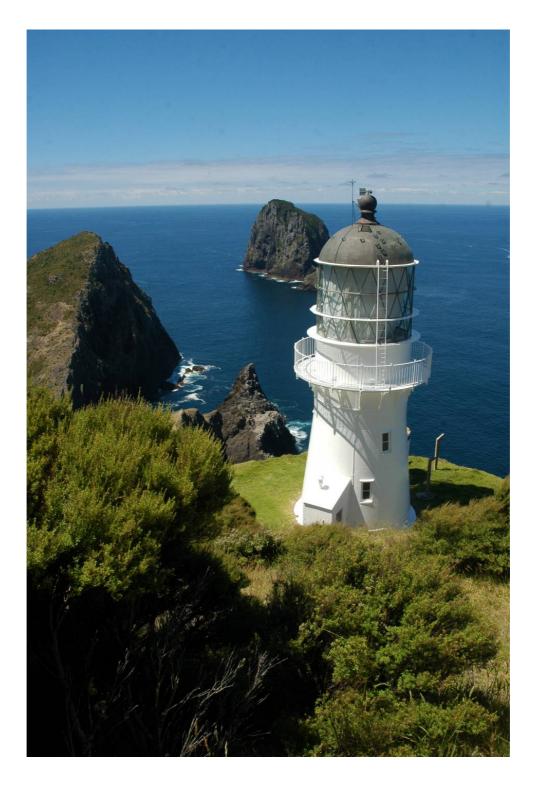
Beacon of the Bay

The Cape Brett Lighthouse Settlement and its Families



Christen McAlpine



Published by the Department of Conservation, Bay of Islands Area Office, Kerikeri.

Produced by the Visitor and Historic Assets team as part of the restoration and interpretation of the Cape
Brett Lighthouse and associated settlement.

Printed by Keri Design & Print, Norfolk Place, Kerikeri

First Published 2008

Copyright © Department of Conservation

All rights reserved

ISBN: 978-0-478-14535-9

Beacon of the Bay – The Cape Brett Lighthouse and its Families also available on CDRom and the internet (www.doc.govt.nz).

For further information please contact the Department of Conservation,
Bay of Islands Area Office,
34 Landing Rd,
Kerikeri 0230.

Acknowledgements

A big thanks to all the members of the Friends of Cape Brett Group for their continuing support and all the great stories they have shared over the past couple of years; thanks to Jim Foye of Maritime New Zealand for sharing his knowledge and help with accessing files.

Thanks to the staff of the Wellington and Auckland offices of the National Archives New Zealand and those of the Alexander Turnbull Library for their help with accessing the multitude of files looked at in researching this book.

A big thanks to all the families who shared their stories and photos of Cape Brett, we have been delighted with the huge response. Thanks especially to those whose photos we have used in the book—they bring the Cape Brett Lighthouse Station to life for us all.

- The Proebstel Family.
- Let Stan Emmens for sharing his collected info on the families of the light service.
- ▲ Mabel Pollock for letting us use the Jamieson family photos and all her additional information on aspects of the station.
- Barbara McKinley (nee Webley) and Charlie Webley.
- Linnea Jull and Ennis Francis (Joyce Quarrie's daughters).
- → Dawn Faulkner (nee Naulls).
- Colin Blow.
- Eileen Tiller.
- R.O. Sinclair.
- Ron James, great grandson of Harold McKinna, for sharing his family's photos.
- RJ Orman for providing information and photos from the Naval Radar Station at the Cape.
- → John and Eric Shepherd for the photo of their grandfather.
- Alan Baker.
- Bill and Kitty Kemp.

Thanks to Studio Pacific Architects and Rudolphs ltd of Whangarei for helping the Department of Conservation to re-habilitate the old girl with a fresh coat of paint. To Paul Cummack, originally of Studio Pacific, for all the establishing work and Bill Colman our paint inspector.

Thanks to Norhttees Conservation corps team of May 2007 for helping to re-establish one of the old keepers tracks and giving the rest of the site a tidy up.

Finally a big thanks to all the staff of the Department of Conservation both passed and present who have been involved in any way with the Cape Brett project. Especially to the Visitor Assets teams of Kerikeri and Russell, to Grant Oakes and Chris Smith our skippers, to Catherine Perry for lending her editing skills and support, and to Andrew Blanshard, Katrina Upperton, Rolien Elliot, John Beachman, Chris Jenkins, Paul Mahoney and Barbara Browne for all their help and support.

Contents

	<u>Page</u>
Introduction	4
A History of Lighthouses	4
New Zealand Lighthouses	6
Cape Brett Lighthouse	10
Buildings	12
The lighthouse	12
Construction	12
Light Technology	21
Illumination	22
Automation	22
Lenses	23
Lamps	26
Light Characteristics	27
Fuels	29
The Mercury Bath	31
Maintenance	32
Painting	33
The tramway, landing, associated structures and the multiple cranes	36
The Landing/Gantry	36
The Crane	38
The Tramway	38
The Whim and the Engine Shed	41
General	42
Puff the Magic Wagon	43
The Houses	45
The Principal Keeper's House	46
The First Assistant Keeper's House	48
The Second Assistant Keeper's House	50
The Vege Garden with a view	53
The Schoolhouse	53
The Signal Hut / Station aka The Port War Signal Station	56
The Naval Radar Station	59
The Power House	62
The Kerosene Store	64
The Tramway Buildings	65
The Workshop and the Forge	70
The Pump House	71
Fowl House the Third	72
The Cow Bails	73
The Keepers and their Families	74
The Job	74
The Construction	78
The First Keepers (1910-1920)	80
Pre-World War 2 (1921-1936)	87
The Jamieson Years – World War 2 (1937-1946)	98

Post War (1947-1956)	107
A Two Keeper Station (1957-1968)	112
The Proebstel Years and De-manning (1969-1978)	116
The Supporting Cast aka the visitors through the years	121
Relieving Keepers	121
Naval Personnel	125
Teachers	129
Visitors	132
Sailors	132
Aspects of Station Life	133
Water	133
Power	133
Transport	133
Food and Stores	135
Mail	137
Communications	138
The Weather	139
Rescue Services	145
Health Care	145
School life	147
Entertainment	151
Holidays	157
Voting	158
The Animals and the Pets	158
Other Stories and Special Events the Lighthouses History	167
Captain Musick	167
Whalers	167
The Norwegian Tanker	167
Department of Conservation Work	168
Conclusion	171
Sources for More Information	172
Notes	173
Figures	180
References	185

Introduction

Lighthouses have a long history and hold a central place in not only New Zealand's but the world's maritime history. Cape Brett Lighthouse is one of the many along New Zealand's coast, each with its own colourful pasts. Cape Brett has a wealth of stories about its keepers, their families, their pets, and the buildings which made up a busy if isolated settlement. This book aims to share as much of this history as possible.

A History of Lighthouses

The first known marine light is considered to be the beacon built by the Cush peoples of the Nile Delta about 3000 years ago. This purpose-built beacon was located on the Egyptian side of the Red Sea and used for night navigation into and out of the waterways of the Nile and Red Sea. The beacon consisted of a bronze basket filled with bundles of sticks hanging on a pole. Homer's *Iliad* and the *Odyssey* also mention the use of navigation aids during the 9th Century. At the start of Book 10 of the *Odyssey*, as Odysseus and his ships arrive at Aeolia, the following reference is made supporting the presence of beacons:

"For nine whole days and nights we held our course, and on the tenth we glimpsed our native land.

We came in so close we could see the men who tend the beacon fires. But then sweet Sleep came over me—I was too worn out."

The 6th Century also saw the construction of a fire beacon at Dardanelles, Turkey and a lighthouse at Sigeum (now Cape Incihisari) in the Troad was reported by the Greek poet Lesches.⁵

The first substantiated lighthouse was The Pharos, one of the Seven Wonders of the Ancient World, built at Alexandria on the island of Pharos in ca280BC. It was designed by the architect and engineer Sostratus of Cnidus⁶ and built under the patronage of Ptolemy I Soter and his son Ptolemy II of Egypt. Descriptions of it can be found in several literary accounts by Greek writers Strabo and Pliny the Elder and by Moorish and Arab travellers who in 1166AD wrote extremely detailed accounts of the three tiered structure. Briefly, the bottom tier of the light was 55.9m high with a cylindrical core, the second was circular 27.45m high with a side length of 18.3m, the top was 7.3m high and during his tour of the light he saw a total of 67 rooms within the light (see Figure 1).

The Pharos was the world's tallest building and had a magnificent mirror which projected the light from the tower 'tens of kilometres away' and was said to have been used to detect and burn enemy ships. As an icon of the ancient world it featured on many representations including coins such as the 'billion tetradrachm' struck during the reign of Emperor Commodus 180-192AD. The coin shows a galley with an inflated sail passing The Pharos (see Figure 2). The light was used for about 1500 years before earthquakes in both 365 and 1303 AD irreparably damaged it, leading to its final collapse, reportedly in 1326.



Figure 1 - An artist's representation of the Pharos Lighthouse.



Figure 2 - A Roman coin with representation of lighthouse at Pharos.

After The Pharos, construction of different lights progressed with the Romans as their empire spread and with the Phoenicians who were erecting beacons along their trade routes. By 400AD, 30 lighthouses had been built from the Black Sea to the Atlantic.

The Chinese began constructing lighthouses and beacons in the 12th Century and Arabic writers reported on lighthouses in the Persian Gulf in the 10th Century. ¹¹ In Europe this period of construction also saw a utilization of church steeples or towers as navigational aides as well as fires being lit on headlands. ¹²

By 1819 construction had seen a total of 235 lighthouses constructed in Europe of varying forms. One of the most famous of these was the Cordouan light in southwest France, considered the first 'modern' lighthouse with staff dedicated to overseeing the its operation. Work began in 1584 with the final product a 51m high elaborately constructed tower. ¹³ The tower was embellished to the extreme, described as resembling a wedding cake. It contained not only the living quarters for four keepers but a private room and chapel for the King. It is also the first example of a sea swept tower – built in the open ocean – in the world. ¹⁴

The Eddystone tower off the coast of Plymouth in England came as a revolution in lighthouse construction and had a large influence on the form of New Zealand lighthouses. Because it is in an extremely exposed location it has been rebuilt five times over 400 years The first incarnation was built 1698 and had to be rebuilt a year later because it needed strengthening. The second was swept away just four years later – in 1703 – with its keepers, its designer, Henry Winstanley, and the workers who were there to stabilise the tower. The third version was much stronger but the candles used for the light set fire to the roof and after 47 years the tower burnt down. The fourth tower was built between 1756 and 1759, was conical in shape and constructed of interlocking stone masonry with a low centre of gravity. It had a tall tower so the light was not obstructed by waves or sea spray. This was by far the soundest, lasting 127 years until the base rock began to crack. The low centre of gravity and the conical shape became central features in future lighthouse construction throughout the world. The fifth tower, still in use today, was completed in 1882.

New Zealand Lighthouses

The New Zealand coast was plagued by shipwrecks from the earliest period of settlement. In 1808 New Zealand's first outright shipwreck occurred at Cape Brett when the schooner *Parramatta* was blown ashore during heavy weather as she was leaving the Bay of Islands to head back to Sydney.¹⁹

The first navigational device to appear on the New Zealand coast is believed to have been a beacon established at Maketu, near Tauranga, around 1831-32. From then there seems to have been similar moves by New Zealand's other provincial governments to establish different devices to aid shipping. A lantern, with reflector, was established on Nelson's Boulder Bank in 1848. It had a visibility of 12 nautical miles. Four years later, in 1852, a temporary keeper's cottage was established on the Wellington Heads at Pencarrow. The cottage was tended by George and Mary Bennett until replaced in 1859 when New Zealand's first lighthouse was lit on 1 January. January.

In 1854 the central government established the first agency to deal with the question of lighting the coast. ²⁵ The Beacons and Lighthouses Committees review found the existing situation severely lacking, which is not surprising as there were only temporary beacons established around the coast and no substantial lights.

The Pencarrow light — marking the eastern entrance to Wellington harbour — was honoured with the country's first, and seemingly only woman to preside over a light. And seemingly only woman to preside over a light. He harmonic market was the first keeper, who took over after her husband died in 1855. Pencarrow's was a white flashing light with a visibility of 30 nautical miles (nm). It was followed in 1862 by a permanent light on Nelson's Boulder Bank that had an increased visibility of 12.5nm. Both towers were organised by the Wellington and Nelson provincial councils respectively with the cast iron towers ordered from England.

In November 1862 the Marine Board Act was passed, establishing the Chief Marine Board under the Postmaster General. The purpose of the Act was to remove control of harbours and shipping from the provincial governments and gain control of lighthouse management. A month later the board was renamed the Marine Board. This lasted for four years, during which time there was a burst of construction with five lighthouses built during 1865.

In 1866 the Marine Amendment Act led to the dissolution of the Marine Board and the formation of the Marine Department under lighthouse engineer, James Balfour.³⁴ The Act forced the dissolution of the provincial lighthouse committees and brought all construction under the direction of the Governor.³⁵ The Marine Department was then transferred to the jurisdiction of the Customs Department in December 1869.³⁶ James Balfour and his staff, between 1870 and 1879, built an impressive 11 coastal lights and six harbour lights in just nine years with the department also becoming a separate entity during this time (1878-80).³⁷ The department's short-lived independence came to an end when it was reabsorbed into the Customs Department in 1881.³⁸ Between 1880 and 1897 a total of 26 major coastal lights were erected completing the network. Construction was absorbed by the Public Works Department from 1893.³⁹

With completion of the major network the Marine Department began to fill in the gaps in the lighting system - one of these being the coast between the lights at Moko Hinau and Cape Maria Van Diemen (see Figure 3). This is the gap that Cape Brett Lighthouse was to fill within the next few years.

Once construction was completed the department turned its focus to the day to day running and management of the lighthouse system. The department underwent no major changes until 1972 when it was absorbed by the Ministry of Transport, later becoming part of the ministry's Nautical Branch. In 1990 it became a separate Crown entity – the Maritime Safety Authority – before being renamed Maritime New Zealand in 2005.

Maritime New Zealand currently operates 24 lighthouses and 74 light beacons from the head office in Wellington. 42 Faults are detected and repaired remotely via the MNZ active control system. 43

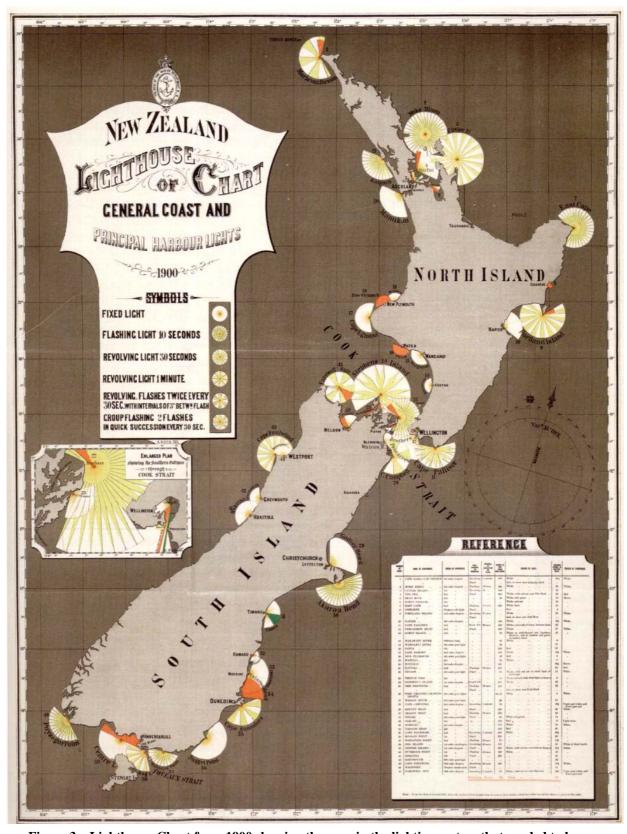


Figure 3 – Lighthouse Chart from 1900 showing the gaps in the lighting system that needed to be filled – note the unlit coast between Maria Van Diemen and Moko Hinau.



Figure 4 – Map showing location of the Cape Brett Lighthouse.



Figure 5 – Map of the Bay of Islands.

Cape Brett Lighthouse

AUCKLAND 13th January.
The Government steamer Hinemoa, which left the port of Auckland last week, is engaged selecting a site for a lighthouse between here and the North Cape. The Shipmasters' Association was consulted upon the question, and it is understood that the majority of the replies were in favour of Cape Brett, although some suggested The Cavillies, near Doubtless Bay. Mr. Allport, secretary to the Marine Department, was a passenger in the Hinemoa in connection with this matter.

Figure 6 – Article on the *Hinemoa's* movements from 14 January 1908.

The first discussion of the need for a lighthouse at Cape Brett was in 1874 – when Mr J.R. Williams hosted a public meeting in Russell to relay the recent proceedings of Parliament. During this meeting the floor was opened to questions and one gentleman enquired as to a lighthouse for Cape Brett — Mr Williams replied that he 'would be very glad to see a lighthouse on the Cape, but did not think it would be granted by the government.' In 1896 the Nautical Advisor proposed a light in this location – though the suggestion was passed over in favour of other lights. Thirty-three years later the

idea was again mooted by the Marine Engineer to the Secretary of the Marine Department in a 1907 report.⁴⁶

'The North Cape, or Cape Brett on the Southern side of the Bay of Islands appears to be the best place where a light is most urgently required as there is now no light between Cape Maria Van Diemen and Moko Hinau',47

The report went on to point out that a light at Cape Brett was the most wanted light in the Colony. 48 Consultation with the Shipmasters' Association put forward the Cavalli Islands – a little north of the Cape - and the Poor Knights Islands to the south, as alternative locations. 49 In December 1907 the Cape Brett Peninsula was chosen as the most advantageous location for a light for shipping purposes, 50 following investigations by Captain Bollons of the *GSS Hinemoa*, Mr J.A. Wilson, Auckland District Engineer, and the marine engineer of the time. Orders were soon put in for the necessary building materials and lighthouse parts, most of which had to be come from England. 51

Construction on the settlement started in 1909 after surveying on the newly acquired land at the tip of the Peninsula. ⁵² The light was first lit on the evening of 21 February 1910 and kept a watch on this coast until 5 October 1978 (the beacon was first exhibited the following night).

Buildings

The lighthouse

Construction

The first step towards construction was the designing of the tower and the light. The Marine Department's specialist lighthouse designer was David Scott, a veteran in the business. ⁵³ He was officially employed as a 'lighthouse artificer' and Cape Brett was his final lighthouse before retirement. ⁵⁴ The lighting device was designed by Messers Stevenson, Civil Engineers of Edinburgh and the actual construction was contracted out to several different companies (see Figure 7). ⁵⁵

GROUP FLASHING APPARATUS
WITH STEVENSON'S EQUIANGULAR REFRACTOR
SHOWING TWO FLASHES EVERY THIRTY SECONDS
DESIGNED BY
MESSERS SEVENSON CIVIL ENGINEERS EDINBURGH
CONTRACTORS
MESSERS CHANCE BROS & CO LTD BIRMINGHAM
AND
MESSERS JAMES MILNE & SON LTD EDINBURGH

1908
APPARATUS MAKES ONE REVOLUTION IN 30 SECONDS

Figure 7 - The plaque inscription on the mercury bath.

The lighthouse required components from throughout the world. The shell of the tower travelled 131.8 nautical miles to get to the Cape; of the parts of the light, the apparatus travelled around 9751.2 nautical miles, while the lantern and mechanism each travelled about 9549.9 nautical miles.

The Marine Department went to tender for the best price available for the construction of the tower, the process took about one and a half months during December 1908 and January 1909 (see Figure 14). The company selected was Chas Judd Ltd (1869), an iron and brass foundry in Thames operated by the Judd brothers. ⁵⁶ The Public Works Department officially accepted the contract for £930 18s 9d (roughly NZ\$133,468.61 today) on 8 January 1909 and it was signed by Judd brothers James Charles and William Henry. ⁵⁷ The tower plans for construction (Figure 8 to Figure 13) were signed by the brothers on the day the bond of £100 was received. ⁵⁸ The completion date on the contract was 8 May 1909. ⁵⁹

The tower – built of several iron plates and thousands of bolts – was constructed and assembled at the Judd foundry yard to make sure that all necessary parts were there for re-assembly at the Cape (see Figure 15). The Cape Brett tower was one of four cast by the company, the others being the Cape Campbell, East Cape and Kahurangi Point towers (see Figure 16). ⁶⁰

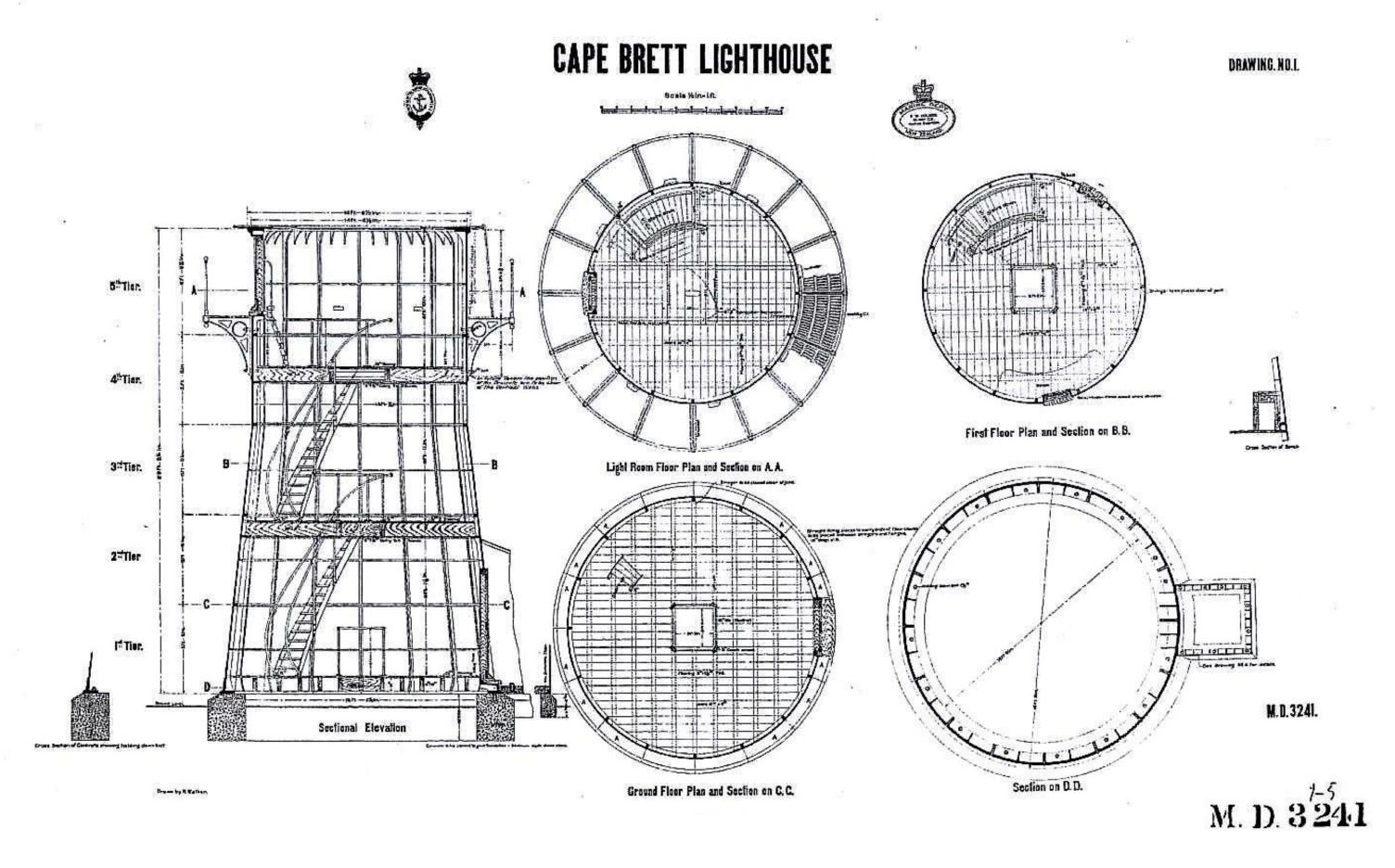


Figure 8 – The architectural plans for the lighthouse –Drawing No 1.

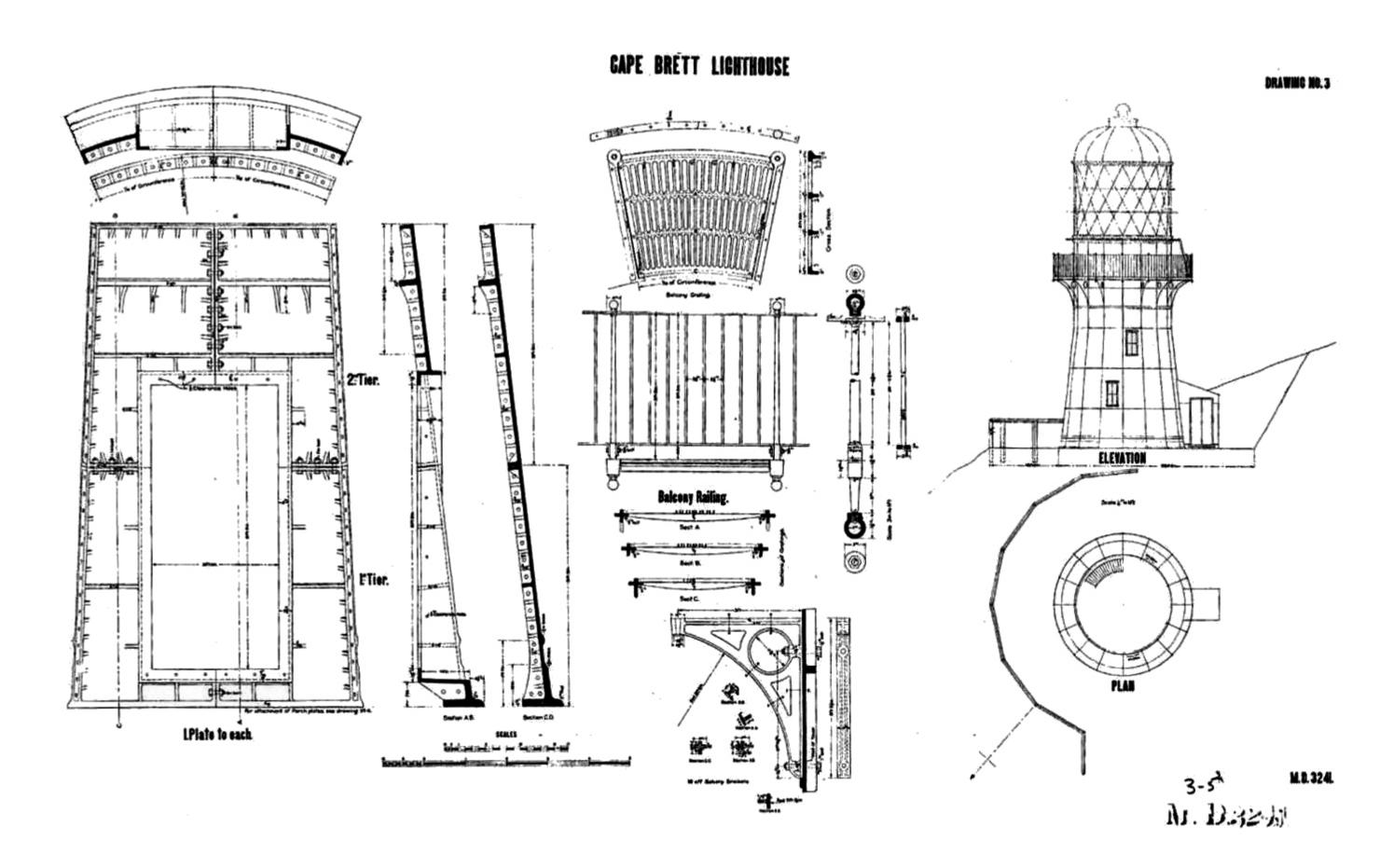


Figure 9– The architectural plans for the lighthouse –Drawing No 2.

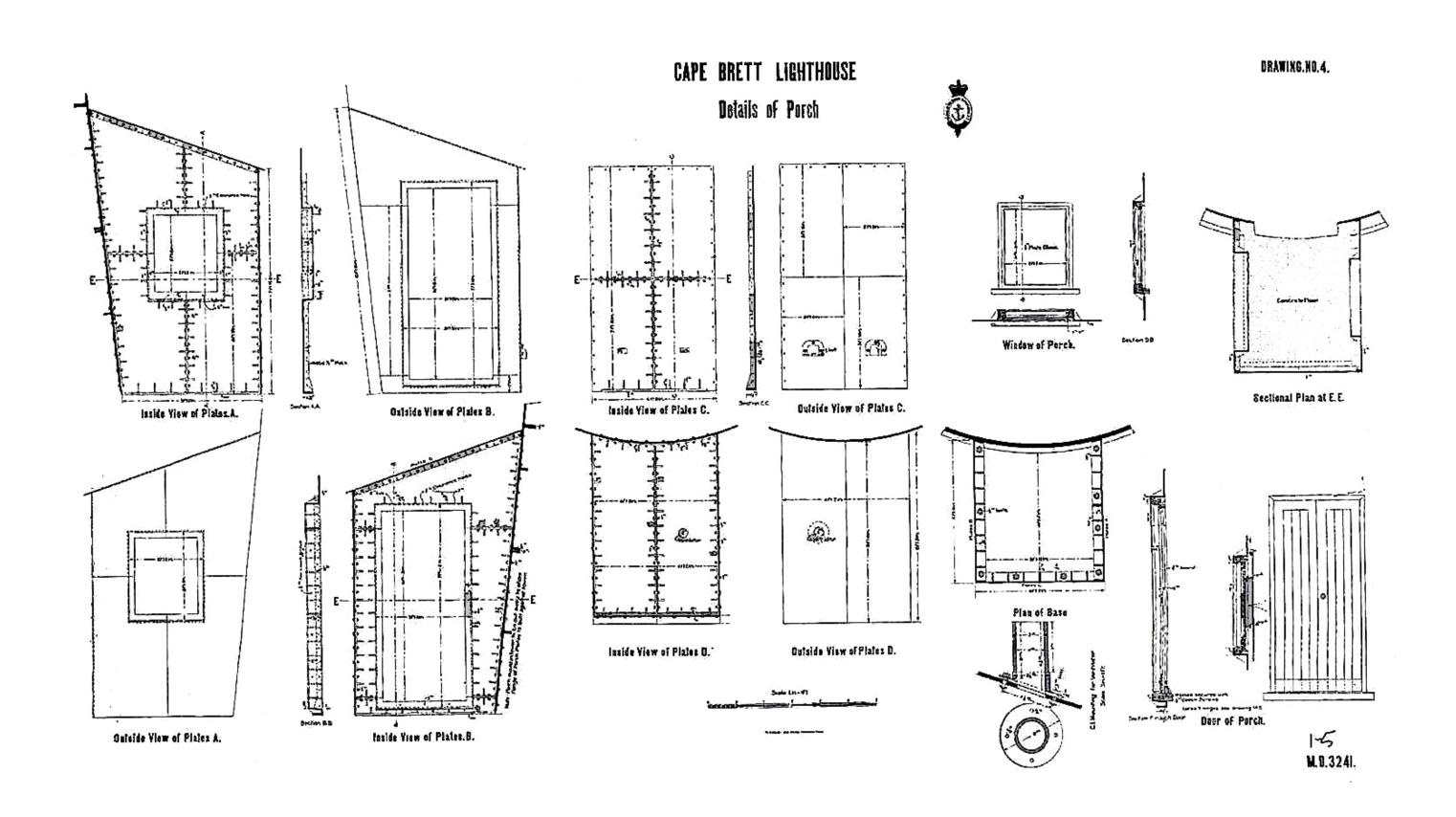


Figure 10– The architectural plans for the lighthouse –Drawing No 4.

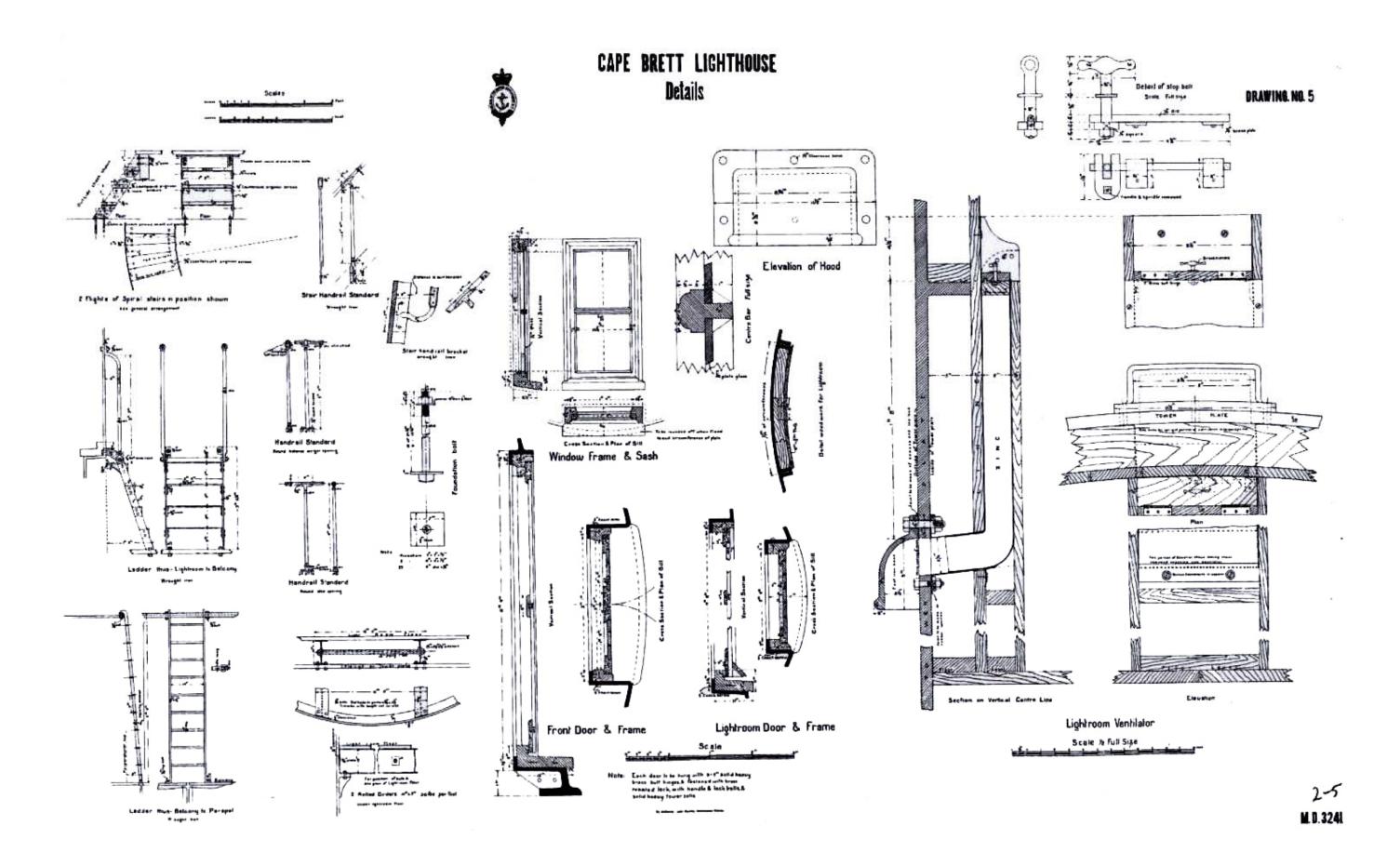
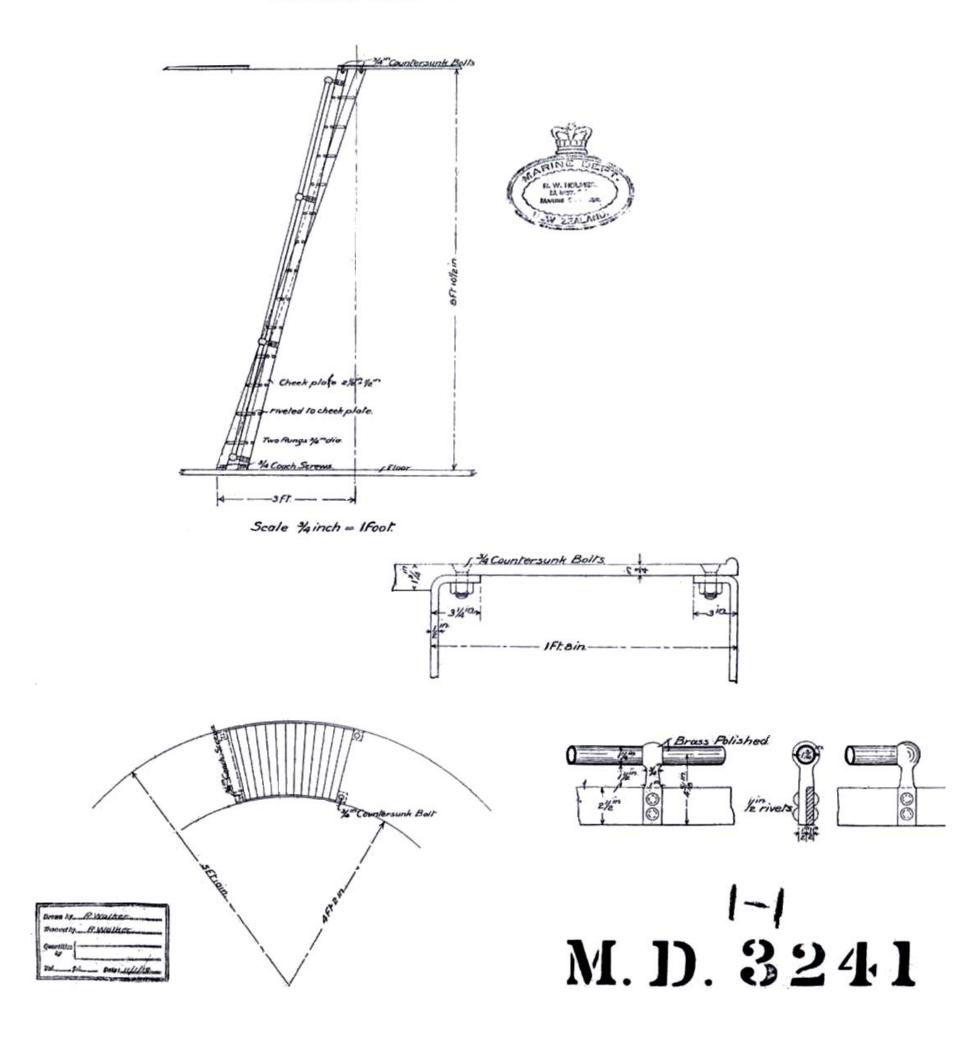


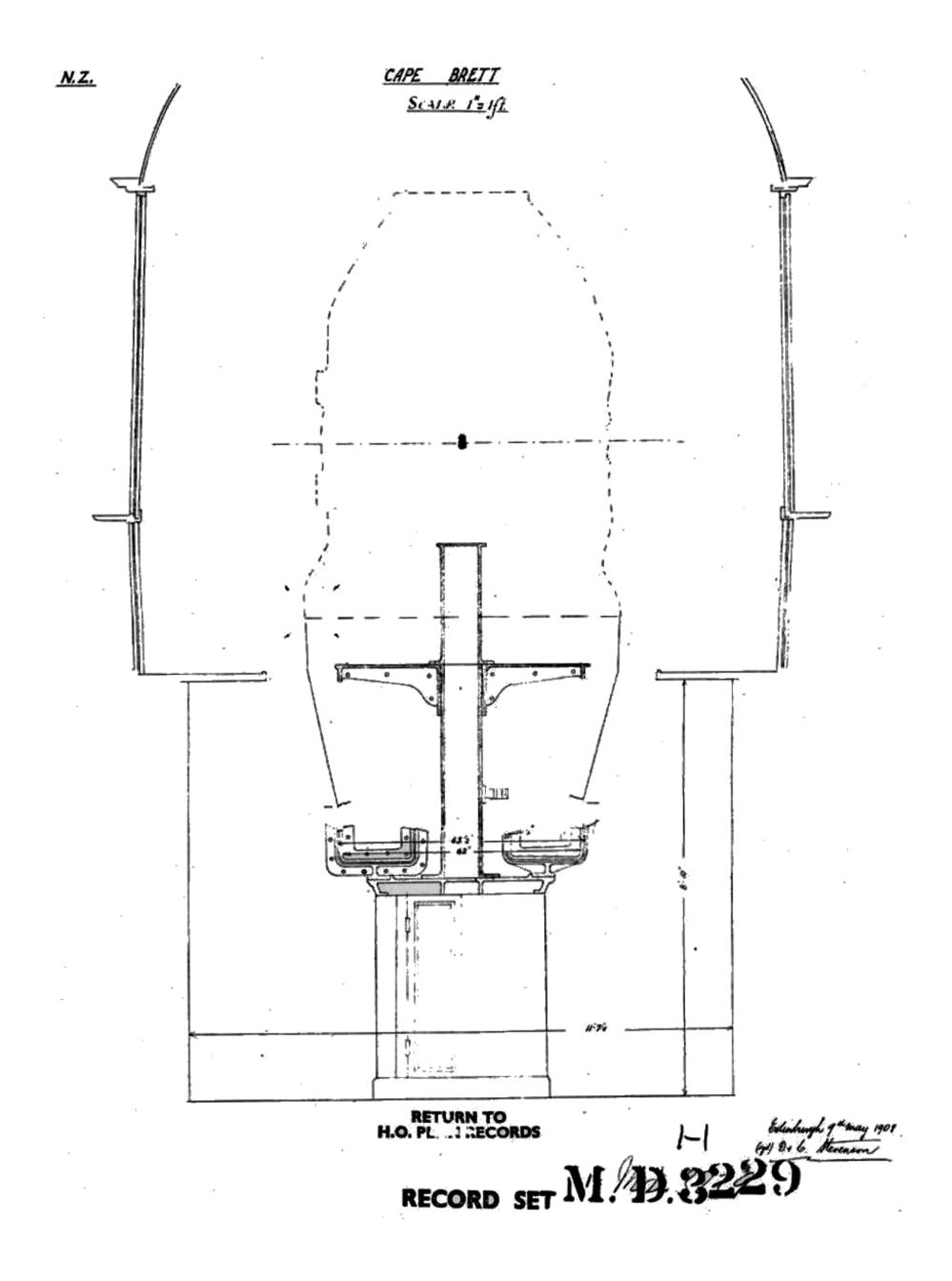
Figure 11– The architectural plans for the lighthouse –Drawing No 5.

