

SPLIT POINT LIGHTSTATION

CONSERVATION ANALYSIS
AND
MASTERPLAN



SPLIT POINT LIGHTSTATION

**FEDERAL STREET
AIREYS INLET**

CONSERVATION ANALYSIS AND MASTERPLAN

**Prepared for the
SURFCOAST SHIRE**

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TABLE OF CONTENTS

	List of Figures	iii
	Consultants	v
	Acknowledgements	vi
1.0	Introduction	1
1.1	Background and Brief	1
1.2	Methodology	1
1.3	Listings and Classifications	1
1.4	Location	3
1.5	Terminology	3
2.0	A Brief History of the Split Point Lighthouse	5
2.1	Introduction	5
2.2	Early Australian Lighthouses on the East Coast	5
2.3	19th Century Commissions and Conferences Regarding Lighthouses	8
2.4	Lighthouses in the 20th Century	10
2.5	The Need for a Lighthouse between Cape Otway and Point Lonsdale	11
2.6	A Brief History of Airey's Inlet	11
2.7	Lighthouse Construction	14
2.8	The Construction of the Split Point Lighthouse	16
2.9	The Split Point Lighthouse in the 20th Century	20
2.10	Keepers of the Light	21
2.11	Lighthouse Communication	23
2.12	Subdivision of the Lighthouse Reserve	25
3.0	Physical Description	27
3.1	Introduction	27
3.2	Documentation	27
3.3	The Lighthouse Precinct	27
3.4	Split Point Lighthouse	27
3.5	Split Point Lighthouse - Interior	32
3.6	Former Head Lighthouse Keeper's Cottage	36
3.7	Former Assistant Lighthouse Keeper's Cottage	40
3.8	Former Stables	41
4.0	Analysis and Assessment	43
4.1	Assessment Criteria and Methodology	43
4.2	Lighthouses in Victoria	43
4.3	Conclusions	54
4.4	Assessment Criteria	55
4.5	Statement of Significance	56
5.0	Management Plan	57
5.1	Introduction	57
5.2	Current Lighthouse and Reserve Usage	57
5.3	Conservation Policy	57
5.4	Implementation Strategies	58

ENDNOTES	65
BIBLIOGRAPHY	67
APPENDIX A - BURRA CHARTER	
APPENDIX B - HERITAGE LISTINGS	
APPENDIX C - A HISTORY OF AIREYS INLET & THE SPLIT POINT LIGHTHOUSE TO 1960	
APPENDIX D - TECHNICAL INFORMATION	
APPENDIX E - ORIGINAL WORKING DRAWINGS	
APPENDIX F - AUSTRALIAN MARITIME SAFETY AUTHORITY GUIDELINES	

LIST OF FIGURES

1	Location Plan	2
2	The Macquarie Lighthouse, from a sketch by Louis de Sanson in 1892	6
3	The Iron Pot Lighthouse in 1877	6
4	A detail from the Stokes Survey of the Victorian Coastline, 1842	7
5	The location of lighthouses around Australia	9
6	The Split Point Lighthouse and Eagle Nest Reef (date unknown)	11
7	A detail from the 1913 Lorne Tourist Map	12
8	An early photograph of the farming township of Aireys Inlet (date unknown)	13
9	Golfers at Aireys Inlet, the Noble and McMullan families in January 1910	13
10	A Chance Bros. Lantern and ancillary lamp such as those used at Split Point	15
11	An early photograph of the lighthouse complex	17
12	An early photograph of the lighthouse, cottages and store sheds	17
13	Testing the rocket equipment (date unknown)	19
14	The lighthouse after automation	21
15	A lighthouse keeper and his daughter, outside the Assistant Keeper's cottage	22
16	The speaking tube in the head lighthouse keepers cottage (1985)	23
17	The lighthouse with its signal tree (date unknown)	24
18	A subdivision poster, 1935	25
19	The lighthouse precinct, based on the original 1889 site plan	28
20	The present lighthouse precinct	28
21	Undated photograph of the lighthouse, showing the red-painted lantern	29
22	1889 detail construction drawings of the auxiliary light opening, originally intended to be located at the upper level of the tower	29
23	The lighthouse from the east, showing the entry porch at the base of the tower	30
24	Original construction drawings for the lighthouse, dated 1889	31
25	The original circular cast iron stair	32
26	The door opening to the auxiliary light at first landing level. The auxiliary light was discontinued in 1919	33
27	Detail drawings of the Chance Bros. lantern	34
28	The exterior gallery, with original cast iron balustrading and recent mesh infill	35
29	The optic lens at upper lantern level. Note the ventilation covers below the glazing	36
30	The east elevation of the former Head Lighthouse Keeper's cottage	37
31	The south elevation of the former Head Lighthouse Keeper's cottage	37
32	The pump at the rear of the former Head Lighthouse Keeper's cottage	38
33	The original drawings for the lighthouse cottages	39
34	The east elevation of the former assistant lighthouse keepers' cottage	40
35	The west elevation of the former assistant lighthouse keeper's cottage	41
36	The former stables from the east	42
37	Comparative original drawings of the Cape Nelson and Split Point Lighthouses. The Split Point Lighthouse is on the right	44
38	Gallery level at the Cape Nelson Lighthouse	45
39	Cape Nelson Lighthouse Keeper's Cottage. Note the timber verandah posts and carved timber brackets	46
40	The original contract drawings for the Point Hicks Lighthouse, with similar lantern, gallery, coved cornice and gable entrance porch to the Split Point Lighthouse	47
41	The Point Hicks Lighthouse, photograph dated 1975	48
42	Original drawings of the weatherboard Head Lighthouse Keeper's Quarters	49

Split Point Lighthouse

43	View of the assistant lighthouse keeper's quarters, of a similar design to the cottage at Split Point	49
44	Original drawings of the Chance Bros. 3rd order lantern at the Clifly Island Lighthouse	50
45	Cape Otway Lighthouse, constructed 1848, with 1891 Chance Bros. lantern	51
46	Cape Otway lantern interior, with original Chance Bros. optic lens	52
47	Cape Otway Lighthouse: cast iron gallery	53
48	Proposed works to the lighthouse precinct	63

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1.0 INTRODUCTION

1.1 Background and Brief

This study was commissioned by the Surf Coast Shire. The first objective of the study was to assess the significance of the Split Point Lightstation and the Lighthouse Reserve, as well as ancillary structures such as the lighthouse keepers' cottages and stables. Based on this assessment, a conservation policy and management plan was prepared in accordance with the guidelines set out in the Burra Charter. In developing this policy other management, use and amenity issues, were addressed, with the aim being to provide a comprehensive and flexible planning document to allow the Split Point Lightstation to be accessible to the public and to the guide the future development and management of the site.

1.2 Methodology

The report broadly follows the format of the Australia ICOMOS (International Council on Monuments and Sites) guidelines for the preparation of conservation plans¹ and the principles set out in the Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter) adopted by Australia ICOMOS to assist in the conservation of heritage places.

1.3 Listings and Classifications

Victoria Heritage Register

The Split Point Lightstation is not on the Victorian Heritage Register. It was nominated for inclusion, with a number of other Victorian lightstations, by the Department of Natural Resources and Conservation in 1995 and is in the process of assessment. It is considered, by Heritage Victoria, to be of 'high heritage value'.

Register of the National Estate

The Split Point Lightstation is registered as a 'Historic Building/Indicative Place' by the Australian Heritage Commission. The full citation is included in Appendix B.

Surf Coast Shire

The Split Point Lighthouse is zoned Existing Public Purposes (Commonwealth) in the Surf Coast Shire Planning Scheme. The Lighthouse Reserve is zoned as public open space and the cottages are zoned residential, within an area designated as being of interest or landscape value. The lighthouse and cottages are noted as buildings, works and objects and sites of architectural, historical or scientific interest. There are no heritage overlays on the site.

National Trust of Australia (Victoria)

The Split Point Lightstation, including the former head lighthouse keeper's and assistant

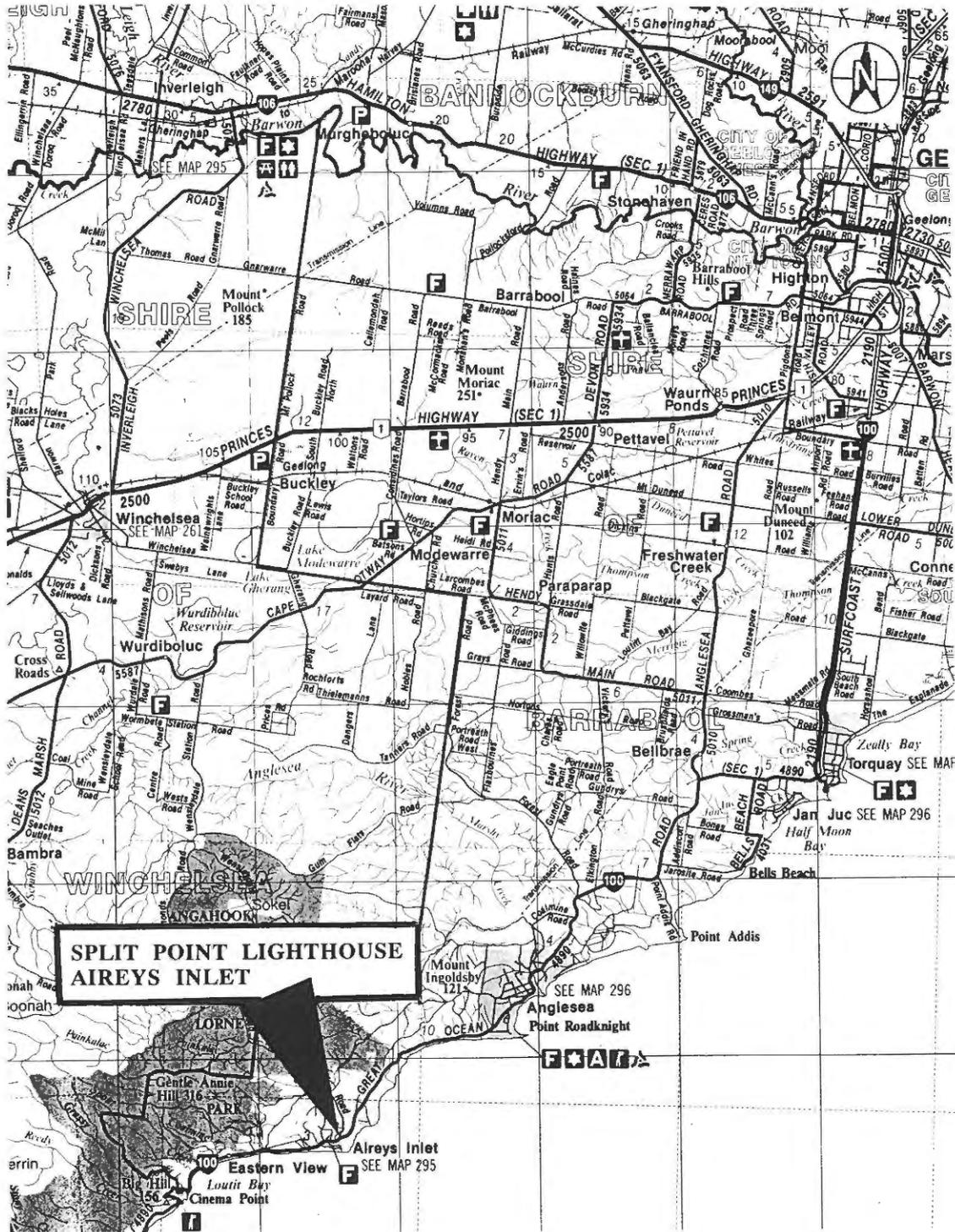


Figure 1 Location Plan

lighthouse keeper's cottages are classified 'C' by the National Trust of Australia (Victoria). The full citation is included in Appendix B.

Lighthouses Type Profile Study (1988)

The Split Point Lighthouse was included in the Lighthouses Type Profile Study completed by J.H. Winston-Gregson (Access Archaeology) for the Australian Heritage Commission in 1988. It grouped Split Point with Point Hicks and Gabo Island as being of the 'closed circular masonry' type. The full citation is included in Appendix B.

Geelong Region Historic Buildings and Object Study (1986)

The Split Point Lightstation, including the former head lighthouse keeper's and assistant lighthouse keeper's cottages, is classified of Regional Significance in the Geelong Region Historic Buildings and Object Study, completed by Allan Willingham for the Geelong Regional Commission in June, 1986. The full citation is included in Appendix B.

Sites of Special Historic Interest in the Victorian Coastal Region Study (1978)

The Split Point Lightstation, including the former head lighthouse keeper's and assistant lighthouse keeper's cottages, was included in the Sites of Special Historic Interest in the Victorian Coastal Region Study, completed by Peter Sanders and Robert Snashall for the Town and Country Planning Board in June 1978. The full citation is included in Appendix B.

1.4 Location

The Split Point Lightstation is located, within the Lighthouse Reserve, on Federal Street, Aireys Inlet in the state of Victoria (Fig. 1). Aireys Inlet is situated on the Great Ocean Road, between Anglesea and Lorne.

1.5 Terminology

The conservation terminology used in this report is of a specific nature, and is defined within the Australia ICOMOS *Charter for the Conservation of Places of Cultural Significance* (the Burra Charter) as endorsed by the Australian Heritage Commission (Appendix A). The terms most frequently referred to are: **place, cultural significance, fabric, conservation, preservation, restoration, reconstruction and adaptation**. These terms are defined in the charter as follows:

'Place' means site, area, building or other work, group of buildings or other works together with associated contents and surroundings.

'Cultural Significance' means aesthetic, historic, scientific or social value for past, present or future generations.

'Fabric' means all the physical material of the place.

'Conservation' means all the processes of looking after a place so as to retain its cultural significance. It includes maintenance and may according to circumstance include preservation, restoration, reconstruction and adaptation and will be commonly a

combination of more than one of these.

'Preservation' means maintaining the fabric of a place in its existing state and retarding deterioration.

'Restoration' means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.

'Reconstruction' means returning a place as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the fabric. This is not to be confused with either re-creation or conjectural reconstruction which are outside the scope of this Charter.

'Adaptation' means modifying a place to suit proposed compatible uses.

2.0 A BRIEF HISTORY OF THE SPLIT POINT LIGHTHOUSE

2.1 Introduction

This chapter provides a contextual historical overview for the Split Point Lighthouse and surrounds. To a large extent it relies upon *The White Queen* by R.V. Carr & K.L. Cecil (1986) and also *From Dusk to Dawn: A History of Australian Lighthouses* by Gordon Reid (1988). Original working drawings are held by the Australian Maritime Safety Authority (A.M.S.A.).

2.2 Early Australian Lighthouses on the East Coast

Lighthouse construction on the eastern coast of Australia generally followed a spate of shipwrecks. In 1794 a guiding light was established on South Head (Sydney), following the first known shipwreck off the eastern Australian coast line, the *Sirius* in March 1790. The light consisted only of burning wood in an iron brazier on a tripod. The first permanent lighthouse at South Head was not erected until 1816, when it was commissioned by Governor Macquarie and designed by Francis Greenway (Fig. 2).¹ The Raine Island Lighthouse (Queensland) was constructed with convict labour in 1844, probably further prompted by the wreck of the *Two Sisters* two years earlier, and after a number of disasters earlier in the decade.² A second lighthouse was built on South Head in 1858 following the shipwreck of the *Dunbar* in August 1857 and the *Catherine Adams* in October the same year.³

The first lighthouse in Tasmania was erected in 1832. Ships foundered frequently prior to that time, including the *Sydney Cove* (1797), *Enterprise* (1803), *Hebe* (1808), *Daphne* (1819), *John Palmer* (1819), *Actæon* (1822) and the *Phatisalan* (1823). The lack of lighthouses in Tasmania was exacerbated by a lack of funding and also the lack of co-operation from Sydney. When Tasmania was constitutionally separated in 1825, a Pilotage and Harbour Dues Committee was established in the same year. The committee recommended the erection of two lighthouses - one on the Iron Pot, an islet on the Derwent, and another on the Actæon Reef, and while John Lee Archer completed a design for the Iron Pot lighthouse, no action was taken, and in 1830, the *Bombay* went aground in that area. Two years later the lighthouse was approved and constructed, no doubt as a result (Fig. 3). Work was then started on a lighthouse at Low Head, also by Archer, in 1832-33 and Cape Bruny in 1836, following more incidents.

In 1858 the Hobart Town Marine Board was established, charged with the responsibility of the management, control and care of all lighthouses in Tasmania.

