



REGISTER OF HERITAGE PLACES - ASSESSMENT DOCUMENTATION

11. ASSESSMENT OF CULTURAL HERITAGE SIGNIFICANCE

The criteria adopted by the Heritage Council in November 1996 have been used to determine the cultural heritage significance of the place.

11.1. AESTHETIC VALUE*

Carnarvon Lighthouse Keeper's Cottage (fmr), constructed in the Federation Bungalow style, has aesthetic value as a very simple cottage built during this period. (Criterion 1.1)

Carnarvon Lighthouse Keeper's Cottage (fmr) has landmark quality due to its relationship with the light tower, the 'One-Mile Jetty' and the remains of the Carnarvon tramway. (Criterion 1.3)

In association with the light tower (1897), the 'One-Mile Jetty' (1897-98), and the remains of the Carnarvon tramway (c.1900s); *Carnarvon Lighthouse Keeper's Cottage (fmr)* forms a precinct of turn of the century maritime buildings and structures in Carnarvon. (Criterion 1.4)

11.2. HISTORIC VALUE

Carnarvon Lighthouse Keeper's Cottage (fmr) has historical significance as part of a group of structures including the light tower, the 'One-Mile Jetty' and the remains of the Carnarvon tramway, that have played an important part in the development of Carnarvon as a centre of communication and transport for the Gascoyne region. (Criterion 2.1)

Carnarvon Lighthouse Keeper's Cottage (fmr) has a close association with the Lighthouse Keepers that have lived in the cottage and maintained the light tower. Their role was important to the development and operation of the port facilities in Carnarvon and the Gascoyne Region of Western Australia. (Criteria 2.2, 2.3)

The local Carnarvon community successfully lobbied to save the place from demolition in the 1980s. After restoration works, the place opened as the Lighthouse Keeper's Cottage Museum during the 1988 Bicentennial celebrations. (Criterion 2.3)

11.3. SCIENTIFIC VALUE

* For consistency, all references to architectural style are taken from Apperly, Richard; Irving, Robert and Reynolds, Peter A *Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, Angus & Robertson, North Ryde, 1989.

11. 4. SOCIAL VALUE

Carnarvon Lighthouse Keeper's Cottage (fmr) demonstrates part of a distinctive way of life now seldom practised since the introduction of fully automated light mechanisms. (Criterion 4.1)

Carnarvon Lighthouse Keeper's Cottage (fmr) is highly valued as a museum and tourist destination and contributes to the community's sense of place. (Criterion 4.2)

12. DEGREE OF SIGNIFICANCE

12. 1. RARITY

Carnarvon Lighthouse Keeper's Cottage (fmr) demonstrates a distinctive way of life no longer practiced in the State since the introduction of fully automated light mechanisms. (Criterion 5.1)

12. 2 REPRESENTATIVENESS

The design of *Carnarvon Lighthouse Keeper's Cottage (fmr)* is representative of the Federation Bungalow style (c.1890 - c.1915) and a representative example of domestic architecture by the P.W.D. (Criterion 6.1)

12. 3 CONDITION

Carnarvon Lighthouse Keeper's Cottage (fmr) is in sound condition. Maintenance of the building has been undertaken in recent times. However, maintenance needs are considerable due to the hostile environment and a maintenance management program needs to be developed.

12. 4 INTEGRITY

Carnarvon Lighthouse Keeper's Cottage (fmr) has a moderate degree of integrity. The current use of *Carnarvon Lighthouse Keeper's Cottage (fmr)* as a museum is a compatible use. The cottage can be restored over a long period of time to sustain the values identified.

12. 5 AUTHENTICITY

Carnarvon Lighthouse Keeper's Cottage (fmr) is intact, and retains a moderate degree of authenticity. The changes that have occurred over time are relatively minor in consequence to the original structure. The changes were typical of alterations to housing in the period and demonstrate evolution of use, and the authenticity of the place is only marginally diminished. Internally, the rooms in *Carnarvon Lighthouse Keeper's Cottage (fmr)* are largely intact, and have little in the way of intrusive changes.