CAPE BRETT LIGHTHOUSE

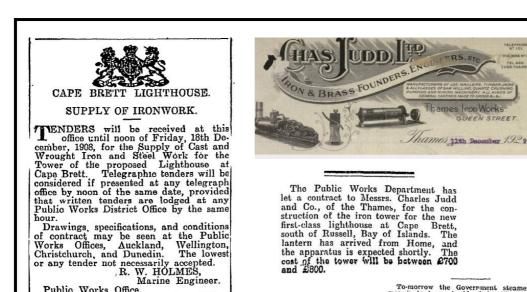
Light Room Ladder:



 $Figure\ 12 \hbox{ - The architectural plans for the lighthouse -- Drawing of Lighthouse ladder.}$



 $Figure\ 13-Plans\ of\ the\ light\ mechanism\ designed\ by\ Stevenson's,\ dated\ 9\ May\ 1909.$



Public Works Office, Wellington, 1st December, 1908. To-morrow the Government steamer Hinemoa is to leave Auckland for Thames, where she ships a tower for the Cape Brett light-

Figure 14 – Articles from the Evening Post, Wellington, about the construction of the Cape Brett tower, and the Judd factory advertisement.



Figure 15 - The cast iron tower for Cape Brett constructed on the Judd foundry in Thames.

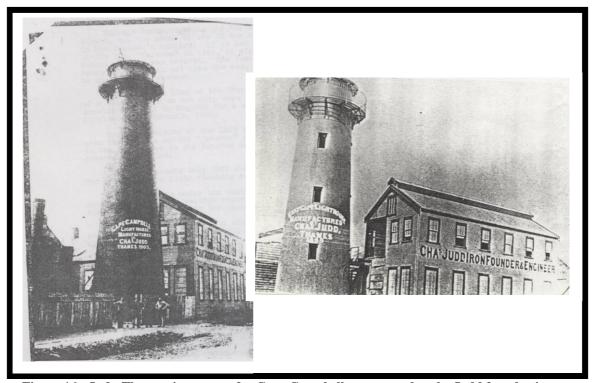


Figure 16 – Left: The cast iron tower for Cape Campbell constructed at the Judd foundry in Thames. Right: The cast iron tower for East Cape on the lot in Thames.

The construction on the 35ft tower had finished by 14 June 1909 when the Government steamer *Hinemoa* left Auckland for Thames to pick up the pieces of the tower to transport them to Cape Brett. Once the steamer arrived at the Cape the pieces of the lighthouse tower were winched ashore by the crane before being put on the tramway and taken to the top of the hill for assembly. Reports from the actual assembly of the tower have not been found but at a guess the tower would have been up by December 1909, if not earlier, to allow enough time to install the light itself.

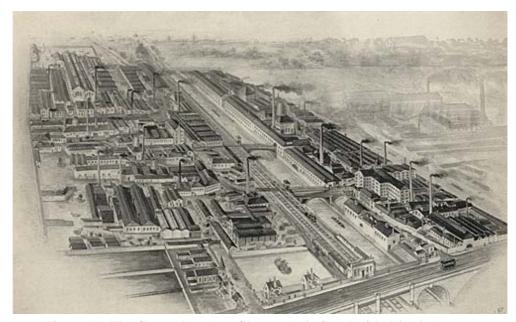


Figure 17 - The Chance Brothers Glassworks in Smethwick, Birmingham.

The apparatus of the light travelled the furthest of all the different lighthouse parts, coming from Birmingham, England. The apparatus was manufactured by the Chance Brothers & Company Ltd in Smethwick, Birmingham, which was founded in 1824 and had a long history of manufacturing lenses for lighthouses. The company had an extremely good reputation for producing sheet, window and optical glass and even today is considered to have been one of the most important glass manufacturers in the United Kingdom. The company had a part of the most important glass manufacturers in the United Kingdom.

The lantern and mechanism were both sourced from Edinburgh, Scotland. ⁶⁶ The lantern came from James Dove & Company of Greenside, Edinburgh, while the mechanism (the machinery which made the light turn) was sourced from James Milne & Son Ltd who appear to have been brass founders. ⁶⁷ It is likely that these two companies were sub-contracting for the Chance Brothers. To date, no other information about these companies has been found.

The pieces of the light were shipped to Wellington before being transported north to Cape Brett in August 1909, where the installation was overseen by David Scott (Figure 18). ⁶⁸ The installation began in October 1909 and was carried out by five workmen. ⁶⁹ When it was completed a plaque was attached to the basin of the mercury bath (see page 31 for mechanism details and advantages). Though the plaque is inscribed with 1908 this is most likely a reflection of the date the mechanism was made before being shipped to New Zealand, not when the lighthouse was completed.

The lantern and apparatus for the new lighthouse at Cape Brett, North Auckland, will be placed on board the Hincmoa when she leaves Wellington on her next northern trip Mr Scott, the Marine Department's expert, who recently returned to Wellington after installing the incandescent system at several South Island lighthouses, will accompany the Hinemoa when she goes to Cape Brett, and will remain there until the lantern and apparatus are in position.

Figure 18 – Article on the movement of the lantern and apparatus.

Light Technology

The technical operation of the Cape Brett light is the most significant aspect of this lighthouse. Technical aspects of lighthouses that have been identified as the most significant by Thomas A. Tag, an international lighthouse researcher, include:

- What is the early illumination history of the specified light?
- What types of Fresnel lenses were used?
- ▲ What types of lamps were used?
- → What was the light characteristic at this site and how did it change over time?
- → What types of fuel were used within the lamps?
- → If the lens rotated, what type of rotation was employed?⁷⁰

Two other major advances at New Zealand lighthouses were electrification and automation.

Illumination:

This light's first official night as a navigational aid was on 21 February 1910 and it continued to aid sailors until around October 1978.

The new lighthouse at Cape Brett, which has been in course of construction for some eighteen months, will be lighted on Monday next. It is of a unique variety (the only other one of the kind in the Southern Hemisphere is in South Australia), and it is anticipated that it will be a great aid to the safe navigation of that part of the coast of New Zealand. The tower, which is painted white, is at an altitude of 510ft above sea level, and the powerful rays can be seen for a distance of thirty miles.

The last issue of the Gazette gives notice that a lighthouse is being erected on Cape Brett, the south-eastern point of the Bay of Islands, in latitude 35deg 11min S. and longitude 174deg 21min E. (approximate). The light is to be a first-order white group-flashing one, with two flashes in quick succession every half minute. The focal plane of the light will be 510ft above high water, and it should be visible, except when obscured by the land, over an arc of 240deg for a distance of thirty miles. It is expected that the light will be exhibited by about the middle of February, 1910, but a further notice to mariners giving the exact date will be issued later on.

Figure 19 — An article from the Evening Post on 18 February 1910 announcing the lighting of Cape Brett.

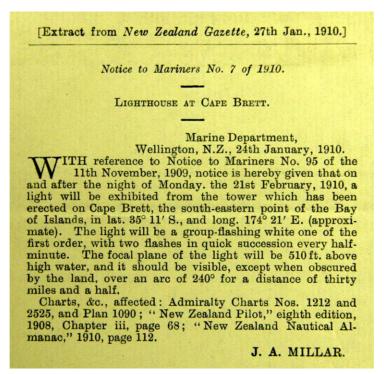


Figure 20 – Extract from the New Zealand Gazette announcing the lighting of Cape Brett.

Automation:

Automation came about as technological developments, such as early satellite navigation systems, rendered the keepers redundant to the shipping business. This was understandably a complex process, given all the personnel, practical and economic issues involved. The keepers were slowly lost through attrition rather than redundancy and the Marine Department dissolved positions as keepers were transferred to other lighthouses or other government agencies. Those who stayed were offered the option of short term job sharing or a demotion.

Cape Brett was converted in 1978 – five years after the process began in 1973, continuing until 1982-83. Local protests against the removal of people from Cape Brett consisted of bags of letters from individuals, commercial launch operators, yacht clubs and deep sea fishing companies who raised concerns about vandalism and the reliability of an automated system. The value of keepers for relaying radio messages (due to the blind spots in the bay) their weather warnings and the fact that their eyes could keep watch for flares from vessels in distress, were put forward as reasons to retain keepers. However these concerns were all dismissed by the Marine Department and the conversion finished in October when the solar-powered beacon was installed next to the old tower, which eventually fell in to disrepair.

Automation was inevitable because the Marine Department was running at a huge loss. The cost of accommodating the keepers and their families on stations was at least \$350,000 less than the department was receiving in light dues from the shipping companies. It was unfortunate that so many men lost jobs and that the lighthouse keeper career became virtually extinct in New Zealand.

The lighting system for New Zealand is now controlled remotely by Maritime New Zealand's Wellington offices using an active control system. This enables a lighthouse engineer to monitor and repair faults via computer and all beacon/light parts have their own standby units that turn on automatically in case of part failure.



Figure 21 – The two 'bulls eyes' in the Cape Brett lens.

Lenses:

The equiangular refractor Fresnel lens used at Cape Brett was a first order lens (the largest of seven different sizes) manufactured in England by the Chance Brothers. The Fresnel lens was invented by the French physicist Augustine Fresnel in 1822, and was important because of its efficiency. The lenses were only manufactured in two countries, France and England, but were used in lighthouses throughout the world. The first Fresnel lens was installed at the Cordouan Lighthouse in France. 80

The lenses were constructed with a series of concentric rings of glass prisms above and below a central drum section, all of which worked to bend the light from the light source into a narrow beam. ⁸¹ The bull's eye design that featured on most of the Fresnel lenses operated to make the narrow beam produced even more powerful and the number of beams produced depended on the configuration of the prisms. ⁸² The lens was extremely efficient and only lost 17% of the light produced by the source (compared to the 97% lost from an open flame). ⁸³ The lenses were made in seven different sizes, referred to as 'orders,' with a first order lens being the largest (approximately 3-4 metres in height) and the seventh being the smallest (approximately 0.5 metres in height).

Every lens had a different form so that mariners could distinguish between lights based on the characteristics the lens would produce. ⁸⁵ In Cape Brett's case the bull's eye design featured twice in the design and acted with the lamp to produce the light's identifying characteristics.



Figure 22 – The lens at Cape Brett in 2008.



 $\label{lem:condition} \begin{tabular}{ll} Figure~23-A~Fresnel~lens~from~the~Dog~Island~Lighthouse~formally~on~display~at~the~Museum~of~City~and~Sea~in~Wellington. \end{tabular}$

Lamps:

Several different types of lamps were used during the light's history, with the type of lamp determined by the type of fuel to be used. The first lamp was an incandescent kerosene burner (see Figure 24), which was replaced by the electric powered bulbs that are still in situ inside the lens (see Figure 25). ⁸⁶ Early records are available for the transporting of kerosene to the site and the lamp is now held by the Department of Conservation at the Bay of Islands Area Office.

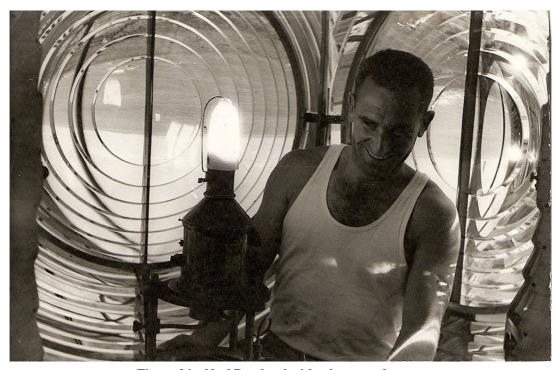


Figure 24 – Noel Proebstel with a kerosene lamp.



Figure 25 – The current lamp fixture.

Light Characteristics:

There are varying reports on the light's actual visibility, but the Marine Department classified the Cape Brett Light as a first order group white light, visibility at 30.5 nautical miles. ⁸⁷ The light would flash at a standard rate of two flashes/one revolution every 30 seconds. ⁸⁸

When the light tower was closed in 1978 and the light beacon installed, the brightness of 1,000,000 candelas was reduced to 40,000 candelas, with the visibility reduced to 17 miles, and the flash changing to a 0.3second white flash every 2.5 seconds. 89

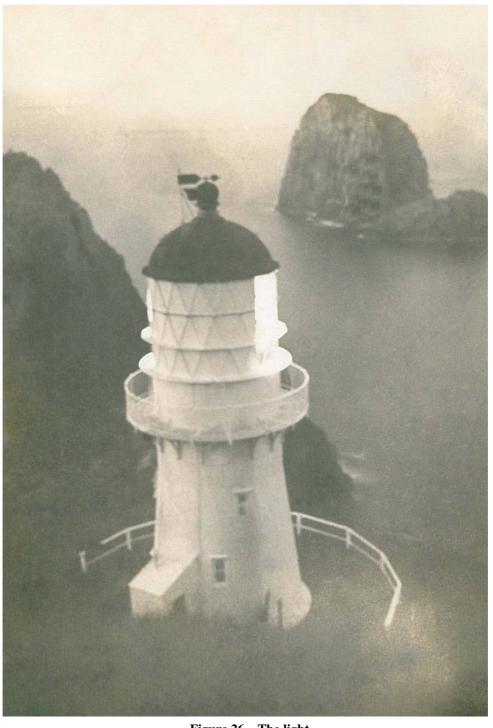


Figure 26 – The light.



Figure 27 – Another angle of the light before it was to be turned off for the day.



Figure 28 – The kerosene tanks still in the light.

Fuels:

Different types of fuel were used during the light's 68 years. Kerosene was the first, supplied regularly in small quantities and stored in a purpose-built shed next to the lighthouse. The tanks were installed on the second floor of the light tower as seen in Figure 28.

In 1955 the lamps were converted to electricity provided by diesel electric motors. ⁹⁰ The engines were also used to operate the tramway when it was needed (and proved much more reliable than the horse as the engines could not run away!).

It wasn't until 1968 that the Cape Brett settlement was connected to the national power grid (when the diesel generators became the back-up power system). ⁹¹ This was a massive undertaking. A total of eight miles of 11kv single wire, 31 power poles, approximately 22 men spread from Rawhiti to the lighthouse, three boats, one amphibian aircraft and one helicopter was needed. ⁹² The power poles were positioned by first excavating the holes using small charges to loosen the rock, then post-hole borers dug a series of neat holes (33cm in diameter by 12.7cm deep). ⁹³ The poles were moved to their designated positions (see Figure 29) by being attached to a cable from the helicopter and flown over the Cape, where the gangs of men were in position to put them into place. ⁹⁴ The workers ran into several problems when establishing the line, mostly related to the helicopter and the weather conditions in which the pilot could fly. ⁹⁵ The total cost of the line was £8000, which works out to £1000 per mile. ⁹⁶

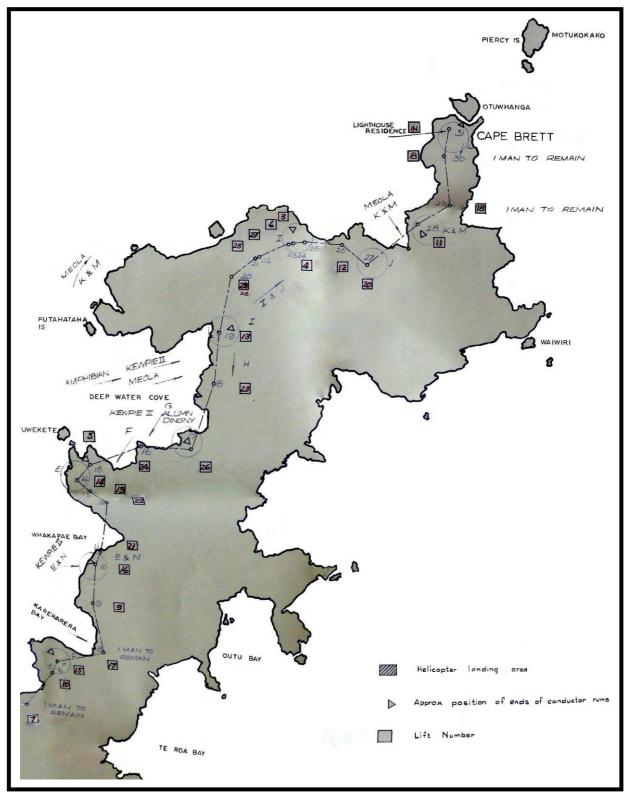


Figure 29 – The proposed route of the 11kv power supply line, from the Ministry of Works, 1965.

The Mercury Bath:

The rotating mechanism used at Cape Brett was the first of its kind in New Zealand. The mercury bath was the same kind that had become a standard feature in European lighthouses. There were many advantages to using a mercury bath to rotate the lens, which overruled the disadvantages of using the mercury.

Advantages included:

- Increased rotational speed of the mechanism⁹⁹
- Near-frictionless rotation resulting from the liquid 100
- The mercury could hold more weight than the roller and ball bearing method (approximately 100kg of mercury could support three tonnes of weight)¹⁰¹
- The system offered less wear and tear, giving a longer lifespan ¹⁰²

These factors combined meant that a smaller motor was needed because the bath could support a greater weight than other rotation devices. ¹⁰³

Disadvantages included:

- Earthquakes and spillages had to be followed by the painstaking process of gathering up all the mercury ¹⁰⁴
- A toxic vapour was released when the mercury amalgamated with rust from the turning unit, requiring the cleaning of the bath and replacement of the mercury. ¹⁰⁵



Figure 30 - The mercury bath.



Figure 31 – The mechanism that sits beneath the mercury bath.

Maintenance

Once the lighthouse construction was complete the arduous task of keeping it in perfect condition began. Keepers' tasks included maintenance on the mercury bath, the lens, the lamps, the window panes and other associated parts - not to mention the painting of the structure, the upkeep of the copper dome and the mountains of paperwork involved in everything.

Painting

Painting was a standard task for the keepers and seemed to occur at no regular interval for Cape Brett. When the tower was stripped right back to the ironwork during the Department of Conservation makeover in 2007 the painters found a build up of 60 layers of paint. ¹⁰⁶



Figure 32 -Keepers painting the lighthouse.

In Mabel Pollock's book 'Children of the Lighthouse' she discusses her family's time at the Cape Brett station (one of the many her father Hugh Jamieson was posted to) and talks about various aspects of the station, including the painting. The keepers at the Cape during World War 2 would paint the light as a group. The principal keeper and first assistant keeper would hang from the balcony in bosuns' chairs, while the second assistant keeper would paint the balcony and above – including the dome – using the rungs already on the structure for support. They would treat and red-lead the rust spots on the tower before applying the undercoat, finishing with a shiny white coat, while the dome would be painted and oiled. Mabel also remembers that her father used to paint in 'long trousers, long sleeved shirt and pullover' (all of which were covered in red and white paint) before they moved to the Cape, where he started painting in a 'pair of old shorts and singlet, old sand shoes and a shady hat.' 107

According to Helen Beaglehole, author of 'Lighting the Coast. A History of New Zealand's coastal lighthouse system,' the best practice for the Marine Department until the mid-1950s was for keepers to paint the tower every four to five years, and to polish the dome more regularly with linseed oil. However on stations such as Cape Brett – where there was the man power for the task - it was left to the discretion of the principal keeper.

After the Marine Department established maintenance centres in Wellington and Auckland in the 1950s the keepers were no longer faced with the massive job of painting the tower. ¹⁰⁹ The work was done by the Marine Department's professional painters, such as Joe Conlon (who left the department in 1967) and his painting partner Henry Philips. ¹¹⁰

The lighthouse received its latest paint job in early 2007 when the Department of Conservation hired Whangarei firm Rudolphs to give the lighthouse a fresh look. The paint job was a massive undertaking with the two painters taking six weeks to complete the job. All the necessary gear — sixty tonnes worth — was transported to the site using a barge and helicopter. Before painting they first had to strip off the old paint — all 60 layers of it — before they could apply a fresh six layers. Eighty percent of the tower had to be stripped by hand, while the rest was sandblasted. The six layers of paint included a special primer that had to be used because of the tower having been cast in New Zealand (English towers have a different carbon content). Also replaced were the large front doors (the new ones weighed 600kgs), a second floor window and 14 cracked panes around the light.

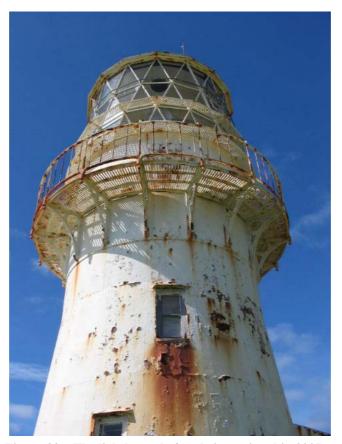


Figure 33 – The lighthouse before being painted in 2007.



Figure 34 – The worksite during the paint work with the lighthouse covered in scaffolding.



Figure 35 – The made-over lighthouse, straight after the painters had finished.

The tramway, landing, associated features and the multiple cranes

The transport system for the station was a significant building achievement. The first move for the 1908-09 construction team was to build the landing and crane, followed by the tramway and winch and then the associated storage buildings.



Figure 36 – The view of the gantry from the stores boat during World War 2.

The Landing/Gantry:

To build the landing, the rock at the top of the platform had to be blasted to create a flat area for unloading and loading goods and materials onto the tram trolley. He details are available about the actual construction of the concrete and iron pillar which forms the base of the landing.

The safety on the landing was always a key issue, especially after an unfortunate accident during World War 2 when a young naval rating fell from the landing and

died.¹¹² The department's reaction to this accident was to enlarge the landing block and to order the installation of safety barriers to prevent further falls. Permanent barriers were concreted in on the eastern side of the landing, with those on the west being removable. The removable barriers allowed offloading of stores straight onto the block, and the barriers could not be washed away in large swells.



Figure 37 – The crane during a storm with the barriers removed.



Figure 38 – The barriers in place in the 1970s.

The Crane:

The first of the series of cranes to be built at the Cape was a one ton derrick constructed by the W. Crabtree and Sons Company based in Wellington. Predominantly of iron and powered by a hand winch, it lasted until a severe storm in 1924 washed it right off of the landing and into the ocean. 114

The cranes that followed were frequently damaged during storms, resulting in repairs or replacement. When a crane became damaged beyond repair the department usually used to opportunity to update the crane based on new designs or technology.

The crane was used to move stores, mail, keepers' property, animals, construction materials and other items, from the various boats on to the landing. Figure 39 is a series of pictures illustrating the crane's operation in the 1960s.



Figure 39 – The crane under operation, 1960s. Keeper Murray is in the dinghy transferring stores, while keeper Rodda operates the crane.

The Tramway:

The tramway was constructed using concrete and rails and was originally powered by a single horse and whim working from the top of the tramway. A large trolley on a long cable moved goods up and down the tracks. It was later operated using a diesel engine housed in one of the tramway sheds.

During World War 2 the tramline was extended through the manuka scrub up to the ridgeline above the lighthouse. This connected the station's major supply line to the naval station to move supplies up to the Navy personnel. When the naval station was closed the tramline was shortened to its original length.

The tramline was modified one final time when it was shortened to approximately half its original length and ran to just above the level of the second house (the current

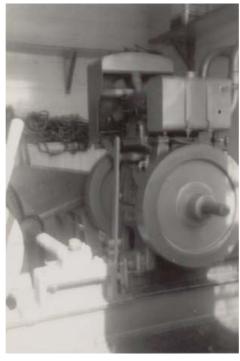
DOC trampers' hut). This was an economic move by the Marine Department: the top half of the tram was no longer needed to move fuel or a large quantity of supplies right up to the lighthouse, and it reduced the stress placed on the engine.



Figure 40 – The tramway running through the centre of the station — from the landing to the naval radar station.



Figure~41-A~photo~from~the~base~of~the~navy~stretch~of~tramway~looking~up~towards~the~radar~station, World~War~2.



Figure~42-The~''Giggling~Gertie''~winch~two~cylinder~Lister~diesel~engine,~used~to~operate~the~tramway~in~1959.

The Whim and the Engine Shed:

The whim was described as being:

'a large wooden capstan that turned inside an underground housing. Two poles were set into the top of the capstan, a horse harnessed to each pole as they plodded round and round they drew the trolley with the tower sections steadily uphill.' ¹¹⁵

A hole was blasted into the rock and the whim was built using Kauri timbers. Horse power pulled the loaded trolley up the long tram and the original horse supplied during the station's construction worked until 1922, when it died from old age. ¹¹⁶ An article published in 1974 by the *Auckland Star* reports that an 8inch horseshoe hanging on the wall indicated the horse was probably a Clydesdale, but whether the shoe belonged to the whim horse is unknown. ¹¹⁷ The whim only ever operated with a single horse though it could operate with two.

After the horse died a 12hp (horse power) Anderson oil engine was installed in January 1922. The engine was housed in a shed at the point where the path to the lighthouse crossed the tramline. This engine is reported to have stayed in use until 1953 when it was removed. 119



Figure 43 – The whim during the 1970s.

Mabel Pollock makes reference to the construction of an engine shed, and remembers the schedule as:

- Day One the workers laid a large concrete slab with embedded bolts.
- Day Two was the erection of the corrugated iron shed that was built over the concrete pad and the attachment of a tank for rain water to its roof.
- → Day Three was the installation of the engine to do this the engine was hand winched to the shed and bolted to the pad; the crane cable was attached to the drum and then cranked into life. ¹²⁰

The whim was unused through World War 2 and acted as a piece of playground equipment for the children of that period. Mabel remembers that the whim's two poles were removed, the base was immobilised by dirt, and manuka scrub encroached into the surrounding area. ¹²¹

A photo from the Proebstel family shows that the whim was largely intact in the 1970s though some of the wood appears to have begun to rot (see Figure 43). In 2008 the capstan is still recognisable in the hole, though the area is surrounded by dense scrub.



Figure 44 – The cut for the whim in 2007. Note the capstan lying in the bottom right corner.

General:

The transport system generally ran smoothly as long as the horse was present or the engine was operating. The real problems were often caused by the weather – mainly the infamous storms that would batter the station (see Storms on page 139).

The tramway and trolley provided the Marine Department with many headaches. The most common was the constant 'riding' of the trolley by the keepers, the children and the naval staff. The first time the trolley cable broke (according to Mabel Pollock) it was loaded with drums and, when the cable snapped, the trolley and its load flew through the dry store wall. After this accident, when the cable was re-established, a new safety device was fixed to the trolley to prevent this type of accident happening again. The Marine Department issued a memo stating that there would be disciplinary actions taken for this event. However there were no reported injuries to the keepers or their families in the first 40 years of the station's life (at least not for riding the trolley).

One near miss that did occur with the tramway was when barrels were being moved up the tram on the trolley. Something faulted, causing them to go rocketing back down the tramway. The supplies boat was still sitting directly in front of the landing when the barrels came flying towards it. Luckily at the moment the barrels were about to hit the boat, the ocean swell dipped and the barrels hit the water instead.

Puff the Magic Wagon

The motorised wagon was used to transport stores from the tramway to the buildings on tracks constructed from the rails no longer needed for the tramway. The wagon was commissioned in the late 1960s and named 'Puff the Magic Wagon' by the lighthouse children.



Figure 45 – The opening of the Puff track with all the station's residents in attendance.

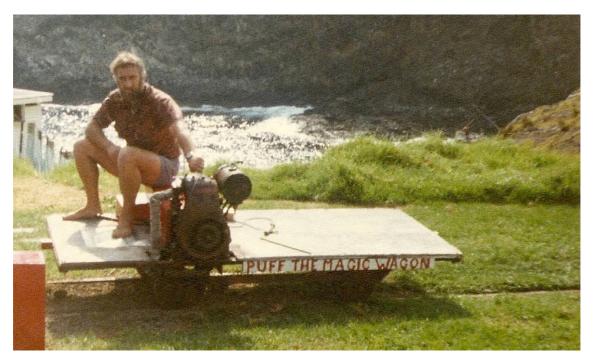


Figure 46 – Noel Proebstel on the motorised Puff wagon.

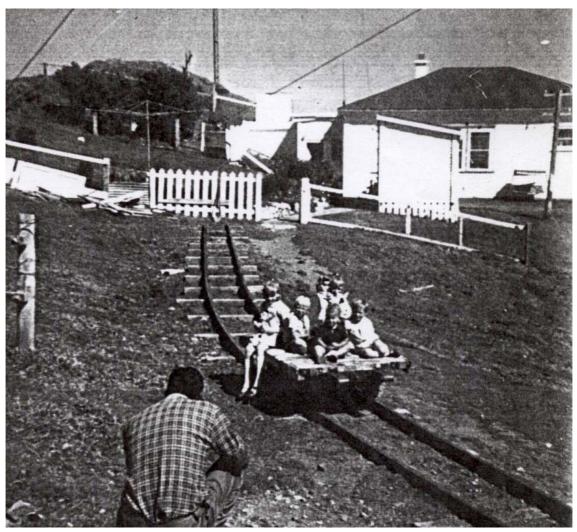


Figure 47 – The children being photographed on Puff.

The Houses

The construction of the three houses for keepers and their families was as essential as the lighthouse itself.

The houses all had the same features:

- The main house
- ▲ A water tank with a holding capacity of over 25000 litres each
- ▲ A wash house
- A fowl house
- ▲ A white picket fence

The plan for the houses at Cape Brett became the standard design for the Marine Department. They were built from timber primarily sourced from the Government sawmill located at Kakahi (10km from Taumarunui). ¹²² The timbers were ordered as soon as possible, stacked and set aside to season at the sawmill for several months before being transported to the Cape. ¹²³ There was further blasting at the sites to make a flat area for the houses.

A description of the houses at Cuvier Island matches that of the Cape Brett houses: 'Solid houses of Kauri, with sliding sash windows, wide rusticated weatherboards, ten-foot studs, massive fascia boards and corrugated iron roofs.' 124

The marine engineer's report of 1909 discusses the contractors' building progress: 'At the end of the year, two of the three cottages were rather more than ¾ completed and the third was ½ completed.' 125

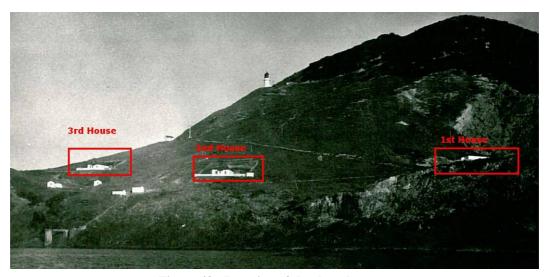


Figure 48 - Location of the three houses.

It is likely the three houses and associated structures were finished by September or early October of 1909 so the three keepers could move in and complete the establishment of the station before the light was lit in late February.

The water tanks were placed on the left side of the cutting for all three houses; each had a standard concrete path right around the house. Each house had eight rooms and was filled with standard furniture supplied by the Marine Department. The houses had an 'open plan' kitchen and lounge to save on space (see Figure 50).

The houses weren't free for the keepers; they all had to pay a rent, even in remote locations such as Cape Brett where the nearest town would have been an eight hour tramp away. In 1946 £50 was deducted from keepers' salaries yearly to cover rent, fuel and lighting. 126

The Principal Keeper's house

The first house was positioned on the far west of the station about 46 metres above sea level. The house was assigned to the principal keeper, but no particular features (especially in its early history) distinguished it from the other two. The house continued to shelter the principal keepers, from Robert McIver and family in 1910 to Noel Proebstel and family in 1978.

In addition to the house, the double concrete tanks, and the wash house, the house had an associated cow shed built at the front of the hill. The wash house was also used as the office and post office for the principal keeper for many years. The office remained until a designated office was included in the power house in 1968. 127

The house was well maintained until the keepers moved out in 1978. It was demolished by the Bay of Islands Maritime and Historic Park Board in the 1980s because of weather-related deterioration and because of the deterioration that results when no one lives in a building for some time.



Figure 49 – The principal keeper's house (viewed from the east) with associated gardens and structures.

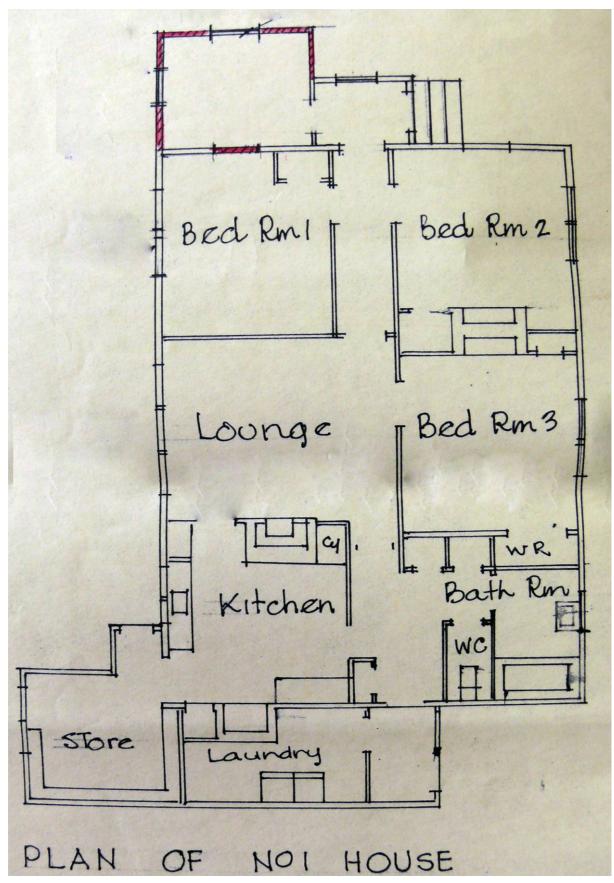


Figure 50 – Floor plan of the first house.

The First Assistant Keeper's House

The second house was centred close to the tramway and also located 46 metres above sea level. The house was usually relegated to the first-assistant/assistant keeper and its first occupiers were Frances Earnest Lee and family in 1909.

Eighty-six years later the house was converted into the current Department of Conservation hut, which attracts visitors from all over the world. DOC staff gutted the house to provide a decent number of beds -23 – for visitors in two large and one small bunk rooms, and allowing for a larger kitchen area at the front of the house and new toilets behind the house. They also painted, varnished the floors and installed gas for the four gas stoves.



Figure 51 – The second house (pre modifications – where it gains a few more windows on the exterior.

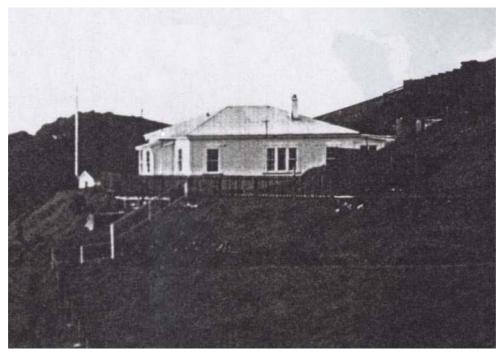


Figure 52 - A 1970s view of the second house taken from the first house.

