

Shire of Exmouth

MUNICIPAL HERITAGE INVENTORY



O'BRIEN PLANNING CONSULTANTS

***MUNICIPAL HERITAGE
INVENTORY***

for

The Shire of Exmouth

by

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January 1998

ACKNOWLEDGEMENTS

A community project like the *Shire of Exmouth Municipal Heritage Inventory* is only possible with the enthusiasm and energy of a number of people.

Beginning with the Community Heritage Committee, we are extremely grateful to the members of the group for the information and knowledge which you have collectively contributed to the Inventory. Special thanks to Doug Bathgate, as Chairman, and to Jan McClelland who finalised the information for processing.

To the Shire of Exmouth Staff and the Councillors who showed an interest in the project, your contribution and assistance were much appreciated. The Gascoyne Development also supported the project.

Our thanks go to the Heritage Council of WA and the National Trust who are always willing to assist us with information and advice.

O'Brien Planning Consultants
January 1998

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PART A : THE PROCESS

PART A

1. INTRODUCTION

The Shire of Exmouth appointed a Municipal Heritage Committee in 1994 to begin the process of documenting places and items considered worthy of heritage listing.

Even though Exmouth is a relatively 'young' town, history must start somewhere. What is 'new' today will become 'history' in the future.

Naturally, the number of places and items considered worthy of listing is not as great as in the older established areas of the State. However, considerable time and effort have been dedicated by the members of the Committee in researching the listed places. The information obtained will be available to all decision makers at the local government level to assist with future planning in the district.

This inventory is the property of the Shire of Exmouth and administration of any aspects of the Inventory remain the responsibility of the Shire.

2. METHODOLOGY

2.1. OUTLINE OF THE APPROACH TAKEN TO THE PROJECT

The role of the consultants in the process of compiling the Shire of Exmouth Municipal Heritage Inventory was to co-ordinate and guide the Local Government and community input, using the guidelines formulated by the Heritage Council. Involving the local community extensively in the process had a number of benefits:

- Community enthusiasm and ownership of the project.
- A financial benefit, as much of the research and work involved in the project was done by local volunteers.

The process had nine (9) stages.

i) The Research Phase

- The consultants researched the history of Exmouth and the North West Cape region, using resources available in the Battye Library.
- The consultants prepared a first draft of the Historical Overview and Thematic Framework Matrix, drawing together their research information.

ii) Establishing the Community Committee

- A public invitation to participate in the process was circulated in the community.
- A Community Committee was formed in September 1994.
- A public meeting was held in September 1994 for all interested people. After a follow up meeting in October 1994, people were again invited to join the Committee. Advertisements were also run in the local paper.

iii) Public Participation

- Following the initial Public Meeting in September 1994, a further meeting was held in the Recreation Centre. A lively discussion was held with much input from local residents as to potential sites and past experiences.

iv) Finalising the Framework/Search Conference

- The first draft of the Thematic Framework was given to the Community Liaison Committee for comment, correction, and additions.

v) The Nomination and Assessment Phase

- In a workshop process, the consultants, the committee and a group of local people compiled an initial list of places which were to be researched and documented. An initial list of 27 potential sites was drawn up. This was refined, with a final list of 22 sites chosen for further research.
As the process of identifying and documenting heritage places is dynamic, the list will be reviewed in four years time, and more places may be added.
- Over an extended period the Committee prepared place record forms for the places which had been nominated.
- The nominated places were photographed where possible.
- Once the necessary information had been collected, the completed forms and photographs were sent to the consultants for processing.

vi) Draft Inventory

- The consultants prepared the Draft Inventory, based on the information supplied by the Committee. They consolidated and expanded the information with further research from information available in the Battye Library.

vii) Advertise Draft Inventory/Call for Submissions

- Owners of nominated places were informed that their properties were listed on the Inventory prior to the advertising of the Draft Inventory.
- The Draft Inventory was advertised.
- Submissions on proposed entries were invited.

viii) Draft Approval by Council

- The Draft Inventory was submitted to Council for comments and amendments prior to the preparation of the Final Inventory.

ix) Preparation of Final Heritage Inventory

- The consultants prepared the final copy of the Shire of Exmouth Municipal Heritage Inventory which then became the property of the Shire Council on behalf of the local community.
- A copy was sent to the Western Australian Heritage Council for public information.

2.2 THE THEMATIC FRAMEWORK MATRIX AND HISTORICAL OVERVIEW

In preparing the Thematic Framework Matrix and the Historical Overview for the Shire of Exmouth Municipal Heritage Inventory, the consultants followed the Heritage Council Guidelines and used the concept of a blank matrix which outlined themes through time on one level, corresponding to important time periods at another level.

The Thematic Framework addressed the following :

- * Important time periods for the area.
- * Why people settled.
- * How people moved, made a living and socialised together.
- * Community efforts and civic structures.
- * Outside influences.
- * People who left their mark on the history of the community.

The cut off dates between time periods were determined by significant events, such as World War II, the major oil discoveries and the siting of the Naval Communication Station. The thematic framework was not intended to be a definitive history of the area. The objective of the framework was to provide a brief yet comprehensive picture reflecting aspects of the history of the Shire of Exmouth from its beginnings to the present. The major themes were enhanced by including a number of sub themes. For example, the theme of Community Efforts included descriptions of local government; education; law and order; community service and utilities; sport, recreation and entertainment; religion; cultural activities; institutions and environmental awareness.

The framework provided the indicators as to which significant places and sites in the Exmouth area might be noted for inclusion in the Inventory. With the Thematic Framework providing the backdrop, the individual places and sites took on a contextual significance from the start of the process.

The matrix format of the framework was expanded into the Historical Overview, a concise, illustrated, historical narrative, elaborating on some of the aspects noted in the Matrix. This short "potted history" can be reproduced as a stand alone document, and may be useful beyond the Inventory process. We encourage its use for other community activities and projects.

SHIRE OF EXMOUTH THEMATIC FRAMEWORK MATRIX

THEME/ SUBTHEME	PERIOD	1618 - 1941 EXPLORATION AND SPARSE SETTLEMENT	1942 - 1962 "OPERATION POTSHOT" AND OIL	1963 - 1968 "TWO NATIONS, TWO GOALS"	1969 - 1978 A LESSON IN INTEGRATION	1979 - 1992 THE END OF AN ERA	1993 - 1997 LOOKING TO THE FUTURE
ABORIGINAL OCCUPATION PRIOR TO EUROPEAN SETTLEMENT							
1. DEMOGRAPHIC SETTLEMENT AND MOBILITY <i>Why people settled</i> <i>Why they moved away</i> <i>The things they left behind</i> Sub theme(s)							
2. TRANSPORT AND COMMUNICATIONS <i>How people and goods moved</i> <i>How people communicated</i> <i>and exchanged information</i> Sub theme(s)							
3. OCCUPATIONS <i>What people did for</i> <i>sustenance or to add quality to</i> <i>life; paid and unpaid labour</i> Sub theme(s)							
4. COMMUNITY EFFORTS <i>What people did together as a</i> <i>community; the issues that</i> <i>divided them; the structures</i> <i>they created to serve civic</i> <i>needs</i> Sub theme(s)							
5. OUTSIDE INFLUENCES: <i>Events, decisions or changes</i> <i>which affected the community,</i> <i>but were beyond its control</i> Sub theme(s)							

2.3 THE COMMUNITY LIAISON COMMITTEE

The Heritage Act of 1990 clearly stated that the Heritage Inventory was to be compiled with community consultation. The Shire of Exmouth representatives identified a number of individuals, community groups and associations who might have been interested in participating in the process. After advertising the project, a meeting was held and a Municipal Heritage Committee was formed by those people who were keen to assist in the process.

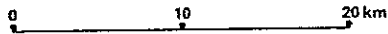
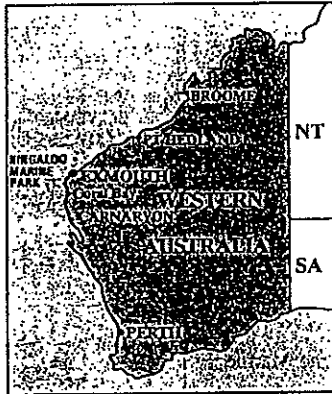
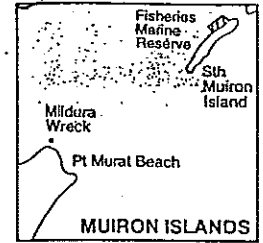
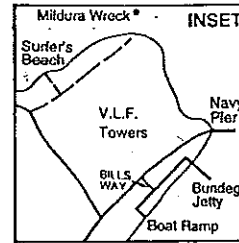
The Committee played an essential role in the collection of information for the Inventory process, and *O'Brien Planning Consultants* would like to thank them for all the effort and knowledge that went into preparing the material for the Inventory report. Doug Bathgate took on the role of Chairman, and Mrs Jan McClelland played a major role in finalising the research information. The other members of the Committee made a valuable contribution to the research phase of the project, as did all those people in the community who gave of their time and knowledge regarding places of heritage significance. The Committee would like to acknowledge the support which the Shire of Exmouth and the Gascoyne Development Commission provided for the project.

The members of the Committee were:

Mr D Bathgate (Chairman)
Mrs J McClelland
Mr S Roscic
Mr L Harris
Mr P Clark
Mr N Haywood
Mrs T Salmeri
Mrs S Harris
Mrs A Preest
Mr R Bailey

NORTH-WEST CAPE AND EXMOUTH TOWN

The climate on North-West Cape can be harsh and unforgiving. Do not forget that you are in an isolated area. Make sure you have plenty of water and food for any day trips you may be contemplating.



LEGEND

- Ningaloo Reef
- Sealed Road
- Secondary Road
- Track
- Walk Trail
- All kilometre readings and travelling times are from Exmouth.

The North-West Cape is fragile and easily damaged. Your care and consideration will help protect the environment and safeguard the wildflowers for future generations. Please take only photographs and leave only footprints.

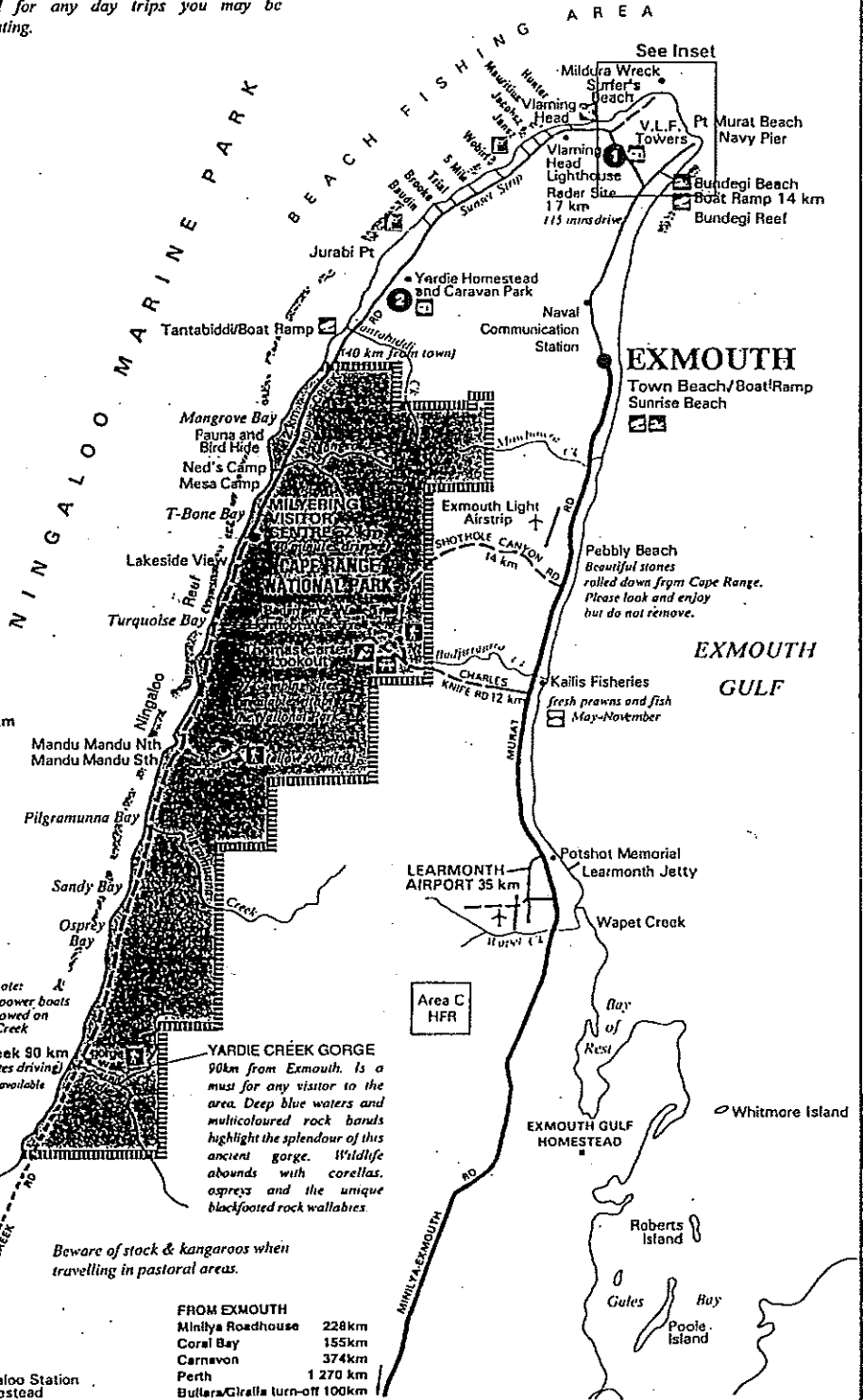
Please note: Private power boats NOT allowed on Yardie Creek

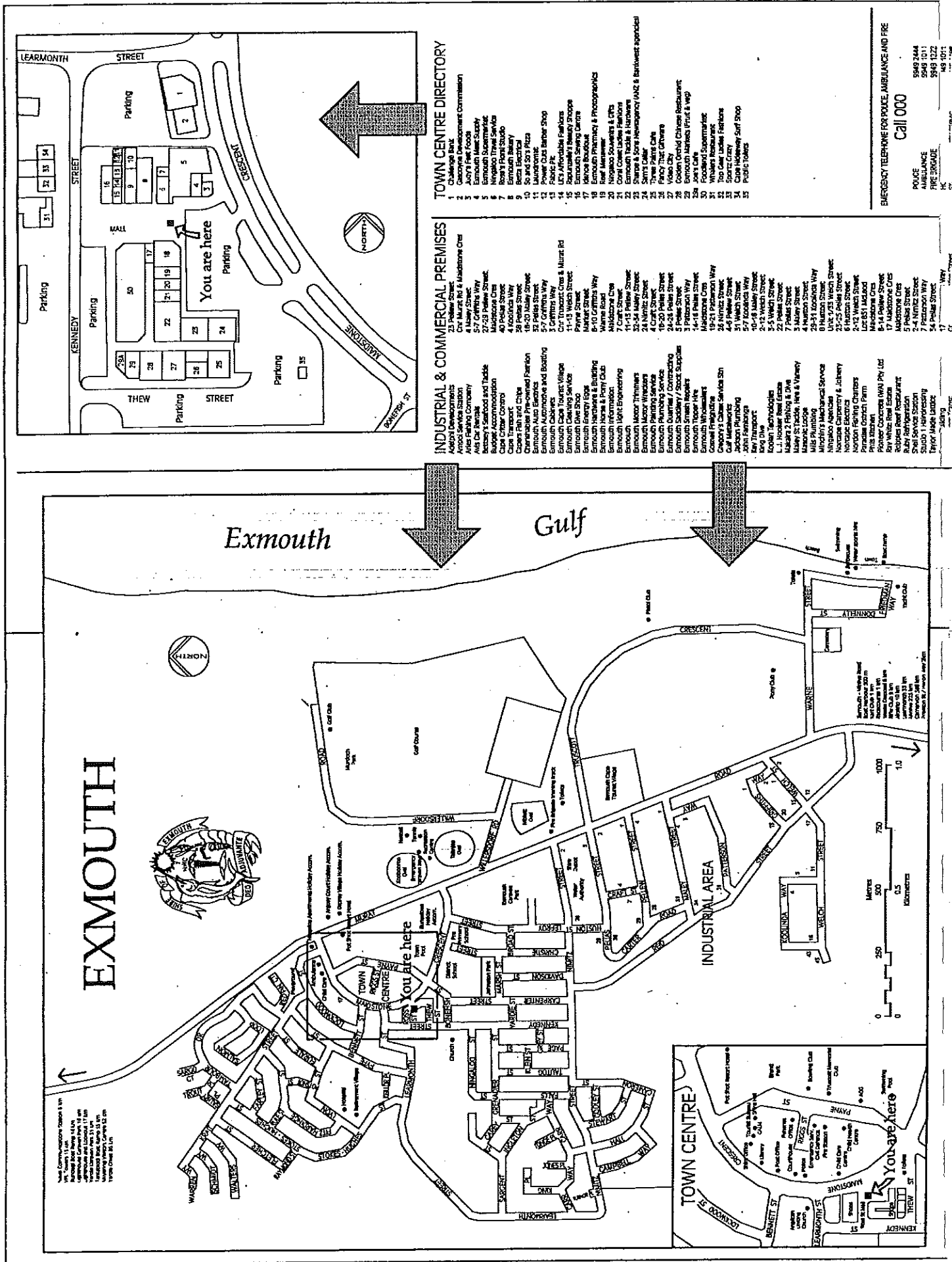
Yardie Creek 90 km (allow 90 minutes driving) Boat Cruises available

YARDIE CREEK GORGE
90km from Exmouth. Is a must for any visitor to the area. Deep blue waters and multicoloured rock bands highlight the splendour of this ancient gorge. Wildlife abounds with corellas, ospreys and the unique blackfooted rock wallabies.

Beware of stock & kangaroos when travelling in pastoral areas.

FROM EXMOUTH	
Mintya Roadhouse	228km
Coral Bay	155km
Carnevon	374km
Perth	1 270 km
Butlers/Girilla turn-off	100km





TOWN CENTRE DIRECTORY

- 1 CHALLENGE BANK
- 2 Oceania Development Commission
- 3 JULY'S Fast Foods
- 4 Emouth Meat Supply
- 5 Emouth Hair Dressing
- 6 Kookaburra Travel Studio
- 7 Emouth Bakery
- 8 Emouth Electrical
- 9 Emouth Hair Dressing
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INDUSTRIAL & COMMERCIAL PREMISES

- 23 Fallow Street
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EMERGENCY TELEPHONE FOR POLICE, AMBULANCE AND FIRE

Call 000

POLICE 5949 2444
 AMBULANCE 5949 1311
 FIRE 5949 0222
 FIRE 5949 0222
 FIRE 5949 0222

PART B : THEMATIC FRAMEWORK

THEMATIC FRAMEWORK

for

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I. The Period 1618 - 1941***Exploration and Sparse Settlement***

The recent settlement history of the Exmouth region sometimes obscures the very early visits made by European ships to the North West Cape. However, these visits by Dutch, French then English sailors have left the legacy of many names in the district.

The first landing on the North West Cape was by L Jacobsz, who captained the ship Mauritius. The year was 1618. The Cape was also visited by Willem De Vlamingh who has since been remembered by the naming of the Vlamingh Lighthouse. In 1801 a Frenchman, Captain Baudin, landed and named the point Cape Murat.

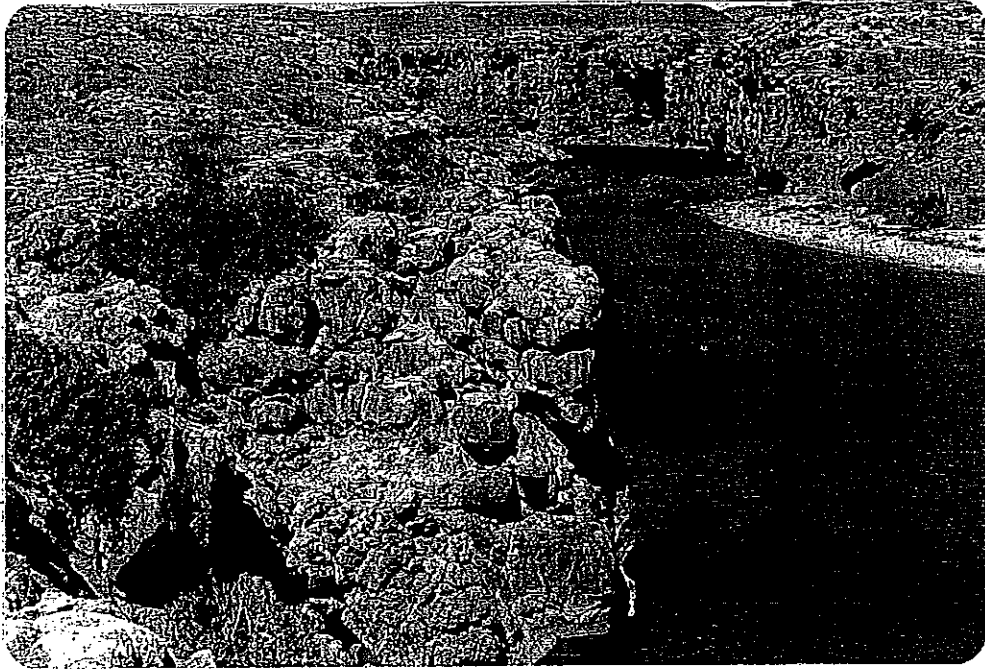
A further visit was made by Lieutenant P King in 1818. In his report King said of the North West Cape that the land was desolate and unsuitable for settlement. After an arduous trip around the coast King renamed 'The Bay of Rest' the Exmouth Gulf, in memory of Sir Edward Pellew - the Viscount of Exmouth. He named the North West Cape because of the geographical direction in which it lies.

Productive visits to the Exmouth Gulf by pearl luggers began in 1860. Under harsh conditions, particularly in cyclone season, pearl diving was practised. Their vulnerability to nature was emphasised when lives and boats were threatened by adverse weather. In 1876, 69 lives were lost when a cyclone swept through the area. Contact between the pearlers and the Aborigines who lived on the Cape was disastrous for the indigenous people. Some Aborigines were captured and were forced to dive for the valuable pearl shell. European diseases, passed to the Aborigines from this contact, badly affected the health of the local tribe. Evidence of European remains found on islands in the Gulf show the islands were used as rest stops for the pearl luggers and their crews.

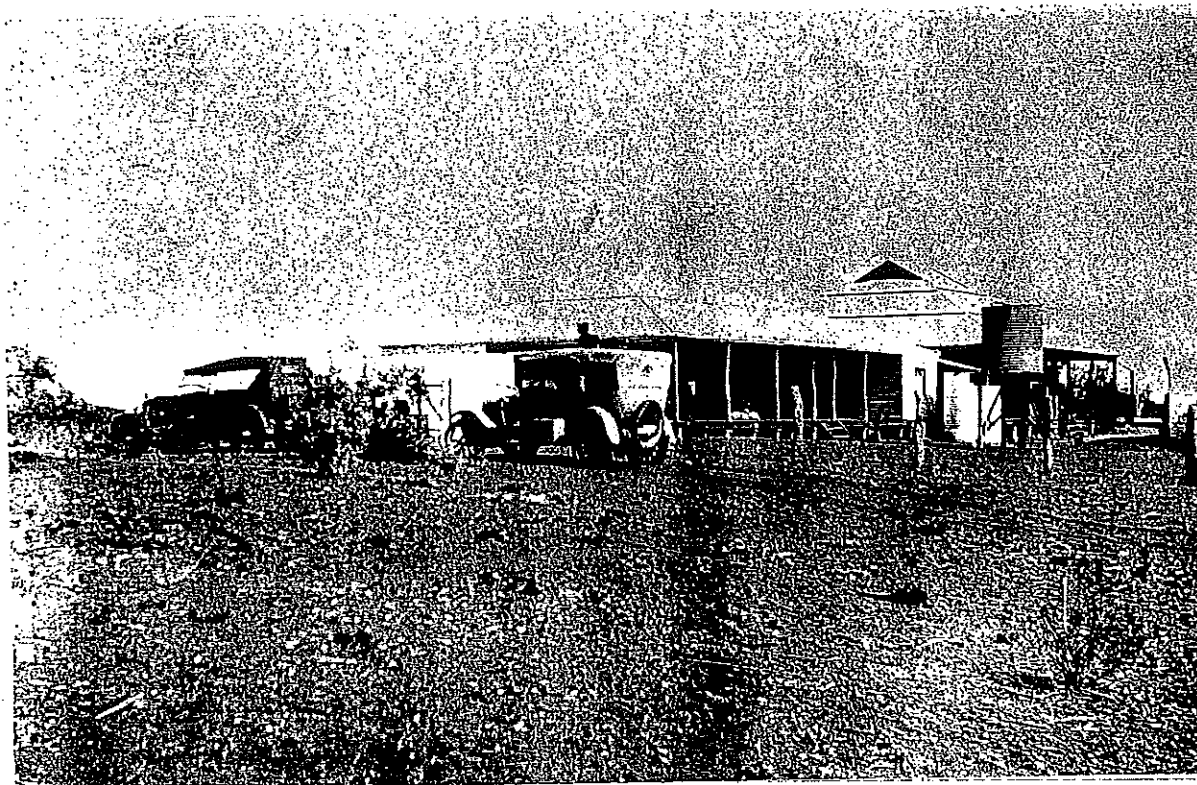
The first pastoral lease taken up on the North West Cape in the nineteenth century was by Thomas Carter. In 1902 he extended this lease to include large tracts of land on the Cape and called it Yardie Creek Station. Today Thomas Carter's name is honoured by being used at the Thomas Carter Lookout in the Cape Range National Park. This is particularly fitting as he spent much of his time in the range looking out for birds. As a noted ornithologist he recognised two new species of bird on the Cape; the Rufous Crowned Emu Wren and the Spinifex Bird (*eremlornis carteri*).

In 1907 the Yardie Creek homestead was built and the station was then run by Mr Payne and his family. Some of the buildings on the pastoral station include some materials salvaged from a shipwreck - the SS Mildura. This ship was trapped on the reef near Point Murat in 1907. The cargo of cattle was lost, but all human lives were spared.

The Yardie Creek homestead was followed in 1910 by the Exmouth Gulf Homestead, owned by J Lefroy. As early as 1888 the Giralia Station leasehold had been taken out by H R Freney and Co. The homestead, however, was not built until 1916. These properties, including Bullara were sheep grazing leaseholds. By the 1930s pastoral leases in the Gulf area were increasing in area and stock holdings. This required the employment of more people, some of them being Aboriginal stockmen.