13. SUPPORTING EVIDENCE

The documentary evidence has been compiled by Tanya Suba, Historian. The physical evidence has been compiled by John Taylor Architect. Additional information has been compiled by Kristy Bizzaca, HCWA.

13.1 DOCUMENTARY EVIDENCE

The coast in the vicinity of what later became the Gascoyne region did not make a favourable impression on early European explorers. Sea explorers such as Dirk Hartog, Vlamingh and William Dampier were damning about the land value and aridity of much of Western Australia's north-west coast. However, in 1839 Lieutenant George Grey, reported more favourably on the area and noted the potential of the land for agriculture, particularly for grazing. During his expedition, Grey named the Gascoyne River after his friend Lieutenant J. Gascoyne and Babbage Island after Charles Babbage, a famous English mathematician. Grey's comments were further verified in 1858 by Francis Thomas Gregory during an exploratory survey to locate suitable grazing lands for the Government. Prompted by these promising reports, the first pastoral lease was taken up in the Carnarvon district in 1876 by A. Brown and H. Monger for the Mungarra Squatting Company. Other pastoralists soon followed.¹

Located at the mouth of the Gascoyne River, a small settlement known as 'The Port' soon developed to supply goods and services to the graziers and to provide an accessible point for shipping wool out and stocks and supplies in. The town of Carnarvon was gazetted in January 1883 and named in honour of Lieutenant Carnarvon, the Secretary of State for the Colonies from 1873 to 1877. The town became more viable as a port in 1886/7 when the town jetty and tramway were constructed, half-way between Mangrove Point and Conspicuous Clump. The jetty could only service lighters - boats or barges which could moor in shallow water.²

By the mid 1890s, the jetty was deteriorating and restoration was not considered economically viable considering its shallow water access. In January 1895, a public meeting was held in Carnarvon which resulted in a deputation to the Premier, Sir John Forrest, appealing for wider recognition of the contribution of Carnarvon to the development of Western Australia. In particular, the local residents sought 'some proper shipping facilities'.³ The people at the meeting considered that:

a jetty from Babbage Island together with a bridge connecting the island with the south bank of the Gascoyne (River) will be the only means of affording the settlers of the Gascoyne district the accommodation which has become absolutely necessary to the development of the district...⁴

Possibly influenced by the deputation, the Public Works Department called for Tenders for the Stock Jetty Contract in early 1897, and on 17 February 1897, the contract was awarded to M. Price who also built the Onslow Jetty. The Carnarvon 'Stock Jetty' was built up to pier 230 during 1897/98.⁵ On

1 'Shire of Carnarvon Municipal Inventory', prepared by Hocking Planning & Architecture, 1995, p.2.

2 *ibid*, p.3; Taylor, J., 'Conservation Plan for The One Mile Jetty Carnarvon', 1996, p.6; Taylor, J., 'Conservation Plan for The Carnarvon Tramway', 1995, p.6.

3 *The West Australian*, 9 January 1895, p.5.

4 *ibid*.

5 *WA Government Gazette*, 15 January 1897, p.98 & *West Australian*, 17 February 1897.

23 February 1900, tenders were called for the construction of a tramway to connect the new jetty with the town. Awarded to construction contractors Atkins and Law, the tramway included a 1060 foot long bridge across the south arm of the Gascoyne River and was built at a cost of £4248/2.⁶

Given that sea transport remained the main conveyor of people to and from Carnarvon at this time, the Carnarvon jetty and tramway was used to transport wool, along with livestock, including horses, cattle and sheep, as well as passengers. The jetty was progressively extended in c1900, 1903/04 and 1909 as well as being widened in 1912 to cope with the demand and to facilitate the berthing of larger ships.⁷ The Jetty became known as the 'One Mile Jetty' in recognition of its length, which was actually just less than 1 mile. The upgrades resulted in Carnarvon becoming a major port in the Northern region.

The Harbour and Light Department, constituted in 1880 under the Chief Harbour Master, Fremantle, was responsible for control of all maritime matters, including lighthouses and other navigational aids and the administration of the shipping and pilotage legislation.

