

Cape Brett Lighthouse – Hut Book



Christen McAlpine



Department of Conservation
Te Papa Atawhai

This Book Belongs To:

The Cape Brett Hut

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Thanks,
Department of Conservation,
Bay of Islands Area Office.

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Cape Brett Lighthouse

Cape Brett was first discussed as a lighthouse location in 1874, but the site wasn't approved until 1907.

Construction of the settlement began in 1909 after the peninsula was surveyed.

The lighthouse's iron tower was built by Chas Judd Ltd, an iron and brass foundry in Thames, New Zealand. It was one of four towers cast by the company and it cost the Marine Department £930.

The light's internal mechanisms were designed by Messers Stevensons Civil Engineers of Edinburgh. The Stevenson family had been designing lighthouses for seven generations (1772-1971).

The lens of the light was manufactured by the Chance Brothers & Company Ltd, in Smethwick, Birmingham. The company was considered internationally as one of the best glass manufacturers in the world.

James Dove and Company of Greenside, Edinburgh, Scotland manufactured the lantern, while James Milne and Son Ltd constructed the mechanism – these are the bits that sit in and under the lens.

Cape Brett was first lit on the evening of 21 February 1910 and kept watch on this coast until October 1978.

Cape Brett lit New Zealand's northern east coast between the lights on Moko Hinau and Cape Maria Van Diemen (the Cape Reinga light was NZ's last lighthouse in 1941).

Cape Brett Lighthouse displayed a group flashing apparatus with an equiangular refractor that showed two flashes every 30 seconds. The Marine Department classified this light as a first order group white light. These distinctions helped sailors identify the light at night. The light had a visibility of 30.5 nautical miles.

A kerosene lantern was originally used in the light before it was converted to electricity in 1955.

A power line wasn't put out to Cape Brett until 1968, but the settlement always had a telegram line, and had a shared phone line (party line).

The mercury bath (which made the light's rotation smoother) at Cape Brett was the first to be used in New Zealand and the second in the southern hemisphere.

When the tower was stripped for repainting in 2007 the painting contractors, Rudolph's, found 60 layers of paint.

During World War 2 the light was often left off at night so it could not act as a guide for the enemy. Keepers continued night duties to aid shipping through signalling.

Cape Brett Lighthouse Settlement

- A** — The Cape Brett Lighthouse, 'Keeping Watch' over the Bay of Islands since 1910.
- B** — Salute to the kerosene store (also used for general storage).
- C** — The World War 2 Naval Signal Station (originally the Marine Department's Signal Station).
- D** — The third of the keepers' houses.
- E** — The workshop and the forge.
- F** — Cape Brett School – 13 years, 10 teachers & a max of 13 pupils per year.
- G** — The second of the keepers' houses and the current DOC hut.
- H** — The busy landing with the crane being operated by one of the keepers while the others keep an eye on proceedings.
- I** — The boat and stores sheds. The station dinghies needed to be hoisted up the tramway into the shed as they had a habit of being swept away in a storm.
- J** — The cow sheds, where the cows were milked after being moved down the hill.
- K** — The power house, only used for 10 years, housed engines and an office.
- L** — The first of the keepers' houses assigned to the Principal Keeper (and family).
- M** — The whim – the horse powered mechanism that controlled the tramway trolley before an engine was installed.
- N** — The World War 2 naval radar station and the personnel sitting around enjoying the sun outside the accommodation barracks.
- O** — The Navy radar.



The People of the Cape Brett Light

Cape Brett was originally staffed by three men — a principal keeper, first and second assistant keepers. In 1955 when the light was converted to electricity this was reduced to the principal keeper with an assistant.

Each of the three houses was assigned to the different ranks, though originally all the houses layouts were the same.

Keepers' families including the children were all part of the lighthouse settlement, unless the children were at boarding school or had entered the work force.

Between 1910 and 1978 there was a total of 26 principal keepers and around 47 assistant keepers. A total of 48 relieving keepers have been identified.

Naval personnel were stationed at the radar and signal stations at Cape Brett during World War 2. Thirty-seven have been named through peoples' recollections.

Over the years the children were taught at Cape Brett School by 10 different teachers.

The first group of keepers consisted of Robert McIver (principal), Frances Earnest Lee (first assistant) and Arthur W. Page (second assistant).

Robert McIver's yearly salary while at Cape Brett was £190.

The last long-term keepers were Noel Proebstal (principal keeper) and J. Scapens (assistant keeper). Scapens died on the station in October 1978.

The longest serving principal keeper was Hugh Jamieson who served for 3515 days between 1937 and 1947. The longest serving assistant keeper was Charles Grey who served for 1716 days between 1933 and 1937.

The shortest serving principal keeper was Eric Bowley who served for only 119 days, at the beginning of 1947.

The largest family ever to live at the lighthouse was that of Ray and Dorothy Bateman who had eight children. The runners-up are Hugh and Dorothy Jamieson and Rod and Patricia McIntosh, both couples had seven children each.

The Cape's highest population figures would have been during World War 2 when there were three keepers, their families, the signal station staff and radar station staff.