Until 1835, when travelling from the British Isles or India, larger ships travelling between Tasmania and Victoria avoided the Bass Strait. However, in May 1835, two ships attempted the passage: the *Neva*, a convict transporter which entered the strait and wrecked on King Island, and settlers from Tasmania on the *Rebecca*, including John Batman, who landed on the site of Melbourne. The area was swiftly settled and the first lighthouse in Victoria was erected at Point Gellibrand, near Williamstown, four years later. This 'simple and unpretentious' building was known as the Skeleton Lighthouse.⁴

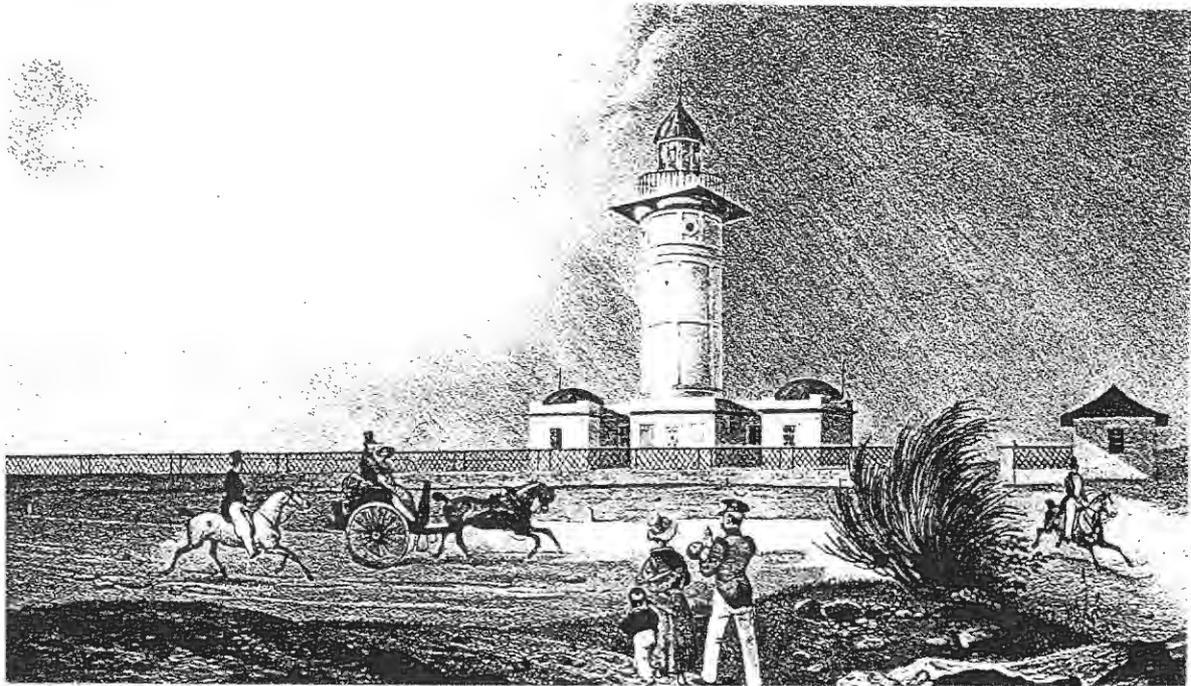


Figure 2 *The Macquarie Lighthouse, from a sketch by Louis de Sanson, in 1892. The sketch is believed to rely more on imagination than reality. Source: From Dusk to Dawn*

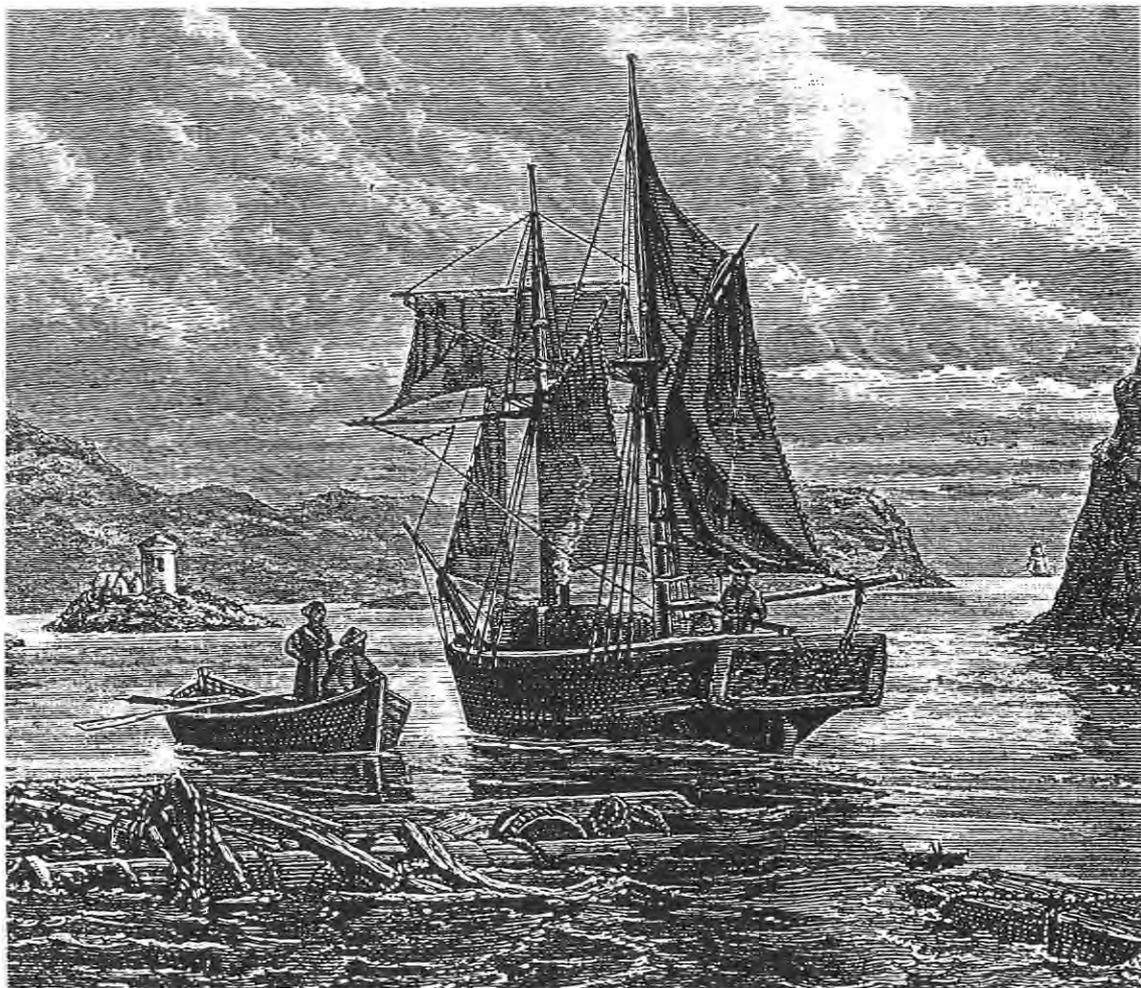


Figure 3 *The Iron Pot Lighthouse in 1877. The ship in the foreground is salvaging after a wreck. Source: From Dusk to Dawn*

Bass Strait was described by Sir John Franklin in 1841, shortly after a number of vessels had been lost:

... the prevalence of strong winds, the uncertainty of either the set or force of the currents, the number of small rocks, islets, and shoals, which although they appear on the chart, have been but imperfectly surveyed, combine to render Bass' Strait, under any circumstances, an anxious passage for a seaman to enter.⁵

The same year a committee was sent by La Trobe to Shortland's Bluff, near Queenscliff, in response to pressure from local traders. The committee recommended that a lighthouse be erected there, as well as a larger one at Cape Schanck, near Point Nepean. The Shortland's Bluff Lighthouse was erected by 1842 and was found to be inefficient, a problem which was eventually overcome by the construction of the Point Lonsdale Lighthouse in 1862. The committee met again in August 1842 to assess the survey of Bass Strait completed by Commander Stokes, of the *H.M.S. Beagle* (Fig. 4). Stokes also recommended that a lighthouse be erected at Cape Schanck as it would be 'equally advantageous to the trade at large, and more so to that of Port Phillip'.⁶

Despite the number of ships which used its ports and the danger of the coastline, relatively few lighthouses were erected between 1851 and 1915 as Victoria lacked a cohesive stance on shipping navigation and safety. Even during the 1850s and 60s when the majority of lighthouses were erected in the other colonies, the only towers erected in Victoria were those at Wilson's Promontory and Cape Schanck. Four major lighthouses were erected in the 1880s and 90s - being Cape Nelson and Cliffy Island (1884), Point Hicks (1890) and Split Point (1891) - then nothing until the Citadel Island Lighthouse in 1913. In addition, some smaller towers were constructed and the Queenscliff tower was

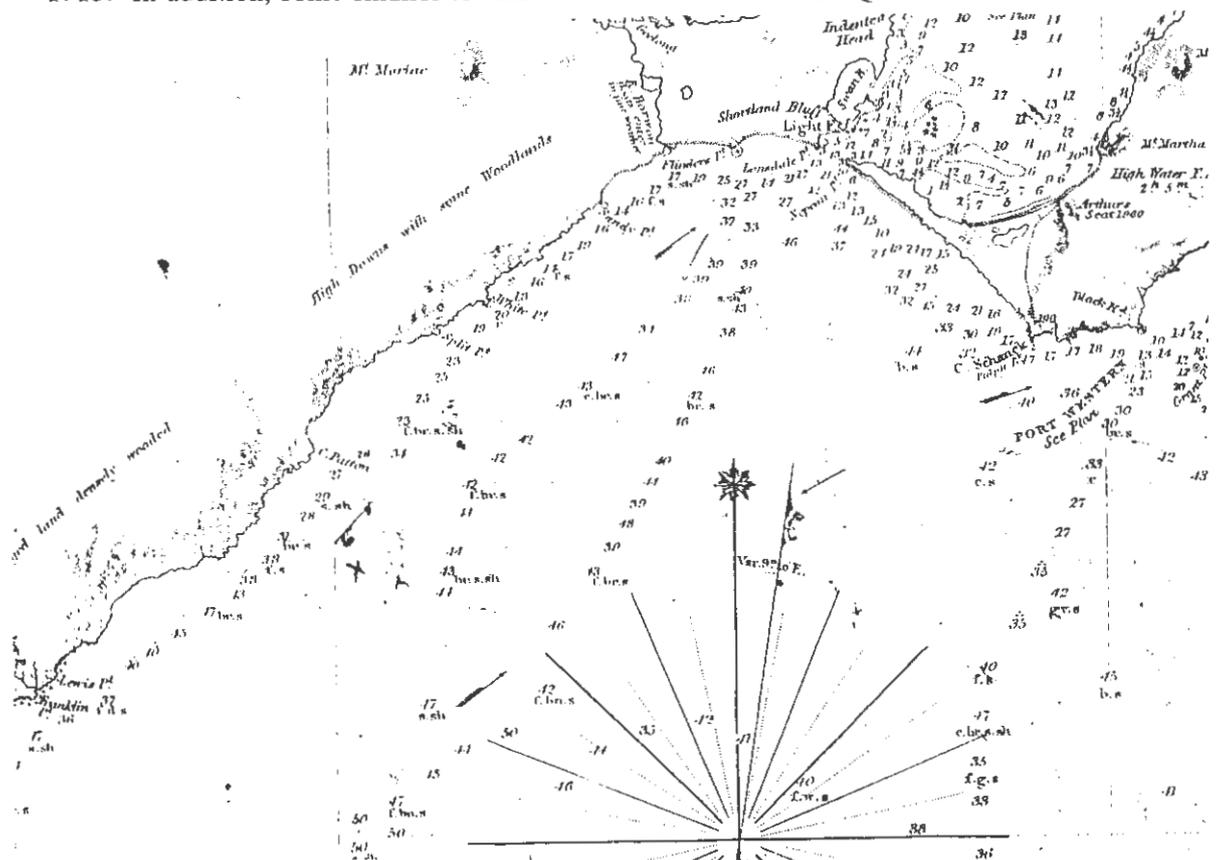


Figure 4 A detail from the Stokes Survey of the Victorian Coastline, prepared in 1842. The surrounding vegetation of Aireys Inlet is described as 'High Downs with some Woodlands'. Source: The White Queen.

replaced. The lighthouses were not controlled by the Victorian Marine Board, but curiously by the Colonial Architect, later the Public Works Department. The Marine Board was able only to recommend action that it believed should be taken.

2.3 19th Century Commissions and Conferences Regarding Lighthouses

Two years after the survey of the Victorian coast was completed by Stokes in 1843, the Robinson Select Committee was established. The committee, chaired by Joseph Robinson, sought to investigate the best positions for lighthouses in Bass Strait. They recommended four lighthouses - Cape Wickham, Cape Otway, Deal Island and Gabo Island, which would combine to clearly mark the western and eastern entrances to the strait. It was requested that the lighthouses, two under the control of Tasmania and two under Victoria, be financed by New South Wales, as 'the trade of this Colony will be chiefly benefitted [sic] by them', with Tasmania providing the convict labour.⁷ The buildings, with the exception of King Island, were completed by 1853.

After the granting of self-government to New South Wales, Victoria, Tasmania and South Australia in the early 1850s, a number of commissions were held to investigate coastal lighting in Australia. The 1853 Committee (Victoria) determined that lighthouses be erected at Point Lonsdale, Cape Bridgewater (near Portland) and Wilson's Promontory. However, none of these eventuated at that time. In 1856 a Commission was held between New South Wales, Tasmania, South Australia and Victoria which, after hearing mariner evidence, concluded that each Colony should fund its own lighthouses and recommended new lighthouses including Cape Schanck and (again) Wilson's Promontory. The lights to be used were to be catoptric rather than the dioptric lights (see 2.7.3) recommended by the 1853 Commission, which were actually more effective, as they believed the catoptric lights were acceptable for Australian conditions. The Victorian Parliament funded the Cape Schanck and Wilson's Promontory lighthouses within the year.⁸

In 1856 the Board of Trade in London announced that it would assume responsibility for all colonial lighthouses because of the concern that if

one colony is erecting a light on its coast, [whilst] the Board of Trade are erecting a second light on the coast of a neighbouring colony without notice of the former light, the results may be that the lights are similar in character, and may thus prove impediments instead of aids to navigation.⁹

In the event British control was rejected by all of the colonies, who wished to retain self-government.

A second inter-colonial conference was held in Melbourne in 1864, and while again failed to make any substantial decisions nevertheless did propose that the colonies share the costs. A third conference, the Conference of Principal Officers of the Marine Departments of the Australasian Colonies, was held in Sydney in 1873 which recommended that over 20 lighthouses be erected on the Australian coastline, including Victoria, Cape Nelson, Cape Liptrap or the Answer Group, Cape Conran or Cape Everard (Point Hicks) and Split Point, Aireys Inlet.¹⁰ It was then agreed that it was not practical to share lighthouse costs and that a national chain of navigational aids should be established and that the running of the lighthouses was of an acceptable standard.

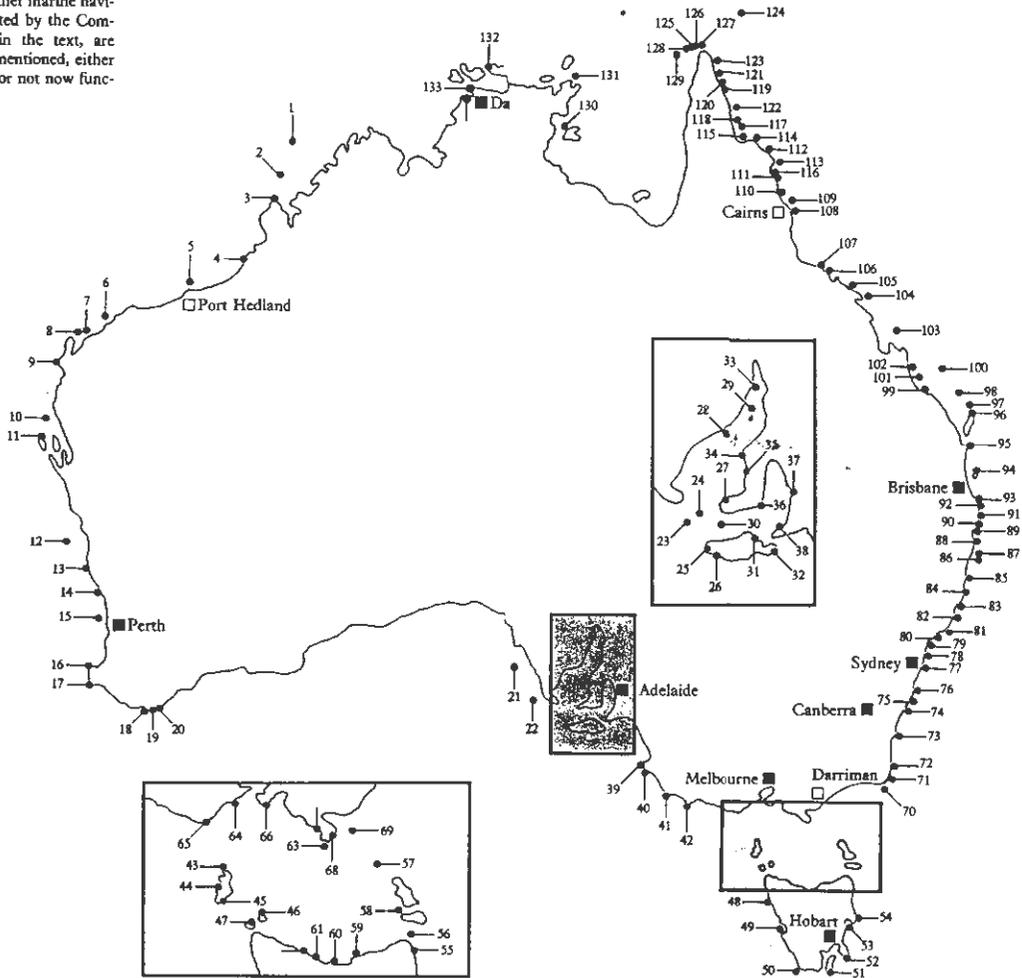
In the leadup to Federation, the Australasian Maritime Conference was held in 1894, which was attended by all colonies with the exception of Western Australia and New Zealand. It decided that the Commonwealth should bear the cost of lighthouse

Figure 5
The location of lighthouses around Australia. Source: From Dusk to Dawn.

- Abile Is. 2
- Airlie Is. 7
- Alcock Is. 30
- Anchor Is. 8
- Barrington Hd 78
- Bedoni Is. 5
- Bickerton Is. 130
- Booby Is. 128
- Bramble Cay 124
- Breaksea Is. 20
- Breaksea Spit 97
- Brower Is. 1
- Bustard Hd 99
- Cape Barada 25
- Cape Boscawen 4
- Cape Bowling Green 106
- Cape Brunny 51
- Cape Byron 91
- Cape Capricorn 101
- Cape Cleveland 107
- Cape Don 132
- Cape De Conardic 26
- Cape Inscription 11
- Cape Jaffe 39
- Cape Jarvis 38
- Cape Leeuwin 17
- Cape Ledge 3
- Cape Liptrap 67
- Cape Moreson 94
- Cape Naturaliste 16
- Cape Nelson 42
- Cape Northumberland 41
- Cape Ormsby 65
- Cape Rossmore 10
- Cape Schanck 66
- Cape Sorell 49
- Cape Tourville 54
- Cape Willoughby 32
- Cape Wickham 43
- Cassino Is. 123
- Carpentaria Shoal 129
- Cave Pt 19
- Charles Pt 134
- Cindrel Is. 63
- Clarence R. 88
- Clarke Is. 121
- Cliffy Is. 69
- Coquet Is. 112
- Conry Pt 27
- Cornish Hd 83
- Corrie Harbour 44
- Dual Is. 57
- Dunn Is. 104
- Double Island Pt 95
- Eclipse Is. 18
- Eddystone Pt 55
- Eel Reef 119
- Emery Pt 133
- Escape Is. 13
- Eschscholtz Is. 105
- Evans Reef 109
- Evans Hd 89
- Fingal Hd 92
- Fiery Is. 108
- Flinders Is. 21
- Four Hummocks Is. 22
- Gabo Is. 71
- Goods Is. 125
- Goose Is. 58
- Grassy Hill 116

Location of Commonwealth lightstations

Most of the lighthouses and other marine navigational aids, currently operated by the Commonwealth and mentioned in the text, are indicated. Some other lights mentioned, either operated by State authorities or not now functioning, are not indicated.



- Great Keppel Is. 102
- Green Cape 72
- Guilderton 14
- Hammond Is. 125
- Hannah Is. 118
- Heath Reef 122
- Hunter Is. 47
- Ince Pt 127
- Kama Harbour 76
- King Is. 117
- Lady Elliot Is. 98
- Long Head 59
- Long Islet 110
- Lonely Pt 33
- Macleay Is. 90
- Macquarie (South Hd) 77
- Marino Rocks 37
- Marulan Pt 31
- Mersey Bluff 60
- Montague Is. 73
- Nobby's Hd 80
- Norah Hd 79
- North Reef 100
- North Sandy Is. 6
- North Solitary Is. 87
- Pelbart Is. 12
- Pine Islet 103
- Piper Is. 120
- Pipon Is. 115
- Pt Cloates 9
- Pt Danger 93
- Pt Hicks 70
- Pt Home 53
- Pt Perpendicular 75
- Pt Stephens 81
- Richmond R. 90
- Robe 40
- Rottnest Is. 15
- Round Hill Pt 61
- Sandy Cape (Qld.) 96
- Sandy Cape (Tas.) 48
- Shoalwater Pt 28
- Smoky Cape 85
- South Barrow Is. 114
- South Nippon Is. 23
- South Solitary Is. 86
- Split Pt 64
- Spikes Pt 45
- Sugarloaf Pt 82
- Susan Is. 56
- Table Cape 62
- Tacking Pt 84
- Tasman Is. 52
- Three Islet 113
- Three Hummock Is. 46
- Tipera Reef 34
- Troubridge Shoal 36
- Truant Is. 131
- Wardang Is. 35
- Warden Hd 74
- Wedge Is. 24
- Wilson's Promontory 68
- Yarraville Shoals 29

construction, maintenance and running, which would be borne 'pro rata on the basis of population'¹¹ but due to financial restrictions following the depression in the late 19th century, the Commonwealth did not assume responsibility for Australian Lighthouses until 1915. While there was an intention to instigate a national lighthouse service, this was not achieved until 1911 because of a lack of expertise. In 1911, Commander Brewis was commissioned to report to the Commonwealth Minister for Trade and Customs on the condition of existing lighthouses and also to assess the need for any new towers. These reports, the last being in 1913, were the first comprehensive study of the national maritime navigational needs and they were generally well received.¹²

2.4 Lighthouses in the 20th Century

The Commonwealth Lighthouse Service

The Commonwealth Lighthouse Service was established in 1913, headed by Joshua Ramsbotham who had previously worked for as an engineer for the Western Australian Government. Two years later the Commonwealth officially accepted responsibility for maritime navigational aids, including 104 manned lighthouses. From 1913 to 1939, the Commonwealth undertook the task of converting lighthouses to automatic operation, to combat many problems that the government was facing, including the neglect of many of the colonial lights, expanses of unlit coastline and an increased number of deep-draught steamships in coastal waters, requiring more powerful lighting systems.¹³

The first Victorian lighthouse built with Commonwealth funds was the Citadel Lighthouse in 1913. This was also the first lighthouse with an automatic light installed for the government and was completed four days before the Cape Liptrap Lighthouse, which was the first unmanned automatic lighthouse in Victoria.

