



World Lighthouse Society

AUTUMN 2006 NEWSLETTER **Volume 4 Issue 3**

LETTER FROM THE EDITOR

Dear Readers:

First I would like to extend my apology for the late arrival of this issue of the Newsletter. We just recently had a new addition to our household – our first grandchild. I'd forgotten how much the presence of an infant could disrupt your life and distract from the things you should be doing, like getting the WLS Newsletter ready for publishing.

Without further ado, I present to you the Autumn 2006 issue of the World Lighthouse Society Newsletter. In this issue you can read about member Joy Adcock, this month's Member Profile, and the latest instalment of Lighthouse Builders and Inventors. We also have a history of The Smalls, revised and reprinted courtesy of the United States Lighthouse Society.

Please take the time to read John Ibbotson's article, "What is a lighthouse???" and send us your comments. Many of our members have different definitions of what a lighthouse is. It would be of great benefit to the Architecture Work Group if we could come to an agreement of a definition that would not only satisfy our members, but would help avoid confusion as to which Aids to Navigation should be included in our research efforts. John's article is definitely "food for thought" and I look forward to reading your comments.

Also included in this issue is a follow-up story about the book "Rock Lighthouses of Britain" written by the author, Christopher Nicholson. This is followed by a report of WLS member Tim Blackwoods' tour of Turkish Lighthouses, an article about International Lighthouse Day in Sweden, information on attempts to include a lighthouse on UNESCO's list of World Heritage Sites, and a book review of John Ibbotson's latest book, "Lighthouses of Australia: The Offshore Lights."

Of course, no issue of the Newsletter would be the same without our regularly featured mystery lighthouse, so be sure to read about this issue's mystery light and see if you can guess it's location.

Until we meet again...
Keep those lights burning!

[Donna Suchomelly](#)
[1 Ironstone Drive, Reading, PA 19606, USA.](#)
[Tel: 001 6107793260](#)
[Email: newsletter@worldlighthouses.org](mailto:newsletter@worldlighthouses.org)

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[Jürgen Tronicke, WLS Chairman and Egbert Koch, WLS Vice Chairman, on a boat trip to the offshore lighthouse Kiel in the Baltic Sea in August of this year. Photo courtesy Jürgen Tronicke.](#)

CONTACTS

If you wish to contact the World Lighthouse Society please contact:



Chairman:
Jürgen Tronicke
Aachener Strasse 37, D-53359
Rheinbach,
Germany.
Tel: 0049 2226908850
Email:
secretary@worldlighthouses.org

Vice Chairman:

Egbert Koch
Stauffenbergstr. 13
22587 Hamburg
Germany
Tel: 0049 40860442
Email: EgbertW.Koch@t-online.de



Administrative Officer:
Peter Williams
1 Marine Gardens, Milford
Haven
Pembrokeshire, SA73 3JH
United Kingdom
Email:
treasurer@worldlighthouses.org

Webmaster:

Frans la Poutré
De Kuiperij 13, 7437 CW
Bathmen
Netherlands.
Tel: 0031 570 543361
Email:



webmaster@worldlighthouses.org
Website: www.worldlighthouses.org

All contributions to the newsletter should be sent to:

Newsletter Editor:

Donna Suchomelly
1 Ironstone Drive
Reading, PA 19606, U.S.A.
Tel: 001 610 779 3260
Email: newsletter@worldlighthouses.org

EXECUTIVE BOARD

Jürgen Tronicke (Germany)
Chairman

Egbert Koch (Germany)
Vice Chairman

Peter Williams (Wales)
Administrative Officer

Frans la Poutré (Netherlands)
Webmaster

Donna Suchomelly (USA)
Newsletter Editor

Esbjörn Hillberg (Sweden)
Donso Backe 16
S-43082 Donso.
Sweden
Email: esbjorn@hillberg.com



Lord Hector McKenzie (Scotland)
60 Oxhill Place
Keil Park, Dumbarton G82 4QU
Scotland
Email: mackenzie@parliament.uk



Gery Douglas-Sherwood
(England)
32 Queens Road
Gungay, Suffolk NR35 1RL
England
Email:
thecaterer@bopenworld.com

Rosalie Davis Gibb (England)
Spinney Lodge, 17 Ashdown
Taverham, Norwich, Norfolk,
NR8 6UF
England
Email:
rosalie.gibb@btinternet.com



Kathy Brown (Canada)
5 Whimsical Lake Crescent
Halifax, NS B3P 2P9
Canada
Email: Kathy@fromthesea.ca

CHAIRMAN'S COLUMN

Dear Members:

As you remember, my last "Chairman's Column" pointed out that the success of the Society is entirely dependent on its members, the individuals, organisations and other societies.

For this reason there are two important jobs for the Society in the near future:

- "To encourage more Lighthouse Societies and Organisations to join the WLS and to cooperate with our Society."

Therefore we will now send a letter to all organisations and societies we know of which are interested in aids to navigation and to other maritime organisations. We already have a list but if you have an idea as to whom we should send a copy of this letter, please let our Administrative Officer know.

- "To motivate our individual members to play a more active role in the Society and to work in the established Work Groups respectively to contribute their special knowledge."

The established Work Groups of the Society at the moment are:

Optic Work Group

Co-ordinator: Egbert Koch

Architectural Work Group

Co-ordinator: Donna Suchomelly

We also had started a **Lightvessel Work Group** but the Co-ordinator gave up because she received no support or even response from our members.

The **Fog Signal Work Group** also couldn't start its work because we haven't found a Co-ordinator so far.

Both Work Groups would be very interesting and of great benefit to our Society on our way to reaching the main aims to **protect, preserve and promote (PPP)** our maritime heritage.

It really is a pity that we can't get these Work Groups running.

Again, let it be clear, the Work Groups perform one of the most important roles in the Society. I'm sure there are many members who could contribute their special knowledge to one of the Work Groups or to play a more active role as Work Group member or Co-ordinator. Don't hesitate to offer your knowledge and don't be afraid that you will have to spend too much time. All contributions will be most welcome. You don't

have to be an expert but you may become an expert by working in your Work Group.

