

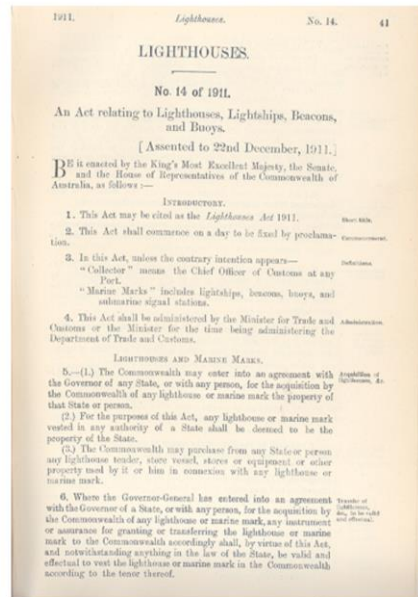
Lighthouses have played a significant role in Australia's history. Today we are going to look at some of the many records we hold at the Archives dealing with the establishment, operation and decommissioning of lighthouses along the Qld coast. Lighthouses are admired for their architecture and spectacular coastal locations. We will take a glimpse of the people who lived and worked in them and the central role these beacons have played both before and since Federation.

Most of the lighthouse records in our collection were created during the 19<sup>th</sup> century, although some were created as late as 1968. On 1 July 1915, control of coastal lighthouses was transferred from state and territory governments to the Commonwealth. The original plans of the lighthouses were also transferred at this time and this is why they are now in our collection. On the left is an original lighthouse plan held in the National Archives collection in Canberra. It is of Green Cape lighthouse which was designed by James Barnet, Colonial Architect of NSW, in the late 1880s. It continues to stand today on the very southern edge of NSW. You can purchase a poster of this image from the Archives shop online. On the right is the plan for the Cape Cleveland lighthouse keepers cottages, which is just off Townsville.

Australia has around 350 lighthouses and many were built near the locations of shipwrecks. The Macquarie Lighthouse at South Head in Sydney was Australia's first lighthouse, built in 1793. The first lighthouse in Queensland was constructed at Cape Moreton in 1857, two years before Queensland separated from NSW.

## Commonwealth responsibility

- Cape Moreton lighthouse  
1857
- Bustard Head lighthouse  
1868 - first lighthouse  
built by QLD government
- *Lighthouses Act 1911*
- Function taken up in 1915



NAA: A1559, 1911/14

National Archives of Australia

naa.gov.au

In the lead up to Federation in 1901, lighthouses and maritime issues were vital to the colonies. During the mid-nineteenth century new ports were being developed along Qld's north coast, including Mackay in 1860 and Bowen in 1864. To reach these ports ships had to navigate the dangerous waters inside the Great Barrier Reef. At this time Qld had only one lighthouse, on Moreton Island, which had been built by the NSW government in 1857.

By the late 1800s states were anxious to transfer the responsibility and expense of maintaining lighthouses to the new Commonwealth.

And so after 1901 maritime navigation and safety became a Commonwealth concern. Progress was slow and in 1909 the government of Alfred Deakin introduced a bill to establish a lighthouse service to be funded by a tonnage due on shipping. The legislation was not passed and two years later in 1911 the bill was reintroduced and this time was successful. This is the front page of the Lighthouses Act here.

However, it wasn't until the 1 July 1915 that control of lighthouses was officially transferred from state and territory governments to the Commonwealth. As we will see many Qld lighthouses were already built

by 1915 when the Commonwealth Government took over. In 1917 the QLD government agreed to transfer 28 lighthouses, 3 lightships and 26 buoys for around 50,000 pounds.

**George Poynter Heath**  
**Chairman of the**  
**Queensland Marine**  
**Board 1869 - 1890**



National Archives of Australia

Image: John Oxley Library - Neg 18171

naa.gov.au

In 1862 George Heath was appointed Portmaster of Brisbane and was also a member of the Immigration Board and the Marine Board of which he became chairman in 1869.

George Heath migrated to Qld in 1859 when he was appointed to the post of marine surveyor in the new colony of Qld. In his thirty-year tenure of office in what became the sub-department of harbours, lighthouses and pilots, Heath was responsible for supervising the opening of 13 new ports, establishing 33 lighthouses, 6 lightships and 150 small lights and marking 724 km of the inner route through the Barrier Reef.

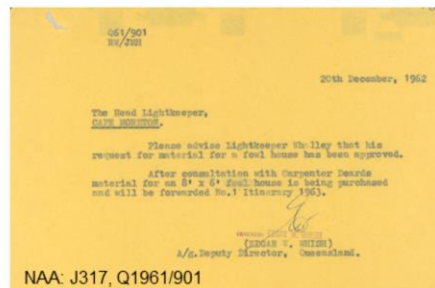
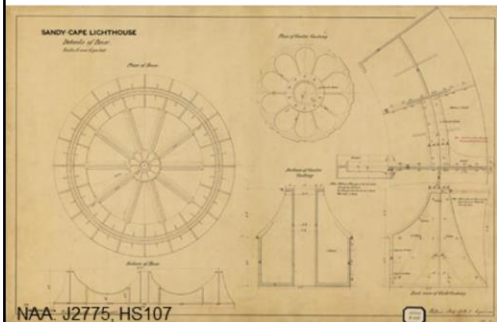
In 1864 a select committee appointed by the Queensland Legislative Assembly recommended that four lighthouses be built: Cape Byron, just south of the border, Sandy Cape on the northern point of Fraser Island, Cape Capricorn on Curtis Island and Bustard Head south of Gladstone. The committee said lighthouses were also desirable at Double Island Point and Lady Elliott Island. The first lighthouse built by the Qld government at Bustard Head was completed in 1868.

## Types of records

- Drawings and specifications
- Log books
- Visitors books
- Meteorological records
- Administrative records

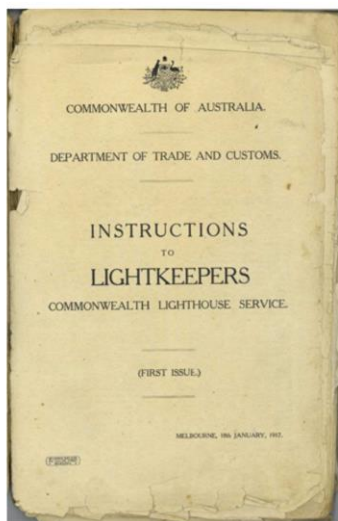
LOG OF <i>Agassiz</i> LIGHTHOUSE STATION <i>June 1861</i> L.S.A.						
Day & Date	Hour	Wind	Weather	Sea	Temp	Remarks
<i>Sunday</i>	4 AM	<i>SW</i>	<i>41</i>	<i>29.75</i>	<i>63</i>	<i>Engine room started</i>
	5 AM	<i>SW</i>	<i>41</i>	<i>29.75</i>	<i>63</i>	<i>Boatyard 1st 2nd water</i>
	6 AM	<i>SW</i>	<i>41</i>	<i>29.75</i>	<i>63</i>	<i>Boatyard 1st 2nd water</i>
	7 AM	<i>SW</i>	<i>41</i>	<i>29.75</i>	<i>63</i>	<i>Boatyard 1st 2nd water</i>
<i>Sunday</i>	4 AM	<i>SW</i>	<i>3</i>	<i>29.75</i>	<i>63</i>	<i>Engine room started</i>
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	7 AM	<i>SW</i>	<i>3</i>	<i>29.75</i>	<i>63</i>	<i>Boatyard 1st 2nd water</i>

NAA: BP306/8, VOLUME 1

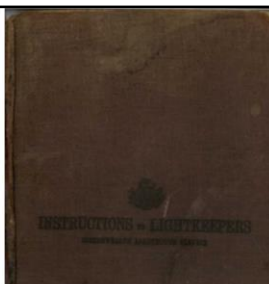


The National Archives holds many records relating to the operation of Australian lighthouses. Dating from the mid 19<sup>th</sup> century, these include drawings and plans, logbooks, visitors books and weather reports as well as central administration records. The drawings of lighthouses are really quite spectacular to look at, they include plans of the lights, store rooms, watch houses and residences of the light keepers.

## Lighthouses and their keepers



NAA: P2175, INSTRUCTIONS TO LIGHTKEEPERS 1 OF 3  
National Archives of Australia



NAA: A1500, K10614

INSTRUCTIONS TO LIGHTKEEPERS.

1. The Lighthouses Districts, Officers-in-Charge and Headquarters are as under:—

District	Officer-in-Charge
No. 1. Northern Territory	District Officer, Fremantle.
Western Australia	
No. 2. Queensland	District Officer, Brisbane.
No. 3. Victoria	District Officer, Melbourne, also

8A. Excessive quantities of intoxicating liquor are not to be taken to a lightstation by a lightkeeper or other employee or any other person resident on the station. The Head Lightkeeper must bring under notice any breach of this instruction and must report immediately any case in which the efficiency of a lightkeeper is impaired or the harmony of the station disturbed by the consumption of intoxicating liquor by any employee or other person.

The introduction of intoxicating liquor by visitors is prohibited, vide paragraph 76 of Instructions.

NAA: A1500, K10614 - Lighthouses and beacons - Grassy Hill lighthouse, Cooktown Queensland – 1963

NAA: P2175, INSTRUCTIONS TO LIGHTKEEPERS 1 OF 3 - Printed Book - 1 of 3 - Instructions to Lightkeepers, Commonwealth Lighthouse Service - first issue 18 January 1917 - amendment dates include 1932, 1941, 1953 and 1954 – READ OUT FIRST!

These are Instructions to Lightkeepers first issued by the Government in 1917.

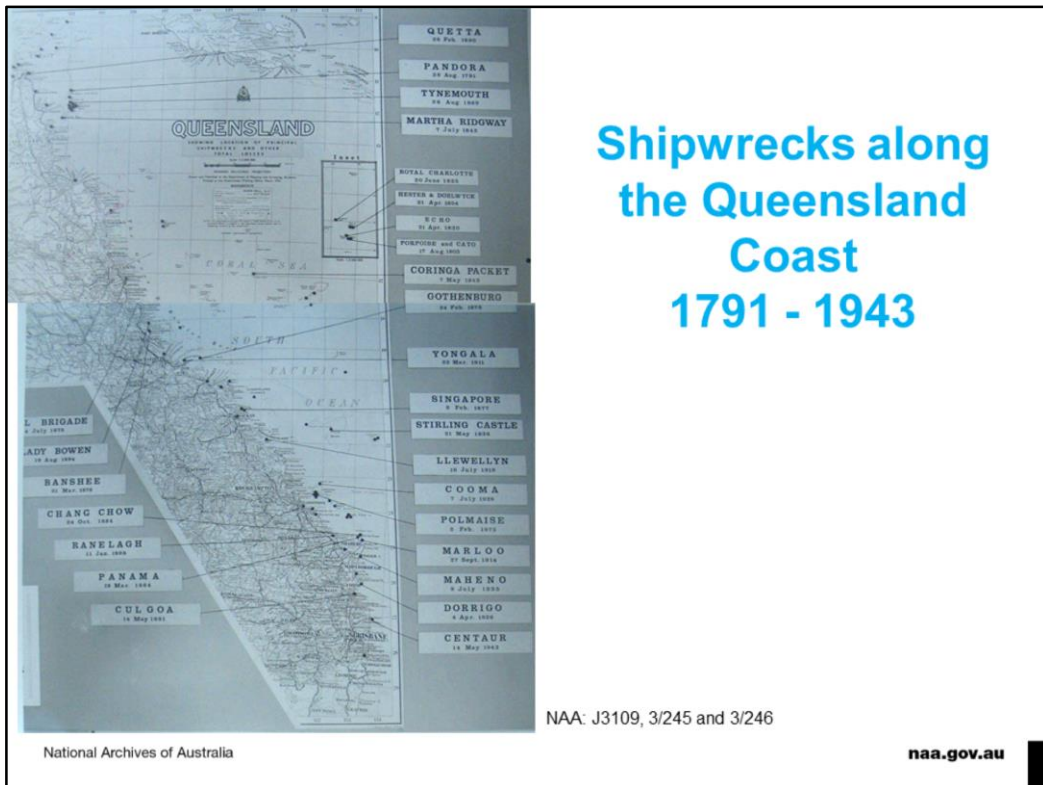
Instruction 8A: 'Excessive quantities of intoxicating liquor are not to be taken to a lightstation by a lightkeeper or other employee or any other person resident on the station. The Head Lightkeeper must bring under notice any breach of this instruction and must report immediately any case in which the efficiency of any lighthouse keeper is impaired or the harmony of the station disturbed by the consumption of intoxicating liquor by any employee or other person'.

People who worked for the Commonwealth Lighthouse Service referred to it as working for 'the lights'. 216 existing lighthouse keepers were transferred to the Commonwealth service in 1915. Their annual salaries ranged from 132 pounds for an assistant to 210 pounds for a head keeper. And they were allowed 24 days annual leave. The service

excluded women, but through illness or absence of lighthouse keepers, their wives were known to have acted as temporary keepers. The lighthouse keeper's first duty was to keep the light working but they had to be multi-skilled. A lighthouse keeper's duties included cleaning the lens, washing down the sea spray, oiling the clockwork cables and weights to keep the lights turning, reporting on maritime weather, unloading stores, grass-cutting and collecting firewood. And there was always the painting.

Australian lighthouse keepers, unlike those in Britain, brought their families to the lightstations. They lived in a specifically built cottage on the site. Usually the head keeper had a separate house and the assistant keepers had adjoined accommodation. The stations, often in remote locations, formed tiny, unique communities. Lighthouse families grew fruit and vegetables, kept goats, chooks and cows, and caught fish to supplement the sometimes long-delayed supplies.





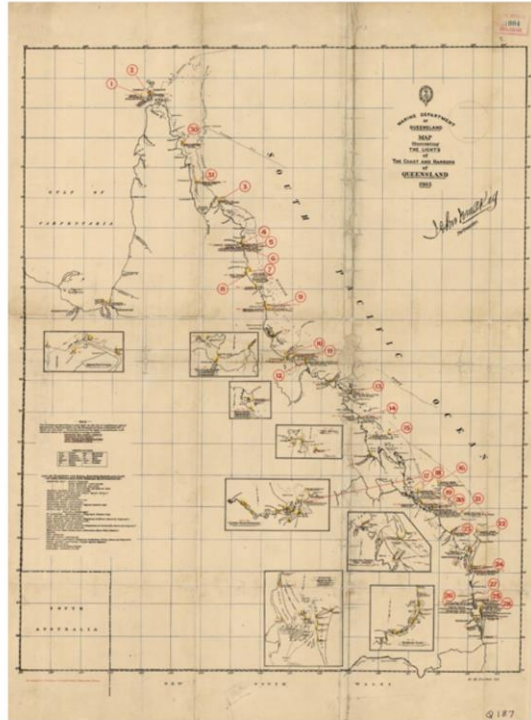
NAA: J3109, 3/245 - Photograph of a map showing the positions of ship wrecks in Queensland. Ships included are the Lady Bowen, Banshee, Chang Chow, Ranelagh, Panama, Culgoa, Yongala, Singapore, Stirling Castle, LLeuwellyn, Cooma, Polmaise, Marloo, Maheno, Dorriggo and the Centaur [1875-1943]

NAA: J3109, 3/246 - Photograph of a map showing the positions of ship wrecks in Queensland. Ships included are the Yongala, Singapore, Gothenburg, Coringa Packet, Porpoise, Cato, Echo, Hester, Doelwyck, Royal Charlotte, Martha Ridgeway, Tynemouth, Pandora and the Quetta [1791-1842]

Here we have a couple of maps from our collection that have been stitched together to show some of the major wrecks along the Queensland coast, including from the Pandora in 1791 to the Centaur in 1943.

Over 1,800 ships have been wrecked on the Queensland coastline and there is no doubt that without lighthouses this number would have been much higher. The lighthouses, which allowed safe passage, were very important in the development of commerce and communication in Queensland. Keeping the lights burning to guide and protect ships was a lighthouse keeper's main duty. While many keepers helped rescue people from shipwrecks, this was not their key responsibility.

## Map of lighthouses on the coast of Queensland - 1903



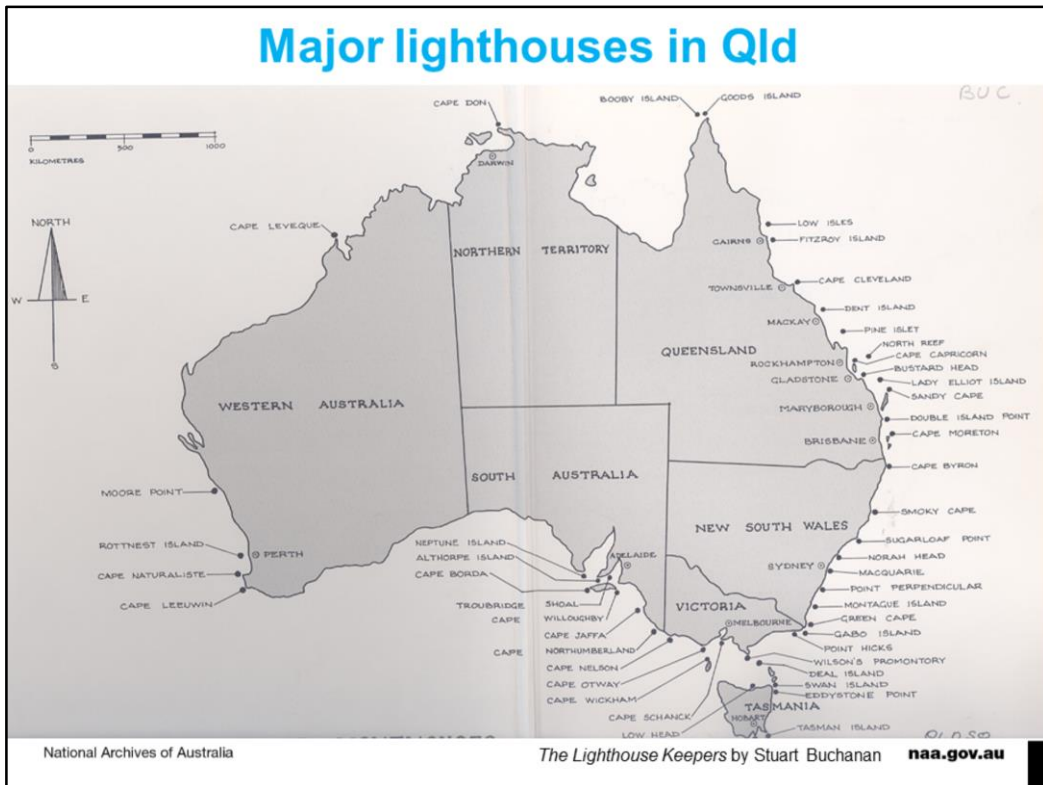
National Archives of Australia

NAA: J2775, Q187

naa.gov.au

NAA: J2775, Q187 - Map Illustrating Lights [Lighthouses] on the Coast and Harbours of Queensland in 1903

This map would have been created by the Qld State Government, then transferred around 1915 to the Commonwealth Lighthouse Branch.



This is a map which shows us the major lighthouses built along Queensland's coast. We will be looking at the records of 11 of them this morning, starting with Cape Moreton as it was the first built in Qld. We will look at the lighthouses in chronological order according to when they were established.

Most of the records I am about to show you are located here in our Brisbane office. Generally, state offices hold records on the lighthouses that are located in their state.



## Cape Moreton Lighthouse: Moreton Island - 1857

NAA: J2775, HS1001 - Cape Moreton Lighthouse - Section and Elevation - 1854

NAA: J2775, HS142 - Cape Moreton - Lantern and parabolic light apparatus, 1856

The first lighthouse in Qld was built at Cape Moreton on Moreton Island in 1857 – this was two years before we separated from NSW.