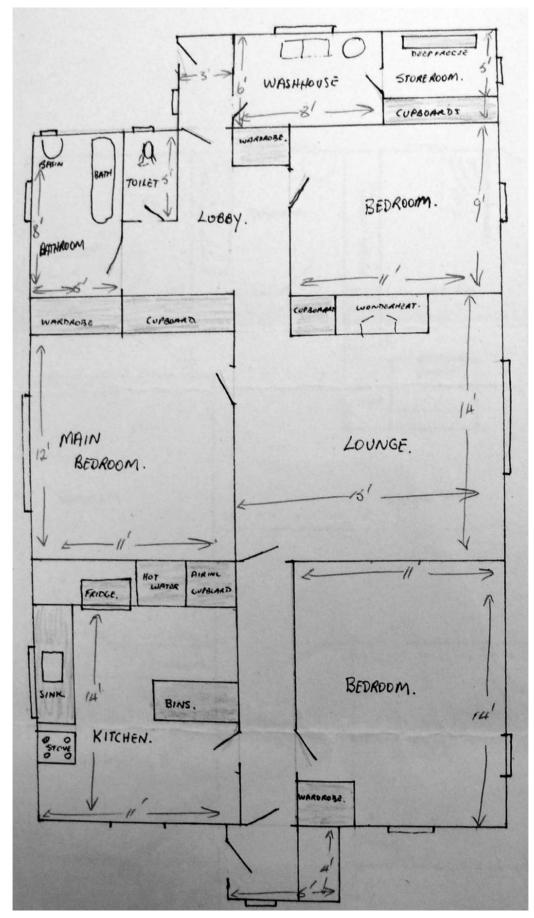


Figure 53 – Floor plan of the second house.



Figure 54 – The hut in the process of being refurbished, 1996.



Figure 55 – The outside of the second house in the process of being painted, 1996.

The Second Assistant Keeper's House

The third house was for the second assistant keeper. When the lighthouse was electrified there was no longer a need for the station to have three keepers and so from 1955 the house became visitor accommodation. Occupants during this time included Ministry of Works construction gangs (who were at the station for long periods of time for renovations to the houses and repairs to all buildings), the Marine Department mechanics and lighthouse inspectors. It was also used as a holiday home for department staff. The mechanic in the 1970s took his family there for three weeks over Christmas (it would have been beneficial to have a mechanic on site if something went wrong at Christmas).



Figure 56 – The front view of the third house with the signal hut in background.



Figure 57 – The third house from the east.

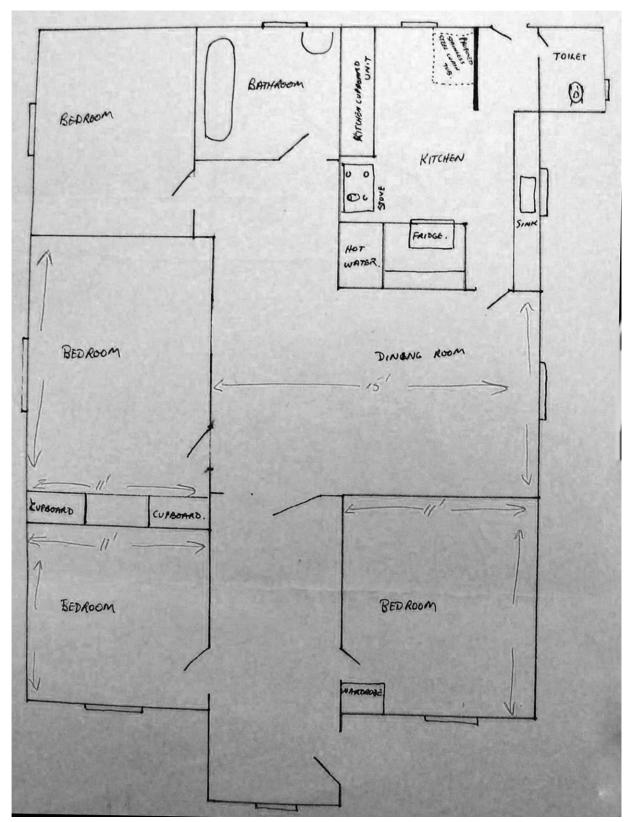


Figure 58 – The floor plan for the third house.

The Vege Garden with a view

The first major vegetable garden was established by Hugh Jamieson (principal keeper, 1937-46) very early in his posting to the Cape Brett Station. ¹³¹ Of the many factors that had to be considered the biggest issue was which site would provide the best shelter from salt spray. He decided this would be on the steep slope to the extreme west of the hill face, looking over the entrance to the Bay of Islands.

Jamieson was a very skilled and fair keeper and when it came to establishing the garden he split the area into three even plots. Which keeper would get each plot was decided by pulling straws. The garden area was fenced to prevent animal intrusion and was terraced to promote growth. The keepers all used leaf litter on their thirds and Jamieson used to involve his children by getting them to collect a kerosene tin each of the leaf litter out of the surrounding bush, as well as cow manure, or fish guts. The garden was a big success producing kumera and lettuce. One of the kumera weighed 8 pounds 2 ounces (3.7kgs), while a lettuce measured an impressive 37 inches (0.94m) across.

The communal garden apparently fell out of use by the late 1950s when the keepers reverted to growing vegetables in their individual backyards.



Figure 59 – Left: the lettuce held by an unknown gardener Right: the kumera held by Dave Jamieson.

The Schoolhouse

The school was built in 1909 at the same time as the houses and light tower. It was positioned on the western section of the dip below the third house and was also built from kauri. It was a single room building and was in everyway a stereotypical New Zealand rural school with mixed age classes, blackboards, school desks and students' work wallpapering the walls.



Figure 60 – The schoolhouse after the addition of the extra room.

The children also had a playground, utilising the area between the workshop and school house. ¹³⁶ Unfortunately when it rained a small stream lined with toi-toi would divide the playground in two. ¹³⁷

If there were fewer than seven primary school aged children the school was closed by the Education Department. In February 1969 the schoolhouse was converted into a workshop, engine room and storage facility. ¹³⁸



Figure 61 – The schoolhouse in 1978.

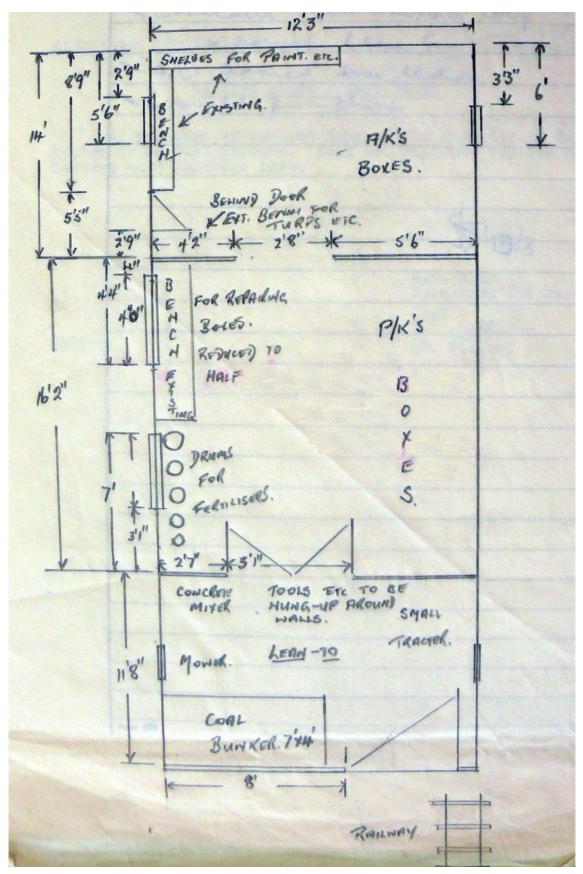


Figure 62 – School building modifications.

The Signal Hut / Station aka The Port War Signal Station

The signal hut was originally built by the Marine Department for signalling ships, but also for other activities, including boat building. During World War 2 it was converted to a naval signal station. In 1941 the government approved the establishment of port war signal stations and the conversion happened almost immediately. The building was based on the standard plans from the department (another example being that located at Pencarrow).

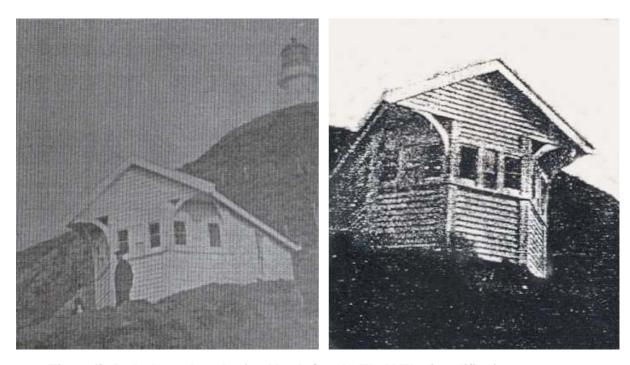


Figure 63 –Both photos show the signal hut before the World War 2 modifications.



Figure 64 – The signal hut and flagstaff as they were around 1916-20.



Figure 65 – The signal hut reverse view before modifications.

The signal station was modified in 1941 to accommodate two naval reserves to keep watch over the Bay for the Japanese.

Modifications included:

- 1. An extension of 5' for a new galley including concrete floor and new concrete chimney, plumbing and painting, etc (£99.13.0).
- 2. Renovating mess room, removal of partition, replacing windows with double light, lining new extension and installing Miro staves (£43.0.0).
- 3. Bunk house: line walls and ceilings with Pinex, close up front door and provide 2 additional double windows (£37.0.0).
- 4. Mast: Overhaul and replace shackles, renew broken halyard stays, etc (£15.17.0).
- 5. Flag dock: construct as indicated on plan 3'6" high with concrete floor (£51.10.0)

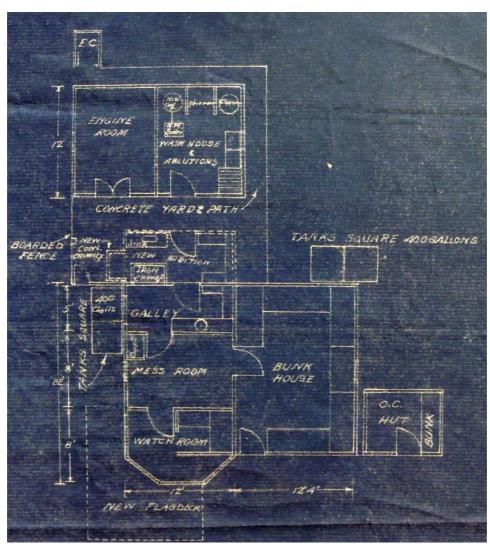
The modifications cost approximately £247.14.0.¹³⁹ They were carried out by two carpenters who worked all day, everyday, and boarded with the keepers.¹⁴⁰ By the time the changes were finished the naval reserves had an operations room, a lounge with bunks on one wall and an extension at the back and an open plan kitchen/dining room with an enamel stove and kerosene fridge.¹⁴¹



Figure 66 – The signal hut after modifications.



Figure 67 – View of the back of the signal station during World War 2.



 $Figure\ 68-Plan\ of\ the\ signal\ station\ with\ modifications.$

In 1950 storm damage to the signal mast resulted in the decision to remove the mast to Russell, but by 1955 it was still positioned at the Cape. The mast was eventually displayed outside the Department of Conservation Russell Visitor Centre with a plaque. Over time it deteriorated to the point where it had to be removed.

Information from the files indicates that the signal station fell into disuse after the war with the building decaying faster than the third house. It was used as a source of materials to repair other buildings and on one occasion to build a new chicken coop.

The Naval Radar Station

'There is a highly secret Naval and Air Force installation being built at the top of the Lighthouse hill, we've become the most strategic station in New Zealand. I can tell you no more – but the population of the Cape has doubled.' 142

The naval radar station at the Cape was one of 13 built throughout the country. ¹⁴³ Six were constructed on light stations with the Cape Brett station opening in March 1942 (after being approved by Cabinet in July of 1940). ¹⁴⁴ The station was manned by naval personnel and run in conjunction with the signal station for a short period of time.

The best account of the construction of this complex comes from letters Hugh Jamieson wrote to his daughter Mabel and which she has published in her book 'Children from the Lighthouse':

'While the weather was fine we [the keepers] were busy getting timber and cement etc. up for the builders. As soon as this crowd is finished there will be another big 60 feet barge load of material coming for the other job.' 145

This would happen twice a week when the weather was good until all the materials were delivered. ¹⁴⁶ The barge would be anchored below the crane and slings of timber, cement, shingle, paint, nails, roofing iron and hardware had to be winched ashore and loaded into the tram's trolley by two of the keepers and a carpenter. ¹⁴⁷ The other keeper would work the diesel engine of the tram while the two carpenters and the off-duty naval watchmen unloaded the trolley at the top. Barge landing days were days where all other work stopped and the focus was unloading. ¹⁴⁸

Based on the remains in situ today, and the map shown in Figure 69, the station consisted of five buildings:

- 1. Shed for tramway hauling engine
- 2. Accommodation and Mess
- 3. Ablutions
- 4. Engine shed
- Radar hut

The accommodation and Mess building was equipped with facilities - both cooking and grooming - that were of a much greater standard than those the Marine Department had supplied for the three houses. This created tension between the keepers and their families and the Marine Department. The main points of tension were the Navy's flushing toilet - supplied with water from a dam at Pig Gully - and the cooking appliances. These resulted in considerable anger from the keepers' wives whose appliances were, to put it nicely, antiquated.

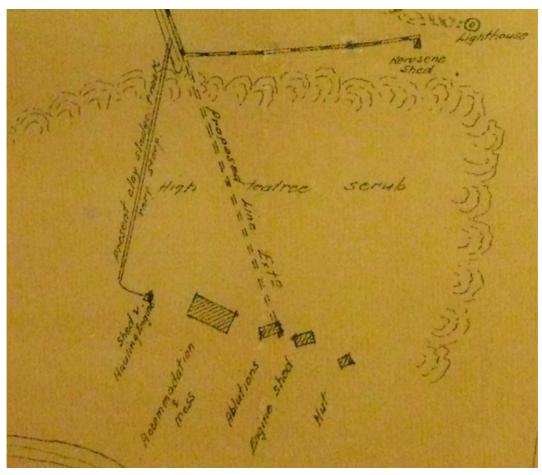


Figure 69 – A sketch plan of the World War 2 structures from 25 February, 1943.



Figure 70 – The Naval Radar station at the top of the ridge.

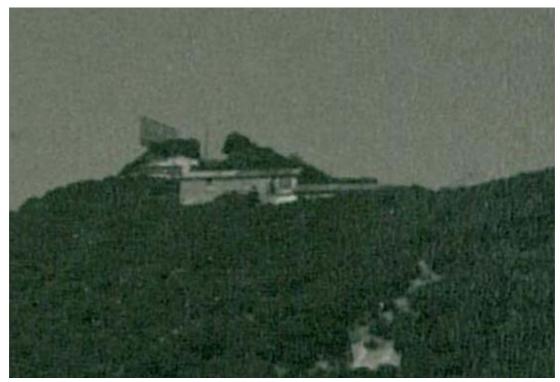


Figure 71 – The Naval Radar station – with the radar poking above the ridgeline.

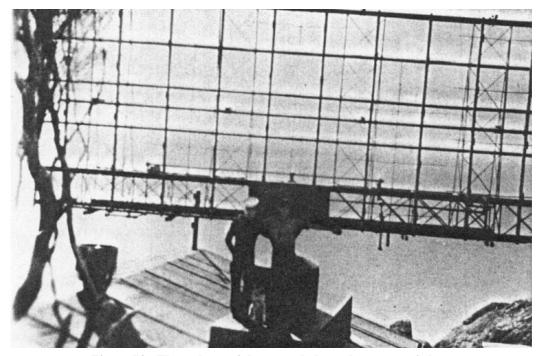


Figure 72 - The radar aerial mounted above the operator's hut.

'From the base of the lighthouse hill they could see a slow-turning steel structure silhouetted against the skyline [a radar station for tracking shipping]. There are seven or eight naval men there in very comfortable quarters. The workmen dammed the Pig Gully creek and they have flushed toilets with water they pump over. They don't use the signal station any more and have their own diesel engines....It's all very hush-hush.' ¹⁴⁹

The Power House
The last and singularly dedicated building was the power house, built in 1968. It housed the generator, workshop, the book/radio/store room and office.

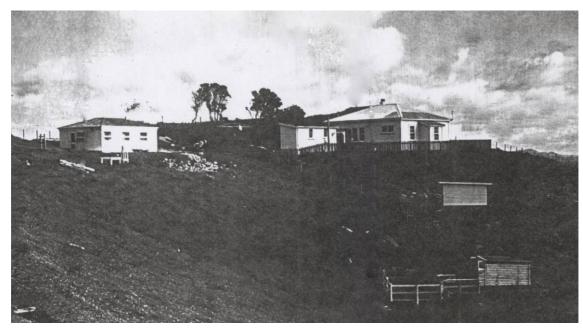


Figure 73 – The power house is the building on the left of the principal keeper's house.

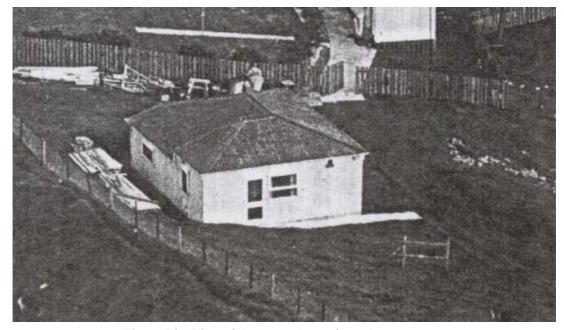


Figure 74 – View of the power house from the norwest.

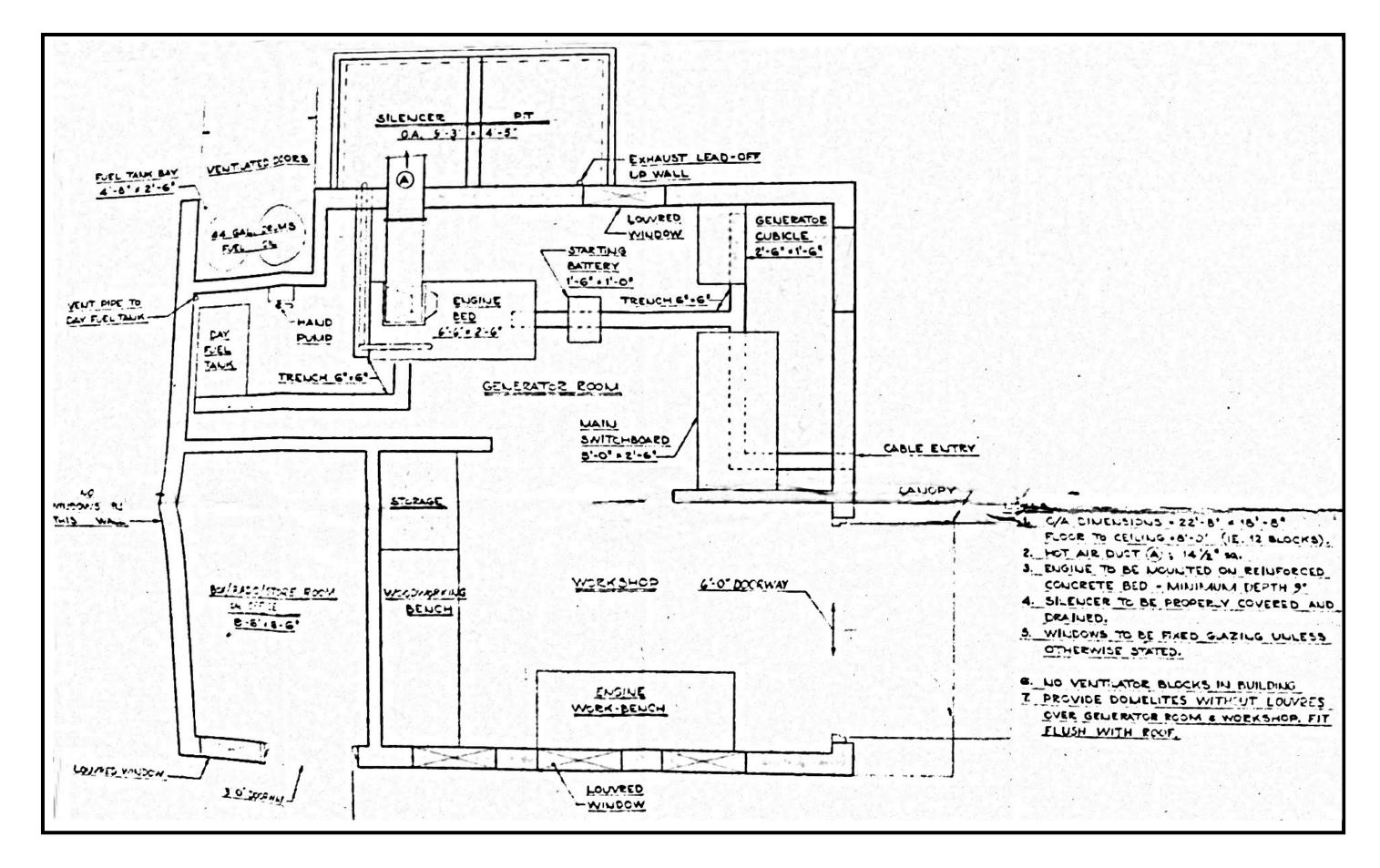


Figure 75 - The layout for the standard single generator power house from December 1969.

The Kerosene Store

Kerosene was used to fuel the light and was stored in purpose built shed. Files show it being as being slated for demolition in 1962. In the years leading up to World War 2 the store also contained the methylated spirits, oil, spare panes, ropes, the bosun's chairs, ladders, paint, fencing-wire and was also known as the 'dry store' or 'oilstore.' 150



Figure 76 – The kerosene store located to the right of the tower.



Figure 77 - A close up of the kerosene store being saluted by one of the keepers.

The Tramway Buildings

There was a series of buildings along the tramway whose concrete pads can still be seen today. They were the boat shed, the stores shed (placed opposite each other) and the engine shed which was further up the tramway from the stores shed.

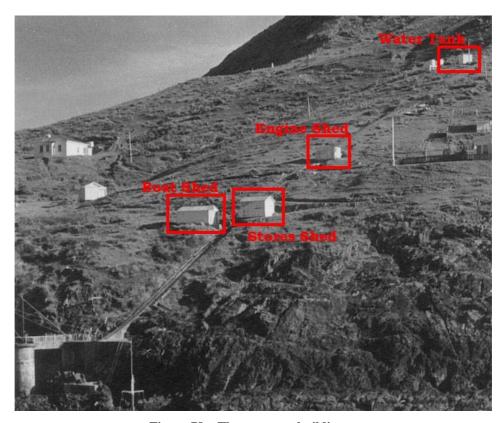


Figure 78 – The tramway buildings.

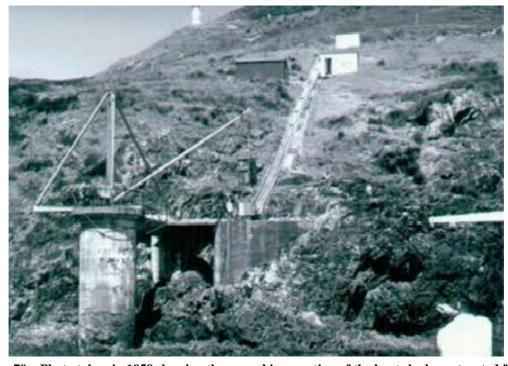


Figure 79 – Photo taken in 1958 showing the second incarnation of the boat shed constructed from corrugated iron. The stores shed, with the door open and the engine shed above.



Figure 80 – The boat shed on the right and stores shed on the left.



Figure 81 – The stores and boat sheds in October 1978.



Figure 82 – The boat in the corrugated iron boat shed in 1961.



Figure 83 – The exterior after construction (and before being painted).



Figure 84 – The stores shed behind the boat that is being winched up the tramway.

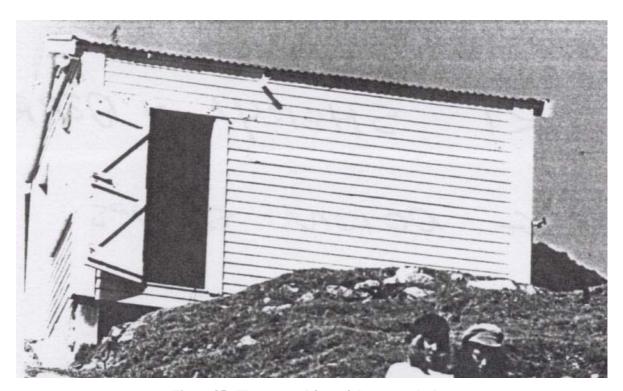


Figure 85 –The seaward face of the stores shed.



Figure 86 – The engine shed to the left of the second house on the tramway.



Figure 87 – The stores shed and engine shed on tramway during replacement of boat shed.

The Workshop and Forge

The workshop existed for most of the settlement's history while the forge only lasted till around 1939-41. They were located in the gut below the third house across from the school.



Figure 88 - The workshop on the top left with the forge next door.

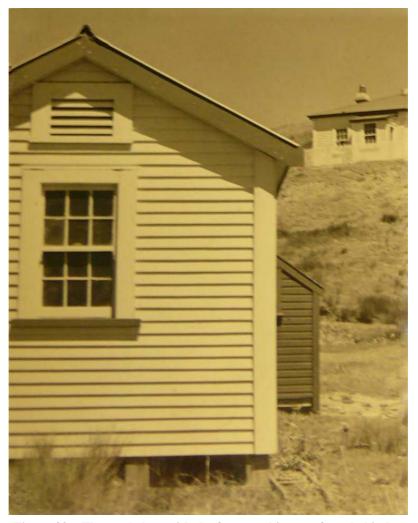


Figure 89 – The workshop with the forge peeking out from behind.



Figure 90 - The workshop after the forge's demolition.

The Pump House
This was built to supply water to the naval radar station and was taken over by the Marine Department after the war.



Figure 91 – The tracks to the pump house on the hill around from the station.

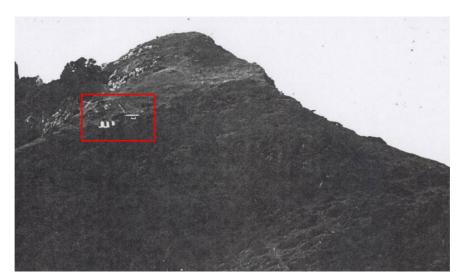


Figure 92 – The pump house.

Fowl House the Third

The third fowl house was designated as belonging to the second assistant keeper as it was placed on the far eastern side of the third house (an area that was later used for landing the helicopters). This is probably one of the windiest places on the station so it is no surprise the structure regularly blew down.



Figure 93 – The fowl house is in the left bottom corner (follow the track to the white building).



Figure 94 – The third house, signal station and third fowl house, between 1942-44

The Cow bails
Two cow bails - where the cows were taken for milking - were on the land between the first and second houses. Their concrete pads are still visible today.

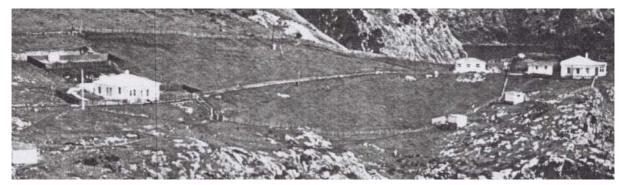


Figure 95 – The two cow bails on the outside of the fence in front of the principal keeper's house.



Figure 96 – The two cow bails at the bottom right.

The Keepers and their Families

The Job

Potential keepers were interviewed at the Marine Department's Head Office in Wellington. The application forms were quite detailed and as well as the usual personal details included a reference and certificates attesting to sobriety, honesty, industry and good health, in particular 20/20 vision. Once the men were hired they went through a six month probationary period where they were to learn the trade and prove their sobriety, obedience, cleanliness and competence. Anecdotal evidence says a number of candidates failed at this point because of the high stress levels created by isolation. The probationary keeper would then be promoted to an assistant keeper (second then first assistant) before being promoted to a principal keeper (after many years of experience).

From the 1950s the Marine Department purposely hired married men for the keeper roles, presumably to reduce the loneliness and to encourage a sense of community. From the 1960s there was a shift to hire keepers with more applicable trade skills and an inventive mind, especially relating to diesel electric equipment. This reflected the shift in technology used in lighthouses and the need to have someone onsite if the light stopped working. Keepers were also assessed for even temperament in an emergency, good social skills and pleasant manner. These aspects were apparently assessed by a department psychologist for whom there was a long wait for appointments.

During the first half of Cape Brett's functional life the keepers worked in a three shift cycle every night, starting an hour before sunset and ending at sunrise. ¹⁵⁶ The first keeper would light the lamp and would stay in the light to maintain the gas pressure - by hand pumping - in the kerosene lamp. He would also spend 15 minutes of every hour winding the weights. ¹⁵⁷ The last keeper would be assigned the job of trimming the lamps, cleaning the lenses and drawing the curtain to prevent sun damage to the lens. ¹⁵⁸

The routine post-electrification involved the keepers spending an hour each morning and evening tending to the light. The routine consisted of a 20 minute walk up to the light, 20 minutes for turning the light on or off and then the 20 minute walk down from the light. The hour would start 20 minutes before dusk and 20 minutes after daybreak. 159

Much of the rest of the keepers' time on the stations was split between paperwork, maintenance and life-support activities. The paperwork was a necessity and related to every aspect of the station's running and it would appear that the Marine Department eventually managed to develop a form to suit every occasion. ¹⁶⁰ Forms included:

The Standard Books:

- Day/Log Book (for examples see Figure 97 & Figure 98)
- Outward Letters Book
- Inward Letters Book
- Visitor's Book
- Monthly Reports (which included the majority of the details).

Monthly reports included such details as how many wild goats were shot, what maintenance had been carried out, who the visitors to the station were, what boats called in, what medical supplies were used from the station kit, the state of the equipment, and the anticipated leave.

These were just a few of the tasks reported to the Marine Department, and provided a good picture of what was happening at the settlement.

Helen Beaglehole also provides a generalised list of paperwork that includes:

- Reports
- **Letters**
- **Explanations**
- **Lists**
- **Requisition Requests**
- Property Registers
- Weather Recording Books
- Weather Returns
- Drum Returns
- ▲ Animal Returns ¹⁶¹

The reports had to be juggled so they could be submitted daily, weekly, monthly, bimonthly, six monthly and annually depending on the expected due dates. 162

The maintenance consisted of keeping the tower, houses and auxiliary buildings up to standard. The machinery had to be maintained and strict records were kept on all parts and when they needed to be replaced. Other tasks included maintaining and renewing fences, repainting buildings and tower when necessary, laying concrete, cutting grass and chimney sweeping. ¹⁶³

The life-support activities consisted of:

- → The ordering/unloading/distribution of supplies
- Tending to the horse, cows, chickens
- Milking
- Butchering of any animals for fresh meat
- Fishing

Most of these activities also had to be worked into the daily routine for the keepers, possibly with help from their wives if they had time.

The life of a keeper was extremely busy especially for the principal keeper who had to act as Justice of the Peace, chairman of the school committee, fisherman, butcher, gardener, farmer, weatherman, mechanic and carpenter. The assistant keepers took the role of postmaster more than the principal keepers, with the rest of their time taken up with specially assigned tasks – in Cape Brett's case it was shooting goats.

					JOURN	AL		148	
				Cap	le Brest	LIGH	THOUSE		
		Day: Wadresday Date: 28 chay 47							
	Hour.	Barometer.	Direction.	Force.	State of Weather.	State of Atmosphere Seawards. Clear, Misty or Fog.	Stille of Sea and Direc- tion from	rrences, and Hour.	
	. 3 A.M.		N.	,	B.A.	8	Omoot	,	
	6 A.M.		er.	3.	B.B.	۶.	Slight		
	9 A.M.		er.	2	-B.	8	,		
	12 Noon -		S. S.W.	3	0	8	clod		
	4 P.M.		or	3	O.P.	8	"		
	8 P.M.		ev.	3.	O.	8 .			
	12 Midnight		NNW	6.	. 00	6	"		
	- 			MI	EMORANDUM OF	WATCHES			
	Keeper.	From	To	Lookot		To	Signature of Keeper.		
	Principal	0000	0200				Bowle	w	
	ist Asst.	1715	2200			1.6	Stofland.	7	
2nd Asst. 2200 2400						Genning s			
	MEMORANDUM OF DAILY EMPLOYMENT (8 a.m. to 12 noon) Details (with time occupied) Principal keeper: Completed packing officets, wheeling cases to dry store bleaned out dwelling								
	1st Assistant: Shifting into No 1 dwelling (all day)								
-	2nd Assistant: Prefaring landing, crane, winch etc; for slifting in out beefers.								
	Handed over P.O, Marine Dept Prolly Stores, Stamps ple to Keeper of Shopherd.								
	50 bks./19/44—1	1465)				Signature	ET Bass	Gy	

Figure 97 – Copy of the Day Journal from Wednesday, 28 May 1947. Notes are separately written by keepers – Bowley, Shepherd, and Jennings.

149 JOURNAL								
		Cafe Brett			LIGHTHOUSE			
	Day	Thursday			Date: 29 41			
Hour.	Berometer.	WIND. State of Weather			State of Atmosphere State of Sca Seawards. Seawards. Occurrences and House			
3 A.M.		Direction.	Force.	200	Clear, Misty or Fog.	tion from		
6 A.M.		W	9	OR.	. 3 .	000		
_ 9 A.M.	-	// //	/	0 R.	7	O.I		
12 Noon		W	3	G(ç	Mond		
4 P.M.	,	SW	2	80	ç	Mon		
8 P.M.		SW	~,	Ac	,	St. Level	//	
12 Midnight		SW		£	/	"		
		0"			7	İ		
,			ME	EMORANDUM OF	WATCHES			
Keeper.	Tow From	То	Luoxue From		·	Signature of	Keeper.	
Principal	1721	2200	:		(R	timerles		
1st Asst.	2200	2400	:		1.01	Modera		
2nd Asst.	0000	0200	İ	1 . 1	J.J. H			
		MEMOR	RANDUM	OF DAILY EMPLO	YMENT (8 a.m. t	o 12 noon)	,	
		_		Details (with time oc	cupied)			
Principal 1	keeper:	Garrey	ondence	, mid jobs !	cround due:	Pina, c	sancel lenses.	
				,		./	9	
	. •							
-								
			0	110.01				
lst Assista	int: 40	rivoglanda	100 Bon	fleted slift	•		<u> </u>	
			•				T.	
2nd Assist	ant:	le lac	leed w	ater-feed line	Turned a.	Pu. I.		
				0	1		!	
·								
REMARKS								
Wet day Gred telegram Som I. L. May Mar D. L. 1								
Net day, Heed telegram from Infit More Morne Austland advering that Ike her Gibli land for overding Ofice Friday so proute for bake Brett Camelled engagement of Temps. Kpst by phone. Signature: B. Bautley								
bane	Cancel ford engagement of Tents What by home							
go tota / 12 / 45 Sant lef								
go liks./28/44—11	go bks./zs/44—11443							

Figure 98 – Copy of the Day Journal from Thursday, 29 May 1949.

The Construction

The construction workers' camp was made up of tents set up in the gut (the lowest and most sheltered point of the settlement). Not many of the names are known, but there is information about David Scott, John Clark, Mr and Mrs Vette, J.P. Riding Esq., P. Stoddard and W. Street.

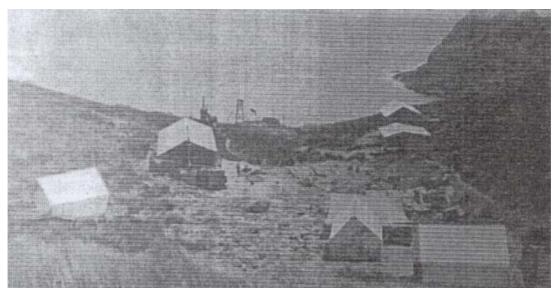


Figure 99 - The workers camp in 1909.

David Scott

David Scott was hired by the Marine Department as a lighthouse artificer around 1880.He joined New Zealand's two "leading lights" of lighthouses, Captain Robert Johnson and John Blackett, in developing the country's lighthouse system. ¹⁶⁴ Scott's position as artificer, according to author John O'Ross, is a difficult position to define, best described as being a cross between an engineer and a foreman of works. ¹⁶⁵ Cape Brett was Scott's last lighthouse project before his retirement in 1910. In October 1909 Scott travelled on the *Hinemoa* to Cape Brett with his five workmen (most likely four labourers and a carpenter according to the Mokohinau journal ¹⁶⁶) to install the lantern, machine and apparatus within the tower. ¹⁶⁷

John Clark (born 02/06/1880 - died 21/02/1968). 168

John Clark was born in Bakewell, England in 1880. He was named after an older brother (who had died young) and began work by the age of twelve. In mid 1907 John boarded the RMS *Corinthic* as a ship's carpenter bound for New Zealand; the journey lasted one month and 18 days. John's intentions upon arrival were to head to San Francisco, but due to the 1906 earthquake and subsequent fire, he chose (wisely) to remain in New Zealand. ¹⁶⁹

John's first job in New Zealand was with the construction team sent to Cape Brett in 1909 and it is believed that he was part of the team that built the second house (the current hut). While working on the station John received what is considered to be the earliest piece of mail sent to the station. The postcard he received was postmarked 23 April 1909.

It is thought that John returned to Auckland after the station's completion and later went on to meet his future wife Florence Fairburn (born 1 August 1880 in Hull, England). The two were married in Wellington on 28 December 1908 and had three daughters (the last of whom was born June 1915). John is described as having been as strong as an ox and at the



Figure 100 - John Clark.

age of 75 he was still able to carry around two concrete tubs on his back. John died in Auckland during February 1968 aged 88.

<u>Hannah Pauline Vette (wife of carpenter).</u> 170

Mrs Vette is mentioned in the Cape Brett postal office file as having taken on the role of postmaster for the construction site from the 31 March 1909. She was presumably married to Mr Vette who worked as one of the carpenters on the station.

TO SERVICE THE								
POST AND TEL	POST AND TELEGRAPH DEPARTMENT.							
OFFI	OFFICE RECORD.							
Name of Office: Cape Brett (an)								
Full Name and Occupation of Person in charge.	Powers of Office.	Date appointed or constituted.	Salary.	Amount of Bond, and Date.	Record Reference, and Remarks.			
Vecce, (Mrs) Hannah Pauline	Tel.	31.3.09	Teil.		New 9.0. Salary granted.			

Figure $101-Hannah\ as\ she\ appears\ in\ the\ postal\ records.$

J.P. Riding Esq.

Mr Riding was one of the labourers connected to the construction of the Cape Brett Lighthouse. As evidenced in a credit for imprest note dated 29 November 1909 from the Customs Department files, held by National Archives in Auckland, Riding was paid a total of £40 for his work 'in connection to erection of the light at Cape Brett.' 171

P. Stoddard & W. Street

Mr Stoddard was a fitter and Mr Street a blacksmith. Both were present during the construction and are recorded at Auckland National Archives as being paid by the Customs Department.¹⁷²

The First Keepers (1910-1920)

Year	Principal Keepers	First Assistant Keepers	Second Assistant Keepers
1910	Robert McIver	Frances Ernest Lee	Arthur W. Page
1911			
1912	George William Thwaites	S. William Creamer	
1913	Henry Harvey		Albert Victor Pearce
1914		Donald Cameron	
1915			
1916	Charles Reisop		
	William Knight Cleverley		Harold McKinna
1917		Thomas Cairns	
1918			
1919	Alfred Herbert Sanders		Charles William Davis
1920		Douglas James Grindlay	

Robert McIver

Rank: Principal Keeper.