You, our members, build the Society and the Society needs your support, because only by working together can we be strong!

Best regards, and keep your light shining...

[Jürgen Tronicke \(Germany\)](#)
[WLS Chairman](#)

MEMBERSHIP

If you know anyone who might be interested in joining WLS, a once only joining fee of £20 [30 Euro, US\$ 35] to cover administration costs has been instituted, to cover both individual and organisation memberships.

For members without Internet access, hard copies of the newsletter will be mailed for a yearly donation of £6 (10 Euro, US \$10).

Payment can be made by GBPE cheque made payable to 'World Lighthouse Society', UK banknotes, Euros, or US dollar bills; MasterCard or Visa. **PLEASE NOTE:** We cannot process any checks other than GBP Sterling cheques. Membership application and fee should be sent to:

[Peter Williams \(United Kingdom\)](#)
Email: treasurer@worldlighthouses.org

MEMBER'S PROFILE

Joy Adcock

Joy's passion for lighthouses began with a family holiday and a trip to South Stack Lighthouse in



Anglesey, North Wales, at the age of nine. She remembers climbing down the zig-zag steps and crossing the old suspension bridge over to the island where she was able to

climb the lighthouse. At the age of twelve she was staying on holiday with her family in the village of Strete, Devon, just along the coast from Start Point Lighthouse. Her parents recall her asking them to stop the car each evening on their way back from wherever they had been, so she could see the flash of the lighthouse. She even remembers being woken by the diaphone fog signal one morning!

Since then she has visited the majority of English and Welsh lighthouses as well as numerous others around the world. In 1998 she attended the automation ceremony at North Foreland Lighthouse in Kent, which was the last lighthouse in the United Kingdom to be automated.



[Joy visiting Heceta Head Lighthouse in Oregon, U.S.A.](#)

In 1994 after a holiday at the discontinued Great Orme's Head Lighthouse in Llandudno, North Wales, Joy found herself researching other lighthouses that provide holiday accommodation. Before long she had published her first book, "Lighthouse Accommodation Britain and Worldwide", which lists all known lighthouses offering holiday accommodation, as well as lighthouse related visitor centres. She is now working on the fourth edition in her spare time.

Joy joined the Association of Lighthouse Keepers (ALK) in 1998, and shortly afterwards became Membership Secretary. She is now Press and Publicity Officer, also managing the Association's sales of regalia, and is responsible for the ALK's website www.alk.org.uk, as well as coordinating International Lighthouse Day. She writes regular articles for the ALK and Leading Lights

Joy recently moved to Norfolk, where her partner Patrick Tubby (a WLS founder member) is one of the Trustees of



[Joy at Happisburgh Lighthouse](#)

Happisburgh Lighthouse. Being a "Friend" of the lighthouse, she now regularly helps out at Happisburgh (pronounced Haisborough), giving tours on open days. The lighthouse is the only independently run operational lighthouse in the United Kingdom.

[Joy Adcock \(England\)](#)
[WLS Founding Member](#)

LIGHTHOUSE BUILDERS AND INVENTORS

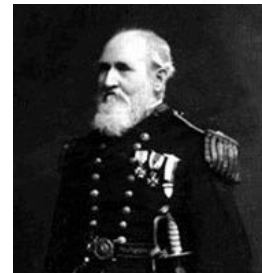
This column will give you an insight into the people who developed both lighthouses and the equipment to support them. Each future issue of the WLS Newsletter will cover four of these important builders or inventors and give a short description of their contribution.



Houghton, Amory Sr. (1813-1882) - Owner of the Brooklyn Flint Glass Co. and founder of Corning Glass. Made the first pressed flint glass 6th order lenses in America and later made larger drum lenses of pressed flint and crown glass.

Amory Sr. Houghton

Jenkins, Lieutenant Thornton A. (1811-1893) - In 1845, made a trip to Europe to review their lighthouse systems. Later, he was secretary to the Lighthouse Board.



Thornton A. Jenkins



Joly, Georges de (1864-1919) - Engineer in the French Lighthouse Service.

Lavoisier, Antoine (1742-1794) - Lavoisier, in France, proved that a parabolic reflector, with a light source at its focal point, was the best way to concentrate light into a beam and to direct it as needed.



[Tom Tag \(United States\)](#)
[WLS Member](#)

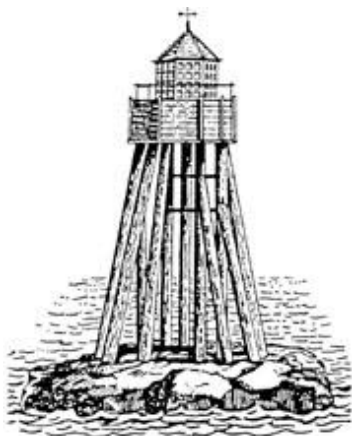
ARCHITECTURE WORK GROUP

The Architecture Work Group is looking for good quality photographs of lighthouses for inclusion in a database of different types of lighthouse architecture. Full credit for use of each photo will be given to the photographer and/or donator. If you would like to assist our group in this effort without committing to group membership, please contact the group co-ordinator by using the address below:

[Donna Suchomelly](#)
[Architecture Work Group Co-ordinator](#)
[Email: dsuchomelly@gmail.com](mailto:dsuchomelly@gmail.com)
1 Ironstone Drive
Reading PA 19606 USA

THE SMALLS

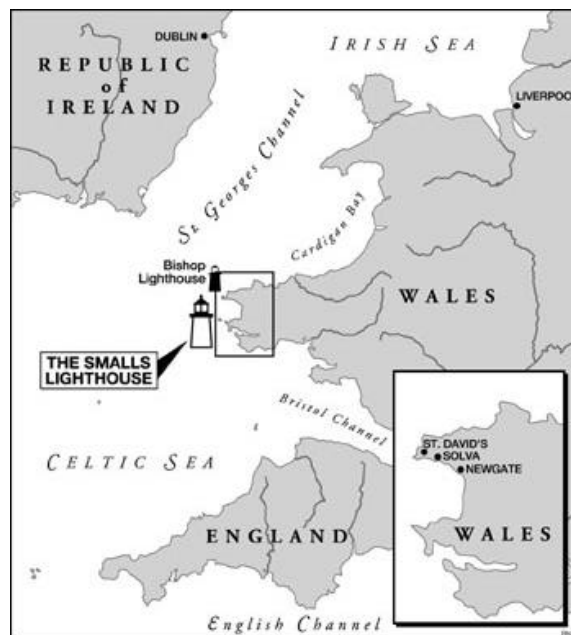
Extending out from the southwestern toe of Wales is a series of islets, reefs and rocks. Over the years, numerous vessels have fallen victim to these obstructions as they attempted to thread the relatively narrow St. George Channel between England and Ireland.