The waters in Moreton Bay were notoriously dangerous – in 1847 44 lives were lost when the steamship *Sovereign* was wrecked on the South Passage bar.

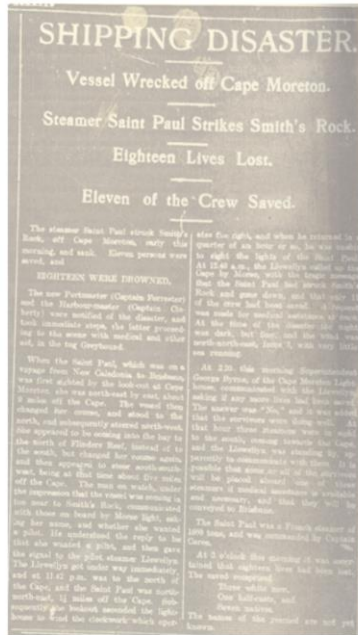
On the left is the 1854 plan for the lighthouse. On the right we see the detail of the lantern and parabolic light apparatus. In 1853 Alexander Beazely was appointed by the NSW Colonial Architect's Office as the First Foreman of Works in NSW and worked on the lighthouse at Cape Moreton.

The Cape Moreton lighthouse was built from locally obtained sandstone and was constructed by stonemasons, working with convict labourers. It was designed by the architect Edmund Blacket, Colonial Architect for NSW. The original source of light for this lighthouse was an oil wick. This was converted to pressurized acetylene gas in 1930, then to 240 volt

electricity in 1937 and finally, to solar power in 1993. The lighthouse structure has survived to the present day and remains active.

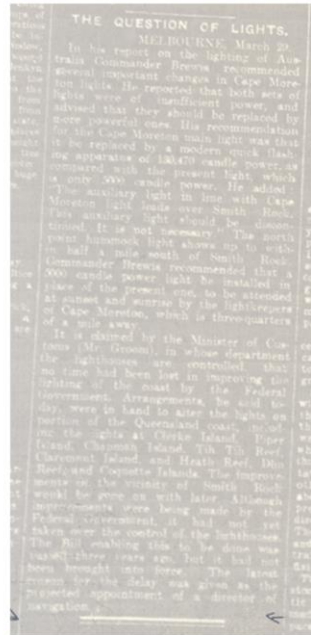
The Australian lighthouse design comes from the classic British lighthouse – a tall tapered building built to resist wind and wave actions. Lighthouses have been made from such varied materials as corrugated iron, double brick, stone and reinforced concrete. The distance the light travels depends on its design and the fuel that powers the light. At various times lighthouses have been powered by whale oil, coal oil, kerosene, acetylene, electricity and solar power. From the mid-nineteenth century the Chance Brothers of Birmingham, England, provided much of the optical equipment in Australian lighthouses. Australian lighthouses were mostly made of prefabricated cast iron and shipped in numbered crates to Australia. They were able to supply a whole prefabricated lighthouse and assemble it on a chosen site.

## Cape Moreton shipwreck 'Saint Paul' - 1914



National Archives of Australia

NAA: J317, Q1986/608 – Brisbane Courier



naa.gov.au

NAA: J317, Q1986/608 - Australian Maritime Safety Authority - Acts and regulations - Marine surveys wrecks and salvage - "Saint Paul" wrecked off Cape Moreton [Articles from the Brisbane Courier].

Lighthouse log starts 1959.

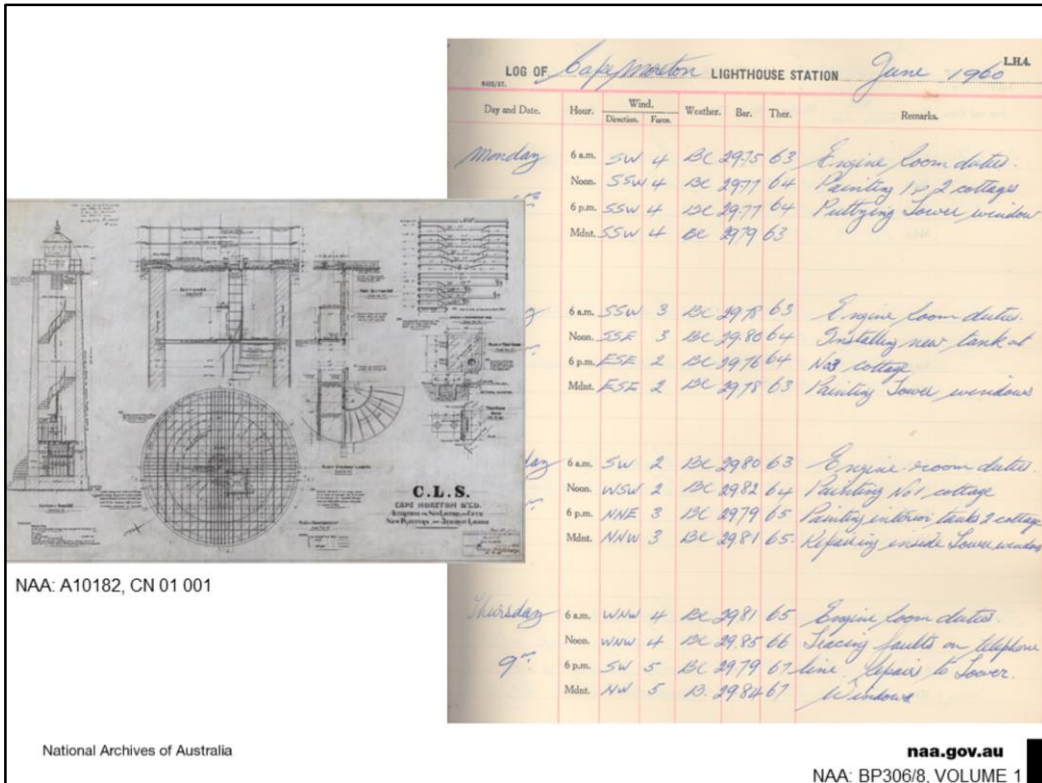
Around midnight on 27th March 1914 a steamer called the Saint Paul was wrecked off Cape Moreton. The lighthouse keeper sighted the vessel about nine miles off Cape Moreton repeatedly changing course and coming dangerously close to Smith's Rock. 'The man on watch, under the impression that the vessel was coming in too near to Smith's Rock, communicated with those on board by Morse light, asking her name and whether she wanted a pilot.' However, before the pilot reached the vessel the Saint Paul struck an unknown pinnacle near Smith's Rock and sunk in approximately four minutes. The pilot steamer 'Llewellyn' recovered 11 survivors and a further eighteen people were drowned. Prior to this wrecking event the Waipara and the Aarhus had been wrecked on Smith's Rock. For years the shipping community had endeavoured to get a light placed on the rock, but without avail.

There were many newspaper articles written on the disaster. The article on the left tells the story of the ship striking rocks and of the rescue operation. It also describes the communication of messages by the

lighthouse keeper. 'At 2:20am this morning Superintendent George Byrne of the Cape Moreton Lighthouse communicated with the Llewellyn, asking if any more lives had been saved. The answer was 'no' and it was added that the survivors were doing well.'

The article with the heading 'The Question of Lights' on the right provides information on the recommendations of Commander Brewis. Brewis was a retired naval surveyor who was commissioned by the Commonwealth government to report on the condition of existing lights and to recommend any additional ones. 'In his report on the lighting of Australia Commander Brewis recommended that both sets of lights at Cape Moreton were of insufficient power and advised that they should be replaced by more powerful ones.'

I found these articles on a correspondence file created by the Deputy Director of Lighthouses and Navigation. You will not find a record on all shipwrecks in the Archives, records were only created if there was a need by the Government to do so.



NAA: A10182, CN 01 001

National Archives of Australia

naa.gov.au

NAA: BP306/8, VOLUME 1

NAA: BP283/1, CAPE MORETON - Cape Moreton Lightstation – Monthly report of watches kept and duties performed, 1953-71

NAA: BP306/8, VOLUME 1-3 - Cape Moreton Lighthouse Station log books [1959-66]

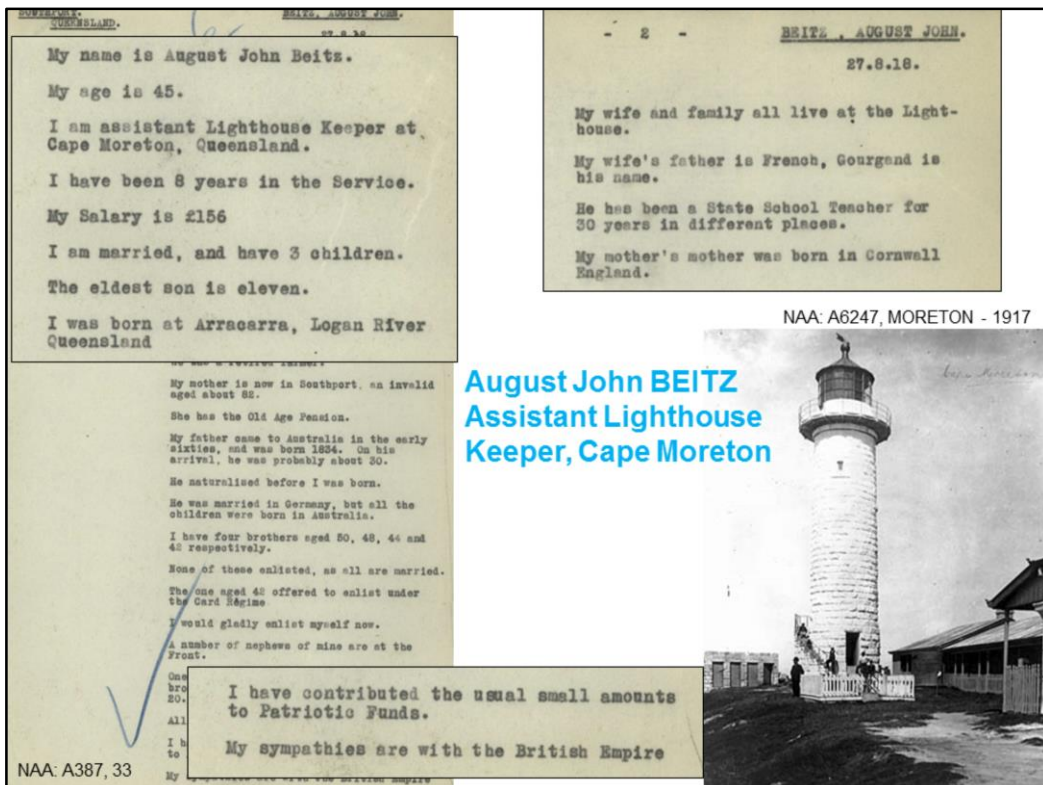
NAA: A10182, CN 01 001 - Cape Moreton - Tower, masonry, 60ft - Alterations for new lantern and optic - New platform and stairway landing (Tower increased in height with new lantern and lens 1930, light converted to electric 27/8/37)

This is a page taken from the log book of the Cape Moreton lighthouse for a week in June 1960. One of the things that lighthouse keepers recorded was their daily tasks. This log book records the date, the wind direction and speed, the weather and then lists what duties were carried out by the lighthouse keeper. It looks like during this week the lighthouse keeper was busy with tasks such as engine room duties, painting cottages and undertaking a stores trip. Unfortunately our log books don't start until the 1930s and for some lighthouses not until the 1950s.

The 1929 plan on the left, depicts the alterations for a new lantern and a new platform and stairway landing at Cape Moreton. In 1930 the tower increased in height when this new lantern and lens were added.

By looking at all the different types of records you can trace the history of a lighthouse from when it was built right up to it's closure.





NAA: A387, 33 - BEITZ, AUGUST JOHN : Assistant Lighthouse Keeper, Cape Moreton, Queensland : Declared at Southport 27 Aug 1918

During WWI all enemy aliens had to report to the Government, including those working for the Commonwealth. These records consist of statements made by alleged enemy subjects in 1917-1919 employed by the Commonwealth Government. They were created to record the personal histories of suspected enemy aliens within the Public Service, and the individuals under investigation were often of German parentage and in many cases naturalised citizens.

This is the document of evidence for August John Beitz, the assistant lighthouse keeper at Cape Moreton. You can see from this record that he was actually born in Qld, however his parents were born in Germany which is why he was recorded. It says he has four Australian-born brothers and one of his nephews was killed in Belgium. 'My sympathies are with the British Empire'.

Some lighthouse keepers who were enemy aliens were suspended from duty for the duration of the war.

## Bustard Head Lighthouse: east of Gladstone - 1868



National Archives of Australia

Image: SLQ - 1902

naa.gov.au

Image: John Oxley Library, SLQ

Lighthouse keeper, Thomas Rooksby in front of the lighthouse and the original cottages at Bustard Head, 1902

The next lighthouse built in Qld was at Bustard Head, just east of Gladstone. I was going to save this one till the end because it has so many stories but because I'm such a stickler for order I had to do it next. Built in 1868, it is the second-oldest lightstation in Qld, following Cape Moreton Lighthouse and the first to be built in Qld after its formation in 1859.

We'll be looking at this lighthouse in some detail because it really has had a checkered history. There is a great book – *Lighthouse of Tragedy* written by ex lighthouse keeper Stuart Buchanan which goes into this in detail and from which I have got a lot of the background information.

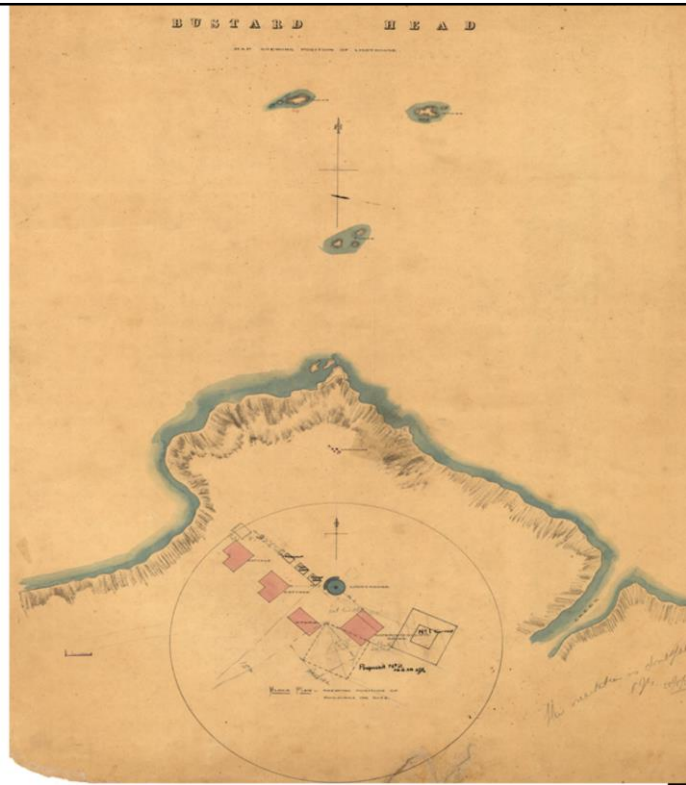
## Extract from Cook's log

*Upon the shore we saw a species of bustard, one of which we shot, it was as large as a turkey, and weighed 17 pounds and an half. We all agreed that this was the best bird we had eaten since we left England; and in honour of this we called this inlet Bustard Bay.*

In 1770 Captain Cook, accompanied by Banks and Solander, went ashore with a party of men where they followed the creek into a large lagoon now known as Round Hill Creek. They found fresh water and as well as collecting a number of species of flora they found their next meal.

## Bustard Head Map - 1938

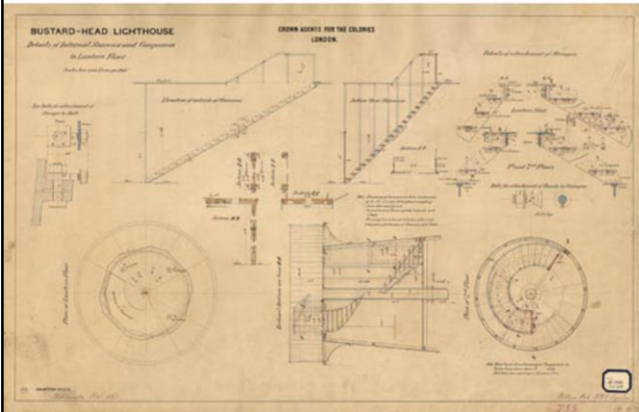
NAA: J2775, C113  
National Archives of Australia



NAA: J2775, C113 - Bustard Head - Map Showing Position of Lighthouse - 1938

Here is a 1938 map which shows the location of each of the buildings.

## Drawings and specifications – 1865



NAA: J2775, HS124

National Archives of Australia

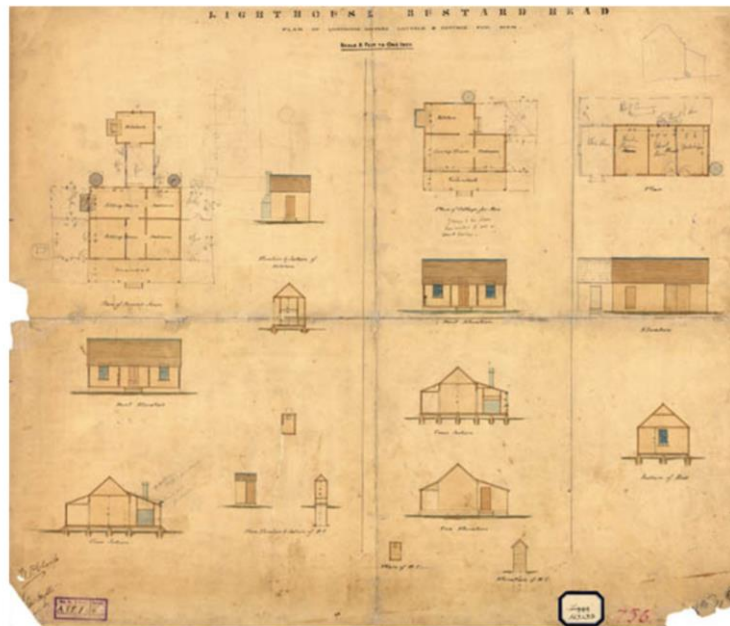


NAA: J2775, HS128

naa.gov.au

These are two plans created in 1865 detailing the internal staircase on the left and the external staircase on the right at Bustard Head.

## Bustard Head - Building plans, 1867



National Archives of Australia

NAA: J2775, HS139

naa.gov.au

This is an 1867 drawing of the buildings surrounding the lighthouse at Bustard Head.

A disaster occurred in 1932 when fire destroyed cottage number two and three at Bustard Head, shown in this drawing here. Everything was lost in the fire except for the sewing machine which had been on the front veranda. The two assistant keepers and their families had lost everything and were forced to all share the one remaining cottage for a couple of days until they were evacuated to Gladstone. The keepers wrote to the department claiming compensation, but were refused and shortly after a memo was issued saying that the keepers were responsible for insuring their own belongings. The Commonwealth could not afford to replace the two cottages that were burnt down for several years.

## Fire destroys cottages – 7 May 1932

### BUSTARD HEAD FIRE.

Two cottages at the Bustard Head light station, near Gladstone, were gutted by fire early on Saturday evening, but no damage was done to the lighthouse, and the light was functioning as usual. The dwellings were used by the lighthouse staff, and as far as can be ascertained the fire originated in what is known as No. 3 cottage. Fanned by a strong breeze the flames quickly gutted the building, and spread to the adjoining cottage. This was destroyed within 10 minutes. No. 1 cottage was saved, as also was the feed room. The cottages, the property of the Commonwealth Government, were not insured.

