

The Kerosene Store

Kerosene was used to fuel the light and was stored in purpose built shed. Files show it 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.

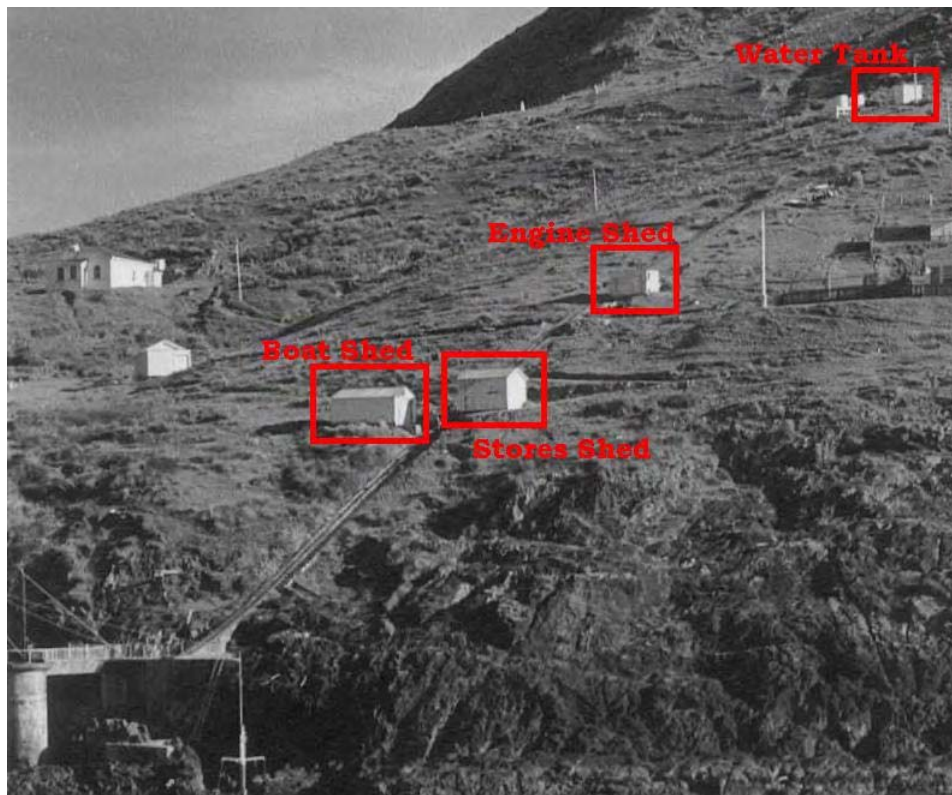


Figure 78 – The tramway buildings.



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.