The furthest west of these obstructions is a cluster of rocks known as "The Smalls." This cluster of 20 rocks, some 20 miles from the nearest land, is constantly assaulted by wind and wave, and from every point of the compass. The highest rock of the Smalls rises only 12 feet above high water. Although this rock, and others in the group, can be seen during the day in clear weather, they are hidden from the mariners' view at night or on days when the seas are rough as they so often are in this area of the North Atlantic.

For years the St. George Channel was a major shipping route and the Smalls were a danger to every vessel entering the St. George Channel. There were two lighthouses constructed on the Smalls. The first was a most unusual structure, like no other before or after. It's hard to believe that this ungainly structure survived one winter, let alone an amazing eighty years.

The first Smalls lighthouse was the result of efforts of a Welshman named John Phillips. Phillips was aware of the many lighthouses being constructed around England in his era and was anxious to establish some sort of aid to navigation on the Smalls.

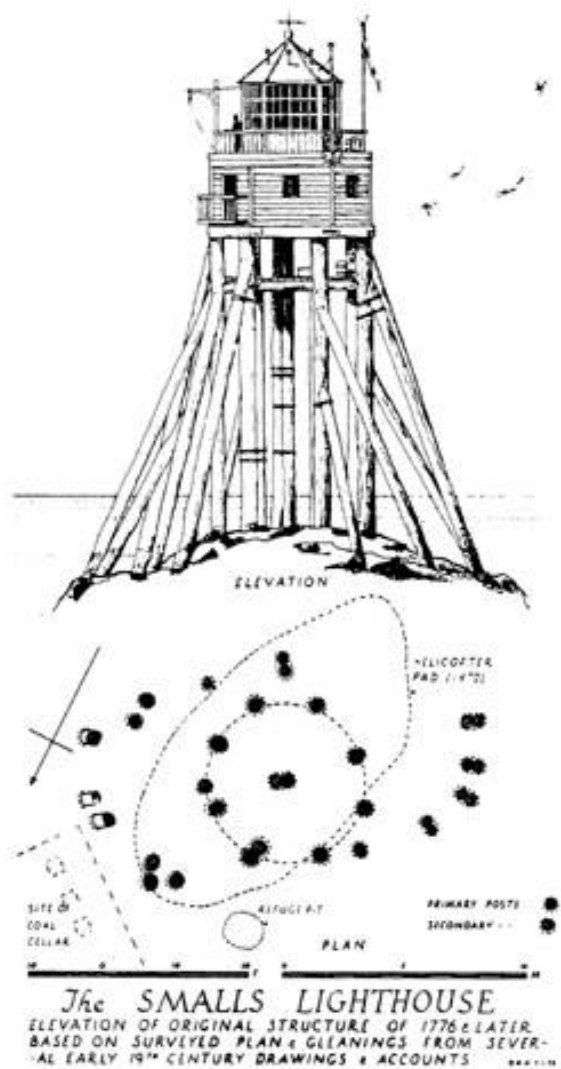


An event in the winter of 1773 resulted in his taking action. The American clipper ship, *Pennsylvania*, 1,000 tons, after a relatively peaceful crossing of the Atlantic, was entering the St. George Channel when a gale struck. Mountainous waves engulfed the vessel and tossed it about like a cork. Eventually the sea drove the vessel onto the largest rock of the Smalls tearing her to pieces. For a week afterward, timbers, rigging, parts of sails, and bodies washed up on the Welsh coast. Although some passengers survived, 75 died.

Phillips applied to the Treasury to lease the Smalls, stating he wanted to construct a lighthouse on the reef. In August 1774, Parliament granted him a lease or Patent to construct a lighthouse on the Smalls and collect "light dues" for 99 years. Unfortunately, he was near bankruptcy and couldn't acquire enough credit to purchase materials for the project. Phillips boasted that he was intent on marking his reef for the sake of humanity and stated that it would be, "... of so singular a construction as to be known from all others in the world as well as by night as by day." This public promise resulted in him being able to raise the necessary funds to purchase materials, and by 1775 he solicited proposals.

Phillips settled on a design by a 26-year-old man named Henry Whiteside. Much like the builders of the first two Eddystone Lighthouses (Henry Winstanley and John Rudyard), Whiteside was neither architect nor engineer. In fact, his profession was a maker of violins and upright harpsichords and earlier he had apprenticed to a cooper (maker of barrels). Yet, his design, as strange and fragile as it looked, stood for 80 years. By 1820 only four wave-swept lighthouses had been constructed: South Rock, in Ireland, Bell Rock, off the east coast of Scotland, the Eddystone, south of Plymouth, England and the Smalls. The first three were

masonry towers. The Smalls was the only wooden structure with pilings for a foundation.



[A drawing of what Whiteside's lighthouse on the Smalls would have looked like after extra oak struts had been added to the original nine to strengthen the structure. Drawing from "Lighthouses: Their Architecture, History and Archeology" by Douglas Hague and Rosemary Christie, Gomer Press, 1975.](#)

His design was unique and unlike anything that had been constructed before that time or since. It consisted of an octagonal cabin on wooden pilings, surmounted by a lantern. The house portion was 15 feet in diameter and divided into two floors. The lower floor was the living quarters used for sleeping and living, and above was the lantern room reached by a trapdoor and ladder. There was a balcony around the lantern room. Below the living quarters was a platform between the pilings that served as a storage area for casks and boxes of non-perishable goods and supplies. Several walls of the sleeping quarters had windows along with a door to an outside balcony. Several chimneys projected through the dome of the lantern to carry away the smoke from the candles that provided the light. Affixed to the balcony were the

requisite flagpole and a small hoist to raise supplies.