National Archives of Australia

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Image: SLQ - 1934

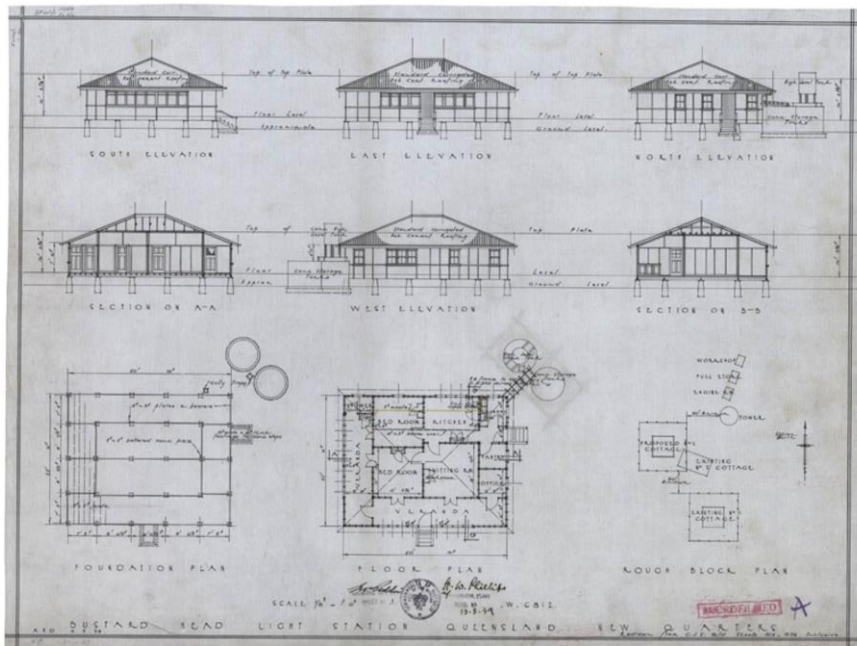
Image: Trove

naa.gov.au

9 May 1932 – Maryborough Chronicle.

Image: SLQ - Bustard Head Lighthouse and cottages, 1934 – 2 years after fire.

## Plan for new accommodation



National Archives of Australia

NAA: J2774, W6812

naa.gov.au

NAA: J2774, W6812 - Bustard Head Light Station - New Quarters No. 2 - 1939

Unfortunately the cottages had not been insured by the Department either and so for the next three years Bustard Head was a 'bachelor station' with the three light keepers sharing the last remaining cottage.

The construction for the new cottages began in 1935.



## Changes made to the lighthouse – 1930s



BUSTARD HEAD LIGHTHOUSE.  
(Photo. by W. C. Worthington, Turkey Stat

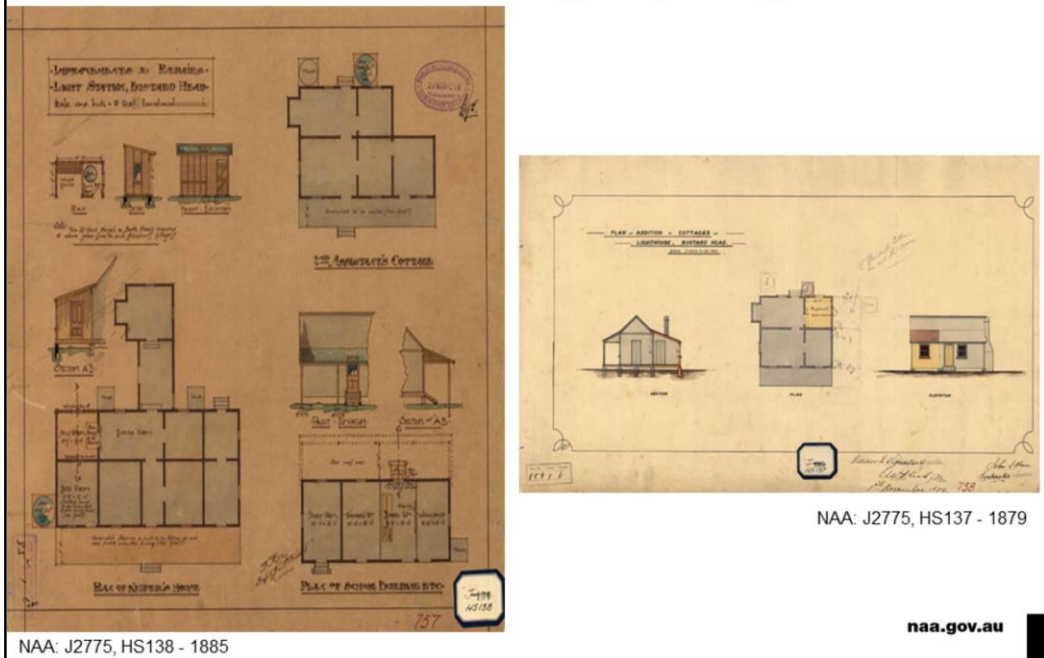
National Archives of Australia



naa.gov.au

At the same time that the cottages were being built there were changes made to the lighthouse – the external staircase was removed.

## Plans for additions to the schoolhouse (1885) and the cottages (1879)



NAA: J2775, HS138 - Bustard Head - Details of addition to cottages and school building – 1885  
 NAA: J2775, HS137 - Bustard Head - Details of addition to cottages – 1879

Here we have a couple of plans which show us what the cottages and the school house looked like.

For years before 1915 many keepers and their families had lived in unsuitable accommodation, because the States, anticipating the Commonwealth take-over, were reluctant to spend money on improvements to living quarters. Then when the Commonwealth did assume control, wartime priorities precluded this type of expenditure.

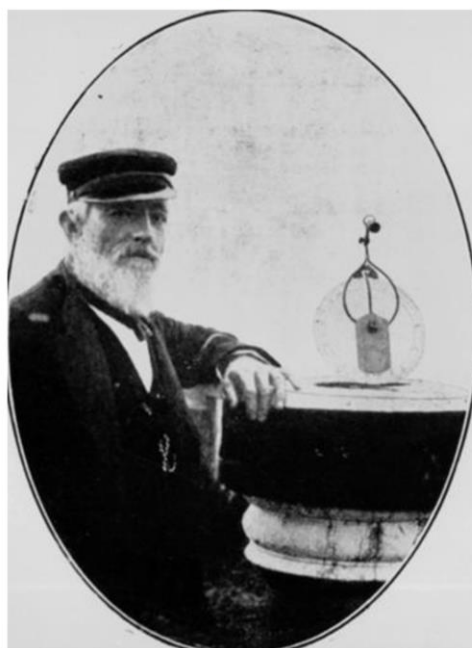
A school was opened at the Bustard Head lighthouse in 1882 with 10 children and 1 teacher. After 35 years the school closed in 1917, it had had 19 teachers over that time.

The first teacher was William Jackson who was paid £50 per year with £10 of that coming from the children's parents. By the end of the first year the number of children had risen to 13. Unfortunately two years later Jackson retired due to ill health – a decision that appears to have been regretted by all. The next teacher was a Mrs Margaret Kenny who

resigned within the month saying that she had difficulty controlling the children and she believed that the parents should pay £15 not £10. The parents asked her to reconsider which she did, however I couldn't find out if she did so because they agreed to pay her the extra.

## Lighthouse Keeper, Bustard Head

Thomas  
Rooksby



National Archives of Australia

Image: SLQ

naa.gov.au

Image: John Oxley Library, SLQ, undated

This is the first lighthouse keeper on Bustard Heads, Thomas Rooksby, who is standing here beside the time-measurer he invented. He had an interest in celestial-navigation and this led him to invent this instrument which accurately measured time by the movement of the stars from east to west.

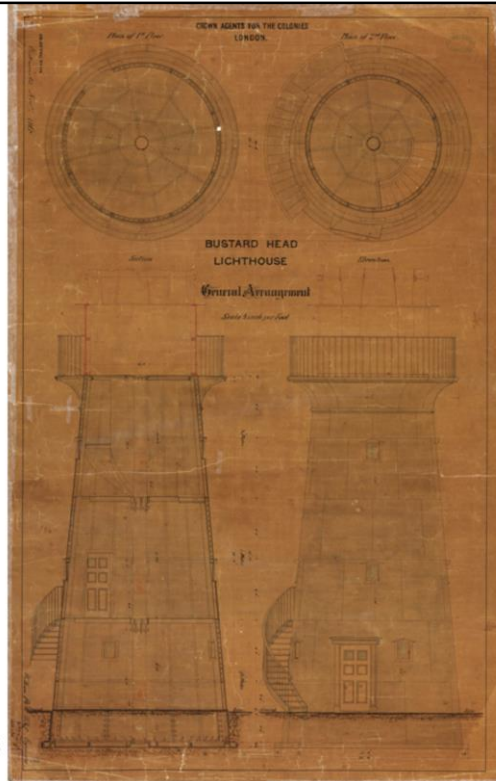
At 37 years old, Thomas Rooksby was appointed as the first head lighthouse keeper at Bustard Head and was in the position until he was 71 years old. So he was in the position for 34 years. He and his wife Annie had no children but the other assistant keepers James Phillips and Nils Gibson did have families.

James and Kate Phillips had four children and unfortunately their seven-week old son Henry died of “constitutional weakness” in 1879 and was buried in the first recorded grave in what was to become the Bustard Head Cemetery. Nils and Kate Gibson had four daughters. These large families created some difficulties, as the two assistant keepers and their families were each living in one bedroom cottages.

**First death  
occurred during  
construction,  
1867**

National Archives of Australia

NAA: J2775, HS134 - 1865



NAA: J2775, HS134 - Bustard Head - Details of lighthouse general arrangement – 1865

Over the 118 years that the lighthouse was manned a number of tragedies occurred for those living on the station. The Bustard Head cemetery contains the bodies of many of those who lost their lives at this lighthouse.

Its first victim was a workman, who suffered a blow to his head during the lighthouse's construction and died the next day.

## The Gibson Family



Left to right: Sarah-Jane, Nils, Annie and Kate

Image: news.com.au

National Archives of Australia

naa.gov.au

The next tragedy occurred in 1887. Kate Gibson, the 49 year old wife of lighthouse keeper Nils Gibson, went for a walk and disappeared. When after some hours she hadn't returned her daughters set out to look for her and it was 19 year old Annie who made the gruesome discovery of her mother lying with an arm across her chest and a gaping wound in her neck.

Nils, who had been away from home on an overnight trip and had joined the search upon his return soon realised that one of his razors was missing and some days later it was found under a tree root, covered in blood, close to where the body had been found.

Kate's death was ruled a suicide and she was buried in the cemetery on Bustard Heads. Nils was 59 when his wife died, and had been at Bustard Head for 15 years.

## Site of a drowning tragedy – 1889



Almost two years after Kate's death, Nils, his 20-year-old daughter Mary, assistant keeper John Wilkinson, his wife Elizabeth and a telegraph repairman named Alfred Power from Miriam Vale set off from Bustard Head on a sailboat, taking the telegraph official on his way home. They didn't make it far.

When the boat was about 450m clear of the shore Nils gave the order to John Wilkinson to tack so that they could get into smoother water. He succeeded after two attempts, but in doing so the boat began to tilt over. The passengers began to panic and some stood up causing the boat to capsize and throwing everyone into the water.

Although there were valiant attempts by both Nils and John Wilkinson to save the lives of their loved ones they were unsuccessful. Nils had made it to shore and Wilkinson had managed to clamber on the upturned boat and had grabbed hold of his wife managing to hang on to the shoulder of her dress and hair – he kept her afloat for an hour – the time it took for the boat to be washed to shore. However by the time he and Nils dragged her to dry land she was unconscious and was unable to be revived. Elizabeth Wilkinson was only 39 years old and had been living at the lightstation for a short period of time when she died leaving four young children.

Elizabeth, Alfred the repairman and Nil's daughter Mary all drowned. Nils

searched high and low but he never found his daughter's body. In those days the women would have been wearing very heavy clothes which would have made it extremely difficult to swim, if they even could swim. When this incident occurred the head keeper, Rooksby, was on leave. He had made a rule that no more than one woman was allowed in a boat at one time, and this rule was obviously broken on this occasion.



## Triple drowning

### Report by Portmaster Heath to Parliament 1889

A sad accident causing the death of three persons by the upsetting of the boat, has cast a gloom over the establishment at Bustard Head Lighthouse. Unfortunately the Superintendent was absent at the time obtaining medical advice, or the accident probably would not have happened. The loss was not caused by any defect in the boat, but by want of ordinary care and presence of mind in those in her. Two of the bodies were recovered and buried at the lighthouse; one was not found.

National Archives of Australia

naa.gov.au

The headkeeper, Superintendent Rooksby and his wife were in Brisbane on leave and during his absence Nils Gibson was in charge.

This report seems to indicate that if Rooksby had been at the lightstation he would not have allowed the two women to go in the boat with the men. Whether his criticism was justified or not it was something that Nils Gibson had to live with for the rest of his life.

The deaths of Kate and Mary affected Nils very much and six years later Nils became ill. He died in 1896 from cirrhosis of the liver and he too was buried at Bustard Head.

## Another tragedy, 1898 – 2 year old Milly



Image: news.com.au

National Archives of Australia

naa.gov.au

Two months after the death of Nils, the wife of assistant lightkeeper Ernest Waye whose name was Paulina gave birth to a little girl they named Milly.

When she was 20 months old she was accidentally scalded by boiling water and because they were so far from any help she survived in excruciating pain for nine hours before succumbing to her injuries. She too was laid to rest in the cemetery.

## The 'Turkey' Station tragedy – 1912



Image: news.com.au

National Archives of Australia

naa.gov.au

In 1906 Frederick Anderson arrived at Bustard Head as head lighthousekeeper – over time he and his wife lost 6 of their children.

When one of their daughters, Edith, turned 16 she went to work as a domestic servant at a cattle property, known as Turkey station. Here she became involved with another employee George Daniels. Daniels was of Kanaka/Chinese descent and so at that time it was not appropriate for Edith to mix with him. A year later Edith ended her association with Daniels and returned to Bustard Head – a man named Arthur Cogzell from a nearby station, who was fond of Edith, escorted her on horse back to Bustard Head. George Daniels followed them and shot Arthur, who bled to death, then he apparently left with Edith. Arthur could still talk when he was found and told police where the other two went. There had been lots of rain at the time and the trackers could not follow the horse trail. They later found the horse, but Daniels and Edith were never found, even after an extensive 10 month search.

Edith is seen here standing behind her Father (with the cap on). This is taken in 1908 when there were 17 children living at the station. Sister Ethel is sitting at the left hand side on the second row.

**Queensland.**  
 Brisbane, April 16.  
**THE TURKEY STATION MURDER.**  
 The Commissioner for Police received a telegram to-day, from Inspector Short, of Maryborough, stating that the two blacks, recently seen in the district, had been traced, but it was found that neither was the half-cast named Daniels, who is wanted in connection with the Turkey Station murder. The search for Daniels and the girl he abducted is proceeding.

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Images: Trove

National Arch

**Article in Queensland Times  
 April 17<sup>th</sup> 1912**

**£500  
 REWARD.**

Home Secretary's Department,  
 Brisbane, 20th November, 1912.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to direct that a Reward of £500 be paid for such information as will lead to the apprehension and conviction of a half-caste named GEORGE DANIELS, who is alleged to have shot, on Monday, the 11th February, 1912, one Arthur Cogzell, while the said Arthur Cogzell was accompanying a girl named Edith Anderson from Turkey Station, where she was employed, to her home at Bustard Head, and who, after shooting the said Arthur Cogzell, took the girl away with him, neither of whom has since been seen or found; and that a Pardon be granted to any person who may be concerned in the crime, and being the principal offender, who may give such information.

J. GEO. APPEL.

**DESCRIPTION AND PORTRAIT OF  
 GEORGE DANIELS.**

GEORGE DANIELS, otherwise George Douglas, is wanted for the murder of Arthur Cogzell, near Turkey Station, Gladstone District.



Offender at the time was 18 years of age, 5 feet 7 inches high, slight build, 9 stone 7 lb. weight, smart appearance, dark hair inclined to be straight, very small dark moustache, dark eyes; a stockman or horse-breaker; a native of Murray's Creek, between Miriam Vale and Bundaberg; was dressed, when last seen on the 11th February, 1912, in a grey crimean shirt, brown beaver trousers, elastic-side boots (size 6), no hat; can read and write. His mother is a half-caste Chinese and his father is a Kanaka. Any person having information regarding the above should communicate with the nearest police.

Afterwards the Qld government offered a 500 pound reward for information on George Daniels.

The 10 month search for George and Edith was the most expensive undertaken until that date. There was no further word for either of them and in December the search was abandoned.

Things did not get any better for the Anderson family – just a few weeks after Edith disappeared her 21 year old sister Ethel died after suffering an epileptic fit and she was buried near her baby sister Mary at Bustard head.

## Cyclone Emily hits Bustard Head - 1972

Station <u>Bustard Head</u>		Week Ending <u>27 APR 1972</u>					
Day and Date	On Duty and Attention to Light			Remarks	Meteorological Reports		
	From	To	Light		Signature of Lightkeeper	Time of Obs.	Initials
Sat. April 1 <sup>st</sup>	"	"	"	<i>[Signature]</i>	Routine Day Am duties. Lookout kept from 10:30 for yachts in the Brisbane - Gladstone race. Very bad weather. Stowing & securing gear etc against Cyclone Emily.	"	<i>[Initials]</i>
	"	"	"	<i>[Signature]</i>	Midnight weather done by R. Davies →	"	<i>[Initials]</i>
Sund. 2 <sup>nd</sup>	"	"	"	<i>[Signature]</i>	Routine Day Am duties. Cyclone Emily. Yacht Aust. Maid Survivors (2) reached station 1200 office & Police informed & heard. notified. Main light exhibited all day & lookout kept. Boat launched given to survivor & reach this over. turned 300000 & 1 body found - 1 missing still.	"	<i>[Initials]</i>
	"	"	"	<i>[Signature]</i>		"	<i>[Initials]</i>

*[Signature]* John Atterton  
Head Lightkeeper

27 / 4 / 19 72  
Date

NAA: J1135, 1

National Archives of Australia

naa.gov.au

NAA: J1135, 1 - Bustard Head Lightstation logs – 1970-74

Moving forward many years now - on the 31<sup>st</sup> March 1972 just as the Brisbane to Gladstone yacht race was heading up the coast word arrived about the imminent arrival of Cyclone Emily.

Many of the competitors withdrew, but some were past the point of no return and deemed it safer to continue rather than attempt to turn back. The four man crew of the *Istria* disappeared and were lost. The yacht *Australian Maid* foundered just off Bustard Head, with five men being washed overboard. Two men were washed ashore and knowing that the lighthouse was nearby scrambled through the scrub to get there. The third surviving crewmember was found by one of the lightkeepers some time later.

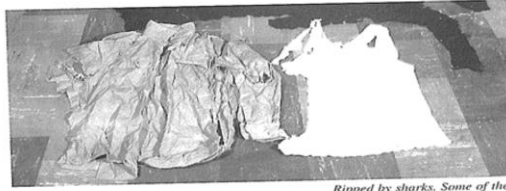
Here is the lightstation weather log which shows the events of that day.

Sat April 1<sup>st</sup> – Lookout kept from 10:30 for yachts in the Brisbane-Gladstone race. Very bad weather. Stowing and securing gear ect

against Cyclone Emily.

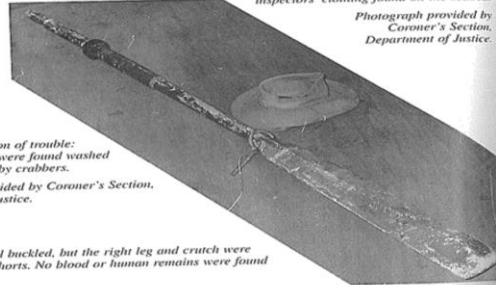
Sun April 2<sup>nd</sup> – midnight weather done by R Daries. Yacht Australian Maid survivors (2) reached station 12:00. Office and police informed and search instituted. Main light exhibited all day and lookout kept. Assistance given to survivors to reach their overturned trimaran and 1 body found – 1 missing still.