Photograph 1: A view of Yardie Creek and the surrounding country



Photograph 2: Giralia Station circa 1923



Photograph 3: Original shearing shed at Bullara Station

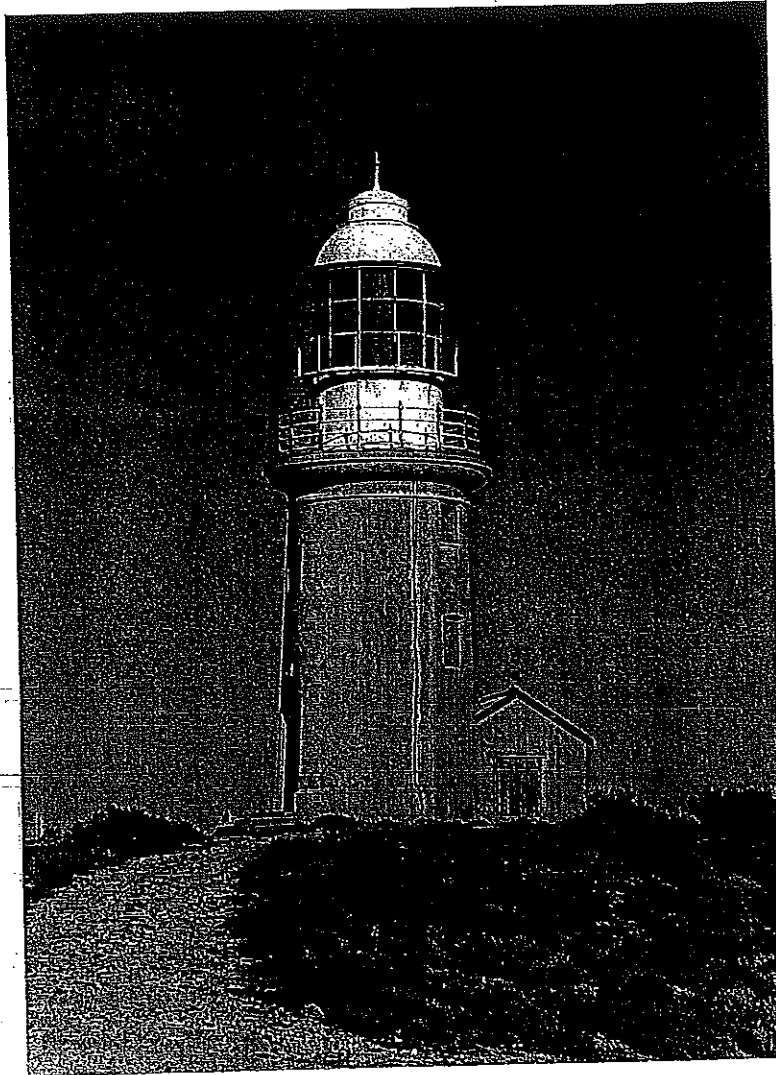


Photograph 4: Camel team from Bullara Station

The dangerous coastline around the North West Cape necessitated early warning signals for ships that ventured too close to shore. The shipwrecks that occurred on the reef encouraged the building of a lighthouse at Point Murat in 1912. The construction of the Vlamingh Head Lighthouse took its toll on the working party. The crew suffered from dysentery and one man, Frank J Reddy, succumbed to the disease and died on 27 May 1912. The sick men were transported back to the south and a replacement crew were brought in to complete the building of the lighthouse.

Two lighthouse keepers were employed for the maintenance and running of the warning beacon. All their stores arrived by ship. A simple tramway was built to allow the easy transportation of stores. The carts loaded with supplies, particularly with the all important fuel for the lighthouse, were pulled by a Clydesdale named 'Captain'. They travelled approximately 6.5 km along the railway from the beach up to the lighthouse. The keepers resided in well constructed quarters in close proximity to the lighthouse.

Internal travel in the Gulf region was entirely on horseback as there were no roads or even many tracks of consequence. Mail was delivered monthly, first by ship to Carnarvon and then on horseback to the lighthouse and to the isolated homesteads.



Photograph 5: Vlamingh Head Lighthouse completed 1912

Water supplies were of tantamount importance to the settlers on the Cape. The first signs of any European settlement were the improvements made around wells - one known as the Bundegi Well and another unnamed, but thought to have been in use in the 1870s. The builders of the lighthouse used condensers to turn sea water into potable water. Though the condenser remained, the lighthouse keepers and their families were supplied with good quality water collected in an underground rain water tank.

Other than the pastoral activity and the presence of the lighthouse, development in the Exmouth Region was limited up until 1942. That year saw the beginnings of some frenetic activity as a result of the arrival of World War II (WWII) to Australia's shores.



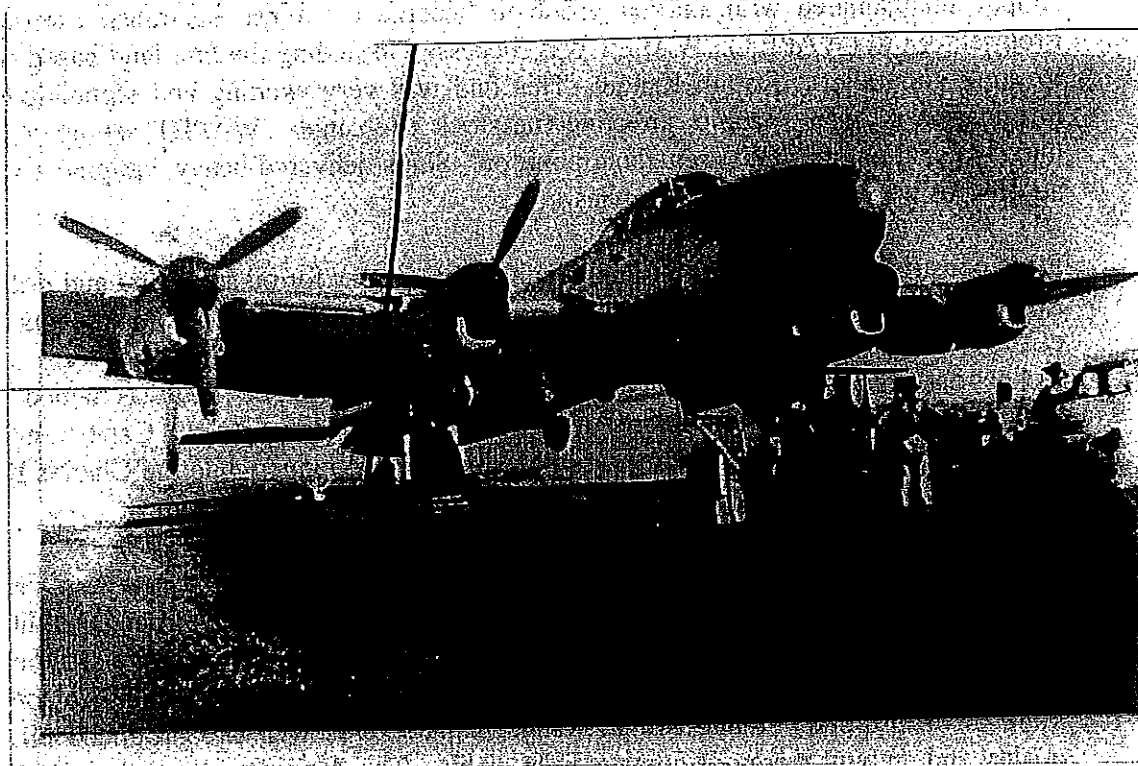
Photograph 6: Drilling for water

2. The Period 1942 - 1962***Operation 'Potshot' and Oil***

The threat of enemy attack was a new experience for Australia. The Federal Government, after the fall of Singapore to the Japanese, welcomed a close relationship with the United States (US) Armed forces. With the fall of the Philippines the US looked for alternative bases in Australian Territory. In 1942 four people with support crews landed on the North West Cape to conduct reconnaissance for the venture called Operation 'Potshot'. Rear Admiral Charles Lockwood (United States Navy), Brigadier B E Klein (AIF), Commander Joseph L Thew (USN) and Lieutenant Col J Young (AMF) represented a joint nations team. They landed on 11 September 1942 to set up a base to support the US Navy.

The Bay of Rest became the scene for northern bound submarines to be refuelled as well as a staging point for seaplanes used in reconnaissance. The Base was built in late 1942 and was completed early in 1943. It included a radar station (High Frequency Direction Finding) with anti-aircraft defences.

The Cape was also used to site an airstrip for the RAAF. The Airforce Base was named Learmonth after the heroic Air Commodore Learmonth.



Photograph 7: Learmonth 1943 during 'Operation Potshot'.

Operation 'Potshot' was a bold scheme but not considered highly successful. The submarines could not easily be refuelled because of extreme weather conditions. The presence of the AA guns did not put off an attack by the enemy - the Japanese bombed the Gulf in 1943. Though there was no damage from the raid, the threat was enough to deter any continuation of submarine maintenance in the region.

The defence base did, however, play a role as a spring board to two missions of attack in the Japanese held Singapore. In 1943 the base entertained 'Z force'. The Z force was transported to Singapore in an old Japanese fishing vessel. As a secret assault force (Operation Jaywick) they successfully destroyed many Japanese ships berthed in the harbour. A follow up expedition (Operation Rimau) that also came through the Exmouth Gulf was not successful. The men involved were either killed while being captured or were executed at a later date.

A cyclone in 1945 wreaked havoc to the remaining 'Potshot' operations. Much damage to military installations occurred and the decision was made not to rebuild the station. The personnel were withdrawn and the station was abandoned.

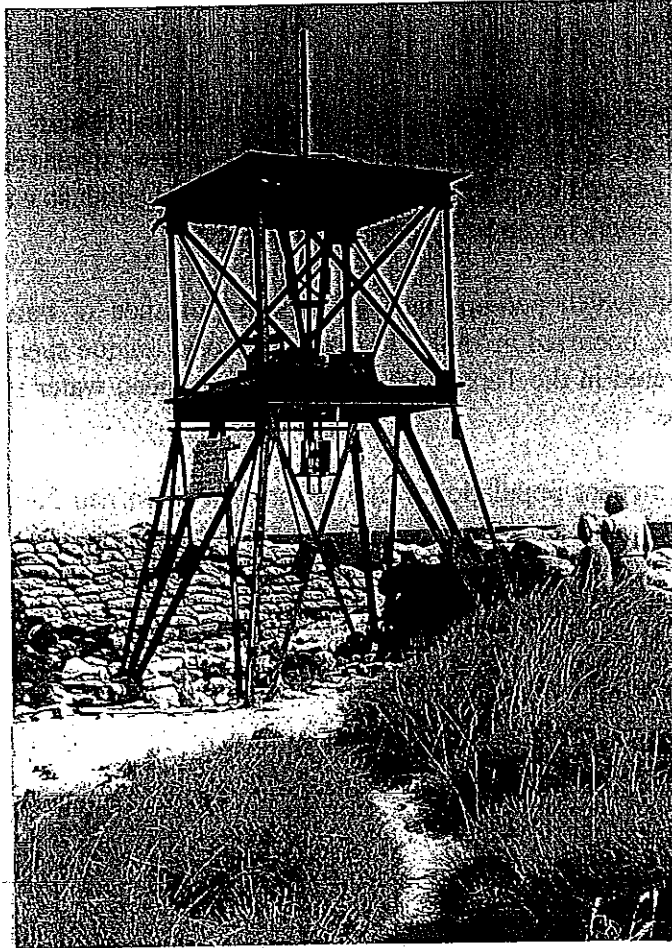
The infrastructure built during the period of operation 'Potshot' which survived the cyclone of 1945 became the quarters of a new venture in 1953. Ampol, with the high hopes of discovering oil, had set up a survey team camp in the old buildings. A cyclone the same year caused much damage to this camp, but nevertheless oil exploration continued.

Ampol amalgamated with another group to become the West Australian Petroleum Proprietary Ltd (WAPET). WAPET was successful in finding the first land based oil in Western Australia at Rough Range. This find was very exciting and stimulated the imagination of many people, affecting the stock exchange. WAPET set up a pier, initially using an old WWII refuelling pontoon. Ships delivered heavy equipment while aeroplanes were used for light supplies.

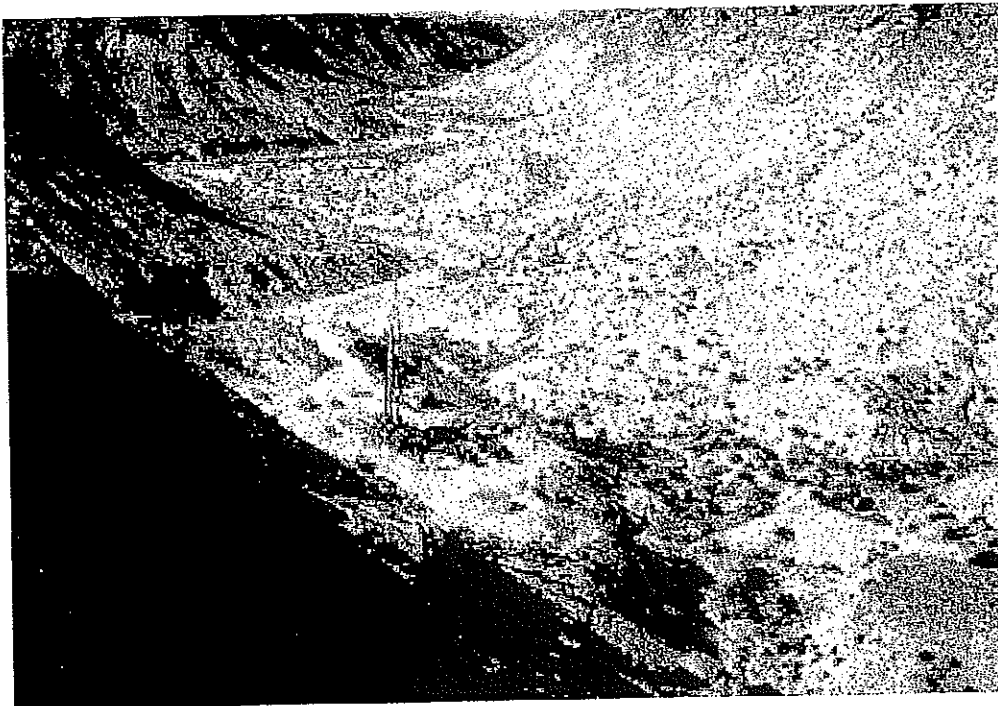
Road construction on the Cape was difficult but necessary for oil surveying and drilling. Many access roads to oil drilling sites were built at large cost. The most spectacular example of road building ingenuity is the Charles Knife Road. This has very steep inclines and was recognised as a construction feat in its day. The road was named after the head surveyor, Charles Knife. Another road, also leading into the Cape Range, is Shothole Canyon Road. This traverses the valleys of the range while the Charles Knife Road goes across the peaks.

The oil exploration venture led to increased population in the district with most people accommodated in buildings leased from the RAAF at Learmonth. Living conditions were not easy, though basic facilities such as regular postal deliveries (est 1954) helped to ease the sense of isolation. Despite many successive attempts at drilling for oil, no more oil was found. While Rough Range Number One well site produced oil, the quality and amount were not commercially viable. The decision was made in 1958 to stop further exploration.

Pastoralism continued on the North West Cape throughout this period. Though conditions were not easy and sheep had to be spread thinly across the land, grazing was successful while wool prices were sound.



Photograph 8: World War II Radar, part of 'Operation Potshot'.



Photograph 9: Shothole Canyon, Cape Range, WAPET drilling rig.

A new commercial industry introduced in this period was fishing. A fish processing factory had been set up in 1951 and, despite being severely damaged in the cyclone of 1953, the industry continued. Prawning was also a growth industry in WA and in 1956 the first prawn trawlers began to work the Gulf waters.

A significant find which perhaps indicated the importance of natural history in the North West Cape, occurred in 1948. In that year world unique species of blindfish and eels were discovered in the Tantabiddi Well, a subterranean water supply, on the west coast of the Cape.

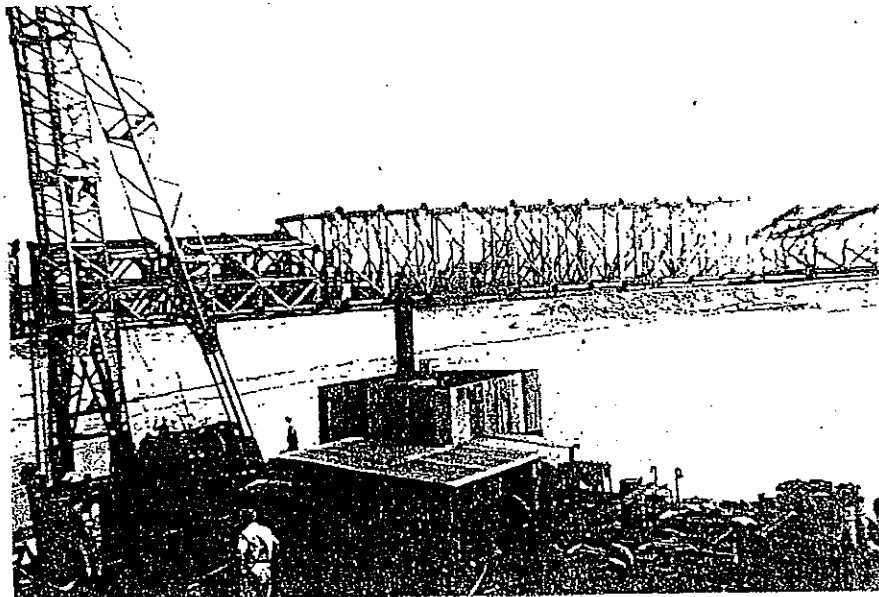
By 1961 the permanent population in the Exmouth region had fallen to just 41, most supporting the fishing or pastoralism industry. Therefore, the US Navy's plans for a communication base in the Southern Pacific and Indian Oceans was timely for the development of the North West Cape.

3. The Period 1963 - 1968*Two Nations, Two Goals*

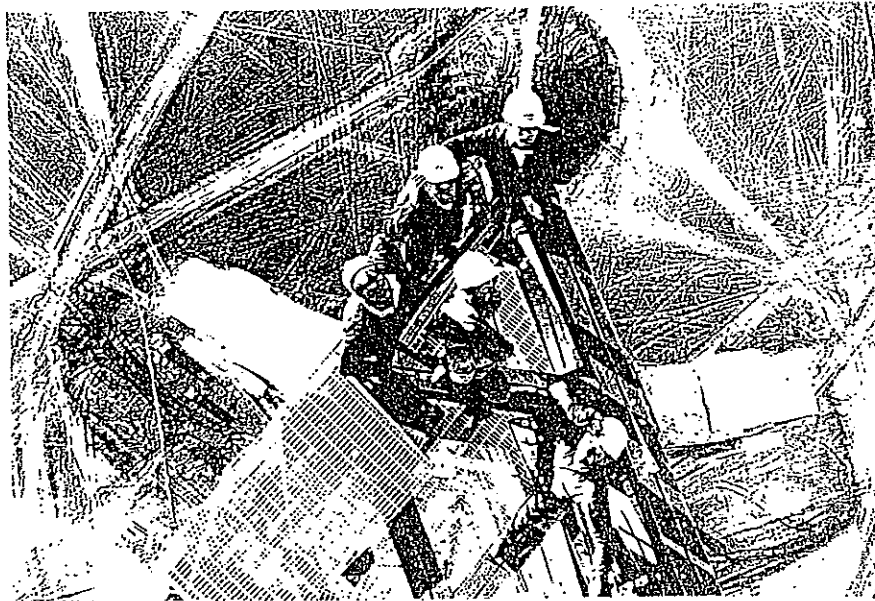
After careful consideration the Exmouth Gulf was chosen as a site for a US Navy Communication Station in 1962. It was one of three sites evaluated and was selected because it was strategically 'convenient and stable'. The base was set up to help defence by supplying good communication with submarines and surface ships patrolling in the south west Pacific and Indian Oceans. It was only the third of its kind in the world.

In 1963 a 25 year agreement between the US and Australian governments resulted in a resurgence of activity in the Exmouth region. The population rose dramatically with the arrival of builders for the base, (which was divided into three separate locations), and for the support town. The builders were mostly migrants and predominantly single men. Married men were not encouraged but the high wages offered attracted many married men who were eventually accommodated with their families in a caravan park.

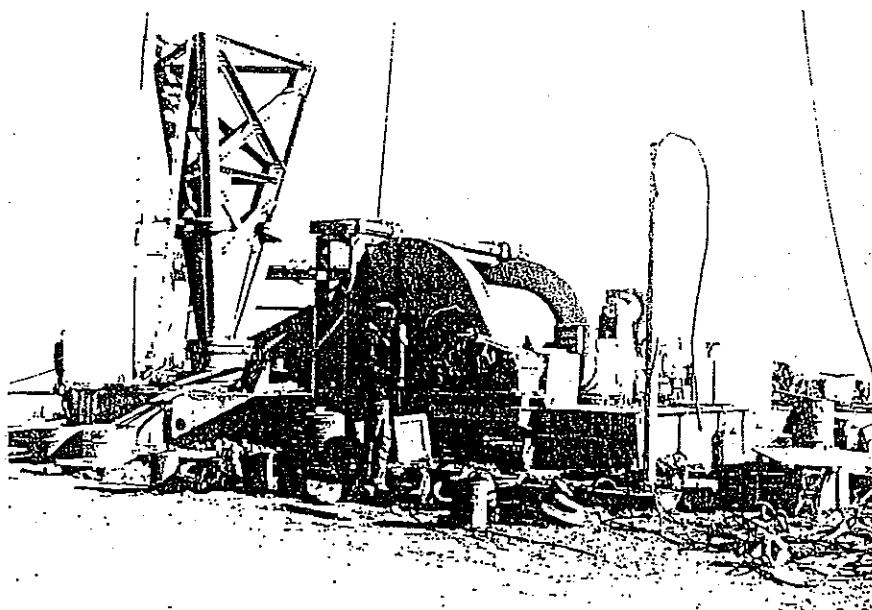
The building of the Very Low Frequency Towers (VLF), a vital part of the long range communications, was expensive and labour intensive. The very tall towers were at the time the highest man made structures in the Southern Hemisphere. The towers supported the massive antennae for the transmitters and receivers.



Photograph 10: Pier under construction

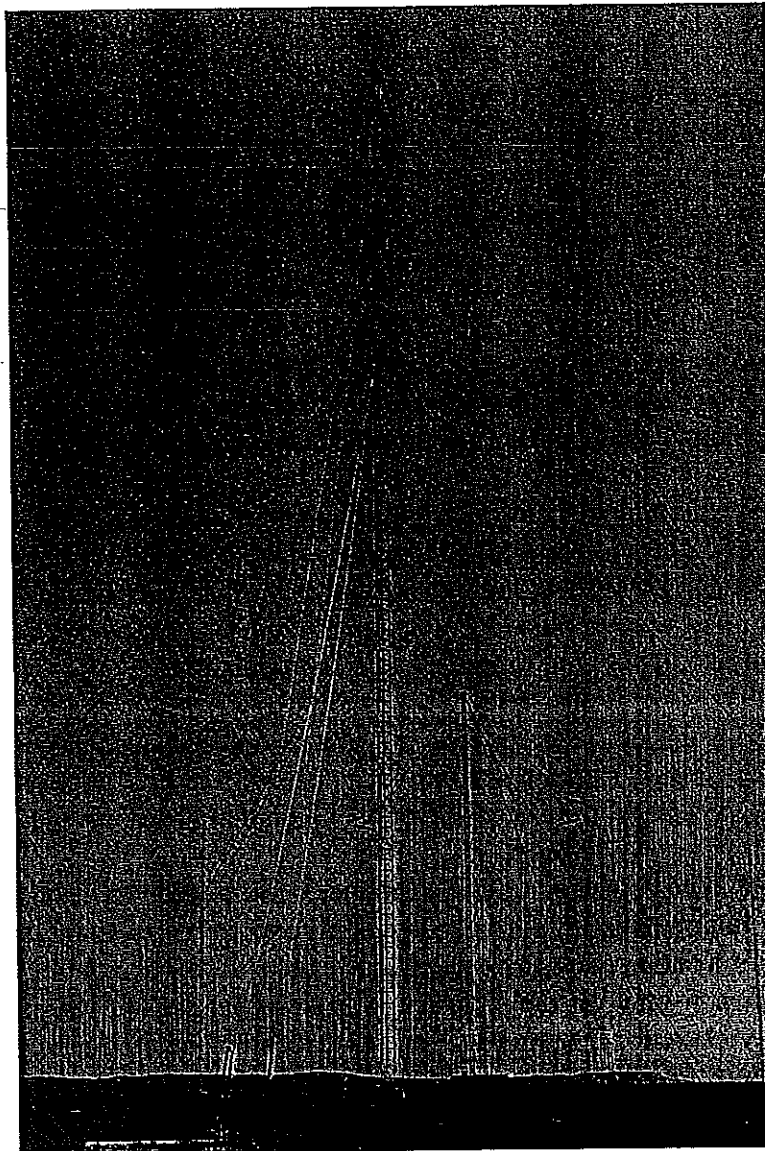


Photograph 11: Tower crew



Photograph 12: Tower construction

The townsite of Exmouth was eventually chosen after consideration of three other sites. The location of good water supplies in the hills behind the town was a major factor in the selection process. The town was gazetted in 1963 and made a Shire in 1964. Initially the Shire of Exmouth was not considered large enough for a full Council and a Civil Commissioner, Col K Murdoch, was appointed as the main authority. The first buildings in Exmouth township were transported from Talgarno (near Broome). These included the school and office for the Civil Commissioner. Houses were transported and erected for the headmaster of the school, the Civil Commissioner, the Public Works Officer and the Shire Power House Manager. The town's electricity was supplied by a power station, also brought from Talgarno. Recognition of North West Cape history was reflected in the many street names given to the town based on WWII operations or people involved in the historical exploration or development of the district.



Photograph 13: VLF tower

By 1966 the population of Exmouth had jumped to 2,248 people. The school was functioning and many people were settled in homes built to survive cyclonic conditions. Those people not in homes resided in the Burtenshaw Caravan Park until building was completed. Interestingly, the integration between Australian and American families which had been insisted on as part of the agreement between the two nations, resulted in two distinctly different architectural housing styles.

The official opening of the US Naval Communication Base on the North West Cape occurred in 1967 along with the sealing of a time capsule to be opened in 2067. It signified some changes in communication and transportation for the region. In 1963 a Post Office was built near the US Navy Radio Station but was moved to Exmouth in 1966. In 1967 the Vlamingh Lighthouse ceased to operate as a new electric warning beacon and a VLF tower took over its role. A deepwater pier was built for the communication base, designed to withstand cyclones and high seas. An airstrip was built for light aircraft and this was of particular importance to the Royal Flying Doctor Service (RFDS). This airstrip was sometimes used later for helicopters from oil rigs at sea. The RAAF continued its relationship with Exmouth at its Learmonth base.