The New Zealand Film Unit produced a movie in 1957 entitled 'A Letter to Teacher' about the New Zealand Correspondence School. The film features some of Cape Brett's children doing their school work under their mothers' watchful eyes.

A lighthouse keeper was also expected to act as Postmaster, Justice of the Peace, Chairman of the School Committee, fisherman, butcher, gardener, farmer, weatherman, mechanic and carpenter.

The Characters of Cape Brett

A — Happy and healthy: the Webleys and Todds, early 1940s.

B — Noel Proebstal and his pipe, 1970s.

C — The Navy boys tanning at the landing, World War 2.

D — Keeper Josh Roberts being climbed by his dog.

E — The Proebstals – Noel, Joy, Deb, Vic, Cliff and the pets – goats, ducks and dogs, late 1960s.

F — Cleaning day for the Naulls children, 1942-44.

G — A Christmas Day family photo of the Jamieson Family, during World War 2.

H — The Emmens and their three boys, late 1930s.

I — Rugged up to enjoy a nice winter's day at the Cape. An unidentified man holds Barbara while her parents Ken and Joy Webley smile for the camera, 1942.

J — The Lads on the Tower — Bill Creamer, Henry Harvey and Albert Pearce in 1914.

K — Builder John Clark, who was "as strong as an ox," was part of the team who constructed the lighthouse settlement in 1909. At 75 years he could still carry two concrete tubs on his back at once.

L — Posing with the newborn, the Wilson and Shearwood Families.

M — Catch of the day, Harold McKinna and two indetified keepers pose with one of the Cape's goats, 1916-19.

N — Proud Dad and Keeper Bob Naulls and daughter Dawn, 1942.

O — Harold McKinna, decked out in his finest.

P — The Cape's shortest- serving Principal Keeper, Eric Bowley, and his wife Anna.

Q — Group photo with the Webleys and the Tennents – even the Tennent's cat Bidy wants in.

R — "My first Kiwi": young Edward Carter and his keeper father Alfred with one of the kiwis at the Cape, 1928.

S — William and Martha Tait in their vege garden, 1940-41.

T — Charlie Emmens.

U — Ella Sinclair perched on the window sill with dad, George, and mum, Helen, 1930-33.

V — Enjoying the summer's day on the landing, Joy Proebstal, 197?.

W — James Smith, Bob Welch, Rod McIntosh and dogs at the lighthouse, 1953.



Odds and Ends 1

Originally the tramway was powered by a horse (apparently un-named) which was supplied during construction in 1909. It learnt very quickly the sound of the stores boat arriving, and would run and hide. It died in 1922 with very few teeth.

When a railway was established to move stores from the tramway to the first and second houses in the late-1960s early-1970s it was agreed the rail wagon needed a name. The children decided on 'Puff the Magic Wagon.'

During the late 1930s a vegetable garden was established at the top of the settlement. At one point it produced a kumera weighing 8pounds 2ounces (3.7kg) and a lettuce measuring 37inches across (0.94m).

The Navy radar station was made up of five buildings – a shed for the tramway engine, an accommodation and mess, the ablutions, another engine shed and the radar hut.

When the Creamers were transferred to Cape Brett they bought a piano with them and it had to be moved into the third house using the tramway. Keeper William Creamer's favourite instrument though was an accordion.

Many different visitors called in at the station during the operational years including the Deputy Prime Minister of 1963 – John Marshall (who went on to become Prime Minister) and New Zealand's SAS (Special Air Service) for a military exercise.

Relieving keeper Alan Baker was 19 when he worked at the light in November-December of 1958. His father ran a local game fishing boat in the Bay of Islands and would frequently stop in at the station for a visit. Sometimes he would just swing by to drop off Alan's mother's baking. Delivery would often be Mr Baker sealing the baking in a kerosene tin and tossing it to Alan - who sometimes had to swim after the tin.

During one of the stores deliveries in the 1970s the Proebstals had ordered several gallons of ice-cream. When the supply was in the crane basket something snapped, sending the ice-cream into the ocean. While it was being retrieved the children ran up to the house to grab bowls and spoons to eat the lot before it melted.

Noel Proebstal brewed his own beer called 'Lighthouse Lager.' Described as a *'beautiful brew, light, clear, with a good fluffy head and no after effects.'*

The school playground was just outside the school and had a stream running through it. A favourite game for the children was rounders. At Cape Brett this game became more about skill than strength, because if you hit the ball too hard it would end up in the ocean.

Rewiri Ahu Tapu was the postman from Rawhiti who frequently used to row his little boat out from Rawhiti to the Cape with the station mail. A distance of just of over 10km by sea.

In 1962 the Cape Brett lighthouse was issued its own postage stamp featuring the view over the lighthouse out to the Hole in the Rock.

