and in 1990 the MV Cape Don made its last trip.

Purchased from the Commonwealth, it was sent to the Solomon Islands, then stranded in 1998 on the Clarence River as a result of a financial dispute. In a midnight flit, its crew sailed it to Sydney where it sat at Balls Head until late 2002 when the daughter of an old crew member saw a newspaper article warning of its possible demise. A Canberra resident eventually purchased it, set up a trust and donated it to the Sea Heritage Foundation, therefore saving one of the last surviving examples of 1960s Australian design and shipbuilding.

Had the vessel, one of the last surviving Australian coastal navigation-aid service vessels still afloat, not been rescued, Callender is sure the MV Cape Don would have been declared an eyesore and sent to a watery grave.

The restoration has been a challenge. In the early days, a rope ladder was required to get on board until the gangway was restored. Months were spent designing and building a temporary steel framework topped with hardwood planks to span a six-metre gash in the seawall catwalk caused by the collapse of a gantry.

A new set of stairs were designed and installed on the catwalk to give safer access for volunteers and visitors.

The first phase has been to progressively open the Don for people to see. From June 3 it is opening every second Sunday – tours at 11 and 1pm for \$10 donation – and conducting special tours.

As more of the ship is restored, the Sea Heritage Foundation is looking at ways to make the museum commercially viable with film set hire and its use as a training vessel for government and private operators.

How far the project is from final completion is too hard to judge, says Callender, who concedes it might take many years.

Thousands of man-hours have gone into the restoration already.

The next stage is to bring The Don's boat deck and starboard bridge wing back to new, to make the ship completely watertight and build a purpose-built storage area to hold a growing collection of photographs, drawings and machinery manuals, uniforms, models, flags and plaques dating to the early days of the Commonwealth Lighthouse Service.

"We are looking for donations and sponsors so we can put the ship in the dock for a well deserved clean and repair. Our main aim, apart from restoring the ship, is getting the word out there to recruit more volunteers. We have an active crew of 20, and it's a good mix. We have an ex-army marine engineer, a retired electrician and we've got people who work as engineers and shore staff for the ferries. The more hands we have, the more that can be accomplished."

This article first appeared in the Sydney Morning Herald, June 3 2018.

Lighthouses of Caloundra

words and photos by Dirk Selderyk



SIDE BY SIDE: The two Caloundra lighthouses have been reunited and stand together side by side once more.

After this years AGM and keepers reunion at the Queensland Maritime Museum, members of LoA visited the two Lighthouses of Caloundra on the Sunshine Coast.

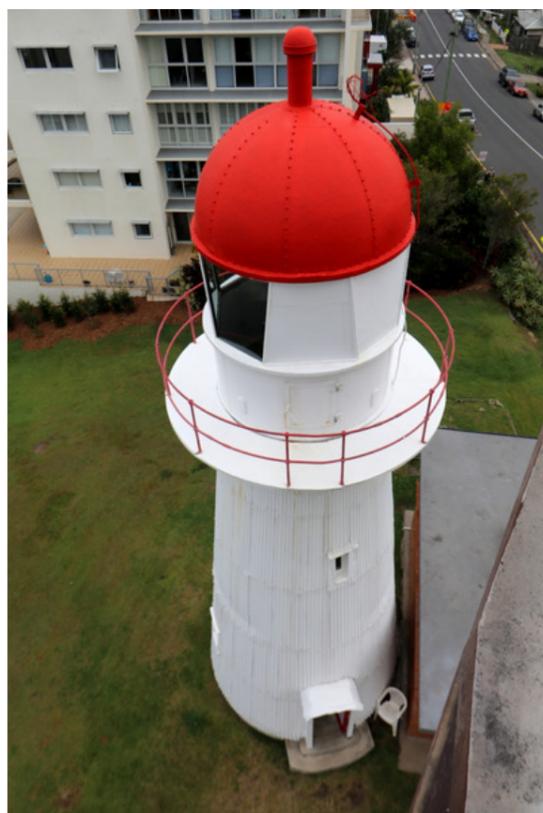
We were welcomed by members of the Friends of Caloundra Lighthouses, a group of dedicated volunteers who guide interested people through the lighthouses on the second and fourth Saturday of every month. The Caloundra Lighthouses were constructed in 1896 and 1968 respectively. They provide a rare demonstration of the evolution in marine navigation along the Queensland Coast during the past 100 years.