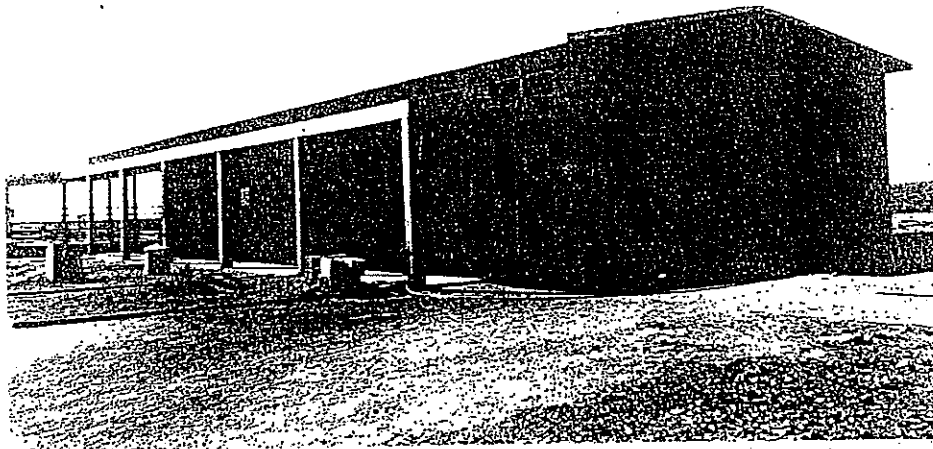
The community that formed around the communications base was unique in the Western Australian experience. Community needs were not met slowly by a growing population as in other country towns, but instantaneously with the building of the station. On the base, facilities included a swimming pool, basketball and tennis courts, a softball field, movie theatre, an educational building and library, the Navy Chapel (non denominational Christian) as well as a room for Jewish worship. Civilians were permitted to enter the base for the use of some of these facilities. Social get togethers on the base were held at the Officers Club or the recreation building which also included four bowling alleys. Leisure time for those on and off the base included fishing, shelling or swimming. Other sports included lawn bowls and football.

Education was integrated between the Australian and American children under the Australia/US agreement, reflecting the motto, 'Two Nations, Two Goals - Freedom and Peace'. Preschool was first taught in 1965 by the Australian Inland Mission (AIM) but was later turned over to the Government and the Kindergarten Association. In 1968 a 12 roomed school was built for the expanding population.

The medical needs of the town were first met by an AIM nursing post until 1965 when the State Medical Department took over. In 1968 the post was replaced by a 12-15 bed hospital to cater for the needs of a population that had risen to 3000 people.

Commercial developments in this period included the growth of businesses to support the Exmouth population. Mr Sam Madaffari bought the first non residential land in the township for a shop. It was a general store with a newsagency. In 1963 Michael Kailis built a prawn fishery on the site of the old fish cannery. Prawning became a very successful venture for the region. Pastoralism continued with sheep grazing.

In his short period as Prime Minister of Australia, Harold Holt had developed a good rapport with the then President of the US, President Johnson. After his untimely death in a swimming accident in December 1967, Harold Holt was commemorated by the renaming of the communication base on the North West Cape. It was renamed in a ceremony marking the event - US Naval Communications Base Harold E Holt. The inclusion of an Australian dignitary's name for the base reflected the joint nature of US and Australian navy personnel and duties.



Photograph 14: Exmouth School 1968

4. The Period 1969 - 1978

A Lesson in Integration

The popularity of Exmouth as a destination for a tour of duty for both US and Australian Navy Personnel shows the attraction it had for many people. This was despite the immense isolation many people felt on first arriving in Exmouth. Although there was a transient population, a community spirit blossomed. The RSL, the CWA, Red Cross, Lions and Rotary were among some of the organisations that grew in this period.

Social gatherings at the community hall, the drive-in-theatre and open air dances at the hotel were well patronised. In 1969 the religious needs of the town were further met by the opening of the AIM Christian Education Centre and the St John Memorial Church. Sport continued to expand in the town. Cricket was included on the list with the introduction of a turf wicket at Koobooroo Sports Park in 1971. This was the first turf wicket in the North West. The recreation centre, also built in this period, included squash courts as well. Recycling the first school and Civil Commissioner's office occurred with the establishment of the library in 1971.



Photograph 15: Recreation Centre 1970

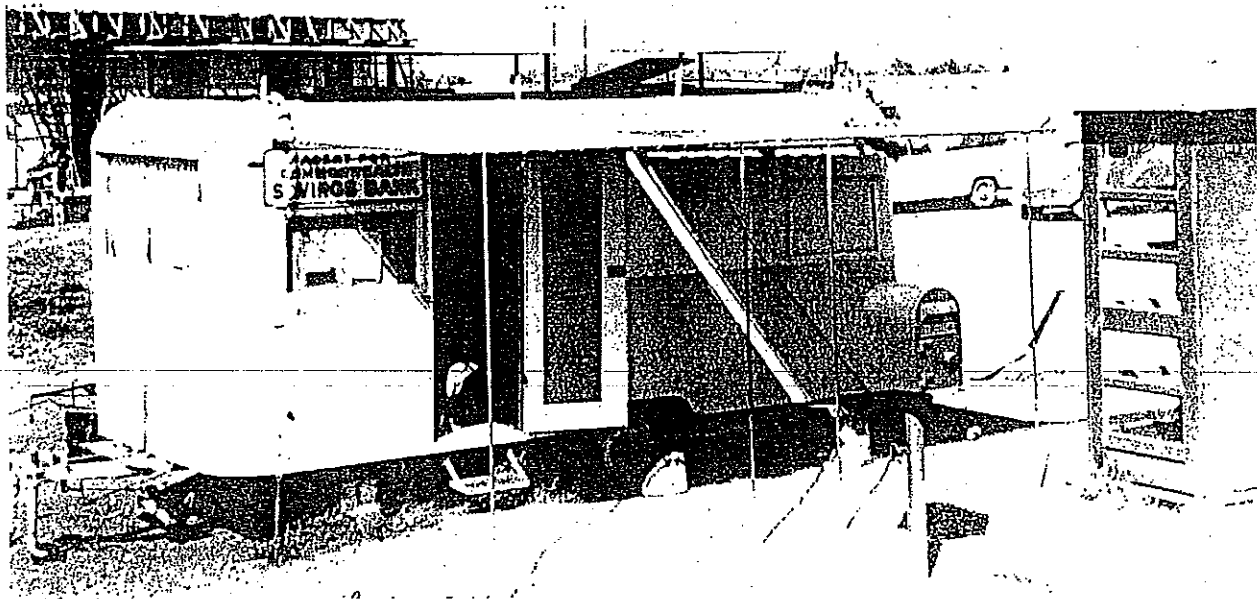
The importance of Exmouth's geographical location was once again recognised by the introduction of a Meteorological Station at Learmonth in 1975. This was part of a Cyclone Weather Watch Network along the northern coast of Western Australia. The radar is positioned on top of Cape Range. This was followed by the building of the solar Observatory near Learmonth RAAF base in 1979. The observatory's objectives are to view the sun from sunrise to sunset. The US Airforce, who operates the unit, then reports any activity that may contribute to scientific research on the sun and may possibly give early warning of troublesome side effects to the earth's upper atmosphere. The North West Cape was chosen for this observatory because of the number of sunny days per year in the region.

The number of sunny days on the North West Cape, particularly when other parts of Western Australia were experiencing cold and wet winters, was also an important aspect of the youthful tourism industry. Visitors were invited to view the Vlamingh lighthouse which was converted to a museum. People were attracted to the area for the fishing and natural beauty of the region. In 1972 visitors were entertained by the first 'Exmo', Exmouth's annual festival. Held over a week, it featured competitions, floats, parades, drama, arts and crafts and shell exhibitions among other attractions.

In 1972 operations at the prawn fishery closed to be relocated to new premises which were opened in 1973. Diversification in agriculture came with the introduction of pig farming to the Cape. The pigs were trucked to an abattoir in Carnarvon. Sheep continued but the end of an era came for Yardie Creek Station. The recognition of the unique ecology on the West Coast of the Cape and the Ningaloo Reef saw the government extend its jurisdiction over the land. The Yardie Creek Station which had been bought by the Broad family was resumed for National Park Reserve. The homestead was occupied by caretakers on the Broad's departure.

1970 was a significant year for Exmouth for increased efficiency in long distance communication. In this year the first land line connection with the national telephone network was made. Previously long distance telephone calls had to go via radio. Also in 1970 the Exmouth Post Office was opened - a great change from the initial Post Office where mail was dispensed from a caravan. This event was made more momentous by the arrival of a telegram from the postmaster at Exmouth, England, recognising the opening of the new building. The technology of TV transmission arrived at Exmouth in 1978. Although long awaited, there were some consequences which changed some of the patterns of social interaction in the community - to the regret of many residents.

The presence of the US Navy was seen by some sectors of society outside Exmouth as a danger to Australia's security. 'People for Nuclear Disarmament' felt particularly strongly about this issue. Demonstrations were held to protest about the US influence in Exmouth, especially the visits by nuclear powered defence ships and submarines. In 1974 a demonstration of up to 700 people, some from the Eastern States, resulted in the arrest of 41 people. The issue was not, however, abandoned there as contention continued to rage throughout the 1980s.



Photograph 16: Exmouth Post Office.

5. The Period 1979 - 1992***The End of an Era***

The 'People for Nuclear Disarmament' group stayed active throughout the 1980s with a campaign slogan of, 'Take back the Cape in '88'. They also rallied for support under the banner, 'Are you a Cape Crusader?' They continued to fight for the end of US military involvement in the North West Cape so that the chance of Australia's involvement in a nuclear war would decline. Through normal defence cutbacks the US military staff at the Communications Base was cut by half in 1979. At the same time the Australian Defence Forces pushed for greater involvement in the station.

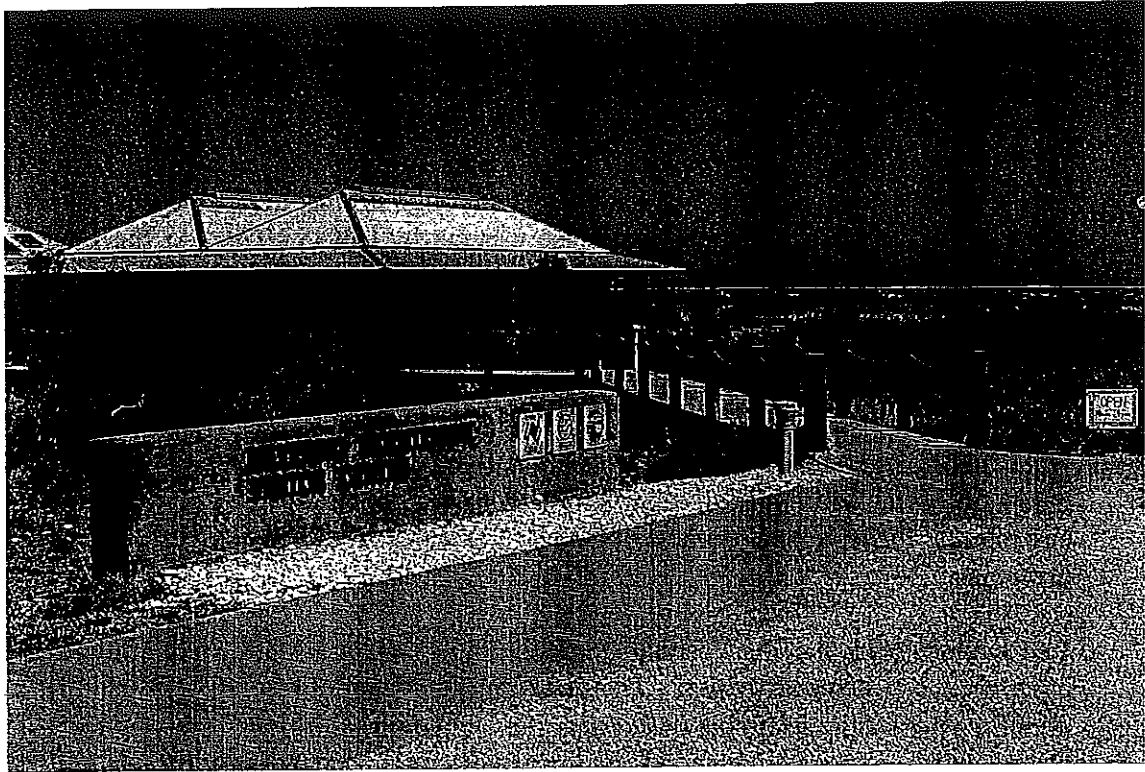
In 1979 the Shire of Exmouth was represented by an elected council for the first time. Seven councillors were elected and Mr R (Bob) Burkett was appointed as Shire President. The Shire had many sensitive issues to handle. Environmental concerns were increasing. Many people voiced their opposition to mining or drilling on the Ningaloo Reef, fearing serious ecological damage. As early as 1977 prawn fishermen had stated their feelings about oilfields threatening the welfare of prawn fishing grounds.

The environment and the unspoilt beauty of the North West Cape Nature Reserves have encouraged many visitors. The government recognised the need for information about Cape Range National Park and the Ningaloo Marine Park. As part of a Bicentennial project the Milyering Visitors' Centre was established in the National Park in 1988. The information centre is manned by rangers and a variety of volunteer guides. They are willing to share their knowledge of the area, and hopefully educate and direct people in how to best use the facilities and enjoy the environment. Visitors to the Cape Range National Park can take advantage of fauna and bird observation posts as well as view turtles who come to shore to lay their eggs on the beaches.

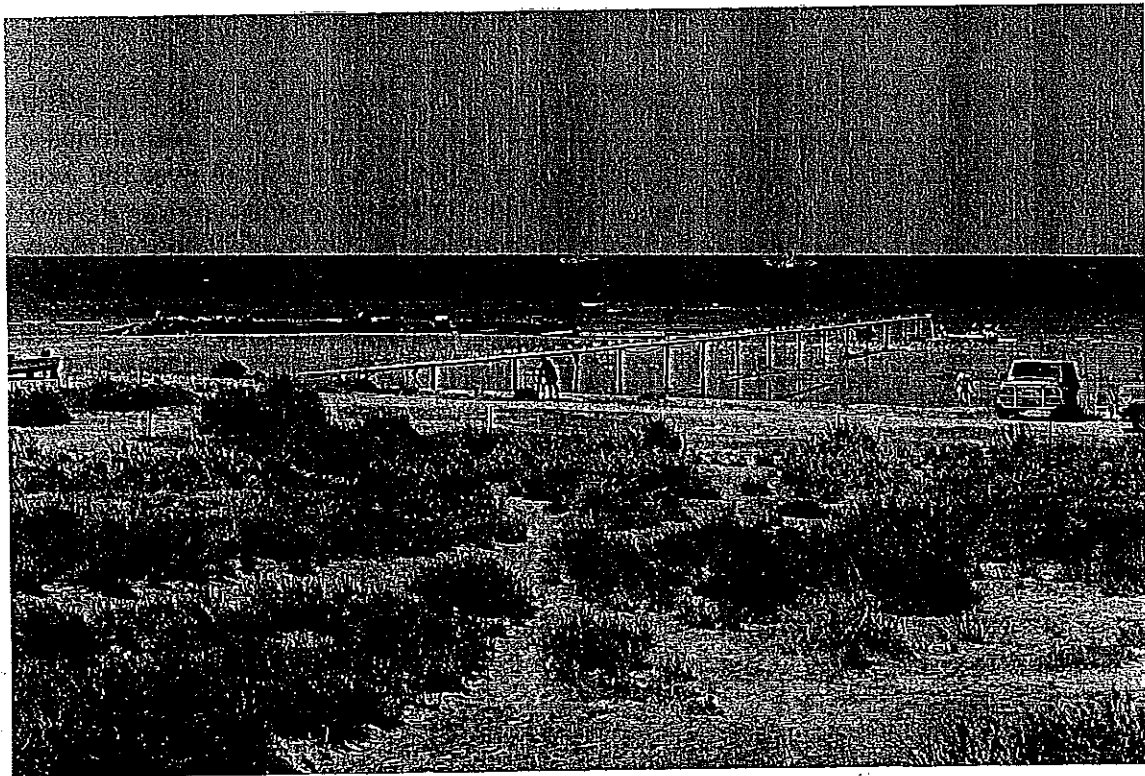
The Ningaloo Marine Park, established in 1987, is Western Australia's largest fringing reef and is recognised as having world heritage value. One of the great attractions at the Marine Park are the whale sharks which people come from all over the world to see. Tourists also visit the wreck of SS Mildura which can be viewed from the beach at Point Murat. The Mildura wreck is commemorated by a cairn that was erected in 1982. The memorial was a joint venture between the Rotary Club of Mildura, Victoria and the Exmouth Rotary Club. In 1992 a wreck inspection trip from Coral Bay to Exmouth recognised the value of the Mildura and the Fairy Queen wreck sites and gave suggestions for future development and protection.

Tourists visiting the North West Cape are well catered for by different styles of accommodation, tours and chartered fishing trips. Available accommodation includes a resort, rooms for budget back packers, many caravan parks and camping grounds. Avid fishermen who bring their boats to the North West Cape can put out to sea, comfortable in the knowledge that Exmouth is now serviced by a Volunteer Sea Rescue Group based at Bundegi Beach.

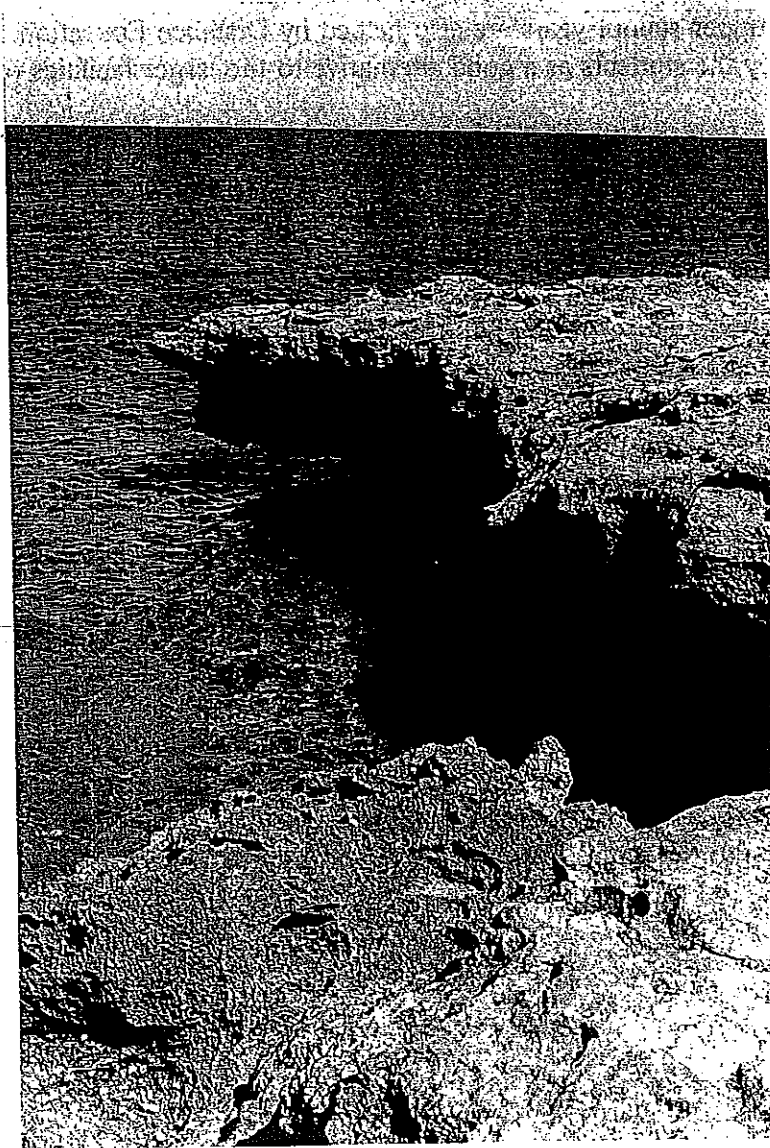
During the 1970s land based oil exploration came to the fore once more. Four international companies proposed to spend \$300 million over a five year period on oil research in the Exmouth region. In 1979 the first oil wells for the consortium were sunk. The navy pier, restricted until this time, has been leased for the oil company's use.



Photograph 17: Milyering Visitors' Centre



Photograph 18: Beach near Kailis Prawn Factory



Photograph 19: Qualing Pool, a scenic spot on the Exmouth Gulf

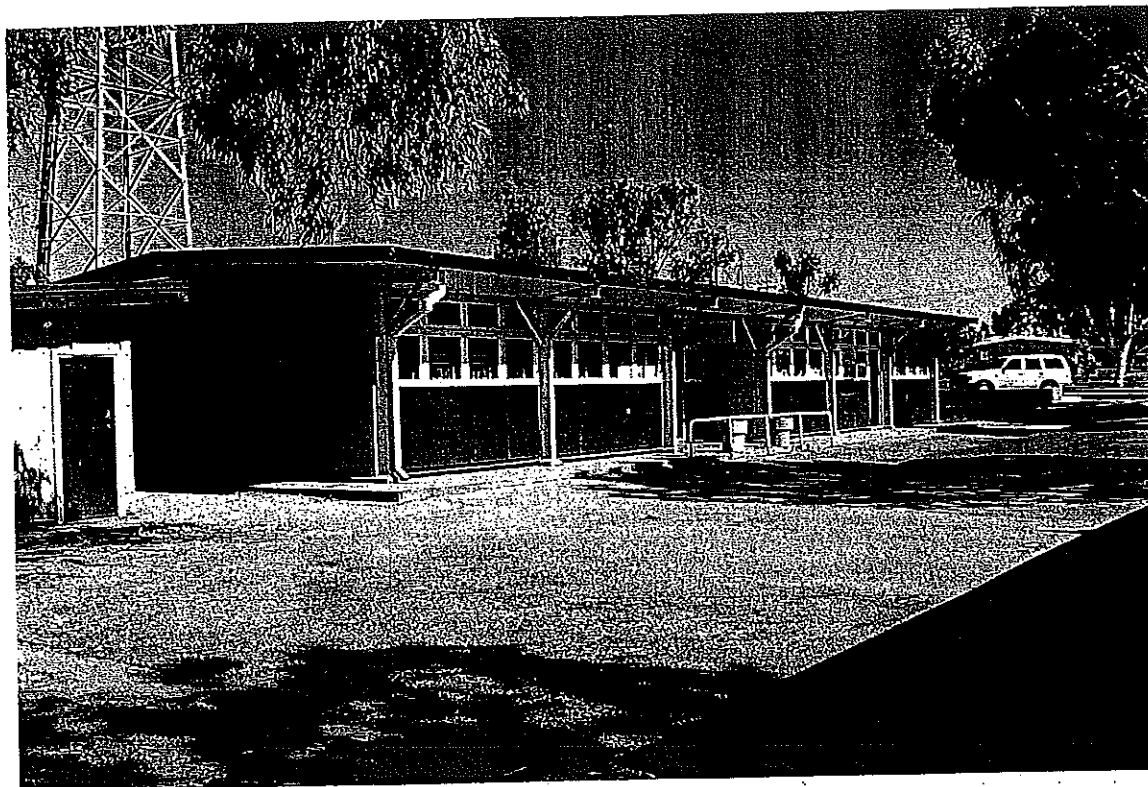
Difficulties arose for the prawn industry during this period. The State Department of fisheries stepped in to help manage the prawn fishing by introducing licenses and helping to set up a prawn nursery.

Education in the Exmouth District High School expanded to include Year 11 and 12 in 1987. The upper school years are also helped by Distance Education. This has been recognised by the students as a good alternative to the larger facilities of an urban high school.

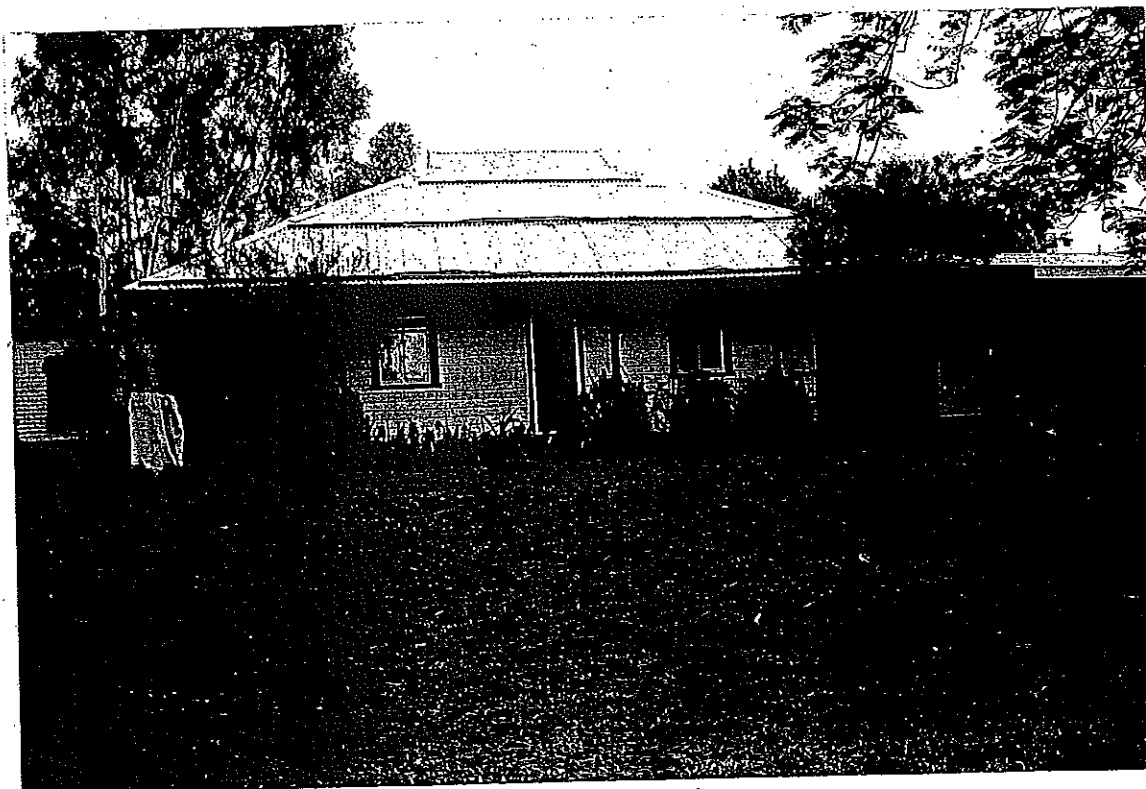
Opinions such as those offered by the Exmouth's youth have been recorded in the Exmouth Expression, the local newspaper. Many issues are raised and discussed through the letters to the editor and reading the newspaper gives a good picture of the community. The community involvement throughout Exmouth's development had by this period expanded to include 49 different clubs and organisations. Some of these were the Drama Club, the Gliding Club, Apex, Brownies, Guides and Scouts. The number of people active in community groups however fell dramatically throughout the 1980s. Some local people have directly contributed this to the introduction of television which they feel is responsible for the decline in community participation.

The most dramatic change to the community was the sudden decision for the US Navy to hand over the complete running of the Naval Communication Base to the Australian Defence Forces. In 1992 The Harold Holt Station was placed under Australian command. The Shire took over control of the Learmonth Airport.