Whiteside argued that his design allowed less resistance to the force of waves, as water would pass through the pilings. His design impressed Phillips. Over a hundred years later a newspaper account of the project described Whiteside's effort: "His undertaking was a sudden transition from the sweet and harmonious sounds of his own instruments, to the rough surging of the Atlantic waves, and the discordant howling of the maddened hurricane; and from the fastening of a delicately-formed fiddle, to the fixing of giant oaken-pillars in a rock as hard as adamant!"

Whiteside established a base of operations at the tiny fishing village of Solva, some 25 miles from the Smalls. The distance from the lighthouse site made the project even more difficult. In later years, lighthouse engineers used a floating barracks moored alongside the construction site. This allowed the work party to take every opportunity of good weather to work on the exposed rocks. With the Smalls, the work party had a 25-mile sail or row to the site and, upon arriving, often found the seas too rough to land on the rock.

The first attempt to gain access on the rocks was mid-1775 when Whiteside departed his base with eight Cornish miners, a blacksmith and two laborers. He wrote that, upon arrival, "...the sea being turbulent, and a gale of wind coming on suddenly ..." caused them to leave the rock. However, they at least decided on which rock to build the lighthouse, described as, "always above the water, about the bigness of a long boat."

Things went badly right from the start. The first day the workmen were on the rock excavating holes for the pilings, the wind freshened and waves started to break over the rock. The workboat had to leave her mooring and head out to sea for safety. They left with such haste that there wasn't time to retrieve the crew from the rock. The ensuing gale blew with such fury that the workboat wasn't able to return to the rock for two days. Amazingly, they found the crew still alive, clinging to a single iron rod that they had managed to drive into the rock. They had all survived for two days without food or water, and with the sea breaking over them - a rugged crew indeed!

By early October, the weather had deteriorated to the point that work on the project had to be halted until spring. During the four months involved with the project that first summer, only nine whole days had been spent on the rock. The crew had excavated one hole, 18 inches deep, designed for the central pile, a second hole was started and the other pile locations marked. They had also constructed a crude hut for the working party. It was a miserable experience for the rugged Cornishmen. The crew took numerous long trips out to the rock, only to find sea conditions so bad

that they had to turn around and sail back to Solva. Even when they were able to land on the rock, seas often broke over portions of the site and the men were forced to lean into the strong winds as they attempted to pick axe holes in the rock.

During the winter months Whiteside constructed the lighthouse on shore. He intended to take it apart and transport the sections out to the Smalls. However, after it was erected he saw that the nine cast-iron stanchions were too weak to support the weight of the lighthouse. He then made the decision to substitute large oak piles for the metal legs. An extensive search through the forests of Wales was required to locate nine 65-foot-long oak piles some two feet in diameter. His plan called for a central pile with eight others arranged around it in a circle 40 feet in diameter.

Work resumed in the spring of 1776 and his preparations paid off as construction proceeded quickly. The entire structure was in place by the end of August and lighted September 1. The optic consisted of four lamps with reflectors showing two colors: white (with a visibility of 12 miles) and green (with a very short range of visibility). Apparently the green was to mark a nearby obstruction.

Before leaving the Smalls, the workmen carved a hole in the rock beneath the lighthouse measuring 10 feet long by 6 feet wide and 6 feet deep. This pit would contain a fresh-water cistern and a separate storage area for coal. The lighthouse used 12 tons of coal annually and the weight of the coal was too much to be stored in the structure.

The finished product was, as Phillip predicted, of so singular a construction as to be known from all others in the world."

In December 1776, four months after the keepers first lighted the candles, fierce storms caused mountainous seas to break against the rock, sending walls of water through the legs of the lighthouse. The keepers sent a note to Phillips stating that during storms the lighthouse swayed like a drunken sailor. Phillips sent for Whiteside with an order to strengthen the lighthouse before the ocean toppled it.

In January 1777, Whiteside along with one of his blacksmiths departed for the Smalls with additional oak piles in an effort to stabilize the structure. While they were on the rock, a gale struck with such strength that not only delayed strengthening the lighthouse, but confined Whiteside and his blacksmith to the quarters with the two keepers. The storm raged for two weeks and the supplies dwindled to the point that they were becoming desperate. The only means of communicating with the mainland was by boat, and the storm prevented them from using theirs. Whiteside took action that has now become the legend of stories about desert island castaways. He sealed three

messages in bottles and placed the bottles in wooden casks and threw them into the ocean. One landed at Newgale Sands on the Pembrokeshire coast, another at Galway Bay and the third at St. David's. On the outside of the casks was written, "Open this and you will find a letter." The letter was addressed to Thomas Williams, John Phillips' agent for the lighthouse. The letter explained the plight of the marooned men.

As luck would have it, fishermen close to St. David's found the note. It was delivered to Thomas Williams and a boat was dispatched to rescue all four men. By this time the lighthouse was in terrible condition, requiring many repairs in addition to strengthening the foundation. John Phillips didn't have the funds to make the improvements and repairs and the keepers were discharged. The Smalls stayed dark and a menace to mariners. Finally, a group of Liverpool businessmen took over Phillip's interest in the Smalls. Most of their trade came into Liverpool via vessels and most of those vessels passed the Smalls. They saw this as an opportunity, or necessity, to protect their interests. Additionally, people or corporations who maintained lighthouses in England received "light dues" from vessels that used them in passing.

The Liverpool merchants agreed to pay Phillips, and his heirs, £5 a year for what remained of the 99 year Trinity House lease and what was left of the lighthouse. The merchants provided the funds to strengthen the foundation piles and by September of 1778 a white light again shone out from the Smalls from four reflectors 5' 6" in diameter.