In 1924 the Lighthouse and Navigation Branches of the Department of Trade and Customs amalgamated to form the Marine Branch of that Department. The Marine Branch comprised a lighthouse and a navigation section. The branch underwent severe reduction in funding following the 1929 Depression, and in 1930 the administration of the Navigation and Lighthouse Acts was passed over to the Department of Transport. This was abandoned two years later and responsibility was conferred to the new Department of Commerce. Major lighthouses were the responsibility of the Department of the Interior. Positions such as the Director of Lighthouses were abolished and other positions greatly reduced.¹⁴

Lighthouses after World War Two

The outbreak of World War Two presented a new problem. In September 1939, a plan was established for the extinguishing of coastal lights in a national emergency. It wasn't until the bombing of Pearl Harbour in 1941, however, that the Australian Naval Control Board ordered that all unattended lights be extinguished. From this time lights were lit or extinguished according to naval requirements. Lighthouse keepers were now required to assist in conveying messages to passing ships. Those lighthouses not connected by telephone were equipped with radio transceivers and anything suspicious, in addition to all passing ships, had to be reported to the Deputy Director of Navigation.¹⁵ Concurrently, the government was still trying to improve existing lights, as well as continuing to construct a number of small lighthouses.

After World War Two while there was a steady increase in navigational aids, and from 1943 the responsibility for lighthouse control was variously with the Department of

Supply and Shipping (1943); the Department of Shipping and Fuel (1948); the Department of Fuel, Shipping and Transport (1950); the Department of Shipping and Transport (1951); Transport Australia (1972); the Department of Transport and Construction (1982-3), and the Department of Transport (1983).¹⁶ Lighthouses are currently controlled by the Australian Maritime Safety Authority.

2.5 The Need For a Lighthouse between Cape Otway and Point Lonsdale

The Victorian coastline was a notorious location for shipwrecks in the 19th century. Between the lighthouses at Cape Otway (1848) and Point Lonsdale (1862) wrecks were caused by the combination of a strong westerly current and the lack of accurate maps. Included in the long list of wrecks were the *Hereford* (1851), *Osprey* (1854), *Rebel* (1855), *Champion* (1857), *Grange* (1858), *Otway* (1862), *Annie* (1863), *Ant* (1866), *Sussex* (1871), *Henry* (1878), *Eric the Red* (1880), *Berengaria* (1883), *Paul Jones* (1886), *Trader* (1889), *Bancoora* (1891), *W.B. Godfrey* (1891), and *Joseph H. Scammell* (1891).¹⁷ As a consequence it was generally thought that a third lighthouse positioned between the two existing lights would have prevented many of these catastrophes.¹⁸ The only wreck which occurred in the vicinity of Aireys Inlet before 1891 is believed to be the *Anna*, on Eagles Nest Reef in 1872 (Fig. 6).¹⁹

2.6 A Brief History of Aireys Inlet

Aireys Inlet was originally a pastoral settlement with two runs divided by the Painkalac Creek - the Aireys Inlet Run to the west and the Anglohawk Run to the east. The latter was held from c.1880 by Lieutenant John Moore Cole Airey, later appointed Commissioner of Crown Lands for the Geelong District. Notwithstanding Airey's holdings, the origins of the township's name is unclear. Early pioneer settlers included J. Eyrie, C. Ayrey and G. Airey. J.K. Loney, in *The Great Ocean Road*, attributes



Figure 6 The Split Point Lighthouse and Eagles Nest Reef (date unknown).
Source: State Library of Victoria.

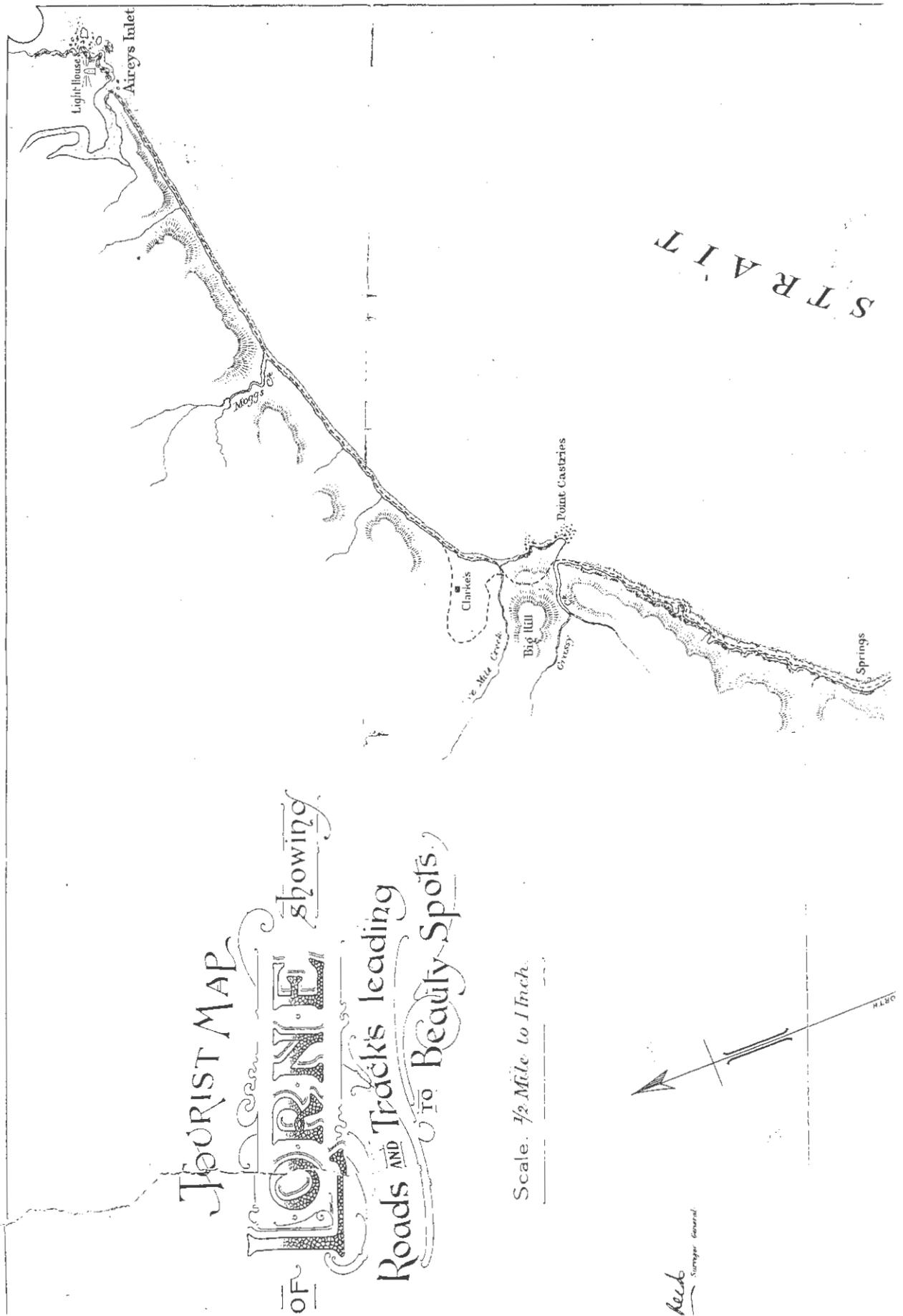


Figure 7 A detail from the 1913 Lorne Tourist map. The Split Point Lighthouse is in the top right corner of the map. Source: State Library of Victoria.



Figure 8 An early photograph of the farming township of Aireys Inlet (date unknown). The lighthouse is visible on the horizon. Source: Lighthouse Tearoom and Gallery, Aireys Inlet.



Figure 9 Golfers at Aireys Inlet, the Noble and McMullan families in January, 1910. Sources: Lighthouse Tearoom and Gallery/The White Queen.

the name to Eyrie, with confusion later caused by the similarity to the other landholders' names.²⁰

Aireys Inlet did not prosper as a farming community and slowly began to rely upon the tourist trade, the township revolving around the lighthouse when it was constructed in 1891. In the two years following, the Anglesea/Aireys Inlet Progress Association was formed, the school and post office opened, church services began and a permanent track was requested from Lorne to Aireys Inlet. From the outset the lighthouse was seen as a tourist attraction and was considered to be one of the places of interest to visit in the area (Fig. 7).

The Aireys Inlet school, as with the township in general, appeared to rely on the lighthouse families. The school opened in 1893, two years after the construction of the lighthouse in 1891, and when the latter became automated in 1919, the school had closed two years previously. A local resident, Mr. Ray Clarke, reminisced in 1984:

There were twenty three children when I started in about 1909, but only three after the lighthouse families went ... the closing of the lighthouse as a manned station made a big difference to Aireys.²¹

2.7 Lighthouse Construction

Lighthouses were generally constructed in two ways: on rocks, shoals etc. which were exposed to the force of the sea (wave-swept towers) or on land, as with the Split Point Lighthouse.²²

2.7.1 Concrete Lighthouse Construction

According to Miles Lewis, concrete was first used in lighthouse construction in the late 19th century, initially to stabilise the tower, then as a foundation and lastly for the complete body of the structure. Lewis states that the Port Adelaide Lighthouse (1865-69) was to be constructed from a wrought iron cylinder filled with Portland Cement, but was uncertain as to whether it was actually completed by this method.²³ The North Reef Lighthouse, Queensland (1877-78) had a concrete base, as did the Ulladulla Lighthouse, New South Wales (pre-1889).²⁴ The Green Cape Lighthouse, New South Wales (1881-3) had an octagonal shaft constructed from concrete with a bluestone gallery. This was claimed to be the largest concrete structure in Australia at the time of construction.²⁵

In 1889 the Cape Everard Lighthouse, Victoria, was constructed from concrete rubble to allow a curved profile.²⁶ Split Point Lighthouse, thought to be constructed from the same method, was constructed in 1891.

2.7.2 Chance Bros. of Birmingham, Lighthouse Manufacturers

Chance Bros. Ltd. of Smethwick, Birmingham, were the major manufacturers of lighthouse equipment in the second half of the 19th century and were the only operating lighthouse manufacturers in England.²⁷ The firm, initially a glass manufacturer founded in 1824, began to manufacture lighthouse equipment after Trinity House, the English Lighthouse Authority, asked (Sir) James Chance to investigate problems with illuminating the British coastline sufficiently.²⁸ Chance adopted the Fresnel system of dioptric lights and developed a wide range of navigational equipment (Fig. 9). In the late 19th century Chance Bros. were the primary manufacturers of Australian Lighthouse

equipment and, according to Clive Lucas Stapleton and Partners, there are at least 21 surviving Chance Bros. lanterns in Australia.²⁹

The firm ceased manufacturing lighthouse equipment in 1953 after the introduction of automated electric lighting to Lighthouses world-wide, then ceased trading completely in 1989.³⁰

2.7.3 Lighting the Lighthouse

By the early 20th century there were three classes of lighting systems, as follows:

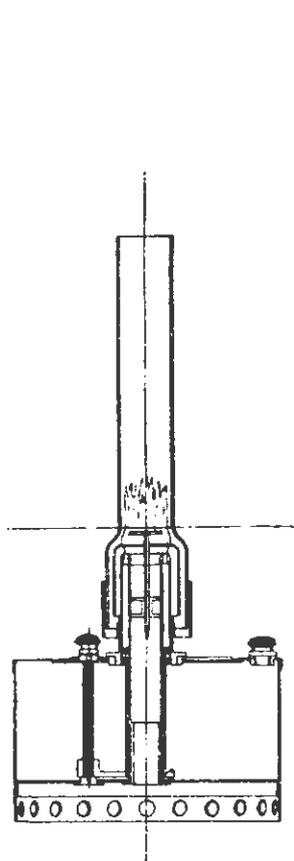


FIG. 19

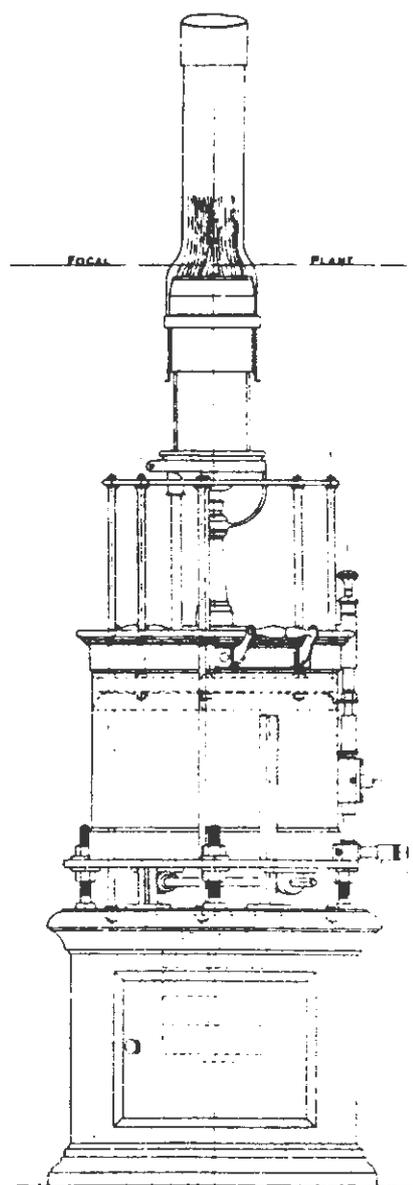


FIG. 18

Figure 10 A Chance Bros. Lantern (right) and ancillary lamp (left), such as those that would have been used at Split Point. Source: The White Queen.

- **Catoptric:** whereby the light-rays reflect from the faces of incidence, including silvered mirrors of plane, spherical, parabolic or otherwise;
- **Dioptric:** where the light passes through the optical glass, resulting in refraction at the incident and emerging faces; and
- **Catadioptric:** a combination of the previous two methods, consisting of optical prisms, in which the light rays suffer refraction at the incident face, total internal refraction at a second face and refraction on emergence at the third face.³¹

The Split Point Lighthouse originally ran on the dioptric system. (Fig. 29)

2.8 The Construction of the Split Point Lighthouse

An application for tenders for the construction of a 'lighthouse, quarters, etc. at Split Point, Aireys Inlet near Louitt Bay' was announced in the Government Gazette on 2 May 1890.³² A preliminary deposit of £15 accompanied the tender, which closed on 22 May 1890, with a final deposit of 5%. Four months later a notice was posted alerting mariners to the lighthouse being erected on the southern extremity of Eagle Nest Point (Split Point) which was to be completed in September the following year.

It was reported by A.R. Musgrove, Secretary, Trade & Customs, Ports & Harbours, that the tower would be constructed of stone and would be 83 feet (25m) high. It was to feature a first order dioptric fixed red light 220 feet (67m) above sea level which was to be visible, in clear weather at a distance of 18 nautical miles. The red light would illuminate an arc of about 153° seaward with an arc of white light illuminating approximately 1 mile off Point Addis to the east, and Cape Paton to the west. An auxiliary white light was to cover a distance of three miles from the lighthouse tower, illuminating an arc of 186° to seaward. This light would be visible to an observer 14 feet (4m) above the level of the sea until within about 3 miles (5m) distant from the lighthouse. The co-ordinates of the lighthouse were given as latitude 38° 12' 10" south, longitude 144° 5' 45" east. A caution was given warning mariners that the white lights were to warn that they were in close proximity to the shore or to the lighthouse.³³

In November 1890 the *Geelong Advertiser* published an article in 'News of the Week' concerning the construction of amenities in Aireys Inlet and surrounds, including an account of the construction of the lighthouse at Split Point:

A lighthouse is being built there (Aireys Inlet) which will also be an attraction. Messrs. Anderson and Sons, of Richmond, are the contractors.

The foundations are 12 feet deep, diameter 32 feet, and built up solid with cement concrete. The walls commence at floor level 6 feet 9 inches thick, and finish at 1 foot 6 inches. About 800 yards of concrete will be used. The contractor has finished about 9 feet of the lighthouse, and intends having the whole completed by the end of January.

In addition to the lighthouse there is a large house containing six rooms and washhouse, for keeper's quarters; two houses, containing five rooms each, for the assistant keepers, a carpenter's shop, oil store, three stall stable, and blacksmith's shop.



Figure 11 An early photograph of the lighthouse complex. Source: State Library of Victoria.



Figure 12 An early photograph of the lighthouse, cottages and store sheds. The lighthouse keepers' families are in the foreground (date unknown). Source: The White Queen.

Messrs. Anderson and Sons experienced many difficulties in the winter months in getting material to the place. At first they tried getting what they required by sea, but the difficulties were too great.³⁴ Now everything is taken by road from Wensleydale, and as fine weather has set in the work will be proceeded with rapidly. The hardwood required is obtained close to the light house, the ironbark there, of which there is an unlimited quantity, being used in preference to redgum.

The work is under the supervision of Mr. Jas Bolton, Government Inspector.³⁵

Seven months later, in June 1891, a second notice to mariners was posted by the Department of Trade & Customs, which reiterated the details of the previous notice.³⁶

The contractors, Messrs. R. Anderson & Sons were from Richmond. Anderson, a stone mason originally from Scotland, was also a leading member of the trade union movement and was one of the 54 men who won the right to an 8 hour day in April, 1856.³⁷ The *Geelong Advertiser* reported in July 1891 that 'an effort was made to have the materials used for the building of the lighthouse conveyed by sea from the metropolis, but that the route had to be abandoned, as the vessel employed in carrying the stuff was wrecked through heavy weather on the coast'.³⁸ The stone was quarried locally at Lookout Hill, west off the Aireys Inlet-Bambra Road, the main road which linked Aireys Inlet with the Wensleydale Railway Station.³⁹

The dome and lighthouse equipment, staircase etc. was ordered from Chance Bros. in England in 1886 for £2,791. The order was for

First Order Fixed Light for 187° in all, comprising central portion of 153° seaward coloured Red, 17°, to eastward White and 17° to westward White. Totally reflecting Dioptric Mirror for the 153° arc. Usual gunmetal framework, castiron service table, column and balcony, 26 oz ruby shades & special gunmetal framework, spare ruby shades. Pressure Lamp of 12 gallons capacity, lampstand, weights, spare piston &/c. Six-wick Trinity Burner, mixed system, tree spare 6 wick burners, Copper ventilator tube iron damper tube with inside and outside gear &/c.