In the 1880s a deep water shipping lane into Moreton Bay and the Port of Brisbane, known as the North-West Channel was sounded. The channel went from Caloundra Head along the eastern shore of Bribie Island to the north shore of Moreton Island. It continued across Moreton Bay to the mouth of the Brisbane River and soon became the most used entrance into the Port of Brisbane.

The Old Caloundra Head Lighthouse remains the oldest building in Caloundra's Township. Construction started in March 1896 together with two lighthouses on nearby Bribie Island along with their keeper's cottages.

It was officially lit in September 1896. The fourth order Chance Bros dioptic apparatus was imported from Birmingham, England. The 11.6 metre high tower has a tapered hardwood timber frame and corrugated galvanised iron sheeting.

It is a unique Queensland 'timber and tin' construction, pioneered by Colonial Architect F.D.G. Stanley and only built in Queensland between 1873 and 1900. The light was originally a wick burning oil lamp but was replaced in 1910 with a Chance Bros incandescent vapour kerosene lamp. It was the first of its type in Queensland.



OLD: The old Caloundra lighthouse.

Lighthouses of Caloundra

It was converted to an automatic electric operation in 1942. The original lighthouse was attended by a single keeper living in the adjacent cottage named 'Valhalla'. He was also the towns postmaster and telegrapher.

The New Caloundra Lighthouse.

With the advent of larger ships, tankers, container ships and passenger liners, Moreton Bay's deep water channel became more important. This justified the construction of a new lighthouse, a modern tower comprising a lighthouse, signal station and a radar station. The concrete lighthouse was built just metres from the old lighthouse. It became fully operational in 1968. A light array using a stack of sealed beams was installed and the signal station was manned continuously. The purpose was to monitor shipping entering Moreton Bay. It marked the entrance to the channel for only a decade because it was progressively blocked by high-rise apartment buildings being erected on the headland which blocked views of the light from sea. The light was downgraded and eventually extinguished in 1992. A new lighthouse was constructed in 1978 at Point Cartwright near Mooloolaba, it is a pentagonal concrete tower with a pre-cast concrete lantern room.



HIGH RISE: The landscape is not quite the same as it once was, but both lighthouses are still standing.

The two Caloundra Lighthouses stood side by side for only three years until the old lighthouse was relocated to Golden Beach by the Caloundra Power Boat Club in 1970.

After many years of disrepair, neglect and the subsequent deactivation of the new lighthouse, the old lighthouse was returned to the headland and restored in 1999 reuniting the two lighthouses. The Canberra Terrace precinct is now as it was in the 1960s. In 2007 Friends of the Caloundra Lighthouses was formed to assist in the conservation and protection of both Lighthouses.

With thanks to the dedicated members of Friends of the Caloundra Lighthouses.



LEFT: Caloundra as it was in the 1940s, before the high-rise took over.

AGM report 2018 by Benjamin Sayers

The Lighthouses of Australia 2018 annual general meeting was held at the Brisbane Maritime Museum, South Brisbane, on Friday 29 June 2018. The meeting was organised to coincide with a weekend of activities for members and participants, including the annual lighthouse staff reunion, as well as a visit to the Caloundra Lighthouses at the invitation of the local friends group volunteers. On the morning of 29 June, Brisbane awoke to a thick, low-lying fog blanketing the city, causing delays for those flying in for the meeting on the day. This exhibited a pertinent reminder of the difficult conditions seafaring travellers once endured, whilst being supported by the exact navigational aids central to LoA's cause. Nevertheless, the fog soon lifted revealing impeccable winter weather for the day's discussions. Members made the journey from across the country to attend, from as far north as Cairns in Queensland and from as far south as Bairnsdale in Victoria.