The General Day to Day

- A** — View up to the light showing the workshop and forge (left), the school house, third house and signal hut.
- B** — The cutting of the ribbon for the opening of the Puff the Magic Wagon track.
- C** — The guts of the light; the electric bulb's inside the lens.
- D** — The motorized Puff Wagon with Noel Proebstal behind the controls.
- E** — The third house, signal hut before modifications, the signal mast and lighthouse.
- F** — The busy landing with the crane under operation.
- G** — The dinghy being winched up the tramway to the boat shed.
- H** — Barbara Webley helping her dad move stores between the houses, with Spark the dog supervising.
- I** — Rowing the mail and stores ashore.
- J** — Watch the dinghy!
- K** — Looking down the tramway with the stores shed to the right and boat shed to the left.
- L** — The tower being assembled in the Chas Judd lot in Thames, New Zealand.
- M** — Noel Proebstal lights up the incandescent kerosene burner.
- N** — The tram wagon loaded with barrels about to be winched up the tramway.
- O** — The third house was torched under orders, after it was severely damaged in a storm, 1978.
- P** — The light shining out over the coast.
- Q** — One of the Tennent boys 'playing shop' in the schoolhouse.
- R** — Painting the lighthouse *'you needed to be really good with heights'*.
- S** — "Cross your arms and sit up straight" – the school in the early 1940s.



Odds and Ends 2

Eric Creamer was quite the practical joker. He was once in the tower with his father William and the principal keeper Henry Harvey. While he waited at the bottom of the tower William and Henry went to check on something in the light. Eric, aged nine, decided to try and make a noise like a steamer. He was so successful that William and Henry spent the next 20 minutes searching the horizon for the mystery steamer.

In 1939 Hugh Jamieson built a dinghy for assistant keeper Bert Lake out of a pohutakawa stem that was flat on one side. Bert always worried that it would be lopsided and gave Hugh nightmares about him being stuck rowing in circles. The dinghy actually proved to be very sturdy.

The Naulls family had a terrifying day when their youngest son John went missing. A search party was formed consisting of the whole station and after a few hours John was found – curled up asleep in the bottom of the linen closet of the third house.

The most dramatic birth for the Cape was that of Ronald Sear's daughter. His wife went into labour at the settlement in May 1963. The Russell doctor and nurse team was taken out on the Fuller's launch, Kewpie Two, but the weather was against them. They were forced to land at Deep Water Cove and make the trek to the station. They, two crew members and a stretcher arrived just in time for the birth.

Eric Creamer managed to mangle two of his fingers when he was a child on the station by 'helping' his father bring the wire for the tram trolley up. He got his fingers jammed between the rope and the pulley. The fingers were braced and he was sent to Russell to see the doctor.

A dental emergency saw the fisheries officer transport a retired dentist out to the Cape. The dentist had a wooden leg which meant he could not walk up to the houses so the keeper and all other station occupants went down the landing to view the tooth extraction. The dentist's chair was a banana box, and a dead smelly stingray was hung from the crane, apparently to act as anaesthetic (it didn't work though and cocaine was administered instead). As the tooth was extracted, the keeper let out a great yell and a wave broke over the platform, soaking everyone.

The biggest Mako Shark caught in the Bay was hooked by Mr White Wickham in January 1931 when he was then a guest at Deep Water Cove. The shark's capture was aided by the principal keeper at the Cape who would signal when there was a big catch around. The shark measured 3.51m and weighed 362 kilograms.

On Guy Fawkes Day a bonfire was often lit and the children would build the Guys to sit on top.

Pets were popular and included dogs, cats, cows, chickens, ducks, kiwi, rats and goats.

In 1937 the first flying boat was flown into New Zealand by Captain Edwin Musick and landed at the now named Musick Point in Auckland. The Cape Brett tower was used as a navigation point when the clipper reached the coast of New Zealand.

Life on the Cape Brett Lighthouse Settlement

- A** — Swimming at the landing – watch out for the sharks.
- B** — Barbara supervises her dad's milking technique.
- C** — Riding the cow?
- D** — Higher, Dad! – Barbara and Ken Webley.
- E** — Catch of the Day – Ann, Dave, Mabel and Win Jamieson with dinner.
- F** — Ann Jamieson faces off with one of the cows.
- G** — Noel and Joy Proebstal enjoy the afternoon sunshine on the patio of the first house.
- H** — Barbara and Joy Webley enjoy the sun.
- I** — Cliff Proebstal and another boy keep watch over the busy traffic.
- J** — Stores day down at the landing, late 1930s-early 1940s.
- K** — The Naval reserves and station visitors at the signal hut.
- L** — David and Toni O'Neill walk the steep path to the light.
- M** — Barbara on Mr Clendon's horse.
- N** — The 1932-33 school photo.
- O** — Joy piggybacks Barbara around the settlement.
- P** — One of the Cape Brett kiwi that lived up in the bush.
- Q** — Hugh Jamieson enjoys some down time.
- R** — More Swimming at the landing – a refreshing experience.
- S** — Dawn Naulls and her dad with their snapper dinner.
- T** — Win Jamieson with another of the kiwi.
- U** —Mummy...!!!!. – Barbara in the chicken coop.
- V** — Ron Allen and Noel Proebstal wait for the stores boat to arrive, mid-1970s.
- W** — The Proebstals heading down to the landing to see the girls off to boarding school.
- X** — The Webleys have breakfast with some campers.
- Y** — Spark wants his doghouse back please Barbara!
- Z** — Picnicking at the Cape Brett trig.



The Wild Weather of Cape Brett

In 1916 the Marine Department established a storm damage file to manage all the reported damage caused by the weather.