It was remarkable that the crude, wooden Smalls lighthouse, on stilts, managed to survive for so many years. The winter storms did take their toll and each spring new repairs were necessary. Being only 72 feet high, waves would occasionally wash over the structure during particularly bad storms.

A severe storm in October 1812 closed the station until spring. Whiteside described the events of October 18 and 19, 1812 in a letter to Robert Stevenson (engineer of the Scottish Lighthouse Service), "It was a tremendous storm here such as cannot be remembered. The Smalls has now been up 37 years with no damage: only a few panes of glass broke sometimes. The men suffered very little hardships, only being frightened at the time of the storm. If they had stayed there longer their house would have been somewhat leaky, the windows being broken. They had plenty of firing and everything they wished for to live upon. One of the men lived there 13 years and they are going there again as soon as it is made tenatable."

It would seem that Whiteside put a rather rosy spin on the events. Not only had the storm broken windows, but also the lantern was completely blown off. Remnants of the lantern and planks from the structure

were washed ashore. Only when this material was delivered to his door, did Whiteside realize that something was amiss at the Smalls. Indeed the situation was somewhat more serious than "somewhat leaky!" The entire building was breaking up. Several of the oak pilings had snapped off tearing chunks from the lower floor. A breakwater constructed around the base to help protect the pilings was destroyed and the interior was soaked by water washing through gaping holes in the walls and roof.

The terrified keepers dispatched pleas for help in casks, similar to those sent adrift by their predecessors. On November 8, the vessel Unity departed for the Smalls, with Whiteside aboard. They found the keepers huddled together, soaking wet, in the remains of the rickety lighthouse. They had survived three weeks in the deteriorating structure on bread and cheese alone. The Smalls again went dark for the winter and on December 30, the brigantine Fortitude struck the Smalls with the loss of 11 hands.

The lighthouse was relighted on June 18, 1813.

On February 20, 1833, another strong storm struck the area. This time the seas, instead of washing through the legs of the structure, actually climbed the pilings and smashed the bottom floor with such a force that it flattened two interior walls and carried the iron stove out of the structure dropping it into the ocean. For eight days the keepers cooked their meals using the lantern room lamps. One of the keepers eventually died from injuries he sustained the day the wave struck. By the following July more struts were added to the base and repairs made to the dwelling.

Trinity House, in charge of England's aids to navigation, was aware of the Smalls, that it was privately owned and a good moneymaker. In 1833, Trinity House offered to purchase it from the civilian owners. But the owners' price of £148,430 was too much for the brethren of Trinity House. Finally, an Act of Parliament in 1836 transferred ownership to Trinity House for £170,468, £22,000 more than the original offer.

As the 19th century dawned, lighthouse engineers were constructing sturdy offshore lighthouses of stone. These were monoliths consisting of layers (or tiers) of granite dovetailed vertically and horizontally. The Smalls wooden structure still stood bravely against the elements, but it was becoming more and more fragile. The keepers reported that it swayed during storms. During one storm a wave crashed against the rickety legs with such violence that a wall clock was flung across the room landing on a bed.

Scottish lighthouse engineer Robert Stevenson described the lighthouse in 1801 as, "a raft of timber rudely put together, the light of which is seen like the glimmering of a single taper." Yet, 50 years later it was still standing, although weak and frail. Many felt that if

Trinity House didn't soon remove it, the Atlantic was sure to do so.

In 1859, Trinity House engineer James Douglass started a new Smalls tower. Douglass drew from John Smeaton's design for the third Eddystone tower, a graceful, tapering design of stone. Some 25 years later Douglass would build a new Eddystone, one, which was four times as massive as Smeaton's design.

James Walker, another successful lighthouse engineer, joined Douglass in the new Smalls effort. Walker was interested in innovations, like sanitation. The Smalls was the first rock lighthouse to have a toilet integrated into the design. He also incorporated a series of steps all around the base of the tower to break the waves, in lieu of letting them roll up the sides of the tower. Other towers adopted this feature.

On August 7, 1861, just two years after construction began, the new lighthouse was finished.



[Photo courtesy of Christopher Nicholson](#)

The new 141-foot-high tower was painted with alternating red and white stripes. Although far more comfortable than the old "wooden raft" of a structure, it was still a lonely outpost. One assistant keeper stated he, "... would rather be anywhere on shore at half the money," because, "This is rusting a fellow's life away."

In 1880, 24 years after completion, Trinity House changed the characteristic of the lighthouse to occulting (steady white light occasionally eclipsed,

the darkness always less than the period of light). Also, they added a red sector to warn mariners they were standing into bad (shoal) water. The original bell fog signal was replaced by an explosive (gun-type) signal. In 1902, an electric telegraph was installed to be used for life saving purposes only.

In 1907, a 1st order Fresnel lens on a mercury float was installed with a kerosene lamp. The new characteristic was a group flash, three every 15 seconds, which could be seen for 17 miles. Other improvements occurred over the years as technology changed. In 1928 a telephone, via underwater cable, replaced the telegraph. This in turn was replaced by a VHF radio telephone. Electric lamps were installed in 1970 that increased the range of the light to 26 miles. The fog signal was changed to a powerful supertyfon type and in 1978 a helicopter-landing pad was placed on the lantern to enable an easier and safer transfer of the keepers.



[Photo courtesy of Christopher Nicholson](#)

On May 15, 1986, the keepers were withdrawn from the lighthouse. The lighthouse was automated, designed to run unattended for six months between service calls via helicopter. Additionally, a large navigation buoy was moored to the west of the lighthouse to further assist navigators.

[Wayne Wheeler \(United States\)](#)
[WLS Member](#)

Editor's Note: This article was excerpted from the original, which was published in the Fall 2001 issue of the U.S. Lighthouse Society's *Keeper's Log*. For information on the U.S. Lighthouse Society and the *Keeper's Log*, please contact:

U. S. Lighthouse Society
244 Kearny Street – 5th Floor
San Francisco, CA
94108-4526
1-415-362-7255
www.uslhs.org

WHAT IS A LIGHTHOUSE???