The meeting's host location, the Queensland Maritime Museum, showcases one of the best public collections of lighthouse and maritime artefacts in the nation. Its centrepiece is the original Chance Bros third order dioptric lens from the 1915 constructed Cape Don lighthouse in the Northern Territory.

It also houses the ex-Bulwer Island lighthouse, which the museum describes as being "a perfect example of the type of construction unique to Queensland".

Prior to the commencement of the meeting, members were granted the opportunity to explore the museum's displays and to absorb the information accompanying the vast collection. Discussion of the administrative formalities commenced from approximately 1pm.

Each incumbent Committee member presented their respective reports to be adopted by those members present. In addition, the 2018- 2019 LoA executive committee was elected, with most position holders nominated to continue for another term.

The Committee welcomed several familiar faces to fill additional positions, with Dirk Selderyk being nominated to the international lighthouse representative position, Janice Haynes being nominated to the merchandise coordinator position and Garry Searle being nominated to the South Australia State Representative position following the meeting. The Chief Archivist position remained vacant following the elections, with Garry Searle nominated to be the acting member for this role.

Following the completion of LoA's procedural responsibilities, members were treated to a fascinating lecture about lighthouse mercury floats, presented by Lyndon O'Grady from the Australian Maritime Safety Authority (AMSA).

Lyndon explained the historical significance of the floats, the principles by which they operate and the challenges AMSA face in order to manage mercury float maintenance where the floats remain in situ. The members were grateful to Lyndon and thanked him for his presentation.

Next, John Ibbotson addressed the meeting with respect to the upcoming celebrations to mark the 200th anniversary of the first exhibition of the Macquarie Lighthouse in New South Wales. To close the meeting, LoA Member and president of the friends of South Solitary Island lighthouse (FOSSIL) Rob Trezise led the room in a discussion about the Coffs Harbour City Council's intention to dishonour documented plans to establish a national lighthouse museum within their shire.

The council's abandonment has resulted in the original Chance Brothers first order lens from the tower being held indefinitely in inadequate storage conditions, rather than being on public display for the community, as agreed and documented by the council.

LoA adopted to assist FOSSIL in their campaign to hold the council accountable.

The weekend of lighthouse-related activities continued on Saturday 30 June with the annual lighthouse staff reunion held at the Ship Inn, South Brisbane, on this day.

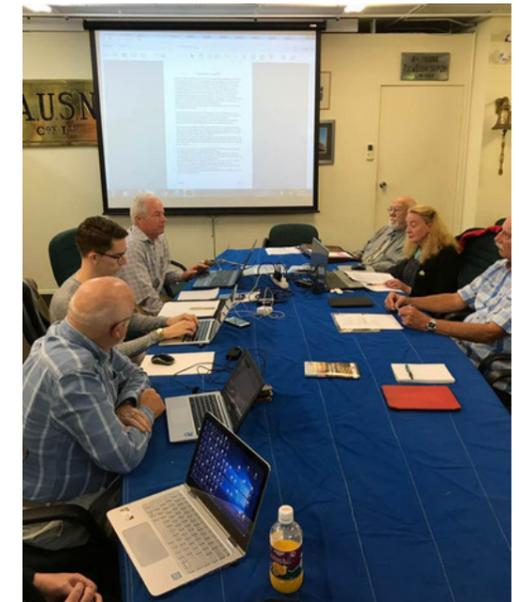
This vibrant gathering was organised and hosted by Jack Duvoisin and proved to be successful, as many lighthouse and maritime-related workers enjoyed a beer and some banter about past times working in their respective areas of expertise.