Appurtenances as per list.

Lantern complete of latest improved construction, sheetiron lining, two ranges of ventilators, 3/8th plate glass and spare frames, (60 in all) inclined wrought-iron [sic] standards, usual copper dome of new high type & cowl frame, lightning conductor 100 feet, holland curtains &/c, Red cutting shades.

Balustrade as usual for light iron railing on outer service gallery.

Height of focal plane - 220 feet
Height tower - 83 feet
(Stone Tower)

Dip 397 m/m
In 4 months - Nov. 17:1886⁴⁰

The lighthouse was illuminated in September 1891 and the event was reported in the *Geelong Advertiser*.⁴¹ It was claimed that, although 'the weather was hazy', the 'light [was] a brilliant one ... [and] could be seen from the township of Lorne'.

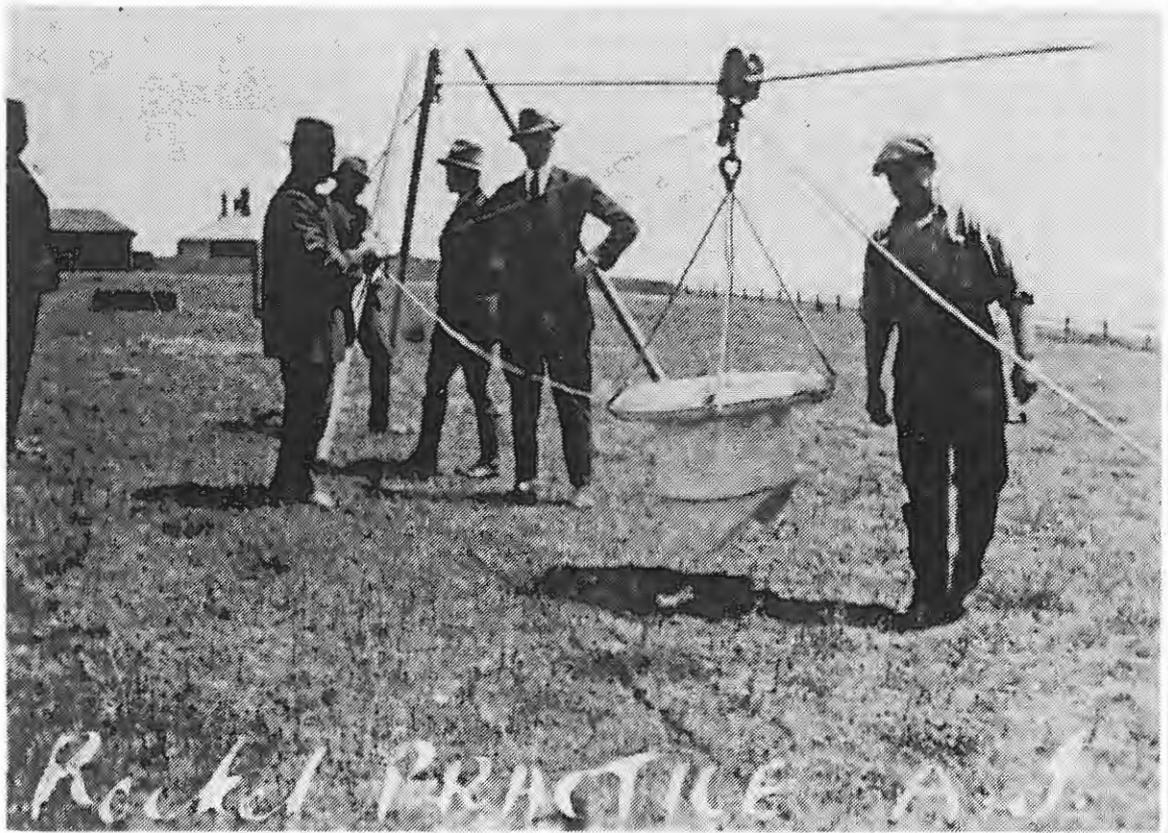


Figure 13 Testing the rocket equipment (date unknown). Source: The White Queen.

The Lighthouse Rocket

The lighthouse rocket (Fig. 13), for saving shipwreck victims, was described in the summer of 1893-94 in the *Geelong Advertiser*, by an unknown source:

I had the good fortune to be present the other day when there was a sort of a practice, a line carried by the assistant some distance off to a fixed pole (which represented the wreck) then the rocket - in imagination - sent the line aboard with instructions to those on board (in English and in French) on how to act; a stronger line, then a rope, and at last a cable, and with the aid of a life-buoy and the working party at the lighthouse the wrecked ones are brought one by one ashore.

Each rocket costs 5 pounds, so real practice is about once in three months.⁴²

The system was almost used in 1902, when the *Inverlochy* wrecked off Aireys Inlet and 'Mr Warner, of the coffee palace, galloped to the scene of the disaster with the rocket apparatus, and made the journey in wonderfully quick time'.⁴³ The rocket was not needed by the *Inverlochy* and it is not recorded that it was ever used in a disaster. The equipment stored at the lighthouse, including 3 rocket lines, 15 Boxer rockets and thirteen Star rockets, was relinquished at the time of automation and its whereabouts from then are unknown.⁴⁴

2.9 The Split Point Lighthouse in the 20th Century

The 1913 Brewis Report on Lighting of the South-East Coast of Australia

In 1913 Commander C. R. W. Brewis R. N. submitted a report on the 'recommendations as to existing lights and additional lights', recommending that control of 12 lights be taken over by the Commonwealth - being Gabo Island, Cape Everard, Clifly Island, Wilson's Promontory, Citadel Island and Cape Liptrap (both under construction by the Commonwealth Government), Cape Schanck, Point Lonsdale, Eagle Nest Point (Split Point), Cape Otway, Griffith's Island and Cape Nelson. Brewis stated that the Eagle Nest (Split Point) Light, which was situated 26 miles from Point Lonsdale and 37 miles from Cape Otway, was in good condition. He recommended that the auxiliary light be discontinued, concerned that 'as red is the colour universally adopted to indicate danger, the colours of the lights at present exhibited at Eagle Nest Point are distributed in a manner diametrically opposed to recognised lighthouse practice, red being shown where white should be, and white where red might reasonably be expected to be found'.⁴⁵ At the time of the report there were three lighthouse keeper's stationed at Split Point; communication was established via the Wensleydale Railway Station, which was 12 miles away, stores were delivered every 6 months and the lighthouse was connected with Aireys Inlet by telephone and telegraph. The report also recommended that:

- An 83 mm incandescent mantle, illuminant vaporised kerosene, be installed, increasing the power of the white light to approximately 35,000 c.p. and the red sector to 8,000 c.p.
- The red glass shades be removed, and a revolving cylinder (actuated by clock-work mechanism) inserted, converting the light from red and white sectors, fixed, to white with red sectors, flashing every 15 seconds (light 3 seconds; eclipse 12 seconds).
- The white inshore sectors be converted to red, by utilising the red glass shades from the main light.
- A more powerful Morse lamp be provided, to ensure efficient communication with passing vessels, which usually pass at a distance of about 6 miles from the light.⁴⁶

The report also stated that the Victorian coastline consisted of approximately 473 miles (760 km) long and therefore the proportion of coastline per lighthouse was 47 miles (76 km).⁴⁷

Automation of the Split Point Lighthouse

Before 1919 the Split Point Lighthouse, which was then lit by vaporised kerosene after the 6-Wick Trinity Burner had been replaced in 1904 to increase the range of the lighthouse. Previously the vaporised kerosene gave out light of approximately 20,000 candle power through the white and 5,000 candle power to the red sectors. Following Brewis' report, an 83 mm incandescent mantle, illuminated with vaporised kerosene, was installed by October 1919, increasing the power of the white light by 175% and the red by 160%.⁴⁸

The lighting remained unchanged until 1972, when the lighthouse was converted to electricity. The light source is now a 1,000 watt tungsten halogen lamp with a 21 nautical mile range.⁴⁹



Figure 14 The lighthouse after automation. Source: The White Queen.

2.10 Keepers of the Light

Lighthouse Keepers at the Split Point Lighthouse

Contemporary with the construction of the lighthouse, a head keeper and assistant keepers' cottages, stables and a store workshop were also erected (Fig. 33). Lighthouse keepers included George Bardin, who was recalled as spending his time 'making a suppercloth! He had coloured cottons, and he was doing his fancywork up there inside the top room of the lighthouse!'⁵⁰ Bardin's other hobbies included creating model ships and towns in bottles. Bardin, who originally came from the Channel Islands, from which his uncle 'shanghaied' him, had a remarkable life. On the way to Australia, he fell from the crows nest on board ship, breaking his legs, and was finally abandoned by his family while in the Williamstown Hospital, where rats ate away part of his heels.⁵¹

Other keepers included George Stevens (1893-96), Samuel Buse (1899-1902), Henry Cohen Stafford (1910-1915), and Richard Baker (1915-1919). Baker, whose salary in 1919, including rent, was £216, actively maintained a social life while maintaining the tower. He scratched a hole in the black paint on the rear of the lantern so that he could see a thin shaft of light pierce it from the local pub, allowing him to keep an eye on the light while having a beer. As with the previous keepers, when Baker left the lighthouse at the time of automation it was an occasion for a party, including the presentation of gifts for Baker and his family.⁵² The evening was reported in the *Geelong Advertiser*:

a very pleasant social evening was held at the Inlet Hotel, where many friends gathered together to bid au revoir to Mr and Mrs Richard Joy Baker on their departure from Aireys Inlet ... at 11 o'clock the following presentations were made:-

A handsome silver shaving set to Mr Baker; a beautiful leather travelling case to Mrs Baker, and a gold boomerang brooch to Miss Beryl Baker.⁵³

In addition, flowers were presented to both the female Baker's and music and games were played by all until supper and speeches at 11:30 when the evening was terminated with a rendition of the National Anthem and 'Auld Lang Syne'.⁵⁴



Figure 15 A lighthouse keeper and his daughter, outside the Assistant Keeper's cottage (date unknown). Source: Lighthouse Tearoom and Gallery, Aireys Inlet.

The Lighthouse Ghost

According to Carr and Cecil, the lighthouse has ghostly connections:

a pretty young girl who calls to men from the surf to join her, who has even been said to come up out of the sea to catch hold of a man and try to pull him back with her: an unhappy spirit who needs a man to come down into the ocean before she can find her rest.⁵⁵

The ghost is said to be a keeper's daughter who drowned on a fishing excursion with her father after he discovered that she was pregnant. The tragedy was not documented and its truth is not known.⁵⁶

The Lighthouse and Popular Culture

The Split Point Lighthouse was featured in the movie *Mad Max*, the lighthouse beyond the dunes that served as Max's home. Arthur Upfield hides a body in the lighthouse cupboard, formerly the auxiliary light, in *The Clue in the Shoe*. The lighthouse also featured in television productions *Alpha Scorpio* and *Dead Man's Float*,⁵⁷ and, more recently, the Australian Broadcasting Commission children's serial *Around the Twist*.

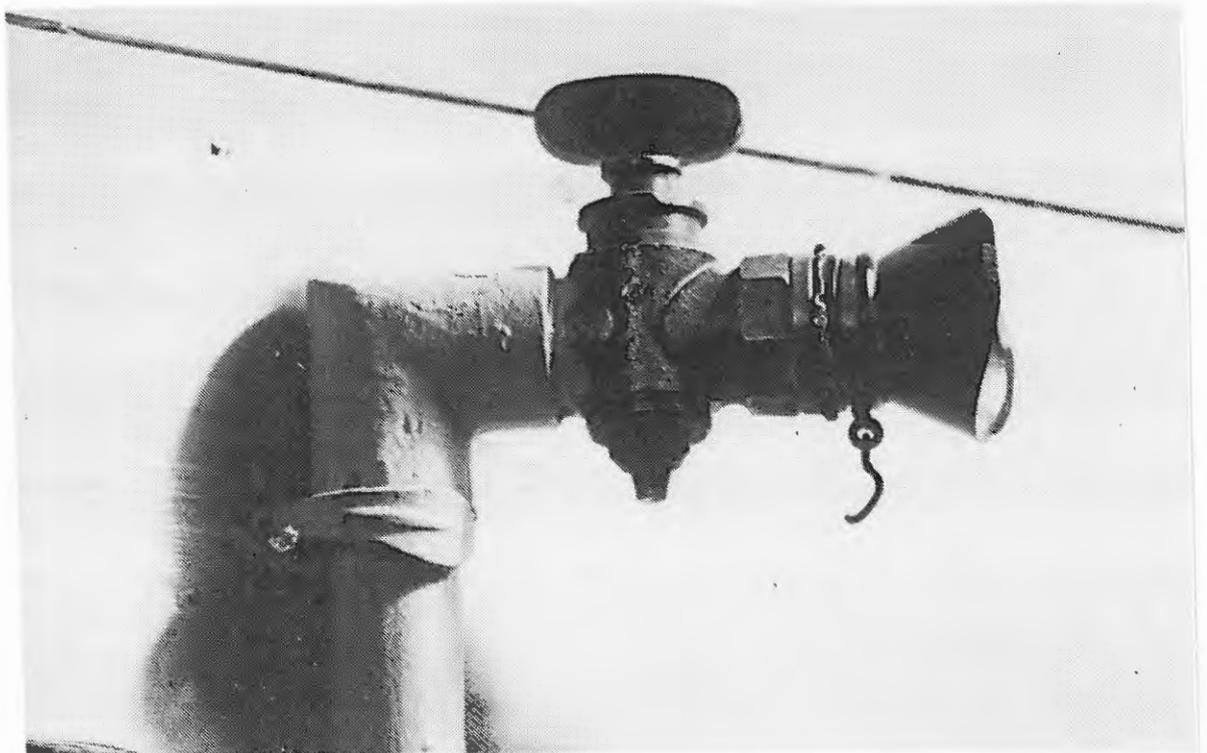


Figure 16 *The speaking tube in the head lighthouse keepers cottage (1985).*
Source: The White Queen.



Figure 17 The lighthouse with its signal tree (date unknown). Source: The White Queen.

2.11 Lighthouse Communication

Communication between the Lighthouse Keepers

A speaking tube extended from the lighthouse to both lighthouse keepers cottages. A whistle was blown down the tube when the keepers wished to contact with one another. An extant tube is in the bedroom of the head lighthouse keeper's cottage and also the assistant keeper's cottage (Fig. 16).

Communication to Land

The lighthouse was connected to Aireys Inlet and Lorne by telephone in 1892. From there communication was largely by telegraph. The telephone provided not only communication but also entertainment as Miss Ada Smith, the telegraph mistress allowed that in the evening, when work was done, conversations of lengthened duration are kept up by the managers, and sometimes they have concerts, the words of songs, the airs, and

voices of the singers, being plainly discernible. A music box was attached to the telephone at the other end, and was heard at the Otway.⁵⁸

Communication to Sea

The lighthouse communicated to passing ships in one of two ways. At night an acetylene Morse lamp was used, with a signal tree by day, a T-shaped flagpole system (Fig. 17). The Split Point Lighthouse did not have a Lloyd's Signal station, nor a storm signal system, which could be found at other towers such as Gabo Island, Cape Otway and Cape Nelson.⁵⁹ Instead, lighthouse keepers had to be conversant with signals as they were detailed in the British Signal manual.⁶⁰

2.12 Subdivision of the Lighthouse Reserve

The Lighthouse Reserve was subdivided in 1935, after the cottages had been leased for a number of years, by surveyor, A.C. Thoms. Thoms created 13 allotments, centred around the new created Federal Street (Fig. 18). Lots 2, 3 and 4 featured the head keepers' cottage, assistant keepers' cottages and stables respectively.⁶¹ In 1920 the Commonwealth had offered the lighthouse and land back to the state, who had refused them, leading to the subdivision. The buildings were running into disrepair and the cost

SPLIT POINT LIGHTHOUSE RESERVE AIREY'S INLET

**13 VERY CHOICE
SEASIDE ALLOTMENTS**

Well situated
on the cliffs

Will be offered for sale
BY PUBLIC AUCTION
At the Board Room, R.A.C.V. premises,
94 QUEEN ST.
MELBOURNE

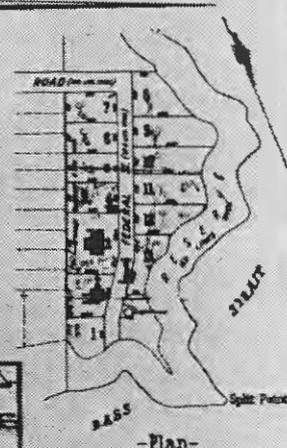
on
**WED.
OCTOBER 23RD 1935
AT 3 P.M.**

— TERMS —

LOTS 1 & 5 WITH DWELLINGS—Deposit £5. Balance payable in eight equal quarterly instalments, (2 years) with interest at the rate of 5 per cent per annum on outstanding balance, payable quarterly.

LOTS 2 & 3 WITH DWELLINGS; LOT 4 WITH STABLES—Deposit 20 per cent. Balance payable in twenty equal quarterly instalments (5 years) with interest as aforesaid.

YEO CROSTHWAITE & Co. Auctioneers, 106 Queen St. Melbourne
— in conjunction with —
F.C. ROADKNIGHT, Estate Agent, 53 Moorabool St. Geelong



— Plan —
Scale 1/10000

Airey's Inlet is located 12 1/2 miles from Lorne on one side, and about 9 miles from Anglesea on the other. Good motor roads from Melbourne and Geelong. Good sandy bathing beaches & rock fishing in vicinity.

TITLE CERTIFICATE
Section 101(1) & (2) of the 1928 Act

Figure 18 A subdivision poster, 1935. Source: The White Queen.

of their upkeep was prohibitive. The balance of the reserve was retained, partially due to residents complaints, and Eagle Rock Parade was eventually created along the west boundary. The store shed was positioned in the centre of the new road (Federal Street) and as such was sold and removed, becoming a holiday home, until it was destroyed in the Ash Wednesday bushfires in 1983.⁶²

3.0 PHYSICAL ANALYSIS

3.1 Introduction

The following analysis of the lighthouse and ancillary buildings is based on an examination of the available documentary evidence, and on a physical survey of the buildings. The principal objective of the survey has been to establish, as far as possible, the extent and intactness of the original fabric and the nature of the alterations and additions that have occurred up to the present day.

3.2 Documentation

The original 1889 drawings for the construction of the lighthouse and ancillary buildings are held by the Australian Maritime Safety Authority. These include plans, sections, elevations and detail drawings of the lighthouse, lighthouse equipment and keepers' cottages, and a site plan showing the layout of the various buildings on Split Point (Appendix E). Other documentation used for this survey include surviving 19th and early 20th century photographs of the lighthouse and associated structures.

3.3 The Lighthouse Precinct

The lighthouse precinct at Aireys Inlet comprises the lighthouse and temporary generator shed, the former head keeper's cottage, the former assistant keepers' cottage, the former stables, and the lighthouse reserve; a narrow strip of land along the eastern coastline, bounded to the west by Eagle Rock Parade (Fig 19).

The lighthouse was originally sited on a reserve of approximately 6.3 hectares, which was considerably reduced after the light was automated.¹ Federal Street was formed c. 1935, providing vehicular access to the cottages which were sold at this time, and runs through the site of the original store and workshop building (Fig 20).