The first crane was severely damaged in 1916 by a strong gale that whipped up the ocean below the landing. In 1924 a storm washed the crane right off the landing it was bolted to.

The largest reported wave was in 1951. It reached 43 metres above sea level and apparently washed over the roof of the principal keeper's house. The principal keeper reported the storm as follows: *'I 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 occasionally breaking over my house. The crane and landing were out of sight under water most of the time.'*

The station lost its Marine Department dinghy at least twice, once despite being stowed up behind the stores shed.

During a storm in 1954 the copper spouting was ripped off one the houses. It was eventually replaced, but not a week later another storm blew through and did the exact same thing.

When the winds were really strong they would pick up rocks next to the light tower and hurtle them at the iron structure, resulting in chipped paint.

Salt contamination of the water supplies at the Cape was often a problem as salt spray would cover the entire settlement.

The most frequently damaged items during storms were the fences, chicken coops, the station's sheds and the crane. Roofs often took the most damage.

The fastest wind reported on file was 97km/h in 1954.

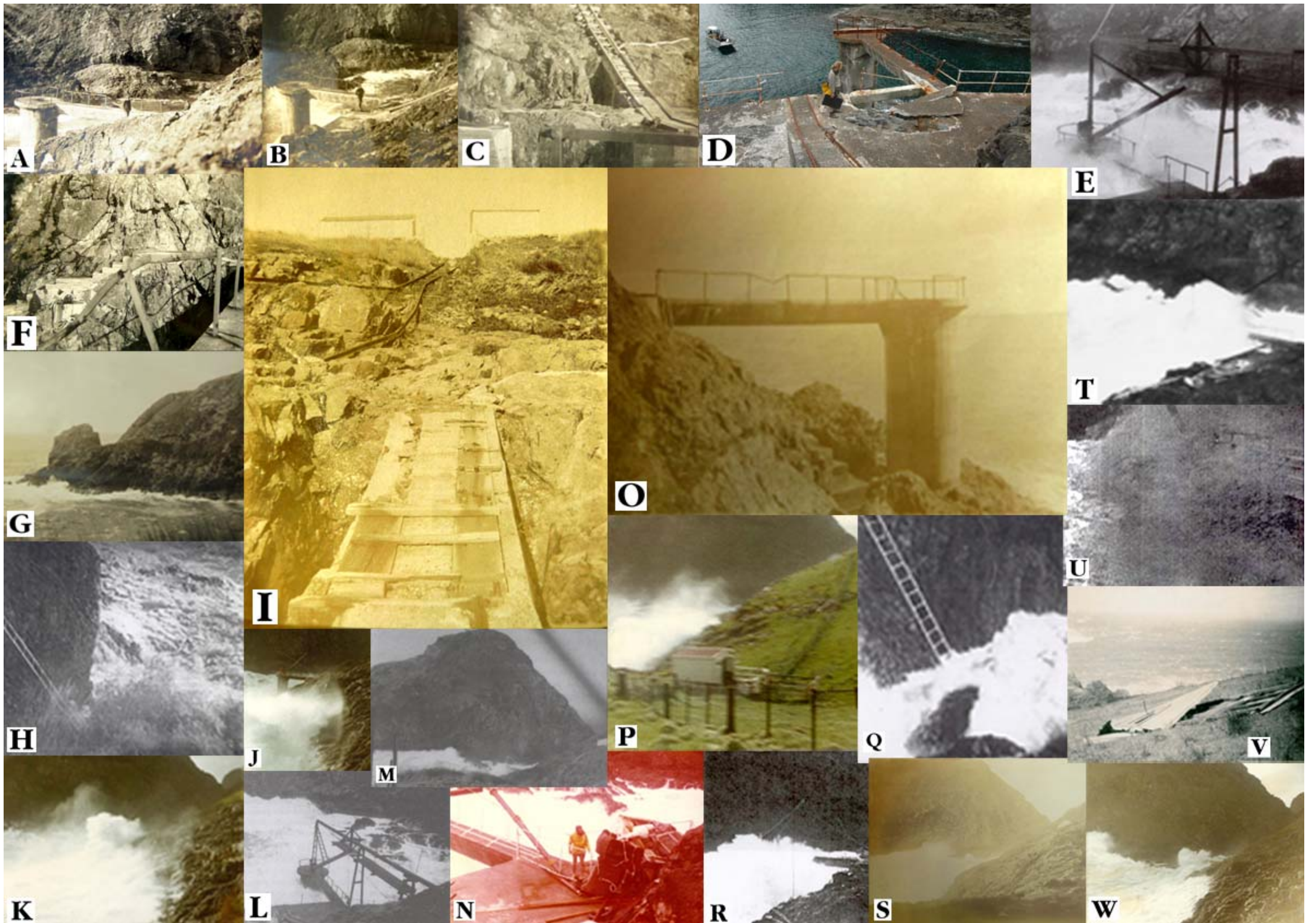
Due to bad weather naval personnel once had to hike over to Deep Water Cove to pick up a new engine for the radar (the previous could not be repaired) and then had to carry it on poles back to out to the station, along the slippery track.