Introduction:

Over the last year or so there have been a number of documents produced that have given a definition of "What is a Lighthouse". Most definitions effectively said "If it is not a solid tower with a lantern room, Fresnel lens and a keeper then it is not a lighthouse". To me that was a much too restrictive definition, as it effectively excluded a large number of structures which are lighthouses.

Also, as the World Lighthouse Society does not have a definition of "what is a lighthouse", it does pose a dilemma to members knowing what it is the society actually represents. I put forward a request to have the subject discussed at the Annual Meeting but the item was tabled. It was suggested that I put a discussion paper into the Newsletter so that all members would have the opportunity to make their ideas known.

The following is an updated version of what I had submitted. I hope it generates many constructive comments. These can be sent to the board but it would be appreciated if you could also send a copy to me at lighthouses@mira.net.

Some Lighthouse Definitions and Comments:

In 1915 the US Bureau of Lighthouses defined a lighthouse as "A *lightstation where a resident keeper is employed*". In 1915 this was a valid definition because it covered most lighthouses, but today it would mean that Australia has no lighthouses, the USA has one purely due to an act of Congress, Europe has very few, if any, and the rest of the world is heading in the same direction.

In the Lighthouse Encyclopaedia CD a lighthouse is defined as "A *fully or partially enclosed built structure bearing a light that is used as a navigational aid and that is capable of admitting at least one person to operate or maintain the light entirely from within*".

This definition was based, at least in part on the following comment: "To satisfy our mental image of a lighthouse, it is very important that humans should be able at least to work within, rather than merely outside of, the structure. This is a level of structural distinction that retains the human element, and includes all the structures that most people would wish to see included in a list of lighthouses."

Based on the above definition, Griffiths Island, Victoria Australia is somewhat of a conundrum. It was a lighthouse, but as its new lantern-lens is now bolted on the towers' railing, is it still a lighthouse? (Wayne Wheeler commenting on this definition did point out that for the first 2,500 years lighthouses did not have lantern rooms as the light was an "open" fire and window glass did not exist. Does this mean that The Pharos of Alexandria was not a lighthouse?)



[Griffiths Island Lighthouse](#)

The Lighthouse Encyclopaedia CD then went on to effectively change all terms with 'lighthouse' in them (except the above definition) to 'structure' or 'light structure'. This has been incorporated into the Glossary of Terms currently in the process of being developed by the Architecture Working Group of the WLS. A *Coastal Lighthouse* has become *Coastal Structure*; a *Screwpile Lighthouse* has become a *Screwpile Structure* etc. Changing to *Wave-washed Structure* highlights the limitations of the restricted definition because most *Wave-washed Structures* actually meet the CD's definition of a *lighthouse*! The use of 'structure' can also cause confusion. For example a *Pyramidal Lighthouse* says exactly what it is, but a *Pyramidal Structure* doesn't - it could also include the pyramids of ancient Egypt; a wooden structure could also be an out-house!

But let us look at those two words:

When you qualify 'structure' it tells you *about its size, shape, materials* etc (not what it is used for) - a brick structure; a steel structure; a square structure; a flimsy structure. So is a light structure made of light or maybe it doesn't weigh very much?

When you qualify 'house' it tells you about *what the building, room or structure is used for* - a jailhouse; a henhouse; a battery room; a keeper's house; a lighthouse. In a lightstation the generator house contains the generator; the keepers' houses are where the keepers live; the lighthouse is where the light is kept.....

The word *tower* is similar to *house* and superior to *structure*, because it too *can be qualified by its function* - a cooling tower; a control tower. A dictionary definition of tower includes "...a tall structure **housing** machinery, apparatus, operators..." It does have the minor limitation that a tower is high in proportion to its lateral dimensions. Other languages also tend to use *tower* - Swedish - fyrton (light tower or fire tower); Netherlands -

lichttoren or vuurtoren (fire tower); Germany - Leuchtturm (light tower). The French use *phare*, derived from *Pharos* (with Spanish, Italian etc using a similar word - *faro*), which, when translated into English, is lighthouse.

In Canada's NSLPS definition, a lighthouse is defined as an "*Enclosed tower originally designed with an enclosed lantern and built by a governing authority as an aid to navigation.*" This definition was based, at least in part, on the following comment. "*We had to do it in order to decide just what structures should be on the website.*"

It is difficult to imagine how the definition of a 'lighthouse' could be based on "*the structures that most people would wish to see included in a list of lighthouses*" or "*We had to do it in order to decide just what structures should be on the website.*"

Also in these definitions there seems to be an emphasis on the syllable 'house' and its connection with people. One writer, to make a point, even capitalised houses to come up with 'lightHOUSES'. Of course the word 'house' doesn't only apply to a place where people reside. And in fact, except for offshore lights people generally did not live in the tower. (Interestingly, dictionary definitions of *house* include: "to remove from exposure, put in a safe place", "to place in a secure or protected position" Sure seems like lighthouse is a great word for all lit Aids to Navigation (AtoNs.)

It is a more logical view to say that:

A lighthouse is an aid to navigation that houses a light.

Before going on there are two other definitions required; '*Aids to Navigation*' and '*Navigation Aids*'. They are terms that seem to be used interchangeably by many people, including me. Understanding these terms is necessary because there are also opinions saying that everything that is not a lighthouse is just an Aid to Navigation.

Navigation Aids: Navigation Aids are the items that are *on a vessel*, which are used for navigational purposes. This would include maps and charts, depth sounders, sextants, chronometers, GPS receivers, sailing instructions, electronic navigation devices, even binoculars (although, just to make life confusing, a Nav Aid is also used as the title for the people who service Aids to Navigation).

Aids to Navigation: Aids to Navigation (AtoNs) are the items that are *not on a vessel*, which are used for navigational purposes. This would include lighthouses (towers, beacons and buoys), day-marks, racons, radar reflectors, fog horns, signal flags, landmarks, DGPS ground stations and GPS satellites. (So calling anything that is not a restricted definition 'Lighthouse' an 'Aid to Navigation' is like calling everything that is not a race horse, an animal.)