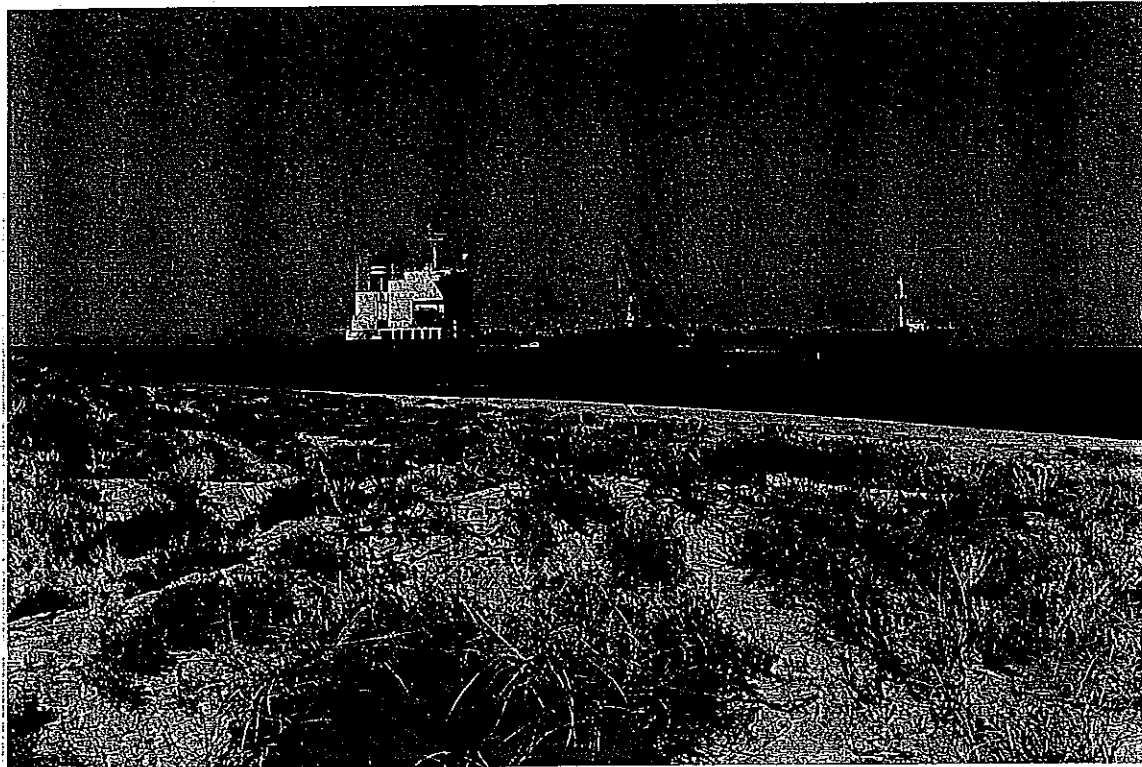
Exmouth is now moving in a new direction. The population of the town in 1990 was 2800. This fell to approximately 2000 after the US withdrawal. The residents, looking for alternatives, are most hopeful that the expansion of tourism will take the region successfully into the future.



Photograph 20: Exmouth Library



Photograph 21: Giralia Station in 1997



Photograph 22: Pt Murat Pier in 1997

6. The Period 1993 - 1997*Looking to the Future*

Tourism continues to attract many visitors to Exmouth, especially those looking for 'Winter' Sun. The popularity of the region as a destination is reflected in the many competitions successfully run by organisations during the tourist season. Exmouth is now a destination for a major yacht race from Fremantle at the new Bundegi Jetty, opened in 1993. A fishing competition called the Exmouth Billfish Bonanza attracts many entrants. The Exmouth Festival Exmo is also a popular event held annually. To reflect the important contribution prawn fishing has made to development in the Gulf, during Exmo in 1993 the Festival of the Prawn was established. Shell exhibitions such as that at the Shell Museum are also popular during Exmo.

Some new industries have been mooted for the North West Cape. Ostrich farming at Paradise Farm has been established and this is the only breeding farm north of Geraldton. In 1994 pearling came once again to the Gulf. The viability of clam fishing is being considered, however there are some doubts about the effects this may have on the ecosystem.

The threat to the Ningaloo Reef by drilling appears to have decreased with the decision by the State Government in 1994 to place a moratorium on drilling in the region of the Marine Park. This decision was given great support by local environmental enthusiasts as well as by the Shire. However, in 1997, this contentious issue once more came to the fore with new views by the State Government on the possibilities of exploratory drilling.

The withdrawal of the US Navy from the Naval Communications Station led to the vacating of the US built homes in Exmouth township. The sale of these homes had a positive effect for the local community. A trust fund was set up in which is placed the money raised from the sale of the US homes. This money is to be used for projects to ensure the good running and growth of the town.

Parts of the Harold Holt base also left unoccupied are being considered carefully for conversion to a tropical research station under a consortium of Perth based universities. The aim is to develop scientific studies in marine aquaculture, terrestrial and museum fields as well ecotourism and biomedical programs such a tropical medicine.

The recognition of heritage by the Exmouth people appears to be well developed. The street names reflect the exploits of WWII while the names of the beach access roads are those of early explorers and sailors who visited the region. Plans for development around the Vlamingh Lighthouse also show the keen interest in maintaining contact with the way things were in the past. War Memorials, such as the one opened in 1993 by Col K Murdoch and the 'Pot Shot' memorial recently placed in its correct location, continue to reflect the community's appreciation of past events.

SHIRE OF EXMOUTH THEMATIC FRAMEWORK MATRIX

PERIOD THEME/ SUBTHEME	ABORIGINAL OCCUPATION PRIOR TO EUROPEAN SETTLEMENT	1618 - 1941 EXPLORATION AND SPARSE SETTLEMENT	1942 - 1962 "OPERATION POTSHOT" AND OIL	1963 - 1968 "TWO NATIONS, TWO GOALS"	1969 - 1978 A LESSON IN INTEGRATION	1979 - 1992 THE END OF AN ERA	1993 -1997 LOOKING TO THE FUTURE
1. DEMOGRAPHIC SETTLEMENT AND MOBILITY <i>Why people settled</i> <i>Why they moved away</i> <i>The things they left behind</i> Sub theme(s)		LANDINGS AT NW CAPE BY SAILORS EN ROUTE TO DUTCH EAST INDIES OR WHILE EXPLORING; NAMES ON CAPE REFLECT THESE VISITS; PEARL LUGGERS USE NW CAPE TO SHELTER FROM CYCLONIC STORMS; PASTORALISM - SHEEP	US AND AUST BASE AT EXMOUTH GULF - "OPERATION POTSHOT"; AIRSTRIP, SUBMARINE REFUELLING; 1952 - 1958 INCREASE IN POPULATION - OIL EXPLORATION AND FINDS; DECREASE AFTER 1958; 1961 POP IN EXMOUTH 41; EXMOUTH LOCATION CHOSEN FOR TOWNSITE - BEST OF 3 LOCATIONS	1963 US NAVY COMMUNICATIONS STATION AT NW CAPE: OFFICIAL IN 1967; EXMOUTH TOWNSHIP GAZETTED AND BUILT IN 1963; BASE FOR RAAF; 1968 RENAMED NAVY COMM STAT HAROLD E HOLT; 1966 POP OF EXMOUTH 2248; 1968 POP 3000; 1967 TIME CAPSULE SEALED TILL 2067; HOMES - PREFAB OR BRICK DESIGNED FOR CYCLONIC CONDITIONS	VERY TRANSIENT POPULATION - BUILDERS AND ARMED SERVICES; NAMES OF TOWN STREETS GIVEN FROM WWII OPERATIONS IN THE AREA	1990 POP IN EXMOUTH 2800; 1992 HAROLD HOLT BASE HANDED OVER TO AUST COMMAND; TOURISM - MANY PEOPLE COME TO ESCAPE SOUTHERN WINTER	TRUST FUND SET UP FOR EXMOUTH SHIRE DEVELOPMENT; MANY TOURISTS CONTINUE TO ARRIVE IN SEASON
2. TRANSPORT AND COMMUNICATIONS <i>How people and goods moved</i> <i>How people communicated and exchanged information</i> Sub theme(s)		VLAMINGH LIGHTHOUSE; HORSE DRAWN TRAMWAY - TRANSPORTING LIGHTHOUSE KEEPER'S STORES; MAIL DELIVERIES RARE; HORSE USED FOR INTERNAL TRAVEL; NO ROADS	AIRSTRIP BUILT TO SUPPORT US NAVY; SUPPLIES FOR OIL EXPLORATION BROUGHT BY SEA AND AIR; ROAD CONSTRUCTION DIFFICULT; SHOTHOLE CANYON ROAD AND CHARLES KNIFE ROAD FEATS OF ROAD BUILDING; WAPET JETTY; POST OFFICE	VLAMINGH LIGHTHOUSE NO LONGER USED - KEPT OPERATIVE AND ELECTRIFIED; DEEP WATER PIER FOR NAV COM STAT; RADIO TELEPHONE - LONG DISTANCE; SEALED ROADS; ANTENNAE FOR LONG DISTANCE COMMUN WITH SUBMARINES; RFDS LIGHT AIRSHIP; PO AT BASE	1979 SOLAR OBSERVATORY; TELEPHONE LAND LINE CONNECTION FOR LONG DISTANCE; METEOROLOGICAL STATION - CYCLONE ALERT POINT	SHIRE TAKES CONTROL OVER COMMERCIAL ASPECTS OF LEARMOUTH AIRPORT; TV; ROADS STILL NOT ALL SEALED - SOMETIMES AFFECTED BY ADVERSE WEATHER; SUPPLIES BY ROAD TRAIN	1993 BUNDEGI JETTY; BOB BURKETT ROAD UPGRADED
3. OCCUPATIONS <i>What people did for sustenance or to add quality to life; paid and unpaid labour</i> Sub theme(s)		PASTORALISM - SHEEP GRAZED ON TWO PROPERTIES; FLOCKS INCREASING UNTIL 1930s; ABORIGINAL STOCKMEN EMPLOYED; LIGHTHOUSE KEEPERS	US AND AUSTRALIAN MILITARY PERSONNEL; OIL WORKERS, SURVEYORS, GEOLOGISTS, DRILLERS; PASTORALISM - SHEEP; FISHING AND FISH PROCESSING; PRAWNING	NAVY COMM BASE WORKERS AMERICAN AND AUST; SUPPORT CREWS AND BUILDERS OF TOWNSITE; BUSINESS PEOPLE, GENERAL STORE; PRAWN FACTORY, GOVT SERVICES; EXMOUTH INN	PIG FARMING; EXPANSION OF PRAWN FISHING AND PROCESSING; BUDDING TOURIST INDUSTRY	TOURISM EXPANDS - NINGALOO MARINE PARK AND CAPE RANGE NATIONAL PARK; 1979 US STAFF AT BASE REDUCED BY HALF; 1992 US STAFF WITHDRAWN; OIL DRILLING; PRAWN FISHING	CLAM FISHING; TOURISM BOOMS; OSTRICH FARMING; PEARLING
4. COMMUNITY EFFORTS <i>What people did together as a community; the issues that divided them; the structures they created to serve civic needs</i> Sub theme(s)		MINIMAL CONTACT BETWEEN PEOPLE OWING TO VERY LOW POPULATION	ENTERTAINMENT FOR VISITING TROOPS AND SAILORS; STREET NAMES CHOSEN FROM WWII EXPERIENCE.	1961 EXMOUTH BECOMES A SHIRE - NO PRESIDENT OR COUNCIL, CIVILIAN COMMISSIONER; COMM BASE HAS MANY FACILITIES - SWIMMING POOL, TENNIS COURTS, SPORTS FIELDS; LEISURE TIME - FISHING OR SHELLING; INTEGRATED SCHOOL; HOSPITAL BY AIM; CHURCH; BUSINESS GROUPS	RSL; CWA; CONVERSION OF VLAMINGH LIGHTHOUSE TO MUSEUM; DRIVE IN; COMMUNITY HALL; NEW SPORTS PARKS	1979 SHIRE COUNCIL ELECTED FOR FIRST TIME; EXPANSION OF JUNIOR HIGH SCHOOL TO INCLUDE YR 11 & 12 - ALSO DISTANCE ED; SEA RESCUE GROUP; CONCERN ABOUT DRILLING IN NINGALOO REEF; EXMO - EXMOUTH'S ANNUAL FESTIVAL; MILYERING VISITORS CENTRE	NEW FISHING COMPETITION; 1993 EXMOUTH BILLFISH BONANZA; 1993 WAR MEMORIAL; CONTINUED CONCERNS ABOUT OIL DRILLING; 1993 FESTIVAL OF THE PRAWNS
5. OUTSIDE INFLUENCES: <i>Events, decisions or changes which affected the community, but were beyond its control</i> Sub theme(s)		VISITS FROM SHIPS - SOURCE OF MANY NAMES IN THE DISTRICT; SHIPWRECKS	NAVAL BASE SET UP IN WWII; 1945, 1953 CYCLONES	DECISION BETWEEN US AND AUST GOVTS TO BUILD COMM BASE	PROTESTS ABOUT US PRESENCE AT NAV COMM STATION	CONTINUED PROTEST AT US INVOLVEMENT; TAKE BACK THE CAPE IN 88; STATE DEPT OF FISHERIES TAKES CONTROL AND MANAGEMENT OF PRAWNING	GOVT DECISIONS - OIL DRILLING IN NINGALOO REEF

MUNICIPAL HERITAGE INVENTORIES THEMES, SUBTHEMES AND SITE TYPES

These themes, sub themes and site types, drawn up by the Heritage Council of WA, can be used to assist communities to identify those places which they consider may have heritage significance in their district.

1. Demographic settlement and mobility

Why people settled; why they moved away; the things they left behind

SUBTHEME	SITE TYPE
Exploration and surveying	landing places of early explorers exploration routes camp sites and graves of explorers
Aboriginal occupation/racial contact	meeting sites, other sites of significance
Land allocation and subdivision	areas reflecting early land grant and subdivision patterns
Workers (Aboriginal, convict, indentured)	early settlements and stations convict hiring stations, prisons, worker housing
Settlements (including group, soldier, Aboriginal after 1829)	sites associated with government or corporate ventures and schemes; abandoned settlements, their sites and remnants, including gardens, introduced trees and other plants; lonely graves and cemeteries
Immigration, emigration and refugees	sites associated with particular immigrant groups, quarantine/custom stations (human and animal) migrant camps, detention camps
Resource exploitation and depletion	mine and processing sites
Depression and boom	sites of successful and failed enterprises
Technology and technological change	places demonstrating important building styles and phases
Environmental change (degradation and conservation)	sites associated with drought and rehabilitation

THEMES, SUBTHEMES AND SITE TYPES**2. Transport and communications**

How people and goods moved; how people communicated and exchanged information

SUBTHEME	SITE TYPE
River and sea transport	wreck sites, rescue sites, shipyards, jetties and wharfs, lighthouses, beacons
Road transport	roads, bridges, service stations, tracks and trails, inns and coach stops.
Rail and light rail transport	stations and sidings rights of way and cuttings fuel and watering points workshops, bridges, signal boxes
Droving	stock and watering holes
Mail services	post offices, hollow trees and sites associated with mail services, formal and informal
Newspapers	printing works, news stands
Telecommunications	cable stations, telegraph stations radio, television, radar transmitter/receiver facilities telephone exchanges, RFDS bases
Technology and technological change	sites demonstrating innovation, technological excellence or adaptations to local conditions
Air transport	airstrips, terminals, hangars

THEMES, SUBTHEMES AND SITE TYPES**3. Occupations**

What people did for sustenance or to add quality to life; paid and unpaid labour

SUBTHEME	SITE TYPE
Grazing, pastoralism, dairying	homesteads, shearing sheds stockmens and shearers quarters outcamps, stockyards stock routes and watering holes dairies, milk processing plants places demonstrating the contributions of Aboriginal people
Rural industries, market gardens, and small animal farming	gardens, packing sheds, cellars and other storage facilities, trees from old orchards, barns, wheat bins, mills
Timber	forest camps, towns, mills
Prospecting, mining, quarrying and mineral processing	mining and quarrying sites, clay pits, lime kilns, brick kilns
Domestic activities	places demonstrating the contributions of women and children places demonstrating the conditions under which people worked
Intellectual activities, arts and crafts	places with indigenous building styles places demonstrating important building styles and phases galleries, studios and workshops
Commercial and service industries	banks, markets, shops
Technology and technological change	sites demonstrating innovative use of local materials places demonstrating, or associated with, important technological developments
Commercial and service industries	banks, markets, shops, insurance
Manufacturing and processing	factories, abattoirs
Hospitality industries and tourism	hotels, theme parks, tearooms

THEMES, SUBTHEMES AND SITE TYPES**4. Community Efforts:**

What people did together as a community; the issues that divided them; the structures they created to serve civic needs

SUBTHEME	SITE TYPE
Government, local government and politics	town and roads board halls government departments
Education and science	schools, colleges, universities, research stations
Law and order	police stations, courts, prisons and internment camps
Community services and utilities	fire stations, cemeteries, hospitals and nursing stations, RFDS water supply (dams, catchments pumphouses, pipelines) electricity (generating stations, transformer and switchyards, public lighting) gas (gasometers, pipelines, public lighting) sewerage and drainage (drains, pipelines, treatment plants)
Sport, recreation and entertainment	swimming pools, sporting grounds community halls, hotels, taverns, cinemas, sporting clubhouses, bowling greens, golf courses, racing tracks
Religion	religious establishments, places of worship, schools and convents
Cultural activities	theatres/halls, art galleries, museums
Institutions	RSL, masonic and other group halls, orphanages, hostels, CWA halls, hostels
Environmental awareness	communes, alternative farms

THEMES, SUBTHEMES AND SITE TYPES

5. Outside influences

Events, decisions or changes which affected the community, but were beyond its control

SUBTHEME	SITE TYPE
World Wars and other wars	barracks, prison and internment camps, camp sites, military communications sites, munition dumps and factories, war memorials, memorial gardens, cemeteries, drill halls
Refugees	refugee camps
Depression and boom	sites reflecting boom times sites reflecting depression times sites associated with employment schemes
Natural disasters	sites demonstrating or commemorating the effects of cyclones, floods
Markets	
Tourism	
Water, power and major transport routes	pipelines, power lines national road and rail routes

THEMES, SUBTHEMES AND SITES**6. People**

Women and men from all walks of life who left their mark on the history of the community

SUBTHEME	SITE TYPE
<p>Aboriginal people (before and after 1829)</p> <p>Early settlers</p> <p>Local heroes and battlers</p>	<p>homes or workplaces of notable long term residents</p>
<p>Innovators</p>	<p>sites associated with people who became famous (or infamous) beyond the community</p> <p>sites associated with infamy</p>

SHIRE OF EXMOUTH

BIBLIOGRAPHY OF HISTORICAL RESOURCES

Compiled by Cathy Day and Dawn Grieve
Heritage Consultants for O'Brien Planning Consultants

(This bibliography is a practical aid to assisting further research - and not an academic document).

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PART C: THE INVENTORY

FOREWORD TO PLACE RECORD FORMS

The information for these Place Record Forms was compiled by a number of different people and was edited and processed by O'Brien Planning Consultants.

When one is reading these Place Record Forms, it may be useful to refer to the maps on Pg 7 and 8 of Part A of this report. Many of the places are clearly shown on the maps.

It is inevitable that there will be some things which may not be entirely accurate. If time and further research show up some inconsistencies, it will be possible to remedy these when the Inventory is reviewed in four years time. We would encourage people to submit the correct information to the Shire for the review process.

*Val O'Brien
January 1998*

**SHIRE OF EXMOUTH
MUNICIPAL HERITAGE INVENTORY**

PLACE LIST

NO	NAME	ADDRESS
1	Bundegi-Cape Well	
2	Cape Range No 1 Oil Well	Shothole Canyon
3	Cape Range No 2 Oil Well	Charles Knife Road
4	Charles Knife Road	Lyndon location 164
5	First Trees in Exmouth	Lot 320 & 863 Maidstone Crescent
6	FJ Reddy's Grave	Yardie Creek Road, 0.3km east of Lighthouse
7	Giralia Station	Burkett Road
8	Operation Potshot Site	Lyndon location 42 & 164
9	Pier, Point Murat	Point Murat
10	Rough Range No 1 Oil Well	Rough Range
11	Shire Library	Lot 320 Maidstone Crescent
12	Shothole Canyon	Lyndon location
13	Staff house	Lot 44 Bennett Street
14	Tantabiddi Well	Cape Range National Park
15	Transit house	Lot 263 Christie Street
16	Vlamingh Head Lighthouse	Lot 4, P14685 1818/484, 17km north of townsite
17	Vlamingh Head Lighthouse Quarters	Lyndon location 22
18	Vlamingh Head Radar	Lot 4, 14685 1818/484, 17km north of townsite
19	VLF Towers	Naval Communication Station Harold E Holt, 14km north of townsite
20	Wapet Jetty	Learmonth
21	Yardie Creek	Cape Range National Park

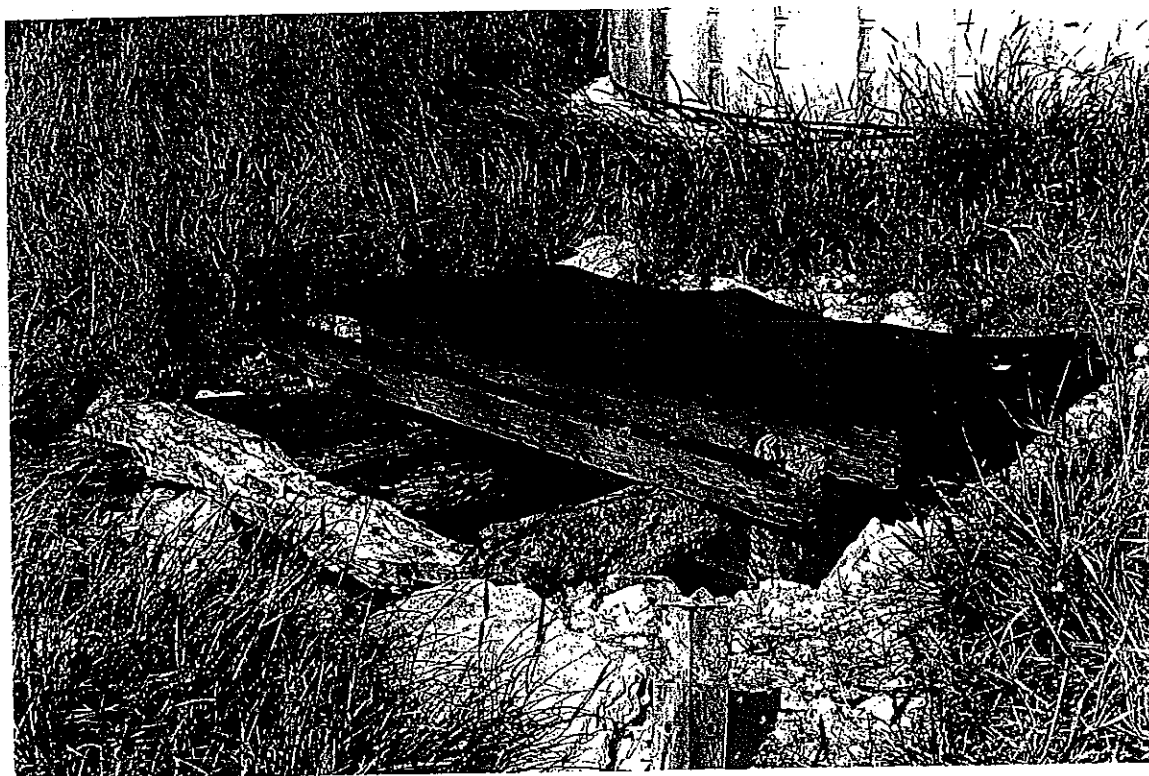
SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 1

Bundegi-Cape Well

Photograph of the place



A view of the well, covered by rough timber and corrugated iron.

LOCATION				
Name of Place		Bundegi-Cape Well		
Location/Address				
Street Number and Name		3 km west from Murat Rd, 12 km north of Exmouth townsite		
Suburb/Town				
Map Reference		GR 034804 topographic series R712 Sheet 1754-111 Ed 2-AAS		
Owner	Address		Phone/fax	
Dept of Land Administration	Midland Square, Morrison Rd, Midland 6056		08 9273 7373	
Land Description				
Reserve No.	Lot/Encallan No.	Plan/Diagram	Fol/Polo	No.

DESCRIPTION		
Construction Date	Possibly c1875	
Use(s) of Place		
Original	Source of fresh water	
Present	None	
Other		
Other Associated Persons		
Construction Materials		
Walls	Rock	Rough timber
Roof	Timber covering	Corrugated iron
Other		

Description

The Bundegi-Cape Well is located in a sparsely treed area on a sand track 3 km west from Murat Road, 12 km north of the Exmouth townsite. Near to the well is a cylindrical concrete tank which stands approximately two metres above the ground. The well itself is shored up with rough timber poles and is covered with timber beams and corrugated iron sheets. Next to the well are the remnants of another concrete structure.

HISTORICAL NOTES

Though there is no indisputable evidence to prove the original builders of this well, it is thought they were the survivors of a shipwreck. In 1875 the barque 'Stefano' came to grief off the North West Cape. Survivors of the wreck made it to shore and, it is believed, subsequently built this well, making it the first non-Aboriginal structure in the area. Another theory about the origin of the well dedicates the work to pearlers or whalers who worked off these shores in the latter half of the 19th century. Either theory promotes the well as an important remainder of early European forays into the North West Cape.