During the Wahine storm of 1968 the light keepers were asked to aid in search and rescue by keeping watch for a yacht that had left the Bay of Islands. The yacht and crew were found the next morning by the Navy.

As recently as mid-2008 storms pummelled the landing, blowing out the steel reinforced concrete platform, damaging other concrete around the base of the tramway, ripping out safety railings and damaging other sections of the landing.

The Storms of the Cape

- A** — It was here! Two men stand where the crane used to be, before a storm in 1924.
- B** — Hmmmmm...It's not round here either. The man to the left stands where the crane used to be bolted down, 1924.
- C** — The 1924 storm also took a chunk of the concrete platform with it.
- D** — The damaged landing from storms in 2008.
- E** — Waves breaking around the landing and crane.
- F** — The 1924 storm twisted all the rails on the landing.
- G** — Mild wave action around the Cape.
- H** — The ladder for the lower landing takes a beating, 1970s.
- I** — '1924 - A view of the tramline 8 hours after mountainous seas had decreased, showing the damaged line where it was tossed around by seas.'
- J** — The wave starting to get going, 1970s.
- K** — Direct hit! The crane takes a beating from a wave a few minutes after photo J was taken.
- L** — The crane during a storm in the 1970s.
- M** — The sea really gets going.
- N** — Noel prepares for stores day on a rough day.
- O** — The landing without its crane, 1924.
- P** — The waves nearly at the cow bails, 1970s.
- Q** — The lower landing, 1970s.
- R** — The crane underwater.
- S** — More rough weather.
- T** — Waves breaking over the landing and crane.
- U** — A close-up of a wave hitting the crane.
- V** — A storm-flattened fowl house.
- W** — The waves roaring around in the gut.



What has DOC Done?

DOC took over the management of the Cape Brett Settlement, minus the lighthouse, in 1987 when the previous manager – the Lands and Survey Department – was incorporated with others to become the Department of Conservation.

In 1996 the DOC staff of the day refurbished the last remaining keeper's house to provide a hut at the Cape for trampers. The house was gutted and a kitchen established along with two large and one small bunk room and a back door step area. Toilets were built at the back of the hut. The walls were painted, the floor varnished, the water was re-plumbed and the gas stoves were put in.

The Lighthouse itself was given to DOC in 2005 by Maritime New Zealand.

During 2007 DOC hired the Whangarei firm Rudolphs to paint the lighthouse. It was a huge project that took two guys six weeks to complete. And that was only after 60 tonnes of gear had been transported to the Cape by barge, chopper, and a crew of around 30.

The painters lived in the hut and trekked up and down from the light daily. Both stopped smoking while working out there.

Sixty layers of old paint had to be stripped off the outside of the tower before the six layers of fresh paint could be applied. A special type of primer had to be used on the tower because, having been forged in New Zealand, the Cape Brett tower's iron has different carbon content from English towers. Eighty percent of the tower had to be stripped by hand, the rest was stripped using three tonnes of garnet, heavy-duty sandblasting material.

The doors, a second floor window and 14 cracked panes had to be replaced. The doors were made of wood and weighed 600kgs.

In December of 2007 the spares cupboard was cleaned and reverted back to a cupboard instead of the rat's nest it had become.

In May of 2008 the DOC Visitor and Historic teams from both Kerikeri and Russell and NorthTecs conservation corps students spent four days out at the Cape re-establishing one of the old tracks used by keepers going to and from the lighthouse. The teams also cleaned up around the hut and uncovered some of the Puff the Magic Wagon track that runs past the front of the hut.

July 2008 saw DOC's Kerikeri historic team back at the lighthouse for a few days to clean up the inside of the lighthouse, with help from three American volunteers. The badly flaking paint was all scrapped off, and the floors got a good sweep and scrub down. The paint flaking was most noticeable on the NW and SE walls on the inside of the tower where the weather hits hardest.

Hut, Tracks and Cleaning

A — The second floor of the lighthouse before the flaking paint was scraped and all surfaces were washed.

B — The second floor after the scraping of all the flaking paint and in the process of getting a scrub down.

C — The first floor during cleaning, the lower middle plates having been cleaned, now looking spick and span.

D — The spares cupboard on the second floor was being used as a rats nest....

E — ...Until it got attacked with rags, brushes and dustpan.

F — The old keepers' track up by the lighthouse had become overgrown with manuka and kanuka.

G — The tracks at the base of the hill after the grass had been attacked by several DOC Rangers.

H — I can see the light...house: the track after being attacked with chainsaws by DOC rangers and NorthTec's conservation corps students.

I — Looking from the lighthouse back out over the cleared track.

J — The area around the hut and the first keeper's house also got treated to a cleanup. The old Puff the Magic Wagon tracks were found again.

K — The hut in the process of refurbishment (note the chimney pre removal).

L — Pre-painting the outside of the old keeper's dwelling.

M — Inside the main bedroom of the hut just after the walls went in, before painting and before the floor was varnished. The lighter square of wood on the floor was where the chimney used to be.

N — The house in the process of being gutted. It was in a pretty bad state after not being lived in consistently for over 15 years.

O — The bunk beds that were put into the hut.