Work Period: 07-02-10 to 27-11-12.

Family: Nothing known.

Robert McIver was the first principal keeper of the Cape Brett Lighthouse. He joined the light service in 1881 and by the time he was transferred to Cape Brett had 19 years of experience at New Zealand lighthouses. A memo dated 25 January 1910 puts Robert moving to Cape Brett on the SS *Hinemoa* on its northern lighthouse trip, and states that his salary per annum totalled £170. As the first principal keeper, Robert served 1025 days (2 years, 9 months and 21 days) on the station. It is not known if he had any family with him on the station. After Cape Brett he was transferred to the Cape Foulwind Lighthouse on the West Coast of New Zealand. 175

Frances Ernest Lee

Rank: First Assistant Keeper.

Work Period: 30-10-09 to 26-07-12. **Family:** Wife ~ Lavina May Lee.

Francis Ernest Lee (nicknamed Frank) was at Cape Brett for just over four months as first assistant keeper before the light was switched on. Prior to that he was stationed at Puysegur Point (in Fiordland) and The Brothers (in Marlborough). Frank resigned from the lighthouse service effective 26 July 1912, his last day at Cape Brett. Frank's wife Lavina took over the role of postmaster from Hannah Vette from 1 November 1909 until they moved in 1912. The last day at Cape Brett.

Arthur W. Page

Rank: Second Assistant Keeper. Work Period: 30-10-09 to 17-10-13. Family: Wife ~ Name unknown. Children ~ 1 son (Alvin).

Arthur Page was the first second assistant keeper of the station, but very little other information is known about him. Evidence suggests that he had joined Frank Lee on the trip to the Cape, both men arriving on 30 October 1909 and taking up residence in the second and third houses. He would have presumably helped in setting up of the station, ensuring everything was in working order before the principal keeper arrived. Arthur was also the second longest serving assistant keeper of this light's history. He served 1449 days (3 years, 11 months and 18 days) before being transferred to the Nelson lighthouse. ¹⁷⁸ In 1929 he was stationed at the Cape Palliser light when the magnitude 7.8 earthquake, which severely damaged the South Island town of Murchison, hit on 17 June. ¹⁷⁹ The Palliser lighthouse, situated on the same fault line, was also damaged by this earthquake and Page was still dealing with the earthquake's aftermath months later.

George William Thwaites

Rank: Principal Keeper.

Work Period: 27-11-12 to 15-04-13. Postmaster: from the 27-11-12.

Family: Wife ~ Margaret.

Children (3) ~ 2 daughters, Gladys and Victoria, and 1 son, Joe.

George Thwaites transferred to Cape Brett to replace McIver as principal keeper from 27 November 1912. Thwaites had been stationed at Cape Foulwind Light in Westport before being transferred north. ¹⁸⁰

According the Eric Creamer (son of one of George's assistants) Thwaites' career was only cut short by his untimely death. Both George and his wife became very ill while on the station and were sent to Kawakawa Hospital. While there their conditions worsened. Mrs Thwaites died first, with her husband following the next morning (2 June 1913). Their children (the eldest being 15 at the time) originally stayed with the Creamer family before moving elsewhere. Gladys Thwaites went on to become a decorated Army Nurse in World War 2, based at Trentham Memorial Army Camp in Wellington.

S. William Creamer

Rank: First Assistant Keeper.

Work Period: 26-07-12 to 31-12-14. Family: Wife ~ Name Unknown.

Children $(2) \sim 2$ sons, Eric and John (aka Joel).

William Creamer replaced Frank Lee as the first assistant keeper at the end of September 1912 taking over the residence of the second house. He had a comprehensive career as a lighthouse keeper. Before being moved to Cape Brett he was stationed at Cape Maria Van Diemen (North Cape); Manukau South Heads and Tiri Tiri Matangi Island (both in Auckland); and afterwards was moved to Cape Campbell (in Marlborough), Castlepoint (in the Wairarapa) and finally Cuvier Island (Auckland/Coromandel). 185

Williams' oldest son Eric wrote a biography based on recollections from his childhood, covering 1907-1922 and including most of his father's lighthouse career. Most of his recollections are a child's view but he did visit many of the stations again during his later life, and while most were still operational as manned stations. 187

Some of his recollections of Cape Brett have been used throughout this text. More personal recollections include the family's personal belongings, including the piano, being offloaded by sailors, and keepers using the crane. The piano was then hand winched on the tram trolley up to the second house. Eric also remembers heading up to the 'dobbin' (the whim) with his father and pretending to help pull the tram trolley up the track using the wire; though on one occasion this proved to be an extremely bad idea (for story see health care page 145). 189

The Creamers' youngest son was born at Cape Brett with his mother choosing to stay at the station for the birth. ¹⁹⁰ The Creamers had a good friend, Nurse Currie, who came to stay and assist Mrs Creamer during the birth. ¹⁹¹ This is the earliest record of a baby being born at the station and is likely to have been the first birth at the station.

Eric was apparently known for his practical jokes and he one day tricked both his father and Mr Harvey (the principal keeper). While both men were at the top of the tower Eric, ages about nine, stayed on the ground floor and successfully made a noise like a steamer. For the next 20 minutes, both the keepers searched the horizon for the mystery steamer. ¹⁹²

William appears to have been a great music fan – he could play the accordion, the family had their piano and he is said to have had a large record collection containing a variety of 'accordion pop, piano and urban'. ¹⁹³

It is likely that after George Thwaites was taken to Kawakawa Hospital, William would have become the keeper in charge/acting principal keeper as he was next in the chain of command. It is also probable that a relieving keeper was brought in as soon as possible to cover his shifts as at this time the shift structure required three men.

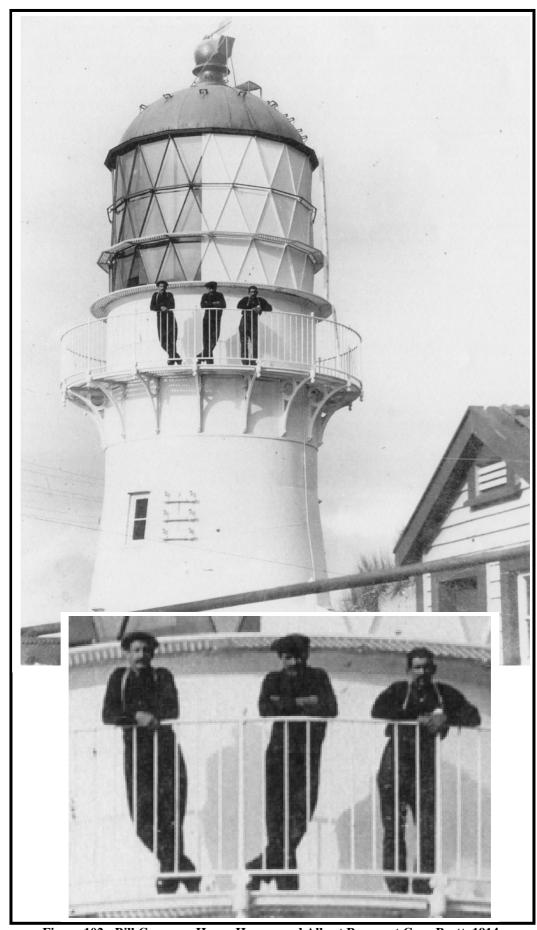


Figure 102 - Bill Creamer, Henry Harvey and Albert Pearce at Cape Brett, 1914.

Henry Harvey

Rank: Principal Keeper.

Work Period: 14-07-13 to 01-02-16. **Postmaster:** from the 14-07-13. **Family:** Wife ~ Mary (nee Ashmore).

Children (7) ~ 4 daughters, Alice, Charlotte, Irene and Edith and 3 Sons

Henry, Charles Brett and Sydney.

Mr Harvey and his family replaced the Thwaites in October 1913. He was promoted to the rank of principal keeper at Cape Brett from the position of first assistant keeper at Cuvier Island. 194

Albert Victor Pearce

Rank: Second Assistant Keeper & Principal Keeper.

Work Period: 19-10-13 to ??-03-16 & ??-01-23 to ??-01-25.

Postmaster: from the ??-01-23. **Family:** Wife ~ Name unknown.

Children $(1) \sim 1$ daughter, Inez.

Albert Pearce was the first keeper to have been stationed at the Cape Brett light twice. The first visit was as a second assistant and the second visit, 10 years later, was as principal keeper. Not much is known about his presence on the station, though his daughter is guessed to have been about 9 or 10 in 1913 when Albert was transferred from the Nelson Lighthouse in a swap with Arthur Page. ¹⁹⁵

Donald Cameron

Rank: First Assistant Keeper.

Work Period: 31-12-14 to 29-05-18.

Postmaster: from the 01-04-16 (shared with Harold McKinna).

Family: nothing known.

Donald Cameron was transferred to the Cape to replace William Creamer as first assistant keeper. Unusually Donald shared the role of postmaster with his fellow assistant Harold McKinna; the role was usually held by one person.

Charles Riesop

Rank: Principal Keeper.

Work Period: 01-02-16 to 05-12-16. **Postmaster:** from the 01-02-16.

Family: nothing known.

Charles was transferred to the lighthouse service from his post as signalman at the Manukau Heads. 196

William Knight Cleverley

Rank: Principal Keeper.

Work Period: 05-12-16 to ??-02-19. **Postmaster:** from the 05-12-16.

Family: nothing known.

Harold McKinna

Rank: Second Assistant Keeper. **Work Period:** 01-04-16 to 23-09-19.

Postmaster: from the 01-04-16 (shared with Donald Cameron).

Family: Wife ~ Name unknown.

Children (1) ~ 1 daughter, name unknown.

Harold McKinna was transferred to the station to replace Albert Pearce who left the post of second assistant keeper in April 1916.

While at the station Harold's wife became pregnant with their daughter and before she was due to give birth they travelled to New Plymouth. ¹⁹⁷ Unfortunately his wife died soon after their daughter's birth and he returned to Cape Brett by himself leaving his daughter in the care of her grandmother. ¹⁹⁸ He found that life had become very lonely and decided to return to New Plymouth soon after. ¹⁹⁹ Harold retired from the light service in September 1919 to join the customs department before later shifting to Christchurch. ²⁰⁰ Harold died in Christchurch aged 39. ²⁰¹



Figure 103 - Harold McKinna.



Figure 104 – Harold McKinna (centre) with two other unidentified keepers. Goat hunting was an activity encouraged by the Marine Department.

Thomas Cairns

Rank: First Assistant Keeper.

Work Period: 29-05-18 to 30-01-20. **Postmaster:** from the 29-05-18.

Family: nothing known.

Alfred Herbert Sanders

Rank: Principal Keeper.

Work Period: 05-02-19 to 18-01-22. **Postmaster:** from the 05-02-19. **Family:** Wife ~ Name unknown.

Children (1) ~ at least 1 daughter (Mollie).

Charles William Davis

Rank: Second Assistant Keeper. Work Period: 23-09-19 to 24-05-21. Postmaster: from the 23-09-19.

Family: Wife ~ Violet (nee Richardson).

Douglas James Grindlay

Rank: First Assistant Keeper.

Work Period: 30-01-20 to 24-09-21. **Postmaster:** from the 30-01-20.

Family: nothing known.

Pre-World War 2 (1921-1936)

Year	Principal Keepers	First Assistant	Second Assistant	
		Keepers	Keepers	
1921		Alfred Walter	Erick Harold	
		Young	Tarlton	
1922	Charles Arthur			
	Moeller (& James			
	Smith)		Oscar D.	
	Robert Henry		McFarlane	
	Leighton			
1923	Albert Victor			
	Pearce			
1924		Oscar D. McFarlane	Reginald	
		(Promotion)	Shearwood	
1925 Robert Stephen				
	Wilson			
1926		Reginald	Name	
		Shearwood	Unknown	
		(Promotion)		
1927		Alfred E. Carter	Alfred G. Hodge	
1928				
1929		Ernest (EH)		
		Sandley Graham		
1930	George Sinclair		Walter Leighton	
1931			Samuel Budd	
1932		H. W. Gausel		
1933	Percy Edwin White	Charles E. Grey		
1934			James Pullen	
1935				
1936	Joshua Stuart		Charles C. Emmens	
	Roberts			

Alfred Walter Young

Rank: First Assistant Keeper.

Work Period: 24-09-21 to 28-01-24. **Postmaster:** from the 24-09-21.

Family: nothing known.

Alfred Walter Young replaced Douglas James Grindlay at first assistant keeper.

Erick Harold Tarlton

Rank: Second Assistant Keeper. Work Period: 24-05-21 to 22-02-23. Postmaster: from the 24-05-21.

Family: nothing known.

Eric Tarlton transferred to Cape Brett in 1921 to replace Charles Davis as second assistant keeper.

Charles Arthur Moeller

Rank: Principal Keeper.

Work Period: ??-01-22 to 18-09-22. Postmaster: from the ??-01-22. Family: Wife ~ Name uknown.

Children (6) ~ 5 sons (Joel, Albert, Maurice, Arthur and Jack) and 1 daughter

(name unknown).

Charles Moeller became the principal keeper for nine month after Alfred Sanders' departure in January 1922. During his short duty he was joined by the training principal keeper James Smith for August 1922 (see below).

James R.J. Smith

Rank: Training Principal Keeper, First Assistant Keeper & Principal Keeper.

Work Period: 08-22; 06-53 to 01-54; & 07-57.

Family: Wife ~ Shirley.

Children (2) ~ 1 son, Terrance and 1 daughter, Anne.

James Smith's first placement at Cape Brett was for training as part of a multi station experience required for principal keepers. His second visit to the Cape was as first assistant keeper with his family in tow. The third was a short period in August 1957, when the station was under-staffed, with apparently only a temporary keeper in charge (see J.H. Sutherland). James would have been brought in to assist.

Robert Henry Leighton

Rank: Principal Keeper.

Work Period: 18-09-22 to 24-01-33. **Postmaster:** from the 18-09-22.

Family: nothing known.

Robert Leighton's term as a principal keeper was extremely short, the second shortest for a principal keeper during the light's history; 129 days (or 18 weeks or 4 months and 7 days).

Oscar Douglas McFarlane

Rank: Second Assistant Keeper to First Assistant Keeper.

Work Period: 20-02-23 to ??-19-26. Family: Wife ~ Hannah (nee Waters).

Little is known about Oscar McFarlane. He originally served as second assistant keeper from February 1923 when he replaced Erick Tarlton. When Alfred Young was transferred, Oscar received a promotion to first assistant keeper effective 29 January 1924. Unusually, he stayed in the third house (generally home to the second assistant), while the new second assistant keeper (Reginald Shearwood) moved into the second house.

Reginald Shearwood

Rank: Second Assistant Keeper to First Assistant Keeper.

Work Period: 22-05-24 to ??-05-27. Family: Wife ~ Ada (nee Sapple).

Reginald Shearwood was promoted from second to first assistant when Oscar moved on. The official date he took over as first assistant is unknown as there are no records for keepers for this period; it is thought they were lost in a fire in Wellington. Information passed by family members to the Russell Museum tells of Reginald's drowning at the French Pass Lighthouse in the Marlborough Sounds.

It appears that Reginald's wife Ada gave birth to a daughter at the Cape and a small newspaper article and photo of the proud parents appeared in an unidentified newspaper in 1926. The paper claims that their baby was the first born at Cape Brett, but it is more likely that Bill Creamer's son Joel was the first born at the station.



Figure 105 – From left: possibly one of the Wilson daughters, Ada and her daughter, Reginald Shearwood, May and Robert Wilson.



Figure 106 – (back row from left) Bob & May Wilson (?) and Reginald Shearwood (?), Front: Unidentified, Ada Shearwood (?) and baby, and two unidentified women.

Robert Stephen Wilson

Rank: Principal Keeper.

Work Period: ??-01-25 to ??-02-30. Postmaster: from the ??-02-26. Family: Wife ~ May F. Wilson.

Children (3) ~ 2 daughters, names unknown and 1 son, Edward.

Robert (Bob) Wilson was the principal keeper who replaced Albert Pearce. Robert served at the Pencarrow lighthouse in 1932 though it is not known where he was stationed immediately before or after Cape Brett. Robert and his wife May had two daughters who were not at the Cape as they had grown and moved on by this time. ²⁰⁴

Roberts's wife May though was a member of the League of Mothers - Lighthouse Division in 1929. The League was an organisation established under the patronage of Lady Alice Fergusson in 1926 to provide fellowship for all mothers. A lighthouse division was created to help women keep in touch with each other and share common concerns and interests.

Alfred E. Carter

Rank: First Assistant Keeper.

Work Period: ??-08-27 to ??-03-29.

Family: Wife ~ Daisy Carter.

Children $(1) \sim a \text{ son (Edward)}.$

Alfred Carter replaced Shearwood at first assistant in August of 1927, before he moved to the Kaipara lighthouse in 1929 and the French Pass lighthouse in 1930. ²⁰⁷

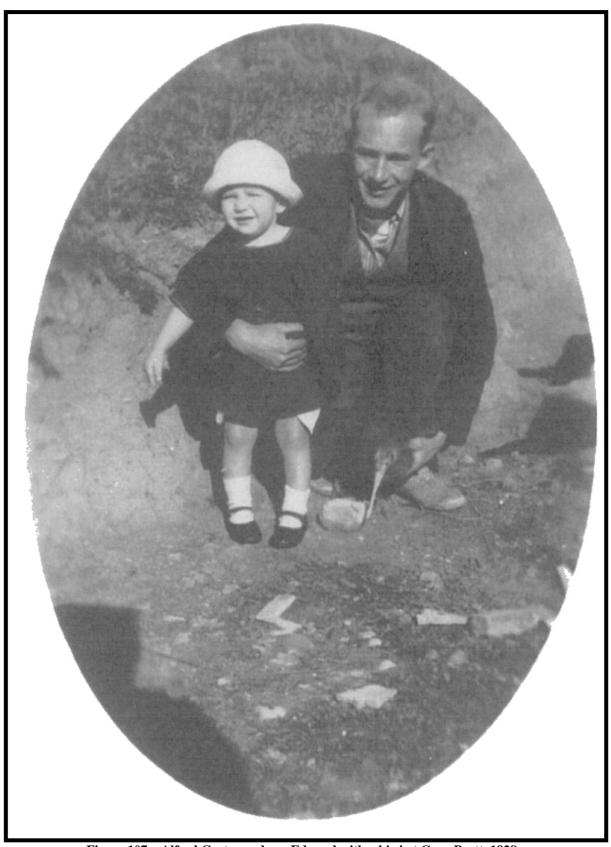


Figure 107 – Alfred Carter and son Edward with a kiwi at Cape Brett, 1928.

Alfred G. Hodge

Rank: Second Assistant Keeper. Work Period: ??-09-27 to ??-12-30.

Family: Wife ~ Lily E.

Children (2) ~ 1 Son, Alfred Henry and 1 daughter, Betty.

Alfred Hodge originally came to New Zealand from England to join the Navy before he joined the lighthouse service. Alfred was moved to Cape Brett in September 1927 and served until December 1930 when he was transferred to one of the Dunedin lighthouses. Hodge 's wife Lily and their baby son Alfred were with him and while there his wife became pregnant with their daughter Betty who was born in Russell on 13 September 1931. Hodge remained in the service until Betty was around eight or nine years old. Lily was also one of the members of the League of Mothers.

Ernest (E.H./Ernie) Sandley Graham

Rank: First Assistant Keeper. Work Period: 12-29 to ??. Family: Wife ~ Kitty Graham.

Children ~ Names unknown.

Little is known about Ernest Graham other than it appears he was keeper in charge for December 1929 and Kitty Graham was a member of the League of Mothers.

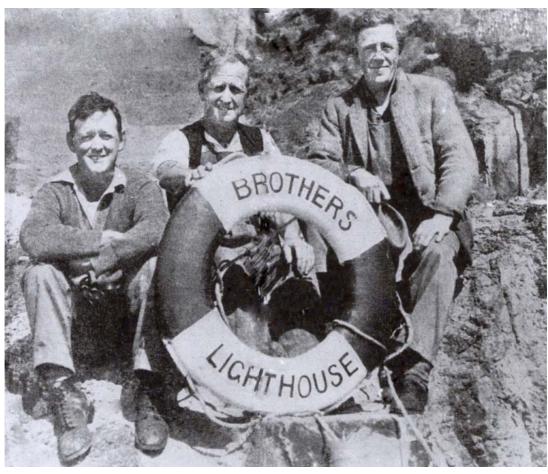


Figure 108 - Ernie Graham on the far right with his fellow keepers at the Brothers Lighthouse in Cook Strait, 1933.

George Sinclair

Rank: Principal Keeper.

Work Period: ??- 02-30 to ??-12-33. Postmaster: from the ??-02-30. Family: Wife ~ Helen (nee Mowatt).

Children (6) ~ 5 Sons, Ian, Malcolm, James, Alec & Robert and 1

daughter, Ella.

George moved from Waipapa Lighthouse to Cape Brett in 1930 to become principal keeper. Mr and Mrs Sinclair received the nicknames 'Father' and 'Mother' from the teacher at the time, Miss Dunbar. Sadly one of their sons died while at Cape Brett as the result of a climbing accident. ²¹²



Figure 109 - Mr and Mrs Sinclair and daughter, Isabella at Cape Brett.



Figure 110 – Two of the Sinclair boys with a large sea bird, with Ella watching on.

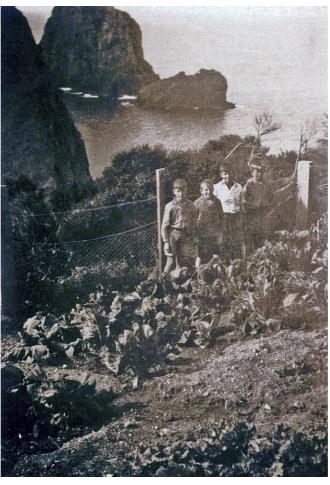


Figure 111 – Four of the Sinclair boys in the upper garden lettuce patch, 1932-33.

Walter James Leighton

Rank: Second Assistant Keeper. Work Period: ??-09-30 to 06-03-31. Family: Wife ~ Edith (nee Shreeve).

Children (?) ~ unknown

Leighton was a probationary keeper sent to the station to learn the job in the role of second assistant keeper.

Samuel Budd

Rank: Second Assistant Keeper. **Work Period:** 06-03-31 to ??-10-32.

Family: Wife ~ Gertrude.

Children (2) ~ 2 sons, Hedley Samuel and Harold George.

Samuel Budd was also originally a probationary keeper for his first few months at Cape Brett before becoming a longer term second assistant.

H. W. Gausel

Rank: First Assistant Keeper.

Work Period: 21-06-32 to 22-03-33 **Family:** Wife ~ name unknown.

Children (3) ~ 2 daughters, Joyce Madeline and Myrtle Hannah Mary, and 1

son, Edwin Harmon.



Figure 112 – Mr Gausel hanging from the crane in he dinghy.

Percy Edwin White

Rank: Principal Keeper.

Work Period: 24-11-33 to 13-02-36. **Postmaster:** from the 24-11-33.

Family: Wife ~ Agnes.

Children (5) ~ 2 sons, Reginald and Sydney, and 3 daughters and Fairy,

Lena, and Violet).

Percy White replaced George Sinclair as principal keeper in November 1933, a move that most likely would have been welcomed by the Sinclair family. Percy and his wife Agnes had five children aged from about one to ten years old at the time they moved to the Cape. Agnes also belonged to the League of Mothers.²¹³



Figure 113 – from left: Colin & Gordon Emmens with a little girl who is thought to be Olga and Charlie Grey at Cape Brett, 1936.

Charles E. Grey

Rank: First Assistant Keeper.

Work Period: 22-03-33 to 03-11-37.

Family: Wife ~ Mabel.

Children (4) ~ 2 sons, Douglas John and George Albert, and 2 daughters,

Olga and Joan.

Charles Grey was the longest serving assistant keeper in Cape Brett's history serving a total 1716 days (nearly four years) between March 1933 and November 1937.

James Albert Pullen

Rank: Second Assistant Keeper.
Work Period: 05-06-34 to 13-02-36.

Family: Wife ~ Ena Warnock.

Children (2) ~ 2 sons, Stanley Albert and Victor Charles.



Figure 114 - From Left: Charles Emmens, possibly Heta Clendon and Joshua Roberts at Cape Brett.

Joshua Stuart Roberts

Rank: Principal Keeper.

Work Period: 13-02-36 to 17-06-37. **Postmaster:** from the 02-03-36.

Family: nothing known.

Charles C. Emmens

Rank: Second Assistant Keeper.

Work Period: 13-02-36 to ??-04-39.

Family: Wife Therese Appe

Family: Wife ~ Theresa Anne.

Children (4) ~ 4 sons, Jack, Gordon, Colin and Stan.



Figure 115 - The Emmens at Cape Brett. Mr and Mrs C. Emmens with their children Colin, Gordon and Jack.

The Jamieson Years – 1937-1946 (including World War 2)

Year	Principal Keepers	First Assistant Keepers	Second Assistant Keepers
1937	Hugh Barbour	Fleetwood R.	Reepers
1507	Jamieson	Tennent	
1938			
1939			Bert Lake /
			Kenneth Webley
1940		William Tait	
1941		Mawhataio Todd	
1942			Robert J. Naulls
1943			
1944		Ray H. Batemen	
1945			
1946		Jack Shepherd	N.F. Jennings



Figure 116 – Hugh Jamieson and his family – Christmas 1942. In the back row (left to right) Win, Allan, Jock, Wattie, Mabel and in the front row (Left to right) Ann, Hugh, Dorothy and Dave.

Hugh Barbour Jamieson

Rank: Principal Keeper.

Work Period: 17-06-37 to 30-01-47.

Postmaster: from the 17-06-37 to 30-01-47.

Family: Wife ~ Dorothy Maria.

Children (7) ~ 4 sons and 3 daughters. In age order = John (Jock) Morris; Walter (Wattie) Andrew; Allan Portens; Mabel Doris; Winifred Ida;

James (Dave) Doris and Ann (Alice).

Hugh Jamieson was transferred to Cape Brett in June 1937 to serve for a maximum of three years. Instead Hugh became the Cape's longest serving principal keeper – serving a total 3515 days (or nearly ten years). The family's longer than usual stay was the result of the outbreak of World War 2. The Marine Department put a freeze on all non-essential travel during this period, deciding that the principal keepers would stay put while the assistants would still move around.

The Jamiesons seemed to embrace Cape Brett as their own with ease, Hugh bringing the station back up to scratch and instilling a sense of community for the keepers during a tumultuous time in the world.

He established a communal area for a large vegetable garden consisting of three terraces, one for each keeper. Who got which terrace was determined literally by drawing straws. ²¹⁴

Hugh was also the keeper who promoted socialising in the form of regular afternoon tea meetings and frequent card games with the keepers; families and Navy personnel.²¹⁵

However, he also expected his team to go above and beyond the call of duty. Not all keepers appreciated his directives to assist — unpaid — with the unloading of Navy goods and hauling them up the tramway.

The Jamiesons' time on the station is covered in the personal recollections entitled 'The Children of the Lighthouse" written by Mabel Pollock (nee Jamieson). This covers her father's career in the light service from her perspective (see sources for more information pg 172). She also recollects what she remembers of other keepers and their families. ²¹⁶



Figure 117 – The Tennent Family and their pet cat.

Fleetwood R. Tennent

Rank: First Assistant Keeper.

Work Period: 03-11-37 to 09-11-40.

Family: Wife ~ Evelyn Myrtle.

Children (3) ~ 3 sons, Charles Fleetwood, Eric Emerson and Graham

Robert.

Fleetwood Tennent was brought in as first assistant keeper to replace Charles Grey. His three sons all attended the school, while it was open, with the Jamieson children. Charlie shared a desk with Mabel Jamieson.²¹⁷

Bert Lake ²¹⁸

Rank: Second Assistant Keeper.
Work Period: 24-02-39 to 01-08-39.
Family: Wife ~ Name Unknown.
Children ~ 1 son, Dennis.

Bert Lake was the second assistant keeper, present between the postings of Charles Emmens and Ken Webley. Bert was engaged while he lived at the Cape and married before being transferred to East Cape, which meant he received the full keeper's wage. Mrs Lake later became pregnant and gave birth in Wellington to their son Dennis. Bert unfortunately passed on and Mrs Lake went on to remarry. ²¹⁹

While stationed at Cape Brett Hugh built Bert a dinghy from a pohutukawa stem that was flat on one side only. Consequently Bert worried that his dinghy would be lopsided — it wasn't and actually proved very sturdy — and these worries gave Hugh nightmares about him rowing around in circles!²²⁰



Figure 118 - The Webley Family - Joy, Ken and baby Barbara.

Kenneth Webley

Rank: Second Assistant Keeper. **Work Period:** 01-08-39 to ca 02-42.

Family: Wife ~ Joy.

Children (2) ~ 1 daughter, Barbara, and 1 son, Charles (aka Charlie).

Ken Webley was one of a small number of 'young' men in the light service and therefore Jamieson, in particular, considered him a valuable commodity. When Ken was transferred to the Cape as second assistant keeper in August 1939 he was joined by his wife, Joy, and daughter, Barbara. They had previously been at Cuvier Island, Ken's first station.

Ken was previously a trained Naval reservist and was described by Mabel Pollock as being 'young, strong and vigorous'. He was also said to have been a good keeper who 'did his morning's work, swam, gardened, hunted and fished'. But from the beginning of the war (which New Zealand officially became a part of a month after Ken arrived) he wished to resign the light service in order to join the Navy. The principal keeper was against this, saying that Ken had a young family to think of and was too much of an asset to the Marine Department to be allowed to join the war. ²²³

After two attempts to join – both times receiving bad recommendations from the principal keeper – Ken tried to get himself fired. He used several different methods, the tamest of which was falling asleep while on light duty. Jamieson finally took notice and forwarded Ken's resignation and request for a transfer to the Navy to the Marine Department with his endorsement as principal keeper. ²²⁴ Ken transferred from Cape Brett in November 1941 and went of to serve in the Royal New Zealand Navy in the Atlantic and Pacific before retiring to Devonport.

Ken often took toddler Barbara on his daily activities and they would be joined by their black Border Collie, Spark (Webleys were just one of the families who had pets at the Cape). Barbara and her mother used to take lunch to Ken at the lighthouse. Their second child Charlie was born soon after they were transferred from the Cape.



Figure 119 – Barbara helping her dad (Ken) distribute supplies between the houses.

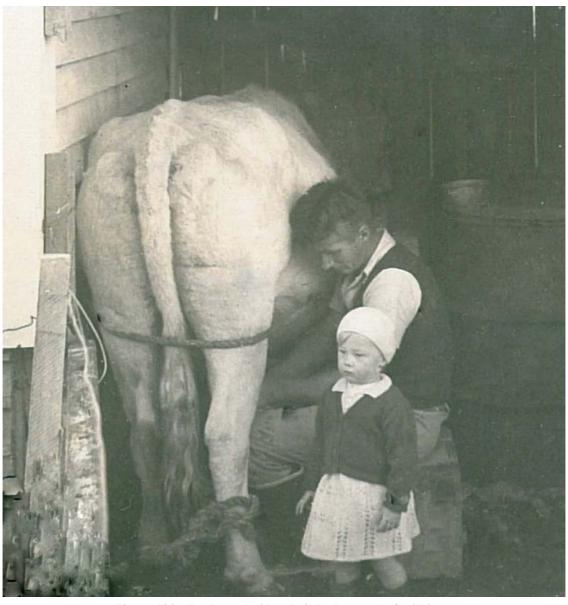


Figure 120 - Barbara decides she's had enough of milking.

William Tait

Rank: First Assistant Keeper.

Work Period: 09-11-40 to ca 03-41.

Family: Wife ~ Martha.

Children ~ 1 daughter, Eunice.

William Tait arrived in November 1940 to replace Fleetwood Tennent. Nothing specific is known of his perspective on the station, though Mabel Jamieson did take their daughter Eunice to see her first calf being born. ²²⁵ The Tait family was also known for being practising Jehovah's Witnesses.



Figure 121 – William and Martha Tait at the Cape Maria Van Diemen Light station in 1939.

Mawhataio Todd

Rank: First Assistant Keeper. Work Period: ??-03-41 to ??-01-44.

Family: Wife ~ Name unknown.

Children ~ 2 daughters (Shirley and Coralee).

Mawhataio (aka Whata) Todd was transferred to the station to replace William Todd. Before Whata's transfer he and his family were located at Castlepoint (in the Wairarapa). As first assistant keeper he was recorded as stepping in to act as keeper in charge in February 1942, but would have acted in this role many times.



Figure 122 – The Webley and Todd Families. In the back row (I to R) Ken Webley, Mrs Todd, Joy Webley, Whata Todd; Front row Barbara Webley, Shirley and Coralee Todd.

Mabel Pollock's recollection of Whata was of a man who was part Maori, had an enormous stomach and a huge belly laugh. ²²⁶ The Todds often had the Navy men from the radar station to their house (the second house) to play cards. ²²⁷

One accident that was recollected by Mabel Pollock was when Whata fell while standing in his dinghy and landed face first with his stomach hitting the stern of the dinghy. Fortunately he was not seriously injured. ²²⁸

Mrs Todd was also a member of the League of Mothers in 1936 – most likely the last recorded as having lived at Cape Brett. ²²⁹



Figure 123 - Robert and Dawn Naulls with the catch of the day.

Robert J. Naulls

Rank: Second Assistant Keeper. Work Period: ??-02-42 to ??-12-44.

Family: Wife ~ Irma.

Children (3) ~ 2 sons, Douglas and John and 1 daughter, Dawn.

Robert Naulls worked for the lighthouse service from 1938 to 1944 with Cape Brett his last station. ²³⁰

Robert's daughter Dawn Faulkner (nee Naulls) remembers a terrifying day for the family when her youngest brother went missing. When the children were very young and living in the third house the youngest – John – went missing. The family understandably panicked thinking that he might have fallen off the cliff. The whole station banded together to find him with several large search parties scouring the settlement. After a significant amount of time (or what must have felt incredibly long) John was found – curled up asleep in the bottom of the linen closet at the back of the third house.

During the war, it was forbidden to take any photos or footage of a lighthouse station, yet on most stations it was a well documented and heavily photographed time. The Naulls family has a film of the crane during a storm - what would be considered a dramatic piece of footage. ²³¹

Irma, Robert's wife, spent a lot of her time in the vegetable garden at the top of the station and even lost her wedding ring while working up there.²³²

The three children were all enrolled in correspondence school as the school had been closed by the time of their arrival.²³³



Figure 124 – Dawn and Doug Naulls on the steps of the third house.

Ray H. Bateman

Rank: First Assistant Keeper.

Work Period: ??-01-44 to ??-05-46. **Family:** Wife ~ Dorothy Ethel.

Children (8) ~ at least 2 sons, Stanley and Dennis - the rest, 6, unknown. ²³⁴

Ray Bateman replaced Whata Todd in 1944 as first assistant keeper and his most memorable feature was his large family who were at the Cape with him –his wife and eight children. ²³⁵ The Batemans hold the record for having the largest family, only rivalled by the Jamiesons with seven and the Sinclairs with six children.

Jack Shepherd

Rank: First Assistant Keeper & Principal Keeper.

Work Period: ??-??-46-47 to ??-10-51.

Postmaster: from the 28-05-47. **Family:** Wife ~ R. O. Shepherd.

Children (2) ~ 2 Sons, John and Daniel.

Jack Shepherd began his stay at the Cape Brett light as first assistant keeper until May 1947 when he was promoted to principal keeper upon Eric Bowley's departure. Jack was the last keeper of the Farewell Spit lighthouse in the early 1980s.

N.F. Jennings

Rank: Second Assistant Keeper & First Assistant Keeper.

Work Period: ??-??-46-47 to ??-10-47.

Family: nothing known.

Jennings was promoted to the rank of first assistant keeper when Eric Bowley moved from the station. During this change over all the keepers spend a couple of days packing to play 'musical houses' — with Bowley moving out, Sheppard moving from the second to first house and Jennings moving from the third to the second.

<u>Post War – (1947-1956)</u>

Year	Principal Keepers	First Assistant Keepers	Second Assistant Keepers
1947	Eric I. Bowley		
	Jack Shepherd	N.F. Jennings	Mr Gillipond
1948		William Joseph Johnson	L. Carlise
1949		C.P. Gallop	
1950			
1951			
1952	Cecil Olsen		
	Thomas Robert (Bob) Welch	A.J. Wareing	Rod McIntosh
1953		James R.J. Smith	
1954	Ronald Downie		
1955		GAP – No names known and previous	
1956		assistants had moved on.	

Eric I. Bowley 236

Rank: Principal Keeper.

Work Period: 30-01-47 to 28-05-47.

Postmaster: from the 30-01-47.

Earnilly Wife. Anna Lovice.

Family: Wife ~ Anna Louisa.

Children ~ 1 daughter, Eve, and 1 son, Alan.

Eric Bowley was the shortest serving principal keeper in Cape Brett's history serving only 119 days (or four months). Eric had previously served at Cuvier Island lighthouse for ten years and after his short stint at Cape Brett moved to the French Pass Lighthouse. By 1947 the Bowley children, Eve and Alan, were no longer accompanying their parents around the light stations; Eve had entered the workforce while her brother Alan attended boarding school.



Figure 125 - Mr and Mrs Bowley on Cuvier Island in the 1940s.

Mr Gillipond

Rank: Second Assistant Keeper. **Work Period:** ??-06-47 to ??-??-47.

Family: nothing known.

William Joseph Johnson

Rank: First Assistant Keeper.

Work Period: ??-03-47 to 17-11-49. **Family:** Wife ~ Mrs M. Johnson. Children ~ nothing known.

L. Carlise

Rank: Second Assistant Keeper. Work Period: 03-48 to ??. Family: nothing known.

Colin P. Gallop

Rank: First Assistant Keeper.

Work Period: 17-11-49 to ??-01-52.

Family: nothing known.

Colin Gallop was the first assistant keeper for just under three years. During this time he spent four months in late 1952 as acting principal keeper.

Cecil Olsen

Rank: Principal Keeper.

Work Period: 01-02-52 to 02-12-52. **Postmaster:** from the 01-02-52.

Family: nothing known.

Thomas Robert (Bob) Welch

Rank: Principal Keeper.

Work Period: 02-12-52 to ??-10-54. **Postmaster:** from the 02-12-52.

Family: Wife ~ Jocelyn.

A.J. Wareing

Rank: First Assistant Keeper.

Work Period: ??-09-52 to ??-05-53.

Family: nothing known.