## Shark Attack? Bustard Head 1972



*Ripped by sharks. Some of the fisheries inspectors' clothing found on the seabed.*

*Photograph provided by Coroner's Section, Department of Justice.*



*The first indication of trouble: this hat and ear were found washed up on the beach by crabbers.*

*Photograph provided by Coroner's Section, Department of Justice.*

*The belt was still buckled, but the right leg and crutch were torn out of the shorts. No blood or human remains were found on the clothing.*

*Photograph provided by Coroner's Section, Department of Justice.*



Image: *Lighthouse of Tragedy*

National Archives of Australia

naa.gov.au

A few of months after Cyclone Emily had passed through a couple of Inspectors arrived from Harbours and Marine to undertake a routine inspection. They were mainly interested in the activities of crabbers who lived in the shacks around the local creeks.

The two men were seen on the morning of June 22<sup>nd</sup> as they set off from near the lighthouse in their dinghy and nothing more was heard. Some time later a group of men out night fishing found an oar and a green felt hat. The police were eventually notified and a search took place with the lightkeepers being asked to keep a watch for the two men.

The next day the search party found a boot, with the laces still done up, a pair of shorts and a notebook. Further along some other clothing was found – all badly damaged, these were identified as belonging to the inspectors. A school of 30-40 sharks were seen offshore and it was believed that this had been the fate of the two men.

## Unsuccessful attempt to right Cessna Bustard Head 1978

Image: *Lighthouse of Tragedy*

National Archives of Australia

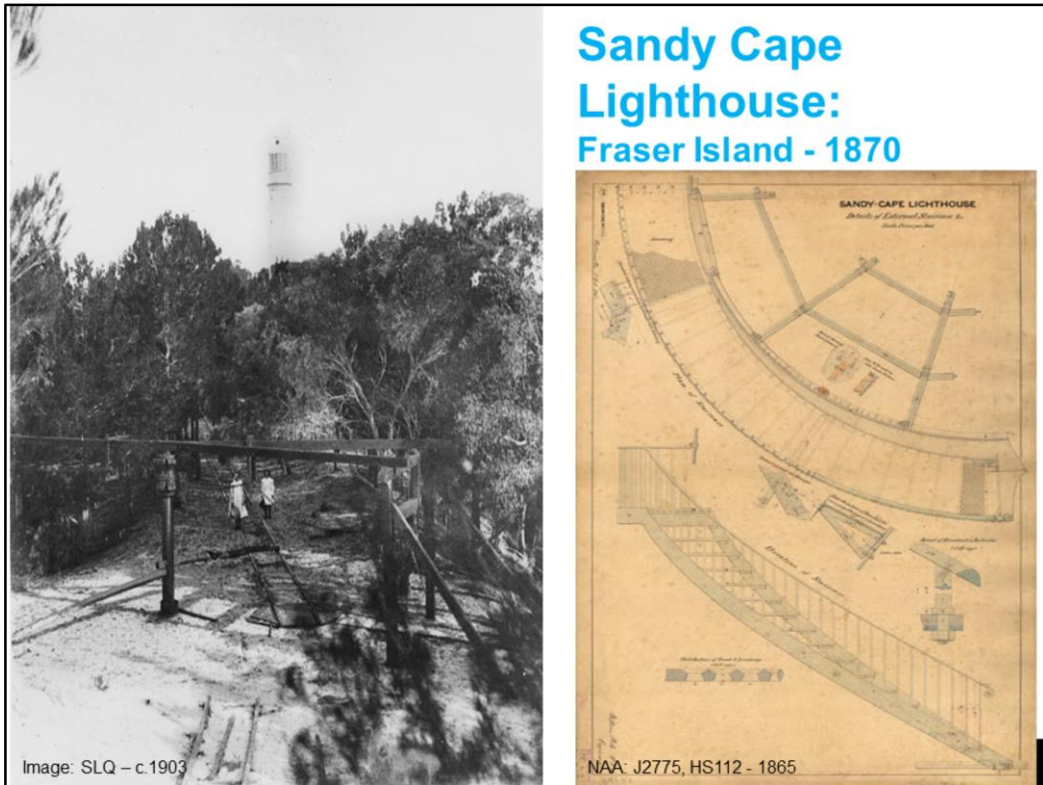


In November 1978 word was sent to the Bustard Head lightkeepers that the pilot of a commercial plane had seen an aircraft crashed on the beach just south of the lighthouse. The head lightkeeper went to investigate and found a Cessna flipped on its back.

The pilot was slightly injured and helicoptered to hospital after saying that he had seen a 10m launch stranded on the beach nearby and had attempted to land to get salvage rights. When he tried landing the wheels hit soft sand and he flipped over.

An attempt was made to right the plane with the aid of a helicopter, but this was unsuccessful and a couple of weeks later, after some repairs, the pilot floated his plane to the mainland on a raft of dinghies.





SLQ: The whim used for pulling materials to the lighthouse, c. 1903

NAA: J2775, HS112 - Sandy Cape Lighthouse - Details of External Staircase - 1865

The next lighthouse built two years after Bustard Head was at Sandy Cape, on the northern point of Fraser Island.

The plan on the right is one of many we have showing almost every aspect of the building – the drawing is dated 1865, but the building wasn't completed until 1870 because in 1866 there was a financial crash in Qld. George Heath, chairman of the Qld Maritime Board at that time, was so pleased with the result that he said "Breaksea Spit, which had become the greatest danger on the eastern coast of Australia had become, in ordinary weather, easier to round by night than by day".

Sandy Cape was one of only two lighthouses constructed using bolted prefabricated segments of cast iron – the other being Bustard Heads. The government sent agents to England to procure two complete kit form lighthouses. The materials were brought from both Brisbane and Sydney by ship and unloaded onto barges. From there it was pulled on trolleys by horses for 1.2 kilometres on wooden rails up a serious incline. A horse powered whim then came into play and was used to

complete the journey. This trolley way was maintained until 1927. We can see it in the photo on the left.

The Sandy Cape lighthouse is important as it was the tallest lighthouse built in Qld's history (26m). The lighthouse has five floors all connected by an internal staircase.

## Sandy Cape Lighthouse grounds



Lighthouse and Keepers Cottages – c1880



School mistress and pupils - 1911

National Archives of Australia

naa.gov.au

Sandy Cape Light and Keepers Cottages c. 1880 - Peter Braid (Wikimedia)

Accommodation was built for the head light keeper and three assistant keepers and their families. The keepers' cottages at Sandy Cape were replaced in 1935 with the two existing timber framed, fibro clad residences. The original cottages were built of weather board and iron roofs.

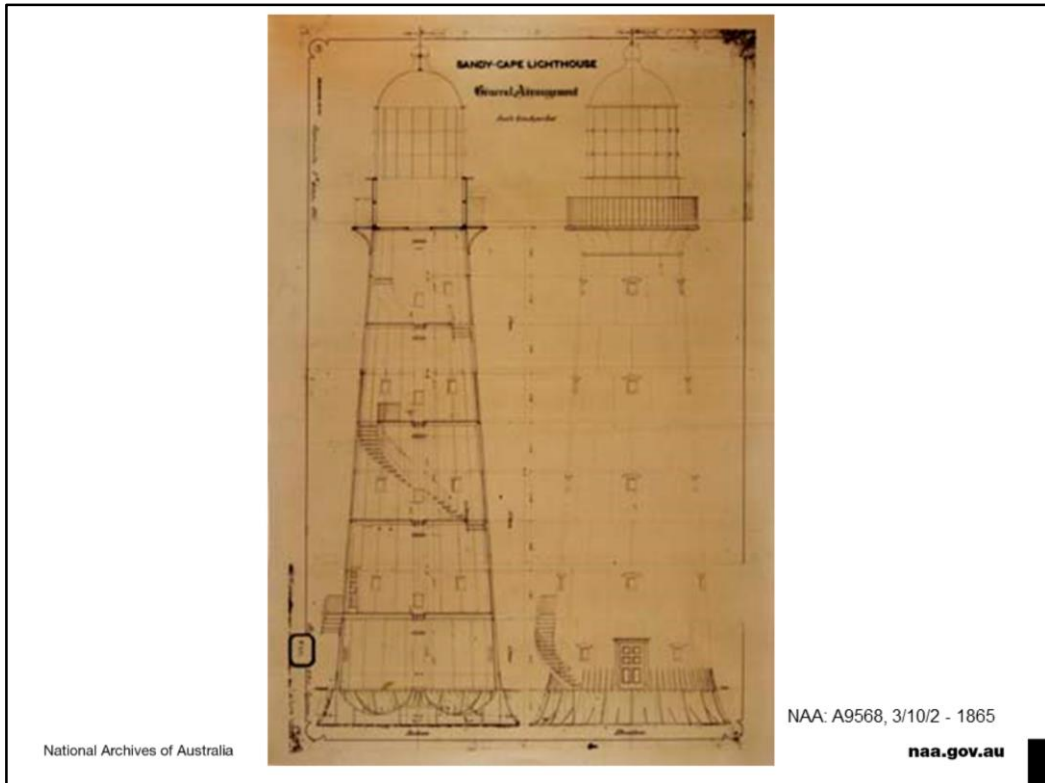
Lighthouse children had a unique but isolated life. Narelle Friebe, daughter of a lighthouse keeper on Montague Island in the 1960s, wrote:

Our school days were Sunday to Thursday with correspondence lessons and the odd radio program. The rest of our days were spent exploring, fishing, bird and seal watching and collecting shells.

One major improvement with the Commonwealth take-over was education for the children of keepers. Previously children on isolated stations had mainly received schooling from the parents only. When the Commonwealth took over in 1915, 220 children were living at lightstations and 85 were not receiving public education. By 1917 this number had been reduced to 30. Later many children went to boarding,

school, with the government meeting the costs involved.

As with many of the more remote Qld lights a school mistress was supplied and billeted with one of the families at Sandy Cape. One source I read said that Sandy Cape had a much loved school teacher in the 1880s – Selina Lovell – who was there for about 16 years and she even described and named a few plants and a couple of sea monsters!



NAA: A9568, 3/10/2 - [Copy of] Sandy Cape Lighthouse: General Arrangement – 1865

The Sandy Cape lighthouse is a heritage listed building and is now powered from solar panels.

The lighthouse was automated in April 1991 and de-staffed in June 1994.

# RAAF No 25 Radar Station, Sandy Cape - WWII

**BOARD OF BUSINESS ADMINISTRATION.**

Extract from Minutes of Meeting held at 9.30 a.m. on Monday, 27th July, 1942.

(S.507) SANDY CAPE, QUEENSLAND - R.D.F. INSTALLATION - BUILDINGS AND SERVICES  
(A1D) (ADDRESS NO. 60/1942 - SUPPLYMENT NO. 16) (B)

**SECRET**  
Proposed

Provision of a R.D.F. Installation at Sandy Cape, Queensland, (75 miles from Maryborough) at an estimated cost of £10,395, made up as follows:-

Buildings	£ 6,200
Engineering Services	3,700
55 contingencies	495
	£10,395

Information furnished:

(1) Personnel at the establishment will number 46.

(11) An A.I. Priority has been allotted to the proposal.

NAA: A649, 224/603/511

National Archives of Australia

**Approvals:**

5. (1) As requested in Board Minute No. 8130 of 4th March, 1942, the following information is furnished:-

Approval by Air Board (including Business Member) 14.7.42.  
Approval by Minister 15.7.42.  
Reference to Board (memorandum dated) 21.7.42.

(11) The Department of Air has classified the proposal as essential for war operational requirements (Board Minute 8463 of 16th December, 1941).

**Priority:**

6. The Department of Air states that an A.I. priority has been granted to this proposal.

G.P.M. WATT  
Assistant Secretary

Department of the Treasury,  
Defence Division,  
23rd July, 1942.

**ATTACHMENT**

**R.A.A.F. RADIO INSTALLATION,  
SANDY CAPE, QUID.**

**DETAILED ESTIMATE OF COST OF BUILDINGS PREPARED IN  
ACCORDANCE WITH SCHEME NO. 888**

Control Building	700	
Power Houses (No.2)	1,000	
Combined Sleeping Hut and First Aid Post	880	
Combined Mess, Recreation and Kitchen	1,500	
General Store	100	
Combined Latrines	220	
Latrine	20	
Combined Ablution and Laundry	300	
Administrative Building	640	
Officers' Sleeping Hut	300	
Gun Emplacements (No.2)	10	
Lines	35	
War Landing Point	100	6,200
<b>Engineering Services</b>		
Operation of Site	30	
Digging Facilities	150	
Gas, Paths, etc.	350	
Water Supply	600	
Water Reticulation	200	
Water Supply	350	
Storage	100	
Stormwater Drainage	50	
Fire Fighting Equipment	720	
Mechanical Services	900	
Electrical Services	200	
Special charter of luggers	20	3,700
Cleaning up on completion	20	9,700

Continued on 495

naa.gov.au

NAA: A649, 224/603/511 - Sandy Cape Queensland - RAAF Radar Station, 1942-45

During WWII the Sandy Cape station was also home to the RAAF No. 25 Radar Station with 30 men who were based in huts in the valley. The bunkers still remain today as a visitor attraction. During this period the keepers and their families remained at the station.

Here are the 'secret' memos outlining the costs of setting up the RAAF base. 'Personnel at the establishment will number 46'. 'The Department of Air has classified the proposal as essential for war operational requirements.'

## Wartime conditions and post war changes

LOG OF <i>C. Cleveland</i>		Lighthouse Station <i>Feb 1942</i>					L.H. 4.
Day and Date	Hour	Wind.		Weather.	Bar.	Ther.	Remarks.
		Direction.	Force.				
<i>Monday</i>	9 a.m.	<i>SE</i>	<i>3</i>	<i>B</i>	<i>62</i>	<i>79</i>	<i>Light kept all night. Digging trench</i>
	Noon	<i>SE</i>	<i>3</i>	<i>Bc</i>	<i>61</i>	<i>81</i>	<i>Light dipping hand for</i>
	6 p.m.	<i>SE</i>	<i>4</i>		<i>62</i>	<i>83</i>	<i>for air raid shelter</i>
	Mdgt.						<i>Make Shipy &amp; see</i>
							<i>Light</i>
<i>Monday</i>	9 a.m.	<i>W</i>	<i>1</i>	<i>Bc</i>	<i>62</i>	<i>82</i>	<i>Light kept all night. Digging trench</i>
	Noon	<i>W</i>	<i>2</i>	<i>B</i>	<i>62</i>	<i>81</i>	<i>Light dipping hand for</i>
	6 p.m.	<i>W</i>	<i>2</i>	<i>Bc</i>	<i>62</i>	<i>85</i>	<i>Light dipping</i>
	Mdgt.						<i>Make Shipy &amp; see</i>
							<i>Light</i>

NAA: BP306/7, VOLUME 3 - 1942

LOG OF		Lighthouse Station					L.H. 4.
Day and Date	Hour	Wind.		Weather.	Bar.	Ther.	Remarks.
		Direction.	Force.				
<i>Tue 16th</i>	6 a.m.	<i>SE</i>	<i>3</i>	<i>B</i>	<i>62</i>	<i>79</i>	<i>Painting out-houses</i>
	Noon	<i>E</i>	<i>3</i>	<i>Bc</i>	<i>61</i>	<i>84</i>	<i>Instructions re Black Out</i>
	6 p.m.	<i>SE</i>	<i>4</i>		<i>62</i>	<i>83</i>	
	Mdgt.						
<i>Wed 17th</i>	6 a.m.	<i>E</i>	<i>1</i>	<i>Bc</i>	<i>62</i>	<i>80</i>	<i>Same as Tue 16th</i>
	Noon	<i>SE</i>	<i>2</i>	<i>C</i>	<i>62</i>	<i>81</i>	<i>also preparing all houses for Black Out</i>
	6 p.m.	<i>E</i>	<i>2</i>	<i>Bc</i>	<i>60</i>	<i>82</i>	<i>blanfall paints</i>
	Mdgt.						

NAA: BP306/5, VOLUME 3 - 1941



NAA: A1200, L10744 - 1948

Photo: 1948, Wynyard, Tasmania.

Cape Cleveland log book, week starting 23<sup>rd</sup> February 1942. Lightkeeper digging a trench for an air raid shelter documented over a few days.

NAA: BP306/5, VOLUME 3 - Booby Island - Lighthouse Station Log Book, 1940-43

Just before the outbreak of war in 1939, a plan was prepared for extinguishing coastal lights in a national emergency. From 1941, lights could be extinguished or relit as the navy required. Keepers were kept busy sending and receiving messages by flags and morse lights to passing ships. Some lightstations were categorised as a defence watching station. And some keepers were joined by military personnel, who operated radar stations and also guarded against any attempt to interfere with the lights. The wives and children of lightkeepers on Booby and Goods Islands to the north of Qld were evacuated and both lights extinguished on the 16th December 1941. At other stations evacuation was voluntary.

In 1941, despite wartime difficulties, the Commonwealth was still attempting to improve existing lights and to complete the coastal lighting system. At that time it controlled 57 manned lighthouses and 118 automatic lights and lightships. In the post war period the

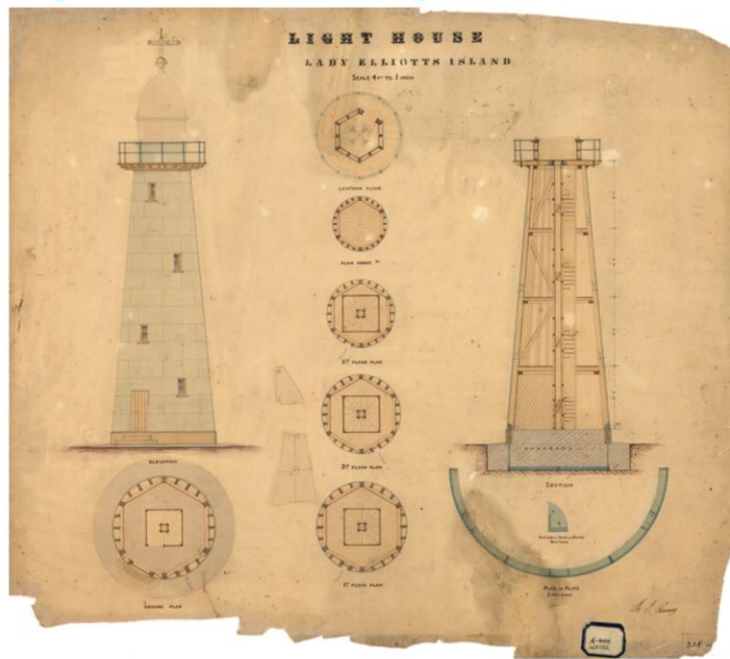
lighthouse service suffered serious shortages of money, equipment and staff, and activities were largely restricted to maintaining existing lights and quarters.

The extension of powerlines throughout the country facilitated the changeover to electricity in the post war period, while those coastal stations still too far from State grids and stations on islands were provided with generators driven by diesel engines. The changeover to electricity was gradual, however. The lighthouse on Pine Islet off Mackay was only converted from kerosene to electric in 1985.

‘Digging trench for air raid shelter’.