SIGNIFICANCE

Historic theme(s)	Demographic settlement
Subtheme(s)	Settlements

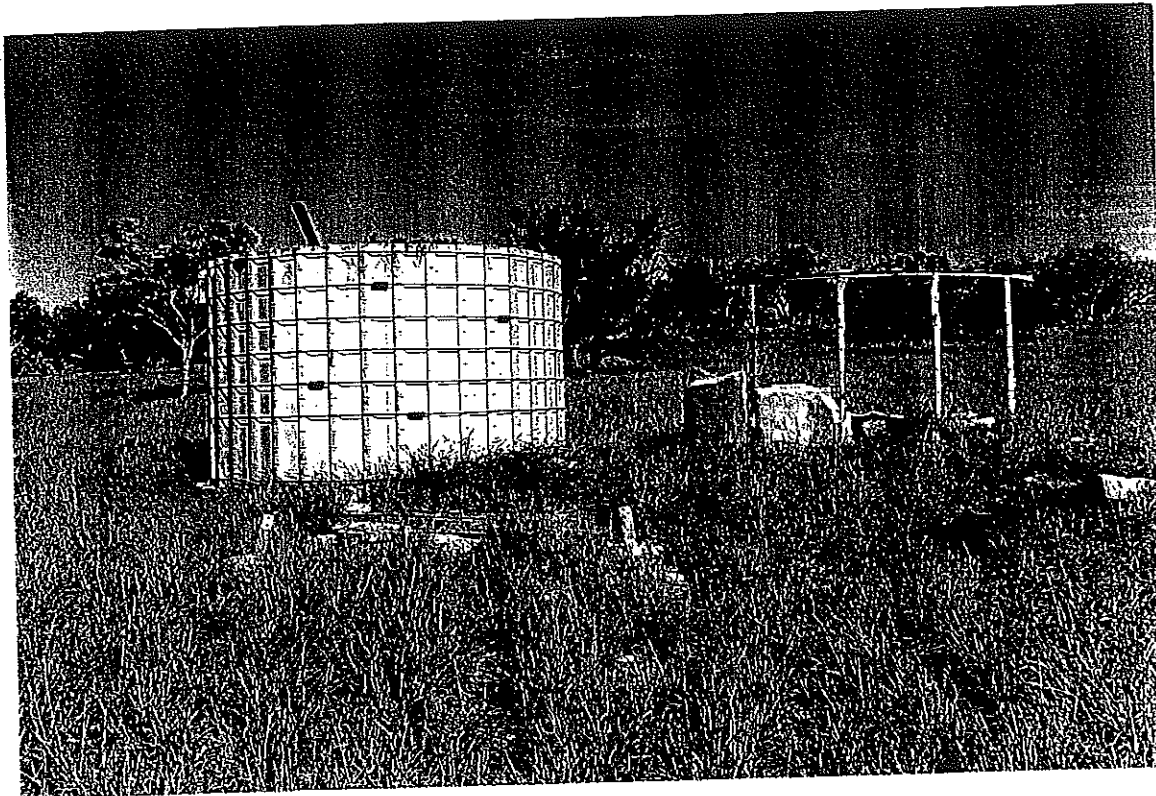
Statement of Significance

The Bundegi - Cape Well has high historic heritage significance. Although the construction date is unknown, the well is thought to be the one built by the survivors of the ship 'Stefano'. Despite alterations by successive pastoralists, it remains one of the earliest reminders of European presence on North West Cape.

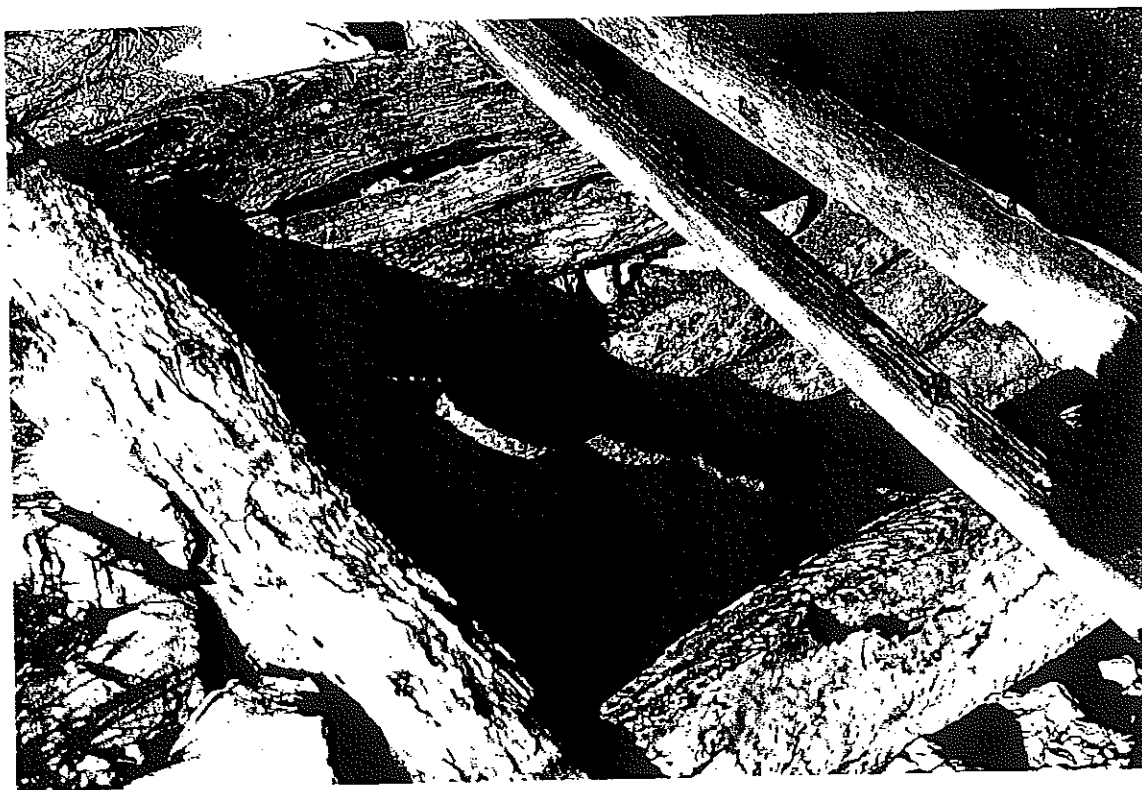
OTHER

Supporting Information

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The nearby concrete structure.



A closer view of the opening of the well.

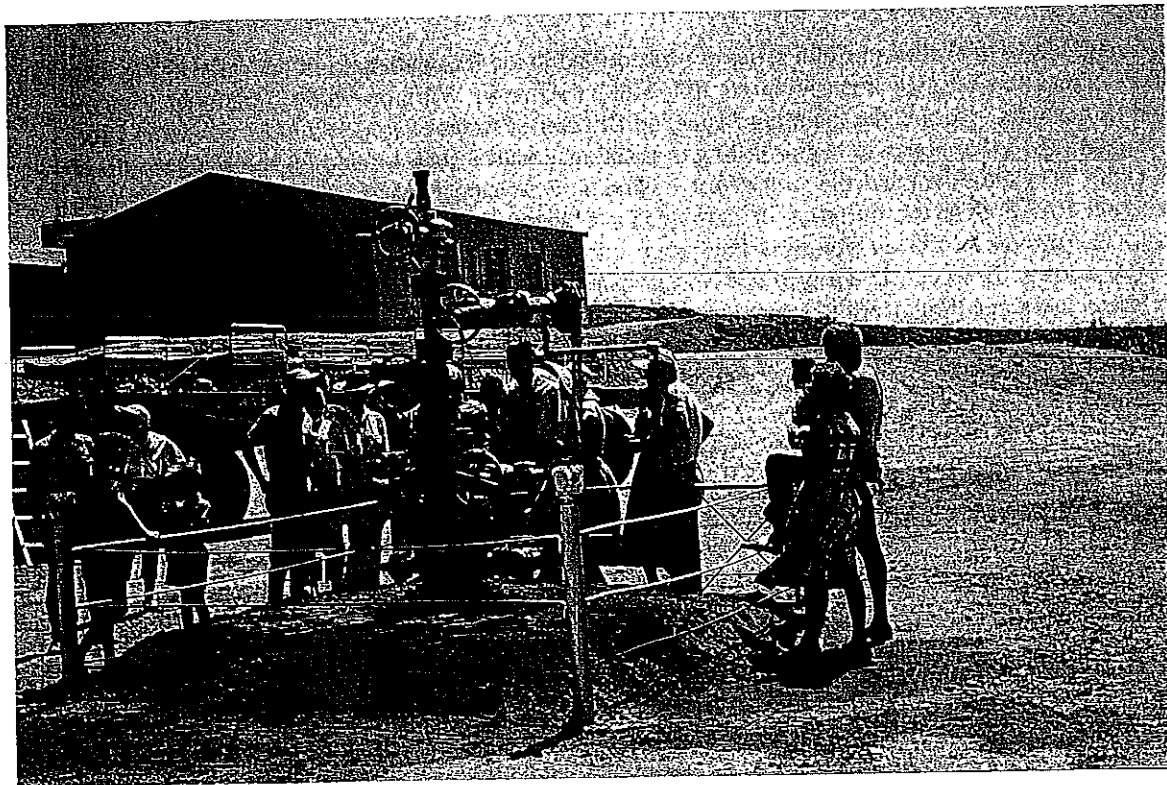
SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 2

Cape Range No 1 Oil Well

Photograph of the place



"Blessing of Christmas Tree" at Cape Range No 1 1953-55.

LOCATION				
Name of Place		Cape Range No 1 Oil Well		
Location/Address				
Street Number and Name		Shothole Canyon, Cape Range National Park		
Suburb/Town				
Map Reference		GR 914568 1:50,000 topographical Series R712 1753-IV Ed 1-AAS		
Owner	Address		Phone/fax	
Ampol Exploration				
Land Description				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.

DESCRIPTION	
Construction Date	1954
Use(s) of Place	
Original	Exploratory oil drilling site
Present	National Park
Other	Historical interest, tourism
Construction Materials	
Other	
Description	
<p>There is little visible evidence of the Cape Range No 1 oil well as the rig was a mobile one which was removed from the site on completion of the drilling program.</p>	

HISTORICAL NOTES
<p>The Cape Range No 1 Oil Well is one of a series of wells drilled in the Exmouth area in the early 1950s. An aerial survey of the Rough Range area convinced Bill Walkley (later Sir William Walkley) that there was oil to be found in Australia. He was the founding Managing Director of Ampol Petroleum Ltd. Six years later, in 1953, Ampol raised the money to begin drilling at a site in Rough Range located on the southern tip of Exmouth Gulf. They did this under the name West Australian Petroleum Pty Ltd (WAPET). WAPET used the Learmonth RAAF base for bringing in personnel and some supplies but built a jetty for heavier equipment. In November 1953 oil flowed at the Rough Range No 1 Well, sending Ampol shares and the hopes of WA soaring. However the oil proved of insufficient commercial value. Despite other drilling sites in Rough Range and Cape Range failing to produce commercial quantities of oil, Ampol remained hopeful of further strikes. Hopes were fulfilled when significant oil was discovered on Barrow Island in 1964.</p>

SIGNIFICANCE	
Historic theme(s)	Demographic settlement
Subtheme(s)	Resource exploitation and depletion
Statement of Significance	
<p>Cape Range No 1 Oil Well has historic heritage significance. Discovery of oil at the Rough Range No 1 oil well in early 1950s sparked great optimism about the possibility of rich finds. These wells did not produce the hoped for yields and it was only in 1964 that investors were rewarded with the rich oil discoveries at Barrow Island. The site is an example of remote locations where oil exploration took place. (refer to Place Record Form No 1)</p>	

OTHER
Supporting Information
'Oil strike at Exmouth Gulf' in Australia's Heritage. Vol 7, 1972 Part 93

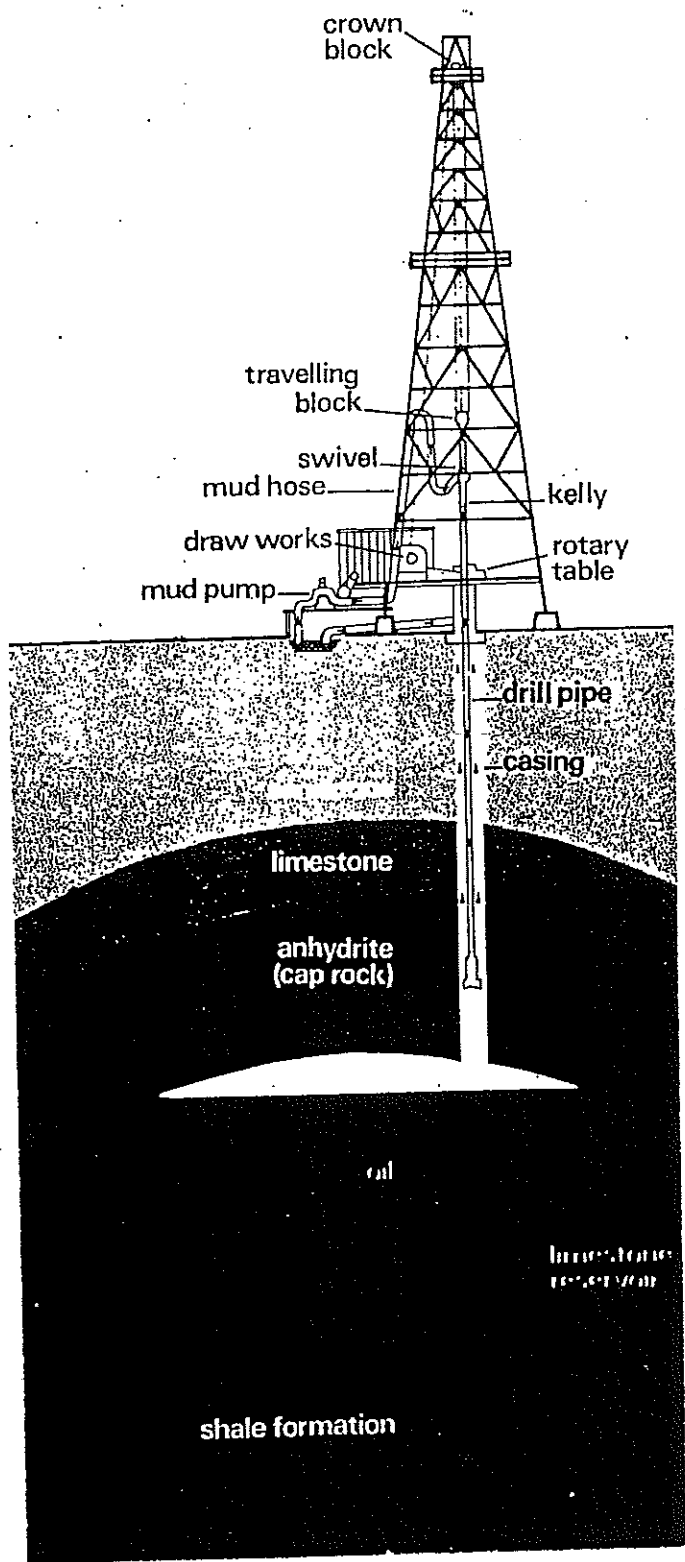


Diagram representing a cross section through an oil well.
 Source: 'Oil strike at Exmouth Gulf' in *Australia's Heritage*, Vol 7, 1972 Part 93

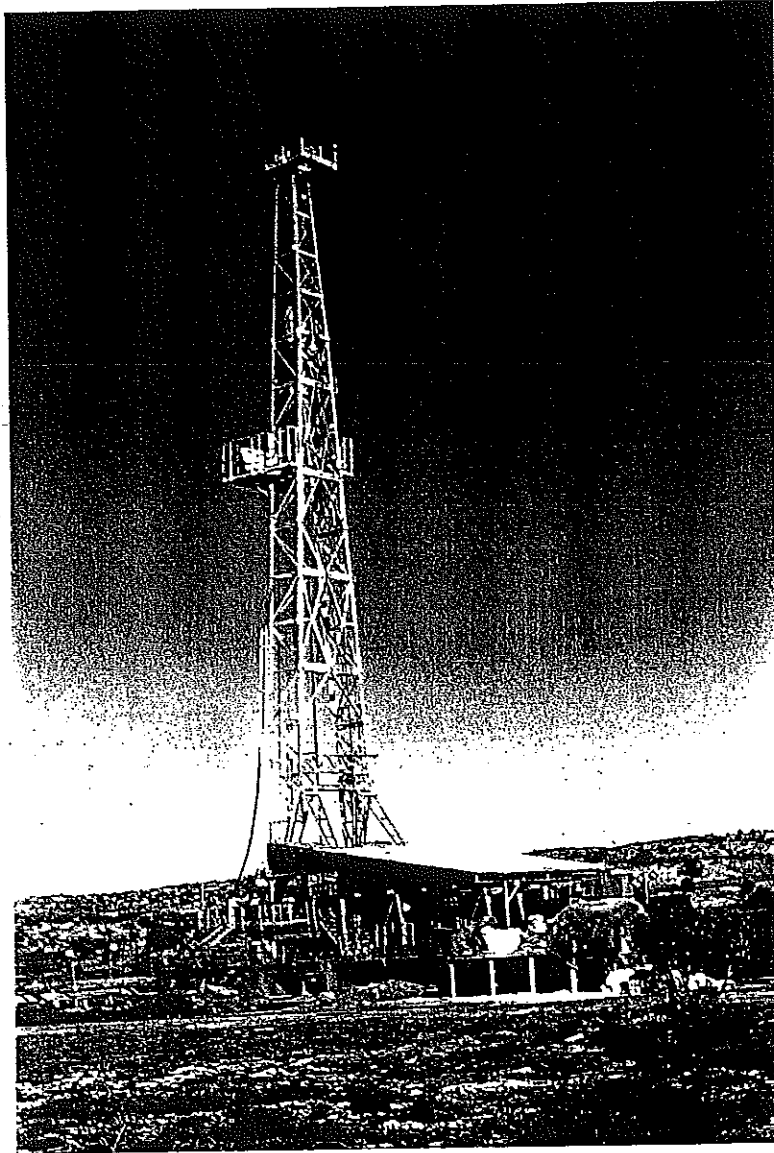
SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 3

Cape Range No 2 Oil Well

Photograph of the place



Operational National 120 Drilling Rig on site at Cape Range No 2.

LOCATION	
Name of Place	Cape Range No 2 Oil Well
Location/Address	
Street Number and Name	Charles Knife Road, Cape Range National Park
Suburb/Town	

Map Reference		GR 090533 1:50,000 topographic survey Series R012 1653-1 Ed A-AAS		
Owner	Address		Phone/fax	
Ampol Exploration				
Land Description				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.

DESCRIPTION	
Construction Date	1954
Use(s) of Place	
Original	Exploratory oil drilling site
Present	National Park
Other	
Construction Materials	
Other	
Description	

There is little visible evidence of Cape Range No 2 oil well as the rig was a mobile one and was removed from the site when the well was capped off at the completion of drilling.

HISTORICAL NOTES

The Cape Range No 2 Oil Well is one of a series of wells drilled in the Exmouth area in the early 1950s by Ampol Exploration, operating under the name West Australian Petroleum Pty Ltd (WAPET). When oil flowed at the Rough Range No 1 Well in 1953 hopes of significant oil finds were high. Although the oil proved of insufficient commercial value, Ampol continued exploration in the region and were rewarded when commercial quantities of oil were discovered on Barrow Island in 1964.

For more detailed Historical Notes on Cape Range No 2 Oil Well refer to the notes on Place Record Form No 2 (Cape Range No 1 Oil Well) and Place Record Form No 10 (Rough Range No 1 Oil Well).

SIGNIFICANCE

Historic theme(s)	Demographic settlement	
Subtheme(s)	Resource exploration and depletion	
Statement of Significance		

Cape Range No 2 Oil Well has historical and scientific heritage significance. The site is an example of remote locations where oil exploration took place. The well produced gas and provides an example of how wells were capped during the early period of oil exploration in Australia. (Refer Place Record Form No 10).

OTHER

Supporting Information

'Oil strike at Exmouth Gulf' in Australia's Heritage, Vol 7, 1972 Part 93

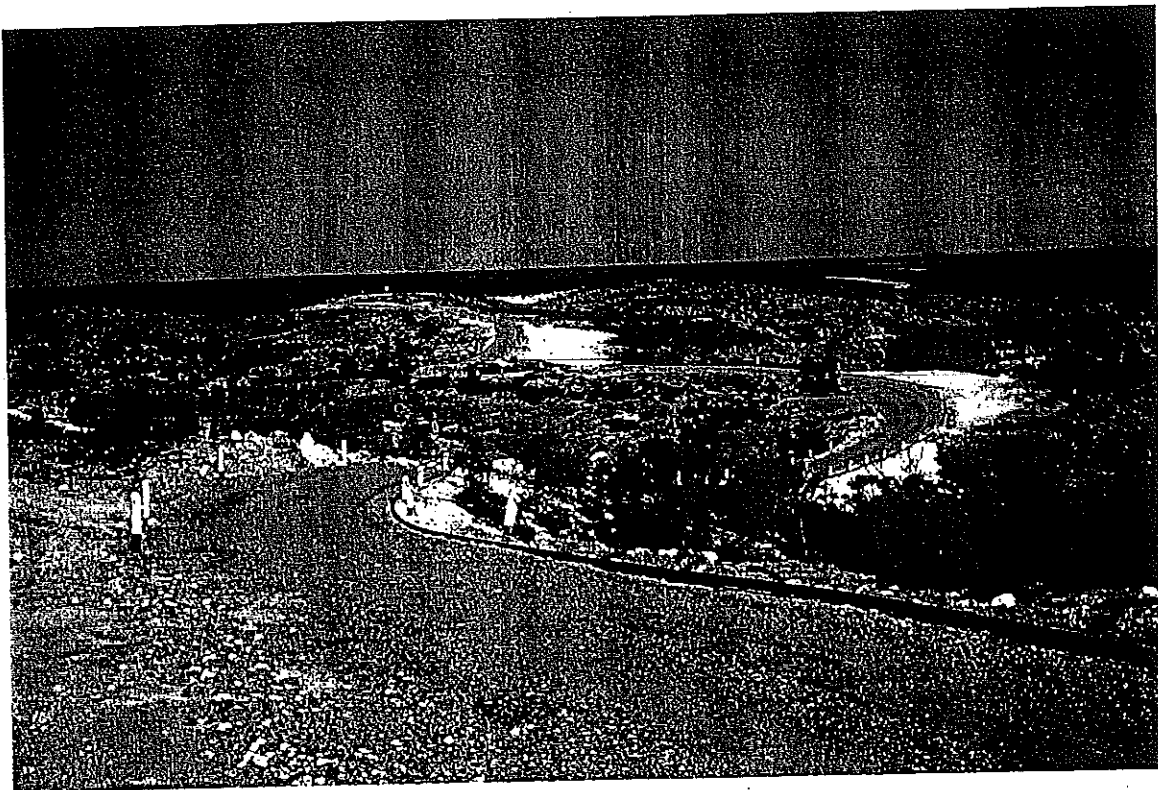
SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 4

Charles Knife Road

Photograph of the place



The original Charles Knife Road when it was only a one way road.
Certain times were allocated for up hill and other times for down hill.

LOCATION				
Name of Place	Charles Knife Road			
Location/Address				
Street Number and Name	Lyndon Location 164			
Suburb/Town				
Map Reference	GR 990505 1:50,000 topographic survey Series R712 Sheet 1753-IV Ed 1-AAS			
Owner	Address	Phone/fax		
Shire of Exmouth	PO Box 21 Exmouth WA 6707	08 9949 1399		
Land Description				
Reserve No.	Lot/Location No.	Plan Diagram	Vol/Folio	No.
	Loc 164			

DESCRIPTION	
Construction Date	1954
Use(s) of Place	
Original	Access road
Present	Scenic Drive
Other	
Associated Persons	Charles Knife - Surveyor, Jack King Bell Brothers - Contractors
Construction Materials	
Other	
Description	
<p>The Charles Knife Road is located 23 km south of Exmouth. It is an unsealed road that crosses the peaks of the Cape Range in a dramatic way, traversing very steep terrain.</p>	

HISTORICAL NOTES
<p>The Charles Knife Canyon Road follows the trail blazed by Charles Knife and Jack King over the Cape Range. Charles Knife, an administrative officer, surveyed the road across the peaks of the range to enable access for the drilling teams of West Australian Petroleum Pty Ltd (WAPET) who were in search of oil. The road took four months for the Bell Brothers contractors to build. It is regarded as a spectacular example of road building ingenuity as many steep inclines had to be traversed. Even with today's technology this road represents a construction feat, reflecting the large expense WAPET was prepared to face during oil exploration. Today (1997) the road is used as a scenic drive which follows the razor backed ridges of Cape Range and provides glimpses into canyons on either side of the peaks.</p>

SIGNIFICANCE		
Historic theme(s)	Transport and communications	Demographic settlement
Subtheme(s)	Road Transport	Resource exploitation and depletion
Statement of Significance		
<p>The Charles Knife Road has historic cultural heritage significance and is a rare example of such an engineering feat. It is an outstanding example of the construction of a road which surveyors believed to be impossible to build in such difficult terrain. Charles Knife, an administrative officer for WAPET and not a qualified surveyor or engineer, chose the location. The road has direct links to the historic oil exploration at Cape Range No 2 well.</p>		

OTHER
Supporting Information
Exmouth - Western Australia Exmouth Tourist Bureau 1994.

SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 5

First Trees Planted in Exmouth

Photograph of the place



Two of the trees.

LOCATION	
Name of Place	First Trees Planted in Exmouth
Location/Address	
Street Number and Name	Lots 320 & 863 Maidstone Cres
Suburb/Town	Exmouth
Map Reference	Lots 320 & 863, Town Map

Owner	Address	Phone/fax		
Shire of Exmouth	PO Box 21 Exmouth WA 6707	08 9949 1399		
Land Description:				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.
	Lots 320 & 863			

DESCRIPTION	
Construction Date	23 June 1964 8 July 1964 17 October 1964
Use(s) of Place	
<i>Original</i>	Shade area
<i>Present</i>	Shade area
<i>Other</i>	
Associated Persons	<i>Refer Historical Notes</i>
Description	

The first three trees planted in Exmouth are river gums (*eucalyptus camaldulensis*). One is in a garden bed adjacent to the carpark on Maidstone Crescent, at the western end of the Shire Office. The second tree is in a grassed area adjacent to the Shire Office on the western side. The third tree is situated next to the path from the Council Chambers to the parking area on the western side.

HISTORICAL NOTES

The three trees planted by dignitaries are commemorative of the cooperation between the Australian and United States of America governments. The agreement signed on 9 May 1963 between Australia and the US, which resulted in the establishment of the US Communications Station at Exmouth, was a pledge between signatories to assist one another in collective defence and mutual security. Exmouth township and the dual use of the communication facility by the Australian and US Navies are a result of this collective security arrangement.

The first tree was planted by the Hon Allen Fairhall MP, Minister for Supply on 23 June 1964. The Minister and Vice Admiral Sir Hastings Harrington KBE, CB, DSO, Chief of Naval Staff, who planted the second tree on 8 July 1964, both visited Exmouth during construction of the Naval Communication Station. The third tree was planted by His Excellency Viscount De L'isle VC, PC, GCMG, GCVO, K St John, Governor General of Australia on 17 October 1964 during his visit throughout Western Australia.