The increase in shipping activities to the Gascoyne Region and the expansion of the port facilities at Carnarvon necessitated the erection of a lighthouse and associated quarters for the lighthouse keeper on the western side of Babbage Island at the entrance to the Gascoyne River. Public Works Department Plan No. 3168 developed by the Northwest Branch indicates that a survey for the lighthouse on Babbage Island was undertaken by 1894. On 31 May 1895, tenders were called for the construction of the Babbage Island Lighthouse and Quarters.⁸ The tender was readvertised on several occasions, however research has failed to reveal when the contract was awarded. Construction of the lighthouse and quarters took place in 1896-7.⁹ An article in *The West Australian* dated 25 December 1896 stated:

'The Lighthouse on Babbage Island is being pushed on rapidly under the supervision of Mr. Parlbrook, who expects to complete it in a few months.'

The Lantern House and light for the lighthouse were supplied by the firms W.T. Douglass (refer to PWD Plan 3652) and AGA respectively.¹⁰ The lighthouse was completed by July 1897 as revealed in the *Government Gazette* dated 23 July 1897:

'Notice to Mariners, West Coast, Babbage Island, Carnarvon.

The Government of Western Australia gives notice that on and after 20th July, 1897, a light will be exhibited from the New Lighthouse on the summit of Babbage Island. The light will be 4th order occulting, and will show a single flash every twenty seconds; duration of flash fifteen seconds; eclipse five seconds. The light will show white between bearings of N. 30 degrees E, and S. 41 degrees E, visible about 15 miles in clear weather. The light will also show red between the bearings

6 WA *Government Gazette*, February 1900, p.640 & Taylor, op.cit., p.6.

7 *Western Mail*, 16 April 1903, p.17.

8 *Government Gazette*, 31 May 1895, p.772.

9 Correspondence from Denis Cumming to Cecily Miller, 16 March 1994; National Trust Assessment Exposition.

10 Correspondence from B. Andrew, Principal Engineer, Department of Transport to Cecily Miller, 27 April 1994.

of N. 30 degrees E, and N. 15 degrees W, and between the bearings of S. 41 degrees E, and S. 15 degrees E. The tower is a square wooden structure, 87ft. high from base to vane. The focal plane of the light is 101ft. 6in. above high water level. Approximate position - 24 degrees 52' Latitude South, 113 degrees 39' Longitude East.'

Carnarvon Lighthouse Keeper's Cottage (fmr) housed a number of keepers since its completion in early 1897. The role of the lighthouse keeper was to maintain and control the lighthouse where he was appointed. The keeper's duties included keeping up the light stores such as paraffin oil supplies, polishing the lenses, and, maintaining sector lights, signal beacons and communications. While Babbage Island was not as isolated as others lighthouses like Breaksea Island, the life and work of a lighthouse keeper was a solitary one. Long hours were spent maintaining the light and keeping watch.¹¹

In June 1897, Fred Edward was appointed as the first Lightkeeper at Babbage Island. Edward, who was accommodated in the recently completed timber and iron quarters and paid a starting salary of £114, remained as the Lightkeeper until 1907.¹²

In 1906, as a result of Federation, it was decided that the Commonwealth would take over the supervision of all lighthouses throughout Australia. The subsequent implementation of the Lighthouse Bill in 1911 saw the appointment of Captain Charles Brewis to lighthouse surveyor and work began on a survey of all the Australian coastal lights.¹³

Brewis' report has a description of the 'Babbage Island Light at the Port of Carnarvon', including such details as the physical character of the tower and apparatus, the visibility of the light, its condition and relationship to the tramway and the township. Brewis also reported: 'One light-keeper is stationed here. He is instructed to watch the light all night.'¹⁴

Brewis' recommendation with regard to the Babbage Island Light was adopted:

This light is not to be taken over by the Commonwealth Government. It is a local or leading light for the port of Carnarvon. The coastal requirements are provided for by the much-needed light on Cape Ronsard.¹⁵

The position of Lightkeeper at Babbage Island was occupied by R. Harkness in 1908 and is listed as being vacant in 1909. In August of that year, Edward Parker was appointed. On a salary of £130, Parker lived in *Carnarvon Lighthouse Keeper's Cottage (fmr)* with his wife, Grace Elizabeth Parker. Provided with fuel and light as well as a district allowance of £25, Parker

11 McCarthy, M., Cummings, D. & Glasson, M., 'Lighthouses on the Western Australian coast and off shore islands', Working File No. 1, Lighthouses and Lightstations A to Z, 1995.