Roderick Daniel McIntosh

Rank: Second Assistant Keeper. **Work Period:** ??-01-52 to ??-09-54.

Family: Wife ~ Patricia Irene.

Children (8) ~ 3 sons, Clive, David, Roderick, and 4 daughters,

Janis, Louise, Lynn and Patsy.

Rod McIntosh was second assistant keeper from the beginning of 1952 but it s not clear whether he immediately filled the position after Carlisle departed.

The youngest McIntosh son, David, was born in Auckland while his father was stationed at Cape Brett. According to their daughter Jan (Janis) her mother hated Cape Brett; with seven children, five were learning by correspondence, and she still had to run the household which included baking bread and milking the cow. The lack of electricity at the station didn't help either. Rod, however, is said to have loved the outdoor work at the Cape. ²³⁹



Figure 126 – from left: James Smith, Bob Welch and Rod McIntosh up by the lighthouse at Cape Brett, 1953.

Ronald Downie

Rank: Principal Keeper.

Work Period: ??-11-54 to 13-03-57. Postmaster: from the ??-01-55. Family: Wife ~ Name Unknown.

Children ~ 4 Children (more than one son – Colin).

Ronald Downie was the principal keeper transferred to the station after Thomas Welch's departure. While on the station the New Zealand Film Unit visited, producing the 1957 film 'A Letter to Teacher' about the New Zealand Correspondence School system. The footage shows Ronald Downie's children – his son, Colin, and daughter, name unknown – doing their school work in the kitchen of the principal keeper's house. The film also shows another family (mother, two sons and toddler) but it is unclear which it is – best guess is it may have been the Sutherlands. Ronald Downie was principal keeper during electrification, one of the biggest changes in the Cape Brett lighthouse history.



Figure 127 - The two families that appear on the 'A Letter to Teacher' Footage.

A Two Keeper Station (1957-1968)

Year	Principal Keepers	Assistant Keepers
1957	Temporary Keepers James Sutherland James R. Smith	James Sutherland (Acting as Principal Keeper)
	<u>Temporary Keepers</u> Kenneth Frank Valentine	Kenneth Frank Valentine (Acting as Principal Keeper)
1958	Raymond James Johnson	
1959		Mr Shepherd
1960	Brian Frederick Mason	
1961		F.W. Roe
1962	Ronald Sears	J.H. Akula
	Ronard Scars	Michael W. Lloyd
1963		
1964		F.W. Roe
		I.A. Harris
1965	Peter John Rodda	Bryan M. Richards
1966		
1967		J R Murray
1968		

James Hector Sutherland

Rank: Acting Principal Keeper. Work Period: 13-03-57 to 04-12-57.

Family: Single.

James Sutherland filled the role of acting principal keeper. It is not known if he had a full time assistant keeper – more likely he was helped by relieving keepers such as Kara Hepi.

Kenneth Frank Valentine

Rank: Acting Principal Keeper. Work Period: 04-12-57 to 18-11-58. Postmaster: from the 04-12-57. Family: Wife ~ Name unknown.

Children (2) ~ 1 son and 1 daughter, names unknown.

Ken had an assistant keeper (name unknown), who had an accident while riding in the dinghy attached to the crane. Something caused the dinghy to descend rapidly with the assistant keeper in it – the result was a broken leg. The injured man was sent to the hospital. Russell based fisheries Inspector, Ivan Anderson, arranged for the teenaged Alan Baker (17-18 years old) to work on the station for the summer (for more on Alan see page 124).

Previously Ken had worked on the *Pamir*, a four masted barque launched in 1905. She had sailed under the New Zealand flag from 1941 to 1949, having been seized as a 'prize of war' in Wellington Harbour. During this time she made several trips crewed by men of the New Zealand Steamship Company. She is best known for being the last commercial sailing ship to round Cape Horn in 1949.

Raymond James Johnson

Rank: Principal Keeper.

Work Period: 18-11-58 to ??-07-60. **Postmaster:** from the ??-01-59.

Family: Wife ~ Phyllis.

Mr Shepherd

Rank: Assistant Keeper. Work Period: 07/08 1959. Family: nothing known.

Brian Frederick Mason

Rank: Principal Keeper.

Work Period: ??-07-60 to 16-09-62. **Postmaster:** from the ??-07-60.

Family: nothing known.

F.W. Roe

Rank: Assistant Keeper.

Work Period: 17-06-61 to ?? and 07-02-64 to 19-11-64.

Family: nothing known.

FW Roe also had multiple postings at Cape Brett as an assistant keeper. His visits seem to have all been for very short periods of time.

Ronald Sears

Rank: Principal Keeper.

Work Period: 16-09-62 to 05-11-65.

Family: nothing known.

Ronald Sears is the first principal keeper who appears in the remaining monthly reports which survived the Wellington fire (they are held in the National Archives and cover 1962 to 1978). Ronald's wife and daughter appeared in the *Auckland Star* during their stay at Cape Brett and probably win the prize for the most dramatic birth to occur at Cape Brett

J.H. Akula

Rank: Assistant Keeper.

Work Period: 05-04-62 to 15-10-62. **Family:** Wife ~ Name Unknown. Children (2) ~ 2 Daughters.

J.H. Akula was transferred to Cape Brett in April of 1962. He appears to have been the first regular assistant keeper since electrification. The Akula family included his wife and two young daughters, and in October 1962 the girls were recorded as being four years old and four months old.

Michael W. Lloyd

Rank: Assistant Keeper.

Work Period: 15-10-62 to 06-02-64.

Family: Wife ~ Sue.

Party Beats Stork to Lighthouse

Own Corrers. Russell.

After a seven hour struggle through heavy seas and a five mile trek along a cliff-top goat track on Saturday, a party of three men and a woman arrived at Cape Brett Lighthouse in time to deliver the head keeper's wife, Mrs R. Sears, of a baby daughter. A strong norwesterly swell prevented any boats leaving Cape Brett and at 3.30am, as the time of confinement came nearer, a fishing Launch, Kewpie Two, owned by Mr A.G. Fuller, set out from Russell for Paihia to pick up Dr R. Citrine and the Bay of Islands district Nurse, Sister I. Tulloch.

Barging its way through the waves, the launch hove to off Cape Brett, but the seas were too high to land anyone.

It was quickly decided to head for Deep Water Bay, on the leeward side of the Peninsula. Here the Doctor, nurse and two of the crew, Messers G. Cook and B. Meynel, of Russell, landed.

Scrambling up the steep sides to the Bay, the party, carrying a stretcher, reached a goat track. The followed this along the coast for five miles until they reached the lighthouse. Later at 4pm, the cry of a newborn baby told the men at the lighthouse that their trip had not been in vain.

A change in the direction of the wind enabled the party to embark at Cape Brett and they arrived at Russell late on Saturday evening.

Figure 128 – New Zealand Herald, Monday, 27 May 1963.

I.A. Harris

Rank: Assistant Keeper.

Work Period: 19-11-64 to ??-06-65.

Family: nothing known.

Peter John Rodda

Rank: Principal Keeper.

Work Period: 19-11-65 to 22-04-69.

Family: Wife ~ Lynley.

Children $(2) \sim 2$ sons, Thomas and Bryn.

Peter Rodda transferred to Cape Brett in November 1965 and was joined by his wife and two sons (in March 1967 Thomas was recorded as being four and a half years old and Bryn was six years nine month). Towards the end of his time at Cape Brett, Peter successfully interviewed for a job with the Lands and Survey Department and he resigned from the lighthouse service in April 1969.

Bryan M. Richards

Rank: Assistant Keeper.

Work Period: ??-06-64 to 22-06-67.

Family: Wife ~ Janet.

Children (2) ~ 2 daughters, Geridwen and Gwenyth.



Figure 129 - Peter and Lynley Rodda - tea time while painting one of the Stevenson's Island houses in the 1960s.

John R. Murray 240

Rank: Assistant Keeper.

Work Period: 07-08-67 to 07-11-69.

Family: Wife ~ Dot.

Children (2) \sim 1 son, Roy, and 1 daughter, Lee.

John Murray was transferred to the role of assistant keeper in August 1967. John's posting at the Cape lasted just over two years and in November 1969 he was transferred to the Portland Island light. When he resigned from the service he joined the Lands and Survey Department and became the caretaker of Kapiti Island.

John's memories of Cape Brett include having to be really good with heights to be able to get up on the lighthouse dome to polish the copper with linseed oil. He also notes that the light at Cape Brett was much like any other to run and winding the weights was much like winding a cuckoo clock. He describes Cape Brett as a very busy place with frequent visits from launches, and that it was a fun place.

John also remembers the night of the *Wahine* storm when tropical cyclone Giselle hit New Zealand, on 10 April 1968. The storm hit Cape Reinga on 9 April and in Northland caused a large amount of damage, flooding large tracts of farmland and drowning hundreds of farm animals. At Cape Brett the keepers were warned that someone had taken a yacht out beyond the Bay so they spent their night watching for flares. The next morning the keepers were told that the yachties were rescued by the Navy.

The Proebstel Years and De-manning (1969-1978)

Year	Principal Keepers	Assistant Keepers
1969	Noel Probestel	Bill Chee
1970		Barry Skinner
1971		
1972		Steve O'Neill
1973		
1974		
1975		Ron Allen
1976		
1977		
1978		J. Scapens



Figure 130 - The Proebstel family and all their pets.

Noel Probestel

Rank: Principal Keeper.

Work Period: 13-06-69 to 25-09-78.

Family: Wife ~ Joy.

Children (3) ~ 2 daughters, Deborah and Vicki, and 1 son, Cliff.

Noel Probestel was the second longest serving principal keeper at Cape Brett serving 3392 days, or just over nine years. Before joining the service Noel was a fireman in Petone, Wellington. Noel changed professions because as a fireman he rarely saw his children whereas there was plenty of opportunity for family life in the lighthouse service.

Noel was considered the ideal keeper by the Marine Department and was the keeper who lobbied for permanent postings for principal keepers for longer than three years. This is the reason his posting at Cape Brett lasted until late 1978.

Noel was the last permanent principal keeper of Cape Brett before it was de-manned.



Figure 131 - The Chee Family.

Bill Chee

Rank: Assistant Keeper.

Work Period: 07-11-69 to 06-11-70.

Family: Wife ~ Kowhai.

Children (3) ~ names unknown.

Barry Skinner

Rank: Assistant Keeper.

Work Period: 06-11-70 to 15-03-72.

Family: Wife ~ Glenys.

Children (3) ~ 3 sons, Craig, other names unknown.

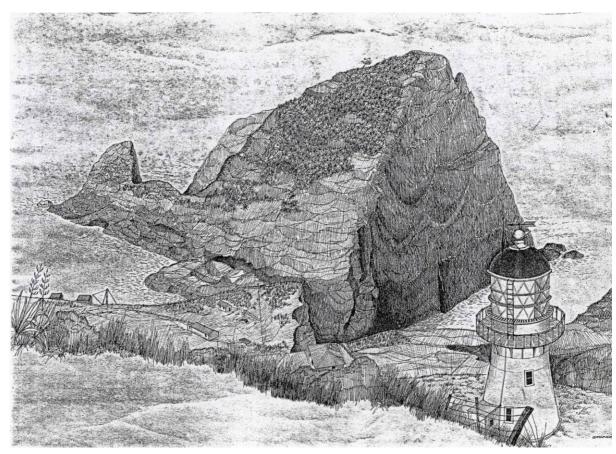


Figure 132 – Sketch of the Cape Brett station by Barry Skinner.

Steve O'Neill

Rank: Assistant Keeper.

Work Period: 29-03-72 to 16-10-75.

Family: Wife ~ Corinne.

Children (2) ~ daughter, Toni, and son, David.



Figure 133 – The O'Neills – Corinne, Steve, David and Toni.

Ron Allen

Rank: Assistant Keeper.

Work Period: 16-10-75 to 14-03-78.

Family: Wife ~ Val.

Children (3) ~ 2 sons, Geoffrey and Russell, daughter's name

unknown.

J. Scapens

Rank: Assistant Keeper.

Work Period: 15-05-78 to 23-08-78.

Family: nothing known.

J. Scapens was the last long term assistant keeper stationed at Cape Brett. Unfortunately he fell to his death while goat hunting with principal keeper Noel Proebstel behind the old radar station.

The Last Months

As Noel had moved from the station to work on the Russell ferries from 25 September 1978, and Scapens hadn't been replace after his death in late August, the remaining months of the Cape Brett Lighthouse operation fell to relieving keepers.

The last of those were F.I. Williams in the role of principal keeper and a Mr Hill in the role of assistant keeper. Williams arrived on the station a few days before Noel left for the inquest into Scapens' death (between 21 - 25 September 1978). He took over Noel's role as principal keeper as the Proebstels were due to shift to Russell. Mr Hill was brought in on 25 August two days after Scapens' death to take over his role as assistant keeper.

Both men were tasked with closing up the station and seem to have left at the end of September / start of October when the beacon - that still operates today - took over.

The "Last Keeper Letter" written by Noel sums up the lighthouse closure nicely (see Figure 134).

	MINUTE SHEET
	Department:
	Subject: File No.
	to all interested Parties. Date:
To—	cht 0600 hours this 5th day af October 1978 the light house at lafe Brett was found to have given birth to a child of indeterminate Sex. I be child affiors to be being lenight of eye but weak in the body and due to the rugged weather conditions which it must endure its life is in grave danger. and it is not known how long it will survive. It is with the deepest regret that I have to report that the grand ald lady of 68 years standing died in the giving birth and will be Sadfy missed by all who have tended her needs over the fast years. R. 1.T

Figure~134-"Her~Last~Keeper"~letter~written~by~Noel~Proebstel~and~a~photo~from~2004~showing~the~word~GOODBYE~painted~on~the~top~right~side~of~the~dome~.

The Supporting Cast, aka the visitors through the years

Relieving Keepers

The Marine Department generally hired single men aged 21 - 40 years as Relieving Keepers (RKs). ²⁴³ They were just as qualified as the principal and assistant keepers but had less experience. However, 'men who [could] cook and fend for themselves [were] preferred. ²⁴⁴

The salaries, conditions, duties, application process, training and examinations for relieving keepers had a similar structure. The RKs would serve in the role of an assistant keeper until such time as they were fully trained and experienced to act in the role of a principal keeper.

Their salaries were paid fortnightly with the standard relieving allowances; such as the station allowance, sleeping bag or bedding allowance. Daily allowances were the relieving duties allowance and the travelling and incidental allowances. Their annual leave was 28 consecutive days plus one day of recreation leave.

Relieving keepers had a six week obligation to the Brothers Island Lighthouse in Cook Strait (the only station manned strictly by relieving keepers) before their 18 week stint at whatever other stations needed relief (as directed by the Lighthouse Service Station).²⁴⁹

Accommodation for the RKs at Cape Brett was the ex-second assistant keeper's house once there was no second assistant occupying it (the house was left fully equipped minus bedding). Before this the relieving keepers would reside in the house of whoever was on leave. They had to provide their own food and bedding, but were not charged rent. ²⁵⁰

Travel between stations was via the Government steamers until it became the responsibility of the RKs to move between stations with department funding.²⁵¹ The department also provided funding for the RKs personal effects while they were in transit.²⁵²

Those Recorded at Cape Brett:

Akers, L.

■ 1978 - January to 10th March.

Baker, Alan

ightharpoonup 1958 – November to December.

Bayne

 \sim 1971 - 12th – 28th July.

Bradley

<u>■</u> 1976 - 14th March – 10th April.

Burch, J.B.

- 1967 22nd December 1966 18th January.
- 1970 21st May 8th June.
- **→** 1970 December.

Burgess

▲ 1977 - 25th June – July.

Cattell, D.J.

<u>■</u> 1974 - 28th February – 18th March.

Clendon, Henry

- Multiple visits as a relieving keeper and visitor during 1930s
- → Henry was a local man from Rawhiti who would ride his horse out to the station.
- → Was also a returned serviceman from WW1.

Clendon, Heta

- ▲ Multiple visits as a relieving keeper and visitor during 1930s
- Was also a Rawhiti local and brother to Henry.

Cole

→ 1963 - 12th June - ??.

Collet, G.I.

■ 1964 - 13th August – 8th October.

Cook. B.

- 1976 19th June 23rd August. 1977 May 6th June.

Coulter, R.

- $-1970 30^{th}$ January -3^{rd}
- February. 1970 28th October 6th November.

Davies, Charles M.

- 1950 - June

Drew

▲ 1964 - January – 24th February.

Dunn, J.

- \sim 1966 4th 13th November.
- → 1970 6th 30th March.

Eagle, Murray

- 1971 10th 31st December.
- 1972 14th 31st January.

Ellis, D.

→ 1968 - 11th September – 22nd October.

Ellwood

→ 1978 - 4th April – 11th May.

Gray, T.

- ▲ 1973 27th July 14th August.
- $-1973 15^{th} 31^{st}$ August.
- \sim 1973 17th September 5th October.

Halifax

<u>→</u> 1942 – February.

Hendrickson

- 1964 12th May 13th August.
- 1964 23rd December ??.
- 1966 20th October 2nd November.

■ 1966 - 18th November – 22nd December.

Hepi, Kara

■ 1957 – October.

Hickman

- 1976 - 3^{rd} – 10^{th} April.

Hill

→ 1978 - 25th August – 28th September.

Hodson, C.

 $\sim 1975 - 26^{th} March - 10^{th} May.$

Johns

 $-1963 - 10^{th} - 22^{nd}$ December.

King

■ 1964 - 19th November – 23rd December.

Kirk

- 1972 - 15th – 29th March.

Knight, B.

■ 1968 - 23rd April – 10th June.

Lindsay, R.

- 1978 - 9th March – 6th April.

Madigan

■ 1973 - 23rd March – 10th April. ■ 1973 - 12th – 29th May.

Marchks, G.

▲ 1965 - ?? – 17th December.

McBrcarty, P.A.

■ 1969 - 22nd April – 12th May.

McQuaid, K.

 \sim 1971 - 16th May – 16th June.

Moffatt, L.

<u>■</u> 1975 - 29th November – 16th December.

Nathan

▲ 1946 – April.

Newman

■ 1965 - 11th July - ??.

O'Keefe, R.

 \sim 1967 - ?? – 22nd November.

Peake, W.

1968 - 11th July - ??.
 1969 - 12th May - 11th June.
 1969 - ?? - 23rd July.

Pierson, R.

<u>■</u> 1974 - 19th September – 24th October.

Riding, M.

<u>■ 1969 - 12th September – 15th</u> October.

→ 1973 - 10th January – February.

Scapens, J.

- 1974 - 2nd – 23rd June.

Thorson

■ 1975 - 5th September – October.

Wallace

■ 1973 - February – 23rd March.

■ 1968 - 22nd October – 21st November.

Watson

→ 1977 - 20th January – April.

Williams, F.I.

<u>■</u> 1963 - 17th February – 21st March.

■ 1973-74 - 5th December – 11th January.

Alan Baker ²⁵³

Alan was a teenager of about 18 and a unique case for the Cape. While Ken Valentine was acting principal keeper Alan was brought on for the summer holidays to replace the previous keeper who had broken his leg. Alan had just finished his final year at school and was waiting to head off to university when Ivan Anderson (a popular local Russell character who worked on the service ship *Tainui* and for the Fisheries Department) recruited him for a short term as a lighthouse keeper. Alan worked on the station for two months, November and December 1958, and left before Christmas. He was most likely the youngest paid keeper to have worked at the station.

Alan recalls that he would work every second day — rising at around 6am (depending on sunrise) to pull the curtain around the light and send the first coded weather report for the day. The next weather report was between 12 and 12.30 and the last was sent at 6pm when he would walk back up the hill to start the engine for the light. Once the sun had set he would pull back the curtain and switch on the light. Each week Alan also polished the lens.

During his time off he would often fish at Piercy Island and go goat hunting. Alan stayed with the Valentine family and remembers eating a lot of 'standard 1950s food' such as tinned corned beef.²⁵⁴ Fresh meat was rare, unless they hunted goats or fished (catching snapper, trevally and groper).

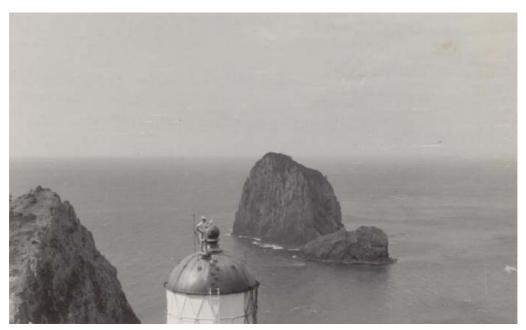


Figure 135 – Alan Baker standing on the lighthouse dome, 1958.

Alan's father ran a local game fishing boat in the Bay of Islands and used to frequently stop to visit his son. He would arrive with home-baking from Alan's mother who would seal the baking in a kerosene tin. Delivery was achieved by Mr Baker throwing the tin to Alan — who had rowed out to meet him — though if the father's aim was off, the son would have to swim after the tin.

The Navy Personnel

The Navy personnel were divided between the signal station and the radar station. Originally the signal station was manned by two men. This increased to five in mid-1941, then six in 1943. Reports suggest there were six to 14 men posted at the radar station. The length of the men's stay varied, and appears to have been up to six months for the signal station though only six weeks for the radar station.

Rod Sinclair was stationed at the signal station from October 1942 to April 1943.²⁵⁶ He was the Senior Naval Rating in charge until his transfer in April and kept a daily activities diary during the war.

"6.10.42 — Very busy all day. Coal and oil arrived by barge. Heart and backbreaking work heaving slings up to the block by crane and hand windlass. Murray went over to Pig Gully and got 19 lbs of fresh mutton from Puke Cross [station]. R/T broke down this morning and try as I might I couldn't get a peep out of it. Wasted about 4 hours tinkering with the damned thing this afternoon then did a bit of carpentry work on the back shed. Sent some gear back to Naval Store, Whangarei by barge. Mosquitoes and sandflies gave me hell down the block this am. 'Wahine', 'Grenadier' and 'Betelguese' and USS 'Clarke' passed early this morning."

R.J. Orman was stationed at the radar station for six weeks in 1944.²⁵⁸ He had just returned to New Zealand from the Solomon Islands and considered Cape Brett a rest period before being deployed back overseas. He recollected that there were probably two radar mechanics and about 12 operators at the station at one time. There was no designated cook so they all took turns preparing meals. He remembers the great fresh fish meals that he had caught and cooked.

Table 1 - Names of some of the signal station personnel.

Name	Rank	Arrival-Departure
Burrows (Burroughs), Joe	Leading Signal	1942 – Oct-42
Cookson, Jack	Sig	1942 – 1943
Davidson, Bill	Sig	1942 – 1943
Griffiths, Bob	Sig	1942 – 1943
Johnson, Bill	Sig	1942 – 1943
Kane, Bill	Ldg Sig	Apr-43 – 1943
Longley, Murray	Sig	unknown
Neary, Fabian (Max)	Sig	1942 – 1943
Porter, George	Sig	1942
Rattenbury, Derek (Basil)	Sig	1942
Sinclair, R.O.	Ldg Sig	Oct-42 – Apr-43
Stoddard, Frank	Sig	1943

Table 2 – Names of some of the Radar Station Personnel.

Name	Rank	Arrival-Departure
Bill	unknown	1942
Blow, Colin C.	Petty Officer in Charge	Dec-43 – Mar-44
Chick	unknown	1942
Chris	unknown	1942
Cliff	unknown	1942 – 1943
Finklestein	LRM	1943
Grear, Aussie	Operator	1944
Green, Len	Operator	1944
Heath, Laurie	unknown	1942
Joe	unknown	1942
King, R.	Sig	1942-43
Lou	unknown	1942
Marklew, ??	Lieutenant	1942
O'Conner, Jim	unknown	1942
Orman, R.J.	unknown	1944
Oscar	unknown	1942
Phipps	Lieutenant Commander	1943
Pitt, Vaughan	P/R	unknown
Purvis, Bob	unknown	unknown
Robinson, Robbie	Operator	1944
Ryall, Bert	Petty Officer in Charge	1944
	Naval rating/ Petty	
Simpson, ??	Officer	unknown
Thomas	LRM	1943
Thorne, Bernard	Petty Officer	1943
Wedge Charlie	unknown	1942



Figure 136 - LSig Sinclair, Sig R King and Sig Murray Longley down at the landing.

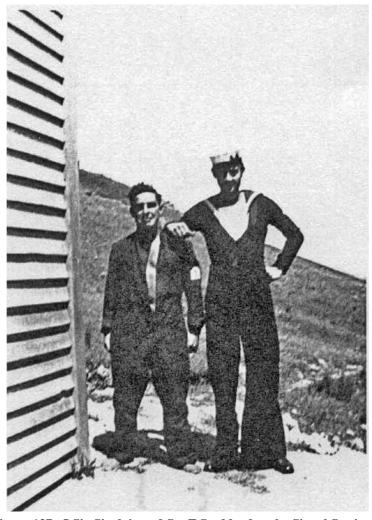


Figure 137 - LSig Sinclair and Stg F Stoddard at the Signal Station.

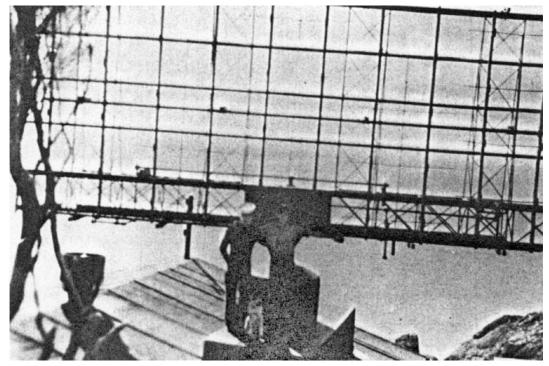


Figure 138 - By the radar aerial, mounted above the operator's hut.



Figure 139 – RJ Orman's arrival at Cape Brett.



Figure~140-The~camp~buildings~with~the~navy~crew~enjoying~some~good~weather.~The~radar~hut~and~aerial~are~at~the~top,~while~the~building~to~the~right~was~the~living~accommodation.

Teachers

The records of the Cape Brett School held by the Auckland branch of National Archives of New Zealand show that in the 13 years from 1931 to 1944 the children were taught by 10 different teachers. ²⁵⁹

The first teacher, Miss Annie M. Smith, arrived in March 1931 to teach the six children enrolled for the school's first year. She arrived on the Government ship the *Clansman* from Auckland and immediately started teaching. Miss Smith seems to have been an excellent teacher about whom no complaints were ever made by the parents. After teaching for just under two years she moved in August 1932 to a better paying job.

The teacher employed to finish the 1932 school year was Miss Joyce Reeve Dunbar, appointed to start from 6 September with a roll of 10 children. Miss Dunbar finished the year and was employed again the following year to replace a Miss Annie A. Jones of Pakaraka who taught for only a month before resigning in early March 1933. Miss Dunbar was regarded as a brilliant teacher and this was reflected in the school inspector's report from 1933. The children's level of education was considered to have been far advanced for their ages (or standard levels – what is now considered as year levels). Miss Dunbar left for the Christmas holidays on 16 December 1933 and decided not return.



Figure 141 – Mrs Joyce Quarrie (nee Dunbar) on a return visit to the station, 1978.



Figure 142 - The 1932 school photo.



Figure 143 – The 1933 school photo.

The change in principal keepers in 1933/34 also saw a request to the Auckland Education Board that in future only male teachers be sent to Cape Brett because of certain rumours that had been circulating. The board complied and employed Mr H.G. Atkinson of Auckland as the new teacher.

.Mr Atkinson arrived in February 1934 to teach the 10 children and was followed by Mr S.A.J. Faville who started in September 1934 with nine children and continued until the school was closed due a lack of students in December 1935.

The school was opened again in July 1937 after the Jamieson family was transferred to the station and instantly increased the number of school aged children to nine. The teacher was Mr V.D. Tapper who had previously taught both the Emmens boys and Jamieson children when they were stationed at the Cuvier Island Lighthouse. In November the roll was increased to 13 with the arrival of the Tennent boys.



Figure 144 - Mr Spittal and the Webleys at Pig Gully.

The Cape's seventh teacher, Mr A.P. Spittal, began in 1938. He taught the Jamiesons, Emmens and Tennents till the following year when the roll was reduced to eight in August because of the transfer of the Emmens family. Mr Spittal is known to have spent a lot of his time with the newly-arrived Webleys as they were similar in age (see Figure 144). In 1939 a third form was established for the benefit of one of the students.

In 1940 a Mr P.J. Quinn was originally hired to take the children for the year but he cancelled before the start of the term. He was not replaced until 21 May 1940 by Mr J.T. Gunn who stayed only until July, before being replaced by Mr D.L. Sutherland. Mr Gunn apparently owned an organette which he brought with him to the station, but sold to keeper Jamieson before he moved on. ²⁶⁰

When Sutherland arrived in August 1940 the roll had steadily declined to five students by December. Sutherland resumed his role as teacher for the following school year, but had to leave in January 1941 when he received his first call up to the territorial forces. He returned until he received his second ballot which he suspected would send him overseas. The roll had now been reduced to three and though the school should have immediately closed the board chose to leave it open until Mr Sutherland was called to service soon after May 1941.

In March 1944 the keepers had again shifted and the arrival of the Bateman family meant the number of school aged children rose to nine. The school board had a lot of trouble trying to find a teacher and so approved of Miss Winifred Jamieson teaching for the year. Miss Jamieson was happy to take on the role as she intended to enter teacher training the next year. She proved to be the Cape's tenth and final teacher. The school was finally closed at the end of the 1944.

Visitors

On 10 January 1963 the keepers had the pleasure of welcoming the Deputy Prime Minister, John Marshall, and the Minister for Customs, Norman L. Shelton. In 1972 Mr Marshall was elected Prime Minister leading a National Government, his term preceded that of Robert Muldoon.

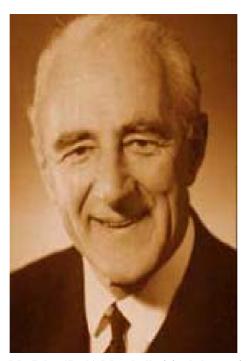


Figure 145 - Mr John (Jack) Marshall visited the station in 1963.

The Special Air Service (SAS) also visited the station in September 1963 for a military exercise. Generally, station visitors tended to be either tourists or the works men who were sent for a specific purpose.

Sailors

Captains and their crew also have fond memories of the Cape Brett light. Allan Phillips worked on various ships between 1948 and 1987. He estimates that he passed the lighthouse at least 197 times. One passing, during the mid-1950s on the scow *Pearl Kasper*, was made during a gale and Phillips recalls that while he and a crew member were struggling with the scow's sail the Cape Brett light seemed to fix on them and helped them to furl the sail.

Aspects of Station Life

Water ²⁶²

The water system for Cape Brett originally provided each house with a 25,000 litre concrete tank and an 1800 litre washhouse tank. Additional tanks around the station had a capacity of 1800 litre each and were located at the school, lighthouse, signal hut and on the tramway. A tank was also provided for stock. Hot water systems were not installed in the houses until January 1944 after one was installed for the Navy. Originally the only water was rain water fed into the tanks.

The Navy sourced water from a stream in Pig Gully when building the radar station and installed a pump house that would take the water to the reservoir at the top of the hill. When the Navy abandoned the station the Marine Department took over the system. In the following decades the pump house became expensive to maintain. Problems with the pipes rusting, leaking and clogging were frequent and the posts that held up the pipes rotted and required replacing. To keep the motor running in the pump house the keepers had to cart diesel the mile from the station every week.

Dry spells during summer often saw the tanks around the station dry up. On one occasion they were so low that there was only a few days of fresh water left - and the pump had stopped working and the spouting on the houses was full of holes. When the Navy was present personnel would often run out of water — the keepers blamed the flushing toilet — and would have to use lighthouse settlement supplies. The Navy would then replace the supply, in one case filling old oil drums with water. The Navy boys then had to deal with an oil contaminated water tank; the keepers however had sensibly not filled their tanks from the drums.

In 1959 the principal keeper managed to requisition a 1000ft plastic hose so he could water the vegetable garden at the top of the hill from the ex-Navy water tank.

Power

The houses originally had no power, so candle or lanterns were used for lighting. Meals were cooked on the coal range and food was stored without refrigeration. In the 1940s the department upgraded the appliances after complaints from the keepers' wives. ²⁶⁴ The department installed new hot-water stoves — enamelled in a colour of the lady's choice — and a family-sized, kerosene-powered fridge for each house. ²⁶⁵

The upgraded signal hut and radar stations were both operated using diesel electric motors. ²⁶⁶ It wasn't until 1955 that the lighthouse was converted from kerosene to operate on diesel electric power. ²⁶⁷ In 1968 the station was connected to the national grid and the lighthouse and houses went electric. ²⁶⁸

Transport

The most popular method of transport at Cape Brett was boat. Keepers originally moved between stations on the Government steamers and whatever boat was available was used to get to Russell for any appointments.

The track to Deep Water Cove/Rawhiti was popular if weather was rough, or in an emergency. When the Navy station needed a new motor to operate the radar during a

storm they had to take turns at carrying it on poles on the slippery track back to the station from Deep Water Cove. 269

Helicopters were used in the 1960s and 70s to transport some of the Marine Department's technical specialists. Helicopters were also used to place the lighthouse power poles, to move large objects from the landing to the top of the hill and to build the helipad at the lighthouse.



Figure 146 – A helicopter ferrying items to the top of the hill.



Figure 147 - The new helipad, 1970s.

Food and Stores

Ordering and receiving stores for the keepers did not change very much over the station's 68 year operation. Each family had a catalogue filled with all the items a keeper could possibly want. Each item was assigned a number to be written on the order form along with the quantity needed of the item (ie 3 cans or 25oz). Mistakes often happened, with one family at another lighthouse inadvertently ordering a 14 year supply of matches and another ending up with a four gallon container of cashew nuts. ²⁷⁰

To begin with the ordered stores were delivered every four months. The stores were delivered by the Government steamers on their Northern lighthouse tour. Between the 1940s and 1970s this increased to roughly every month/three weeks or fortnight depending on the contractors and costs.

During one delivery in the 1970s the Proebstels had ordered ice-cream in two gallon and four gallon containers. While the ice-cream was in the crane's basket something snapped sending the ice-cream into the ocean. The children quickly raced to retrieve bowls and spoons, the ice-cream was fished out of the water and then immediately consumed — it would not refreeze with all the salt in it.²⁷¹



Figure 148 - Offloading stores, 1932.

The keepers were generally expected to produce their own fresh produce and the houses at Cape Brett all had their own vegetable gardens, as well as the communal garden. Farm animals were kept for milk, eggs and meat. The wives baked bread and would preserve meat before the stations received freezers.

Noel Proebstel was also one of many who brewed his own lager. Noel's was called 'Lighthouse Lager.' It was said to have been a 'beautiful brew, light, clear, with good fluffy head and no after effects.' 272



Figure 149 - Jack Saunders rowing the fortnightly mail and stores a shore from the Alice.



Figure 150 - Alice — One of the mail launches.

Mail

Getting mail to the Cape was initially quite an achievement. From the station's construction mail was delivered by several different methods, the most taxing of which was the trip from Rawhiti.



Figure 151 - The Government Life Insurance Department's Cape Brett stamp.

Rewiri Ahu Tapu accepted the role of postmaster when the post office opened in Rawhiti's schoolhouse in 1905. A man of slight build, Rewiri had his hands full with the mail run. His day would start with the row to Oneroa to collect the mail from Russell, back to Rawhiti to sort, after which he would have to row out to the Cape. During rough weather Rewiri would deliver the mail to the Cape on horseback. Rewiri continued his run until he died on 23 May 1917.

The post office subcontracted the Cape Brett mail run to Harry Fuller after Rewiri's death. Fuller in *Phyllis* delivered the mail weekly until 1926 when the Marine Department delivered the mail with the stores trip. ²⁷⁴ This continued until the 1940s when the trips were divided between the *Tainui*, the Fuller's launch and the Meynall's launch. ²⁷⁵

The Cape had its own post office —in the principal keeper's office — and postmasters. The station also had its own franking stamp and when the *Government Life Insurance* lighthouse stamp series was released in March 1962 it had its own postage stamp.

The earliest piece of mail remaining from Cape Brett is a postcard sent from Bakewell, England to John Clark at Cape Brett via Russell dated 23 April 1909.

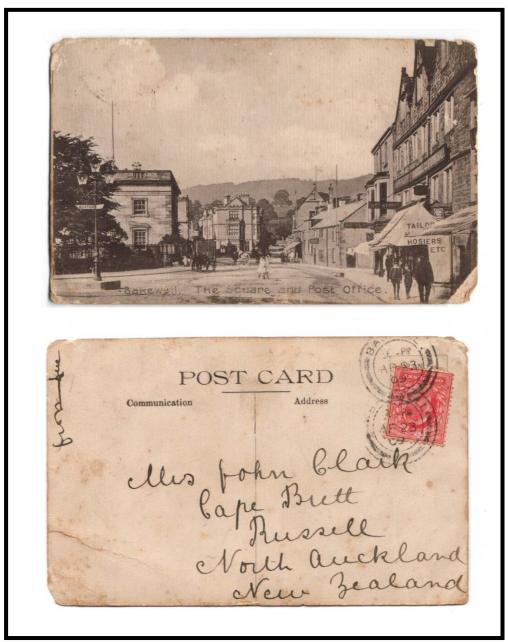


Figure 152 – Postcard to John Clark, postmarked 23 April 1909.

Communications

There were many ways the station kept in touch with the outside world. These included:

- **Radiotelephone**
- **Telegram**
- VHF equipment
- **Telephone**
- Signalling
- **Letters**

These methods of communication all seem to have been established during construction. The telephone line came sometime between 1910 and 1935 and ran from Rawhiti to the station. The shared line, known as a party line, was also used by the Deep Water Cove settlement and others living on the peninsula.

The telegraph line ran from Russell to Cape Brett, at one point splitting for a line for the Whangamumu whaling station. This ran both above ground and underwater utilising the quickest, reasonable route between the two places.

Signalling was conducted from the signal hut and involved using the flags and signal mast. The keepers were often asked, early on, to relay messages between the ships and the shipping companies and would do so using the flags.

Strict rules governed the communication methods, dictating how they where to be used and etiquette. For most of the equipment, including the phone, licences were supposed to be held. However all the keepers' wives and children were taught how to use the telephone and radio equipment in case of emergency.

The Weather

Meteorological Service

Because many of the lighthouse locations around New Zealand were in exposed places they often made the best weather stations. The meteorological office of the Department of Science and Industrial Research established weather recording sites at 14 stations, including Cape Brett. ²⁷⁶ The relevant gadgets were set up around the station with the permission of the Marine Department and keepers were expected to provide regular forecasts.