Proposed Definition

The following is the definition from the Encyclopaedia Britannica and is similar to most dictionary definitions: "A structure, usually a tower, built on shore or in shallow water to support a light used as an aid to marine, coastal navigation. From the sea a lighthouse may be identified during daylight hours by the distinctive painting of the structure and at night by the colour coding, flashing or occulting of its light."

I believe this is an excellent basis for developing the definition of a lighthouse but it does need refining. For example there are non-marine, freshwater lighthouses (eg the Great Lakes) and there are non-coastal lighthouses (eg the lights along the Great Barrier Reef that are up to 550km from the coast).

This could result in the following definition: "A structure, usually a tower, built on shore or in shallow water to support a light, used by boats and ships as an aid to navigation. From the sea a lighthouse may be identified during daylight hours by the distinctive colouring or design of the structure, and at night by characteristics of its light."

Aids to Navigation:

- Lit, Non-floating:** Lighthouses, Lightstations
- Lit, Floating:** Lightships, Buoys
- Unlit:** Day Marks, Geographic markers
- Electronic:** Racons, Radar Reflectors, GPS, DGPS, Omega ...

For this paper I will only detail lighthouses, although all levels in the hierarchy can be qualified:

Lighthouses:

A **Lighthouse** can be subdivided into many different groups and overlays. Any organisation, writer, photographer, historian etc can select any combination of these and do their thing with them without infringing upon other peoples' rights to make their own selection.

Manned:

Unmanned:

Type of Tower: The *Admiralty List of Lights and Fog Signals* breaks the type of tower into a number of basic structures, the main ones being Tower or Hut (generally on land) and Beacon, Column or Pile (in the water). These can then be further refined by the type of structure; Wood, Iron, Stone, Brick, Frame, Skeleton, Glass Reinforced Plastic (GRP), Screwpile, Telescopic, Cabinet, or combinations such as 'A GRP tower on a steel framework on piles', etc.

Function: Harbour, Coastal, Landfall, Sector, Leading

History: Historical (pre-1750), Classical (1750-1920), Dalen Era (1900-1970), Electronic (or modern) Era (1930 on); A history of design, of towers, of lenses, of fuels

Location: Onshore, Offshore, Wave-washed ...

Lenses: Glass, Acrylic, Reflectors, Classical Fresnel. The lenses can also be Fixed, Rotating, Multi-coloured or multi-character (Sector lights)

Light Source: Fires, Open flames, Wicks, Light-bulbs, LEDs

Fuel: Coal, Wood, Candles, Oils, Gases, Electricity (mains power, generators, solar panels, batteries)

Then there are other overlays, which are items that are only associated with the lighthouse but not physically part of the lighthouse and its light:

Lightstations: The buildings associated with the lighthouse

People: Designers, Engineers, Construction crews, Keepers, Nav-aids, Notable lighthouse people

Historical Incidents: Shipwrecks, Storms, Keepers stories, Cemeteries

Tenders: The ships and the crews that maintain the AtoNs

Ancillary Equipment: Fog horns, Flags, Radar reflectors, Racons

Competition: Day-marks, Radio beacons, Decca Nav System, Omega, GPS, DGPS

Geographical Regions: Countries, States, Oceans, Specific Areas (The Great Lakes ...)

Controlling bodies: IALA, US/Canadian Coast Guards, Trinity House, AMSA ...

Their Future: Need, Economics, Preservation, Tourism, Other uses

Information: Books, Journals, Websites, Groups

Terminology: Glossary

The above provides a logical breakdown of "all" the things that constitutes a lighthouse and the associated infrastructure, people etc. that goes with them from the first lighthouse through the 21st century. At any level that is looked at, the descriptions can be unambiguous and very detailed but everything is under the lighthouse umbrella, which in turn is under the Aids to Navigation roof.

Based on the Encyclopaedia Britannica definition I could produce titles such as *The Complete Lighthouse Encyclopaedia* that covers all of the above, or articles on *Lighthouses without Lantern Rooms* or *The Lighthouses of Hydrographers Passage Australia*. Based on the other definitions I couldn't.

Although individuals and regional groups may come up with their own definitions to suit their specific needs, WLS aims to be a worldwide organisation and needs a definition of a 'Lighthouse' that applies to **all times and all places, and allows all types and all aspects of lit aids to navigation to be addressed**. I believe the modified Encyclopaedia Britannica definition (and the qualifications) provides a structure that can be the basis to achieve this.

What do you think?

John Ibbotson (Australia)

WLS Member

lighthouses@mira.net

ROCK LIGHTHOUSES OF BRITAIN

You will remember that in the last newsletter I mentioned a new book, which has now been published, entitled *Rock Lighthouses of Britain*. I thought you might be interested to know how the writing of the first book came about and the subsequent issues evolved. The author, Chris Nicholson, kindly agreed to be interviewed for this issue of the newsletter and to provide us with some of the photographs that were taken for, but not included in, the latest version. 244 pages was a strict limit and if all the pictures had been included the book would have ended up half as big again! Many of the pictures included in the book are even more interesting and stunning than the few included with the interview. So if these pictures whet your appetite and encourage you to buy the book, you will be even more excited when the book arrives!

Having now received a copy of the book, I'm even more thrilled with the content than I thought I would be! (And I was expecting nothing less than stunning!) It's now 6 years since the previous (second) edition of *Rock Lighthouses of Britain* was published and this new edition has been brought right up to date. The book begins with a very comprehensive and fascinating history of the British Lighthouse service, from cliff-top bonfires up to the present day operation. Did you know, for example, that any new lighthouse construction in Scottish waters requires the consent of Trinity House? I certainly didn't!

Each of the following chapters is devoted to an isolated and/or interesting example of lighthouse engineering around the shores of Britain, in chronological order of the first structures on the each of the different sites, to give a better idea of the history and technological advancements, from the Eddystone to Rockall – once described as the most isolated rock on the surface of the earth and rarely featured on any map. The information on each lighthouse is very detailed and thoroughly fascinating, covering not only each spectacular history but also the many dramas, legends and heroic deeds that surround the lighthouses and their keepers.