12 Miller, C., *Photographical History of Carnarvon and the Gascoyne Region*, Volume Two, C Miller & Shire of Carnarvon, 1996, pp.194-6.

13 Fiona Bush, Research Information supplied to the Heritage Council, 27 August 1999; Komesaroff, M.B., 'Formation and Early Development of the Commonwealth Lighthouse Service', in 'Lighthouses on the Western Australian coast and off-shore islands', Working File No. 3.

14 Fiona Bush, Research Information supplied to the Heritage Council, 27 August 1999; Brewis, C.R.W., 'Lighting of the West Coast of Australia: King George Sound to Cambridge Gulf, Department of Trade and Customs, Victoria, 1912, p. 20. Brewis also stated that a short branch of the tram line ran to the lighthouse quarters on which trucks could run.

15 Ibid.

remained in the position until 1921, following which H. Charles became the Lightkeeper for a brief period.¹⁶

Prior to World War II, both Mr McLean and Micky Shields were Lighthouse Keepers at Carnarvon. Mr Newby held the position during the war, while Herbie and Syd Freeman were keepers during the years following the war. Frank Logan was the last person to live *Carnarvon Lighthouse Keeper's Cottage (fmr)*, vacating the building in 1980.¹⁷

By 1899 the timber light tower had suffered severe 'white ant' damage in its base.¹⁸ An article in the *Northern Times* dated 26 September 1908 reveals that a fire caused considerable damage to the lighting apparatus at the Babbage Island Lighthouse in the early hours of Tuesday morning, 22 September. The Lightkeeper, Mr R. Harkness was admitted to hospital suffering burns to his arms and face. The resulting inquiry found that the fire was accidental.¹⁹ Perhaps as a result of the inquiry, the light was converted from paraffin (kerosene) oil to acetylene illumination in 1909. The light tower was described in 1922 and in 1948 as a white square (timber) framework tower 18m high, supporting a sectored flashing light at an elevation of 31m.²⁰

Public Works Department Plan No. 15247 of *Carnarvon Lighthouse Keeper's Cottage (fmr)* indicates that the bathroom and washhouse was added at a later date, adjoining the store at the rear (west elevation) of the house.²¹

Despite the introduction of motorised road vehicles throughout the 1920s and 1930s, the use of sea transport to Carnarvon remained high and actually increased over the years. In 1912 the State Shipping Service was brought into operation. Ships were still regarded as the most efficient source of transport to the Gascoyne Region as roads were rough and susceptible to flood damage, and vehicles still had to travel north to Carnarvon from Geraldton along the long inland route via Mullewa and Gascoyne Junction. In addition to wool, live sheep and cattle, products such as tomatoes and tropical fruits were being exported from Carnarvon following the introduction of commercial horticulture in the district.

The Carnarvon Meatworks opened in 1920, specifically to cater for the butchering of sheep and cattle from the Gascoyne region. Built in close proximity to the One Mile Jetty to facilitate the efficient transferral of the dressed carcasses to the ships, the meatworks were never used for its original purpose owing to the irregular supplies of stock which were caused by a long drought in the region. During the 1920s the meatworks

16 Miller, C., op. cit., pp.194-6.

17 *ibid*, p.196.

18 Correspondence from B. Andrew, Principal Engineer, Department of Transport to Cecily Miller, 27 April 1994 & PWD 5197.

19 *Northern Times*, 12 December 1908.

20 Correspondence from Denis Cumming to Cecily Miller, 16 March 1994 & Cumming, D.A., Glasson, M. & McCarthy, M., *Lighthouses on the Western Australian coast and off-shore islands*, Department of Maritime Archaeology, WA Maritime Museum, 1995, p.14.