All LoA members who attended the AGM were also invited to attend the reunion, to network with those having had industry experience and to engage in conversation about a bygone era. Sunday 1 July was scheduled to be the date of a rare opportunity to tour Cape Moreton lighthouse, with registered members booked to attend a full day expedition to the usually-inaccessible tower. Unfortunately in the weeks leading up to the tour, scheduled lead paint removal works at the tower were hampered by inclement weather. As a result, the tower was still an active work site on 1 July and the tour was cancelled on short notice, for health and safety reasons.

In lieu of the trip to Moreton Island, the Friends of Caloundra Lighthouses cordially extended their hospitality and welcomed members and guests to a private viewing of their towers. The Caloundra Lighthouses stand majestically side-by-side on the headland at Kings Beach; a location once vastly exposed, which is now almost completely surrounded by medium and high-density residential development. The original 1896 tower clad in corrugated iron stands approximately 12 metres tall and is flanked immediately to its north-west by the slightly taller contemporary signal station, built in 1968. Both towers are in remarkably good condition with the maintenance and upkeep being overseen by the Friends Group volunteers.

Unfortunately overcast weather prevented the coveted views from the lantern gallery across the plains to the Glasshouse Mountains on the day, however members were able to view spectacular photographs in albums on site. LoA members were grateful to the volunteers for sharing their time, knowledge and passion on the day.

At the conclusion of a very successful weekend of events and scoping forward to next year, it was agreed that the 2019 LoA AGM will be hosted in Perth, in a date range to be confirmed. LoA will also be supporting the activities associated with the 160th anniversary of Cape Schanck Lighthouse in Victoria on 30 June 2019 and all members will be invited to attend the celebrations once the plans have been finalised. The LoA Committee would like to thank all members who attended the AGM in Brisbane, particularly those who travelled a significant distance to participate and look forward to providing further information about all upcoming events.



COMMITTEE: The LoA Committee at the recent AGM in Brisbane. Photo: Rob Trezise.

Photographers venture to Cape Cleveland lighthouse by Peter Braid



THROUGH THE TREES: A photo taken at Cape Cleveland during the photography trip by a younger lighthouse enthusiast, Ethan Braid.

Well after lots of talk about arranging a photography weekend at the Cape myself and Gary John Griffin ran into each other at a photography event and started chatting. After a couple of discussions on what sort of conditions we needed we came up with one weekend that suited but we only had three weeks to arrange and sell.

Not being known for letting a challenge get in the way of a weekend at the Cape it was decided to give it a go.

With under two weeks to the planned date ads were done up and sent out. We managed to fill the 10 spots with one day to spare.

The plan was to take out a group of 10 Tog's (Photographers) plus Gary with Ray, myself, Ethan and Corey to look after them.

We would look after dinner and breakfast, they just needed to bring a swag, tent or mattress and their personal items and be at the new Townsville Boat ramp at 8.30 on the Saturday morning.

We left port just after 9 (one late arrival due to forgetting the most important thing! Their camera gear) we won't say who it was, but we did take it easy on them. We struck it lucky with the weather with near perfect conditions for the almost 2-hour trip to the Cape in Hercules. Once at the Cape everything was unloaded and taken to the top. Sleeping locations were chosen and lunch was had before they all wandered off in different directions to have a look and start snapping.

A quick panicked moving of a couple of swags set up on the helipad when Townsville helicopters dropped in with some sightseers added to the afternoon.

There were three shoots planned where Gary helped with advice on shooting. The first one was a sunset shoot down at the main beach. All done while having some cheese and crackers and a wine of beer. Unfortunately, the sunset wasn't one of the better ones but we all got a couple of nice shots and Gary passed on some great hints and tips.

It was then back up the hill to get ready for a BBQ tea and to get ready for an Astro shoot which was the main reason for choosing the dates we chose. Once again Gary was helping with advice while we cooked tea. Only problem was by the time I had finished the milky way had moved to far away from the light.