Birth and Death of a Lighthouse

MINUTE SHEET

Subject: _____ Department: _____
 File No. _____ Date: _____

To all interested Parties.


To—

At 0600 hours this 5th day of October 1978 the lighthouse at Cape Brett was found to have given birth to a child of indeterminate sex. The child appears to be very bright 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 old lady of 68 years standing died in the giving birth and will be sadly missed by all who have tended her needs over the past years.

R.I.P

Her Last Keeper.



Written by Noel Proebstal to commemorate the end of the towers useful life.

How to Give A Lighthouse a Fresh Outlook

- A** — The sad and neglected lighthouse, keeping watch even after being demoted.
- B** — Still an imposing figure, if a little tarnished.
- C** — The dome of the tower with a belated 'GOODBYE' from her last keeper.
- D** — The Fullers barge loaded with the 60 tonnes of equipment needed to refurbish the lighthouse.
- E** — The Skyworks helicopter coming in for refuelling.
- F** — The chopper refuelled about five times over the course of the day.
- G** — The first load of scaffolding being lifted off the barge and up to the lighthouse.
- H** — The compressor being bought in.
- I** — The second level of scaffolding up around the light, while everybody gets ready for the next load of gear.
- J** — Hidden from view, with the scaffolding up.
- K** — Chipping away at the old paint around the base of the tower. The tower had to be taken back to bare iron before being painted.
- L** — The holes filled and the primer on.
- M** — The grey zinc primer going on.
- N** — The copper dome looking fresh and ready to be painted.
- O** — A laborious job: chipping away at the old paint on the lattice work of the balcony.
- P** — Chas Judd's logo on the outside base of the tower waiting for its outer coat of paint.
- Q** — Towering over the competition, looking as good as new.
- R** — The tower after painting and the departure of the painting crew.
- S** — Proudly watching over the Bay of Islands again.

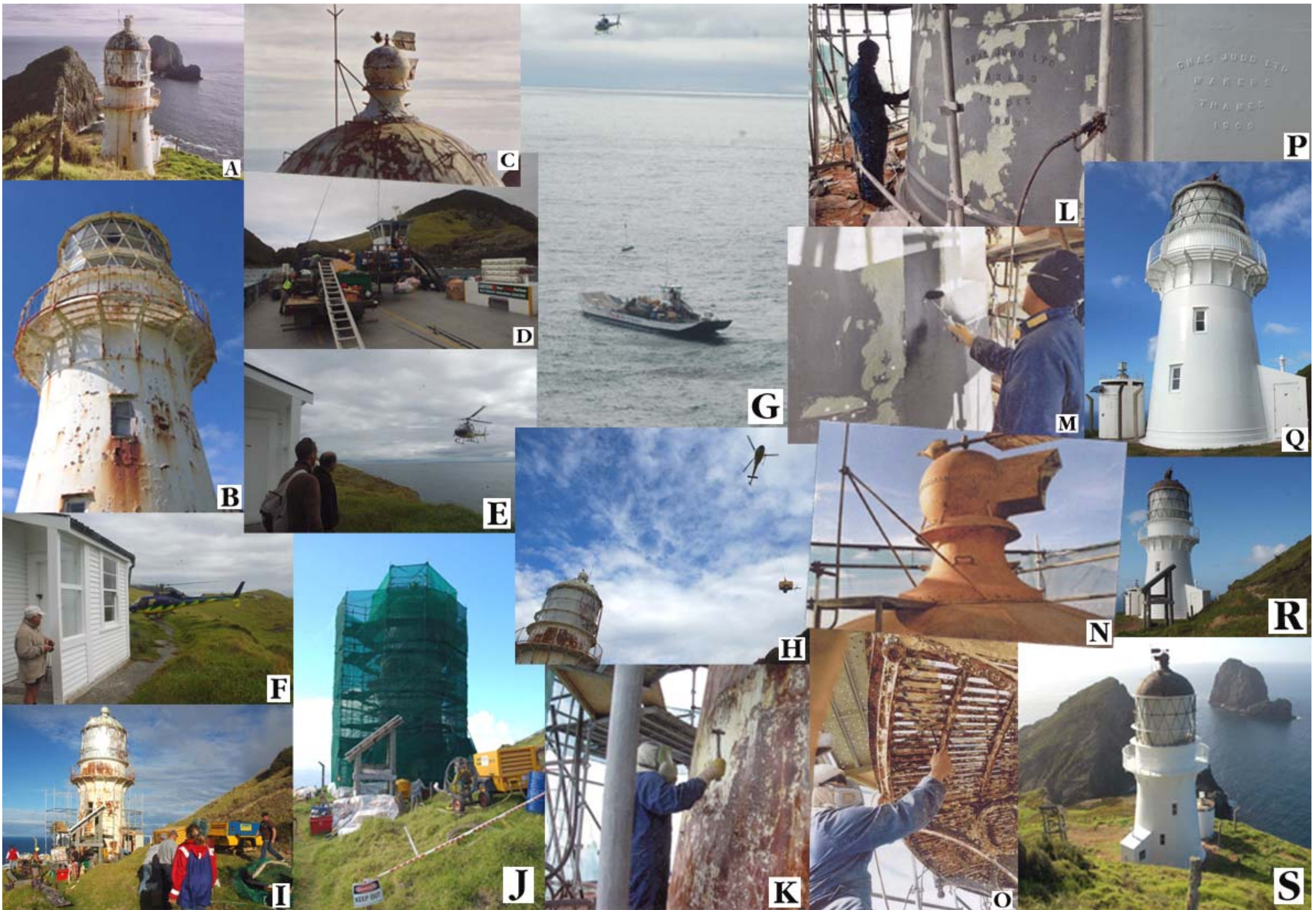


Photo Credits

Title Page:

Photo – From Marine Department File, NZ National Archives (WGTN) - ABPL 8848 W5221-21B - Album - Part 1 - Manned Light Stations - North Island.