## Lady Elliot Island Lighthouse - 1873



National Archives of Australia

NAA: J2775, HS152 - 1874

naa.gov.au

NAA: J2775, HS152 - Lady Elliot Island Tower [Light house], 1874

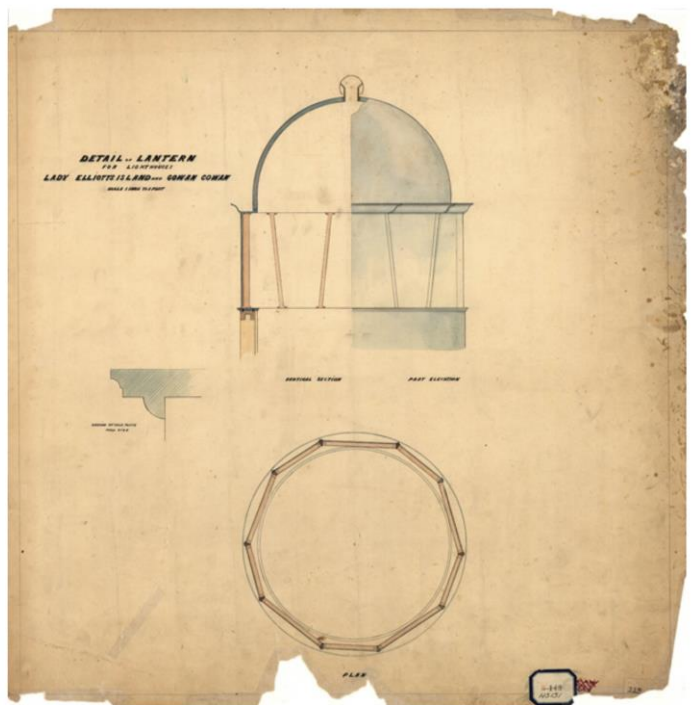
The next lighthouse we will look at is on Lady Elliot Island, built in 1873.

The lighthouse is located on the southern-most coral cay of the Great Barrier Reef, north-east of Bundaberg. It was the third lighthouse erected in Qld after its formation in 1859 and it is this lighthouse that set the style that came to characterise colonial lighthouses in Qld. Unlike previous lighthouses using bolted segments of cast iron, the first of which were Sandy Cape and Bustard Head, the tower used wrought iron plates mounted on a timber frame which supplied the structural strength, where the iron plates act as cladding. This was a cheaper method of construction, and future lighthouses built in Qld predominantly used this method. The iron cladding was prefabricated in England and shipped to the island in pieces, together with the imported lens, lantern and operating apparatus. The timber framing was prefabricated in Brisbane and shipped to the site.

Once the Commonwealth took control of lighthouses in 1915, the distinctive Queensland lighthouse was no longer, replaced instead by a reinforced concrete or steel lattice tower.



## Lady Elliot Island – detail of lantern, 1874



National Archives of Australia

NAA: J2775, HS151 - 1874 [naa.gov.au](http://naa.gov.au)

NAA: J2775, HS151 - Lady Elliot Island - Cowan Cowan, 1874

The hardships of living on a lighthouse on such a remote island, and at sea, are brought home to us by the two headstones enclosed by a low white picket fence on Lady Elliot.

One is of the 30-year-old daughter of the first Lady Elliot lightkeeper. This young woman was born on the island and lived most of her life there. She contracted pneumonia and despite desperate efforts by her parents, (stores ships at that time only called once every four months) she died in 1896.

The other is that of a turn-of-the-century wife of a ship's captain who died at sea, but had earlier made her husband promise to bury her on terra firma (Lady Elliot Island being the nearest landfall).

# 'Dolphin' wrecked off Lady Elliott Island - 1942

LOG OF *Lady Elliott Island* LIGHTHOUSE STATION *July 1942* L.H. 4.

Day and Date	Hour	WIND.		Weather.	Bar.	Ther.	Remarks.
		Direction.	Force.				
<i>Sunday 26<sup>th</sup></i>	<i>3<sup>40</sup> a.m.</i>	<i>SSW</i>	<i>5</i>	<i>B.C.</i>	<i>30.14</i>	<i>66</i>	<i>Weather's often shifts. Good shipping patch kept.</i>
	<i>9<sup>20</sup> a.m.</i>	<i>SSW</i>	<i>6</i>	<i>B.C.</i>	<i>30.15</i>	<i>62</i>	<i>2250 V.B. cannot locate in 1000 15 min. 0830. Too much interference for V.B. 0840 V.B. cannot get us. 0850. A small steamer tug type about 200 tons flying the American flag sought shelter on N.E. end of Lady Elliott Isd. anchored at approx 0630 0715 she hoisted 2 flag signal h. V. 0711 drifting towards us to N.W. 0815 she's apparently in distress as she seems unable to pick up anchor or make to the island. Observed 6 men aboard 0820 unable to observe anything more of her. Disappeared from view last seen at approx 8:08. Reported to D.D. per Captains by phone 0830</i>
	<i>3<sup>40</sup> p.m.</i>	<i>SSW</i>	<i>5</i>	<i>B.</i>	<i>30.08</i>	<i>41</i>	
	<i>9<sup>40</sup> p.m.</i>	<i>S</i>	<i>4</i>	<i>B.</i>	<i>30.12</i>	<i>66</i>	<i>Charged Batteries</i>

**Ship Sinks Off Coast; 4 Missing**

Four men are missing, and are believed to have perished when the steamer *Dolphin* sank off Lady Elliott Island last Sunday.

The missing crew, a crew of 20, was on the *Dolphin* when it was wrecked on the coast of Lady Elliott Island. The ship was carrying a cargo of 100 tons of supplies for the lighthouse station. The ship was seen by the lightkeeper at 8:08 a.m. on Sunday. The ship was seen to be in distress and to be unable to pick up anchor or make to the island. The ship was seen to be in flames and to be sinking. The ship was seen to be in flames and to be sinking. The ship was seen to be in flames and to be sinking.

**Dolphin Disappeared**

The *Dolphin* was seen by the lightkeeper at 8:08 a.m. on Sunday. The ship was seen to be in distress and to be unable to pick up anchor or make to the island. The ship was seen to be in flames and to be sinking. The ship was seen to be in flames and to be sinking. The ship was seen to be in flames and to be sinking.

**Picked Up By Steamer**

The *Dolphin* was picked up by the steamer *Wandana* at 6 p.m. on Sunday. The *Wandana* was carrying the survivors of the *Dolphin* to the mainland. The *Wandana* was carrying the survivors of the *Dolphin* to the mainland. The *Wandana* was carrying the survivors of the *Dolphin* to the mainland.

NAA: BP306/12, VOLUME 3

NAA: J452, Q1962/2903

National Archives of Australia naa.gov.au

NAA: BP306/12, VOLUME 3 - Log of Lady Elliott Island lighthouse station – July 1942

NAA: J452, Collector of Customs file – SS Dolphin – Loss off the Queensland coast 26 July 1942

Sunday 26<sup>th</sup> July – the lightkeeper spotted an American steamer in distress. 'A small steamer tug type about 200 tons flying the American flag sought shelter on north east end of Lady Elliott Island. Anchored at approximately 6:40am, at 7:15 drifting and in distress. Observed 6 men aboard. 8:20am unable to observe anything more, disappeared from where last seen at 8:08am'.

'Captain Paulsen said that the lightkeeper at Lady Elliot Island signalled him by flags and he anchored off the island and sent a boat ashore which returned with Captain Buenaflor and the other five survivors of the Dolphin at 6pm on 26/7/42.'

Searches over the following days were fruitless.

## 'Maymo' wrecked off Lady Elliott Island - 1950

LOG OF *Lady Elliott Is.* LIGHTHOUSE STATION *August 1950* L.H. 4.

2870.

Day and Date.	Hour.	WIND.		Weather.	Bar.	Ther.	Remarks.
		Direction.	Force.				
<i>Mon</i> <i>21/8</i>	<i>3</i> 6 a.m.	<i>W</i>	<i>3</i>	<i>B</i>	<i>30.009</i>	<i>69.0</i>	<i>The 32 ft ketch MAYMO anchored for night western side of Is. anchor rope chafed through on coral, went aground on reef. 0400. Gave all possible effort to refloat her on high tide about 1200. She washed further ashore. Cleared, burner tubes, removed cylinders, engine &amp; accumulators</i>
	<i>9</i> Noon	<i>SSW</i>	<i>5</i>	<i>0</i>	<i>30.066</i>	<i>68.4</i>	
	<i>3</i> 6 p.m.	<i>S</i>	<i>5</i>	<i>0</i>	<i>30.058</i>	<i>66.0</i>	
	<i>9</i> Midgt.	<i>S</i>	<i>5</i>	<i>0</i>	<i>30.105</i>	<i>65.1</i>	
<i>Tues</i> <i>22/8</i>	<i>3</i> 6 a.m.	<i>S</i>	<i>5</i>	<i>0</i>	<i>30.145</i>	<i>64.2</i>	<i>Ketch taking water, washed</i>
	<i>9</i> Noon	<i>SSSE</i>	<i>2</i>	<i>0</i>	<i>30.199</i>	<i>62.0</i>	<i>her at high tide beach</i>
	<i>3</i> 6 p.m.	<i>SSW</i>	<i>2</i>	<i>0</i>	<i>30.115</i>	<i>63.0</i>	<i>with blank &amp; tackle.</i>

National Archives of Australia NAA: BP306/12, VOLUME 6 naa.gov.au

### Log of Lady Elliott Island lighthouse station – August 1950

Monday 21<sup>st</sup> August – ‘The 32 foot ketch Maymo was anchored off Lady Elliott Island for the night’. During the night the anchor rope was cut through by the coral and the Maymo was washed aground at 4am. It says the lightkeeper tried to refloat the ship but it was washed ashore.

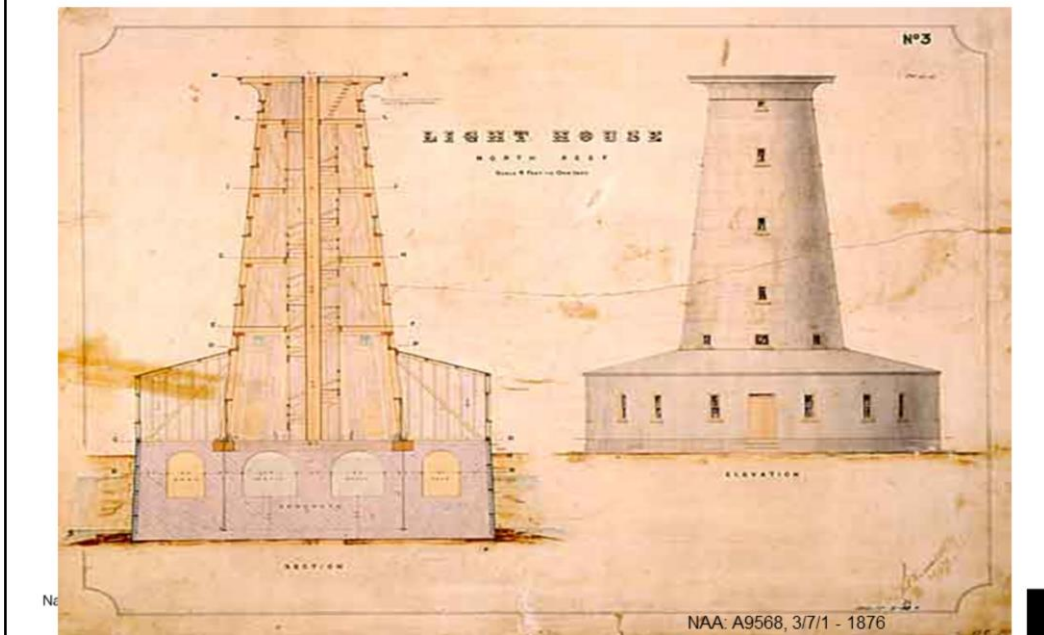
## Aerial view of old & new lighthouses



In 1982 the lighthouse was automated. However, the station remained staffed due to the importance of the weather station. The final light keepers left in October 1988.

The original lighthouse was deactivated in 1995 and the light was replaced by a modern skeletal tower standing close to the original lighthouse.

## North Reef Lighthouse: East of Gladstone - 1878

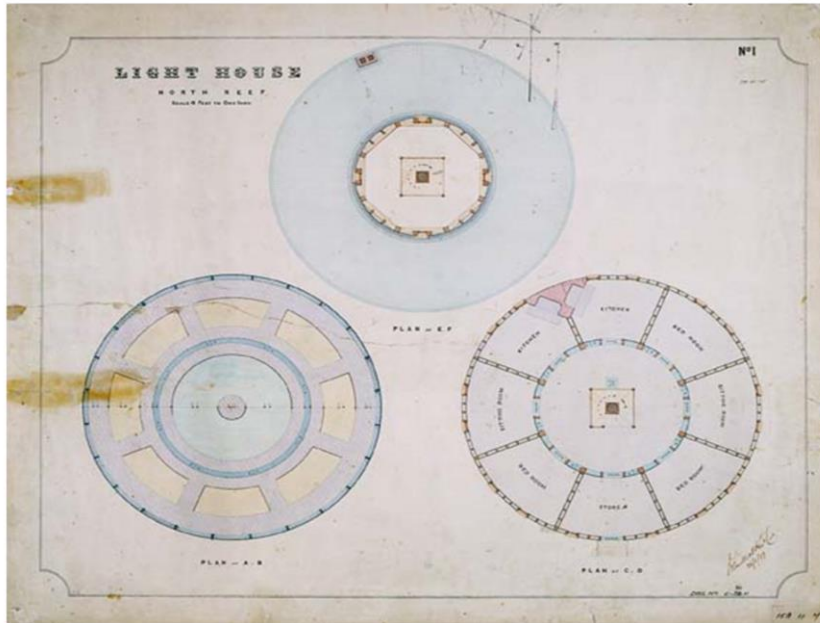


NAA: A9568, 3/7/1 - Lighthouse North Reef: Elevation and Section – 1876

The lighthouse at North Reef, about 100 kilometres offshore from Gladstone was probably the most difficult to construct, with building completed by 1878. The lighthouse was set on a small sandbank on a coral reef which would disappear and reappear according to the tides. It was anchored to a solid coral reef bed with a hollow base of cast concrete thus giving it resistance to the shifting nature of the sand bar.

Both the tower and the quarters were built from timber covered in galvanised iron. The lighthouse stood on a hollow base that served as a tank and was designed to gather water from the roof of the quarters. The drawing on the left from 1876 shows that the base was filled partly with water and partly with sand. Quite innovative.

## North Reef Living Quarters



National Archives of Australia

NAA: A9568, 3/7/2

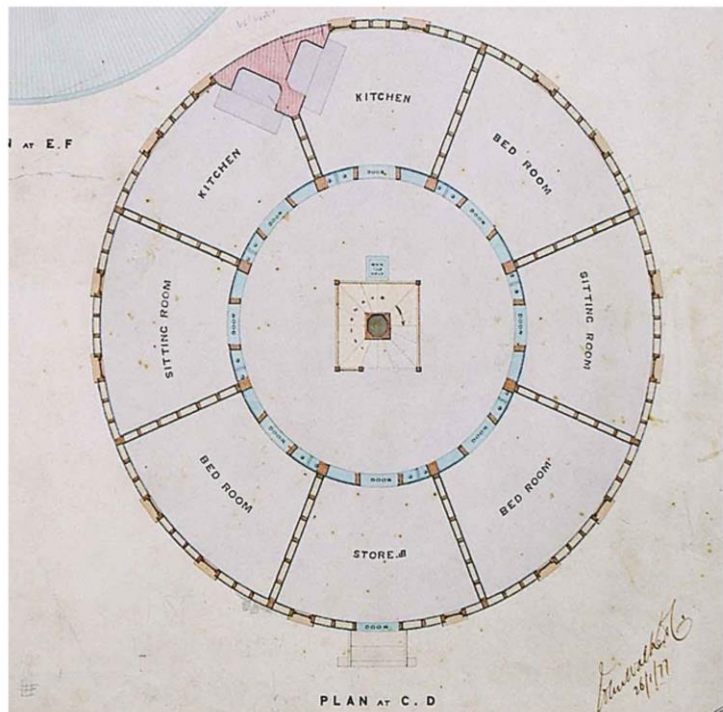
naa.gov.au

NAA: A9568, 3/7/2 - Lighthouse, North Reef - Floor plans - 1876

This is a cross section plan of the building showing the living quarters.



## North Reef Keepers Quarters



National Archives of Australia

NAA: A9568, 3/7/2

naa.gov.au

NAA: A9568, 3/7/2 - Lighthouse, North Reef - Floor plans - 1876

And here I have enlarged the living section which shows that the lightkeepers quarters are arranged around the base of the lighthouse.

Because the keepers lived in cramped quarters in the base of the tower and due to the isolation only single men were allowed to go to North Reef as keepers.

## North Reef Lighthouse



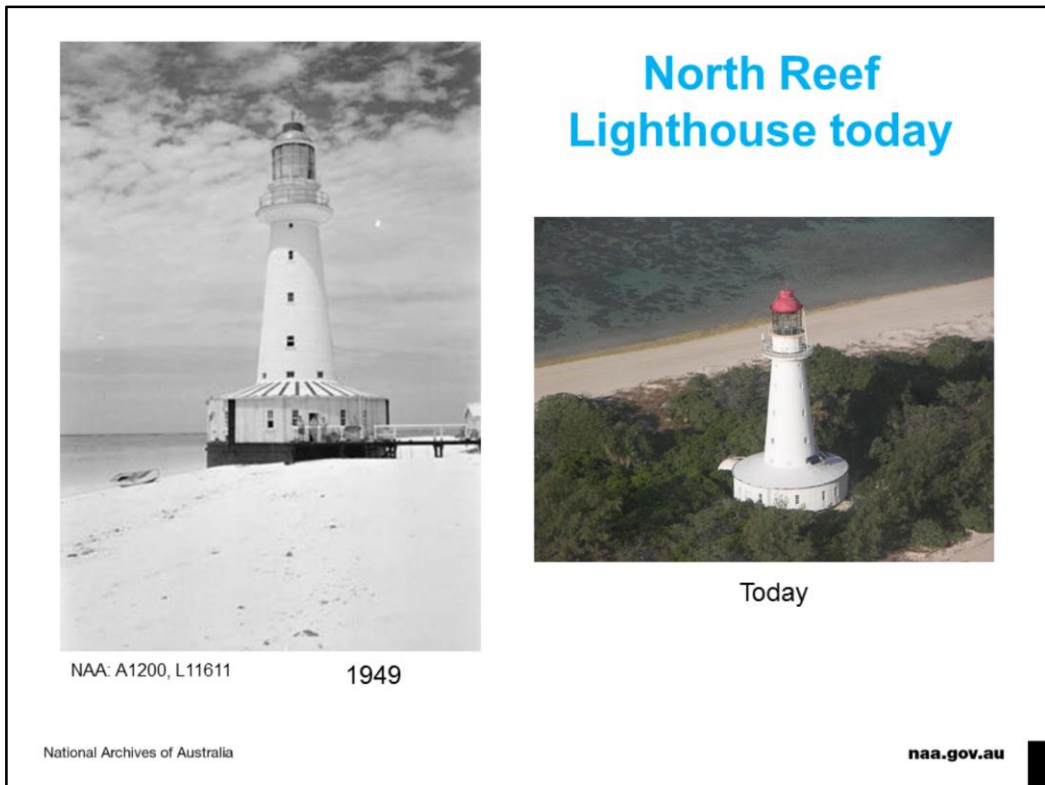
National Archives of Australia

Image: lighthouse.net.au

naa.gov.au

This poem is carved on a whale bone near the entrance to the lighthouse and is believed to be the work of Jack Mitchell who was a keeper there around 1949.

This photo was taken around 1962 and the two men are Des Walsh and Pat Breslin.