In 1956 the keepers were reporting the weather three times a day. In the 1960s they had to report the weather statistics to the Auckland weather office seven times a day, about every three hours (0000hrs; 0300; 0600; 0900; 1200; 1500; 1800 NZST). They would report the wind speed and direction, sea conditions, rainfall, amount and grouping of clouds and the barometric readings. The keeper used both the phone and the radio-telephone (RT) system to report the weather to the Auckland office. By 1974 they were reporting four times a day (at 0600; 0900, 1800, 2100). The equipment installed included a barometer (used to measure atmospheric pressure) and a barograph (which makes a graph of atmospheric pressure) kept in either the tower or the principal keeper's office. The keepers also used the lighthouse wind vane, a set of New Zealand aviation cloud charts (so they could identify the different types of cloud formations which indicated weather patterns) and thermometers. The automation of the light and withdrawal of keepers from Cape Brett put a stop to the human reporting. An automated weather station was installed and information was read by telephone.

Storms²⁸⁴

Storms at Cape Brett didn't need to be very intense to have a huge affect on the operations of the station. Because the landing is quite exposed even a small ocean swell could prevent people and supplies from being dropped off by boat, effectively cutting off the station. It was when both the swell and wind got up that the real problems occurred.

In 1916 the Marine Department opened a 'Storm Damage' file at their head office specifically to file all the weather related damage reports they received from keepers. The first storm damage reported by keeper Cameron was the result of a gale of unreported strength hitting the Cape on 4 August 1916. The crane was

damaged, with the main support post snapped in half. Any objects tied down on the landing were washed away, including the station boat. ²⁸⁶ During this storm the waves were said to have come up the tramway – halfway up to the stores shed (roughly 20m). ²⁸⁷

A total of 11 storms were recorded in the file and the strongest winds were estimated to have occurred during the storms of 5 December 1952 and 14-15 August 1954. The largest wave reported is estimated to have broken over the principal keeper's house – 43 metres above sea level. When he reported this he was not believed but once the next keeper had experienced similar waves the scepticism quickly vanished. ²⁹⁰

The bad weather that produced the largest wave occurred between the 28 February and 1 March 1951. The principal keeper's story was as follows:

'[He] awakened at 2.30am to a crash of water on the roof and windows, on going outside the place was flooded with sea water, the waves were breaking occasionally over [his] house (131ft above MSL). The crane and landing were out of sight under water most of the time.'²⁹¹



Figure 153 - A small swell down at the landing, 1969.

Damage done to the station mostly consisted of the roofs being blown off the small sheds and houses, or small sheds being blown over completely. The damage most reported was always to the fences around the houses. They were blown over or off the cliff or severely damage during seven of these storms. The fowl houses were often victims of the storms and during five lost their roofs, were blown over, off the cliff or scattered around the station. The telephone wires were equally damaged (both the line between Russell and those between the lighthouse and houses). The crane was damaged during four storms and during early May 1924 the gale and seas were so vicious they completely demolished the crane, ripping it off of the concrete it was bolted to (see Figure 157).



Figure 154 - The waves during a 1978 storm with the cow bail in the foreground.

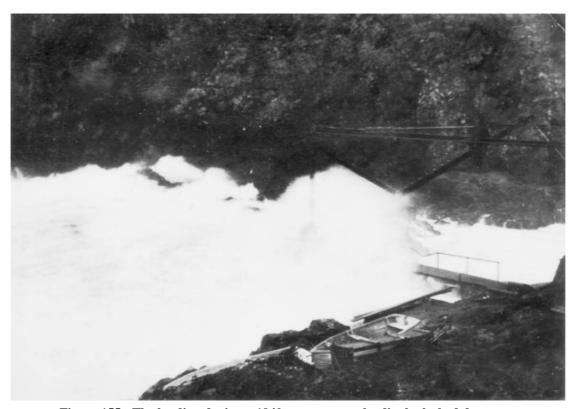


Figure 155 - The landing during a 1940s storm, note the dinghy lashed down.



Figure 156 - One of the fowl houses after a storm, 1940s.

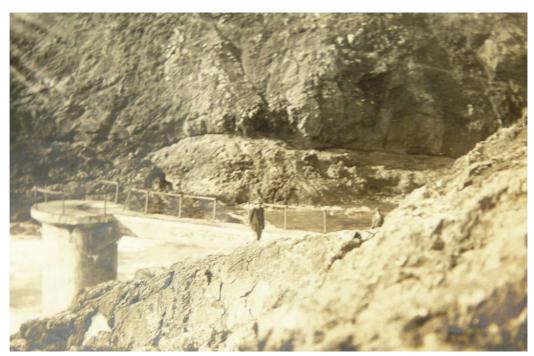


Figure 157 - The landing after a storm had washed the crane away, August 1924.

The tower also suffered damage especially when the winds were so strong that they would hurl stones at the structure, chipping the paint. Some of the smaller windows (not the light panes) were smashed by the wind on different occasions. The station also lost its official dinghy twice, because of waves, and both times the keepers were growled at by the Marine Department.

A major issue during and after a storm was that if the seas were too heavy, salt spray contaminated the station's water supply. The spray would also cover the station, killing off grass and destroying the vegetable gardens.

Storm damage often took a long time to repair, either because it had to be added to the keepers' regular work programme or because the damage was severe. There were also

many times when they had either not had time - or had only just finished repairs - when the next big storm would blow through, causing even more damage. One such occasion was in 1954, with the first storm hitting on 30 July lasting till 1 August, and the second arriving two weeks later on 14 and 15 August. The first was an ES Easterly with gale force winds and heavy seas. The second was a NW Northerly with winds of 97km/hr and heavy seas. The first storm damaged the copper spouting removing it in most places. During the next few days it was repaired and/or replaced, but during the second storm all the keepers' hard work was undone when the storm ripped off most of the repaired spouting.

Some of the worst storm damage included the 'tearing up' of the bottom of the tramway (see Figure 158). ²⁹² The note that accompanied the photo was as follows: 'To the Secretary - A view of the Tramline taken about 8 hours after the mountainous seas had decreased, showing the damaged line where it was tossed about by seas. ²⁹³ Figure 158 shows the iron rails of the tramway bent and twisted. The upper section of the tramway in the photo is also covered in rock debris and most of the wooden slats have been ripped up. This was the same storm that swept away the crane and removed a section of the concrete pad of the landing.



Figure 158 – Damage done to the tramway after a particularly rough storm, June 1943.

Storms continue to damage the station even today. During the winter storms of 2008 wave action damaged the landing, bashing out a section of the concrete (see Figure 159). This storm also swept away most of the safety rails that had been concreted into the landing. The tramway also sustained some minor damage with a small section of concrete being swept away.



Figure 159 – The landing being inspected by Ranger Grant Oakes after the storms of 2008.

The Cape is open to significant amounts of bad weather, but equally experiences some magnificent clear days. On average by 1967 Cape Brett had an average rainfall of 30 inches (762 millimeters). ²⁹⁴



Figure 160 - The tower on a summer's day, December 2007.

Rescue Services

The remote location of New Zealand's lighthouses meant they were often in advantageous positions to aid the national Sea Air and Search Organisation. Keepers could literally keep an eye out for missing boats, yachts and ships off the coast. The stations were also equipped early on with radios, primarily to contact the Marine Department, and ordered to maintain a listening watch. ²⁹⁵ Useful too were the notes that keepers had to record on movements of ships during the 1900s. ²⁹⁶

One particular case where the Cape keepers helped in a small search and rescue operation was during the *Wahine* storm when tropical cyclone Giselle hit New Zealand in 1968. The keepers were asked to watch for a yacht that had sailed out of the shelter of the Bay, so they spent their night watching for flares. ²⁹⁷ The next morning the keepers were told of the yacht's rescue by the Navy. ²⁹⁸

Health Care

Routine healthcare was readily available off the station. For medical emergencies a doctor, dentist or nurse would travel — often in extreme conditions — to the Cape. The Marine Department seems to have preferred births to take place in hospital at the expense of the keeper, and for all other appointments to be attended on the keepers' vacation days.

There are several stories still floating around relating to different incidents and illnesses that affected the inhabitants of Cape Brett station.

²⁹⁹ One of the earliest comes from Eric Creamer (son of the first assistant. 1912-14) who was seriously injured when playing around the tramway trolley when he was around seven years old in 1913-14. He was 'helping' his father at the dobbin to bring the wire (attached to the trolley) up the tramway when his fingers jammed between the rope and pulley. His version of events is as follows:

'I had of course to release my hold on the wire before the pulley was reached and I succeeded in doing this for quite some time, but perhaps success made me a little overconfident because a time came when I saw – and felt – the first and second fingers of my right hand ... begin to vanish between rope and pulley. I gave a mighty yell and a mighty pull and then stood looking in stunned surprise at the blood streaming from my two mangled fingers. The wire rope ceased moving and presently my father came hastening down. He took the situation in at a glance, grasped me tightly by the wrist and obtained a short explanation and escorted me down the hill.'³⁰⁰

Eric's fingers were put into finger stalls, apparently by his father who was in contact with the Russell doctor by phone, and both fingers remained immobilised for several months. He understandably experienced intense pain, which continued for several years. When they did start to heal it was found that the wound had closed with lint inside it – this resulted in the second assistant keeper (Mr Pearce) having to cut the lint out. To do this Eric was handed a glass or brandy and water to drink to mask the pain, but it was unneeded as he ended up passing out instead.

This is one example of how injuries were dealt with by keepers who weren't provided with official first aid skills until the 1960s. ³⁰¹ The Creamer family was also the first to go through a natural birth on the station, aided by the family's good friend Nurse Currie (in her starched white uniform). ³⁰² Another birth that occurred in the early 1960s was that of the Sears' daughter (see Figure 128 above). The Fuller's fishing launch of the time transported Dr Citrine and the District Nurse Sister Tulloch out to the Cape for the station's most dramatic birth. It wasn't until 1967 that the Marine Department began to provide funding for up to three ante-natal treatment trips, and the refund for one post-natal visit on the advice of medical practitioner, with the option for a doctor to visit the station. ³⁰³

The illness-afflicted Keeper and Mrs Thwaites were sent to Kawakawa Hospital for immediate medical attention due to the seriousness of their disease. The Thwaites were unfortunately infected with tuberculosis (*tubercle bacillus*) a serious infectious disease that was easily spread at a time when New Zealand was not performing mass vaccinations (the outbreak didn't until the end of World War 2). The keepers' handling of this illness was appropriate for their skill level and they did the best they could by having the Thwaites transported to Kawakawa.

During late April 1941 Mabel Pollock's father wrote her a letter detailing the spread of the flu around the station:

'... Hope this finds you all well, we've had enough sickness the last few days to last us for years. All hands have been sick with flu except Mrs Todd & the signalmen & myself. Barbara was bad first then Mrs Webley, then Mum, Winnie, Davy & Anne then Mr Webley then Mr Todd. Davy was very bad, so was Mum. The youngsters all went playing up the hill today, they seemed all right, but Winnie soon came home & went to bed looking pretty bad. Old Mr Carter had it bad too & was in bed for 2 or 3 days...' 305

Living in such conditions definitely would have promoted the spread of some of the more common ills. During the war the naval personnel were also said to have bought in diseases such as measles which the children had probably not previously been exposed to. ³⁰⁶

From around the 1950s the District Nurse began making regularly scheduled trips to give the children inoculations and provide advice on other health matters. ³⁰⁷ The quickest way to get medical advice was via the radio or telephone party line to talk to a health professional.

There was one particularly sad incident, often debated, said to have occurred in July 1943 during the operation of the signal and radar station.

It is told that one night a young naval rating was at the landing for some reason and he fell to the rocks below. Some say he died instantly, others say he was put onto the boat to be taken to hospital but died on the trip, and others say he survived the trip but died in hospital. The only hard evidence we have for the incident is a simple telegram sent by the principal keeper, Hugh Jamieson, to the Marine Department stating that the Petty Officer had died of injuries after he fell from the landing. ³⁰⁸ Death was an unfortunate part of life out at the Cape.

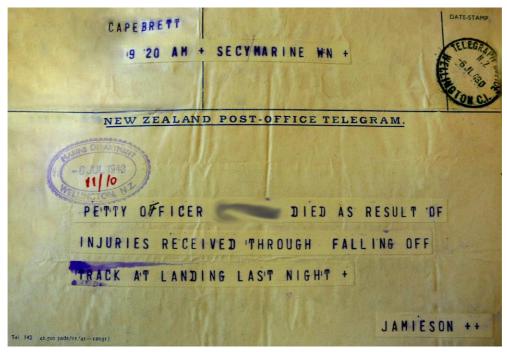


Figure 161 – Jamieson's memo to the Marine Department – Name of Petty Officer removed.

Dental visits and any scheduled medical appointments normally involved a few days offsite. There was only one case where the dentist had to come out to the Cape. It is unknown when exactly this was but apparently one of the keepers had a severe toothache so the *Tainui* transported Russell's retired dentist to the station. Now the dentist had a wooden leg and therefore was unable to go any further than the rocks below the landing. So everyone came down to view the tooth extraction. The dentist's chair consisted of a banana box and as anaesthetic the use of a dead stingray was attempted. Why a smelly stingray wing being hung from the crane was considered a viable anaesthetic is not known, but in the end cocaine was used. As the tooth was pulled out with a great yell from the keeper, a wave broke over the platform soaking everyone involved.

School life

For the lighthouse children there were at least three different ways to experience school. Two were through the Auckland Education Board which did its best to provide the teachers and necessary equipment. Option three was the Correspondence School of New Zealand.

In the Classroom

The school at Cape Brett was open for three periods:

- ▲ March 1931 to December 1935
- **July 1937 to May 1941**
- ▲ March 1944 to December 1944

The opening of the school relied heavily on the presence of enough primary school age children (5-6 to 13-14) to warrant a teacher. The number of children needed was between seven and 10 and if there were more than 10 a better quality of teacher was provided. The school followed the standard three term structure with holidays in May



Figure 162 - The walls of the schoolroom, 1932-33.

and late August. The only thing that set this lighthouse school apart was when the holidays were shifted to fit in with the closest mail trip of the month so that the teacher had the opportunity to get to Russell for a break from the children. ³¹⁴

Life at the school would have been like any other country school around New Zealand. Mixed age classes were standard with all the children's learning being structured to their year level. Students were expected to be at their desks at 9am for attendance to be taken, there were the usual morning, afternoon tea and lunch breaks (when the children could be seen on the playground) and school finished at 3pm. 315

Subjects taught included English, arithmetic, geography, history, science and drawing. ³¹⁶ The children had to sit their exams and school report cards were sent home just like in any other school in New Zealand. ³¹⁷

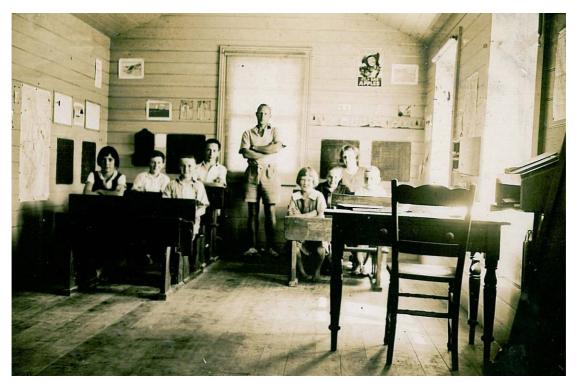


Figure 163 - The children and their teacher during school hours, between 1937-41.



Figure 164 - One of the Tennent boys 'playing shop' in the schoolroom.

Corporal punishment was also a feature at the school (and not unexpected due to the time the school operated) with the 'corporal punishment register' being filled in for the year 1934 by teacher Mr Atkinson.³¹⁸ The children would receive one or two of whatever punishment method was being used for either producing poor work, disturbing the class, not doing homework, cheating and so on.³¹⁹

The playground for the school was not a flat rugby field, but a small valley area just outside the school's door. This made for interesting twists to the standard school yard games, such as "Rounders." At Cape Brett this required more skill than strength because if you hit the ball as far as you could the ball was likely to go into the ocean. The rules for the game were also set so that if the ball was hit over the fence the team was out but off the cliff and everybody was out. The playground also featured a stream lined with toi toi that ran through the middle whenever it rained. The playground also

Boarding School

When the children reached the third form (now Year 9) the best option for their education was often boarding school. The settlement's closest options would have been in Whangarei. The girls were often sent to Whangarei Girls High while the boys went to Whangarei Boys High. The teenagers often returned home during the holidays. Because of the expense involved in sending children to boarding school and the lack of other options available, the Marine Department provided a small subsidy in 1923. By the 1970s this increased to 80% of the annual boarding fee. 323

Correspondence

The Correspondence School of New Zealand was always available for young children. The school was established in 1922 for primary aged children, though it wasn't till 1940 the courses were available to secondary school pupils. ³²⁴ In 1955 the school was featured in the film 'A Letter to the Teacher' that also showed the pupils at Cape Brett at their desks doing their school work. The film was later admitted to the Berlin Film Festival. ³²⁵ Once it became clear that the school would not reopen modifications were made to the kitchens in the first and second houses to accommodate the children's work area. ³²⁶

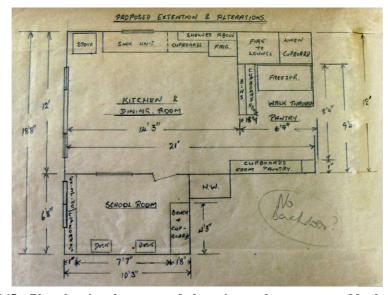


Figure 165 - Plan showing the proposed alterations to house one to add schoolroom.

The children had set hours for their school work and would generally start at 8.30am and work until midday so that their afternoons were free for either swimming or fishing. The children's lessons arrived by mail and, at least during the 1970s, a teacher would visit the pupils twice a year – weather permitting. Every two weeks the pupils received approximately 15 to 20 sets of lessons, plus any additional materials needed for the subjects assigned. The subjects assigned is a subject of the subjects assigned.

An interview with Joy Proebstel from 1973 shows that the switch to the correspondence school put a large amount of pressure on the mothers who were expected to teach their children. Joy told how her day involved juggling the children's school work with her regular cooking, washing and other household duties. However, she was very positive about how it helped her to understand how well her children were doing in school. The article also commented on how advanced and independent most of the children enrolled at the school actually were as they didn't have to wait for other classmates to catch up or stick to the set 9am till 3pm days.



Figure 166 – Joy helping her children with their correspondence work.

Entertainment

When the keepers and their families weren't working they had a variety of entertainment activities available to them – the major majority of which required no electricity. These activities included fishing, swimming, hunting, picnics, hobbies and swimming to name a few.

The following list of recreation activities was gathered from different sources (see bibliography).

- Fishing
- Swimming
- Picnics (often held at Pig Gully)
- Diving
- Shell Collecting
- Bird Watching
- → Climbing (Goat Island was a favourite for most)
- Waterskiing
- Snorkelling
- Abseiling
- Reading
- Music and Instruments
- Photography
- Painting
- Drawing
- Sewing
- Knitting
- Writing
- Weaving
- Barbeques
- Communal afternoon teas
- Tramping
- Hunting
- Home Brewing
- Using the Radio (listening on the CB)
- Seaweed collecting
- Board Games
- Lighthouse sleepovers (for the teenage girls)
- Cards (with poker being a favourite amongst the Navy boys and three handed crib for the keepers and their children)

Swimming in the pool under the crane was an essential activity during summer and was the first activity for the children after school. Mabel's recollection of swimming includes having the teacher or another adult watching the children while keeping a lookout for sharks and sea snakes. Hugh Jamieson also rigged up a steel cable across the pool by concreting in a ringbolt on both the cliff above the block and on nearby Otuwhanga Island (the island directly across from the landing). From the cable he hung a shorter length of cable that would be attached to the dinghy which in calm conditions was used as a diving board and resting point. Mabel also used to swim between the Hole in the Rock and the landing when she was a teenager. During the radar station's operation three or four of the Navy boys would head down to the landing most afternoons for some rec time to swim, sunbathe and chat to the children.

Fishing was popular and another after school activity. The most famous fishing story occurred in January 1931, when the principal keeper was George Sinclair and the station at Deep Water Cove was run by Peter Williams. ³³⁸ Williams had taken a Mr White Wickham fishing near the lighthouse in the *Avalon*, and Sinclair would signal to them when large fish were around. It just so happened that one of the fish was a Mako shark, which after being caught by Wickham, was found to be the largest Mako ever caught in the Bay, a record which still stands in 2008. The shark was measured 3.51 metres and weighed 362 kilograms. ³³⁹

Home brewing was also a popular activity for many of the keepers when alcohol consumption was permitted by the Marine Department after World War 2. Noel Proebstel brewed his own lager and appropriately named it 'Lighthouse Lager.' It was mentioned in an article featured in the *Auckland Star* and was said to have been a 'beautiful brew, light, clear, with good fluffy head and no after effects.' 340

The short wave radio also provided entertainment from as far away as Fiji and on Monday nights during the 1940s wrestling programmes were compulsory listening.³⁴¹ However, whenever there was a visitor to the station the 'crystal-set' radio had to be hidden because of the lack of licences and permissions.



Figure 167 – Swimming down at the landing.

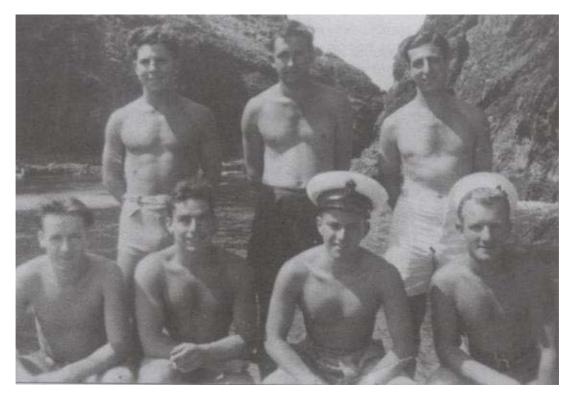
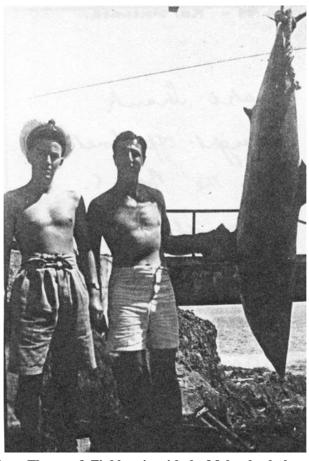


Figure 168 – The Navy boys at the landing for a spot of swimming and sunbathing.



Figure 169 – Ann, Dave, Mabel and Win Jamieson with their catches of the day, late 1930s.



 $\label{eq:Figure 170-Navy boys Thomas \& Finklestein with the Mako shark they caught off the Brett, \\ World War \ 2.$



Figure 171 – The Webleys on their way out for the day with a couple of the station visitors.



Figure 172 – Reading the paper while being towed in the station dinghy.



Figure 173 - The Proebstels socialising in the BBQ area.



Figure 174 - The Webleys and Teacher Spittal picnicking in Pig Gully.



Figure 175 – Dad Ken Webley gives Barbara a swing at the second house.

Holidays

Holidays at Cape Brett were typically traditional. Christmas was the classic New Zealand experience with presents and the big family roast. ³⁴² Sometimes one of the keepers would even dress up as Father Christmas for the children. At Easter the children received their chocolate Easter eggs with a fluffy yellow toy chicken, and there would also be hard boiled eggs to paint and eggs cups featuring bunnies or chicks. Guy Fawkes Day at the beginning of November was always a big night on the station with fireworks (most of which would now be banned in New Zealand) and a bonfire with the Guy Fawkes dummy made by the children. ANZAC Day was observed when keeper Jamieson was on the station, with everyone gathering round the wireless radio to listen to the dawn service broadcast live from the Auckland Cenotaph (batteries for the radio were charged the day before).

The biggest day for the children on the station though was *Matai* Day when the department ship arrived, bearing fresh supplies (and the gossip and news for the adults).³⁴³

Annual leave would generally be spent off the station, at a variety of different locations around New Zealand. Most the keepers stationed at Cape Brett did not travel far from the Bay of Islands — Deep Water Cove, Urupukapuka Island and other islands proved popular.



Figure 176 - The children greeting the stores boat, from Letter to Teacher footage.

Voting 344

To vote in New Zealand's general elections the lighthouse keepers and their wives had to register as special voters. Their remote location meant votes were cast by mail. The required ballots were sent by the returning officer, filled in and witnessed by either the principal keeper or another official and posted back. Many times the ballots were all filled out on the landing at the Brett so they could be returned immediately. There were 21 general elections during the lighthouse's operational history³⁴⁵



Figure 177 – Voting on the landing in the 1969 general election.

The Animals and the Pets

The Cape Brett station had a plethora of animals throughout its 68 years. Originally the most essential would have been the whim horse but there were also the farm animals, the local wild animals and the keepers' family pets.

The horse came to the station in about 1910 to operate the whim so the trolley could move up and down the tramway. This horse's most telling characteristic was that whenever it heard the supply ship coming it would take off and try to hide. The horse worked until it died on the job in 1922. Other horses on the station usually belonged to the local relieving keepers, such as the Clendons, who would ride over from Rawhiti.

Milking cows were an almost constant feature at the lighthouse as they handled the terrain and grasses very well. There were no sheep because the grass did not suit them. The cows often caused havoc around the station with one even managing to fall through the back wall of the stores shed on the tramway, while another had a trip to the vet via the *Tainui* after hurting itself on one of the fences. 346

Very early on goats provided fresh milk but wild goats became quite a problem out on the peninsula. The monthly reports from as early as 1960 detail the number of goats shot per month by the keepers. Goat hunting seems to have provided the keepers with good sport and a huge challenge, especially as several of the other local hunters had been outwitted by the wild goats.

Chickens were a big feature on the station with each house having its own fowl house. Chickens would often be lost off the cliffs – as were some cows – so most were kept in coops. Ducks were also kept.

Kiwis provided entertainment with many caught and released for the purpose of a photo, or in at least one case because a keeper had not seen one before (also see Figure 107).³⁴⁷

A wide variety of pets kept the residents company, the most popular being dogs. Others included the Tennent family's cat, a little boy's pet rat (as seen in the correspondence school film) and the numerous pets kept by the Proebstel family: goats, a kiwi, ducks and dogs. Vicki Probestal, Noel's youngest daughter, used to be followed around the station by her dog and a very curious kiwi, both of whom joined her in the row boat to visit the Fullers Cream Trip boat.



Figure 178 - One of the Clendons with Barbara sitting on his horse and Spark sitting by patiently.



 $\label{eq:Figure 179-A cow} Figure \ 179-A \ cow\ arriving \ at the station in \ 1958 \ and \ being \ offloaded \\ with \ the \ crane.$



 $Figure\ 180-The\ Webley\ family\ with\ the\ station\ cows\ grazing\ behind\ them.$



 $\label{eq:Figure 181-Ken and Barbara} \begin{tabular}{ll} We bley 'riding' one of the cows with the calf following. \\ \end{tabular}$



Figure 182 - Win Jamieson with one of the Cape Brett Kiwis.



Figure 183 - The third house fowl house as it was during the Webleys' time on the station.



Figure 184 – Another of the keepers' dogs can be seen on the far right of the photo.



Figure 185 – The Webleys' Border Collie, Spark.



Figure 186 - Keeper Joshua Roberts and his dog.



Figure 187 – Two of the keeper's dogs, c1950s.



 $\label{eq:Figure 188-Some of the Proebstel family with their two dogs and `Cuddles' one of their pet goats.}$



Figure 189 – The Tennents' cat Biddy joins in the group photo.



Figure 190 – One of the children with his pet rat in the 1960s.



Figure 191 – Cliff Proebstel feeding the pet ducks.

Other Stories and Special Events in the Lighthouses History

Captain Musick

In 1937 American Captain Edwin Musick flew the first long-distance flying-boat (a Boeing 314 named the *Samoan Clipper*) into New Zealand for Pan American Airways. The captain flew from San Francisco via Honolulu, the Kingman Reef and Pago Pago to Hobson's Bay in Auckland. He used Cape Brett Lighthouse as a navigation point, and naturally everyone at the settlement turned out to wave him over. On the return flight in January 1938 Captain Musick and his crew died when the clipper exploded over Pago Pago in American Samoa. Musick Point in Auckland is named for him.

Whalers ³⁵³

During World War 2 a Norwegian whaler approached the principal keeper wanting to restart whaling activities in the Bay of Islands. He set up two of his men on the station — one standing on the point by the first house; the other behind the third house — to keep a lookout for the southern migrating whales. Once the men had spotted a whale they were to warn him of their approach so that the fleet could make chase. His fleet consisted of one main launch and two chasers. The group caught three whales but had to abandon all — due to bad weather, suspected bad weather and the state of the Whangamumu station. For every chase most of the adults and children would stop what they were doing to watch and would even help to signal where the whales were. The Norwegian finally gave up once he actually saw the state of the equipment at Whangamumu — it was all rotten and rusty.

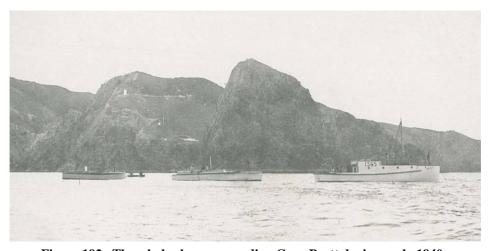


Figure 192 – The whale chasers rounding Cape Brett during early 1940s.

The Norwegian Tanker ³⁵⁴

Early in 1942 the keepers identified the rapid approach of a Norwegian oil tanker. The tanker had been discharging oil when the Japanese invaded Singapore in February and the captain decided to leave immediately. He headed to New Zealand and the tanker was first sighted by the keepers at Cape Brett. The tanker's captain stopped in the Bay — prompting exaggerated calls of invasion — and the principal keeper heard the escape story. After many hours on the party line to the naval and defence departments — proving that the tanker was real — the tanker's captain was allowed the charts to get to Auckland.

Department of Conservation Work

In addition to the refurbishment of the second house (see page ??) and the painting of the lighthouse (see page ??) several other small jobs have been carried out on the site. In December of 2007 the spares cupboard in the lighthouse was cleaned out before a team came in to clean the rest of the inside of the light. The second team, in July of 2008, scraped down all the flaking paint on the inside of the lighthouse and then gave all the floors and walls a scrub down.



Figure 193 – The spares cupboard on the second floor of the lighthouse before cleaning, 2007.



Figure 194 – The cupboard after cleaning, 2007.



Figure 195 – The bottom floor of the lighthouse during cleaning. Here the flaking paint has been scraped, the floor swept and one row of panels has been scrubbed, 2008.

In May 2008 one of the old keepers' tracks was reopened to provide an easier walking track between the lighthouse and the hut. Teams from DOC and Nothtec's conservation corps students spent four days at the station cutting back the grass and encroaching scrub off the old track.



Figure 196 – An upper portion of the old keepers track, facing the lighthouse, before clearing.



Figure 197 - A cleared portion of track, 2008.

Conclusion

Although the lighthouse at Cape Brett was only one of many around the New Zealand coast, in the hearts and minds of all who worked, lived, and saw its light Cape Brett will always be a unique place. Over the preceding chapters we have shared some of the stories and events that took place at this unique location, and in doing so have, we hope, done justice to those individuals who moulded the Cape Brett settlement's history. From the lighthouse to the sheds, from the first to last keepers, this station holds a special place in the hearts of many.

Sources for More Information

For more information on the lighthouses of New Zealand or on Cape Brett see the following books:

Beaglehole, Helen. 2006. Lighting the Coast: A History of New Zealand's Coastal Lighting System. Canterbury University Press: Christchurch, New Zealand.

Beaglehole's book *Lighting the Coast* is a good overview of the history of beacons, lighthouses and the associated agencies of New Zealand. This book is available from most bookstores in New Zealand.

Pollock, Mabel. 2007. The Children of the Lighthouse. Pollock Books: Auckland.

Pollock's book covers her life growing up on lighthouse stations throughout New Zealand during the 1930s to 1940s. It includes her family's time on Cape Brett and provides an interesting commentary on her time on the station. The book is definitely worth a read for anybody interested in lighthouses and is currently available directly from the author. Contact: Mabel Pollock on

Creamer, William Eric H. 1965. The Tall White Tower. Unpublished Manuscript.

Creamer's manuscript provides not only an early commentary of the Cape Brett lighthouse but covers a range of New Zealand lighthouses during the early 1900s. He discusses early on what he remembers of the stations while he was there and his thoughts on the stations that he revisited in his later life. It's worth a look at but is only available to read in the Alexander Turnbull Library's Manuscript section in Wellington.

Reference Number: qMS-0586.

Kemp, Bill. 2004. Pass Safely, Sailor: Adventures of a Lighthouse Keeper. Steele Roberts Ltd: Wellington, NZ.

Kemp's book is a great keeper's narrative on several of the lighthouse stations around New Zealand (not Cape Brett). Is worth a read for anybody interested in lighthouses and is available online from Boat Books (www.boatbooks.co.nz/) or book stores throughout New Zealand.

Notes

A History of Lighthouses

- ¹ Beaglehole, Helen. 2006. Lighting the Coast: A History of New Zealand's Coastal Lighting System. Canterbury University Press: Christchurch, New Zealand. p33.
- ² Beaglehole, p33.
- ³ Beaglehole, p33.
- ⁴ Ian Johnston. 2006. *The Odyssey*. Richer Resources Publications: Virginia, US, book 10.
- ⁵ Beaglehole, p33.
- ⁶ Beaglehole, p33.
- ⁷ Clayton, Peter A. & Martin Price (eds.). 1988. *The Seven Wonders of the Ancient World*. Routledge: London. pp153-155.
- ⁸ Krystek, Lee. 1998. *The Great Lighthouse at Alexandria*. URL:
 - http://www.pharoslighthouse.org/ aboutalexandria-lighthouse.html . Accessed: 4 February 2008.
- ⁹ Clayton & Price, p153.
- ¹⁰ Krystek, 1998.
- ¹¹ Beaglehole, p34.
- ¹² Beaglehole, p34.
- ¹³ Beaglehole, p34.
- ¹⁴ Beaglehole, p34.
- 15 Beaglehole, p37
- ¹⁶ Beaglehole, p37
- ¹⁷ Beaglehole, p38.
- ¹⁸ Beaglehole, p38.
- ¹⁹ Taylor, Peter. 1975. As Darker Grows The Night. Hodder and Stoughton: Auckland, NZ. p126
- ²⁰ Beaglehole, p28.
- ²¹ Beaglehole, p28.
- ²² Beaglehole, p28.
- ²³ Beaglehole, p28.
- ²⁴Phillips, Mark. 2005. New Zealand Lighthouses: Pencarrow. URL: http://www.newzealandlighthouses.com/pencarrow.htm. Accessed: 11 February 2008.
- ²⁵ Beaglehole, p28.
- ²⁶Phillips. 2005. New Zealand Lighthouses: Pencarrow.
- ²⁷ Beaglehole, p43.
- ²⁸ Beaglehole, p43.
- ²⁹Phillips, Mark. 2005. New Zealand Lighthouses: Nelson Boulder Bank. URL: http://www.newzealandlighthouses.com/nelson_boulder_bank.htm. Accessed: 11 February 2008. &. Phillips. 2005. New Zealand Lighthouses: Pencarrow.
- ³⁰ Beaglehole, p272.
- ³¹ Beaglehole, p51.

- ³² Beaglehole, p272.
- ³³ Beaglehole, pp55-56.
- ³⁴ Beaglehole, p61.
- ³⁵ Beaglehole, p279.
- ³⁶ Beaglehole, p279.
- ³⁷ Beaglehole, p63 & p279.
- ³⁸ Beaglehole, p279.
- ³⁹ Beaglehole, p63.
- ⁴⁰ Beaglehole, p279.
- ⁴¹ Beaglehole, p279.
- ⁴²Maritime Safety Authority. 2008. *An Introduction to the Lighthouses of New Zealand*. URL: http://www.msa.govt.nz/Lighthouses/lighthouse intro.asp . Accessed: 11 February 2008.
- ⁴³Maritime Safety Authority. 2008. *History of Lighthouses*. URL: http://www.msa.govt.nz/Lighthouses/light_history.asp. Accessed: 11 February 2008.
- ⁴⁴ Daily Southern Cross, 16 November 1874,
 p3. Mr. Williams Addresses His Constituents.
- ⁴⁵ O'Connell Ross, John. 1975. *The Lighthouses of New Zealand*. Dunmore Press: Palmerston North, New Zealand. p121.
- To The Chief Ranger, Bay of Islands
 Maritime and Historic Park Board,
 Department of Lands and Survey. 30
 January 1984. From Ruth E. Stoddart,
 Archivist, National Archives, Department of Internal Affairs.
- ⁴⁷ Appendices to the Journal of the House of Representatives (AJHR), 1907, H15.
- ⁴⁸ O'Connell Ross, p121.
- ⁴⁹ O'Connell Ross, p121.
- ⁵⁰ Letter to the Chief Ranger, 1984.
- ⁵¹ Letter to the Chief Ranger, 1984.
- ⁵² Letter to the Chief Ranger, 1984.

Buildings

- ⁵³ O'Connell Ross, p122.
- ⁵⁴ O'Connell Ross, p122.
- 55 Cape Brett Lighthouse, Mercury Bath Plaque.
- The Evening Post, 21 Jan 1909, p7. Untitled.
 Thames Coromandel District Council.
 Thames Heritage Study: Registered Item No.A Site of Former Judd Factory.
 URL:
 - http://www.tcdc.govt.nz/NR/rdonlyres/7625 942D-C436-4E56-A281-4D47CB3ECF8E/ 47857/ThamesBuiltRegisterItems5063.pdf . Accessed: 14 February 2008.
- ⁵⁷ C Judd Construction of Ironwork of Cape Brett Lighthouse, Public Works Department (ACHL), Tenders Board Contract Documents, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.

- ⁵⁸ C Judd Construction of Ironwork of Cape Brett Lighthouse, PWD, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.
- ⁵⁹ C Judd Construction of Ironwork of Cape Brett Lighthouse, PWD, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.

⁶⁰ Beaglehole, see Appendix 2.

- ⁶¹ The Evening Post, 14 June 1909, p8.
- 62 Pollock, Mabel. 2007. The Children of the Lighthouse. Pollock Books: Auckland. p123.
- ⁶³ Martin, Eric R. 1969. Marine Department Centennial History 1866-1966. Marine Department: Wellington, New Zealand. p62.

⁶⁴ The Smethwick Glassworks of Chance Brothers, 2008.