Eagle Rock Parade presently runs approximately north-south, but is shown in a different configuration in an undated aerial photograph of the site. All roads in the Lighthouse Reserve are unsealed. The vegetation is relatively recent, having been predominantly burnt by the Ash Wednesday bushfire in 1983. A number of paths provide public pedestrian access through the Point to the south and west of the lighthouse, one of which leads to the cairn, marking the grave of Thomas and Hannah Pearse, early settlers of Aireys Inlet.

3.4 Split Point Lighthouse - Exterior

Split Point Lighthouse is situated on the southern tip of Split Point, facing Eagles Nest Reef. The 25 metre circular shaft is of concrete rubble construction, rendered and painted white, and is constructed on a concrete foundation. The original drawings show that the tower was originally intended to be constructed of stone; the reason for the change of construction method is unknown.² The building tapers as it rises, terminating with a coved cornice. Above this is a cast iron balustraded gallery and the cylindrical glazed lantern house. The lantern house has a hemi-spherical copper clad roof, painted red, and is surmounted by an orb and weathervane. Early photographs show that both the lantern house and the domed roof were painted a dark colour, most probably red (Fig 21). A mobile telephone tower has been recently fixed to the base of the lantern house.

Split Point Lighthouse

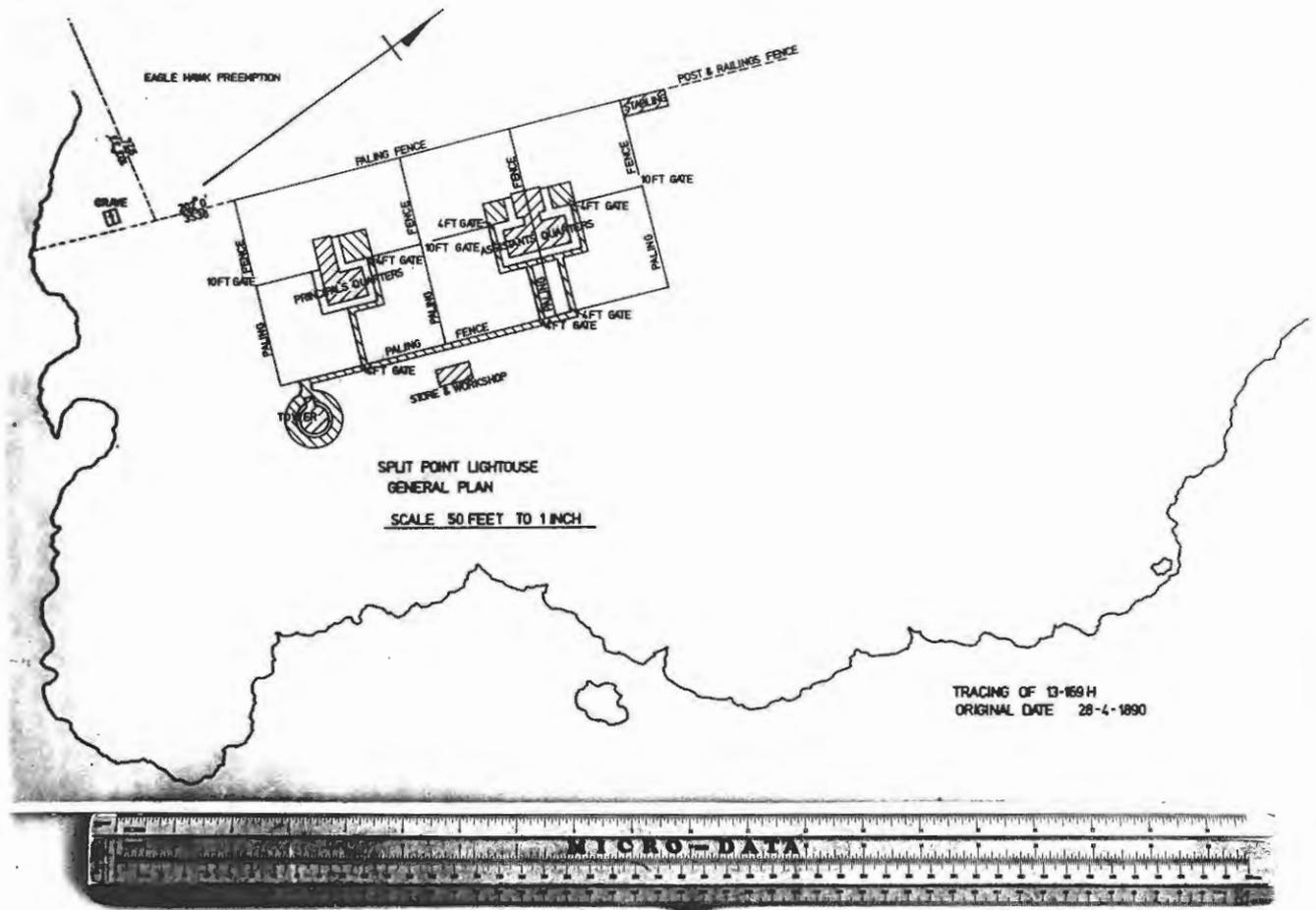


Figure 19 The lighthouse precinct, based on the original 1889 site plan

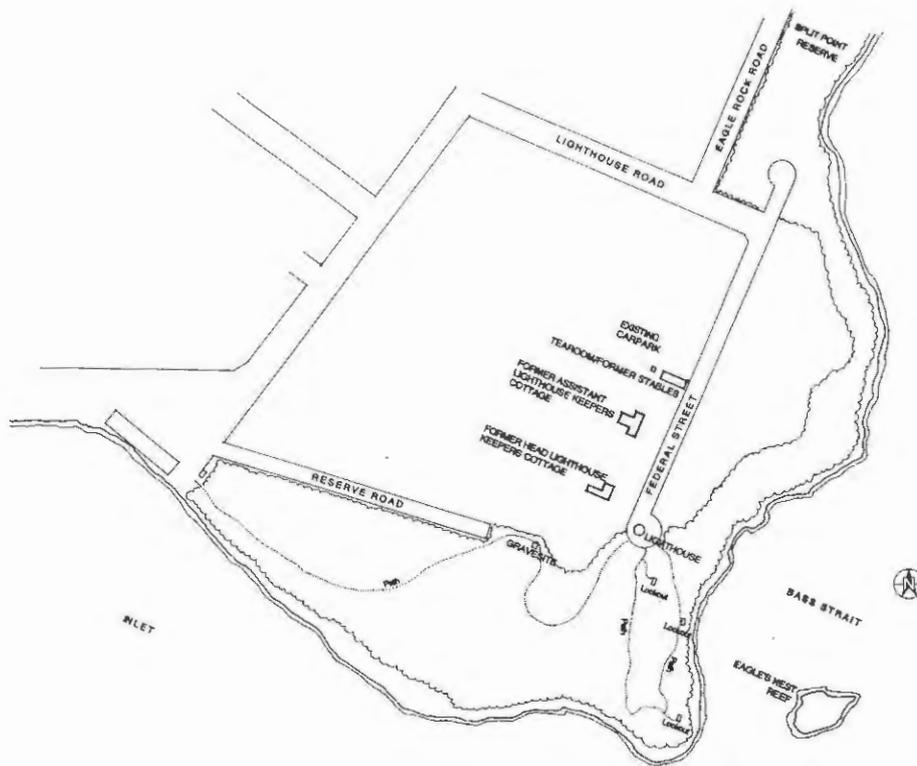


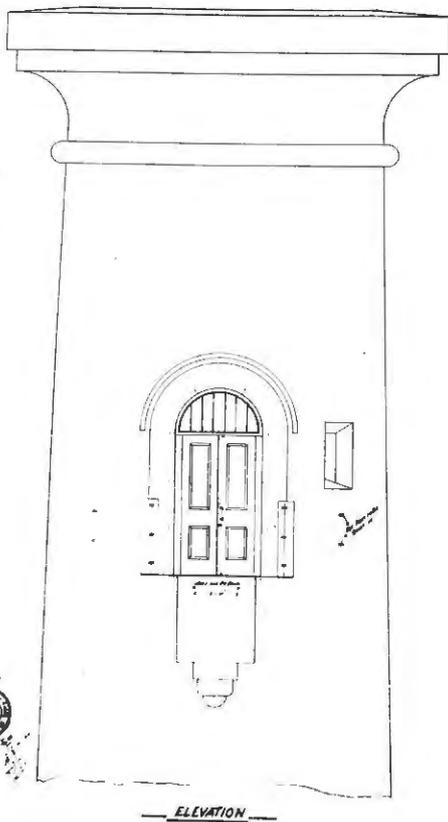
Figure 20 The present lighthouse precinct.



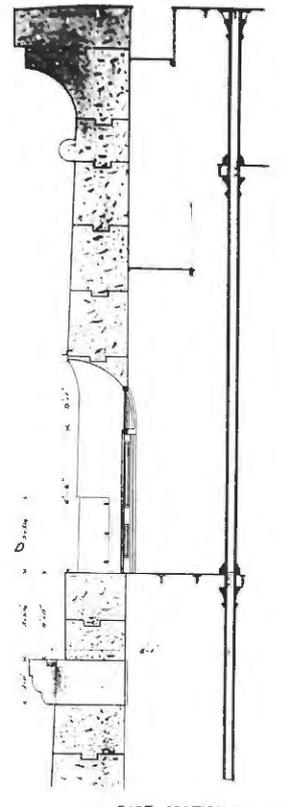
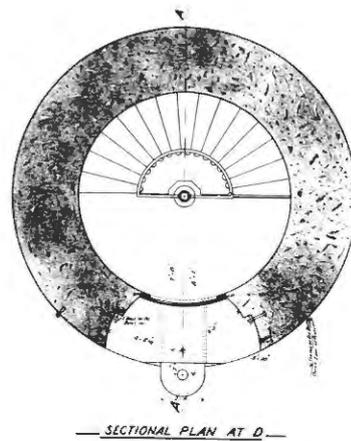
Figure 21 Undated photograph of the lighthouse, showing the red-painted lantern.

SPLIT POINT LIGHTHOUSE

DRAWING NO. 6



DETAILS OF SUBSIDIARY LIGHT



SCALE 2 FEET TO ONE INCH

Figure 22 1889 detail construction drawings of the auxiliary light opening, originally intended to be located at the upper level of the tower.

The tower is punctuated by small rectangular windows which are set within deep splayed openings, which internally lights the stair in addition to affording spectacular views of the coast. The location of auxiliary light opening differs from that shown on the construction drawings, where it is shown at upper tower level, but was constructed at the first landing level (Fig 22). The arched opening for the auxiliary light has been blocked off externally,

A small projecting entry porch abuts the north-west face of the tower, and has a slated gabled roof. (Fig 23)



Figure 23

The lighthouse from the east, showing the entry porch at the base of the tower.

3.5 Split Point Lighthouse - Interior

The interior of the lighthouse is substantially intact as originally constructed. The original circular cast iron stair provides access to the lantern house, and comprises open cast iron risers, solid iron treads, and cast iron rod balustrading (Fig 25). There are four semi-circular cast iron landings, supported centrally by stacked cast iron columns with ornate capitals and moulded bases at each level. The small windows have fixed metal framed glazing. The original cupboard and doorway to the auxiliary light survive at first floor level, located within an arched opening (Fig 26).

Cupboards containing equipment associated with the mobile telephone installation are located within the entrance porch.

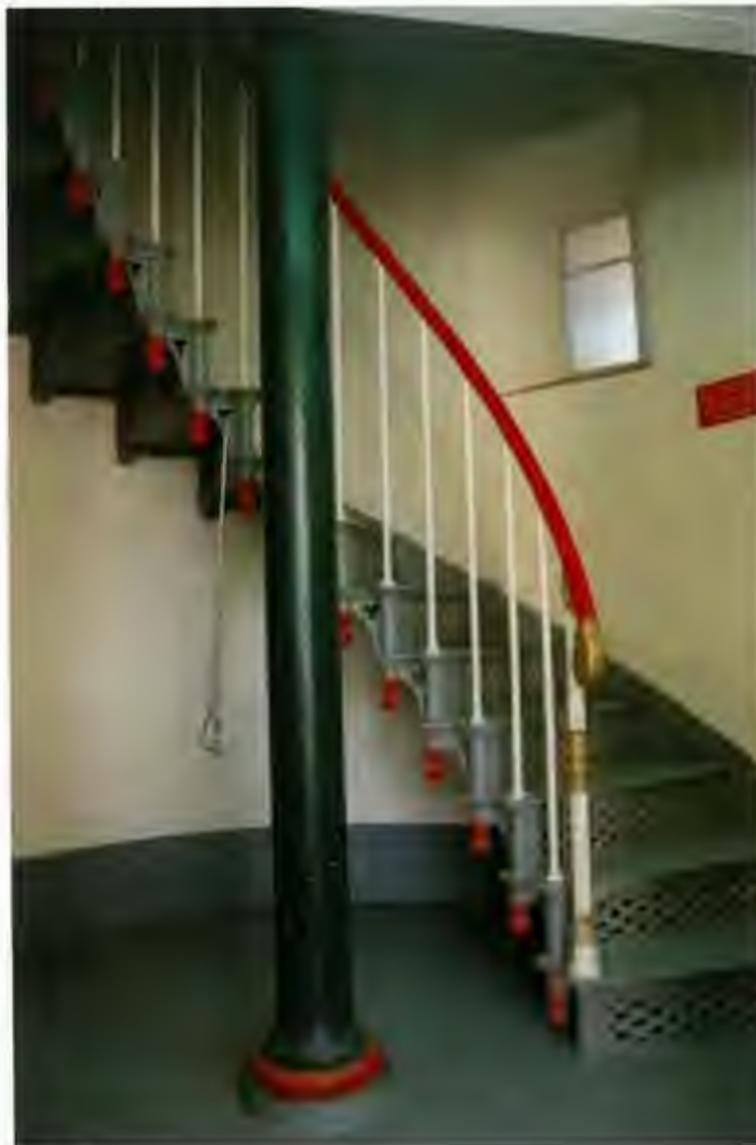


Figure 25 The original circular cast iron stair.

DRAWING N. 2.

SPLIT POINT LIGHTHOUSE
TOWER

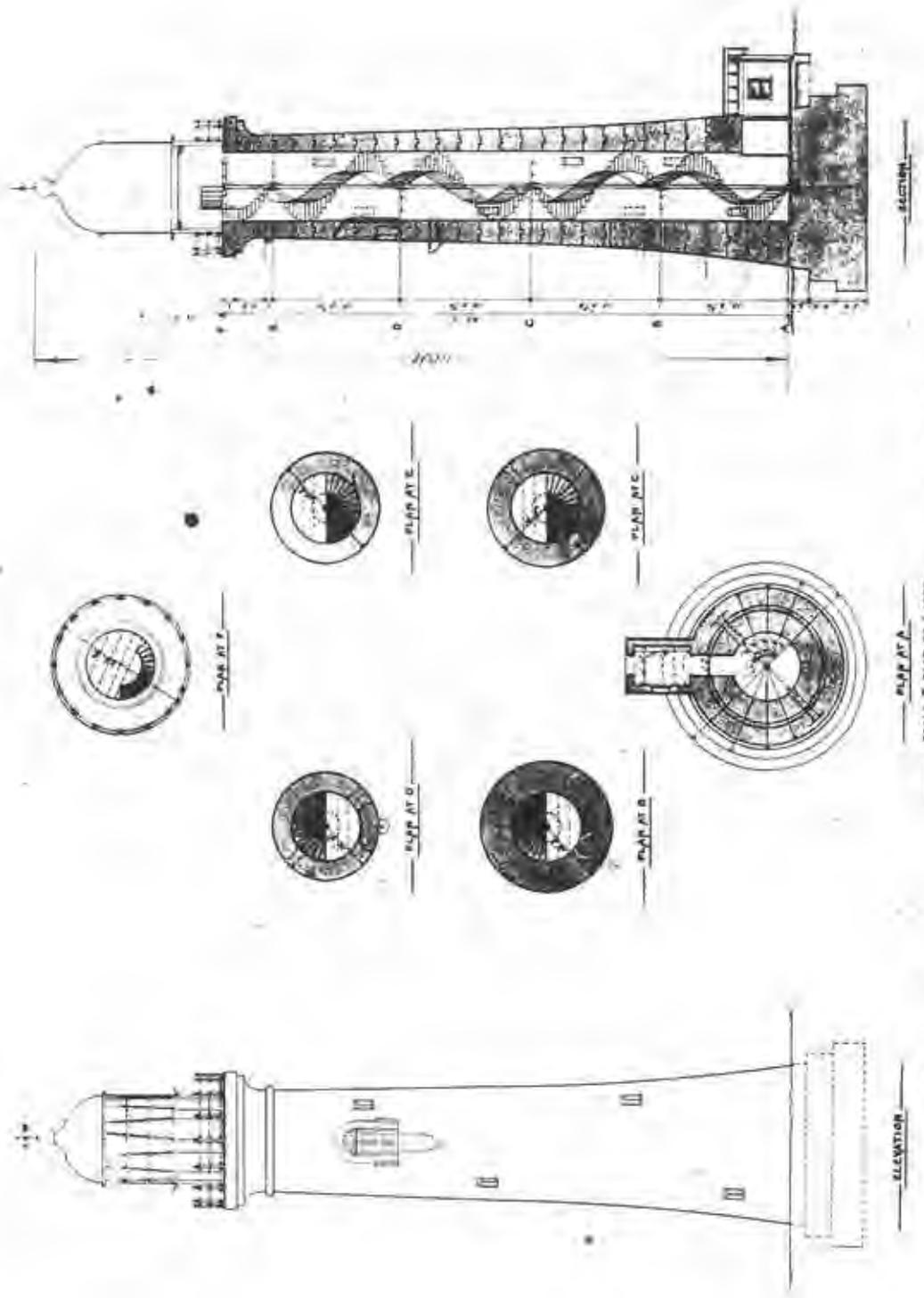


Figure 24 Original construction drawings for the lighthouse, dated 1889.