21 PWD 15247, n.d.

plant was used for a short period as a shark processing factory, however the venture was not economically viable and it closed.²²

The years immediately following World War II brought an increased availability, efficiency and use of road transport. As a consequence, the importance of the Carnarvon Jetty and its facilities changed dramatically. The completion of the bituminised road between Geraldton and Carnarvon in 1962 further accelerated the decline in shipping. In addition, the bigger and heavier vessels being built could not be easily accommodated at Carnarvon as they required deeper water. An appeal in the early 1960s for the deepening of the port was refused and the numbers of ships visiting Carnarvon declined. By 1965 the State Shipping Service had withdrawn, a decision which resulted in the cessation of tramway operations.²³

The timber light tower was damaged by fire again in 1961 and replaced by the current steel tower in that year.²⁴

The last Lighthouse Keeper was in residence in 1980. In subsequent years, *Carnarvon Lighthouse Keeper's Cottage (fmr)* was vacant and suffered from increasing vandalism.²⁵ The Carnarvon Shire Council considered renovation of the cottage unfeasible given its poor condition and therefore, in 1984, favoured the demolition of the building by the Marine and Harbours Department. This decision was partly based on a report from the Shire's building department which stated:

The building is not historical, is not of special construction or outstanding workmanship and would require a considerable amount of time and money to bring it back to usefulness. Vandals have wrecked the place.²⁶

However, this decision aroused a heated response from some sections of the local community who considered the building to be an important historic landmark in the town. Alternative uses for the place were suggested, including a restaurant and accommodation given the town's housing shortage. The Tourist Bureau strongly recommended that the cottage be retained and converted into a museum.²⁷

Strong local campaigning for the retention of *Carnarvon Lighthouse Keeper's Cottage (fmr)* included enlisting the support of Lower North Province MLC Phil Lockyer, who took the issue to Parliament where he presented over 'three metres' of correspondence seeking a safe future for the cottage. The Gascoyne Historical Society was reformed²⁸ and circulated a submission to save the cottage which stated:

The cottage is a prime opportunity to encourage tourism and it would be a classic case of acting without proper caution and thought if it was knocked down overnight. No doubt, sooner or later Babbage Island will be developed in some way and

22 Miller, op.cit.. 1996.

23 Taylor, op.cit., pp.10-11.

24 PWD 38677.

25 Miller, C., 'History of Carnarvon Maritime Precinct', p.8.

26 *Gascoyne Telegraph*, 22 August 1984.

27 *ibid.*

28 Previously known as the Carnarvon Historical Society, the Society had lapsed due to the lack of a 'home' and numbers of contributors - some members of the Society had moved away from Carnarvon.

retention and promotion of the cottage can only enhance any development plans. The society has considered a range of possible uses for the cottage, including a restaurant and hostel, but believes it should be converted to a museum. Tourists would have a pleasant trip from town to the island, where the cottage could be a base for further exploration. All other options would involve major structural additions.²⁹

In early 1985, approximately six months after recommending the demolition of the building, the Shire Council voted to pursue vestment of the cottage and part of the large site for tourist purposes with the power to lease. A special committee was formed to seek funding and initiate the museum project.³⁰ While the process of transferring the vesting of the land from the Marine and Harbours Department to the Shire of Carnarvon was underway, arrangements were also made to fence the site.³¹

Over the next three to four years considerable restoration work was carried out on *Carnarvon Lighthouse Keeper's Cottage (fmr)*, with generous donations of money and labour by Carnarvon business groups and service clubs. Work included the replacement of burnt out timber floors, a new roof and general stabilisation of the building. On 1 May 1988, during the Bicentennial celebrations, the Lighthouse Keeper's Cottage Museum was officially opened by the Hon. Thomas Stephens MLC.³²

By the mid 1980s, shipping had all but ceased berthing at the One Mile Jetty. Since then the condition of the jetty deteriorated, however works have recently commenced toward restoration of the jetty. *Carnarvon Lighthouse Keeper's Cottage (fmr)* continues to function as a Museum and headquarters of the Gascoyne Historical Society. Ron and Cecily Miller act as caretakers of the building who live in an adjacent house which was donated by Homeswest and relocated to this site c. 1989. The Millers are due to relocate to central Carnarvon in the near future, and it is possible the Shire of Carnarvon may demolish the former Homeswest house due to its poor condition. The original light from the lighthouse is now on exhibition in the grounds of the Museum, adjacent to the steel tower.