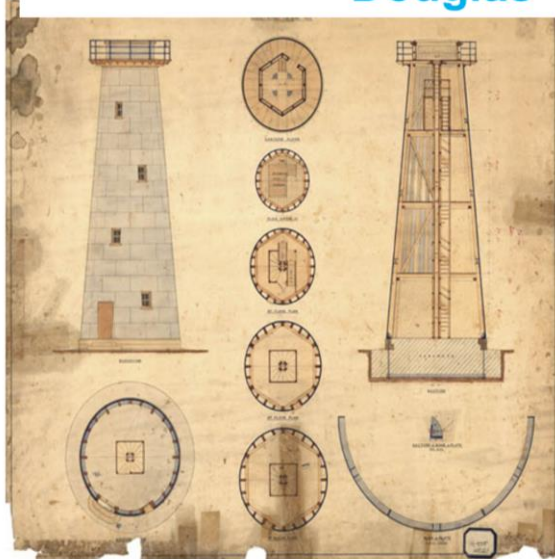


NAA: A1200, L11611 - Lighthouses and beacons - North Reef Lighthouse, Queensland - Lighthouse keeper, 1949

It's interesting to note that the coral reef has stabilised over time and is now a small sand island.

The light was converted to electric operation in 1977, after which it was unmanned in 1978. The light was converted to solar energy in 1987.

## Low Island Lighthouse: east of Port Douglas - 1878



NAA: J2775, HS121 - 1874

National Archives of Australia



Image: Syd Pipe - 1970

naa.gov.au

NAA: J2775, HS121 - Low Island Lighthouse - 1874

Image: queenslandplaces.com.au

The Low Isles are two small coral cays 13 kms from Port Douglas. Constructed in 1878, the Low Isles light station was the first light station built in north Qld and its location inside the Great Barrier Reef represented the first attempt to address the dangers to shipping approaching newly established ports from the north, including places like Cairns and Port Douglas. These areas had developed significantly in the 1870s as a result of the discovery of gold.

The 18 metre tower was constructed on a timber frame with a galvanised sheath in the typical Qld fashion, however Low Isles was the first to have porthole windows (which as you can see are different from the original plans).

The original oil burners were converted to vapourised kerosene in 1923, upgraded in 1963 to electric operation. The solar conversion and installation of a 16 nautical miles self-contained beacon was made in 1993, when the station became demanned.

On March 12<sup>th</sup> 1934 a cyclone destroyed the outbuildings on the island. 79 lives were lost at sea in the area up to Cooktown. Our logs start at 1935!



The head-keeper and keeper Lloyd Williams on right on Low Isles supplementing their stores (c1951)



Edlundh family on Low Isles

National Archives of Australia

naa.gov.au

Image: Douglas Shire Historical Society

Provisions and mail were brought to the island every two weeks, if they were lucky, by launch from Mossman or Port Douglas. Access for supplies was through a beach landing point on the south-west corner of the island with a designated path for amphibious landing vehicles.

On the western side of the island is an unidentified grave. The headstone and grave have been partially reconstructed in recent times.

Three keepers manned Low Isles, the head keeper and two assistant keepers – we can see some of them in the photos here.

EDLUNDH, CARL BERNHARD WALDEMAR.

Head Lightkeeper, Low Isles, Queensland.

Age - 61 years 9 months.

Government Service - 36 years 7 months.

Married.

Children - 9. Eldest son 35, second 25, Third 16.

Born - Sweden.

Wife born - Indooroopilly, Brisbane.

Father and Mother born - Sweden.

Paternal grandparents born - Sweden.

Maternal grandparents born - Finland.

Father died November 1888 at Hykoying, Sweden.

I was naturalized 1st August 1876. My son C.E. Edlundh enlisted in August 1914, was invalided December 1916. 4 of my nephews enlisted in A.I.F. Their names are - Owen and Carl Christiansen from Suderim, Q. and Harry and Tom Mehrens of Cairns. Carl Christiansen was killed in action in France September 1918, the others were all wounded.

Declared at Low Isles, 5.3. 19.

A Certificate by the Royal Board of Trade, Sweden, submitted in support of the statements contained in the Declaration, and proved Declarant was not of "enemy origin

NAA: A387, 135

National Archives of Australia

naa.gov.au

## Carl Edlundh Head Lightkeeper, Low Isles



NAA: A387, 135 - EDLUNDH, CARL BERNHARD WALDEMAR : Head Lightkeeper, Low Isles, Queensland : Declared at Low Isles 5 Mar 1919

Image: sunshinecoastplaces.com.au

In our records we found a file for Carl Edlundh who was the head lightkeeper on Low Isles. This record comes from the same series we looked at earlier documenting enemy subjects in the public service.

Swedish-born Carl Bernard Waldemar Edlundh was a seafarer who had started to travel the world in tall ships in 1869 and arrived in Qld in 1881. Carl married Dorothea Mehrens, who was born in 1867 in Indooroopilly. They had 9 children.

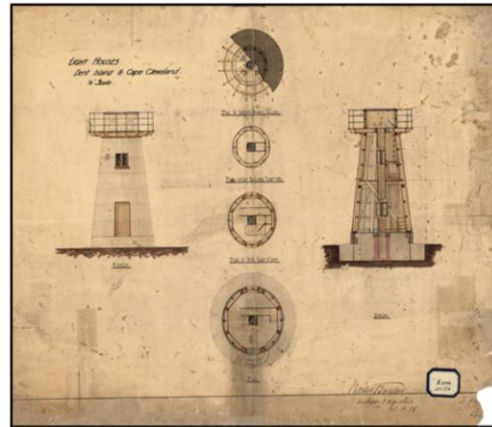
By the time this was signed in 1919 Carl had been a public servant for nearly 37 years, he was 61 years old.

## Dent Island Lighthouse: Whitsundays - 1879



NAA: A6247, B31 - 1917

National Archives of Australia



NAA: J2775, HS154 - 1878

naa.gov.au

NAA: A6247, B31 - Lighthouses and Beacons - Dent Island, Queensland, 1917  
NAA: J2775, HS154 - Dent Island Tower – Structure, 1878

Dent Lighthouse in the Whitsundays was constructed in 1879 and was also built in response to the dramatic expansion of regular coastal shipping along the inner route of the Great Barrier Reef. From its inception, the lighthouse was closely connected to Cape Cleveland Light, just off Townsville. Both lighthouses were recommended, approved and constructed together in December 1879.

This lighthouse was also imported as a prefabricated kit using components from the United Kingdom. The lightstation complex which consists of the tower, houses, store shed, engine room and combined workshop/radio room, are significant as a complete intact example of a lightstation complex in Qld.

Solar conversion took place in 1981, it was demanned in 1987 and the lighthouse remains active today.



Extract from January Log- Superintendent Dent Island Lighthouse

28th	Wind		Weather	Bar	Ther	Remarks
	Direction	Force				
A.M. 9	S.E.	4	l.B.	29.80	74	Saturday 4.50 a.m. Steamer passed South
P.M. 3	S.E.	5	O.P.	29.55	78	9.30 a.m. Ketch "Dudley" arrived with stores and Mr A.H. Warren to relieve Mr Assistant J. Bamsey. Transferred. Landed stores and shipped Mr Bamsey's furniture. Very wet and rough landing. Mr Warren. Relieved Mr Bamsey and "Dudley" left for Bowen 4.30 P.M.
P.M. 9	S.E.	7	O.P.	29.40	73	Weather very threatening. I believe Pilot Andrews intended to anchor about Old Harbour for the night about 11.40 p.m. by which time the wind had increased to a gale, it suddenly lulled and veered round to N.Westerly, blowing a hurricane with heavy rain. All the stores landed still remained in the Boatshed.
29th.						About 2 a.m. tried to get to Boatshed, could not, sea sweeping right through, at daylight the sea was terrible, solid masses of water being hurled higher than the balcony of the Lighthouse. Boatshed and all stores swept away. I will send a letter to Harbour Master as soon as possible. Light bright and clear, clock kept good time.

NAA: BP57/40, 3/19/1      naa.gov.au

## 1899 report on cyclone - Superintendent, Dent Island Lighthouse

NAA: BP57/40, 3/19/1 - Information for cyclone case histories, Queensland - Cyclone 1899 - includes a report from the Superintendent from Dent Island Lighthouse; also includes various charts showing the Principal Stations reporting daily to the Chief Weather Bureau – 1899

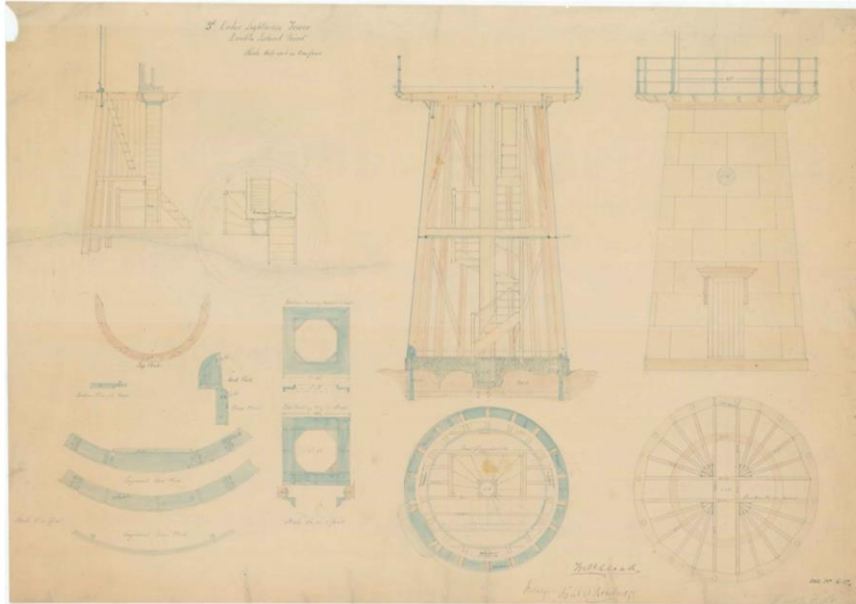
9:30am – a boat arrived with stores and a relief assistant keeper. The boat took the furniture of the assistant keeper who was being transferred elsewhere. Very wet and rough landing.

4:30pm – weather very threatening

11:40pm – wind increased to a gale, blowing a hurricane with heavy rain. All the stores landed still remained in the boatshed.

2am – tried to get to boatshed, could not, sea sweeping right through, at daylight the sea was terrible, solid masses of water being hurled higher than the balcony of the lighthouse. Boatshed and all stores swept away. I will send a letter to Harbour Master as soon as possible. Light bright and clear, clock kept good time.

## Double Island Point Lighthouse: Cooloola - 1884



National Archives of Australia

NAA: A9568, 3/15/1

naa.gov.au

NAA: A9568, 3/15/1 - 3rd order Lighthouse Tower - Double Island Point

It soon became clear that with the increase in marine traffic near Fraser Island another lighthouse was necessary and with that Double Island Point was chosen as the spot. The lighthouse has been operating since its completion in 1884.

The Double Island Point Lighthouse is constructed of metal cladding on a timber frame as is typical of many Qld lighthouses. Apart from the cheaper cost, the design had two other benefits. It made it easier to build on some of the sandier islands where it was hard to establish foundations for the heavier masonry towers. And, it solved the problem of finding suitable stone.

In 1992 the light was converted to solar power and demanned.

During this period the 3 original cottages were replaced by 2 new ones further down the hill.

# Double Island Point Lighthouse – Visitor's book, 1983

COMMONWEALTH VISITORS TO LIGHTHOUSES RECORD OF NAMES AND ADDRESSES				COMMONWEALTH VISITORS TO LIGHTHOUSES RECORD OF NAMES AND ADDRESSES			
Date of Visit	Name of Visitor (State whether Mr, Mrs or Miss)	Lighthouse	Address	Date of Visit	Name of Visitor (State whether Mr, Mrs or Miss)	Lighthouse	Address
14/5/83	Miss Vanessa Brecknell		21 Kevin St, Riverview Ipswich.	1-8-83 TO 27-8-83	DARREL AND SUE ROCHE	RELIEF LIGHTKEEPERS	
14/6/83	PATRICIA BRECKNELL		21 KEVIN ST, RIVERVIEW IPSWICH.				
14/5/83	John Hamparoms		26 Green St, Bowen Ips	12-8-83	Barbara Knox		21 GARDEN ST BENDIGO VIC.
11/6/83	JOHN SIMON		OGG RD. KALLANGUR	"	DAVID BALE		17 GARDEN ST BENDIGO VIC
11/6/83	DAVID SIMON		OGG RD KALLANGUR	"	MAX SIMON		26 FERRISS AVE GLENROY VIC.
11/6/83	MICHAEL HINTON		26 MELBURN ST SAUSBOY BOX	"	Kathryn Dowling		30 KENNEDY ST GLENROY VIC.
11-6-83	M. Thacker		70 RICHMOND ST, STAFFORD SEQ.	30-8-83	Neil Dowling		50 BYRON ST BULimba "
15/6-83	M. Taylor		Caloundra.	"	John Humber		"
15/6/83	A. TAYLOR		"	20-8-83	Jessie Kaurkova		"
15/6/83	R B STUMER		COOLWA	25-8-83	Pam Kingston		61 FARRINGHAM AVE BAYSWATER
17/6/83	scall. Gress		Nambour.	25-8-83	Jeanette Farmer		ELLEN LANE WHITEMANCK GRAFTON
17/6/83	Sharon Newman		Wombey.	"	Elizabeth Swall		49 BARRINGTON AVE. BLENHEIM
17/6/83	Paul Gress		Nambour.	25th Aug 83	John		"
17/6/83	Angela Gress		Nambour.	"	Christine Bell		Malvern Victoria
17/6/83	Louise Corboon		Nambour.	"	Peter O'Sullivan		Long Cove N.S.W.
18/6/83	G. Amin		Wellington N.Z.	"	Wendy Leagly		Trilley Ok. Victoria
28/6/83	Frank Warwick		Channel 9, Bone	"	Wendy Leagly		Melbourne Victoria
28-6-83	A. Khan			"	John Carson		Daly Cr.
				"	Theresa Huntly		Swirey Hill, Vic.
				"	Maura Carbon		5 Hill Staly. Bend. Island

NAA: J2874, Volume 1

National Archives of Australia

naa.gov.au

NAA: J2874, VOLUME 1 - Double Island Point lightstation visitors book, 1977-84

Visitor's book – on the left it shows a visit from the media in 1983, Channel 9.

On the right it shows relief lightkeepers staying for 3 weeks while the lighthouse keepers take leave.

## Heavy seas rock *Natone*

The £25,000 auxiliary ketch *Natone*, which is breaking up fast, is being pounded by heavy seas.

The vessel went aground near Double Island Point, 150 miles north of Brisbane, late Saturday night.

Tewantin professional fisherman Mr. W. Masoud may try to swim through heavy seas to the wreck today to recover its log, articles, crew list and pay sheet.

### Three cats may be rescued

These documents will be valuable at a Commonwealth Navigation Department inquiry expected to be held late this week.

The Double Island Point lighthouse keeper, Mr. Tuddenham, may try to save three cats from the wreck—Pinky, Darky, and Black Nose.

The chief engineer, Mr. S. Barr, had placed them in the bosun's store; he left the door open.

ocean-going fishing boat if the seas are heavy.

The ship's papers are in the cabin of the Master, Captain Phillip Gosschalk, of Gosford, north of Sydney.

Captain Gosschalk and the agents today said the ship was a total loss.

The inquiry into the wreck may be held in Brisbane or Sydney.

If necessary, an open Court of Marine Inquiry will follow the department's inquiry.

● **Cabins break away** —P. 2.



## Shipwreck of the *Natone* six miles from Double Island Lighthouse – January 1959

National Archives of Australia

NAA: J452, Q1959/516

naa.gov.au

NAA: J452, Q1959/516 - MV NATONE- Wrecked 6 miles West of Double Island Point Lighthouse - 1959

On the 25th of January 1959 the ship *Natone* with a crew of 18 sent out an urgent SOS signal that she was in difficulties in mountainous seas near Double Island Point.

The ship was a veteran of six Antarctic expeditions having been used by Sir Douglas Mawson.

There is talk in this article that the Double Island Lighthouse Keeper, Mr Tuddenham might try to save the ship's three cats, Pinky, Darky and Blacknose who had been left in the bosun's store.

LOG OF <i>Double Island Point</i> LIGHTHOUSE STATION <i>January 1959</i> L.H. 4							
Day and Date	Hour	Wind		Weather	Bar.	Ther.	Remarks
		Direction	Force				
<i>Wednesday</i> 21st.	9 a.m.	<i>ENE</i>	<i>8</i>	<i>OC</i>	<i>29.34</i>	<i>72</i>	<i>trapping out tower &amp; outbuildings after heavy rain</i>
	3 PM	<i>SSW</i>	<i>3</i>	<i>OC</i>	<i>29.31</i>	<i>76</i>	
	9 p.m.	<i>WSW</i>	<i>3</i>	<i>C</i>	<i>29.30</i>	<i>74</i>	
	Mdgt.	<i>Vis Over (Sea) 1/6 miles to 1750 hrs</i>					
<i>Thursday</i> 22nd.	9 a.m.	<i>WNW</i>	<i>1</i>	<i>C</i>	<i>29.42</i>	<i>73</i>	<i>working on tracks after rain</i>
	3 PM	<i>ESE</i>	<i>3</i>	<i>OC</i>	<i>29.40</i>	<i>77</i>	
	9 p.m.	<i>E</i>	<i>1</i>	<i>OF</i>	<i>29.43</i>	<i>75</i>	
	Mdgt.						
<i>Friday</i> 23rd.	6 a.m.	<i>ENE</i>	<i>6</i>	<i>OA</i>	<i>29.74</i>	<i>76</i>	<i>Sanitation Duties</i>
	Noon	<i>E</i>	<i>6</i>	<i>OA</i>	<i>29.70</i>	<i>80</i>	
	6 p.m.	<i>E</i>	<i>5</i>	<i>0</i>	<i>29.70</i>	<i>76</i>	<i>M/V NATONE wrecked 2230 on Mudlo Rocks</i>
	Mdgt.	<i>"malekula (P)" reads "she appears to be ashore in difficulties we are proceeding on our way" ends. L/K Ross &amp; self went to offer help etc. left station 2330 Returned 0315/25.</i>					
<i>Saturday</i> 24th.	6 a.m.	<i>ENE</i>	<i>4</i>	<i>C</i>	<i>29.82</i>	<i>77</i>	<i>Routine Duties</i>
	3 PM	<i>E</i>	<i>4</i>	<i>C</i>	<i>29.80</i>	<i>80</i>	
	6 p.m.	<i>SE</i>	<i>3</i>	<i>CP</i>	<i>29.79</i>	<i>76</i>	<i>Proceeded to wreck with food &amp; clothing for survivors. (2 trips)</i>
	Mdgt.	<i>New Battery Received for Jeep.</i>					

## Double Island Point Lighthouse Station log book 24<sup>th</sup> January 1959

NAA: BP306/10, VOLUME 9

### NAA: BP306/10, VOLUME 9 - Double Island Point Lighthouse Station log books, 1957-60

#### Saturday 24<sup>th</sup>

Started the day with sanitation duties.