Cape Brett Lighthouse Settlement

A – Photo by J. Cook.

B – Sally Burgess, Department of Conservation (DOC).

C – Naulls Family Collection, held by Dawn Faulkner (nee Naulls).

D – McKinna Family Collection, held by Rod James.

E – Marine Department File, NZ National Archives (WGTN) - AADX 889 W3148-37 63-149 pt1 - Cape Brett Lighthouse 1924-1954.

F – Marine Department File, NZ National Archives (WGTN) - ABPL 8848 W5221-21B - Album - Part 1 - Manned Light Stations - North Island.

G – Marine Department File, NZ National Archives (WGTN) - ABPL 8848 W5221-21B - Album - Part 1 - Manned Light Stations - North Island.

H – Marine Department File, NZ National Archives (WGTN) - ABPL 8848 W5221-21B - Album - Part 1 - Manned Light Stations - North Island.

I – Naulls Family Collection.

J – Proebstal Family Collection.

K – Proebstal Family Collection.

L – Marine Department File, NZ National Archives (WGTN) - ABPL 8848 W5221-21B - Album - Part 1 - Manned Light Stations - North Island.

M – Proebstal Family Collection.

N – RJ Orman Personal Collection.

O – RJ Orman Personal Collection.

The Characters of Cape Brett

A – Webley Family Collection.

B – Quarrie Family Collection, held by Linnea Jull (nee Quarrie).

C – Jamieson Family Collection, published in “The Children from the Lighthouse,” author Mabel Pollock (nee Jamieson).

D – Stan Emmens Collection.

E – Photo from New Zealand Woman’s Weekly, issue date 10 September 1973.

F – Naulls Family Collection.

G – Jamieson Family Collection.

H – Stan Emmens Collection.

I – Webley Family Collection.

J – Stan Emmens Collection.

K – From Clark Family Collection, held by descendant Eric Shepherd.

L – Stan Emmens Collection.

M – McKinna Family Collection, held by Rod James.

N – Naulls Family Collection.

O – McKinna Family Collection, held by Rod James.

P – Webley Family Collection.

Q – Webley Family Collection.

R – Stan Emmens Collection.

S – Stan Emmens Collection.

T – Stan Emmens Collection.

U – Quarrie Family Collection.

V – Quarrie Family Collection.

W – Stan Emmens Collection.

The General Day to Day

A – Marine Department File, NZ National Archives (WGTN) - ABPL 8848 W5221-21B - Album - Part 1 - Manned Light Stations - North Island.

B – Proebstal Family Collection.

C – Photo held by Alexander Turnbull Library, Photo File, Bay of Islands Co, Cape Brett - 92127 1/2 - Lenses of Cape Brett Lighthouse, Bols, Randle Loan April 1979.

E – Webley Family Collection.

F – Proebstal Family Collection.

G – Marine Department File, NZ National Archives (WGTN) - ABPL 8848 W5221-21B - Album - Part 1 - Manned Light Stations - North Island.

H – Webley Family Collection.

I – Jamieson Family Collection.

J – Proebstal Family Collection.

K – Marine Department File, NZ National Archives (WGTN) - ABPL 8848 W5221-21B - Album - Part 1 - Manned Light Stations - North Island.

L – Photo taken by Chas Judd Foundry, Thames.

M – Proebstal Family Collection.

N – Proebstal Family Collection.

O – Proebstal Family Collection.

P – Webley Family Collection.

Q – Webley Family Collection.

R – Webley Family Collection.

S – Webley Family Collection.

Life on the Cape Brett Lighthouse Settlement

A – Webley Family Collection.

B – Webley Family Collection.

C – Webley Family Collection.

D – Webley Family Collection.

E – Jamieson Family Collection.

F – Jamieson Family Collection.

G – Proebstal Family Collection.

H – Webley Family Collection.

I – Proebstal Family Collection.

J – Webley Family Collection.

K – Webley Family Collection.

L – O’Neill Family Collection, published in “Lighting the Coast”, author Helen Beaglehole.

M – Quarrie Family Collection.

N – Webley Family Collection.

O – Webley Family Collection.

P – Webley Family Collection.

Q – Jamieson Family Collection.

R – Naulls Family Collection.

S – Naulls Family Collection.

T – Jamieson Family Collection.

U – Webley Family Collection.

V – Proebstal Family Collection.

W – Proebstal Family Collection.

X – Webley Family Collection.