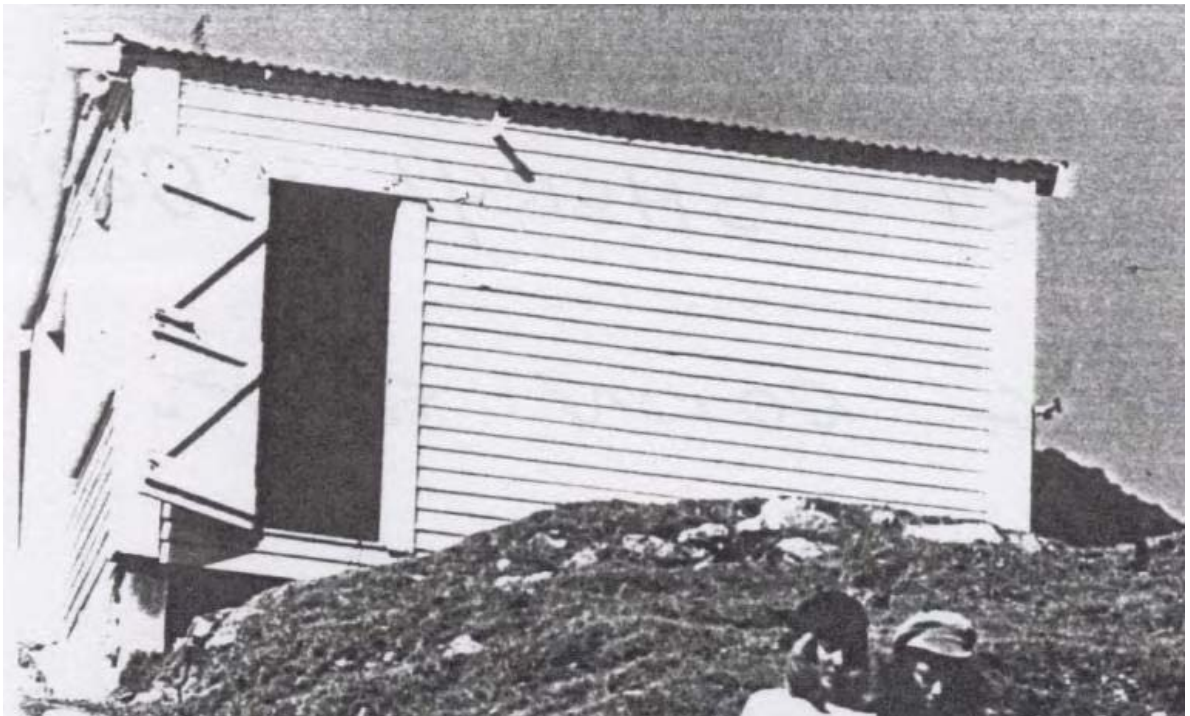


Figure 85 –The seaward face of the stores shed.



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.

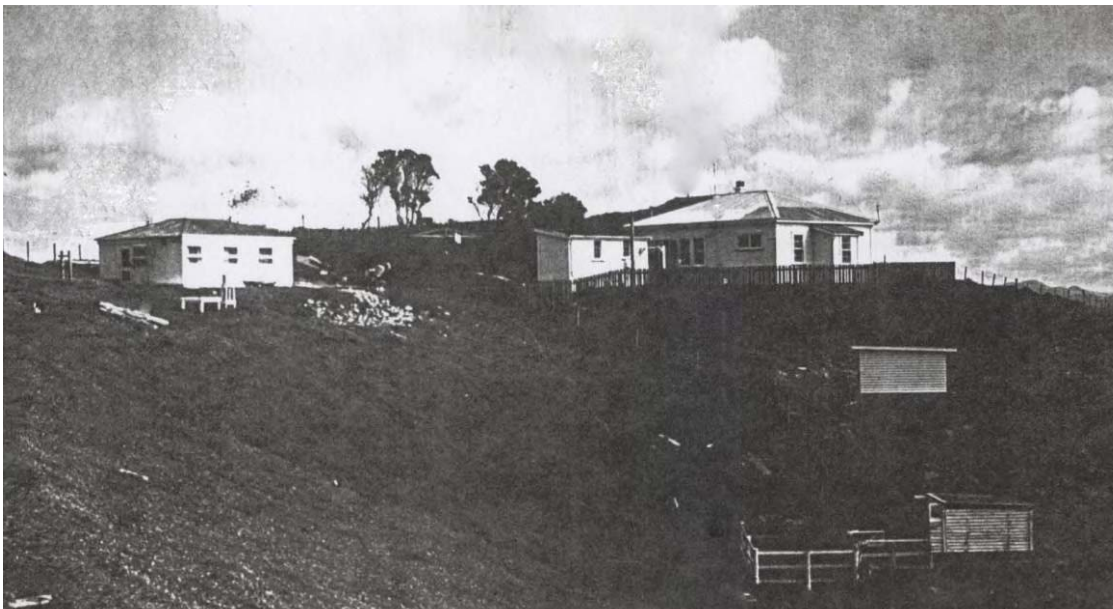


Figure 96 – The two cow bails at the bottom right.