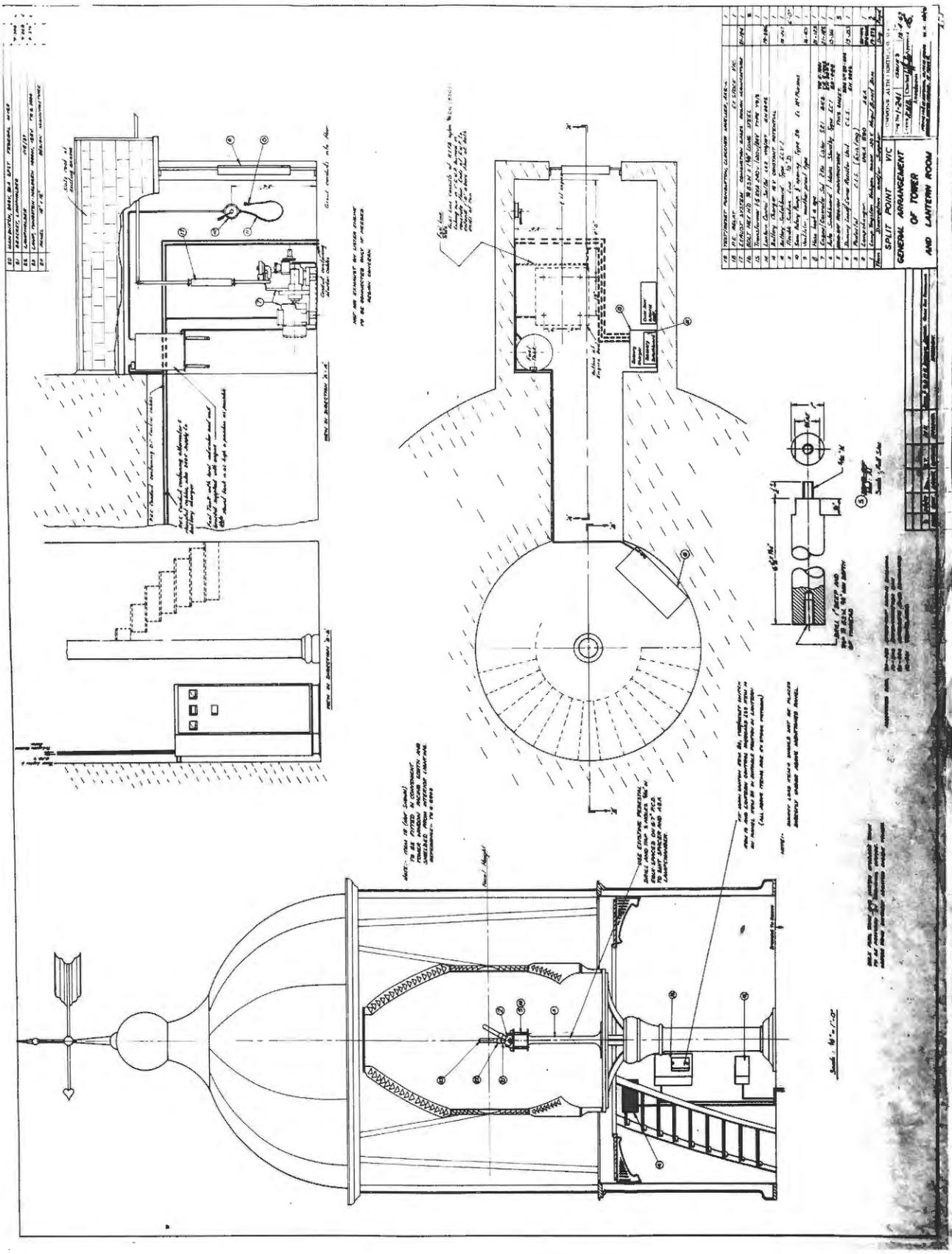


Figure 27 Detail drawings of the Chance Bros. lantern.



Figure 26 *The door opening to the auxiliary light at first landing level. The auxiliary light was discontinued in 1919.*

The lantern comprises two levels (Fig 27) The lower level is accessed via an original narrow varnished timber stair lined with V-jointed boards. A brass plaque with the name of the manufacturer's of the equipment, "Chance Bros." , is fixed to the original central cast iron pedestal supporting the light and lens structure. Walls at this level are lined with sheet metal. A heavy door opens out onto the exterior gallery, which retains the original simple cast iron balustrade (Fig 28). Mesh has been added recently to the balustrading.

The upper level of the lantern room is accessed via a narrow cast iron ladder and a recently added hatch in the floor. The lantern has a cast iron frame infilled with diagonal patterned glazing, except for the north face which is clad with sheet metal. Red perspex sheeting covers narrow sections of the glazing at each end. The original small, circular ventilation covers at skirting level have been painted shut. A narrow, open cast iron floor supported on cast iron brackets runs around the perimeter of the inside of the lantern, and has been extended relatively recently with metal decking. The optic lens and light source occupy most of this level (Fig 29).



Figure 28 The exterior gallery, with original cast iron balustrading and recent mesh infill.



Figure 29 The optic lens at upper lantern level. Note the ventilation covers below the glazing.

3.6 Former Head Lighthouse Keeper's Cottage

The former Head Lighthouse Keeper's Cottage is located to the north-west of the tower, at the south end of Federal Street. The cottage is a single storey weatherboard building, L-shaped in plan, with a steeply pitched hipped slate roof encompassing a deep verandah encircling the building on three sides (Fig 30). The verandah is supported on chamfered timber posts and has carved timber brackets. The three chimneys are of red brick, only one of which has its original terracotta chimney pots. Doors are four panelled, and the original windows are timber-framed, double-hung sashes. A small brick paved courtyard with a concrete water tank and original, or early, water pump exists on the north side.



Figure 30 The east elevation of the former Head Lighthouse Keeper's cottage



Figure 31 The south elevation of the former Head Lighthouse Keeper's cottage.



Figure 32 The pump at the rear of the former Head Lighthouse Keeper's cottage.

The former head lighthouse keeper's cottage is substantially intact externally. Alterations have been made to the verandah, which has been partially infilled variously with V-jointed boards, weatherboarding and large areas of glazing on the north and south sides, and has been paved with concrete.

Internally, the building originally comprised four front rooms separated by a central corridor, with a services wing to the rear (Fig 33). The building retains many original details including cupboards with V-jointed timber doors flanking the fireplace and carved timber mantle in the living room, a speaking tube in the rear bedroom, which originally connected both cottages and the lighthouse, and some of the original furniture including a polished timber table with turned legs, which was sold with the cottage in 1935.

3.7 Former Assistant Lighthouse Keepers' Cottage

The former assistant lighthouse keepers' cottage is a single storey weatherboard building, T-shaped in plan, with similar features to the head keeper's cottage, and originally provided semi-detached accommodation for two assistant keeper's families. A wide verandah supported on chamfered timber posts encircles the house on three sides. The steeply pitched roof is clad with slates, and chimneys are of red brick, most with their original terracotta chimney pots. As with the head keeper's cottage, doors are four panelled and the original windows are timber-framed, double-hung sashes. To the rear are two small brick paved courtyards with concrete water tanks and pumps and brick channels.

The building is substantially intact externally. As with the head keeper's cottage, alterations include the infilling of part of the verandah on the north and south sides with V-jointed vertical boarding. Recent additions have been constructed on the west side.

The building was not inspected internally. The original drawings show that the entrance doors opened directly into the living room, with a fireplace on the party wall. Two other principal rooms, possibly bedrooms, faced east and west, with a services accommodated in a rear wing.



Figure 34 The east elevation of the former assistant lighthouse keepers' cottage



Figure 35 The west elevation of the former assistant lighthouse keepers' cottage

3.8 Former Stables

The former stables is located to the north of the assistant lightkeepers' cottage. (Fig 36) It is a small, single storey weatherboard building, rectangular in plan, with a hipped roof recently reclad with corrugated galvanised steel roofing. Verandahs have been constructed relatively recently on the north and south elevations, and are supported by chamfered timber posts with carved timber brackets, the same as those on the two cottages. There are three vertical V-jointed board doors and three double-hung sash windows on the north elevation.

Although original drawings for the stables do not survive, the building appears to be moderately intact externally. Alterations include the roof cladding and the addition of concrete paving to the verandahs. The chimney on the east elevation has been painted white with a red capping and is believed to have been relocated from a farriers' fire in a tack room.³

A concrete paved eating area exists to the north of the building, as well as a gravel carpark. A small weatherboard structure containing WCs has been recently constructed to the west.

Internally the building has been considerably altered. The building is divided into two sections. The east portion, now a tea-room, has been completely refitted with pine V-jointed lining boards and timber floors. The west portion, now a shop, comprises three bays, separated by timber slab partitions, probably original. The upper walls are lined with recent pine boards. The original timber block floor exists beneath the rubber matting.



Figure 36 The former stables from the east.

4.0 ANALYSIS AND ASSESSMENT

4.1 Assessment Criteria and Methodology

The significance of the Split Point Lighthouse has been assessed against the criteria used by the Australian Heritage Commission and that used by the Victorian Heritage Council. In assessing significance, the methodology used by Dr Jim Kerr has been referenced.¹

4.2 Lighthouses in Victoria

At least 14 lighthouses were built in Victoria from the period of early settlement in the 1830s, and 1913, when the Commonwealth Lighthouse Service was established. These are listed in the following table:

DATE	LIGHTHOUSE
c.1839	Skeleton Lighthouse, Port Gellibrand
1842	Shortland's Bluff Lighthouse
1845	Swan Island Lighthouse
1846	Goose Island Lighthouse
1848	Cape Otway
1857-59	Cape Schanck
1857-59	Wilson's Promontory
1862	Point Lonsdale
1884	Cape Nelson
1884	Cliffy Island
1890	Point Hicks
1891	Split Point, Aireys Inlet
1913	Citadel Island
1913	Cape Liptrap

In assessing the relative importance of the lighthouse a number of comparable structures were investigated. The lighthouses that are most directly comparable to Split Point are those constructed between 1880 and 1890, i.e, Cape Nelson (1884), Cliffy Island (1884) and Point Hicks (1890). Additionally, all of the lanterns on the lighthouses constructed in the first half of the 19th century were replaced with Chance Bros. lanterns, including Cape Otway (1891). These four lighthouses have in common several technical and aesthetic features with Split Point.

4.2.1 Cape Nelson Lighthouse

The Cape Nelson lighthouse is situated at the western extremity of the Victorian coastline. Prior to its construction, the only other lighthouse on the western coast was that at Cape Otway, and, following the recommendations of a report in 1875, the Cape Nelson site was surveyed in 1879 and tenders called in 1882 for the construction of a stone lighthouse tower, two stone cottages and a stables and workshop building.²

The Cape Nelson Lighthouse is a 23.9 metre (73') high tower of basalt construction, painted white. In general form and scale the lighthouse is very similar to the Split Point lighthouse (Fig 37). The building is circular in plan, tapering as it rises, terminating in a coved cornice and surmounted by a glazed lantern house. The 3.6m (11' 10") diameter lantern was constructed in 1883, and, as at Split Point, has diagonal patterned glazing. It has a similar profile to that at Split Point, and is also capped by an orb and weathervane. The cast iron balustraded gallery is likewise similarly detailed (Fig 38). Internally, the tower also retains its original cast-iron staircase.

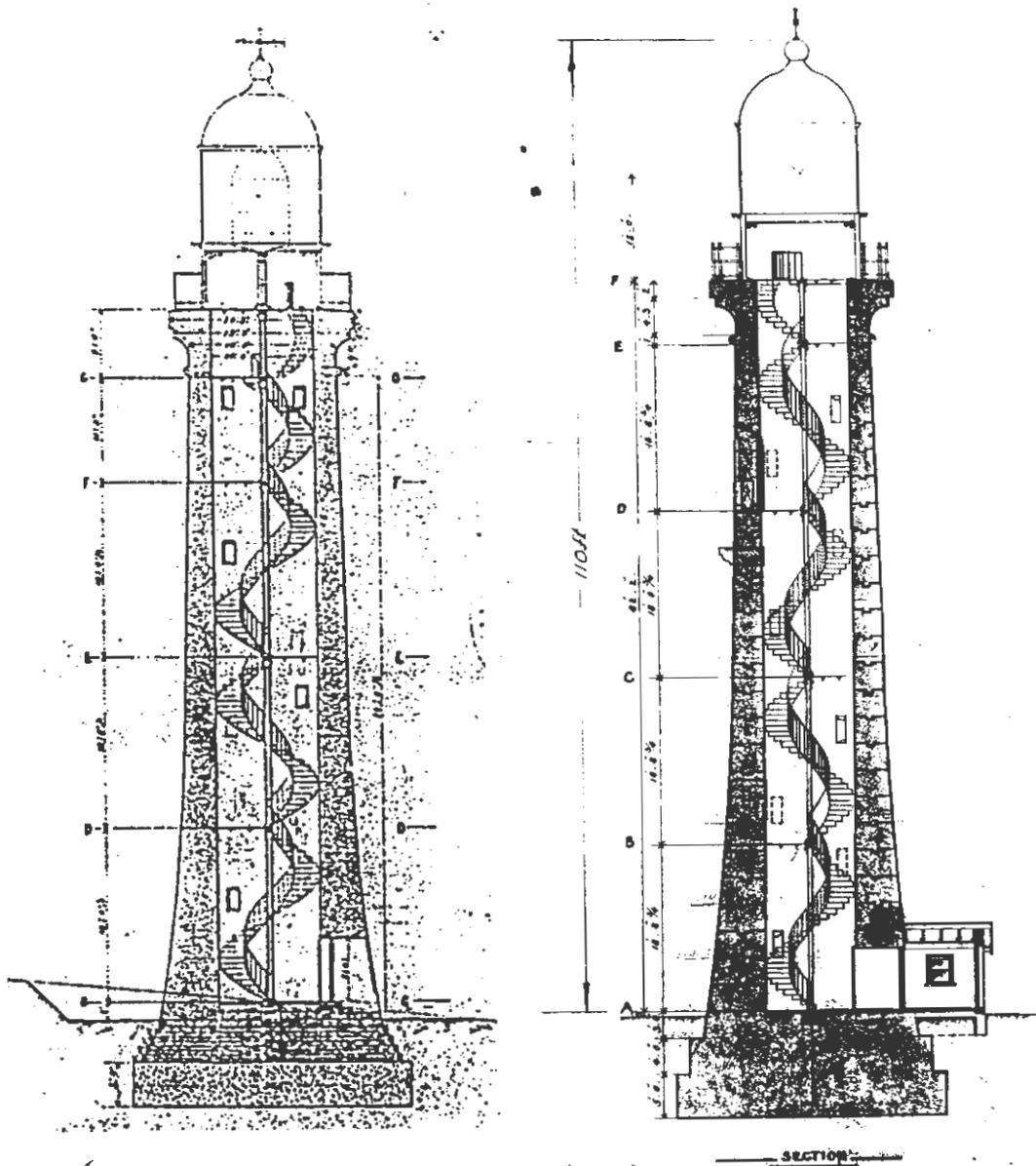


Figure 37 Comparative original drawings of the Cape Nelson and Split Point Lighthouses. The Split Point Lighthouse is on the right. Reproduced from Cape Nelson Lightstation.

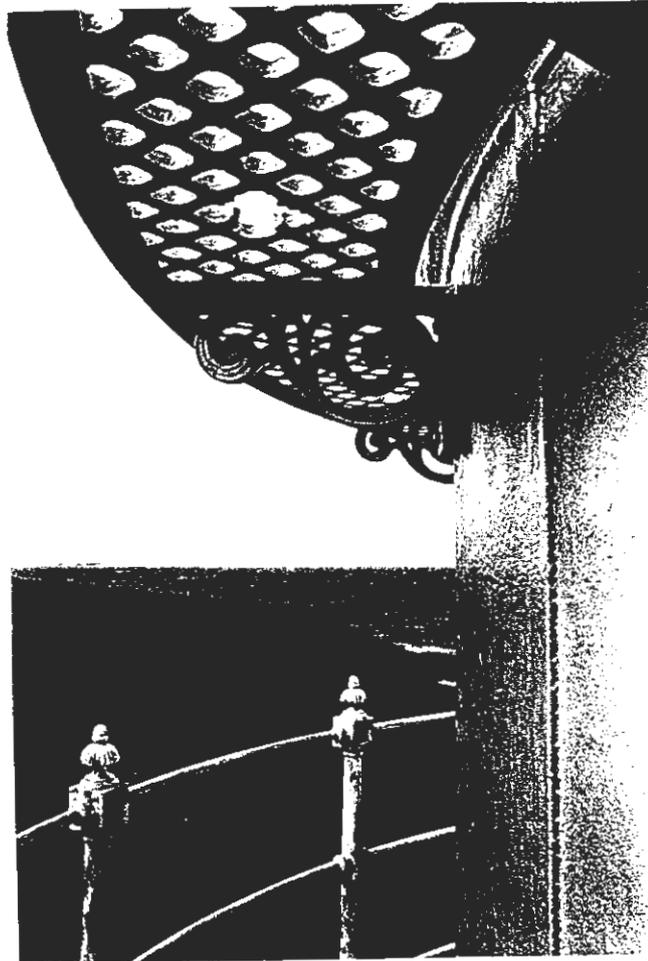


Figure 38 Gallery level at the Cape Nelson Lighthouse (cf. Fig.28). Reproduced from Cape Nelson Lightstation.

Surviving associated structures include the Head Keeper's cottage (c.1883), Assistant Keeper's cottage (c.1883), Assistant Keeper's former kitchens (c.1883), lookout (c.1890), powerhouse (c.1930) and office and workshops (c.1883).³ Later buildings include the fowl house (c.1940) and two garages (c.1990). The Keepers' cottages are of masonry construction, but nevertheless have in common with the Split Point cottages a number of several minor details. Verandahs are supported on chamfered timber posts, with similar carved brackets (Fig 39). Internally, fireplaces have similar carved timber mantelpieces.



Figure 39 Cape Nelson Lighthouse Keepers' Cottage. Note the timber verandah posts and carved timber brackets. Reproduced from Cape Nelson Lightstation.

4.2.2 Point Hicks Lighthouse

The Point Hicks Lighthouse, formerly Cape Everard, is situated on the eastern extremity of the coast of Victoria. As with the Split Point lighthouse, the lighthouse at Cape Everard was one of several new lights constructed on the Victorian coastline following the recommendations of the 1873 inter-colonial Conference of Principal Marine Officers.⁴ The lighthouse was considered necessary to assist in the safe navigation along the Ninety-Mile Beach.

The history of the construction of the lighthouse bears some similarities with that of Split Point. The tower was originally intended to have been constructed of stone, and contract drawings were prepared by the Public Works Department, signed by Frederick M. Hynes.⁵ (Fig 40). The tender prices of 1886, however, greatly exceeded the original government estimate. A decision was made to erect the tower in concrete, after an option to construct an iron tower had been rejected.⁶ Following difficulties in getting materials to the remote site, the lighthouse was eventually completed November 1889.