Y – Webley Family Collection.

Z – Webley Family Collection.

The Storms of the Cape

A – Marine Department File, NZ National Archives (WGTN) - AADX 889 W3148-37 63-149 pt1 - Cape Brett Lighthouse 1924-1954.

B – Marine Department File, NZ National Archives (WGTN) - AADX 889 W3148-37 63-149 pt1 - Cape Brett Lighthouse 1924-1954.

C – Marine Department File, NZ National Archives (WGTN) - AADX 889 W3148-37 63-149 pt1 - Cape Brett Lighthouse 1924-1954.

D – Photo by Andrew Blanshard, held by DOC, BoIAO.

E – Photo From “Lighting the Coast”, author Helen Beaglehole.

F – Marine Department File, NZ National Archives (WGTN) - AADX 889 W3148-37 63-149 pt1 - Cape Brett Lighthouse 1924-1954.

G – Marine Department File, NZ National Archives (WGTN) - AADX 889 W3148-37 63-149 pt1 - Cape Brett Lighthouse 1924-1954.

H – Proebstal Family Collection.

I – Marine Department File, NZ National Archives (WGTN) - AADX 889 W3148-37 63-149 pt1 - Cape Brett Lighthouse 1924-1954.

J – Proebstal Family Collection.

K – Proebstal Family Collection.

L – Jamieson Family Collection.

M – Jamieson Family Collection.

N – Proebstal Family Collection.

O – Marine Department File, NZ National Archives (WGTN) - AADX 889 W3148-37 63-149 pt1 - Cape Brett Lighthouse 1924-1954.

P – Proebstal Family Collection.

Q – Proebstal Family Collection.

R – Proebstal Family Collection.

S – Marine Department File, NZ National Archives (WGTN) - AADX 889 W3148-37 63-149 pt1 - Cape Brett Lighthouse 1924-1954.

T – Naulls Family Collection.

U – Proebstal Family Collection.

V – Webley Family Collection.

W – Proebstal Family Collection.

Huts, Tracks and Cleaning

A – Photo by Victoria Proebstal.

B – Photo by Andrew Blanshard, held by Department of Conservation, Bay of Islands Area Office (DOC, BoIAO).

C – Photo by Andrew Blanshard, held by DOC, BoIAO.

D – Photo by Andrew Blanshard, held by DOC, BoIAO.

E – Photo by Christen McAlpine, held by DOC, BoIAO.

F – Photo by Sally Burgess, held by DOC, BoIAO.

G – Photo by Christen McAlpine, held by DOC, BoIAO.

H – Photo by Christen McAlpine, held by DOC, BoIAO.

I – Photo by Christen McAlpine, held by DOC, BoIAO.

J – Photo by Christen McAlpine, held by DOC, BoIAO.

K – Photo by James Robinson, held by DOC, BoIAO.

L – Photo by James Robinson, held by DOC, BoIAO.

M – Photo by James Robinson, held by DOC, BoIAO.

N – Photo by James Robinson, held by DOC, BoIAO.

O – Photo by Christen McAlpine, held by DOC, BoIAO.

How to Give A Lighthouse a Fresh Outlook

A – Photo by Cathy Barr, held by DOC, BoIAO.

B – Photo by Sally Burgess, held by DOC, BoIAO.

C – Photo by Cathy Barr, held by DOC, BoIAO.

D – Photo by Andrew Blanshard, held by DOC, BoIAO.

E – Photo by Andrew Blanshard, held by DOC, BoIAO.

F – Photo by Andrew Blanshard, held by DOC, BoIAO.

G – Photo by Andrew Blanshard, held by DOC, BoIAO.

H – Photo by Andrew Blanshard, held by DOC, BoIAO.

I – Photo by Andrew Blanshard, held by DOC, BoIAO.

J – Photo by Andrew Blanshard, held by DOC, BoIAO.

K – Photo by the Independent Coatings Consultancy Ltd.

L – Photo by the Independent Coatings Consultancy Ltd.

M – Photo by the Independent Coatings Consultancy Ltd.

N – Photo by the Independent Coatings Consultancy Ltd.

O – Photo by the Independent Coatings Consultancy Ltd.

P – Photo by Andrew Blanshard, held by DOC, BoIAO.

Q – Photo by Andrew Blanshard, held by DOC, BoIAO.

R – Photo by Andrew Blanshard, held by DOC, BoIAO.

S – Photo by Andrew Blanshard, held by DOC, BoIAO.

Birth and Death of a Lighthouse

Note written by Noel Proebstal, Photo by Cathy Barr, held by DOC, BoIAO.

Inside Back Cover

Photo by Andrew Blanshard, held by DOC, BoIAO.

Back Page

Photo by Katrina Upperton, held by DOC, BoIAO.



CAPE BRETT LIGHTHOUSE

LAT 35° 10' S. LONG 174° 20' E

Light first exhibited in 1910. The light is 490 ft above sea level and the tower is 35 ft in height. The white light flashes twice every 30 seconds and can be seen for 29 miles in clear weather. The power source is from mains electricity with one diesel generator on standby for emergency power.

NZ. LIGHTHOUSE SERVICE
WELLINGTON