SIGNIFICANCE

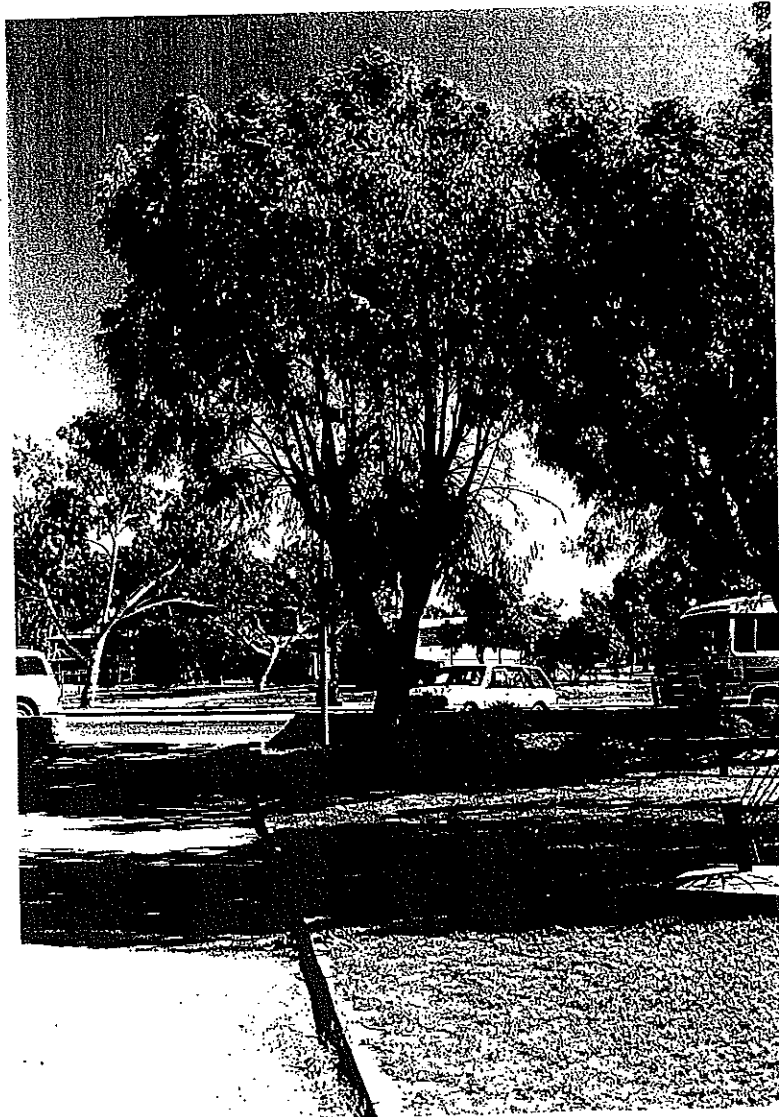
Historic theme(s)	Outside influences	People
Subtheme(s)	Wars and Defence	
Statement of Significance		

The first trees planted in Exmouth are a living reminder of the significance of the Naval Communication Station to the development of the North West Cape. They have aesthetic and historic heritage significance. Their value is found in their historical links with noted dignitaries, signifying the State and National importance of the communications centre to both the US and Australian defence systems.

OTHER

Supporting Information

North West Cape: US Naval Communication Station Commonwealth Govt Printer (date unknown)



The third tree.

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 6

F J Reddy's Grave

Photograph of the place



LOCATION				
Name of Place		F J Reddy's Grave		
Location/Address				
Street Number and Name		Yardie Creek Road, 0.3km east of Lighthouse Caravan Park		
Suburb/Town				
Map Reference				
Owner	Address		Phone/fax	
Land Description:				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Sheet	No.

DESCRIPTION		
Construction Date	1912	
Use(s) of Place		
Original	Grave site	
Present	Grave site	
Other		
Associated Persons	Frank Reddy	
Construction Materials		
Other	Metal stakes with chain used as grave surround, timber cross	Variety of shells cover grave surface
Description		
<p>FJ Reddy's grave features a one metre high white painted cross with an inscription "FJ Reddy 27 May 1912". The site is bordered by a 0.47 metre high white painted chain fence, now rusting. The grave is covered with assorted seashells.</p>		

HISTORICAL NOTES
<p>Frank Joseph Reddy was an unfortunate victim during the building of the Vlamingh Head Lighthouse. Construction began in 1911 on the structure which was seen as a necessary addition to the navigation system of the treacherous North West Cape seas. Commander Brewis RN noted in a Commonwealth report that isolation, poor water and limited medical supplies contributed to harsh working conditions for the builders of the lighthouse. On 27 May 1912 Reddy succumbed to an attack of dysentery after being ill for seven days. On 28 May he was buried about 0.5km east of the lighthouse.</p>

SIGNIFICANCE		
Historic theme(s)	Demographic settlement	
Subtheme(s)	Settlements	
Statement of Significance		
<p>FJ Reddy's grave has historic heritage significance. This is the first identified European grave site on the North West Cape and is classified as a 'Lonely Grave'. It is important in the context of early settlement and construction projects in the area owing to its direct link to the building of the Vlamingh Head Lighthouse.</p>		

OTHER
Supporting Information
<p>Commonwealth Report to Dept of Trade and Customs, 'Lighting of the West Coast of Australia' Cmdr C Brewis RN 1912 Death Certificate - Certified copy of Frank J Reddy's details obtained 1979.</p>



A close up view of the memorial cross on F J Reddy's grave.

SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 7

Giralia Station

Photograph of the place



A view of the present homestead, constructed c1916.

LOCATION				
Name of Place		Giralia Station		
Location/Address		Burkett Road, Lyndon Location 3114		
Street Number and Name				
Suburb/Town				
Map Reference				
Owner	Address		Phone/fax	
D & R Blake				
Land Description				
Reserve No	Lot/Location No	Plan/Diagram	Vol/Volio	No
	Lyndon Loc 3114			

DESCRIPTION		
Construction Date	Pre 1910 (old) and 1916 (new)	
Use(s) of Place		
Original	Accommodation for pastoralists	
Present	Accommodation for pastoralists	
Other	Tourist accommodation	
Architect/Designer		
Other Associated Persons		
Construction Materials		
Walls	Corrugated iron (old section)	Corrugated iron (new section), Timber - tongue and groove
Roof	Corrugated iron	Corrugated iron
Other	Pressed tin ceilings	Timber walls and ceilings
Description		

The 1910 accommodation building on Giralia Station has corrugated iron walls and roof with pressed tin ceilings. This has been retained for use despite extensive additions in 1916 to create what is now the main homestead. The newer section also has corrugated iron walls and roofing but some walls and the ceilings are constructed of tongue and groove timber.

HISTORICAL NOTES

The original grant of 204,698 acres of Giralia Station was taken up by H R Freney & Co as leasehold from the WA Government in 1888. The first part of the homestead was built in 1910 and additions were made in the form of the present homestead in 1916. In 1921 the Blake family took over the property and continued to graze sheep. In 1972 Rac and Denver purchased the shares from other members of their family, becoming the sole owners of the property. Further additions to the homestead were made in 1976 and the area of the property has expanded to 265,000ha (654,000 acres).

SIGNIFICANCE

Historic theme(s)	Occupations	
Subtheme(s)	Grazing, pastoralism and dairying	
Statement of Significance		

Giralia Station has aesthetic, historic and cultural significance. The original section of Giralia Station is a good example of construction in remote locations before the turn of the century. It provides an insight into the lifestyle of pastoralists in the Gascoyne Region.

OTHER

Supporting Information

Anon. Tourist Information pamphlet on Giralia Station - 'The Real Outback'.



A view of the earlier corrugated iron section of the homestead, built c1910.

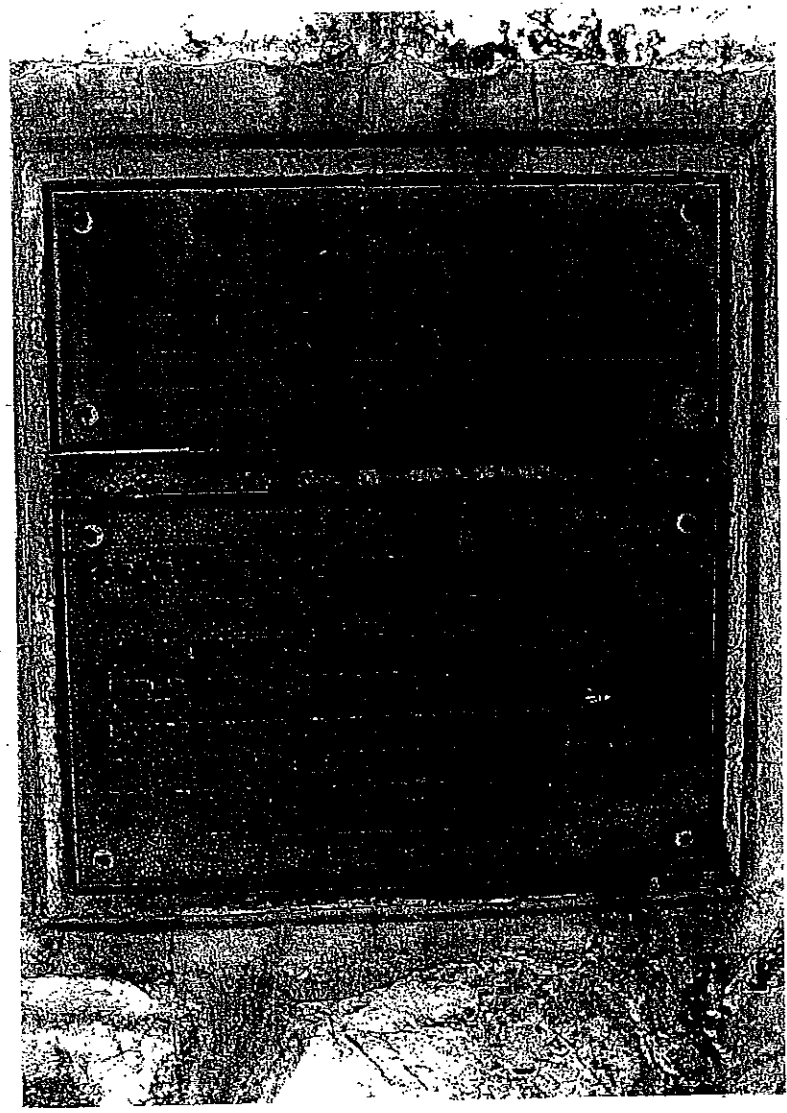
SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 8

Operation Potshot Site

Photograph of the place



The plaque commemorating 'Operation Potshot', erected in 1963.

LOCATION	
Name of Place	Operation Potshot Site
Location/Address	
Street Number and Name	Lyndon Location 42 and 164
Map Reference	Bounded by grid refs 990460, 950460, 950360, 030360 1:50,000 Series R172 1753-IV Ed 1-AAS

Owner		Address		Phone/fax	
Leased from Dept of Defence Lessee J Lefroy					
Land Description					
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.	
	Lynd Loc 42 & 164				

DESCRIPTION	
Construction Date	1943
Use(s) of Place	
Original	WWII Submarine base and RAAF base
Present	Sheep grazing, airport, RAAF Forward base
Construction Materials	
Other	
Description	

This site contains various artefacts and the remains of buildings utilised by the Operation Potshot mission during World War II. At one time there were buildings, an airstrip, some tent accommodation, and a bakery, among other things.

HISTORICAL NOTES

Australia's involvement in World War II was an historic occasion. For the first time there was a threat to mainland Australia. Forced to withdraw from the Philippines as the Japanese forces continued their southern push in 1942, the US had to find alternative bases. The Northwest of Australia was surveyed for strategic defence posts. The North West Cape (along with other northern districts) was considered for a coastal defence base. An Advance Base Planning Committee prepared a plan to set up a base to provide maintenance facilities for fighter and patrol aircraft (Learmonth airstrip); a radar station; water storage; and a pontoon pier and moorings for a submarine tender with anti submarine and anti aircraft defences. The project was given the code name 'Operation Potshot'. The Bay of Rest on the southern side of the Exmouth Gulf was used for anchorage for refuelling submarines on the way north from Fremantle.

Construction on the base began in the latter part of 1942. Owing to the difficulty of refuelling the submarines because of the heavy swell of the Gulf waters, and owing to the discovery of the 'secret' base by the Japanese, 'Operation Potshot' was not as successful as planned. The anti aircraft battery, manned by the RAAF, was unable to hold off an attack in May 1943 by two Japanese fighter planes which dropped nine bombs. As a consequence, though no damage was done, further plans to establish a submarine maintenance base were withdrawn. The base continued to operate, however, as a refuelling stop for submarines. In 1944 the RAN erected a high frequency direction finding (HFDF) station near the lighthouse.

The Australian Navy personnel who ran the HFDF station were provided with accommodation courtesy of the American naval base. 'Operation Potshot' was seriously compromised when severely damaged in a cyclone in February 1945. The HFDF station was totally destroyed and no installation escaped damage. Owing to the nature of the war at this stage it was considered uneconomical to rebuild the station. Consequently all 69 personnel, together with any salvageable equipment, were withdrawn.

Notable events during 'Operation Potshot' included the 'Z Force' raid on Singapore and the death of 'Bluey' Truscott, a daring fighter pilot. In 1943 fourteen members of 'Z Force' left from Exmouth Gulf in a fishing vessel to make a raid on Japanese shipping in Singapore Harbour. The successful 'Operation Jaywick' led to 50,000 tons of ships and submarines being destroyed. A second raid 'Operation Reinau', also using Exmouth Gulf as a springboard, was a failure. All men were killed after being detected by the Japanese during the raid. The six crew who were involved in both missions have been remembered by having streets in Exmouth named after them.

HISTORICAL NOTES continued

Squadron Leader Keith 'Bluey' Truscott, a well liked flamboyant pilot, died at Exmouth Gulf when he crashed his plane in the Gulf. His war service has been recognised by having Truscott Airbase on Anjo Peninsula in the far north of WA named after him in 1944.

A memorial plaque recognising 'Operation Potshot' was erected in 1963 near to the site where reconnaissance for the operation was first carried out in September 1942 by Rear Admiral CA Lockwood (US Navy), Brigadier BE Klein (Australian Infantry Forces) and Lieutenant Colonel TS Young (Australian Military Forces).

SIGNIFICANCE

Historic theme(s)	Outside influences	
Subtheme(s)	WWII	
Statement of Significance		

The 'Operation Potshot' site has strong historic heritage significance. The remains of buildings and artefacts are examples of defences established in World War II. It represents the presence of the US Navy in 1943 and links with the existing Naval Communication Station. The site represents evidence of Australia's need to set up a defence system to protect her shores for the first time.

OTHER**Supporting Information**

North West Cape: US Naval Communication Station and the Support Township of Exmouth.
Commonwealth Govt Printer, Canberra (date unknown).
Gordon, R C: History of the North West Cape. Teachers Higher Certificate Thesis (1977)
McNabb, Eric: Pot Shot Profile 1942-46. Pub Yokine WA 1995

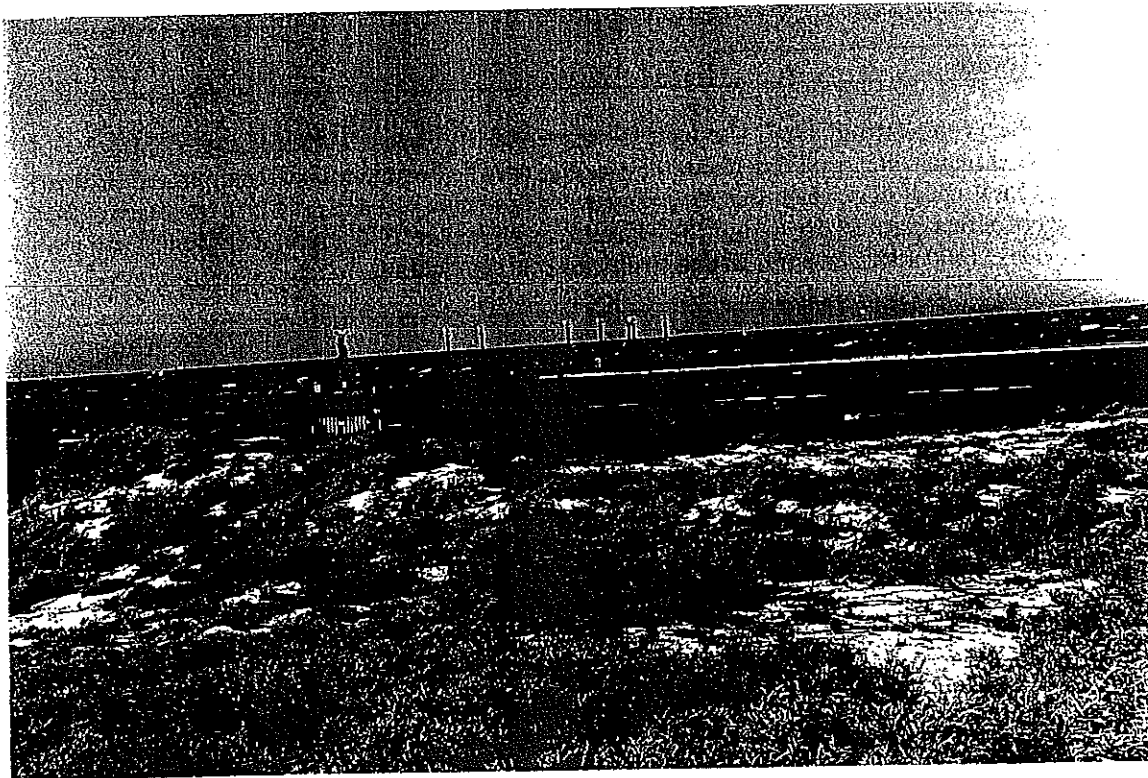
SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 9

Pier - Pt Murat

Photograph of the place



A view of the end section of the pier.

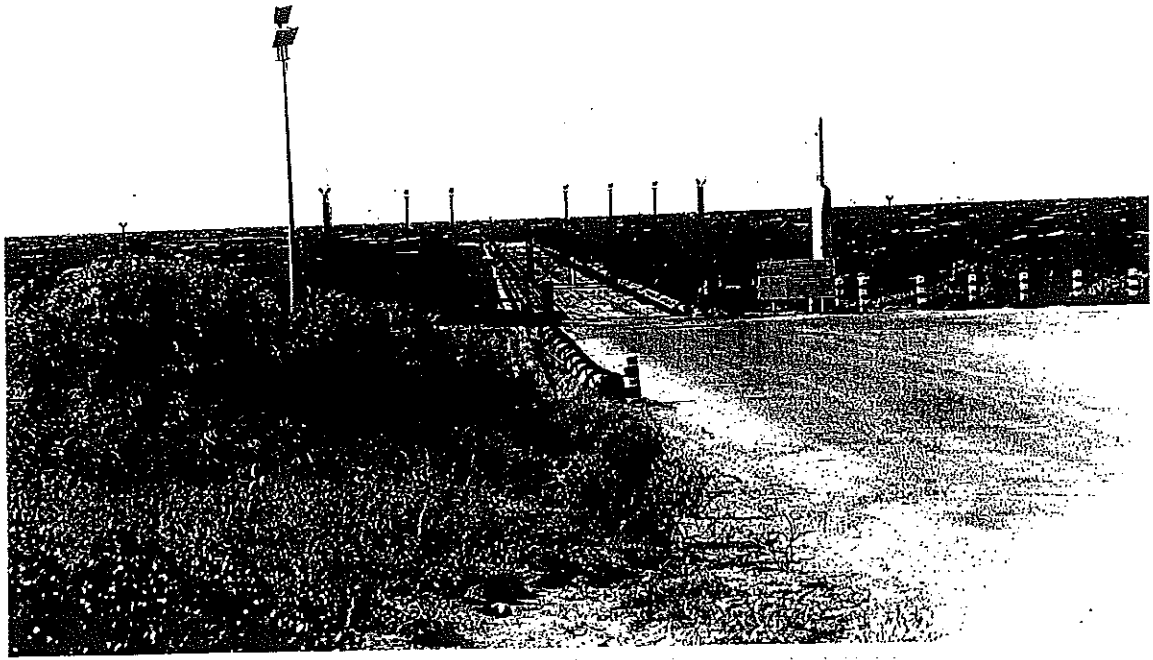
LOCATION				
Name of Place		Pier - Pt Murat		
Other Names		Navy Pier		
Location/Address				
Street Number and Name		Lyndon Location		
Suburb/Town				
Map Reference		GR 093 847 1:50,000 topographic survey Series R712 1754-111 Ed 2-AAS		
Owner	Address		Phone/fax	
US Navy, Australian Dept of Defence				
Land Description				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.

DESCRIPTION	
Construction Date	1967
Use(s) of Place	
Original	Communication Station Fuel and freight delivery
Present	Off-shore oil exploration depot
Other	
Construction Materials	
Other	Steel, timber, rubber, chain
Description	
<p>This 356 metre long pier is a prefabricated, loose deck construction. Gates across the pier control access. A series of lights illuminate the pier when required. (A summary of the technical details of the Naval Pier is shown on Pg 4 of this place record form).</p>	

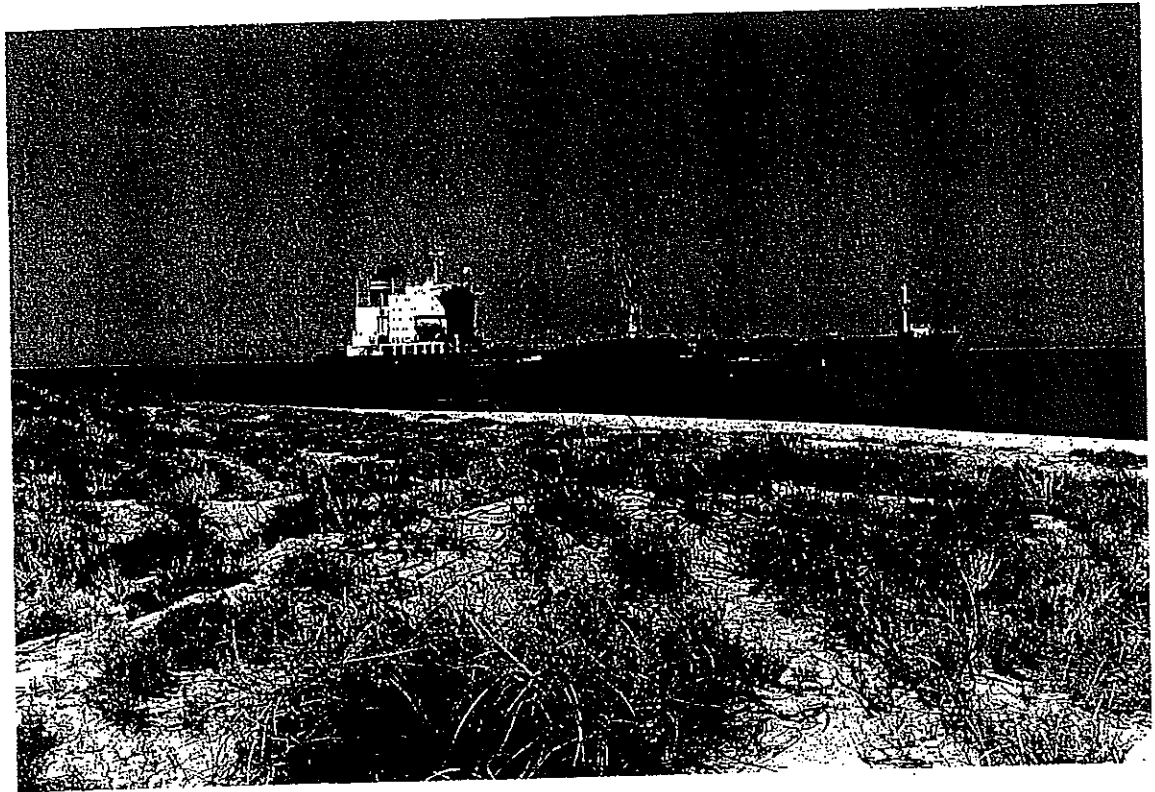
HISTORICAL NOTES
<p>The Point Murat Pier, completed in 1967, was built to supply the US Naval Communication Centre. An important facility in a remote area with few roads, the pier engineering became a significant project. It was built to withstand local conditions which include cyclones and tsunamis. Today (1997) it continues to be used for the delivery of fuel, particularly to service offshore oil exploration. Either side of Pt Murat there are beaches that provide excellent locations for fishing, swimming and snorkelling.</p>

SIGNIFICANCE	
Historic theme(s)	Transport and communications
Subtheme(s)	Sea transport
Statement of Significance	
<p>The Navy Pier at Pt Murat has historic, environmental and scientific heritage significance. It is a unique example of loose deck construction to cater for cyclonic conditions and is a significant engineering project connected to the development of the US Naval Communication Station. It provides one of the best underwater viewing locations in Australia.</p>	

OTHER
Supporting Information
Information Sheet from Naval Communication Station Harold E Holt (attached)



Another view of the jetty.



The pier with a tanker berthed alongside.

POINT MURAT NAVAL PIER

Point Murat Naval Pier was constructed in the 60's in support of the construction of the US Naval Base which was later named Naval Communications Station Harold E. Holt.

The following is a summary of technical details for the Naval Pier.

Depth: The approach shelves gradually from 18.3 metres to 12.1 metres. The bottom is sand and shell. Depth alongside is 12metres.

Wharf: A jetty 315 metres in length which has a face 48.75 metres in length. There are mooring and breasting dolphins with a distance between dolphins of 320 metres. Deck level is 6.1 metres above the low waer mark.

Pier Head

Height.....	6.4m above M.S.L.
Length.....	4 9m
Width.....	17.1m
Decking.....	Jarrah Planks
Bollards (4).....	136 tonne
Bollard Spacing.....	9.75m
Fenders (3).....	Composite timber 12m long supported laterally by 5 cylindrical rubber fenders

Breasting Dolphins (Northern & Southern)

Height.....	+3m above M.S.L.
Length.....	12.2m
Width.....	6m
Decking.....	Steel Grating
Bollards (3).....	136 Tonne
Bollard Spacing.....	6m
Fenders Southern Dolphin.....	Composite timber 14.5m long supported laterally by 5 cylindrical rubber fenders
Fenders Northern Dolphin.....	Rubber tyres supported by heavy chain

Mooring Dolphins (Northern & Southern)

Height.....	+4m above M.S.L.
Length.....	4.8m
Width.....	4.8m
Decking.....	Steel Grating
Bollards (2).....	136 tonne (1 load)
Bollard Spacing.....	4.8m
Fenders.....	Nil

**Information courtesy of Commander J F Cooper RAN,
Naval Communication Station Harold E Holt.**

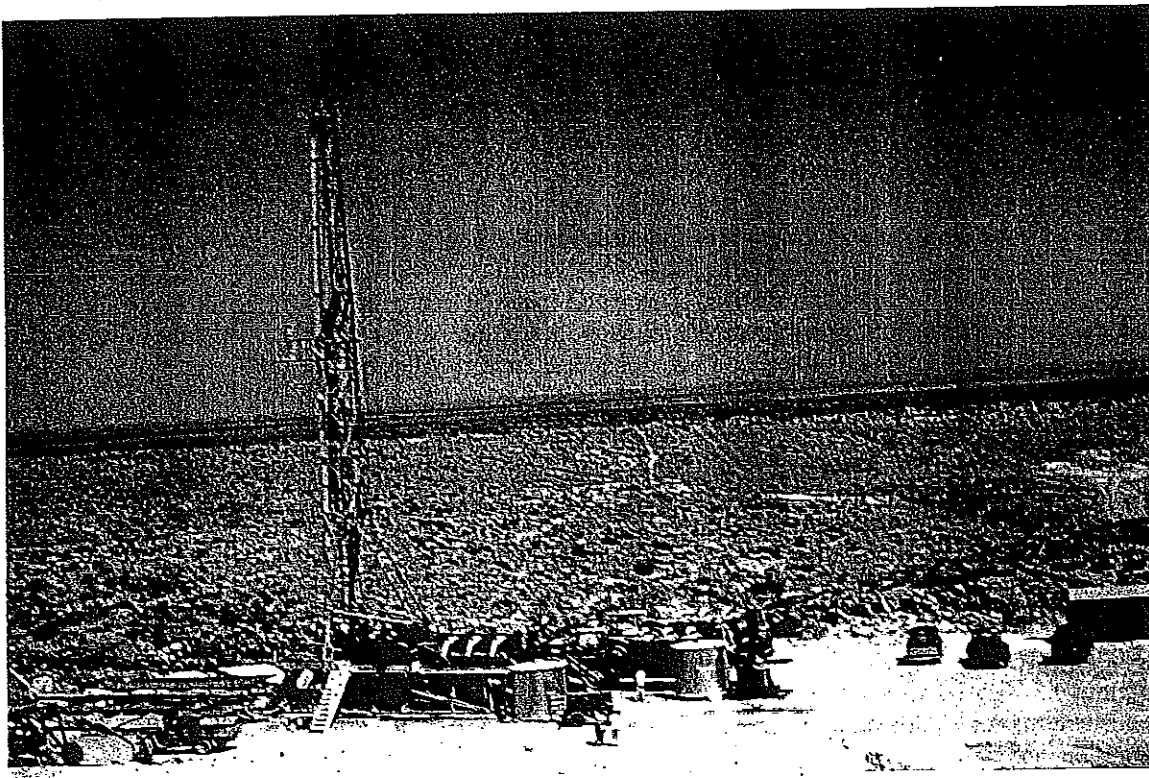
SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 10

Rough Range No 1 Oil Well

Photograph of the place



Rough Range Drilling Site in operation -looking across to Giralia Bay.