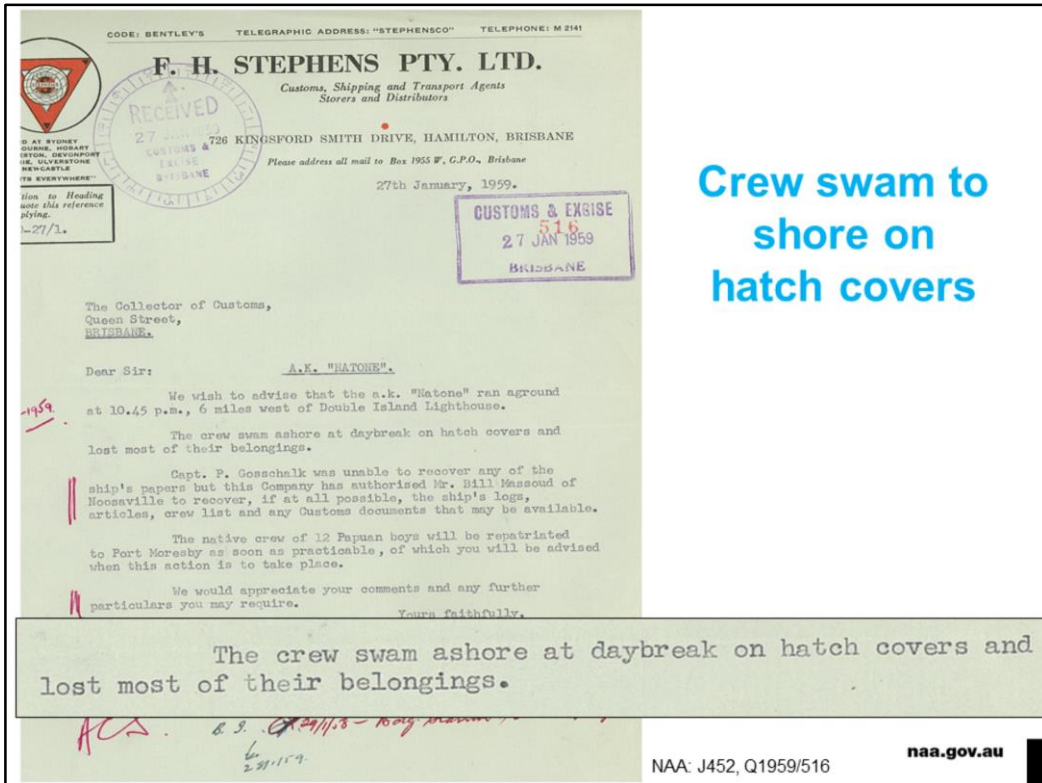
MV Natone wrecked 10:30pm on Mudlo Rocks. Message from searching vessel reads 'she appears to be ashore in difficulties, we are proceeding on our way'. Lighthouse keeper Ross and self went to offer help etc, left station 11:30pm, returned 3:15am the next day.

#### Sunday 25<sup>th</sup>

Routine duties

Proceeded to wreck with food and clothing for survivors (2 trips).

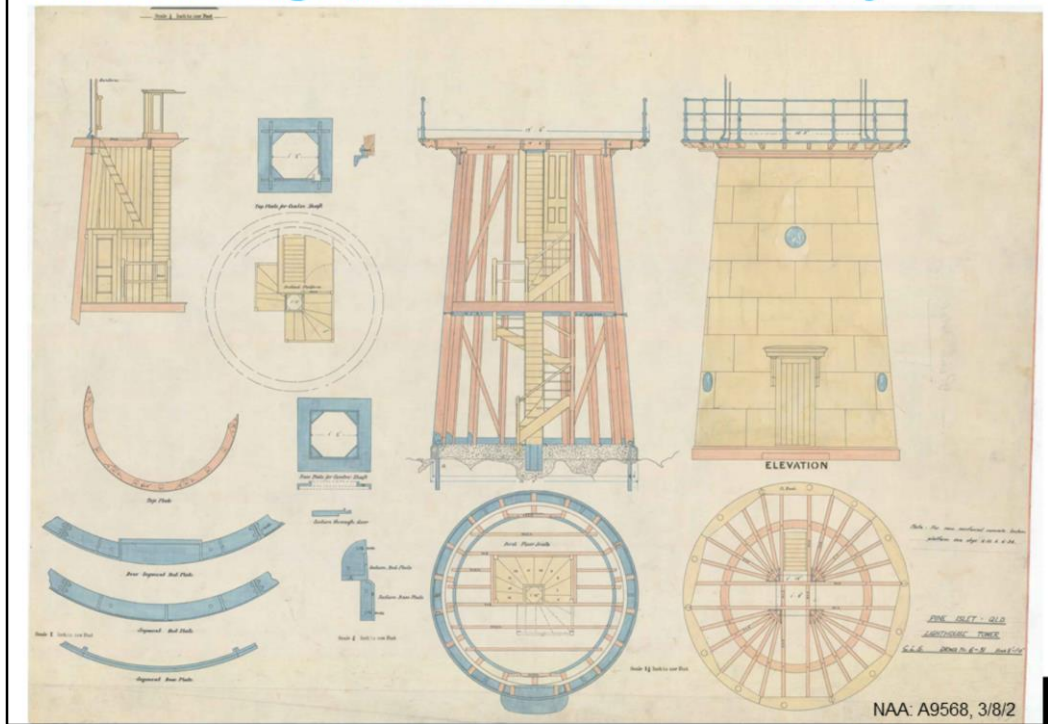
New battery received for jeep.



The crew got to shore on hatch covers, but were unable to take the ship's logs and papers as they left.

A later article said that five fishermen actually made it to the boat, retrieved the ship's log and papers and found only one cat, Blacknose, which was rescued.

## Pine Islet Lighthouse: Sth East Mackay - 1885



NAA: A9568, 3/8/2 - Pine Islet, Queensland - Lighthouse Tower [Commonwealth Lighthouse Service (CLS)] - 1915

Pine Islet, south-east of Mackay holds special importance as it was the last kerosene powered lighthouse in Australia. Established in 1885, it is one of the eight typical Qld iron clad prefabricated hardwood towers of the late nineteenth century. The station received electricity in 1950, but the light remained kerosene operated until it was decommissioned in 1985, 100 years after being built.

### Ghost story:

In 1895 one of the keepers wives died of cancer and was buried on the island. When the new cottages were built in 1927 the grave site was relocated by 30 metres to make way for the new cottage. The new residents of the new cottage would report answering knocking on the door but no-one there. Another resident told of hearing footsteps entering the house and going into the lounge. It is believed the lounge is over the grave site and the ghost was attempting to return to her original grave.

## Pine Islet Lighthouse – no home brew allowed

8th February, 1955.

MEMORANDUM:

Acting Head Lightkeeper Simpson,  
PINE ISLET.

Subject: BREWING OF ALCOHOLIC BEVERAGES.

During the course of the enquiry into the Burton-Mills incident, it was revealed that what is termed "Home brew" was being manufactured on your station.

2. It is advised that the brewing of any beverages exceeding the permissible alcoholic content as laid down by the Customs legislation is an indictable offence, and therefore must cease forthwith.

3. Any contravention of this instruction will be regarded seriously.

(Signed) J. K. CRONE

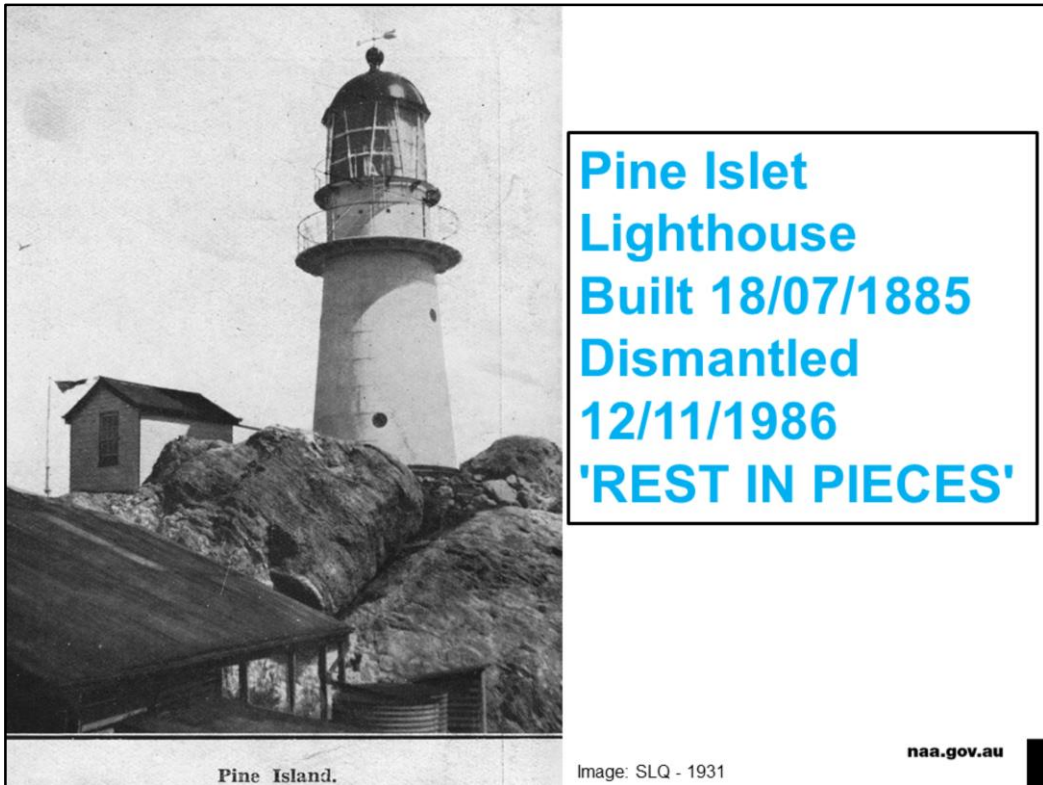
(J.K. CRONE)  
Deputy Director.

Every change on a lightstation had to go through the Lighthouse Service central administration first.

This 1955 memo written to the head lightkeeper at Pine Islet seems to be a warning about brewing home brew on the station.

“Brewing of alcoholic beverages – During the course of the enquiry into the Burton-Mills incident, it was revealed that what is termed ‘Home brew’ was being manufactured on your station. It is advised that the brewing of any beverages exceeding the permissible alcoholic content as laid down by the Customs legislation is an indictable offence, and therefore must cease forthwith. Any contravention of this instruction will be regarded seriously”.





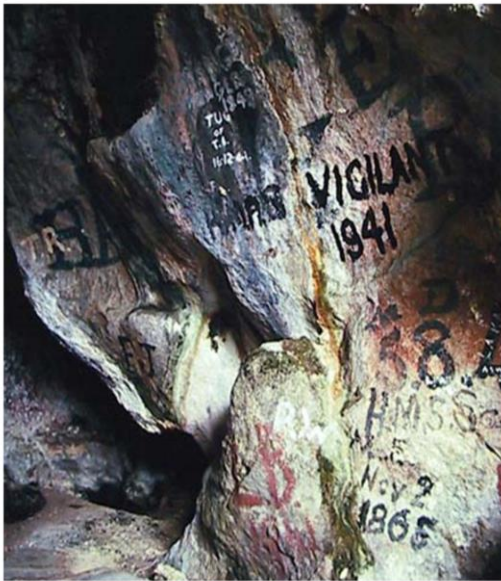
On completion of the dismantling in 1986, the work crew inscribed on the cement base:

Pine Islet Lighthouse  
Built 18/07/1885  
Dismantled 12/11/1986  
'REST IN PIECES'

After much lobbying by locals the lighthouse was reassembled on a new site at the Port of Mackay and the restoration was completed by 1995. It is now fully restored and in working order and is the last fully functional kerosene lighthouse in the world.

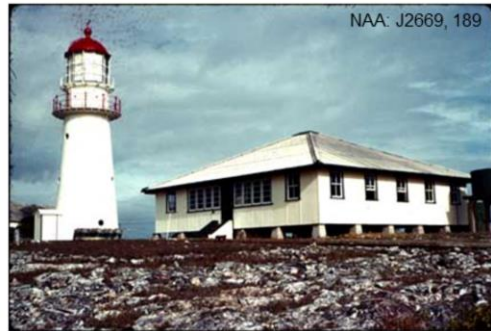
The current lighthouse at Pine Islet is a fiberglass tower with a solar powered lamp.

## Booby Island: Torres Strait - 1890

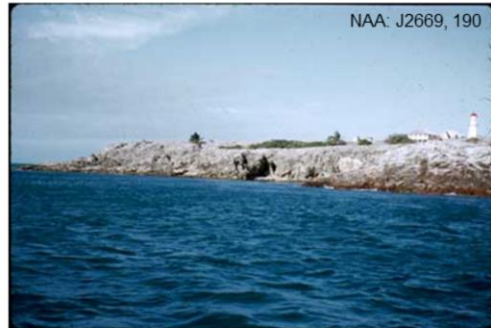


National Archives of Australia

NAA: A1500, K22045



NAA: J2669, 189



NAA: J2669, 190

NAA: A1500, K22045 - Historical - Ships Names in post office cave on Booby Island, Mail left and collected here by ships in 1835 – 1878 [1969]

NAA: J2669, 189 - Lighthouse and No. 2 Quarters, Booby Island, 1957-63

NAA: J2669, 190 - Postman's Cave, Booby Island, lighthouse on the right, 1957-63

Last lighthouse - Booby Island, located about 50 km west northwest of Cape York, marks the western entrance to the difficult navigation channel through the Torres Strait. The lighthouse, which was built in 1890, is located at the highest point of the island.

Booby Island had been so infamous as a dangerous shipwreck location in the nineteenth century that sailors had a tradition of leaving goods in the caves for others who might end up wrecked there. It was proposed that a form of post office operate in the caves and a logbook with writing materials was also placed there. Passing ships made entries in the log and passed on information about the ships that had passed. Mail was also dropped off to await a vessel passing in the opposite direction for eventual delivery. Both the original logbook placed there in 1835 by Captain Hobson, and the replacement log in 1857 had disappeared by the 1880s. A sad loss indeed when one considers the great wealth of irreplaceable historical information gone forever.

As we can see here these caves have the names of ships on the walls. The oldest decipherable name is the *HMS Salamander* from November 1865.

Form SS 54a Card 3 **PERSONAL RECORD CARD** Returned Soldier  
Non Returned Soldier

Name in Full Ross Ivan Thomas Born 19. 11. 29

File	Employed at	Designation	Status of Office	Period Approved to	Period Employed*		Annual Rate of Pay	Remarks
					Commenced	Ceased		
63 A17197	Booby Island	Ex. L'Keeper	496/520 ✓	31. 7. 54		520	728 165	Incumbent.
	"	"	692/758	23. 12. 51		758	245 165	PS8 Gae 55/2.
	"	"	"	"	3. 2. 55		758	282 165

Appointed on 28. 6. 55

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**HIGHER DUTIES RECORD.** P.S.B. 54.

Office Occupied.			Position Number or size.	Period of T.T.		Days on H.D.	H.D. Alloc.	Total Remun. (\$)	Leave to Count as H.D. Service, Salary and H.D. Increments.	F.28 No.
Designation.	Salary Range.	Location.		Comm'd.	Ceased.					
Head Lighthouse	828/868	Dent Is	68	10. 9. 55	18. 10. 55	39	70 <sup>+</sup> 68	828 <sup>+</sup> 310		7/51-56
"	828/868	"	68	10. 6. 56	25. 7. 56	107	70 <sup>+</sup> 68	828 <sup>+</sup> 310	Acc. L'WOP. 26. 7.	22/55-56 1/56-57

National Archives of Austl

Name ROSS Ivan Thomas NAA: J1139, A-R

**Ivan ROSS –  
Lighthouse  
Keeper**

I was very lucky recently – we had a new client come into the reading room looking for records on her father as he was a lighthouse keeper. I told the client, whose name was Judy, about my upcoming seminar and then proceeded to ask her a million questions about what it was like growing up at lighthouses, as she lived on both Booby Island and Dent Island.

Her father Ivan Thomas ROSS started in the lighthouse service in 1951 when he was 21 years old. He was a lighthouse keeper at Bustard Head, Cape Capricorn, North Reef, Booby and Dent Islands. North Reef was the lighthouse where families could not live and Judy says this is why there was a 4 year age gap between herself and her brother! While Judy was growing up she lived with her family on Booby Island, then on Dent Island. We looked at his personnel cards and also the log books for the lighthouses he worked on.

Judy's family was living on Booby Island when she was born and her mother left on a boat to stay with the engineers family on Thursday Island to await her daughters birth. She didn't want to disturb the engineer and his wife to take her to the hospital so she had the baby by herself at the house – apparently everyone was too busy

celebrating the coronation of the Queen which had happened the day before (2 June 1953). Five hours after giving birth the boat operator stopped by to see if she wanted to go home and so off she went back to Booby Island. Judy said her mum was very tough.

Judy said life was very busy and everything was made from scratch. Her mum planned out the families meals and needs in advance as the boat with fresh supplies came once a fortnight, not always reliably as the weather greatly effected deliveries, and the bulk stores came with the repair ship every 6 months. Her mum made all the clothes and would buy more fabric when they took annual leave. They kept chickens, cows and goats and Judy said when they moved to a different lighthouse they took the cat and the chickens with them on the boat! She also remembers the Booby birds always flying into the lighthouse.

Judy was home schooled by her mother through a correspondence school. She said she remembers getting the white lighthouse paint and painting a coconut shell and posting it to one of her correspondence teachers.

Booby Island was very isolated, but Judy says it was her mum's favourite lighthouse – she loved the independence and isolation. Judy remembers the pearl luggers regularly passing by the island. She also heard that the Torres Strait Islanders believed that Booby Island was a place of bad spirits and this is why so many ships got wrecked there.

## Ivan ROSS – Lighthouse Keeper Dent Island – Injured leg, Oct 1956

SICK LEAVE (including War Service Sick Leave).																	
Year.	Leave Taken.					M/C Pro- duced.	Rate of Pay.	Balance of Sick Leave.						Without Pay.		Balance War Serv. Sick Leave.	Remarks.
	From.	To.	Wks.	Hrs.	Mts.			Full.			Half.			As Service.	Not as Service.		
								Wks.	Hrs.	Mts.	Wks.	Hrs.	Mts.				
1954								8	-	-	8	-	-				
1955	11.6.56	No time lost					Accdt on duty	10	-	-	10	-	-				
1956	8.10.56	24.10.56	2	24	-		M.C.	10	24	-	12	-	-				Injured back
	30.6.57	10.5.57	1	32	-		M.C.	8	-	-	12	-	-				Injured wound (L) leg. Nothman.

NAA: J1139, A-R

National Archives of Australia

naa.gov.au

Judy had another story about her father inflicting a leg wound on himself when killing a goat on Dent Island. We found on his staff card the sick leave given due to this injury – which we can see here.

LOG OF <i>Dent Island</i> LIGHTHOUSE STATION <i>October 1956</i>									
Day and Date	Hour	Wind Direction	Wind Force	Wind Direction	Temp.	Bar.	Ther.	Remarks	
<i>Sunday</i> <i>7th</i>	6 a.m.	NNW	3	B	29.63	75		X-S Watch.	
	Noon	NNW	3	BC	29.70	82		At 1400 hrs de Kper Ross reported severely gashed left lower leg. Confined to bed with 1st aid dressing.	
	6 p.m.	NNW	3	B	29.62	82			
	Mdgt.	NNW	3	BC	29.65	78			
<i>Monday</i> <i>8th</i>	6 a.m.	SE	3	B	29.74	74		Changing & cleaning burner. Biting up filling kero. & pumping air. Cleaning down tower. Mrs Ross rpt 0000/0630 watch. Permission received from Brisbane office per VL 48B for Mrs Ross to continue duty as watchkeeper as from 0000 hrs 8th inst.	
	Noon	SE	3	BC	29.80	73			
	6 p.m.	SE	2	BC	29.72	74			
	Mdgt.	SE	2	BC	29.73	74			
<i>Tuesday</i> <i>10th</i>	6 a.m.	SE	1	C	29.73	78		Stores & mail.	
	Noon	SE	2	C	29.80	81		Arrived 1900 hrs.	
	6 p.m.	SE	2	CD	29.78	82		Departed 2030 hrs.	
	Mdgt.	SE	2	0	29.76	78		de Kper Ross departed by ferry Landed "Silverdale" for medical attention in Mackay. Mrs Ross keeping 0000/0630 watch.	
<i>Thursday</i> <i>11th</i>	6 a.m.	SE	2	BC	29.74	77		Changing & cleaning Vap. tube.	
	Noon	SE	2	BC	29.81	82		Filling kero & pumping air.	
	6 p.m.	SE	2	BC	29.76	81		Biting mechanism.	
	Mdgt.	SE	2	BC	29.76	78		Mrs Ross keeping 0000/0630 watch.	