Carnarvon Lighthouse Keeper's Cottage (fmr) has been acknowledged as a place of cultural heritage significance. The place was registered by the Australian Heritage Commission in May 1989, classified by the National Trust of Australia (WA) in June 1989 and included in the Shire of Carnarvon Municipal Heritage Inventory, prepared in 1995.³³

The Gascoyne Development Commission developed a *Carnarvon Heritage Precinct Master Plan* in 1998, and this document provides further direction to the usage of the area and facilities around *Carnarvon Lighthouse Keeper's Cottage (fmr)*.³⁴

29 *Gascoyne Telegraph*, 13 February 1985.

30 *ibid.*

31 *Gascoyne Telegraph*, 27 February 1985.

32 Miller, C., *op.cit.* p.194.

33 Register of the National Estate Assessment Exposition & National Trust Assessment Exposition.

34 'Carnarvon Heritage precinct Master Plan', prepared by Museum Studies Consulting – University of Sydney, June 1998.

13. 2 PHYSICAL EVIDENCE

Carnarvon is a coastal town located at the mouth of the Gascoyne River in the Gascoyne Region of Western Australia. The light tower and *Carnarvon Lighthouse Keeper's Cottage (fmr)* is constructed near the landfall of the One-Mile Jetty on Babbage Island. Babbage Island is now permanently connected to the mainland with the construction of a causeway. The light tower's purpose is to assist in navigation around the Carnarvon Port - which now has a primarily commercial fishing boat usage.

Carnarvon Lighthouse Keeper's Cottage (fmr) is located in a small hollow in the secondary sand dunes. The light tower (which is automatic and no longer requires a keeper) is now located on a separate reserve and is on a slightly higher sand dune, approximately 50-55 metres to the east of *Carnarvon Lighthouse Keeper's Cottage (fmr)*. Since 1988, *Carnarvon Lighthouse Keeper's Cottage (fmr)* has been used as a Museum by the Gascoyne Historical Society. Various items of interest and relevance to the Museum are located in the grounds of *Carnarvon Lighthouse Keeper's Cottage (fmr)* and the area is enclosed by a 'cyclone' woven mesh fence.

The 1961 light tower, east of *Carnarvon Lighthouse Keeper's Cottage (fmr)*, is a steel-framed structure built adjacent to the base of the now demolished 1896/7 timber light tower. The top of the 1896/7 light tower has been placed upon a brick plinth near its original location.

A timber-framed caretaker's cottage (transported to the site c. 1989) is located to the south-east of *Carnarvon Lighthouse Keeper's Cottage (fmr)*. The caretaker's cottage is in very poor condition and is considered to be intrusive.

Carnarvon Lighthouse Keeper's Cottage (fmr) is shown on the drawings of the light tower and the cottage (P.W.D. 5197/3, c.1895), and a drawing showing the bathroom and washhouse additions (P.W.D. 5247, n.d.). A floor plan, (Shire of Carnarvon, February 1985) shows further additions to the west verandah, and the enclosure of the south verandah. The dates for both the bathroom and washhouse additions, and the enclosure of the south verandah are not recorded on these drawings.

Carnarvon Lighthouse Keeper's Cottage (fmr), constructed in 1896/7, is a timber framed building with a Colourbond finish 'corrugated iron' roof and timber weatherboard wall cladding. A gable ended roof covers the cottage, and a verandah extends around its perimeter. The building consists of two bedrooms, a kitchen, lounge, store and an external W.C. (to the north-west). A well (P.W.D. water cistern) is located to the north of *Carnarvon Lighthouse Keeper's Cottage (fmr)*.

The gable ends of the roof of the *Carnarvon Lighthouse Keeper's Cottage (fmr)* are clad with painted weatherboards. Rectangular louvred roof vents are located to the top of the gable ends. Timber posts and beams support the verandah roof. The under-side of the verandah roof is lined with timber boards. Timber boards form the floor of the verandah. The timber handrail around the perimeter of the verandah is supported by vertical timber bracing.