- 65 The Smethwick Glassworks of Chance Brothers, 2008.
- ⁶⁶ Martin, p 62.
- ⁶⁷ Martin, p 62.
- ⁶⁸ O'Connell Ross, p122; & The Evening Post, 9 Aug 1909, p8. *Untitled*.
- ⁶⁹ George Allport, Secretary, Marine Department, Wellington - David Scott, Lighthouse Expert - to proceed per "Hinemoa" to Cape Brett to erect the lantern, machine, and apparatus at that station - taking 5 men - arrangements for wages. List of tools etc to be procured, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 116a, rec. 1909/1664, 1909-1909, ANZ.
- Tag, Thomas A. 2004. Researching and Preserving the Technical Aspects of Lighthouses. URL: Historic Naval Ships Association - http://hnsa.org/conf2004/ papers/tag.htm . Accessed: 12 March 2008.
- ⁷¹ Beaglehole, p256.
- ⁷² Beaglehole, p258.
- ⁷³ Beaglehole, p258.
- ⁷⁴ Beaglehole, p261.
- ⁷⁵ Maritime Safety Authority. 2008. *History of* Lighthouses.
- ⁷⁶ Maritime Safety Authority. 2008. History of Lighthouses.
- 77 Cape Brett Lighthouse, Mercury Bath
- ⁷⁸ Michigan Lighthouse Conservancy. 2008. Fresnel Lenses. URL: http://www.michiganlights.com/fresnel.htm Accessed 22 May 2008.
- ⁷⁹ Michigan Lighthouse Conservancy. 2008.
- 80 Watson, Bruce. 2005. Science Makes a Better Lighthouse Lens. Smithsonian. August 1999 v30 i5 p30. produced in Biography Resource Center. Thomson Gale: Farmington Hills, Michigan.
- 81 Michigan Lighthouse Conservancy. 2008.
- ⁸² Michigan Lighthouse Conservancy. 2008.

- 83 Michigan Lighthouse Conservancy. 2008.
- ⁸⁴ Michigan Lighthouse Conservancy. 2008.
- 85 Michigan Lighthouse Conservancy. 2008.
- 86 Martin-Buss, Allan. April 1978. Cape Brett Lighthouse Steeped in History. Boating NZ. pp95-6.
 ⁸⁷ Beaglehole, p291.
- 88 Beaglehole, p291.
- 89 Churchman, Geoffrey B. 1989. New Zealand Lighthouses. GP Books: Wellington, NZ. p
- 90 Martin-Buss, pp95-6.
- 91 Gladwell, J.K. 1968. Electricity Supply to Cape Brett Lighthouse. Report for Ministry of Works, Auckland.
- ⁹² Gladwell, 1968.
- 93 Gladwell, 1968.
- 94 Gladwell, 1968.
- 95 Gladwell, 1968.
- 96 Gladwell, 1968.
- ⁹⁷ Ministry of Transport, Marine Division. 1973. About Lighthouses. Ministry of Transport: Wellington, NZ.
- 98 Beaglehole, p151.
- 99 O'Connell Ross, p120.
- 100 O'Connell Ross, pp120-21.
- ¹⁰¹ O'Connell Ross, pp120-21.
- ¹⁰² Martin-Buss, pp95-6.
- 103 O'Connell Ross, p121.
- ¹⁰⁴ Beaglehole, p166.
- ¹⁰⁵ Martin-Buss, pp95-6.
- ¹⁰⁶ Personal Communication, Andrew Blanshard, April 2008.
- ¹⁰⁷ Pollock, p183.
- ¹⁰⁸ Beaglehole, p211.
- ¹⁰⁹ Beaglehole, p172.
- 110 Lighthouses: Monthly Reports Cape Brett, Ministry of Transport (ADRJ), series 18994, Acc. TR1, rec. 45/6/4, part 1, 1962 – 1972, ANZ.; Lighthouses- Monthly Reports- Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 140, rec. 45/6/4, part 2, 1972 – 1978, ANZ. & Lighthouses- Monthly Reports- Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 139, rec. 45/6/4, part 3, 1978 – 1978, ANZ.
- Anderson, Ivan. 1982. 'What I. Anderson Remembers.' Unpublished letter c/o Leonie Anderson, 20 November 1982.
- ¹¹² To S Anderson, Re: Cape Brett Lighthouse. 5 August 1982. From Bruce Collier, Ministry of Works and Development, Whangarei.
- 113 W Crabtree and Sons Construction of Derrick Cranes for Cape Brett and Cape Saunders Lighthouses, Public Works Department (ACHL), Tenders Board Contract Documents, series 19315, Acc. WW510, item 10, rec.1435, no date, ANZ.

- ¹¹⁴ To S Anderson, 5 August 1982.
- ¹¹⁵ Pollock, p123.
- ¹¹⁶ To S Anderson, 5 August 1982.
- 117 Leigh, Jack. Business as Usual for Light Keepers (despite some murmuring in the ranks) as 'Demanning' Dates Loom. Auckland Star - Weekender, 25 May 1974, p.1.
 To S Anderson, 5 August 1982.
 5 August 1982.
- To S Anderson, 5 August 1982.
- ¹²⁰ Pollock, p135.
- ¹²¹ Pollock, pp123-24.
- ¹²² Letter to the Chief Ranger, 1984.
- ¹²³ Letter to the Chief Ranger, 1984.
- ¹²⁴ Beaglehole, pp228-229.
- ¹²⁵ Letter to the Chief Ranger, 1984.
- ¹²⁶ Beaglehole, p229.
- ¹²⁷ Lighthouses: Monthly Reports Cape Brett, Ministry of Transport (ADRJ), series 18994, Acc. TR1, rec. 45/6/4, part 1, 1962 – 1972, ANZ.
- ¹²⁸ Cape Brett Repairs and additions, Marine Department (ADOE), series 16612, Acc. M1, rec. 8/13/14, 1926 – 1954, ANZ.
- Lighthouses: Monthly Reports Cape Brett, Ministry of Transport (ADRJ), series 18994, Acc. TR1, rec. 45/6/4, part 1, 1962 – 1972, ANZ.; Lighthouses- Monthly Reports- Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 140, rec. 45/6/4, part 2, 1972 – 1978, ANZ. & Lighthouses- Monthly Reports- Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 139, rec. 45/6/4, part 3, 1978 – 1978, ANZ.
- ¹³⁰ Personal Communication, Catherine Mathews, December 2007.
- ¹³¹ Pollock, p125.
- ¹³² Pollock, p125.
- ¹³³ Pollock, p125.
- ¹³⁴ Pollock, p125.
- ¹³⁵ Pollock, p126.
- ¹³⁶ Pollock, p123.
- ¹³⁷ Pollock, p123.
- ¹³⁸ Lighthouses Buildings Cape Brett, MNZ, series 7457, Acc. W4932, item 135, rec. 45/2/4, part 2, 1972 – 1978, ANZ.
- 139 Signal Stations Port War Signal Stations -Cape Brett, Navy Department (AATY), series 8490, Acc. N1, rec. 10/9/8, 1940 – 1945, ANZ.
- Pollock, p161.
- ¹⁴¹ Pollock, p161.
- ¹⁴² Pollock, p165.
- ¹⁴³ Beaglehole, p219.
- ¹⁴⁴ Beaglehole, p219.
- ¹⁴⁵ Pollock, p166.
- ¹⁴⁶ Pollock, p166.
- ¹⁴⁷ Pollock, p166.
- ¹⁴⁸ Pollock, p166.

- ¹⁴⁹ Pollock, p171.
- ¹⁵⁰ Personal Communication, Mabel Pollock, November 2007 to June 2008.

The Keepers and Their Families

- ¹⁵¹ Beaglehole, p235.
- ¹⁵² Beaglehole, p235.
- ¹⁵³ Beaglehole, p236.
- ¹⁵⁴ Beaglehole, p236.
- 155 Beaglehole, p236.
- 156 Beaglehole, p211.
- ¹⁵⁷ Beaglehole, p211.
- ¹⁵⁸ Beaglehole, p211.
- 159 Cape Brett-ers Love Their Way of Life. New Zealand Woman's Weekly (NZWW), 10 Sept 1973, pp24-5.
- Gibbons, Anna and Grant Sheehan. 1991. Leading Lights - Lighthouses of New Zealand. Hazard Press: Christchurch.
- Beaglehole, p214.
- ¹⁶² Beaglehole, p214.
- ¹⁶³ Beaglehole, p172, & Leigh, 1974.
- ¹⁶⁴ Beaglehole, pp63-4.
- ¹⁶⁵ O'Connell Ross, re: David Scott.
- ¹⁶⁶ Beaglehole, p137.
- ¹⁶⁷ George Allport, Secretary, Marine Department, Wellington - David Scott, Lighthouse Expert - to proceed per "Hinemoa" to Cape Brett to erect the lantern, machine, and apparatus at that station - taking 5 men - arrangements for wages. List of tools etc to be procured, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 116a, rec.1909/1664, 1909-1909, ANZ.
- ¹⁶⁸ Personal Communication, John and Eric Shepherd, April 2008.
- ¹⁶⁹1906 San Francisco Earthquake. 2008. URL: http://en.wikipedia.org/wiki/1906_San_ Francisco earthquake . Accessed 22/04/08.
- ¹⁷⁰ Cape Brett, Post Office (ADOU), series 17220, Acc. POW2698, item 3, rec. 76/507, 1909 – 1965, ANZ.
- ¹⁷¹ C E Chittey, Cashier, Treasury, Wellington - Cape Brett Light - forwarding credit for imprest, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 225a, rec. 1909/1928, 1909 - 1909, ANZ.
- ¹⁷² David Scott, Overseer of Works at Cape Brett - W Street and P Stoddart, Blacksmith working at Cape Brett - re payment voucher, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 118a, rec. 1910/382, 1910 - 1910, ANZ.
- ¹⁷³ Letter to the Chief Ranger, 1984.
- ¹⁷⁴ B W Millier, for Secretary, Marine Department, Wellington - McIver Principal Keeper - proceeding to Cape Brett on "Hinemoa" - re payment of his salary, New

Zealand Customs Service, Auckland Office (BBAO), series 5544, item 117a, rec. 1910/134, 1910 - 1910, ANZ.

Department, Wellington - J F Rayner,
Principal Keeper Kaipara Head, transferred
to Tiritiri to take place of Keeper A Hansen,
transferred to Cape Palliser; H A Wakefield
Principal Keeper, Cape Palliser is
transferred to Kaipara Head; Page Assistant
Keeper - increase in salary; McIver,
Principal Keeper - on transfer from
Puysegur Point to take charge at Cape Brett,
New Zealand Customs Service, Auckland
Office (BBAO), series 5544, item 117a, rec.
1910/134, 1909 - 1909, ANZ.

George Allport, Secretary, Marine
Department, Wellington - W S H Creamer,
Keeper Tiritiri, transferred to Cape Brett to
replace Assistant Keeper Lee; R G Wilkin,
Keeper, Cape Maria van Diemen
Lighthouse, transferred to French Pass; C R
Gow - appointed Probationary Keeper at
Tiritiri; H B Gunn - appointed Probationary
Keeper at Cape Maria van Diemen
Lighthouse; W S Turner, Keeper at Kaipara
Head - admitted to a mental hospital, New
Zealand Customs Service, Auckland Office
(BBAO), series 5544, item 140a, rec.
1912/1537, 1912 - 1912, ANZ.

Cape Brett, Post Office (ADOU), series
 17220, Acc. POW2698, item 3, rec. 76/507,
 1909 – 1965, ANZ.

Department, Wellington - A W Page,
Keeper - transferred to Nelson Lighthouse;
A V Pearce, Keeper at Nelson Lighthouse transferred to Cape Brett; Joseph Johnson,
Keeper at Kaipara Head - resigned from
service; W A H Heyward, Probationary
Keeper - appointed to Kaipara Head; Gow,
Keeper at Tiritiri Lighthouse - transferred to
Moko Hinou Lighthouse; C N Trainor,
Keeper at Moko Hinou Lighthouse transferred to Tiritiri Lighthouse, New
Zealand Customs Service, Auckland Office
(BBAO), series 5544, item 237a, rec.
1913/2684, 1913 - 1913, ANZ.

¹⁷⁹ Beaglehole, p200 & Geonet, 2008. 'M 7.8, Buller (Murchison), June 17 1929.' URL: http://www.geonet.org.nz/earthquake/historic-earthquakes/top-nz/quake-04.html. Accessed: 19 June 2008.

¹⁸⁰ George Allport, Secretary, Marine Department, Wellington - Bean Rock Lighthouse - taken over by Auckland Harbour Board and a Department's Keeper will not be stationed there; F Woodbury, Keeper - Bean Rock Lighthouse - promoted to Principal Keeper in charge of Cape Maria

van Diemen Lighthouse; J F Rayner, Principal Keeper at Tiritiri Lighthouse, to be transferred to Pencarrow Head Lighthouse; P J Voyle, Principal Keeper at Puysegur Point - will take over at Tiritiri Lighthouse about February 1913; C E Latham, Assistant Keeper at Moko Hinou Lighthouse - to be transferred to the Brothers Lighthouse; J Livingstone, Assistant Keeper at the Brothers Lighthouse - to succeed Assistant Keeper Latham at Moko Hinou Lighthouse; R McIver, Principal Keeper at Cape Brett Lighthouse - to be transferred to Cape Foulwind Lighthouse; G Thwaites, Principal Keeper at Cape Foulwind Lighthouse - to succeed Principal Keeper McIver at Cape Brett Lighthouse; W Colley, Principal Keeper at Cape Maria van Diemen Lighthouse - transferred to Nelson; L Brough, Probationary Keeper - to take place of Probationary Keeper Gunn at Cape Maria van Diemen Lighthouse; W H Champion, Assistant Keeper at Manukau South transferred to Portland Island as Principal Keeper; G F Marlow, Keeper from Cuvier Island Lighthouse - transferred to Manukau South, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 233a, rec. 1912/2562, 1912 - 1912, ANZ.

¹⁸¹ Creamer, William Eric H. 1965. *The Tall White Tower*. Unpublished Manuscript. Chapter 5.

¹⁸² Creamer, chapter 5.

¹⁸³ Creamer, chapter 5. & The Evening Post, 12 Jun 1913, p6. *Untitled*.

¹⁸⁴ Creamer, chapter 5.

¹⁸⁵ Creamer, chapter 5.

¹⁸⁶ Creamer, chapter 5.

¹⁸⁷ Creamer, chapter 5.

¹⁸⁸ Creamer, chapter 5.

¹⁸⁹ Creamer, chapter 5.

190 Creamer, chapter 5.

¹⁹¹ Creamer, chapter 5.

¹⁹² Creamer, chapter 5.

¹⁹³ Creamer, chapter 5.

¹⁹⁴ George Allport, Secretary, Marine Department, Wellington - Henry Harvey, Assistant Keeper at Cuvier Island, promoted to Assistant Keeper at Cape Brett in place of Principal Keeper G Thwaites, retired from the service, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 148a, rec. 1913/1361, 1913 - 1913, ANZ.

¹⁹⁵ Creamer, chapter 5, & George Allport, Secretary, Marine Department, Wellington -A W Page, Keeper - transferred to Nelson Lighthouse; A V Pearce, Keeper at Nelson Lighthouse - transferred to Cape Brett; Joseph Johnson, Keeper at Kaipara Head resigned from service; W A H Heyward, Probationary Keeper - appointed to Kaipara Head; Gow, Keeper at Tiritiri Lighthouse - transferred to Moko Hinou Lighthouse; C N Trainor, Keeper at Moko Hinou Lighthouse - transferred to Tiritiri Lighthouse, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 237a, rec. 1913/2684, 1913 - 1913, ANZ.

George Allport, Secretary, Marine Department, Wellington - J Livingstone, Assistant Keeper at Moko Hinou Lighthouse; J Anderson, Principal Keeper at Manukau South; A A Parker, Assistant Keeper at Manukau North; C Riesop, Signalman on Manukau Harbour staff - salary increases, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 234a, rec. 1912/2721, 1912 – 1912, ANZ.

¹⁹⁷ Personal Communication, Rod James, November 2007.

¹⁹⁸ Personal Communication, Rod James, November 2007.

¹⁹⁹ Personal Communication, Rod James, November 2007.

²⁰⁰ Personal Communication, Rod James, November 2007.

²⁰¹ Personal Communication, Rod James, November 2007.

Marine - Cape Brett Lighthouse, Ministry of Works and Development Residual Management Unit, Head Office (AATE), series 10880, Acc. A1003, item 439a, rec. 9/34, 1951 - 1951, ANZ.

Richmond, Mary Elizabeth. 1929-1932.
 League of Mothers. Lighthouse Branch Correspondence Book. Alexander Turnbull
 Library, Unpublished material, 'Richmond family Papers' Collection. Ref: 77-173-44/1

²⁰⁴ Richmond, Mary Elizabeth. 1929-1932. League of Mothers. Lighthouse Branch -Correspondence Book. Alexander Turnbull Library, Unpublished material, 'Richmond family Papers' Collection. Ref: 77-173-44/1.

²⁰⁵ Richmond, Mary Elizabeth. 1929-1932. League of Mothers. Lighthouse Branch -Correspondence Book. Alexander Turnbull Library, Unpublished material, 'Richmond family Papers' Collection. Ref: 77-173-44/1.

²⁰⁶McLintock, A.H. (ed.) 1966. 'Women's Organizations', from An Encyclopaedia of New Zealand. From Te Ara - The Encyclopedia of New Zealand. URL: http://www.TeAra.govt.nz/1966/W/WomensOrganisations/en . Accessed: 20 June 2008.

Richmond, Mary Elizabeth. 1929-1932.

League of Mothers. Lighthouse Branch -

Correspondence Book. Alexander Turnbull Library, Unpublished material, 'Richmond family Papers' Collection. Ref: 77-173-44/1.

²⁰⁸ Personal Communication, Judy Allen, November 2007.

²⁰⁹ Personal Communication, Judy Allen, November 2007.

²¹⁰ Personal Communication, Judy Allen, November 2007.

²¹¹ Richmond, Mary Elizabeth. 1929-1932. League of Mothers. Lighthouse Branch -Correspondence Book. Alexander Turnbull Library, Unpublished material, 'Richmond family Papers' Collection. Ref: 77-173-44/1.

Richmond, Mary Elizabeth. 1929-1932.
 League of Mothers. Lighthouse Branch Correspondence Book. Alexander Turnbull
 Library, Unpublished material, 'Richmond family Papers' Collection. Ref: 77-173-44/1.

²¹³ Richmond, Mary Elizabeth. 1929-1932. League of Mothers. Lighthouse Branch -Correspondence Book. Alexander Turnbull Library, Unpublished material, 'Richmond family Papers' Collection. Ref: 77-173-44/1.

²¹⁴ Personal Communication, Dawn Faulkner, December 2007.

²¹⁵ Personal Communication, Mabel Pollock, November 2007 to June 2008.

²¹⁶ Pollock, chapters 12-18.

²¹⁷ Personal Communication, Mabel Pollock, November 2007 to June 2008.

²¹⁸ Personal Communication, Mabel Pollock, April 2008.

²¹⁹ Personal Communication, Mabel Pollock, November 2007 to June 2008.

²²⁰ Personal Communication, Mabel Pollock, November 2007 to June 2008.

²²¹ Pollock, p184.

²²² Pollock, p184.

²²³ Pollock, p185.

²²⁴ Pollock, p185.

²²⁵ Personal Communication, Mabel Pollock, November 2007 to June 2008.

²²⁶ Personal Communication, Mabel Pollock, November 2007 to June 2008.

²²⁷ Personal Communication, Mabel Pollock, November 2007 to June 2008.

²²⁸ Personal Communication, Mabel Pollock, November 2007 to June 2008.

²²⁹ Richmond, Mary Elizabeth. 1929-1932. League of Mothers. Lighthouse Branch -Correspondence Book. Alexander Turnbull Library, Unpublished material, 'Richmond family Papers' Collection. Ref: 77-173-44/1.

- ²³⁰ Personal Communication, Dawn Faulkner, December 2007.
- ²³¹ Personal Communication, Dawn Faulkner, December 2007.
- ²³² Personal Communication, Dawn Faulkner, December 2007.
- ²³³ Personal Communication, Dawn Faulkner, December 2007.
- ²³⁴ Personal Communication, Dawn Faulkner, December 2007.
- ²³⁵ Personal Communication, Dawn Faulkner, December 2007.
- ²³⁶ Personal Communication, Eve Ogilvie and Alan Bowley, November 2007.
- ²³⁷ Personal Communication, Jan Ballantyne, January 2008.
- ²³⁸ Personal Communication, Jan Ballantyne, January 2008.
- ²³⁹ Personal Communication, Jan Ballantyne, January 2008.
- ²⁴⁰ Personal Communication, John Murray, November 2007.
- NZ National Maritime Museum. 2005. 'TSS Wahine, 1913 1951'. URL:
 www.nzmaritime.co.nz/wahine1.html
 Accessed 21 April 2008.
- ²⁴²Christchurch Libraries. 2008. Cyclone Giselle. URL: http://library.christchurch.or.nz/kids/NZDisasters/Giselle.asp. Accessed 21 April 2008.
- ²⁴³ Marine Department. 1969. *Information for Prospective Lighthouse Keepers issued by the Lighthouse Service*. Marine Department: Wellington, NZ. p16.
- Marine Department, 1969, p16.
- ²⁴⁵ Marine Department, 1969, p16.
- ²⁴⁶ Marine Department, 1969, p17.
- ²⁴⁷ Marine Department, 1969, p16.
- ²⁴⁸ Marine Department, 1969, p16.
- Marine Department, 1969, p16.
- ²⁵⁰ Marine Department, 1969, p17.
- ²⁵¹ Marine Department, 1969, p17.
- ²⁵² Marine Department, 1969, p17.
- ²⁵³ Personal Communication, Alan Baker, November 2007.
- ²⁵⁴ Personal Communication, Alan Baker, November 2007.
- ²⁵⁵ Signal Stations Port War Signal Stations Cape Brett, Navy Department (AATY), series 8490, Acc. N1, rec. 10/9/8, 1940 1945, ANZ.
- ²⁵⁶ To S Anderson, Re: Cape Brett WW2. 23May 1986. From R.O. Sinclair.
- ²⁵⁷ To S Anderson, 23 May 1986.
- ²⁵⁸ To S Anderson, Re: Naval Station at Cape Brett. 7 April 1986. From R.J. Orman.
- ²⁵⁹ [Staff] Cape Brett, Auckland Education Residual Management Unit (YCBD), series 5023, Acc. A688, item 1692e, alt. no. 111/31, 1935 – 1941, ANZ.

- ²⁶⁰ Personal Communication, Mabel Pollock, November 2007 to June 2008.
- To Andrew Blanshard, Re: Cape Brett. 12
 November 2007. From Allan Phillips.

Aspects of Station Life

- ²⁶² Lighthouses Buildings Cape Brett Water Supply, Ministry of Transport, Head Office (AAPR), Acc. W3964, item 7, rec. 45/13/4, part 1, 1930 1974, ANZ.
- ²⁶³ Pollock, p179.
- ²⁶⁴ Pollock, p161.
- ²⁶⁵ Pollock, p161.
- ²⁶⁶ Pollock, p161.
- Martin-Buss, pp95-6.
- Lighthouses Landings, Cranes, Winches Cape Brett, Ministry of Transport,
 Whangarei District Office (BAAU), series 4454, Acc. A505, item 16d, rec. 45/4/4,
 1967 1973, ANZ.
- ²⁶⁹ To Christen McAlpine. Re: Cape Brett Lighthouse Project, 18 January 2008. From Colin Blow.
- ²⁷⁰ Beaglehole, p214.
- ²⁷¹ Personal Communication, Deb Angus, December 2007.
- ²⁷² Leigh, 1974.
- ²⁷³ New Zealand Postal Service. No date. History of Services by sea in the Bay of Islands. New Zealand Postal Service: Wellington.
- New Zealand Postal Service. No date. History of Services by sea in the Bay of Islands. New Zealand Postal Service: Wellington.
- Lighthouses: Monthly Reports Cape Brett, Ministry of Transport (ADRJ), series 18994, Acc. TR1, rec. 45/6/4, part 1, 1962 1972, ANZ.; Lighthouses- Monthly Reports- Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 140, rec. 45/6/4, part 2, 1972 1978, ANZ. & Lighthouses- Monthly Reports- Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 139, rec. 45/6/4, part 3, 1978 1978, ANZ. & Unknown. Rawhiti will always be home for Naini. Shoreline, 2nd Sep1989.
- ²⁷⁶ Beaglehole, p156.
- ²⁷⁷Cape Brett Lighthouse Keepers, New Zealand Meteorological Service (ADPG), series 17167, Acc. MET1W2323, item 14, rec. 20/6/815, alt. no. A54131, 1935 1952, ANZ.
- ²⁷⁸ Leigh, 1974.
- ²⁷⁹ Surface Observations and Reporting Cape Brett - New Zealand Station, New Zealand Meteorological Service, Auckland (BAIB),

- series 4052, item 57b, rec. 7/2/2, 1951 1978, ANZ.
- ²⁸⁰ Surface Observations and Reporting Cape Brett - New Zealand Station, New Zealand Meteorological Service, Auckland (BAIB), series 4052, item 57b, rec. 7/2/2, 1951 – 1978, ANZ.
- ²⁸¹ Cape Brett Lighthouse Keepers, New Zealand Meteorological Service (ADPG), series 17167, Acc. MET1W2323, item 14, rec. 20/6/815, alt. no. A54131, 1935 1952, ANZ.
- ²⁸² Cape Brett Lighthouse Keepers, New Zealand Meteorological Service (ADPG), series 17167, Acc. MET1W2323, item 14, rec. 20/6/815, alt. no. A54131, 1935 – 1952, ANZ.

²⁸³ Leigh, 1974.

- ²⁸⁴Cape Brett lighthouse Storm damage,
 Marine Department (ADOE), series 16612,
 Acc. M1, rec. 8/13/2, 1916 1958, ANZ.
- Cape Brett lighthouse Storm damage,
 Marine Department (ADOE), series 16612,
 Acc. M1, rec. 8/13/2, 1916 1958, ANZ.
- ²⁸⁶ Cape Brett lighthouse Storm damage,
 Marine Department (ADOE), series 16612,
 Acc. M1, rec. 8/13/2, 1916 1958, ANZ.
- Cape Brett lighthouse Storm damage,
 Marine Department (ADOE), series 16612,
 Acc. M1, rec. 8/13/2, 1916 1958, ANZ.
- Cape Brett lighthouse Storm damage,
 Marine Department (ADOE), series 16612,
 Acc. M1, rec. 8/13/2, 1916 1958, ANZ.
- Cape Brett lighthouse Storm damage,
 Marine Department (ADOE), series 16612,
 Acc. M1, rec. 8/13/2, 1916 1958, ANZ.
- Cape Brett lighthouse Storm damage,
 Marine Department (ADOE), series 16612,
 Acc. M1, rec. 8/13/2, 1916 1958, ANZ.
- ²⁹¹ Cape Brett lighthouse Storm damage, Marine Department (ADOE), series 16612, Acc. M1, rec. 8/13/2, 1916 – 1958, ANZ.
- ²⁹² Cape Brett Lighthouse, Ministry of Works and Development, Head Office (AADX), series 889, Acc. W3148, item 37, rec. 63/149, part 1, 1924 1954, ANZ.
- ²⁹³ Cape Brett Lighthouse, Ministry of Works and Development, Head Office (AADX), series 889, Acc. W3148, item 37, rec. 63/149, part 1, 1924 1954, ANZ.
- ²⁹⁴ Cape Brett lighthouse Storm damage, Marine Department (ADOE), series 16612, Acc. M1, rec. 8/13/2, 1916 – 1958, ANZ.
- ²⁹⁵ Beaglehole, p156.
- ²⁹⁶ Beaglehole, p214.
- ²⁹⁷ Personal Communication, John Murray, November 2007.
- ²⁹⁸ Personal Communication, John Murray, November 2007.
- ²⁹⁹ Creamer, chapter 5.

- ³⁰⁰ Creamer, chapter 5.
- ³⁰¹ Beaglehole, p230.
- ³⁰² Creamer, chapter 5.
- ³⁰³ Gamby, P.E., Lighthouse Service Section, Nautical Division, Marine Department. Memo: SSC Approvals - Maternity Expenses. 7 March 1967.
- Personal Communication, Stanley Emmens, May 2008 & '*Tuberculosis*'. 2008. URL: http://en.wikipedia.org/wiki/Tuberculosis. Accessed 2 May 2008.

Pollock, p165.

- ³⁰⁶ Personal Communication, Mabel Pollock, November 2007 to June 2008.
- Ministry of Transport, 1973. About Lighthouses. Re: Medical Services.
- Cape Brett lighthouse Naval signal station,
 Marine Department (ADOE), series 16612,
 Acc. M1, rec. 8/13/25, 1940 1957, ANZ.
- 309 Anderson, Ivan. 1982.
- ³¹⁰ Anderson, Ivan. 1982.
- ³¹¹ Anderson, Ivan. 1982.
- 312 Anderson, Ivan. 1982.
- 313 Anderson, Ivan. 1982.
- [Staff] Cape Brett, Auckland Education Residual Management Unit (YCBD), series 5023, Acc. A688, item 1692e, alt. no. 111/31, 1935 – 1941, ANZ.
- ³¹⁵ Personal Communication, Mabel Pollock, November 2007 to June 2008.
- ³¹⁶Progress cards for pupils at Cape Brett
 School when the school closed (December 1935): Grey, Pullen, White, Gray children,
 Auckland Education Board (YCAF), series 5198, item 1a, 1926 1935, ANZ.
- ³¹⁷Cape Brett School Register of Admission, Progress and Withdrawal, Auckland Education Board (YCAF), series 4439, item
 1a, 1931 – 1936, ANZ. & Cape Brett
 School - Examination Register, Auckland
 Education Board (YCAF), series 5196, item
 1a, 1931 – 1934, ANZ.
- Cape Brett School Corporal Punishment
 Register, Auckland Education Board
 (YCAF), series 5197, item 1a, 1934 1934,
 ANZ.
- Cape Brett School Corporal Punishment
 Register, Auckland Education Board
 (YCAF), series 5197, item 1a, 1934 1934,
 ANZ.
- ³²⁰ Pollock, p123.
- ³²¹ Pollock, p123.
- ³²² Pollock, p123.
- ³²³ Beaglehole, p232.
- 324 The Correspondence School. 2008. The 'Correspondence School – Our History'. URL:

http://www.correspondence.school.nz/about/history.html. Accessed: 18 June 2008.

- ³²⁵The Correspondence School, The 'Correspondence School – Our History' & 'A Letter to the Teacher', documentary, directed by Kathleen O'Brien, New Zealand National Film Unit, Wellington, 1957.
- ³²⁶ Lighthouses- Buildings Cape Brett, MNZ, series 7457, Acc. W4932, item 135, rec. 45/2/4, part 2, 1972 1978, ANZ.
- ³²⁷ Pollock, p168.
- Gordon, Audrey. 'The School Where Classmates Don't Meet.' New Zealand Woman's Weekly, 7 May 1973, pp12-14.
- ³²⁹ Gordon, p13.
- ³³⁰ Gordon, p13.
- ³³¹ Gordon, p13.
- ³³² Gordon, p13.
- ³³³ Pollock, p125.
- ³³⁴ Pollock, p126.
- ³³⁵ Pollock, p126.
- ³³⁶ Personal Communication, Mabel Pollock, November 2007 to June 2008.
- ³³⁷ Pollock, p172.
- 338 Story Personal Communication, Harry Thomson, November 2007.
- Mollet, Henry F. 2002. 'Summary of Large Shortfin Makos <u>Isurus oxyrinchus</u>.' URL: http://homepage.mac.com/mollet/Io/Io large.html. Accessed: 29 May 2008.
- ³⁴⁰ Leigh, 1974.
- ³⁴¹ Pollock, p136.
- ³⁴² Personal Communication, Mabel Pollock, November 2007 to June 2008.
- ³⁴³ Personal Communication, Mabel Pollock, November 2007 to June 2008.
- Overseas Voting Special Voting Arrangements for taking the Votes of Lighthouse Keepers, Electoral Department (ADOR), series 17102, Acc. EL12, item 76, rec. 16/3/3, 1960 1966, ANZ. & Polling Places Taking Votes of Lighthouse Keepers and Residents of Small Islands in Isolated Localities General, Electoral Department (ADOR), series 17102, Acc. EL12, item 90, rec. 21/1, part 3, 1949 1957, ANZ.
- 345 The Crown. 2008. 'General Elections, 1853-2005 - Dates & Turnout'. URL: http://www.elections.org.nz/record/resultsda taleetions-dates-turnout.html. Accessed: 12 August 2008.
- ³⁴⁶ Anderson, Ivan. 1982.
- ³⁴⁷ Pollock, p153.
- ³⁴⁸ Personal Communication, Vicki Probestal, December 2007.

Other Stories and Special Events the Lighthouses History

- ³⁴⁹Auckland Airport. 2008. 'Auckland Airport Newsroom'. URL: http://www.auckland-airport.co.nz/NewsHistory/aviate.php.
 Accessed: 30 July 2008.
- Titchener, Paul. 'The Historic Flight of Samoan Clipper.' North Shore Times
 Advertiser, 1 Feb 1982, p18
- 351 Personal Communication, Charlie Tennent, December 2007.
- 352Kusrow, Daniel & Bjorn Larsson. 2008. 'The Aeromarine Website, Biographies of Aeromarine Personalities, Edwin C. Musick'. URL:
 - http://www.timetableimages.com/ttimages/aerombi1.htm#musick. Accessed: 30 August 2008.
- ³⁵³ Pollock, pp151-52.
- ³⁵⁴ Pollock, p160.

Figure Credits

- Figure 1 Awed, Zahraa Adel. 2006. *Pharos Lighthouse of Alexandria*. URL: http://www.touregypt.net/teblog/alexandrianews/?p=87 . Accessed: 23 May 2008.
- Figure 2 The British Museum, 2008.

 'Billon tetradrachm of the city of
 Alexandria, reign of Commodus.'URL:
 http://www.britishmuseum.org/explore/highlights/highlight_objects/cm/b/billon_tetradrachm_of_the_city.aspx.

 Accessed: 2 October 2008.
- Figure 3 Beaglehole, Helen. 2006. Lighting the Coast: A History of New Zealand's Coastal Lighting System. Canterbury University Press: Christchurch, New Zealand, p99.
- **Figure 4** Base map from LINZ, URL: www.linz.govt.nz/.
- **Figure 5** Base map from Google Maps. URL: http://maps.google.co.nz/.
- **Figure 6** The Evening Post, 14 Jan 1908, p2. *A New Lighthouse*.
- **Figure 7** Cape Brett Lighthouse, Mercury Bath Plaque.
- **Figure 8** C Judd Construction of Ironwork of Cape Brett Lighthouse, PWD, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.
- **Figure 9** C Judd Construction of Ironwork of Cape Brett Lighthouse, PWD, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.

- **Figure 10** C Judd Construction of Ironwork of Cape Brett Lighthouse, PWD, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.
- **Figure 11** C Judd Construction of Ironwork of Cape Brett Lighthouse, PWD, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.
- **Figure 12** C Judd Construction of Ironwork of Cape Brett Lighthouse, PWD, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.
- **Figure 13** C Judd Construction of Ironwork of Cape Brett Lighthouse, PWD, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.
- Figure 14 From left to right: The Evening Post, 5 Dec 1908, p2. Cape Brett Lighthouse Supply of Ironwork; & The Evening Post, 21 Jan 1909, p7. Untitled; & The Evening Post, 14 Jun 1909, p8. Late Shipping; & Beaglehole, p126.
- **Figure 15** Photo taken by Chas Judd Foundry, Thames.
- **Figure 16** Photos taken by Chas Judd Foundry, Thames.
- Figure 17 The Smethwick Glassworks of Chance Brothers, West Midlands: 1824-1924. URL:

 http://www.search.revolutionaryplayers.org.uk/engine/resource/exhibition/standard/default.asp?resource=2034.

 Accessed: 13 February 2008.
- **Figure 18** The Evening Post, 9 Aug 1909, p8. *Untitled*.
- **Figure 19** Left: The Evening Post, 18 Feb 1910, p8. British Medical Association. & Right: The Evening Post, 25 Nov 1909, p6. *By Telegraph*.
- **Figure 20** Extract from New Zealand Gazette, 27 Jan 1910.
- **Figure 21** Photo by Sally Burgess, held by Department of Conservation, Bay of Islands Area Office (DOC, BoIAO).
- **Figure 22** Photo by Christen McAlpine, held by DOC, BoIAO.
- Figure 23 Te Ara the Encyclopedia of New Zealand. 2007. *Lighthouses*. URL: http://www.teara.govt.nz/EarthSeaAndSky/SeaAndAirTransport/Lighthouses/5/ENZ-
 - Resources/Standard/2/en#breadcrumbto p Accessed: 17 March 2008.
- **Figure 24** Proebstel Family Collection.
- **Figure 25** Victoria Proebstel Personal Collection.
- Figure 26 Webley Family Collection.
- Figure 27 Alan Baker Personal Collection.

- **Figure 28** Photo by Christen McAlpine, held by DOC, BoIAO.
- Figure 29 Cape Brett Lighthouse, Ministry of Works and Development, Head Office (AADX), series 889, Acc. W3148, item 37, rec. 63/149, part 2, 1954-1969, ANZ.
- **Figure 30** Photo by Studio Pacific Architecture.
- **Figure 31** Photo by Sally Burgess, held by DOC, BoIAO.
- Figure 32 Webley Family Collection.
- **Figure 33** Photo by Andrew Blanshard, held by DOC, BoIAO.
- **Figure 34** Photo by Andrew Blanshard, held by DOC, BoIAO.
- **Figure 35** Photo by Andrew Blanshard, held by DOC, BoIAO.
- Figure 36 RJ Orman Personal Collection.
- Figure 37 [Album 121 black and white, 1 hand-coloured and 7 colour photographs] North Island Manned Light Stations [LIGHTHOUSES Cape Reinga; Cape Brett; Tiri Tiri Matangi; Moko Hinau; Cuvier Island; East Cape; Karori Rock; Portland Island; Cape Egmont; Castlepoint; Cape Palliser; Baring Head; Pencarrow Head], Maritime New Zealand, Head Office (ABPL), series 8848, Acc. W5221, item 22, rec. E, 1935 c.1975, ANZ.
- Figure 38 Cape Brett Lighthouse NZ Lighthouse Service Statistical Information Questionnaire [including plans]; [untitled, hand-drawn plan of Cape Brett Lighthouse reserve], Maritime New Zealand, Head Office (ABPL). series 8848, Acc.W5221, item 19, rec [4], alt no. M45/0/20, 1943-c.1980, ANZ.
- **Figure 39** The Murray Family Home Movies, DVD, courtesy of the Murray Family.
- Figure 40 [Album 21 black and white photographs] Part One: Manned Light Stations [Baring Head, Cape Brett, Cape Campbell, Castlepoint; Dog Island East Cape; Cape Egmont; French Pass; Moeraki; Nugget Point; Pencarrow Head; Taiaroa]; Maritime New Zealand, Head Office (ABPL), series 8848, Acc.W5221, item 21, rec. B. c.1950 c.1950, ANZ. Whites Aviation Photo of Cape Brett.
- **Figure 41** Colin Blow Personal Collection.
- **Figure 42** Alan Baker Personal Collection.
- **Figure 43** Proebstel Family Collection.
- **Figure 44** Photo by Christen McAlpine, held by DOC, BoIAO.
- **Figure 45** Proebstel Family Collection.