**Dent Island  
log book  
Oct 1956**

NAA: BP306/9, VOLUME 8  
National Archives of Australia

**NAA: BP306/9, VOLUME 8 - Dent Island Lighthouse Station log books, 1955-58**

I had read that women were not employed as lighthouse keepers but that they often assisted their husbands and even took over duties if their husband was sick or unable to work. This was confirmed to me by Judy who said her mother Thelma Ross did lighthouse keeper duties when her father couldn't and that she was paid for this. Her mother's name also comes up in the list of lighthouse keepers in Stuart Buchanan's book 'The Lighthouse Keepers'.

**Sunday 7<sup>th</sup> Oct 1956**

At 2pm Keeper Ross reported severely gashed left lower leg. Confined to bed with...dressing.

**Monday 8<sup>th</sup> Oct 1956**

Permission received from Brisbane office for Mrs Ross to continue duty as watchkeeper from the 8<sup>th</sup>.

Wednesday 10<sup>th</sup> Oct 1956

Keeper Ross departed by stores launch for medical attention in Mackay.

Mrs Ross keeping watch, midnight to 6:30am.



## Booby Island, 1952 – flag half mast for death of King George V

LOG OF		LIGHTHOUSE STATION					L.H. 4.
2480.		Booby Island		February 1952			
Day and Date.	Hour.	WIND.		Weather.	Bar.	Ther.	Remarks.
		Direction.	Force.				
Wednesday 6 <sup>th</sup>	6 a.m.	SE	3	BC	29.38	78	Adjusted guttering on engine shed replaced lead ridging
	Noon	SE	2	BC	" 32	85	Painted winch cover & trolley
	6 p.m.	ESE	4	BC	" 31	81	odd jobs
84	His Majesty King George V						
83	Flag hoisted to half mast. 0700						
	Painted refrigerator at No 2 cottage						
	Mdgt.	SE	2	0	' 38	80	Repaired 1st stove at No 3 cottage & various
	A H lounge arrived 1600hrs landed. Be L Kruker Bridger two						
	20 Rs 9 King dept men stores & mail carried up stores etc.						


NAA: BP306/5, VOLUME 6 - Booby Island - Lighthouse Station Log Book, 1949-52

Thursday 7<sup>th</sup> Feb 1952, 4am – I was informed of the death of His Majesty King George V. Flag hoisted to half mast, 7am...Painted refrigerator at No 2 cottage.

## Booby Island, 1954 – visit from Governor of Qld, Sir John Lavarack

LOG OF Booby Island LIGHTHOUSE STATION October 1954 L.H. 4.  
L.30/10.32-3292.

Day and Date.	Hour.	WIND.		Weather.	Bar.	Ther.	Remarks.
		Direction.	Force.				
Saturday	6 a.m.	E.N.E.	3.	B.C.Z.	29.32	79	attending unloading Store Es Cape Lavarack.
	Noon						
16 <sup>th</sup>	6 p.m.	His Ex. Sir John Lavarack, Lady Lavarack Lt. Com. Tucker A.D.C. & Mr Bell, Captain Charlton. ashore. 0930 to 1145					
	Mdgt						
	a.m.						
	Noon	N.E.	4.	B.C.Z.	29.28	83.	Normal water, Change of water
	p.m.	E.N.E.	3	B.C.Z.	29.25	83.	
	Mdgt.	E.N.E.	2.	B.C.Z.	29.30	80	



naa.gov.au  
NAA: BP306/5, VOLUME 7

NAA: BP306/5, VOLUME 7 - Booby Island - Lighthouse Station Log Book, 1952-55

SLQ: Governor Lavarack with Queen Elizabeth II, 1954 - in March 1954 Sir John Lavarack, Governor of Queensland, says good-bye to The Queen on Thursday 18 March 1954, and escorts her to the Royal Aeroplane at Eagle Farm Airport at the end of her Queensland journey

Saturday 16<sup>th</sup> Oct 1954 – His Excellency Sir John Lavarack, Lady Lavarack, Lieutenant Commander Tucker...ashore 9:30 to 11:45am.

Sir John Lavarack was Governor of Qld from 1946.

Judy said one time they heard that the Governor was going to visit some lighthouses. All the wives wanted him to stop at their lighthouse, but Judy's mother Thelma was the opposite and didn't want him to visit their lighthouse – in the end the Governor actually chose their lighthouse and they had to welcome the esteemed visitor. She remembers her dad making the bread (and burning it!) and her mum

baking cakes etc.

## Booby Island, 19<sup>th</sup> Oct 1954 – 'keeper asleep on duty'

Tuesday	6 a.m.	E.	2.	B.C.Z.	2434	78.	
	Noon	B.H.E	4	B.C.Z.	2432	86.	attending to stove
Wed	6 p.m.	E.H.E	3.	B.C.Z.	2426	84.	Light stopped 2045. L/H. Mitchell asleep.
	Mdgt.	E	5.	B.	2436	78.	on duty.

NAA: BP306/5, VOLUME 7

National Archives of Australia

naa.gov.au

NAA: BP306/5, VOLUME 7 - Booby Island - Lighthouse Station Log Book, 1952-55

Same week as the Governor's visit –

Tues 19<sup>th</sup> Oct 1954 – light stopped 8:45pm – Lighthouse Keeper Mitchell asleep on duty.

## Booby Island, Oct 1954 – Keeper packing effects

LOG OF <i>Booby Island</i>		LIGHTHOUSE STATION <i>NOVEMBER 1954</i>				L.H. 4.	
Day and Date	Hour	Wind		Weather	Bar.	Ther.	
		Direction	Force				
<i>Thursday</i> <i>1<sup>st</sup></i>	6 a.m.	<i>S.E.</i>	<i>4</i>	<i>C.</i>	<i>29.20</i>	<i>75</i>	<i>Mitchell Packing Effects. Mitchell asleep on watch, Light Stopped 21.05</i>
	Noon	<i>E.S.W.</i>	<i>3</i>	<i>S.</i>	<i>29.26</i>	<i>74</i>	
	6 p.m.	<i>E.N.E.</i>	<i>3</i>	<i>S.C.</i>	<i>29.16</i>	<i>73</i>	
	Mdpt.	<i>E.S.W.</i>	<i>3</i>	<i>S.C.</i>	<i>29.09</i>	<i>70</i>	
<i>Friday</i> <i>2<sup>nd</sup></i>	6 a.m.	<i>S.E.</i>	<i>2</i>	<i>S.C.</i>	<i>29.50</i>	<i>78</i>	<i>Mitchell Packing Effects</i>
	Noon	<i>E.N.E.</i>	<i>3</i>	<i>S.C.</i>	<i>29.26</i>	<i>76</i>	
	6 p.m.	<i>E.N.E.</i>	<i>3</i>	<i>S.C.</i>	<i>29.78</i>	<i>76</i>	
	Mdpt.	<i>E.N.E.</i>	<i>3</i>	<i>S.C.</i>	<i>29.28</i>	<i>79</i>	
<i>Saturday</i> <i>3<sup>rd</sup></i>	6 a.m.	<i>E.</i>	<i>2</i>	<i>S.C.</i>	<i>29.25</i>	<i>75</i>	<i>Packing Shelve Mitchell packing to 3 Cottages</i>
	Noon	<i>N.E.</i>	<i>4</i>	<i>S.C.</i>	<i>29.24</i>	<i>74</i>	
	6 p.m.	<i>N.E.</i>	<i>3</i>	<i>S.C.</i>	<i>29.20</i>	<i>73</i>	
	Mdpt.	<i>E.S.E.</i>	<i>1</i>	<i>S.</i>	<i>29.31</i>	<i>74</i>	
<i>Thursday</i> <i>4<sup>th</sup></i>	6 a.m.	<i>N.E.</i>	<i>1</i>	<i>S.</i>	<i>29.30</i>	<i>74</i>	<i>4th Swingle arrived 1200 with Mail Stores &amp; R.H. Williams; Depart 2pm with mail, R/H. Mitchell, Effects for Thursday Island.</i>
	Noon	<i>N.E.</i>	<i>1</i>	<i>S.C.</i>	<i>29.22</i>	<i>77</i>	
	6 p.m.	<i>N.E.</i>	<i>1</i>	<i>S.C.</i>	<i>29.78</i>	<i>75</i>	
	Mdpt.	<i>S.E.E.</i>	<i>1</i>	<i>C.</i>	<i>29.28</i>	<i>71</i>	

naa.gov.au  
NAA: BP306/5, VOLUME 7

NAA: BP306/5, VOLUME 7 - Booby Island - Lighthouse Station Log Book, 1952-55

Thursday 28th/Friday 29<sup>th</sup> October 1954  
Mitchell packing effects.

Monday 1<sup>st</sup> Nov 1954  
Mitchell packing effects. Mitchell asleep on watch, light stopped 9:05pm.

Thursday 4<sup>th</sup> Nov 1954  
Mail stores arrived. Departed 2pm with mail, lightkeeper Mitchell and effects for Thursday Island.

COMMONWEALTH OF AUSTRALIA.  
LIGHTHOUSE SERVICE.

**DAILY SHIPPING LOG.**

Record of Vessels Passing *Dent Island Dec 1958* Lighthouse.

Date	Hour or Interval	Time	Name of Vessel and Reg.	From	To	Remarks
16 <sup>th</sup>		0155	Vessel	N	S	
16 <sup>th</sup>		0240	Vessel	N	S	
16 <sup>th</sup>		2220	Vessel	S	N	
17 <sup>th</sup>		0115	Vessel	S	N	
17 <sup>th</sup>		0430	Tanker	N	S	
17 <sup>th</sup>		0555	Burmesa	N	S	
18 <sup>th</sup>		0520	"Slangai"	S	N	
18 <sup>th</sup>		1200	HMAS D100, D102, P02	N	S	
18 <sup>th</sup>		1305	"Fiona"	N	S	
17 <sup>th</sup>		0155	Vessel	N	S	
18 <sup>th</sup>		0315	Vessel	S	N	
18 <sup>th</sup>		0530	Vessel	N	S	
19 <sup>th</sup>		1805	"Marnunda"	S	N	Exchanged Xmas Greetings
20 <sup>th</sup>		0155	Vessel	S	N	
20 <sup>th</sup>		1705	"Jim Wyndham"	S	N	Exchanged Xmas Greetings
20 <sup>th</sup>		1945	Vessel	S	N	
21 <sup>st</sup>		2325	Vessel	N	S	
21 <sup>st</sup>			0700 "Marnunda"	N	S	Stopped and presented gifts to lighthouse.
21 <sup>st</sup>			0900 "Sisrah"	N	S	
21 <sup>st</sup>		0215	Small Vessel	S	N	
21 <sup>st</sup>		0805	Whipaller	S	N	
21 <sup>st</sup>		2115	Hornblower	N	S	Exchanged Xmas Greetings
21 <sup>st</sup>		0600	Slangai Sa	N	S	
21 <sup>st</sup>		0700	"Marnunda"	N	S	Stopped and presented gifts to lighthouse.
21 <sup>st</sup>		2000	"Sisrah"	N	S	

**Dent Island, 1955 –  
passing vessel  
delivers Christmas  
dinner & gifts!**

NAA: BP306/4, VOLUME 2 - Daily shipping log - Dent Island Lighthouse Station, 1955-58

Christmas day 25<sup>th</sup> Dec, 7am – vessel ‘Marnunda’ – stopped and presented gifts to lighthouse.


Judy said her father was a chatty type of person and would communicate to passing vessels using flags and morse code. He built up a relationship with regular passing ship’s captains.

## “Do We Keep The Keepers?” - 1983

CABINET-IN-CONFIDENCE  
17. ATTACHMENT C

SUMMARY OF RECOMMENDATIONS OF THE REPORT  
"LIGHTHOUSES : DO WE KEEP THE KEEPERS?"

1. The following 8 lightstations be unmanned: Bustard Head, Cape Capricorn, Cape Cleveland, Cape Leveque, Dent Island, Moore Point, Pine Islet and Swan Island.
2. The following 4 lightstations (reserves) be transferred to the New South Wales Government and that the matter of payment be finalised before the reserves are handed over: Montague Island, Smoky Cape, Green Cape and Sugarloaf Point.
3. The level of manning at Fitzroy Island and Point Hicks be reduced to one person and as a prerequisite to the reduction to this level the lights at the stations be automated.
4. The level of manning at the following 8 lightstations be subject to a joint study by the Department of Transport and the Department of Home Affairs and Environment: Cape Bruny, Cape Moreton, Cape Nelson, Cape Schanck, Lady Elliott Island, Low Isles, Norah Head and Sandy Cape.
5. The existing level of manning be maintained at the following 11 lightstations: Althorpe Island, Booby Island, Deal Island, Gabo Island, Maatsuyker Island, South Neptune Island, Wilsons Promontory, Low Head, Currie Harbour, Cape Naturaliste and Rottnest Island.

  
The Parliament of the Commonwealth of Australia  
**LIGHTHOUSES: DO WE KEEP THE KEEPERS?**  
House of Representatives  
Standing Committee on Expenditure  
Report  
December 1983

Presented and ordered to be printed 8 December 1983

Parliamentary Paper  
No. 275/1983

NAA: A13977, 751

National Archives of Australia naa.gov.au

NAA: A13977, 751 - Cabinet Submission 751 - Lighthouses - do we keep the keepers' - Decisions 3396/INF and 3417

By the 1930s, as technology developed, automatic lights were used in increasing numbers. Furthermore, after the Second World War, lighthouses decreased in importance as ships became increasingly dependent on electronic navigational equipment. Other forms of technology, including wind power and solar power, also impacted on the numbers of keepers employed.

By the 1980s, the role of lighthouses had altered significantly. While they were once vital beacons, their role had become increasingly symbolic.

In 1980 the Government announced it plans to start winding down manned lighthouses. Eight lighthouses were to be demanned.

After a great public outcry the Minister for Transport announced an inquiry and in the same year a report *Do we keep the keepers* was published. This recommended that 33 of the 41 lighthouses in Australia should remain manned, but this should mean only having a caretaker around after the lights had been automated.

The last manned operational lighthouse in Australia was Maatsuyker Island lighthouse off the coast of Tasmania which was deactivated in 1995. Low Isles light was manned until 1993 and I think may have been the last one manned in Qld.





The importance of lighthouses to Qld's heritage has been recognised, with many of Qld's lighthouses being listed on the state's heritage register.

The Australian Maritime Safety Authority has transferred all Commonwealth lightstation properties to the States. The AMSA leases the towers back from the individual States to manage the navigational lights, while the States manage the buildings and parklands.

The Queensland Maritime Museum is a great place to visit for lighthouse artifacts and history.

QLD Heritage Register:

1. Booby Island Lightstation
2. Bustard Head Lightstation
3. Caloundra Lighthouse
4. Cape Capricorn Lightstation
5. Cape Cleveland Lightstation
6. Cape Moreton Lightstation
7. Cleveland Lighthouse
8. Double Island Point Lightstation
9. Grassy Hill Lighthouse, Cooktown
10. Little Sea Hill Lighthouse, Curtis Island

11. Sandy Cape Lightstation

12. Woody Island Lighthouses, Hervey Bay

National Archives website – [www.naa.gov.au](http://www.naa.gov.au)

The screenshot shows the homepage of the National Archives of Australia. At the top left is the NAA logo with the text 'NATIONAL ARCHIVES OF AUSTRALIA'. To the right are navigation menus for 'Collection', 'Information management', 'Engage', and 'About', along with a search icon. Below the navigation is a large hero image of a person wearing glasses looking at a document with technical drawings overlaid. A search bar and social media icons (Facebook, Twitter, YouTube) are positioned over the hero image. Below the hero image are three news snippets, each with a close button (X) in the top right corner:

- Disposal freeze on records relating to the Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability issued 21 June 2019 [Read more]
- Tune Review of the National Archives of Australia – read the public submissions
- The Archives' reading room in Canberra has relocated to Old Parliament House until late 2019. [Read more]

Below the news snippets are three small images: a group of people, a blue graphic with binary code, and a person looking at a screen. At the bottom left, it says 'National Archives of Australia' and at the bottom right, it says 'naa.gov.au'.

# Search the collection



Collection ▾ Information management ▾ Engage ▾ About ▾

## The collection

From dramatic events that shaped the nation to decisions that touched the lives of individual Australians, the records the National Archives holds are about people – from the ordinary to the famous – and their interactions with the Australian Government.

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Disposal freeze on records relating to the Royal Commission into Violence, Abuse, Neglect and Exploitation of People with Disability issued 21 June 2019 [\[Read more\]](#) ✕

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# RecordSearch database



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Keywords

Dates (eg 1921 or 1939 to 1945)

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# RecordSearch database



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List report  
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Select	Series no.	Control symbol	Item title	Date range	Digitised item	Item barcode	Format
<input type="checkbox"/>	J1108	SBS10/1 SHEET 1	Cape Moreton - lighthouse - detail and levels <a href="#">Access status: Open with exception</a>	circa 1940 - circa 1980 <a href="#">Location: Brisbane</a>		892189	
<input type="checkbox"/>	J1108	SBS10/1 SHEET 2	Cape Moreton - lighthouse - additional levels <a href="#">Access status: Open with exception</a>	circa 1940 - circa 1980 <a href="#">Location: Brisbane</a>		892194	
<input type="checkbox"/>	J56	QL2744	Cape Moreton - Lighthouse reserve <a href="#">Access status: Open</a>	1910 - 1986 <a href="#">Location: Brisbane</a>		1386595	
<input type="checkbox"/>	J317	Q1961/901	Lighthouses - Lightstations - Cape Moreton quarters and other station buildings <a href="#">Access status: Open</a>	1961 - 1977 <a href="#">Location: Brisbane</a>		1540524	
<input type="checkbox"/>	J317	Q1917/2746 PART 1	Lighthouses and lightstations - Cape Moreton Reserve [with photographs] <a href="#">Access status: Open</a>	1976 - 1979 <a href="#">Location: Brisbane</a>		1540632	
<input type="checkbox"/>	J317	Q1917/2746 PART 2	Lighthouses and lightstations - Navigational aids - Cape Moreton Reserve <a href="#">Access status: Open</a>	1978 - 1982 <a href="#">Location: Brisbane</a>		1540641	
<input type="checkbox"/>	J317	Q1986/377	Navigational aids - Manned - Cape Moreton - Stores equipment and vehicles - includes plans of lighthouse ladder alternatives <a href="#">Access status: Open</a>	1960 - 1984 <a href="#">Location: Brisbane</a>		1540839	
<input type="checkbox"/>	J317	Q1986/443	Navigational aids - Manned - Cape Moreton - Tower, light, power and fuel <a href="#">Access status: Open</a>	1961 - 1986 <a href="#">Location: Brisbane</a>		1540846	
<input type="checkbox"/>	BP250/1	11	Cape Moreton lighthouse - Telephone facilities <a href="#">Access status: Open</a>	1915 - 1944 <a href="#">Location: Brisbane</a>		1563528	

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# Ask Us A Question



Explore:

- Home
- The collection
- Information management
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Home > The collection > Ask us a question

- Search the collection
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- Using the collection
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- Publications and podcasts

## Ask us a question about records in the collection

We will undertake basic reference work free of charge and aim to respond to your inquiry within 30 business days. Under the [Archives Act 1983](#) records become available once they enter the [open access period](#). Our [service charter](#) outlines the standards of service you can expect from us.

Please select one of the following to make an inquiry or request:

- [immigration records](#)
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- [internment and/or alien registration records](#)
- [intelligence and/or surveillance records](#)
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- [Merchant Navy records](#)
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- [general inquiry](#)
- order records ahead of your visit to a reading room – [advance request to view records](#)
- Defence force personnel records – search and order through [RecordSearch](#)
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