LOCATION				
Name of Place		Rough Range No 1 Oil Well		
Location/Address				
Street Number and Name				
Suburb/Town		Rough Range		
Map Reference		GR 996179 1:50,000 topographic survey Series R012 1753-111 Ed 1-AAS		
Owner	Address		Phone/fax	
Ampol Exploration				
Land Description				
Reserve No.	Lot/Location No.	Plan/Diagram	Cal Photo	No.

DESCRIPTION	
Construction Date	5 September 1953
Use(s) of Place	
Original	Oil well
Present	Historical and tourist site
Other	
Other Associated Persons	Sir William Walkley, Managing Director of Ampol Petroleum Ltd.
Construction Materials	
Other	
Description	
<p>There is little visible evidence of Rough Range No 1 Oil Well as the mobile rig used in the operation was removed from the site when the well was capped off at the completion of drilling.</p>	

HISTORICAL NOTES
<p>The Rough Range Oil Well was established owing to the persistence of Bill Walkley (later Sir William Walkley). Walkley was a founding Managing Director of Ampol Petroleum Ltd. Aerial Surveying in 1947 over Rough Range encouraged his belief that there was oil to be found in Australia. Six years later, in 1953, Ampol raised the money to begin drilling at a site in Rough Range located on the southern tip of Exmouth Gulf. They did this under the name West Australian Petroleum Pty Ltd (WAPET). WAPET used the Learmonth RAAF base for bringing in personnel and some supplies but built a jetty for heavier equipment. In November 1953 oil flowed at the Rough Range No 1 well, sending Ampol shares and the hopes of WA soaring. However, the oil proved of insufficient commercial value. Despite other drilling sites in Rough Range and Cape Range failing to produce commercial quantities of oil, Ampol remained hopeful of further strikes. Hopes were fulfilled when significant oil was discovered on Barrow Island in 1964.</p>

SIGNIFICANCE	
Historic theme(s)	Demographic settlement
Subtheme(s)	Resource exploitation and depletion
Statement of Significance	
<p>The Rough Range No 1 Oil Well has historic heritage significance. When the first significant oil in Western Australia flowed from the Rough Range No 1 Well in 1953 it caused unprecedented activity on the Australian Share Market. Although the early finds were not successful in the long term, Ampol persisted with exploration, and were rewarded with a major discovery on Barrow Island in 1964.</p>	

OTHER
Supporting Information
'Oil Strike at Exmouth Gulf'. Australia's Heritage Vol 7, 1972 Part 93

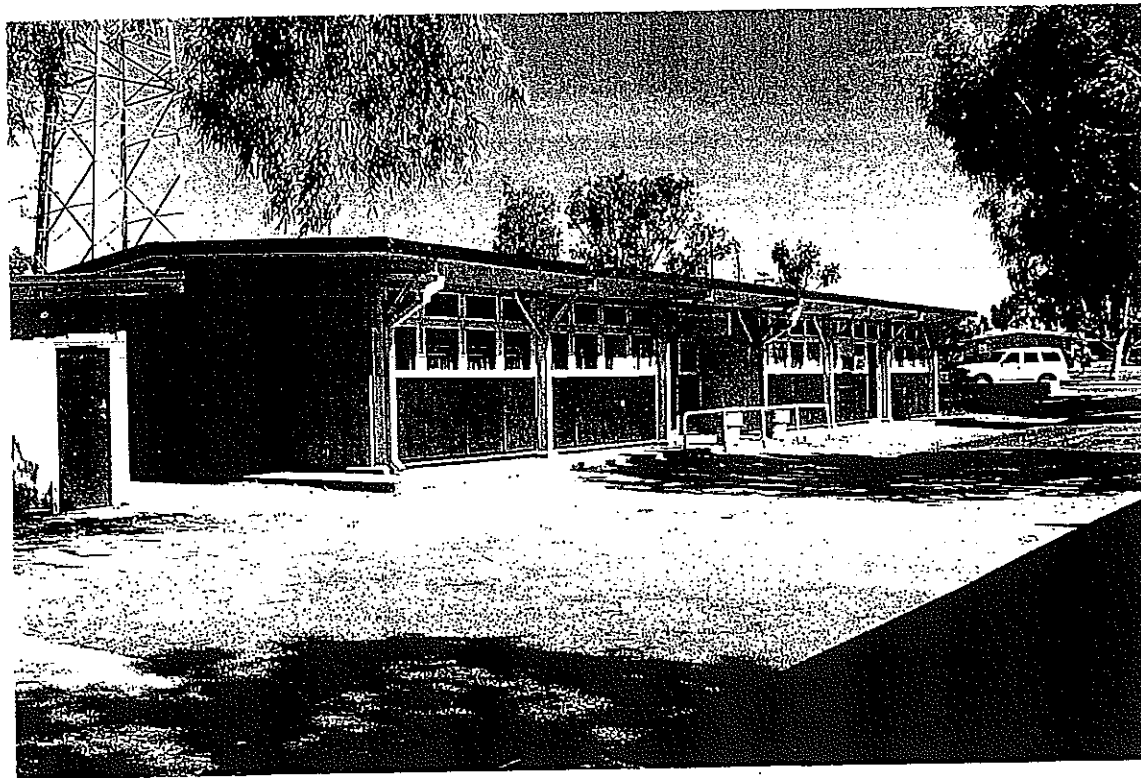
SHIRE OF EXMOUTH

MUNICIPAL HERITAGE INVENTORY PLACE RECORD FORM

LGA Place No: 11

Shire Library

Photograph of the place



LOCATION			
Name of Place		Shire Library	
Other Names		Former Office of Civil Commissioner	
Location/Address			
Street Number and Name		Lot 320 Maidstone Cres	
Suburb/Town		Exmouth	
Map Reference		Lot 320 Town Map	
Owner	Address	Phone/fax	
Shire of Exmouth	PO Box 21 Exmouth WA 6707	08 9949 1399	
Land Description:			
Reserve No.	Lot/Location No	Plan/Diagram	Vol/Folio
	Lot 320		

DESCRIPTION	
Construction Date	1964
Use(s) of Place	
Original	Administrative Offices for Civil Commissioner
Present	Shire Library and Toy Library
Other	
Construction Materials	
Walls	Metal frame/fibreboard
Roof	
Other	
Description	
<p>This low, flat building is constructed with a metal frame, covered by fibreboard cladding. The roof has a very slight pitch and extends to form a small verandah. Windows along the full extent of the building allow for sufficient light.</p>	

HISTORICAL NOTES
<p>The Town of Exmouth was established under unique conditions, being an integrated town reflecting influence from the US Naval Station, the Commonwealth and State Governments. Local administration followed normal local government procedures but, instead of an elected Shire President, a Civil Commissioner was appointed. He became the first point of contact for the US Navy and State and Commonwealth authorities. Duties of the Civil Commissioner included the provision of parks and gardens, recreation facilities and clubs, and the development of a close knit integrated community. Administration of these factors took place in what is now the Shire Library. From here the Civil Commissioner oversaw three years of construction with a transient population of up to 16,000 workers passing through the town.</p>

SIGNIFICANCE	
Historic theme(s)	Community efforts
Subtheme(s)	Community services and utilities
Statement of Significance	
<p>This building has historic heritage significance. It was the first administrative building in Exmouth and served as the first school and civic centre.</p>	

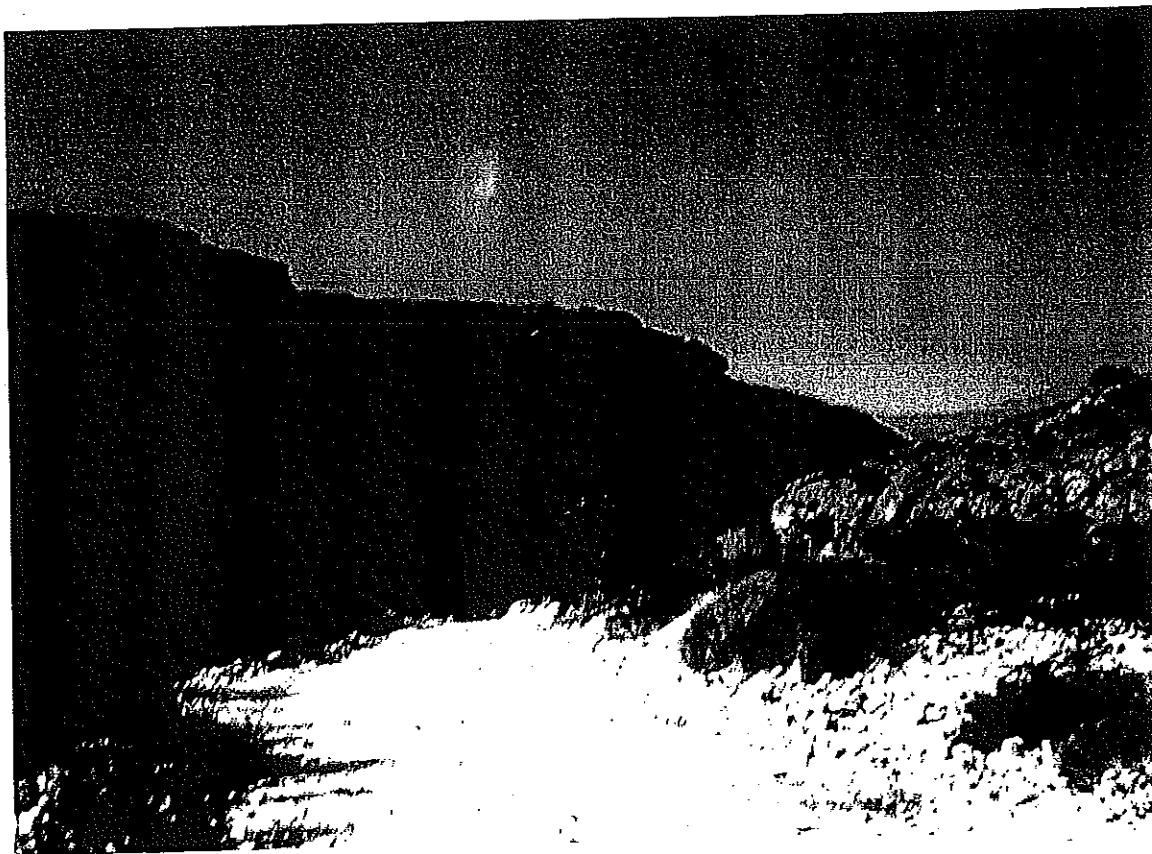
OTHER
Supporting Information
North West Cape: US Naval Communications Station. Commonwealth Govt Printer (date unknown).

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 12

Shothole Canyon and Road

Photograph of the place



LOCATION				
Name of Place		Shothole Canyon and Road		
Location/Address				
Street Number and Name		Lyndon Location 52		
Suburb/Town				
Map Reference		GR 009569 1:50,000 topographic survey Series R712 Sheet 1753-IV Ed 1-AAS		
Owner	Address		Phone/fax	
Land Description				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.
	Lyndon Loc 52			

DESCRIPTION	
Construction Date	Road constructed 1954
Use(s) of Place	
Original	Oil exploration access road
Present	Scenic drive
Other	
Associated Persons	WAPET
Construction Materials	
Other	
Description	
<p>Shothole Canyon is located 16km south of Exmouth and there is an unsealed road extending westward into Cape Range National Park. The canyon is a spectacular limestone canyon with unique features.</p>	

HISTORICAL NOTES
<p>The Shothole Canyon Road provides access to a spectacular gorge in the Cape Range National Park. The Canyon was named after the shotholes left by the explosive charges fixed to set miniature earthquakes for seismographic studies during the oil searches by WAPET in the 1950s (<i>Refer to Thematic Framework p 6</i>). Today the Canyon is visited by many tourists who make the journey to view and/or photograph the sheer rock walls, to hike or to picnic.</p>

SIGNIFICANCE	
Historic theme(s)	Transport and communications
Subtheme(s)	Road transport
Statement of Significance	Environmental awareness
<p>The Shothole Canyon has aesthetic, historic and environmental significance. Its connection to the oil exploration period of the 1950s, its present state as part of the Cape Range National Park, its spectacular limestone canyon and its unique features together give it a strong heritage value.</p>	

OTHER
Supporting Information
Exmouth - Western Australia. Exmouth Tourist Bureau 1994.

SHIRE OF EXMOUTH
MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM

LGA Place No: 13

Staff House

Photograph of the place



LOCATION			
Name of Place		Staff House	
Location/Address		Cnr Bennett/Fyfe Streets	
Street Number and Name		Exmouth	
Suburb/Town		Lot 44 Town Plan	
Map Reference			
Owner	Address	Phone/Fax	
Umberto & Lynn Brescianni	19 Central Ave, MAYLANDS, WA		
Land Description			
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio No.
	Lot 44		

DESCRIPTION	
Construction Date	1960, relocated 1965
Use(s) of Place	
Original	Residence of Civil Commissioner
Present	Residence
Other	
Construction Materials	
Walls	Fibro
Roof	Corrugated iron
Other	
Description	
<p>The old residence of the Civil Commissioner is a typical tropical construction of fibro with a corrugated iron roof. It is elevated with an open area under the house.</p>	

HISTORICAL NOTES
<p>The Town of Exmouth was established under unique conditions, being an integrated town reflecting influence from the US Naval Station, the Commonwealth and State Governments. Local administration followed usual local government procedures but, instead of an elected Shire President, a Civil Commissioner was appointed. He became the first point of contact for the US Navy and the State and Commonwealth authorities. Duties of the Civil Commissioner included the provision of parks and gardens, recreation facilities and clubs, and the development of a close knit integrated community. The house on the corner of Bennett and Fyfe Streets in Exmouth was used as the residence of the Civil Commissioner.</p>

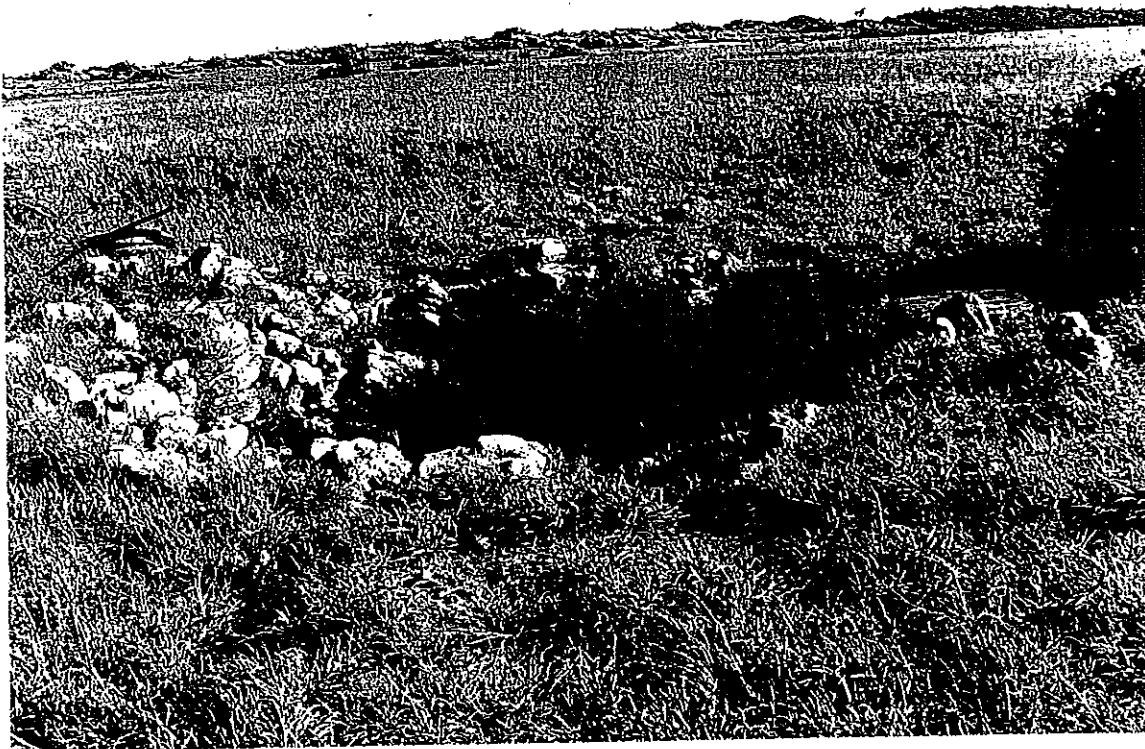
SIGNIFICANCE		
Historic theme(s)	Demographic settlement	Community efforts
Subtheme(s)	Settlements	Government, local government and politics
Statement of Significance		
<p>This house has aesthetic and historic heritage significance. It was the residence of the first Civil Commissioner of Exmouth (<i>refer Place Record Form No 11</i>). The house was erected in Talgarno WA in 1960 and transported to Exmouth in 1965. It is an example of a house designed to withstand cyclonic conditions in tropical Australia.</p>		

OTHER
Supporting Information
Information from Exmouth Community Committee

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 14

Tantabiddi Well

Photograph of the place

A view of the well in relation to the surrounding area.

LOCATION				
Name of Place		Tantabiddi Well		
Location/Address				
Street Number and Name		Cape Range National Park		
Suburb/Town				
Map Reference		GR 064708 1:50,000 topographic survey Series R712 Sheet 1654-11 Ed 1-AAS		
Owner	Address	Phone/fax		
Land Description				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Polio	No.

DESCRIPTION		
Construction Date	Not known	
Use(s) of Place		
Original	Watering point for stock	
Present	Not in use	
Construction Materials		
Walls	Rock	Timber supports
Other		
Description		
<p>The Tantabiddi Well is located in a sparsely treed area. The well itself is shored up with rough timber poles and was covered with timber beams and corrugated iron sheets. All that is visible today (1997) is the open well surrounded by rocks and debris.</p>		

HISTORICAL NOTES
<p>The Tantabiddi Well is located in the Cape Range National Park. It is part of a subterranean set of caves that hold fauna of 'great antiquity that is endemic to the peninsula'. Some elements of the underground fauna are found on Barrow Island, WA but they are otherwise confined to the Cape Peninsula. Two species of cave fish are unknown off the peninsula. Two other species, Blind Gudgeon (<i>M. Veritas</i>) and Blind Cave Eel (<i>O. Candidum</i>) were first located in Tantabiddi Well in 1948. They have now been discovered in more sites on the peninsula.</p> <p>Owing to the specialised nature of the building of the Exmouth township, the groundwater in the vicinity of the subterranean cave system remains unpolluted, thus protecting the rare fauna. However, to protect this unique environment, calls have been made to include the entire peninsula on the register of the National Estate or together with the Ningaloo Marine Park. There is an entry on the Register described as Cape Range National Park and surrounds, encompassing an area of 120,000 ha (DB No 017564, File No 5/14/192/0004).</p>

SIGNIFICANCE		
Historic theme(s)	Demographic settlement	Occupations
Subtheme(s)	Environmental awareness	Grazing, pastoralism and dairying
Statement of Significance		
<p>Tantabiddi Well has high environmental and scientific heritage significance. It is a good example of a shallow well construction on pastoral leases in the region. It is also representative of a large number of subterranean caves on the Cape Range Peninsula which hold unique and rare fauna such as Blind Eels and Blind Gudgeon (WAM) first discovered in 1948.</p>		

OTHER
Supporting Information
<p>Humphreys, WF The Subterranean Fauna of the Cape Range Coastal Plain, Northwestern Australia. Western Australian Museum WA 1994. Report under National Estate Grants Program.</p>



A close up view of the opening of the well.

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 15

Transit House

Photograph of the place



LOCATION				
Name of Place	Transit House			
Location/Address				
Street Number and Name	Lot 263 Christie St			
Suburb/Town	Exmouth			
Map Reference	Lot 263 Town Map			
Owner	Address	Phone/fax		
Shire of Exmouth	PO Box 21 Exmouth WA 6707	08 9949 1399		
Land Description				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Photo	No.

DESCRIPTION		
Construction Date	1964	
Use(s) of Place		
<i>Original</i>	Temporary accommodation for construction site visitors and Shire employees	
<i>Present</i>	Employee accommodation	
Associated Persons		
Construction Materials		
<i>Walls</i>	Fibro	Timber frame
<i>Roof</i>	Corrugated iron	
<i>Other</i>		
Description		

This timber framed fibro house with a corrugated iron roof is set on a large block surrounded by a wire mesh fence. A variety of trees and shrubs surround the house.

HISTORICAL NOTES

An agreement signed on 9 May 1963 between Australia and the US, which resulted in the establishment of the US Communications Station at Exmouth, was a pledge between signatories to assist one another in collective defence and mutual security. Exmouth township and the dual use of the communication facility by the Australian and US Navies are a result of this collective security arrangement. This house was built to accommodate visitors to the construction site during the building of the communication station and also to house Government employees.

SIGNIFICANCE

Historic theme(s)	Demographic settlement	
Subtheme(s)	Settlements	
Statement of Significance		

The transit house has historic heritage significance. It is the first house constructed in Exmouth. Other early buildings placed in Exmouth were transported from another settlement, Talgarno. This house represents a large construction project in a co-operative scheme between the US Navy and the Commonwealth and State Governments (*refer Place Record Form No 5*).

OTHER

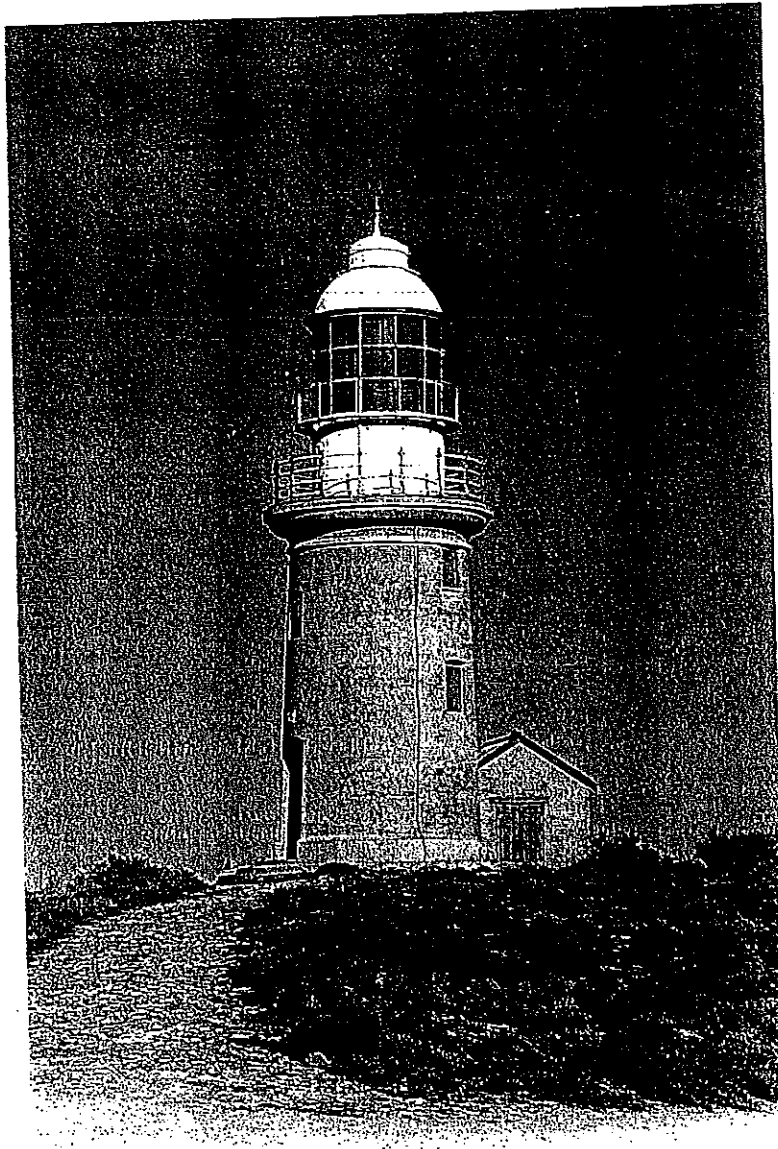
Supporting Information

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 16

Vlamingh Head Lighthouse

Photograph of the place



LOCATION	
Name of Place	Vlamingh Head Lighthouse
Location/Address	
Street Number and Name	Lot 4 P14685 18 18/484 17km north of townsite
Suburb/Town	
Map Reference	GR 012855 1:30,000 series R712/1754-111

Owner		Address		Phone/fax	
Shire of Exmouth		PO Box 21 Exmouth WA 6707		08 9949 1399	
Land Description					
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.	
	Lot 4				

DESCRIPTION	
Construction Date	1912
Use(s) of Place	
Original	Lighthouse
Present	Tourist attraction
Other	
Architect/Designer	
Other Associated Persons	Commander C R W Brewis R N - author of report written during construction
Construction Materials	
Walls	Base: Rendered concrete Walls: Shuttered stone walls, with mortar fill, and rendered exterior
Other	Lantern: Pre-fabricated steel and glass dome
Description	

The Vlamingh Head Lighthouse was constructed from shuttered stone with a mortar fill which was then rendered. The lighthouse lantern on top is made from pre-fabricated steel and glass. Close by there is a small separate rendered stone building with an iron roof. The sparse and bleak setting on the North West Cape peninsula is typical for the positioning of a lighthouse.