The design of the tower is very similar to that at Split Point. The white-painted tapered tower is circular in plan, punctuated by small openings and terminating in a coved cornice. The lighthouse also had an auxiliary light, situated within an arched opening at the upper level of the tower, as had originally been envisaged for the Split Point tower (Fig 41). The Chance Bros. lantern is near identical to the Split Point lantern, having a cast-iron frame with diagonal patterned glazing, and surmounted by a hemi-spherical dome with an orb. The tower originally had a similar gabled entrance porch, demolished in 1938.⁷

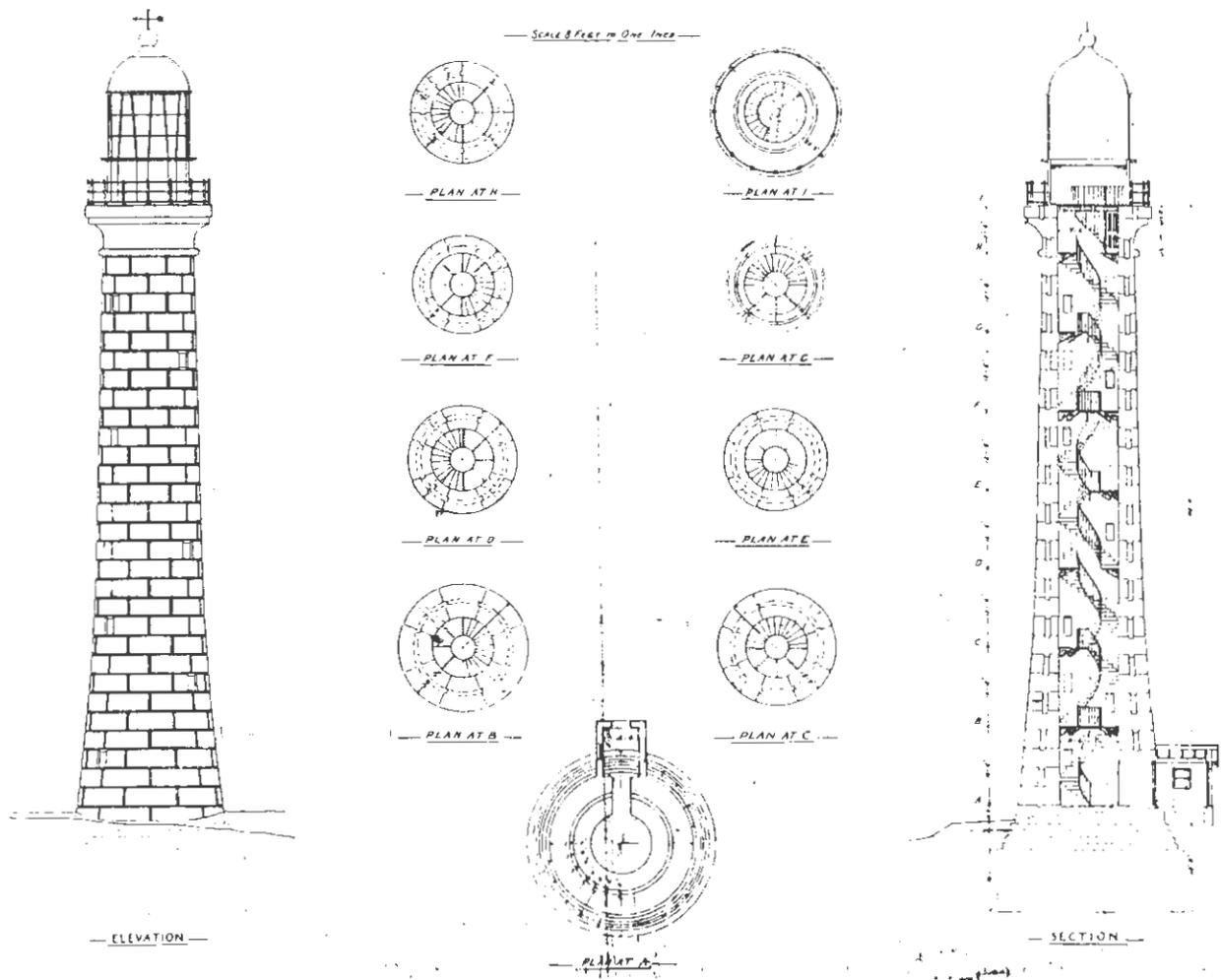


Figure 40 The original contract drawings for the Point Hicks Lighthouse, with similar lantern, gallery, coved cornice and gabled entrance porch to the Split Point Lighthouse. Reproduced from Point Hicks Lightstation.



Figure 41 *The Point Hicks Lighthouse, photograph dated 1975. Note the original auxiliary light. The balcony has since been removed. Reproduced from Point Hicks Lightstation.*

Internally, the tower contains a cast iron circular stair with similar balusters, treads, risers and handrails to those at Split Point. The lantern has two levels, the upper level containing the original 920mm focal radius Chance Bros. lens. The exterior upper cast iron gallery is also of a similar design to the Split Point gallery and was probably supplied by Chance Bros.

Also surviving at Point Hicks are the original head lighthouse keepers' cottage, the assistant lighthouse keepers' cottage, two coal sheds, a workshop/office and two store buildings. The two keepers' cottages bear many similarities to those at Split Point and are probably of a standard design. The head keeper's cottage has a similar L-shaped plan form, except in mirror image, and has similarly detailed timber verandah posts and brackets (Fig 42). Likewise, the assistant keepers' cottage is T-shaped in plan, with similar timber verandah

CAPE EVERARD LIGHTHOUSE
POINT HICKS PRINCIPAL'S Q'ARTERS

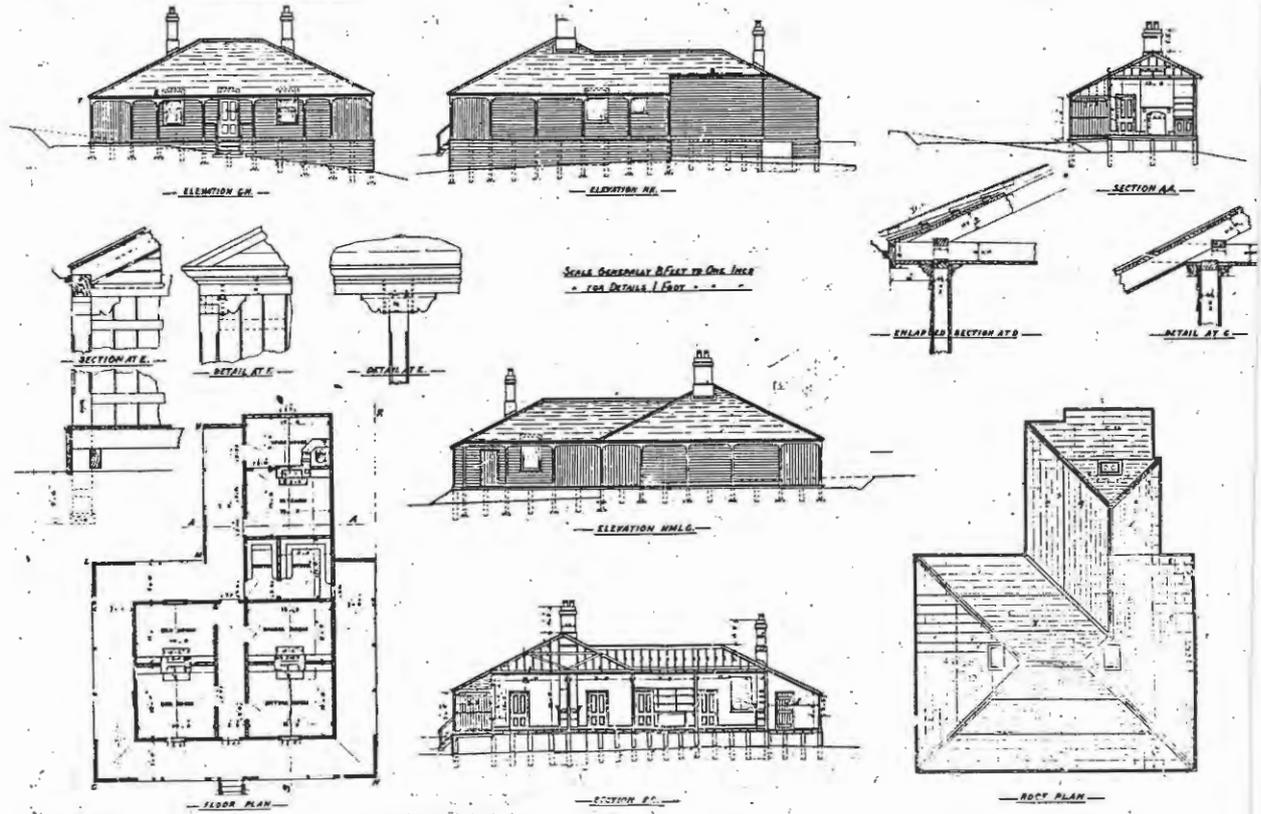


Figure 42 Original drawings of the weatherboard Head Lighthouse Keeper's Quarters. Reproduced from Point Hicks Lightstation.



Figure 43 View of the assistant lighthouse keepers' quarters, of a similar design to the cottage at Split Point. Reproduced from Point Hicks Lightstation.

4.2.4 Cape Otway

Cape Otway was one of four locations identified by a select committee of the New South Wales Legislative Council in 1845 as suitable sites for the erection of lighthouses. Cape Otway is located at the southern extremity of the Victorian coastline, and a lighthouse at this point was considered necessary to assist the safe passage through Bass Strait.¹¹ After a land route through to the Cape had been discovered by Superintendent La Trobe in October 1845, the site was surveyed and the lighthouse tower designed by the Colonial Architect of New South Wales, Mortimer Lewis. Tenders were called in 1845.¹² Following a period of difficulties with the original site, and then with the original contractors, the circular stone tower and keeper's cottage was completed and in operation by August 1848. Additional buildings were constructed in 1857.¹³



Figure 45 Cape Otway Lighthouse, constructed 1848, with 1891 Chance Bros. lantern.

The original lantern at Cape Otway was replaced in 1891 with a 3.7m (12'2") diameter cast iron Chance Bros. lantern.¹⁴ As at Split Point, it has diagonal patterned glazing, hemispherical copper clad dome and an external gallery with simple cast iron balustrading (Fig 45). The optic lens, also by Chance Bros., survives, and is of five groups, each with three panels¹⁵ (Fig 46).



Figure 46 Cape Otway lantern interior, with original Chance Bros. optic lens.



Figure 47 Cape Otway Lighthouse: cast iron gallery.

The various stone outbuildings at Cape Otway, including lighthouse keepers' quarters, workshop and signal station, are of early construction and are not comparable to those at Split Point. Cape Otway is thought to have one of the largest and oldest collection lighthouse keepers' quarters and associated structures in Australia.¹⁶

4.3 Conclusions

From this brief overview it is clear that there was a good deal of standardisation in relation to the design and fitout of lighthouses in the 19th century and that the Split Point Lighthouse is not unique in terms of design or technology, when compared with other surviving Victorian lighthouses of the same era. Additionally, other lighthouses also have similarly intact groups of associated structures such as keepers' cottages, stores etc. Split Point must be viewed within the context of a coastal navigational system which exhibited distinctive function requirements and features which were common to all at a generic level. Many of these features survive at a number of lighthouses.

Technology

Intact Chance Bros. lanterns survive at Cape Nelson, Point Hicks, Cape Otway and Cliffy Island. The lanterns all have cast iron frames, diagonal patterned glazing and, with the exception of the Cape Otway, all have hemi-spherical copper clad domes capped with orbs. According to Clive Lucas, Stapleton & Partners, at least 21 other Chance Bros. lanterns are known to survive around Australia.¹⁷

Design

In terms of design those which are most similar to the Split Point Lighthouse are those at Cape Nelson and Point Hicks. These appear to be variations of a standard Public Works Department design, being of similar scale, plan form and section. They are circular in plan, with tapered shafts, terminating in a coved cornice. The cast iron balustrading, galleries, stairs and handrails are all standard items. The Point Hicks Lighthouse has an auxiliary light, similar to the one originally intended for the Split Point Lighthouse, and originally had a similar gabled entrance porch. The Point Hicks Lighthouse was similarly designed of mass concrete.

The Split Point Lighthouse appears to be the last lighthouse designed by the Victorian Public Works Department with these standard features.

Ancillary buildings

The lighthouse complex at Split Point is one of several surviving complexes which demonstrate 19th century aspects of the physical operation of such sites.

The lighthouse building complex at Split Point is one of several which survive in Victoria, demonstrating the nature of 19th century lighthouse operation and keepers' accommodation. The surviving cottages at Point Hicks are most similar to those at Split Point, being of weatherboard construction and with similar plan forms and details.

Summary Conclusion

Split Point Lighthouse therefore is a representative example of a number of lighthouse stations built along Victoria's coastline which posed a dangerous challenge for 19th century mariners, many of whom came to grief on her shores. The lighthouse complex is neither the most nor the least intact in Victoria.

4.4 Assessment Criteria

- HV A** The importance, association with or relationship to Victoria's history of the place or object.
- AHC A3** Importance in exhibiting unusual richness or diversity of cultural landscapes or features.
- AHC A4** Importance for association with events, developments or cultural phases which have had a significant role in the human occupation and evolution of Victoria.
- The Split Point Lighthouse was one of a number of lighthouses erected in Victoria in response to inter-colonial conference recommendations; several of these conferences were held in the late 19th century to establish Australia's navigational needs.*
- HV D** The importance of a place or object in exhibiting the principal characteristics or the representative nature of a place or object as a part of a class or type of places or objects.
- AHC D2** Importance in demonstrating the principal characteristics of the range of human activities in the Victorian environment (including way of life, custom, process, land-use, function, design or technique).
- The Split Point Lighthouse, with its extant ancillary buildings, is a typical example of Victorian lighthouse construction in the late 19th century. The complex demonstrates aspects of the lifestyle and accommodation of the keepers and their families as well as the physical operation of the site.*
- HV E** The importance of the place or object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features.
- AHC E1** Importance for a community for aesthetic characteristics held in high esteem or otherwise valued by the local community.
- The lighthouse possesses outstanding landmark qualities. The long distance views of the lighthouse from the Great Ocean Road and the surrounding area is of fundamental importance to the appreciation of the towers' character on the coastline.*

- HV F** The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements.
- AHC F1** Importance for its technical, creative, design or artistic excellence, innovation or achievement.
- The Split Point Lighthouse retains intact original Chance Bros. equipment, including the cast iron pedestal and lantern. Chance Bros. were the major manufacturers of lighthouse equipment in the late 19th century.*
- HV G** The importance of the place or object in demonstrating social or cultural associations.
- AHC G1** Importance as a place highly valued by a community for reasons of religious, spiritual, symbolic, cultural, education, educational, or social associations.
- The Split Point Lighthouse has been an integral part of Aireys Inlet for over one hundred years. The tower is of considerable social importance in the context of the local community. It was always, and continues to be, a major tourist attraction.*

4.5 Statement of Significance

The Split Point Lightstation is of contributory historical, technical and architectural significance at state level, and of primary social and historical significance at local level. In combination with other equally intact complexes around Australia, it illustrates lightstation design and practice in the late 19th century.

The lightstation is an important part of the Victorian coastal navigational aid system. Constructed in 1891, the lighthouse is one of four erected in Victoria in the 1880s and 90s, following the recommendations of one of several inter-colonial conferences held to establish Australia's maritime navigational needs. The adjacent surviving weatherboard head lighthouse keeper's and assistant lighthouse keepers' cottages and the stables demonstrate aspects of the lifestyle and accommodation of the keepers and their families and the physical operation of the site. As a complex, the Split Point Lightstation is not unique as other lightstations, such as those at Cape Nelson, Cape Otway and Point Hicks, retain similar extant ancillary buildings; while the towers are variations of a standard Public Works Department design.

Although some of the original equipment has been replaced, externally and internally the lighthouse is largely intact. It is one of several in Victoria to retain its original Chance Bros. equipment, including the cast iron pedestal and lantern. The lighting equipment has been replaced several times, each time reflecting a change in lighting technology.

Historically, the lightstation is of primary local significance. In the late 19th and early 20th centuries, the lighthouse keepers' families were integral to the prosperity of the township of Aireys Inlet, and the tower continues to provide an important local focus. Like all lighthouses, the tower possesses considerable landmark qualities, dominating the immediate coastal area and featuring prominently in key long distance views from the Great Ocean Road. The tower has always been a tourist attraction in Aireys Inlet.

5.0 MANAGEMENT PLAN

5.1 Introduction

The following conservation policy and management plan has been developed on the basis of the evaluation of the heritage significance of the Split Point Lighthouse and Lighthouse Reserve. The intention of the plan is to provide direction in the future use, conservation and management of the lighthouse, the reserve and associated significant elements and to provide guidance as to how the place may best operate as an ongoing tourist attraction.

This policy should be subject to periodic review which, excepting a substantial change in circumstance, should normally occur at not less than five yearly intervals.

5.2 Current Lighthouse and Reserve Usage

The Split Point Lighthouse is currently closed to the public internally and is in use as a navigational aid by Australian Maritime Safety Authority and any other function of the structure will need to address the restrictions that this imposes. It also houses mobile telephone equipment installed by Vodaphone . The site is accessible by road from Federal Street, and via a series of walking tracks from Reserve Road and along the cliff frontage, which have been created by the Surf Coast Shire Council. The reserve has been re-vegetated since the bushfires in 1983. The former keepers' cottages and stables are privately owned, as are the more recent houses constructed to the east of Federal Street.

5.3 Conservation Policy

The elements identified as being of significance should be conserved in accordance with the principles of the Burra Charter and the strategies set out in this report.

Split Point Lighthouse was initially designed as a navigational aid in Bass Strait by the Public Works Department, and actively continues to retain that function. Historically it has been inextricably intertwined with that of the township of Aireys Inlet, providing the bulk of the local school population while it was a manned station, having a key position in the economic and social life of the town and historically having been a regional tourist attraction and key coastal landmark. To ensure the continued conservation of the lighthouse and reserve, it is desirable that some elements be upgraded, that new ones be introduced in a manner which harmonises with the existing attributes. Essentially the area immediately surrounding the lighthouse should be kept free of structures as should the area in front of the head lighthouse keeper's cottage so as to maintain the unencumbered view along the cliff tops (See Fig. 48). Elsewhere the design, siting, views, scale, mass and orientation, materials, colours and textures of any new structures should be carefully considered to ensure that they are sympathetic with and appropriate to their proposed setting. This is particularly critical in the case of new residential development on the private land along Federal Street and Reserve Road.

While there is no requirement to design anything new in accordance with either a specific historical or modern style what should be aimed at is innovation and good quality design which maintains the integrity of the existing historical landscape and which elicits a sensitive response to the context in which new elements are placed. In this regard there should be a conscious attempt be unobtrusive and to blend into, rather than stand out from, the landscape and colour and vegetation should be carefully considered in relation to new design.

In managing the reserve in the future, the relationship between individual elements and the reserve as a whole needs to be consciously addressed, as does the interface between the visual relationship of the lighthouse and the surrounding area. Similarly the interface between Federal Street, Eagle Rock Parade and Lighthouse Road should also be carefully considered in relation to fencing, plantings, traffic management and the like.

In addition, a new management regime should be considered which better copes with maintaining and reinforcing the cultural values of the precinct and which focuses on cultural tourism. This approach would retain the fundamental character and form of the lighthouse and reserve while allowing for change to meet current and future user requirements which at this point in time consist primarily of A.M.S.A.'s requirements, tourist management and infrastructure and Vodaphone's mobile phone network requirements.

5.4 Implementation Strategies

The following strategies have been developed to satisfy the above principles and to achieve the above aims and goals they need to be implemented.

5.4.1 Significant Surviving Elements

Retain significant surviving elements, that is the lighthouse and original lighthouse equipment, head lighthouse keeper's cottage and original fittings and fixtures, assistant lighthouse keepers' cottage and original fittings and fixtures, stables and original stall rails, cairn and the extent of the reserve.

Each of these elements is of primary significance in relation to the place (site) overall and further alterations to any of the above should be kept to a minimum externally. Internally they should not have an adverse impact on significant original fabric.

Where possible unsympathetic alterations, such as the large windows to the head lighthouse keeper's cottage, should be reversed to conform with the original and no further such alterations should be made in the future.

5.4.2 Repairs and Maintenance to Significant Surviving Elements

Carry out all future repairs and maintenance to significant elements within the principles established in the Burra Charter.

To ensure that this is done correctly, overall responsibility for these works should be placed under the control of persons with considerable professional expertise and experience in the conservation, maintenance and repair of historic buildings and landscape features.

5.4.3 Use

The Split Point Lighthouse and reserve should be developed and managed to provide an attractive environment for tourism and passive recreation.

The following strategies are intended to support this objective.

5.4.4 Public Access to the Lighthouse and Cottages

Public access to the lighthouse under controlled conditions. Access to the former assistant lighthouse keepers' cottage as holiday accommodation should continue.