- **Figure 46** Proebstel Family Collection.
- **Figure 47** Proebstel Family Collection.
- **Figure 48** Webley Family Collection.
- Figure 49 [Album 21 black and white photographs] Part One: Manned Light Stations [Baring Head, Cape Brett, Cape Campbell, Castlepoint; Dog Island East Cape; Cape Egmont; French Pass; Moeraki; Nugget Point; Pencarrow Head; Taiaroa]; Maritime New Zealand, Head Office (ABPL), series 8848, Acc.W5221, item 21, rec. B. c.1950 c.1950, ANZ.
- Figure 50 Lighthouses- Buildings Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 135, rec. 45/2/4, part 2, 1972 – 1978, ANZ.
- Figure 51 [Album 21 black and white photographs] Part One: Manned Light Stations [Baring Head, Cape Brett, Cape Campbell, Castlepoint; Dog Island East Cape; Cape Egmont; French Pass; Moeraki; Nugget Point; Pencarrow Head; Taiaroa]; Maritime New Zealand, Head Office (ABPL), series 8848, Acc.W5221, item 21, rec. B. c.1950 c.1950, ANZ. Whites Aviation Photo of Cape Brett.
- **Figure 52** Proebstel Family Collection.
- Figure 53 Cape Brett Lighthouse NZ Lighthouse Service Statistical Information Questionnaire [including plans]; [untitled, hand-drawn plan of Cape Brett Lighthouse reserve], MNZ. series 8848, Acc.W5221, item 19, rec. [4], alt no. M45/0/20, 1943-c.1980, ANZ.
- **Figure 54** Photo by James Robinson, held by DOC, BoIAO.
- **Figure 55** Photo by James Robinson, held by DOC, BoIAO.
- **Figure 56** Webley Family Collection.
- **Figure 57** Stan Emmens Collection.
- Figure 58 Cape Brett Lighthouse NZ Lighthouse Service Statistical Information Questionnaire [including plans]; [untitled, hand-drawn plan of Cape Brett Lighthouse reserve], MNZ. series 8848, Acc.W5221, item 19, rec. [4], alt no. M45/0/20, 1943-c.1980, ANZ.
- **Figure 59** Pollock, Mabel. 2007. The Children of the Lighthouse. Pollock Books: Auckland, p126.
- Figure 60 [Album 21 black and white photographs] Part One: Manned Light Stations [Baring Head, Cape Brett, Cape Campbell, Castlepoint; Dog Island East Cape; Cape Egmont; French

- Pass; Moeraki; Nugget Point; Pencarrow Head; Taiaroa]; Maritime New Zealand, Head Office (ABPL), series 8848, Acc.W5221, item 21, rec. B. c.1950 - c.1950, ANZ.
- **Figure 61** Quarrie Family Collection, held by Linnea Jull (nee Quarrie).
- Figure 62 Drawn by Noel Proebstel, Jun 1972 – from: Lighthouses - Buildings -Cape Brett, MNZ, series 7457, Acc. W4932, item 135, rec. 45/2/4, part 2, 1972 – 1978, ANZ.
- **Figure 63** Left: Eileen Tiller Personal Collection; Right: Proebstel Family Collection.
- **Figure 64** McKinna Family Collection, held by Rod James.
- Figure 65 Cape Brett Lighthouse, Ministry of Works and Development, Head Office (AADX), series 889, Acc. W3148, item 37, rec. 63/149, part 1, 1924 1954, ANZ. Photo taken by Inspector Sharp, Public Works Department.
- Figure 66 [Album 21 black and white photographs] Part One: Manned Light Stations [Baring Head, Cape Brett, Cape Campbell, Castlepoint; Dog Island East Cape; Cape Egmont; French Pass; Moeraki; Nugget Point; Pencarrow Head; Taiaroa]; Maritime New Zealand, Head Office (ABPL), series 8848, Acc.W5221, item 21, rec. B. c.1950 c.1950, ANZ. Whites Aviation Photo of Cape Brett.
- Figure 67 Webley Family Collection.
 Figure 68 Signal Stations Port War Signal Stations Cape Brett, Navy Department (AATY), series 8490, Acc. N1, rec. 10/9/8, 1940 1945, ANZ.
- Figure 69 Marine Cape Brett Lighthouse, Ministry of Works and Development Residual Management Unit, Head Office (AATE), series, 10880, Acc. A1003, item 483b, rec. 9/34, 1921 – 1921, ANZ.
- Figure 70 [Album 21 black and white photographs] Part One: Manned Light Stations [Baring Head, Cape Brett, Cape Campbell, Castlepoint; Dog Island East Cape; Cape Egmont; French Pass; Moeraki; Nugget Point; Pencarrow Head; Taiaroa]; Maritime New Zealand, Head Office (ABPL), series 8848, Acc.W5221, item 21, rec. B. c.1950 c.1950, ANZ. Whites Aviation Photo of Cape Brett.
- **Figure 71** Webley Family Collection.
- Figure 72 RJ Orman Personal Collection.
- Figure 73 Proebstel Family Collection.

- Figure 74 Proebstel Family Collection.
- Figure 75 Marine Works Civil Division Cape Brett Lighthouse, Works Consultancy Services Ltd, Head Office (ABKK), series 889, Acc. W4357, item 463, rec. 63/149, 1970 – 1984, ANZ.
- **Figure 76** Webley Family Collection. **Figure 77** Cape Brett Lighthouse NZ
- Lighthouse Service Statistical Information Questionnaire [including plans]; [untitled, hand-drawn plan of Cape Brett Lighthouse reserve], MNZ, series 8848, Acc.W5221, item 19, rec. [4], alt no. M45/0/20, 1943-c.1980, ANZ.
- **Figure 78** Unknown donator, copy held by DOC, BoIAO.
- Figure 79 Photo credited to Winn Dodds, sourced from http://www.capebrettlighthouse.org.nz/c apebrett_gallery.html . Accessed 22 Apr 2008.
- Figure 80 [Album 21 black and white photographs] Part One: Manned Light Stations [..., Cape Brett, ...]; MNZ, series 8848, Acc. W5221, item 21, rec. B, c.1950 - c.1950, ANZ.
- Figure 81 Photo credited to Wayne Findlay, sourced from http://www.capebrettlighthouse.org.nz/c apebrett_gallery.html . Accessed 22 Apr 2008.
- Figure 82 Cape Brett lighthouse Oil, engine, Winch and Tramway, Marine Department (AODE), series 16612, Acc. M1, rec. 8/13/24, part 1, 1919 -1962, ANZ.
- Figure 83 Cape Brett lighthouse Oil, engine, Winch and Tramway, Marine Department (AODE), series 16612, Acc. M1, rec. 8/13/24, part 1, 1919 -1962, ANZ.
- Figure 84 Cape Brett lighthouse Oil, engine, Winch and Tramway, Marine Department (AODE), series 16612, Acc. M1, rec. 8/13/24, part 1, 1919 -1962, ANZ.
- Figure 85 —[Album 21 black and white photographs] Part One: Manned Light Stations [..., Cape Brett, ...]; MNZ, series 8848, Acc. W5221, item 21, rec. B, c.1950 - c.1950, ANZ.
- **Figure 86** Proebstel Family Collection.
- **Figure 87** Proebstel Family Collection.
- Figure 88 [Album 21 black and white photographs] Part One: Manned Light Stations [..., Cape Brett, ...]; MNZ, series 8848, Acc. W5221, item 21, rec. B, c.1950 - c.1950, ANZ.

- **Figure 89** Cape Brett Lighthouse, Ministry of Works and Development, Head Office (AADX), series 889, Acc. W3148, item 37, rec. 63/149, part 1, 1924 – 1954, ANZ. Photo taken by Inspector Sharp, Public Works Department.
- Figure 90 [Album 21 black and white photographs] Part One: Manned Light Stations [..., Cape Brett, ...]; MNZ, series 8848, Acc. W5221, item 21, rec. B, c.1950 - c.1950, ANZ.
- **Figure 91** Proebstel Family Collection.
- **Figure 92** Proebstel Family Collection.
- **Figure 93** Proebstel Family Collection.
- **Figure 94** Proebstel Family Collection.
- **Figure 95** Cape Brett Lighthouse NZ Lighthouse Service Statistical Information Questionnaire [including plans]; [untitled, hand-drawn plan of Cape Brett Lighthouse reserve], MNZ, series 8848, Acc. W5221, item 19, rec. [4], alt no. M45/0/20, 1943-c.1980, ANZ.
- Figure 96 Naulls Family Collection, held by Dawn Faulkner (nee Naulls).
- **Figure 97** Stan Emmens Collection. **Figure 98** Stan Emmens Collection.
- Figure 99 Eileen Tiller Personal Collection.
- Figure 100 Clark Family Collection, held by Eric Shephard.
- Figure 101 Cape Brett, Post Office (ADOU), series 17220, Acc. POW2698, item 3, rec. 76/507, 1909 – 1965, ANZ.
- **Figure 102** Stan Emmens Collection.
- Figure 103 McKinna Family Collection, held by Rod James.
- Figure 104 McKinna Family Collection, held by Rod James.
- Figure 105 Marine Cape Brett Lighthouse, Ministry of Works and Development Residual Management Unit, Head Office (AATE), series 10880, Acc. A1003, item 439a, rec. 9/34, 1951 - 1951, ANZ.
- **Figure 106** Stan Emmens Collection.
- **Figure 107** Stan Emmens Collection.
- Figure 108 Stan Emmens Collection.
 Figure 109 Quarrie Family Collection.
- **Figure 110** Quarrie Family Collection.
- **Figure 111** Quarrie Family Collection.
- **Figure 112** Quarrie Family Collection.
- **Figure 113** Stan Emmens Collection.
- **Figure 114** Stan Emmens Collection.
- **Figure 115** Stan Emmens Collection.
- Figure 116 From Pollock, p200.
- Figure 117 Webley Family Collection.
- **Figure 118** Webley Family Collection.
- Figure 119 Webley Family Collection. Figure 120 — Webley Family Collection.

```
Figure 121 — Stan Emmens Collection.
```

Figure 122 — Webley Family Collection.

Figure 123 — Naulls Family Collection.

Figure 124 — Naulls Family Collection.

Figure 125 — Webley Family Collection.

Figure 126 — Stan Emmens Collection. Figure 127 — 'A Letter to the Teacher', documentary, directed by Kathleen O'Brien, New Zealand National Film Unit, Wellington, 1957. rereleased on New Zealand - Maritime Memories, DVD, produced by transpress NZ, distributed by Silver & Ballard,

Auckland.

Figure 128 — Own Corres. *Party Beats Stork* to Lighthouse. New Zealand Herald, 27 May 1963.

Figure 129 — Beaglehole, p240.

Figure 130 — Cape Brett-ers Love Their Way of Life. NZWW, 10 Sept 1973, pp24-5.

Figure 131 — Proebstel Family Collection.

Figure 132 — Sketch by Skinner, copy held by DOC, BoIAO.

Figure 133 — Leigh, Jack. Business as Usual for Light Keepers (despite some murmuring in the ranks) as 'Demanning' Dates Loom. Auckland Star – Weekender, 25 May 1974, p1..& Beaglehole, p244.

Figure 134 — Photo by Cathy Barr, held by DOC, BoIAO.

Figure 135 — Alan Baker Personal Collection.

Figure 136 — R.O. Sinclair Personal Collection.

Figure 137 — R.O. Sinclair Personal Collection.

Figure 138 — RJ Orman Personal Collection.

Figure 139 — RJ Orman Personal Collection.

Figure 140 — RJ Orman Personal Collection.

Figure 141 — Quarrie Family Collection.

Figure 142 — Quarrie Family Collection.

Figure 143 — Quarrie Family Collection.

Figure 144 — Webley Family Collection.

Figure 145 — New Zealand Prime Minister's Office. 2003. 'John (Jack) Marshall'. URL:

> http://www.primeminister.govt.nz/oldp ms/1972marshall.html . Accessed: 30 July 2008.

Figure 146 — Proebstel Family Collection.

Figure 147 — Proebstel Family Collection.

Figure 148 — Quarrie Family Collection.

Figure 149 — Pollock, p131.

Figure 150 — Quarrie Family Collection.

Figure 151 — Andrew Blanshard Personal Collection.

Figure 152 — Clark Family Collection, held by Eric Shephard.

Figure 153 — Cape Brett Lighthouse – NZ Lighthouse Service Statistical Information Questionnaire [including plans]; [untitled, hand-drawn plan of Cape Brett Lighthouse reserve], MNZ, series 8848, Acc. W5221, item 19, rec. [4], alt no. M45/0/20, 1943-c.1980, ANZ.

Figure 154 — Proebstel Family Collection. Figure 155 — Naulls Family Collection, held by Dawn Faulkner (nee Naulls).

Figure 156 — Webley Family Collection.

Figure 157 — Cape Brett Lighthouse, Ministry of Works and Development, Head Office (AADX), series 889, Acc. W3148, item 37, rec. 63/149, part 1, 1924 - 1954, ANZ.

Figure 158 — Cape Brett Lighthouse, Ministry of Works and Development, Head Office (AADX), series 889, Acc. W3148, item 37, rec. 63/149, part 1, 1924 - 1954, ANZ. Photographed by Guy Pearce, Marine Department.

Figure 159 — Photo by Andrew Blanshard, held by DOC, BoIAO.

Figure 160 — Photo by Andrew Blanshard, held by DOC, BoIAO.

Figure 161 — Cape Brett lighthouse - Naval signal station, Marine Department (ADOE), series 16612, Acc. M1, rec. 8/13/25, 1940 - 1957, ANZ.

Figure 162 — Quarrie Family Collection.

Figure 163 — Webley Family Collection.

Figure 164 — Webley Family Collection.

Figure 165 — Lighthouses- Buildings - Cape Brett, MNZ, series 7457, Acc. W4932, item 135, rec. 45/2/4, part 2, 1972 – 1978, ANZ.

Figure 166 — Gordon, Audrey. 'The School Where Classmates Don't Meet.' New Zealand Woman's Weekly, 7 May 1973, p13.

Figure 167 — Webley Family Collection.

Figure 168 — Pollock, p172.

Figure 169 — Pollock, p159. **Figure 170** — R.O. Sinclair Personal Collection.

Figure 171 — Webley Family Collection.

Figure 172 — Webley Family Collection.

Figure 173 — Proebstel Family Collection.

Figure 174 — Webley Family Collection.

Figure 175 — Webley Family Collection.

Figure 176 — DVD Screen capture – 'A Letter to the Teacher', documentary, directed by Kathleen O'Brien, New Zealand National Film Unit, Wellington, 1957. rereleased on New Zealand - Maritime Memories, DVD, produced by transpress NZ, distributed by Silver & Ballard, Auckland.

Figure 177 — Proebstel Family Collection.

Figure 178 — Webley Family Collection.

Figure 179 — Photo credited to Winn Dodds, sourced from

http://www.capebrettlighthouse.org.nz/capebrett gallery.html . Accessed 22 Apr 2008.

Figure 180 — Webley Family Collection.

Figure 181 — Webley Family Collection.

Figure 182 — Pollock, p153.

Figure 183 — Webley Family Collection.

Figure 184 — Cape Brett - Lighthouse Keepers, New Zealand Meteorological Service (ADPG), series 17167, Acc. MET1W2323, item 14, rec. 20/6/815, alt. no. A54131, 1935 – 1952, ANZ.

Figure 185 — Webley Family Collection.

Figure 186 — Stan Emmens Collection.

Figure 187 — Stan Emmens Collection.

Figure 188 — Faataape, Janet. 1978. *End of an Era: Cape Brett Goes Automatic*. Unknown newspaper.

Figure 189 — Webley Family Collection.

Figure 190 — DVD Screen Capture. 'A Letter to the Teacher', documentary, directed by Kathleen O'Brien, New Zealand National Film Unit, Wellington, 1957. rereleased on New Zealand - Maritime Memories, DVD, produced by transpress NZ, distributed by Silver & Ballard, Auckland

Figure 191 — Proebstel Family Collection.

Figure 192 — Webley Family Collection.

Figure 193 — Photo by Andrew Blanshard, held by DOC, BoIAO.

Figure 194 — Photo by Christen McAlpine, held by DOC, BoIAO.

Figure 195 — Photo by Andrew Blanshard, held by DOC, BoIAO.

Figure 196 — Photo by Sally Burgess, held by DOC, BoIAO (DOC, BoIAO).

Figure 197 — Photo by Christen McAlpine, held by DOC, BoIAO.

Figure 198 —

References

Books

Beaglehole, Helen. 2006. Lighting the Coast: A History of New Zealand's Coastal Lighting System. Canterbury University Press: Christchurch, New Zealand, p99.

Churchman, Geoffrey B. 1989. New Zealand Lighthouses. GP Books: Wellington, NZ.

Clayton, Peter A. & Martin Price (eds.). 1988. The Seven Wonders of the Ancient World. Routledge: London. Creamer, William Eric H. 1965. *The Tall White Tower*. Unpublished Manuscript. Chapter 5.

Gibbons, Anna and Grant Sheehan. 1991.

Leading Lights - Lighthouses of New
Zealand . Hazard Press: Christchurch.

Ian Johnston. 2006. *The Odyssey*. Richer Resources Publications: Virginia, US, book 10.

Martin, Eric R. 1969. *Marine Department*Centennial History 1866-1966. Marine Department: Wellington, New Zealand.

O'Connell Ross, John. 1975. *The Lighthouses* of New Zealand. Dunmore Press: Palmerston North, New Zealand.

Pollock, Mabel. 2007. *The Children of the Lighthouse*. Pollock Books: Auckland,

Taylor, Peter. 1975. As Darker Grows The Night. Hodder and Stoughton: Auckland, NZ.

Watson, Bruce. 2005. Science Makes a Better Lighthouse Lens. Smithsonian. August 1999 v30 i5 p30. produced in Biography Resource Center. Thomson Gale: Farmington Hills, Michigan.

Newspapers and articles

Appendices to the Journal of the House of Representatives (AJHR), 1907, H15.

Daily Southern Cross, 16 November 1874, p3. Mr. Williams Addresses His Constituents.

Faataape, Janet. 1978. *End of an Era: Cape Brett Goes Automatic*. Unknown newspaper.

Gordon, Audrey. 'The School Where Classmates Don't Meet.' New Zealand Woman's Weekly, 7 May 1973, p13.

Leigh, Jack. Business as Usual for Light Keepers (despite some murmuring in the ranks) as 'Demanning' Dates Loom. Auckland Star – Weekender, 25 May 1974, p1.

Martin-Buss, Allan. April 1978. *Cape Brett Lighthouse Steeped in History*. Boating NZ, pp95-6.

New Zealand Gazette, 27 Jan 1910.

Own Corres. *Party Beats Stork to Lighthouse*. New Zealand Herald, 27 May 1963.

The Evening Post, 12 Jun 1913, p6. *Untitled*.

The Evening Post, 14 Jan 1908, p2. A New Lighthouse.

The Evening Post, 14 Jun 1909, p8. *Late Shipping*;

The Evening Post, 18 Feb 1910, p8. *British Medical Association*.

The Evening Post, 21 Jan 1909, p7. *Untitled*. The Evening Post, 21 Jan 1909, p7. *Untitled*;

- The Evening Post, 25 Nov 1909, p6. *By Telegraph*.
- The Evening Post, 5 Dec 1908, p2. Cape Brett Lighthouse Supply of Ironwork;
- The Evening Post, 9 Aug 1909, p8. Untitled.
- Titchener, Paul. 'The Historic Flight of Samoan Clipper.' North Shore Times Advertiser, 1 Feb 1982, p18
- Unknown. Cape Brett-ers Love Their Way of Life. New Zealand Woman's Weekly (NZWW), 10 Sept 1973, pp24-5.
- Unknown. *Rawhiti will always be home for Naini*. Shoreline, 2nd Sep1989.

Websites

- 'Tuberculosis'. 2008. URL:
 - http://en.wikipedia.org/wiki/Tuberculos is. Accessed 2 May 2008.
- 1906 San Francisco Earthquake. 2008. URL: http://en.wikipedia.org/wiki/1906 San Francisco earthquake. Accessed 22/04/08.
- Auckland Airport. 2008. 'Auckland Airport Newsroom'. URL:
 http://www.auckland-airport.co.nz/NewsHistory/aviate.php.
 Accessed: 30 July 2008.
- Awed, Zahraa Adel. 2006. *Pharos Lighthouse of Alexandria*. URL: http://www.touregypt.net/teblog/alexandrianews/?p=87 . Accessed: 23 May 2008.
- Cape Brett Lighthouse.org. 2007. Gallery Wayne Findlay. URL:
 http://www.capebrettlighthouse.org.nz/capebrett_gallery.html . Accessed 22 Apr 2008.
- Cape Brett Lighthouse.org. 2007. Gallery Winn Dodds. URL:
 <a href="http://www.capebrettlighthouse.org.nz/capebrettlighthouse.or
- Christchurch Libraries. 2008. *Cyclone Giselle*. URL: http://library.christchurch.or.nz/kids/NZ

Disasters/Giselle.asp. Accessed 21
April 2008.

- Geonet, 2008. 'M 7.8, Buller (Murchison),
 June 17 1929.' URL:
 http://www.geonet.org.nz/earthquake/historic-earthquakes/top-nz/quake-04.html. Accessed: 19 June 2008.
- Judd, Stephen. 2008. 'A Poppy for ANZAC Day'. URL: http://vital.org.nz/anzac/. Accessed: 28 May 2008.
- Krystek, Lee. 1998. *The Great Lighthouse at Alexandria*. URL: http://www.pharoslighthouse.org/

- <u>about-alexandria-lighthouse.html</u>. Accessed: 4 February 2008.
- Kusrow, Daniel & Bjorn Larsson. 2008. 'The Aeromarine Website, Biographies of Aeromarine Personalities, Edwin C. Musick'. URL: http://www.timetableimages.com/ttimages/aerombi1.htm#musick. Accessed: 30 August 2008.
- Maritime Safety Authority. 2008. An
 Introduction to the Lighthouses of New
 Zealand. URL:
 http://www.msa.govt.nz/

<u>Lighthouses/lighthouse intro.asp</u>. Accessed: 11 February 2008.

Maritime Safety Authority. 2008. *History of Lighthouses*. URL: http://www.msa.govt.nz/

<u>Lighthouses/light_history.asp</u>. Accessed: 11 February 2008.

- McLintock, A.H. (ed.) 1966. 'Women's Organizations', from An Encyclopaedia of New Zealand. From Te Ara The Encyclopedia of New Zealand. URL: http://www.TeAra.govt.nz/1966/W/WomensOrganisations/en . Accessed: 20 June 2008.
- Michigan Lighthouse Conservancy. 2008. Fresnel Lenses. URL: http://www.michiganlights.com/fresnel. htm Accessed 22 May 2008.
- Mollet, Henry F. 2002. *'Summary of Large Shortfin Makos <u>Isurus oxyrinchus</u>.'*URL:
 http://homepage.mac.com/mollet/Io/Iolarge.html. Accessed: 29 May 2008.
- New Zealand Prime Minister's Office. 2003. 'John (Jack) Marshall'. URL: http://www.primeminister.govt.nz/oldpms/1972marshall.html . Accessed: 30 July 2008.
- NZ National Maritime Museum. 2005. 'TSS Wahine, 1913 1951'. URL:
 www.nzmaritime.co.nz/wahine1.html.
 Accessed 21 April 2008.
- Phillips, Mark. 2005. New Zealand
 Lighthouses: Nelson Boulder Bank.
 URL:

http://www.newzealandlighthouses.com/nelson_boulder_bank.htm.. Accessed: 11 February 2008.

- Phillips, Mark. 2005. New Zealand
 Lighthouses: Pencarrow. URL:
 http://www.newzealandlighthouses.com/pencarrow.htm. Accessed: 11 February 2008.
- Secondworldwar.co.uk. 2008. *Important Dates* 1945. URL: http://secondworldwar.co.uk/index.php/

<u>important-dates/64-important-events/85-1945</u>. Accessed 17/04/08

Tag, Thomas A. 2004. Researching and Preserving the Technical Aspects of Lighthouses. URL: Historic Naval Ships Association - http://hnsa.org/conf2004/papers/tag.htm
. Accessed: 12 March 2008.

Te Ara - the Encyclopedia of New Zealand. 2007. *Lighthouses*. URL: http://www.teara.govt.nz/EarthSeaAndS

http://www.teara.govt.nz/EarthSeaAndSky/SeaAndAirTransport/Lighthouses/5/ENZ-

Resources/Standard/2/en#breadcrumbto p Accessed: 17 March 2008.

Thames Coromandel District Council. 2007.

Thames Heritage Study: Registered
Item No.A – Site of Former Judd
Factory. URL:

http://www.tcdc.govt.nz/NR/rdonlyres/7625942D-C436-4E56-A281-4D47CB3ECF8E/

<u>47857/ThamesBuiltRegisterItems5063.</u> <u>pdf</u> . Accessed: 14 February 2008.

The British Museum, 2008. Billon tetradrachm of the city of Alexandria, reign of Commodus. URL:

http://www.britishmuseum.org/explore/highlights/highlight_objects/cm/b/billon

<u>tetradrachm of the city.aspx</u>. Accessed: 2 October 2008.

The Correspondence School. 2008. The 'Correspondence School – Our History'.URL: http://www.correspondence.school.nz/a bout/history.html. Accessed: 18 June 2008.

The Crown. 2008. 'General Elections, 1853-2005 - Dates & Turnout'. URL: http://www.elections.org.nz/record/resultsdata/elections-dates-turnout.html. Accessed: 12 August 2008.

The Smethwick Glassworks of Chance Brothers, West Midlands: 1824-1924. URL:

 $\frac{http://www.search.revolutionaryplayers.}{org.uk/engine/resource/exhibition/stand} \\ \frac{ard/default.asp?resource=2034}{ard/default.asp?resource=2034}.$

Accessed: 13 February 2008.

Archival References

National Archives New Zealand

[Album - 121 black and white, 1 handcoloured and 7 colour photographs] North Island Manned Light Stations [LIGHTHOUSES - Cape Reinga; Cape Brett; Tiri Tiri Matangi; Moko Hinau; Cuvier Island; East Cape; Karori Rock; Portland Island; Cape Egmont;

- Castlepoint; Cape Palliser; Baring Head; Pencarrow Head], Maritime New Zealand, Head Office (ABPL), series 8848, Acc. W5221, item 22, rec. E, 1935 - c.1975, ANZ.
- [Staff] Cape Brett, Auckland Education Residual Management Unit (YCBD), series 5023, Acc. A688, item 1692e, alt. no. 111/31, 1935 – 1941, ANZ.
- B W Millier, for Secretary, Marine
 Department, Wellington McIver
 Principal Keeper proceeding to Cape
 Brett on "Hinemoa" re payment of his
 salary, New Zealand Customs Service,
 Auckland Office (BBAO), series 5544,
 item 117a, rec. 1910/134, 1910 1910,
 ANZ
- C E Chittey, Cashier, Treasury, Wellington -Cape Brett Light - forwarding credit for imprest, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 225a, rec. 1909/1928, 1909 – 1909, ANZ.
- C Judd Construction of Ironwork of Cape Brett Lighthouse, Public Works Department (ACHL), Tenders Board Contract Documents, series 19315, Acc. W510, item 10, rec. 1443, no date, ANZ.
- Cape Brett Lighthouse Keepers, New Zealand Meteorological Service (ADPG), series 17167, Acc. MET1W2323, item 14, rec. 20/6/815, alt. no. A54131, 1935 1952, ANZ.
- Cape Brett Repairs and additions, Marine Department (ADOE), series 16612, Acc. M1, rec. 8/13/14, 1926 1954, ANZ.
- Cape Brett Lighthouse Naval signal station, Marine Department (ADOE), series 16612, Acc. M1, rec. 8/13/25, 1940 – 1957, ANZ.
- Cape Brett Lighthouse NZ Lighthouse Service Statistical Information Questionnaire [including plans]; [untitled, hand-drawn plan of Cape Brett Lighthouse reserve], Maritime New Zealand, Head Office (ABPL). series 8848, Acc.W5221, item 19, rec [4], alt no. M45/0/20, 1943-c.1980, ANZ.
- Cape Brett lighthouse Oil, engine, Winch and Tramway, Marine Department (AODE), series 16612, Acc. M1, rec. 8/13/24, part 1, 1919 1962, ANZ.
- Cape Brett lighthouse Storm damage, Marine Department (ADOE), series 16612, Acc. M1, rec. 8/13/2, 1916 1958, ANZ.
- Cape Brett Lighthouse, Ministry of Works and Development, Head Office (AADX),

- series 889, Acc. W3148, item 37, rec. 63/149, part 1, 1924 1954, ANZ.
- Cape Brett School Corporal Punishment Register, Auckland Education Board (YCAF), series 5197, item 1a, 1934 – 1934, ANZ.
- Cape Brett School Register of Admission, Progress and Withdrawal, Auckland Education Board (YCAF), series 4439, item 1a, 1931 – 1936, ANZ.
- Cape Brett School Examination Register, Auckland Education Board (YCAF), series 5196, item 1a, 1931 – 1934, ANZ.
- Cape Brett, Post Office (ADOU), series 17220, Acc. POW2698, item 3, rec. 76/507, 1909 – 1965, ANZ.
- David Scott, Overseer of Works at Cape Brett W Street and P Stoddart, Blacksmith working at Cape Brett re payment voucher, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 118a, rec. 1910/382, 1910 1910, ANZ.
- George Allport, Secretary, Marine Department, Wellington - A W Page, Keeper transferred to Nelson Lighthouse; A V Pearce, Keeper at Nelson Lighthouse transferred to Cape Brett; Joseph Johnson, Keeper at Kaipara Head resigned from service; W A H Heyward, Probationary Keeper appointed to Kaipara Head; Gow, Keeper at Tiritiri Lighthouse transferred to Moko Hinou Lighthouse; C N Trainor, Keeper at Moko Hinou Lighthouse - transferred to Tiritiri Lighthouse, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 237a, rec. 1913/2684, 1913 - 1913, ANZ.
- George Allport, Secretary, Marine Department, Wellington - Bean Rock Lighthouse taken over by Auckland Harbour Board and a Department's Keeper will not be stationed there; F Woodbury, Keeper -Bean Rock Lighthouse - promoted to Principal Keeper in charge of Cape Maria van Diemen Lighthouse; J F Rayner, Principal Keeper at Tiritiri Lighthouse, to be transferred to Pencarrow Head Lighthouse; P J Voyle, Principal Keeper at Puysegur Point will take over at Tiritiri Lighthouse about February 1913; C E Latham, Assistant Keeper at Moko Hinou Lighthouse - to be transferred to the Brothers Lighthouse; J Livingstone, Assistant Keeper at the Brothers Lighthouse - to succeed Assistant

- Keeper Latham at Moko Hinou Lighthouse; R McIver, Principal Keeper at Cape Brett Lighthouse - to be transferred to Cape Foulwind Lighthouse; G Thwaites, Principal Keeper at Cape Foulwind Lighthouse to succeed Principal Keeper McIver at Cape Brett Lighthouse; W Colley, Principal Keeper at Cape Maria van Diemen Lighthouse - transferred to Nelson; L Brough, Probationary Keeper - to take place of Probationary Keeper Gunn at Cape Maria van Diemen Lighthouse; W H Champion, Assistant Keeper at Manukau South - transferred to Portland Island as Principal Keeper; G F Marlow, Keeper from Cuvier Island Lighthouse - transferred to Manukau South, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 233a, rec. 1912/2562, 1912 - 1912, ANZ.
- George Allport, Secretary, Marine Department, Wellington David Scott, Lighthouse Expert to proceed per "Hinemoa" to Cape Brett to erect the lantern, machine, and apparatus at that station taking 5 men arrangements for wages. List of tools etc to be procured, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 116a, rec. 1909/1664, 1909-1909, ANZ.
- George Allport, Secretary, Marine Department, Wellington Henry Harvey, Assistant Keeper at Cuvier Island, promoted to Assistant Keeper at Cape Brett in place of Principal Keeper G Thwaites, retired from the service, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 148a, rec. 1913/1361, 1913 1913, ANZ.
- George Allport, Secretary, Marine Department, Wellington J F Rayner, Principal Keeper Kaipara Head, transferred to Tiritiri to take place of Keeper A Hansen, transferred to Cape Palliser; H A Wakefield Principal Keeper, Cape Palliser is transferred to Kaipara Head; Page Assistant Keeper increase in salary; McIver, Principal Keeper on transfer from Puysegur Point to take charge at Cape Brett, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 117a, rec. 1910/134, 1909 1909, ANZ.
- George Allport, Secretary, Marine Department, Wellington - J Livingstone, Assistant Keeper at Moko Hinou Lighthouse; J Anderson, Principal Keeper at Manukau South; A A Parker, Assistant Keeper at

- Manukau North; C Riesop, Signalman on Manukau Harbour staff salary increases, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 234a, rec. 1912/2721, 1912 1912, ANZ.
- George Allport, Secretary, Marine Department, Wellington W S H Creamer, Keeper Tiritiri, transferred to Cape Brett to replace Assistant Keeper Lee; R G Wilkin, Keeper, Cape Maria van Diemen Lighthouse, transferred to French Pass; C R Gow appointed Probationary Keeper at Tiritiri; H B Gunn appointed Probationary Keeper at Cape Maria van Diemen Lighthouse; W S Turner, Keeper at Kaipara Head admitted to a mental hospital, New Zealand Customs Service, Auckland Office (BBAO), series 5544, item 140a, rec. 1912/1537, 1912 1912, ANZ.
- Lighthouses Buildings Cape Brett Water Supply, Ministry of Transport, Head Office (AAPR), Acc. W3964, item 7, rec. 45/13/4, part 1, 1930 – 1974, ANZ.
- Lighthouses Landings, Cranes, Winches Cape Brett, Ministry of Transport, Whangarei District Office (BAAU), series 4454, Acc. A505, item 16d, rec. 45/4/4, 1967 – 1973, ANZ.
- Lighthouses Buildings Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 135, rec. 45/2/4, part 2, 1972 – 1978, ANZ.
- Lighthouses- Monthly Reports- Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 139, rec. 45/6/4, part 3, 1978 – 1978, ANZ.
- Lighthouses- Monthly Reports- Cape Brett, Maritime New Zealand, Head Office (ABPL), series 7457, Acc. W4932, item 140, rec. 45/6/4, part 2, 1972 – 1978, ANZ.
- Lighthouses: Monthly Reports Cape Brett, Ministry of Transport (ADRJ), series 18994, Acc. TR1, rec. 45/6/4, part 1, 1962 – 1972, ANZ.
- Marine Cape Brett Lighthouse, Ministry of Works and Development Residual Management Unit, Head Office (AATE), series, 10880, Acc. A1003, item 483b, rec. 9/34, 1921 – 1921, ANZ.
- Overseas Voting Special Voting Arrangements for taking the Votes of
 Lighthouse Keepers, Electoral
 Department (ADOR), series 17102,
 Acc. EL12, item 76, rec. 16/3/3, 1960 –
 1966, ANZ.

- Polling Places Taking Votes of Lighthouse Keepers and Residents of Small Islands in Isolated Localities – General, Electoral Department (ADOR), series 17102, Acc. EL12, item 90, rec. 21/1, part 3, 1949 – 1957, ANZ.
- Progress cards for pupils at Cape Brett School when the school closed (December 1935): Grey, Pullen, White, Gray children, Auckland Education Board (YCAF), series 5198, item 1a, 1926 1935, ANZ.
- Signal Stations Port War Signal Stations -Cape Brett, Navy Department (AATY), series 8490, Acc. N1, rec. 10/9/8, 1940 - 1945, ANZ.
- Surface Observations and Reporting Cape Brett - New Zealand Station, New Zealand Meteorological Service, Auckland (BAIB), series 4052, item 57b, rec. 7/2/2, 1951 – 1978, ANZ.
- W Crabtree and Sons Construction of Derrick Cranes for Cape Brett and Cape Saunders Lighthouses, Public Works Department (ACHL), Tenders Board Contract Documents, series 19315, Acc. WW510, item 10, rec.1435, no date, ANZ.

Alexander Turnbull Library

Richmond, Mary Elizabeth. 1929-1932.

League of Mothers. Lighthouse Branch
- Correspondence Book. Alexander
Turnbull Library, Unpublished material,
'Richmond family Papers' Collection.
Ref: 77-173-44/1.

Multimedia Sources

- 'A Letter to the Teacher', documentary, directed by Kathleen O'Brien, New Zealand National Film Unit, Wellington, 1957. rereleased on New Zealand Maritime Memories, DVD, produced by transpress NZ, distributed by Silver & Ballard, Auckland.
- The Murray Family Home Movies, DVD, courtesy of the Murray Family.

Unpublished Material

- Anderson, Ivan. 1982. 'What I. Anderson Remembers.' Unpublished open letter c/o Leonie Anderson, 20 November 1982.
- Gamby, P.E., Lighthouse Service Section, Nautical Division, Marine Department. Memo: SSC Approvals - Maternity Expenses. 7 March 1967.

- Gladwell, J.K. 1968. *Electricity Supply to Cape Brett Lighthouse*. Report for Ministry of Works, Auckland.
- Marine Department. 1969. *Information for Prospective Lighthouse Keepers issued by the Lighthouse Service*. Marine Department: Wellington, NZ.
- Ministry of Transport, Marine Division. 1973. *About Lighthouses*. Ministry of Transport: Wellington, NZ.
- New Zealand Postal Service. No date. *History* of Services by sea in the Bay of Islands. New Zealand Postal Service: Wellington.
- To Andrew Blanshard, Re: Cape Brett. 12 November 2007. From Allan Phillips.
- To Christen McAlpine. Re: Cape Brett Lighthouse Project, 18 January 2008. From Colin Blow.
- To S Anderson, Re: Cape Brett Lighthouse. 5 August 1982. From Bruce Collier, Ministry of Works and Development, Whangarei.
- To S Anderson, Re: Naval Station at Cape Brett. 7 April 1986. From R.J. Orman.
- To The Chief Ranger, Bay of Islands Maritime and Historic Park Board, Department of Lands and Survey. 30 January 1984. From Ruth E. Stoddart, Archivist, National Archives, Department of Internal Affairs.

Photo Collections

Alan Baker Personal Collection. Andrew Blanshard Personal Collection. Clark Family Collection, held by Eric Shephard.

Colin Blow Personal Collection.

Department of Conservation, Bay of Islands
Area Office (DOC, BoIAO).

Eileen Tiller Personal Collection.

McKinna Family Collection, held by Rod James.

Naulls Family Collection, held by Dawn

Faulkner (nee Naulls).

Studio Pacific Architecture.

Proebstel Family Collection.

Quarrie Family Collection, held by Linnea Jull (nee Quarrie).

R.O. Sinclair Personal Collection.

RJ Orman Personal Collection

Stan Emmens Collection.

Victoria Proebstel Personal Collection.

Webley Family Collection.