HISTORICAL NOTES

Over the years the dangerous coastline around the North West Cape contributed to a number of shipwrecks on the reefs. One of these was the SS Mildura. In 1907 the ship had foundered at Point Murat, losing all livestock but without the loss of human life. Recognition by shipping authorities of the need for a substantial navigational warning system led to the construction of the lighthouse on Vlamingh Head. Building commenced in November 1911. Delays were caused by bad water, dysentery among the labourers and the need to bring all materials and provisions in by sea from Fremantle. A fatality occurred when F J Reddy succumbed to dysentery in May 1912 (*refer Place Record Form No 6*).

The lighthouse became operational on 10 November 1912 and was visible for up to 22 nautical miles. Two lighthouse keepers were required to keep the light burning. Fuelled by kerosene the light flashed in a group of two flashes every 7.5 seconds.

Accommodation for the lighthouse keepers were provided nearby. Fuel supplies and provisions for the keepers were ferried from the beach by horse drawn carriages on a tramway. The lighthouse became obsolete with the introduction of an electric light on the VLF tower at the Harold Holt Communication Centre on 21 April 1967. Today (1997) the lighthouse is open as a tourist attraction.

SIGNIFICANCE		
Historic theme(s)	Transport and communications	
Subtheme(s)	River and sea transport.	
Statement of Significance		
<p>The Vlamingh Head Lighthouse has aesthetic, historic, social, scientific and cultural heritage significance. It was a significant feature of the north west coast for 50 years until 1967. It is a notable piece of architecture in a very remote location. Though now disused as a navigational warning device, it retains much evidence of a way of life no longer practiced.</p>		

OTHER	
Supporting Information	
<p>Cmdr CRW Brewis RN Lighting of the West Coast of Australia (King George Sound to Cambridge Gulf). Pub Commonwealth of Australia Dept of Trade and Customs Vic 1912 Harris, Les Vlamingh Head Lighthouse 1912-1967. Historical pamphlet No date</p>	

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 17

**Vlamingh Head
Lighthouse Quarters****Photograph of the place***No photograph available at this stage.*

LOCATION				
Name of Place		Vlamingh Head Lighthouse Quarters/Caravan Park		
Location/Address				
Street Number and Name		Lyndon Location 22		
Suburb/Town				
Map Reference		GR 012855 1:50,000 series R712 1754-111 Ed 2-AAS		
Owner	Address		Phone/fax	
Ningaloo Lighthouse Resort				
Land Description:				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.
	Lyndon Loc 22			

DESCRIPTION		
Construction Date	1912	
Use(s) of Place		
Original	Lighthouse keeper residence	
Present	Part of caravan park	
Associated Persons		
Construction Materials		
Walls	Rendered concrete	Fibro clad verandahs
Roof	Corrugated iron	
Other	Drop down shutters	
Description		

This rendered concrete dwelling has accommodation for two families. It has a corrugated iron roof and shuttered fibro clad verandahs. Originally it had a central living area and two wings which contained the sleeping quarters. It featured large breezeway doors and drop down shutters as protection against storms and cyclones.

HISTORICAL NOTES

The Vlamingh Head Lighthouse was built in 1912 (*for further details refer Place Record Form No 16*). In order for the lighthouse to be manned 24 hours a day, two keepers were employed. Accommodation was provided for the men and their families if they were married. An excerpt from a letter from Mary Butler, wife of keeper Sydney Butler, described the living conditions at the lighthouse. Isolated, with no wireless, cars or refrigerators, and with only a monthly postal service, the keepers and their families were forced to make their own entertainment. However, Mrs Butler said "...the quarters were excellent with large rooms and verandahs". Today (1997) the lighthouse keepers' quarters are used as a residence in the Vlamingh Head Lighthouse Caravan Park.

SIGNIFICANCE

Historic theme(s)	Transport and communications	
Subtheme(s)	River and sea transport	
Statement of Significance		

The Lighthouse keepers' quarters have aesthetic, historic and cultural significance. Although they have been altered they are still an example of an architectural style, technology and way of life which has now been superseded.

OTHER

Supporting Information	
Harris, Les: Article on Vlamingh Head Lighthouse 1912-1967 (date unknown).	

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 18

Vlamingh Head Radar

Photograph of the place

LOCATION	
Name of Place	Vlamingh Head Radar
Other Names	World War II Aircraft Warning Radar
Location/Address	
Street Number and Name	Lot 4 P14685 1818/484 17km north of townsite
Suburb/Town	
Map Reference	GR 012855 1:50,000 Series R712 1754-111 Ed 2-AAS

Owner	Address	Phone/fax		
Shire of Exmouth	PO Box 21 Exmouth WA 6707	08 9949 1399		
Land Description				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.
	Lot 4			

DESCRIPTION		
Construction Date	January 1943	
Use(s) of Place		
<i>Original</i>	World War II aircraft warning radar	
<i>Present</i>	Tourist attraction	
<i>Other</i>		
Construction Materials		
<i>Other</i>	Support frame of steel angle frames	
Description		

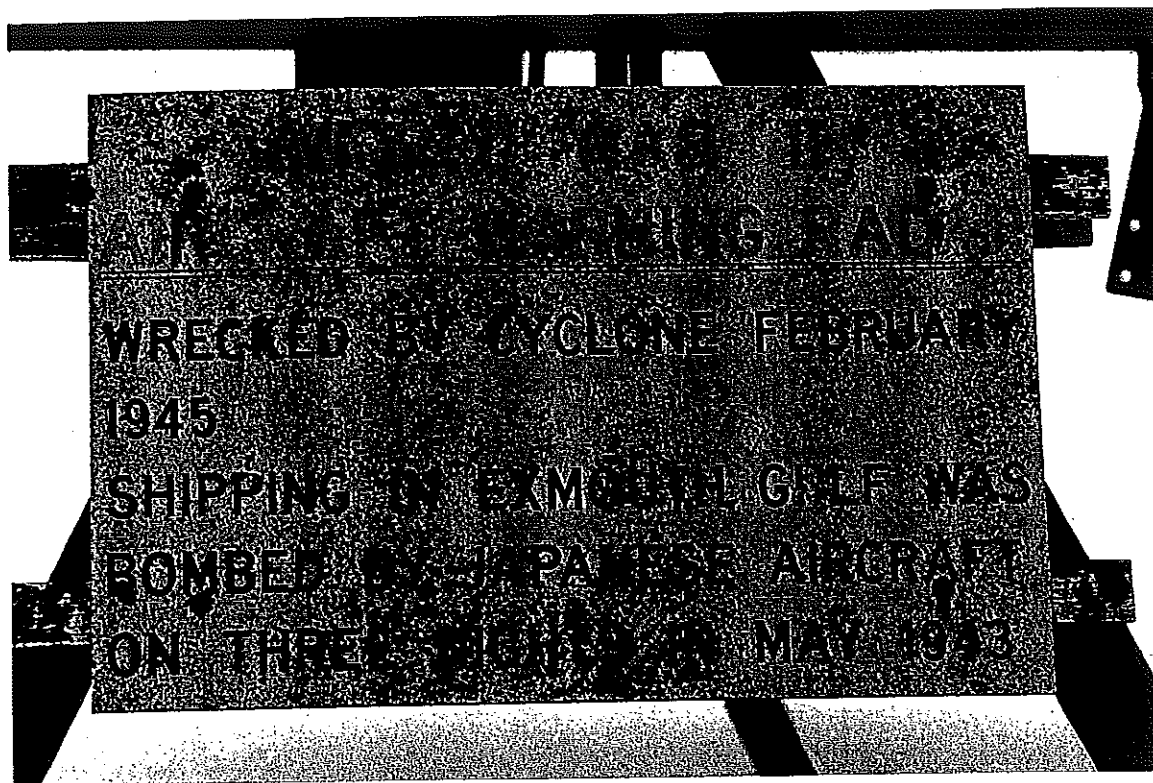
The original transmitter and receiver were mounted on structural steel angle frames and turned by an electric motor. It was camouflaged with a high wall, sandbags, wire netting and spinifex cover. The sandbags surrounding the site and the structure itself still remain.

HISTORICAL NOTES
<p>Vlamingh Head Radar was a vital part of Operation Potshot during the defence of northern Australia in WWII. The North West Cape (along with other northern districts) was chosen as the location for a coastal defence base. The construction began late in 1942 on what became known as 'Operation Potshot'. The base did not prove to be as secure as planned, and in May 1943 was bombed by two Japanese fighter planes. Further plans for a submarine maintenance base were scrapped, although the base continued to serve as a refuelling stop for submarines. (For further details, refer to the Historical Notes on Place Record Form No 8 - Operation Potshot Site). A cyclone in February 1945 badly damaged much of the base, including the aircraft warning radar. This is indicated on a nearby plaque.</p>

SIGNIFICANCE		
Historic theme(s)	Transport and communications	
Subtheme(s)	Telecommunications	
Statement of Significance		

The Vlamingh Head Radar site has historic, rarity, scientific and cultural heritage significance. The site is one of the few remaining on the Australian coast. It is an example of effort made by our defence forces to establish a defence network on our remote coastline. It has historic links with Operation Potshot (refer Place Record Form No 8). As it represents technology of the past it demonstrates a way of life no longer practiced and therefore has scientific heritage value.

OTHER
Supporting Information
<p>North West Cape: US Naval Communication Station and the Support Township of Exmouth. Commonwealth Govt Printer, Canberra (date unknown). Gordon, R C: History of the North West Cape. Teachers Higher Certificate Thesis (1977) McNabb, Eric: Pot Shot Profile 1942-46. Pub Yokine WA 1995</p>



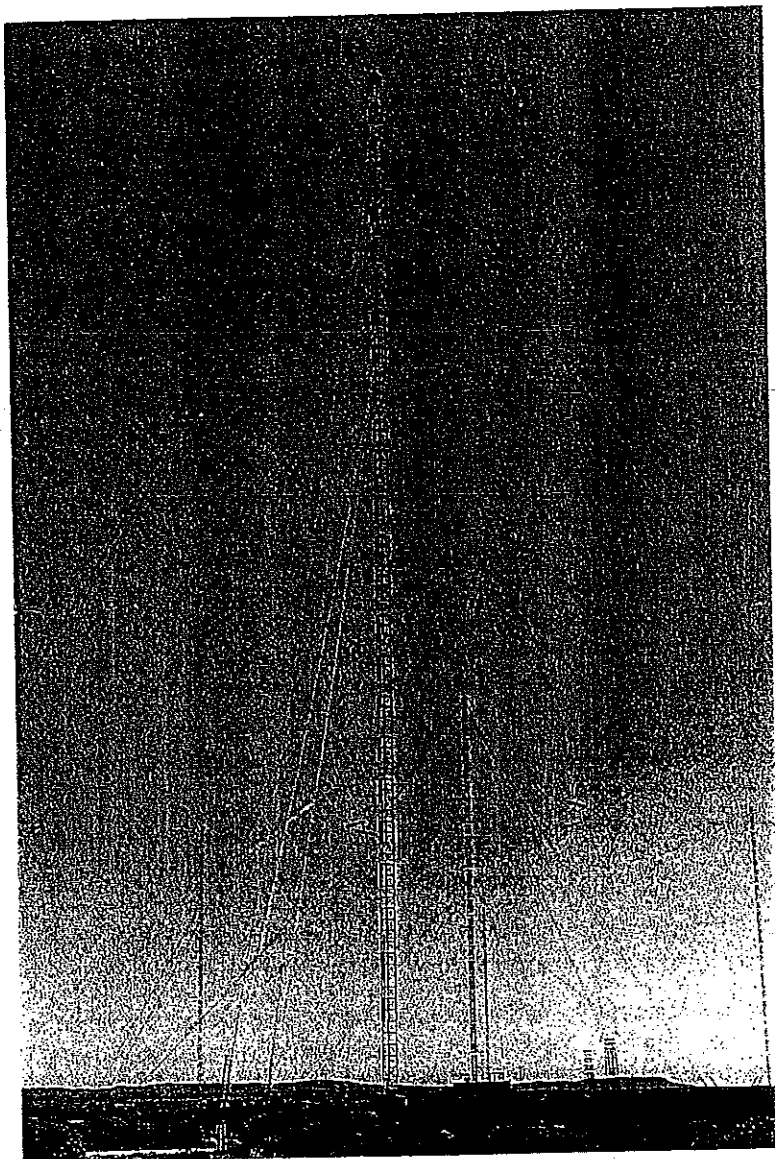
The plaque mounted on the aircraft warning radar.

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 19

VLF Towers

Photograph of the place



LOCATION	
Name of Place	VLF Towers
Location/Address	
Street Number and Name	Naval Communication Station Harold E Holt - 14km north of Exmouth townsite
Suburb/Town	
Map Reference	

Owner		Address		Phone/fax	
US Navy/Australian Dept of Defence					
Land Description					
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Colto	No.	
	Lyndon Loc				

DESCRIPTION	
Construction Date	1964
Use(s) of Place	
<i>Original</i>	Transmission of VFL signals to submerged submarines
<i>Present</i>	Transmission of VFL signals
<i>Other</i>	
Construction Materials	
<i>Other</i>	
Description	

Located 11km north of Exmouth, this is an array of 13 towers in an area of approximately 2km. The towers surround a Helix building and a central tower known as Tower Zero. The configuration of very tall narrow towers supports the aerial array of wires, which are the actual transmitting medium.
(A summary of the technical details of the VLF Towers is shown on Pg 3 of this place record form).

HISTORICAL NOTES

The building of the Very Low Frequency Towers (VLF) was a vital part of the long range communication system of the US Naval Communication base set up in Exmouth in 1963. The towers were, at the time, the highest man made structures in the Southern Hemisphere. The 13 towers, built in 1964, supported the massive antennae for the transmitters and receivers needed for communication with far ranging US submarines. The web of antennae is approximately two kilometres in diameter and could be described as a large spider web of wire. Underneath the 'web' is approximately 350,000 metres of copperwire buried in the ground. The power plant located in the VLF area was one of the biggest operated by the US Navy with the capacity to create enough electricity for a small city. In 1967 an electric navigation light was fixed to the central tower (Tower Zero, 388 metres high) which made the nearby lighthouse obsolete. Today (1997) the towers still dominate the skyline in the vicinity of the communication base and have become an important tourist attraction.

SIGNIFICANCE

Historic theme(s)	Transport and communications	
Subtheme(s)	Telecommunications	
Statement of Significance		

The VLF towers have historic and scientific heritage significance. The tallest man made structure in the Southern Hemisphere, the tower complex plays a very special role in Australian Defence strategy. The towers form what was at one time the most powerful transmitter in the US Navy. The towers are still in use for transmitting Very Low Frequency signals to submarines.

OTHER

Supporting Information

Gordon, RC History of North West Cape Thesis (Teachers Higher Certificate) 1977
North West Cape: US Naval Communication Station Commonwealth Govt Printer (date unknown)
Information from Naval Communication Station Harold E Holt.

AREA A-VLF

Background: Located at Area A-VLF (tip of the North West Cape) is the world's largest very low frequency transmitter. Six transmitting arrays or panels are supported by 13 towers, the tallest of which, at 1,271 ft, is the second tallest structure in the Southern Hemisphere. The ground plane mat beneath the transmitting array consists of about 250 miles of buried bare copper wire.

Constructed in the 1966/67 the first signal went to air on September 16th 1967.

The technical details of the antenna system is as follows:

13 Towers from which 6 diamond-shaped panels forming the top hat are suspended.

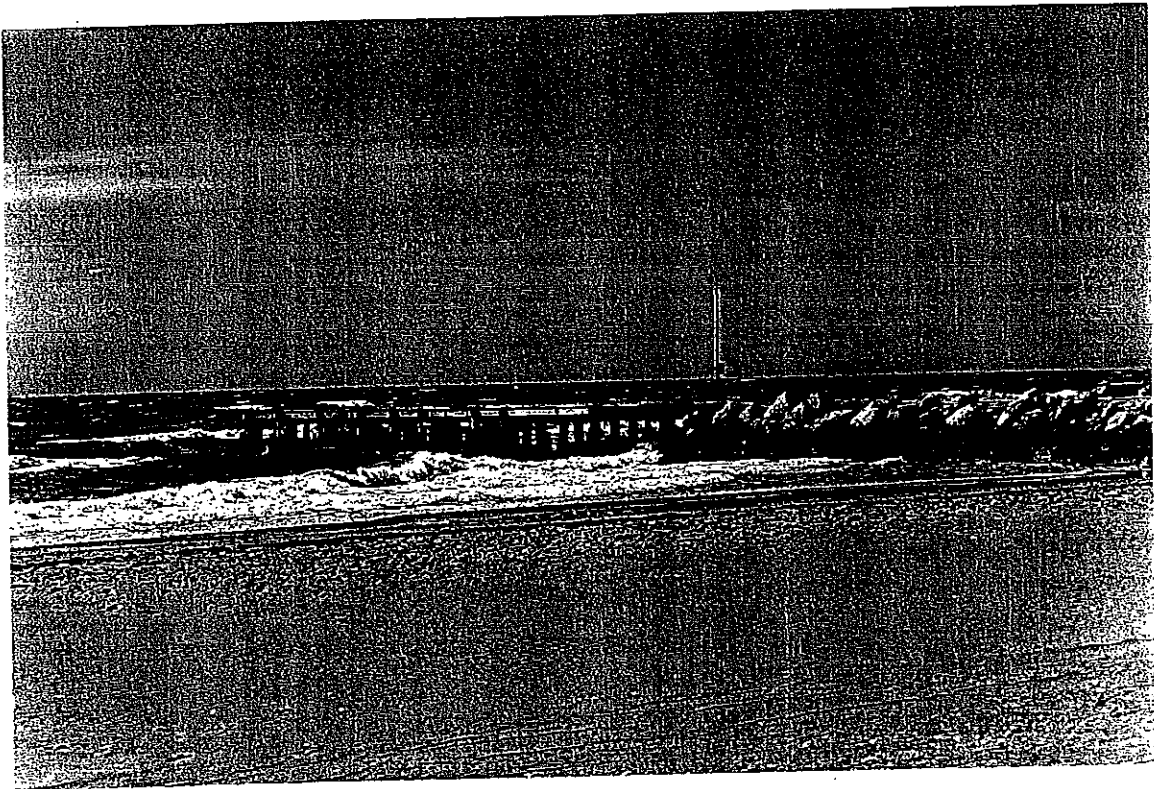
CENTRE TOWER:	Height 1,271 feet (387.5 meters)
INNER TOWERS:	Height 1,195 feet (364.2 meters)
OUTER TOWERS:	Height 996 feet (303.6 meters)
DIAMETER OF THE ARRAY:	1.5 miles (2.4 kms)
GUY CABLES:	Up to 9.8cm diameter steel total length 58 miles (92.8kms)
TOP HAT WIRE:	Up to 1.5 inch diameter aluminum glad steel - total length 37 miles (60kms)
CONCRETE IN FOUNDATIONS & ANCHOR BLOCKS:	32,000 Cubic yards (24.466 cubic meters)
TOP HAT VOLTAGE:	160,000 volts
TOTAL ANTENNA CURRENT:	2,700 amperes
TRANSMITTING POWER:	Up to 2 mega watts

**Information courtesy of Commander J F Cooper RAN,
Naval Communication Station Harold E Holt.**

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 20

WAPET Jetty

Photograph of the place

LOCATION				
Name of Place	WAPET Jetty			
Location/Address				
Street Number and Name				
Suburb/Town	Learmonth			
Map Reference	GR 008408 7:50,000 Series R712 1753-IV Ed 1-AAS			
Owner	Address	Phone/fax		
Shire of Exmouth	PO Box 21 Exmouth WA 6707	08 9949 1399		
Land Description				
Reserve No	Lot/Location No	Plan/Diagram	Vol/Folio	No

DESCRIPTION		
Construction Date	1953	
Use(s) of Place		
Original	Service jetty for oil exploration	
Present	Service jetty for prawning boats/fishing	
Other		
Associated Persons	WAPET	
Construction Materials		
Other	Timber pylons, steel beams, timber decking, rock, concrete	
Description		

The WAPET jetty is located 33km south of Exmouth at Learmonth. The jetty has two parts, the section closer to land being constructed on a rock groyne, and the section in the water being supported on timber pylons. Other components of the jetty are steel beams and timber decking.

HISTORICAL NOTES

The West Australian Petroleum Pty Ltd (WAPET) invested heavily in their search for oil in the North West Cape Ranges during the 1950s. The WAPET Jetty became an important part of the infrastructure provided for the exploration. To provide fuel and heavy equipment sea transport was the most reliable. Other lighter provisions were flown in by air. At first WAPET set up a pier using an old World War II refuelling pontoon. Later a more permanent heavy duty pier was constructed. This was used until exploration ceased in 1958. Today (1997) the jetty is still used in servicing prawn trawlers and for recreational fishing.

SIGNIFICANCE

Historic theme(s)	Occupations	
Subtheme(s)	Petroleum industry	Fishing industry
Statement of Significance		

The WAPET Jetty has historic heritage significance. It played an important part in the logistics of supplying the needs of oil exploration in Rough Range and Cape Range in 1953.

OTHER

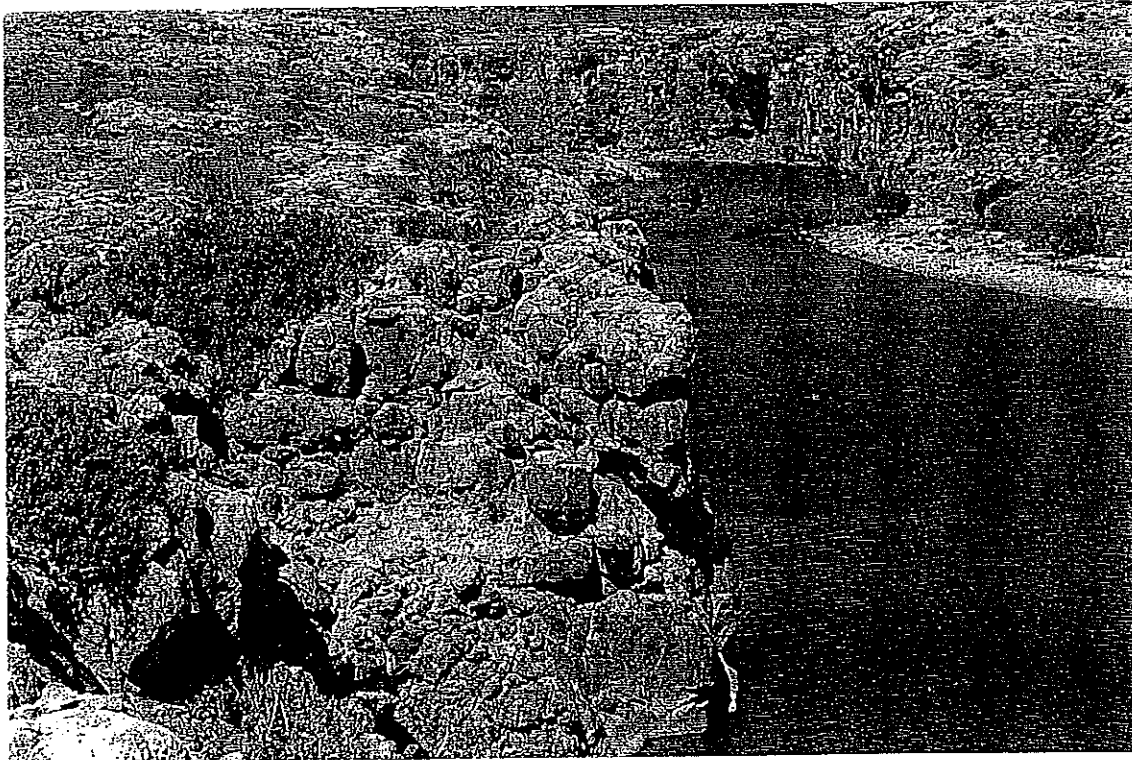
Supporting Information

Exmouth - Western Australia Exmouth Tourist Bureau 1994
 'Oil Strike at Exmouth' Australia's Heritage Vol 7, 1972 part 93 pp 2228-2232

SHIRE OF EXMOUTH**MUNICIPAL HERITAGE INVENTORY
PLACE RECORD FORM**

LGA Place No: 21

Yardie Creek

Photograph of the place

LOCATION				
Name of Place		Yardie Creek		
Location/Address				
Street Number and Name				
Suburb/Town		Cape Range National Park		
Map Reference		GR 895 285 1: 50,000 topographical survey Series R012 1653-11 1-AAS		
Owner	Address		Phone/fax	
Vested in Dept of CALM				
Land Description				
Reserve No.	Lot/Location No.	Plan/Diagram	Vol/Folio	No.

DESCRIPTION	
Construction Date	Natural feature
Use(s) of Place	
Original	Pastoral use - possible Aboriginal site
Present	Recreation/tourism
Other	
Description	

Yardie Creek rises in the western part of Cape Range National Park about 90 km from Exmouth. It becomes brackish towards the west and is usually cut off from ocean access by sandbars. In some parts, steep granite cliffs edge the creek.

HISTORICAL NOTES
<p>The discovery of Yardie Creek is open to historical debate owing to its occurrence on separate earlier shipping charts. However, early Dutch explorers named it Williams River. Its name, Yardie, comes from Aboriginal sources. The creek played an important role in the delivery of supplies to Yardie Creek Station, leased by Thomas Carter from the WA Government in 1902. Over the years a homestead was built (1907) and various families operated the sheep station until it was resumed to become the Cape Range National Park.</p> <p>Today (1997) the creek is a mecca to a number of 'eco tourists' seeking a pristine, natural place to visit. Attractions include the large gorge and plentiful wildlife which includes corellas, ospreys and the unique blackfooted rock wallabies (<i>petrogale lateralis</i>).</p>

SIGNIFICANCE		
Historic theme(s)	Demographic settlement	Transport and communications
Subtheme(s)	Environmental awareness	River Transport
Statement of Significance		
<p>Yardie Creek has aesthetic, historical, environmental and cultural heritage significance. Its historic connections with an early pastoral station, its natural beauty and the unique environment of the rare blackfooted rock wallaby, give it high heritage value. There is an entry on the Register of the National Estate described as Cape Range National Park and surrounds, encompassing an area of 120,000 ha (DB No 017564, File No 5/14/192/0004).</p>		

OTHER
Supporting Information
<p>Exmouth - Western Australia Exmouth Tourist Bureau 1994 Information provided by Exmouth Community Committee Gordon, RC History of North West Cape Thesis (Teachers Higher Certificate) 1977</p>

SIGNIFICANCE		
Historic theme(s)	Transport and communications	
Subtheme(s)	River and sea transport.	
Statement of Significance		
<p>The Vlamingh Head Lighthouse has aesthetic, historic, social, scientific and cultural heritage significance. It was a significant feature of the north west coast for 50 years until 1967. It is a notable piece of architecture in a very remote location. Though now disused as a navigational warning device, it retains much evidence of a way of life no longer practiced.</p>		

OTHER	
Supporting Information	
<p>Cmdr CRW Brewis RN Lighting of the West Coast of Australia (King George Sound to Cambridge Gulf). Pub Commonwealth of Australia Dept of Trade and Customs Vic 1912 Harris, Les Vlamingh Head Lighthouse 1912-1967. Historical pamphlet No date</p>	