Public access to the lighthouse will require certain works to be undertaken for public safety in accord current Australian Maritime Safety Authority guidelines (Appendix F). In addition, these works should be undertaken having regard to 5.4.1 and 5.4.2 above.

The both the head and assistant lighthouses keepers' cottage appear to be well maintained and managed and this should continue.

5.4.5 Management Regime

Consideration should be given to combining the management of the lighthouse (ticket sales etc.) and the tea-rooms (currently privately owned), thereby allowing for toilet facilities and disabled car parking in the area to the rear of the former stables.

Presently it is planned to promote the lighthouse more actively and to allow for visits inside. Logistically this poses several problems eg. the number allowed in at any one time (say 10), the time taken to ascend and descend the stair in addition to time spent looking out from the lantern (say 20 minutes) and the number of staff required to manage visitors from an economic, safety and interpretation perspective. Given these constraints, if visitations are on demand then the potential for queues, bottlenecks and visitor dissatisfaction and impatience is high. In addition, the viability of the operation throughout both high and low tourist seasons would be more viable if staff costs were minimised. In this context, joint management with the tea rooms, located in the old stables, appears to be a good option.

Potentially tickets for set times could be purchased in advance at the tea room, with possible other outlets elsewhere in Aireys Inlet at say the tourist information office, petrol station, newsagent or post office and so obviate the problems identified above. Tours could depart twice or three times each hour and could be adjusted for the season to take account of low numbers in winter and high numbers in summer, daylight saving etc.

The tea room is currently the primary visitor interpretation point and with good contractual management and experienced or suitably trained operators both facilities could be managed as a single operation in the same manner as a museum without either jeopardising the other.

Consideration should be given to the co-ordination of both private and publicly owned elements in the precinct. Visually the precinct should be presented as a whole wherever possible; eg. consistent colour schemes and fencing. Co-originated management should extend to the existing privately owned houses along the east side of Federal Street, which are currently adequately screened by the existing vegetation.

5.4.6 Interpretation and Presentation

Provide suitable interpretation through signage, handouts and good quality merchandise.

The interior of the lighthouse poses difficulties in conducting and speaking to groups because of the confines of the space. To alleviate this it is recommended that a recorded commentary which is audible as visitors ascend the stair be installed. Such a commentary might include oral history, or recorded quotations from people who lived and worked at the lighthouse and which focus on the realities of daily life, eg. the loneliness and isolation, the harshness of the

weather, boredom and dramatic events such as wrecks or World War II observation of shipping movements. This could then be supplemented by a guide speaking in the lantern room.

Presently the tea room has a series of historical photographs mounted on the front wall which attracts interest from visitors. While in some degree quaint, other than for some of the captions which should be upgraded, it is well presented, has an appropriate charm and covers a range of interesting material and its continuation is encouraged. In addition, a free double-sided well designed and written handout should be given to visitors to provide more information on the history and structure of the lighthouse, the reserve and the relationship with Aireys Inlet and coastal navigation.

The painted enamelled sign presently affixed to the lighthouse should be removed from the structure and relocated nearby on a separate specially designed stand. Alternatively a new sign could be prepared. The information shown on the sign, while statistical, is of interest and is different to that found at the tea room. In future signs should not be affixed to either the exterior or the interior of the lighthouse.

The existing trail markers and directional signage are unobtrusive and therefore appropriate to the site. Perhaps picking up on these basic qualities, elsewhere a suite of signs within a basic style and colour for the reserve could be developed. The size and location could vary depending upon their function and location: directional, instructive, interpretative. Signage which interprets the history of the lighthouse could be erected at key points in the reserve. For example, shipwrecks along the coastline, the history of the keepers of the lighthouse, local flora and fauna, technical information etc.

Most of the merchandise at the tea rooms is of good standard for this type of outlet. Additional merchandise which could be considered are historic post card views (some are already on sale), perhaps including the aftermath of the Ash Wednesday fires and other recent significant events and good quality souvenirs which have some relevance to the site. For example the knitwear from hand spun yarn is suggestive of the type of clothing worn by lighthouse keepers and is also supportive of a presumably local craft industry and is therefore thematically appropriate. Other goods of this general flavour should be considered, if they sell, in addition to the more usual range of souvenirs.

The tea room is well presented, as is the outdoor eating area, and the offerings are of a good standard and appropriate variety.

5.4.7 Toilets

Provide public toilets in the general vicinity of the lighthouse.

Toilets at the tea rooms are only open by request. The nearest public toilets are down at the bottom of Reserve Road and are in need of reconstruction or upgrading. If the management regime suggested above is implemented then the existing toilets behind the tearoom could be extended and upgraded, or new toilets constructed. Separate provision (a cubicle with wash basin) could be included for staff. The existing design is appropriate for the site and could easily be extended.

If the management regime is not implemented, the lessees of the tea rooms could be approached to allow public access to the existing toilets, which would need to be upgraded by the Shire. Alternatively, toilets could be provided elsewhere in the precinct. One option would be to upgrade the existing toilet block on Reserve Road, and/or a new toilet block could be constructed in the Step Beach car park.

5.4.8 Horticulture

Horticultural management strategies should be established to extend and enlarge upon the existing qualities of the reserve.

Originally barren, the reserve is presently considerably landscaped and re-vegetated with natives and provides a pleasant and sheltered atmosphere which varies between Reserve Road and the lighthouse and Federal Street and Eagle Rock Road. Within the denser section between the cliff top track and Eagle Rock Road, are numerous walking paths amongst the dense tea tree. If retention of this landscape does not pose any social problem, its retention and further regeneration of indigenous vegetation is encouraged. If desire paths cause a problem in the future, the addition of discrete wire fencing should be considered to impede public access off constructed paths.

5.4.9 Traffic Management

Remove parking from around the base of the lighthouse other than perhaps for disabled parking if required.

Federal Street is presently the main vehicle access to the lighthouse, its associated cottages and to other residential sites on either side of the road. While access needs to be provided for residents, day visitor cars could be kept out of the area so as to have less visual impact upon the lighthouse setting. Consideration should be given to erecting a barrier in the carriageway south of the tea rooms in a manner which permits residents to drive around it and which is signed to indicate that local traffic beyond it only is permitted. Provision for access by emergency vehicles should also be taken into account. Access for disabled visitors could be arranged at the tea room. Buses should not be allowed south beyond Lighthouse Road. The area is one where the atmosphere in all weathers is part of the visitor experience and a short walk should be encouraged, especially at peak times. However, consideration could be given to some relaxation in inclement weather if this proves to be essential. A concept plan should be developed to address alternative traffic management options. The plan should address key issues and constraints such as retaining key vistas towards and away from the lighthouse and preventing tourist traffic from entering the area immediately surrounding the lighthouse.

Lighthouse visitors could be directed into the parking area beside the tea rooms while additional parking, including parking for beach goers and buses could be along the verge of Federal Street south of Lighthouse Road and in the reserve between it and Eagle Rock Road. The reserved has recently (last 5-10 years?) been landscaped and revegetated with natives including Sallow Wattle (*Acacia longifolia*), Blackwood (*Acacia melanoxylon*), Coast Tea-Tree (*Leptospermum laevigatum*), Coast Beard-Heath (*Leucopogon parviflorus*), Boobialla (*Myoporum insulare*), Narrow-Leaved Bottle Brush (*Callistemon linearis*), Pincushion Hakea (*Hakea laurina*) and Sweet-Scented Hakea (*Hakea suavedens*). The last three are not indigenous to the region. Within this planting there are existing unplanted areas which could accommodate cars and provided that the general landscape quality is maintained for aesthetic reasons some vegetation could be removed to provide suitable car parking. In addition visitors should be encouraged to park along the edge of the inlet and approach the lighthouse on foot from Reserve Road.

The existing turning circle at the end of Federal Street could be connected to Eagle Rock Road to provide a loop and so eliminate the need to reverse buses. Bus parking could be accommodated along the roadside in Federal Street south of Lighthouse Road.

Traffic driving up Reserve Road either turns into a private driveway or ends at a turning circle part way up the hill. All tourist traffic should be discouraged from using the road with the erection of signage at the bottom of the hill indicating local traffic only. This could be reinforced through the provision of parking along the grassed area adjacent to the lagoon. The turning circle should be eliminated and revegetated and a walking track constructed to form a continuous walk from near the Reserve Road toilets to the lighthouse. This would provide an easier and more interesting walk than that up Reserve Road.

Visitors should also be encouraged to approach the lighthouse from more than one route. By erecting directional signage at key points from the highway multiple access routes via Reserve Road and Lighthouse Road would be highlighted and in turn this potentially would reduce congestion and parking problems in Federal Street.

5.4.10 Walking Tracks

Retain and maintain present walking track in the lighthouse reserve and along the cliff top

The present walking track is unobtrusive and well designed to take advantage of key views. Seats are provided at key spots. This track could be extended as required and some additional seating installed for the elderly. Sections of track which could be accessed by the disabled could be marked accordingly. All tracks should continue to be constructed from Granitic sand or similar materials as per existing.

5.4.11 Power Lines

Consider relaying the power lines underground.

The view from the corner of Federal Street and Lighthouse Road is a key view to the lighthouse and is generally the first view that the visitor gets. Presently it is marred by power lines and the relaying them underground should be considered.

The power lines which presently run from the generator to the lighthouse should also be relocated underground or removed, and the generator also removed.

5.5 Statutory Protection

Given that the Split Point Lightstation is in the process of assessment for the Victorian Heritage Register and that it is considered, by Heritage Victoria, to be of 'high heritage value' it is felt that the process is well in train and that no further recommendations are necessary.

In the event that the Lightstation is included on the Victorian Heritage Register, all future works will require permit approval and it is suggested that a list of permit-exempt works, such as regular maintenance and repair and emergency repair works be prepared and submitted to Heritage Victoria for approval.

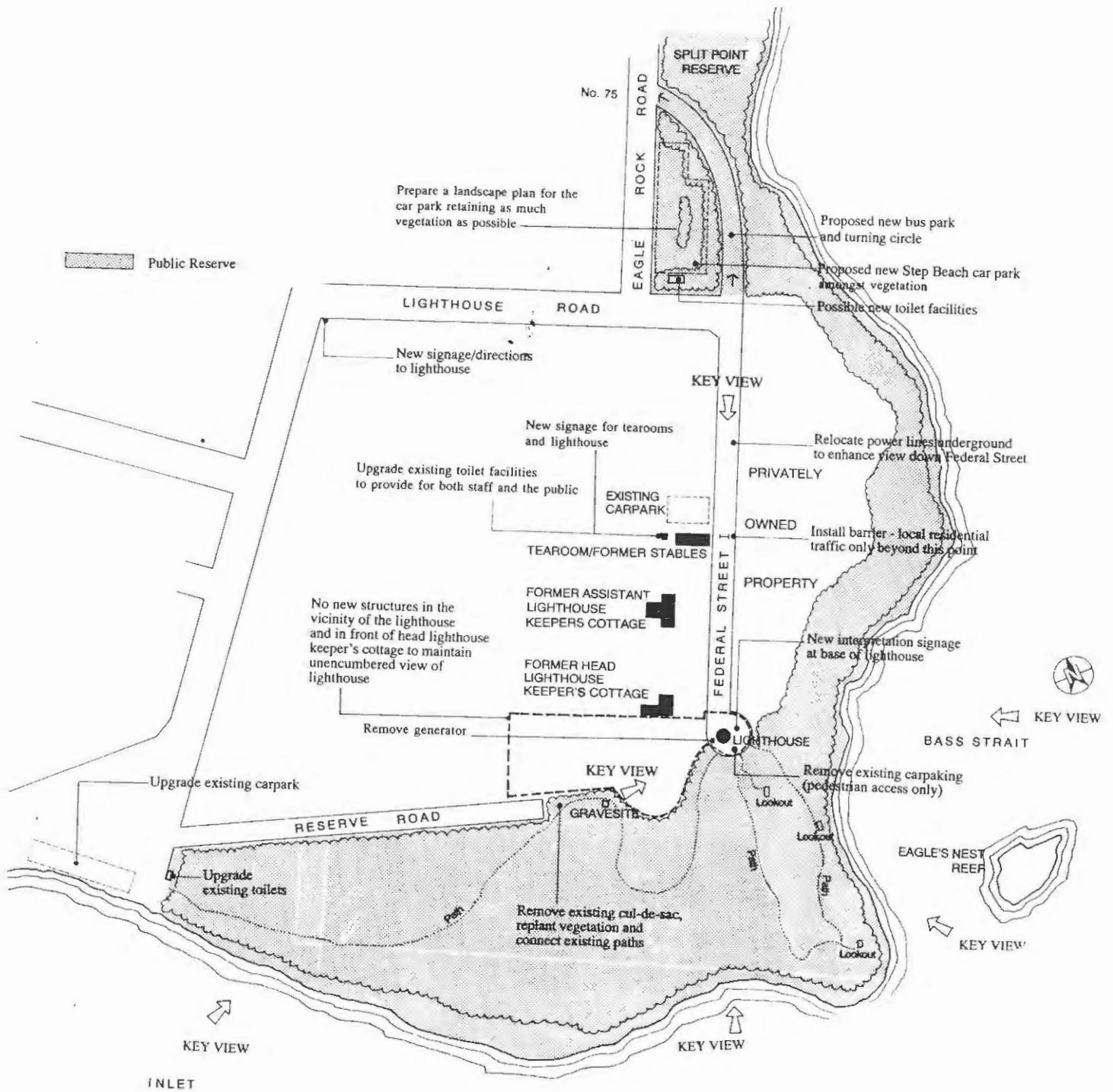


Figure 48 Proposed works to the lighthouse precinct

ENDNOTES

Chapter One

- 1 J S Kerr. *The Conservation Plan*. passim.

Chapter Two

- 1 Reid, Gordon. *From Dusk to Dawn*, pp.3-9.
 2 *ibid.* pp.15-16.
 3 *ibid.* pp.14-15.
 4 *ibid.* pp.32-33.
 5 *ibid.* p.31. Originally from a letter from Franklin to Governor Gipps, Hobart, 3 February 1841. in the appendix to 'Report from the select Committee on Light Houses', *New South Wales Legislative Council Votes and Proceedings*, 1845.
 6 *ibid.* op. cit. p.34.
 7 *ibid.* pp. 39-48.
 8 *ibid.* pp.65-72.
 9 *ibid.* p.113.
 10 A.M.S.A.. Split Point Lighthouse Centenary. 1991.
 11 Reid. op. cit. p.130. Originally from Quick and Garran, p.565.
 12 *ibid.* pp.132-3.
 13 *ibid.* p.139.
 14 *ibid.* pp.151-154.
 15 *ibid.*
 16 *ibid.* p.154.
 17 Loney, J.K. *Shipwrecks along the Great Ocean Road*. passim.
 18 Carr, R.V. & Cecil, K.L. *The White Queen*. p.21.
 19 Loney, *Shipwrecks along the Great Ocean Road*. p.13. Also: Carr & Cecil, *The White Queen*, p.8. According to Carr & Cecil, this information could not be substantiated.
 20 Loney, J. *The Great Ocean Road Tourist and Historical Guide*. p.15.
 21 Carr & Cecil. op. cit. p.11.
 22 *The Encyclopaedia Britannica*. Volume XVI. p.628.
 23 Lewis. *200 Years of Concrete in Australia*. p.75
 24 *200 Years of Concrete in Australia*. p.75
 25 Reid. op. cit. p.75
 26 *ibid.*
 27 Clive Lucas, Stapleton and Partners. *Cape Otway Lightstation*. p.76.
 28 *ibid.* pp.76-77.
 29 *ibid.* p.77.
 30 *ibid.*
 31 *The Encyclopaedia Britannica*. Volume XVI. p.633.
 32 Carr & Cecil. op. cit, p.24. Originally from the *Government Gazette*, 2/5/1890. p.1667.
 33 *ibid.* p.16. The notice was dated Melbourne, 5 August, 1890.
 34 According to Carr & Cecil, this was also reported in the *Geelong Advertiser*, (30/7/1890) and the *Winchelsea Star* (22/8/1890).
 35 Carr & Cecil. op. cit. pp.29-30.
 36 *ibid.* p.16. The notice was dated Melbourne, 26 June, 1891.
 37 *The Geelong Advertiser*, 15/3/1994. *The Geelong Advertiser* spoke to Bill and Robert Anderson, grandsons of Robert Anderson. The article is based on research provided by the brothers.
 38 Carr & Cecil. op. cit, p.31. Originally from the *Geelong Advertiser*, 7/7/1891.
 39 *ibid.* .32.
 40 *ibid.* pp.47-48.

Split Point Lighthouse

- 41 *ibid.* p.14. Originally from the *Geelong Advertiser*. 2/9/1891.
- 42 *ibid.* p.83. Originally from the *Geelong Advertiser*.
- 43 Carr & Cecil. *op. cit.*, p.93.
- 44 *ibid.* pp.94-97.
- 45 Brewis. *Lighting of the South-East Coasts of Australia*. p.17.
- 46 *ibid.*
- 47 Carr & Cecil. *op. cit.* Quoted from Brewis. *Lighting of the South-East Coasts of Australia*.
- 48 *ibid.* p.65.
- 49 Split Point Lighthouse Centenary.
- 50 Carr & Cecil. *op. cit.* p.81.
- 51 *ibid.* p.81.
- 52 *ibid.* pp.85-87.
- 53 *ibid.* pp.85-86.
- 54 *ibid.* p.86.
- 55 *ibid.* p.92.
- 56 *ibid.*
- 57 *ibid.*
- 58 *ibid.* p.83. Quoted from the *Geelong Advertiser*, an unknown writer in the summer of 1893-94.
- 59 *ibid.* p.98.
- 60 *ibid.* p.99. Quoted from Brewis' 1913 Report.
- 61 Lot 2, the head keeper's cottage was purchased by Louis Williams, the prolific 20th century ecclesiastical architect, and remains in the Williams family.
- 62 Carr & Cecil. *op. cit.* pp.78-79.

Chapter Three

- 1 Report on Split Point Lightstation. Author unknown.
- 2 R.V. Carr & K.L. Cecil, *The White Queen*, p. 24.
- 3 David Curry, *Pers. Comm.* 1997.

Chapter Four

- 1 J S Kerr. *op. cit.* *passim*.
- 2 Clive Lucas, Stapleton and Partners. *Cape Nelson Lightstation*. pp.51-52.
- 3 *ibid.* pp.32-33.
- 4 Australian Construction Services. *Point Hicks Lightstation*. p.12.
- 5 *ibid.*
- 6 *ibid.*
- 7 *ibid.* p.14.
- 8 Information provided by A.M.S.A
- 9 Information provided by A.M.S.A.
- 10 Reid, G. *From Dusk to Dawn*, pp.244-245, and information provided by A.M.S.A.
- 11 *Cape Nelson Lightstation*. p.57.
- 12 Clive Lucas, Stapleton and Partners. *Cape Otway Lightstation*. p.58.
- 13 *ibid.* p.58.
- 14 *ibid.* p.77.
- 15 *ibid.*
- 16 Register of the National Estate Database Place Report. Database No. 003690.
- 17 *Cape Nelson Lightstation*. p.72.

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- Clive Lucas, Stapleton and Partners Pty. Ltd. *Cape Schanck Lightstation Conservation Management Plan*. Prepared for the Australian Maritime Safety Authority. May, 1995.
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