The exterior weatherboard walls of *Carnarvon Lighthouse Keeper's Cottage (fmr)* have been painted. Windows to the cottage are set in painted timber frames and are in most cases double hung. The windows to the south of the south side verandah enclosure are double casement windows. The exterior walls of the alterations to the west side of the cottage are clad in corrugated iron, while the alterations to the south side are predominantly clad in fibre-cement sheeting (partially in corrugated iron).

Carnarvon Lighthouse Keeper's Cottage (fmr) is entered via a central passageway off the east verandah. The four main rooms (bedroom 1, bedroom 2, lounge and kitchen) are accessed off this passageway. The enclosed area on the south verandah is accessed from the kitchen, and the adjacent 'sleep-out' is accessed externally from the east verandah. Access to the 'rear' (store, bathroom, and laundry) is at the end of the passageway. The W.C. is separate but adjacent to the north of *Carnarvon Lighthouse Keeper's Cottage (fmr)*.

Internally, the walls and ceilings of *Carnarvon Lighthouse Keeper's Cottage (fmr)* are lined with timber boards, with timber ovolo profile cornices. The walls are generally painted an off-white or cream while the ceilings are painted white. High level ventilators are set into the walls of each of the four main rooms of *Carnarvon Lighthouse Keeper's Cottage (fmr)*. The lounge and kitchen have back to back fireplaces. The fireplaces are of masonry construction and incorporate a stove/oven in the kitchen. The fireplace chimney has been demolished to below roof line, which perhaps occurred when *Carnarvon Lighthouse Keeper's Cottage (fmr)* was re-roofed in the mid-1980's. The floor is constructed of timber floor boards, while the various rooms are covered with differing floor coverings. The passageway is covered by a vinyl floor covering, with the timber floor boards exposed at the edges. A carpet square lines the lounge floor leaving the timber floor boards exposed to the outer floor area.

Initial alterations to *Carnarvon Lighthouse Keeper's Cottage (fmr)* involved the addition of a bathroom and wash-house to the west verandah, adjacent to the store. Other alterations include the enclosure of the south verandah for use as a 'sleep-out' and enclosed area, extending the bathroom to the south and the addition of another store to the north of the wash-house (laundry). Unfortunately the dates of these other works are not specified.

The visible screw fixings of the roof sheeting are consistent with current fixing techniques for steel roof sheet in cyclone prone areas. Documentary evidence confirms that the roof covering was replaced during a period of renovation works from 1985-88.

Generally the timber elements of *Carnarvon Lighthouse Keeper's Cottage (fmr)* are in fair condition. Burnt-out timber floor boards in *the Cottage* were replaced during the 1985-88 renovation works. Paintwork to many of the timber elements is flaking and requires re-application in the near future to prevent further deterioration of the timber work. The enclosure of the southern verandah is particularly 'makeshift' and of poor design - although this enclosure has assisted in maintaining the condition of the

verandah timber work in this area. Some of the verandah floorboards require repair.

13.3 COMPARATIVE INFORMATION

No evidence has been found with regard to the use of a standard design for *Carnarvon Lighthouse Keeper's Cottage (fmr)*.

However, given that the place is the design of the Public Works Department, it is thought that the PWD standard design for residences/quarters would have been used; for example, teacher's quarters, post master and police master residences. In these cases, the standard design for the residence/quarters would be adapted to take into account climate and regional setting, cost, and functional requirements.

13.4 REFERENCES

Fiona Bush, Research Information supplied to the Heritage Council, 27 August 1999.

John Taylor Architect, 'Conservation Plan for *Carnarvon Lighthouse Keeper's Cottage (fmr)*', Babbage Island, Carnarvon Western Australia, October 1997.

John Taylor Architect, 'Conservation Plan for The Carnarvon Tramway', Carnarvon Western Australia, August 1995.

John Taylor Architect, 'Conservation Plan for The 'One Mile' Jetty', Carnarvon Western Australia, February 1996.

'Carnarvon Heritage precinct Master Plan', prepared by Museum Studies Consulting - University of Sydney, June 1998.

13.5 FURTHER RESEARCH