Virtually every page includes one or more illustration, including some of the most dramatic photographs of British lighthouses ever taken, often from unusual viewpoints. The illustrations are so varied and pertinent to the text that they really do add an extra dimension of understanding and a sense almost of having been there. The photograph of Chicken Rock lighthouse taken through the smashed lantern panes of the lighthouse it replaced on the Calf of Man is very poignant whereas a 2-page colour spread of Muckle Flugga is both dramatic and awe inspiring.

Other illustrations take the form of detailed line drawings, beautiful paintings, engravings, black and white photographs (some dating back to the mid-19th century) and many original maps and plans, some of which are full page colour.

The book also contains a map showing the positions of the featured lighthouses around the British Isles, a detailed Bibliography and a very useful reference Appendix with nearly 20 sections of relevant information on each of the featured lighthouse, from the position, type and date of construction to height of light above MHW and candle power.

Rock Lighthouses of Britian is a beautifully produced coffee-table style book, ideal for dipping in and out of. However, anyone even mildly interested in rock lighthouses will find this book hard to put down. I can thoroughly recommend it and can't wait to devour each and every word!

As a reminder and for those of you who may not have seen the Summer Newsletter, Whittles are offering the book at the special price of £22 to WLS members, a saving of £3. The postage and packing rates are as follows:

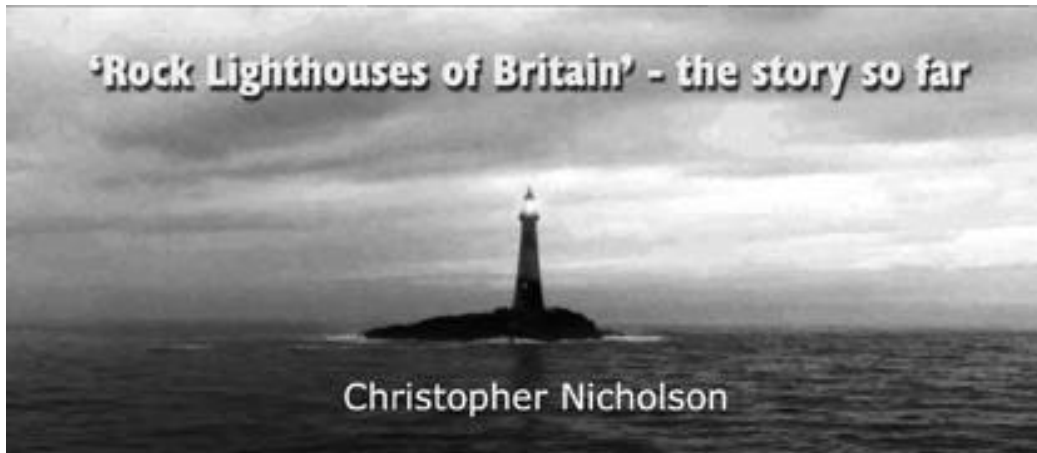
£2.40 per copy in the UK
£3.60 per copy in Europe
£4.90 per copy for the rest of the world

'ROCK LIGHTHOUSES OF BRITAIN' – ISBN Number 1-904445-27-6

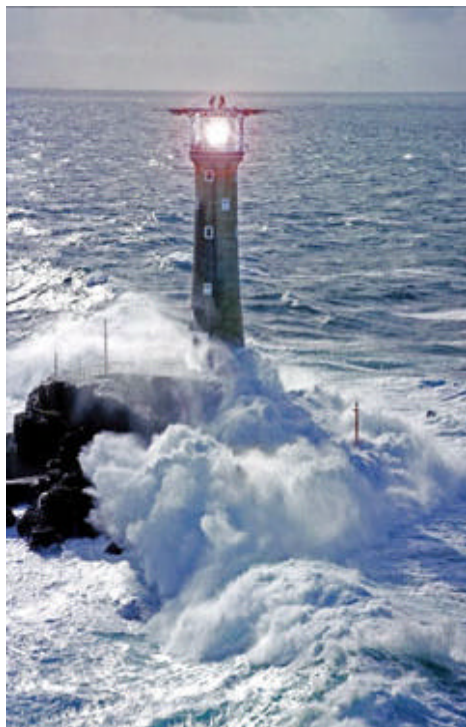
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Whittles Publishing
Dunbeath Mains Cottages
Dunbeath
Caithness, Scotland, KW6 6EY, UK
Tel: +44(0) 1593 731 333
Fax: +44(0) 1593 731 400
Email: info@whittlespublishing.com
Website: www.whittlespublishing.com

[Rosalie Davis Gibb \(England\)](#)
[Executive Board & Founding Member](#)



The publication of the third edition of *Rock Lighthouses of Britain* this month marks the culmination of a project that has occupied me, on and off, for over 25 years. It was way back in 1978 that I first put pen to paper and wrote the first chapter of what has turned out to be the fulfilment of a passion I have had since I was a boy. A week later I completely re-wrote the chapter (it was about Eddystone) because I didn't think it 'read' very well. And this has pretty much been the pattern through each successive edition; correcting, rewording, adding to and tweaking every chapter to take account of not only my clumsy grammar, but the ever-changing navigational technology. In this way, every edition has reflected the current policies of the lighthouse authorities and has been as up to date as it possibly could be.



[Longships](#)

Patrick Stephens Ltd - a modest hardback of 14 chapters detailing the histories of Britain's most famous rock lighthouses. All the lights I wrote about in that first edition, apart from Eddystone, still had their keepers. Fifteen years later they had all gone - replaced by the silicon chip. All the illustrations were in black and white. Back then, colour anywhere but on the cover was prohibitively expensive for a title that they considered to be a 'niche' market. Niche market or not, the reviews it got were fantastic, particularly the ones from nautical related publications.

I've written about my interest in lighthouses in the book; how it started on a beach on the corner of the Hebridean island of Tiree. On the horizon I could clearly see waves breaking against a black tower, and at night, as I lay in my bed, spokes of light wheeled across the night sky, one every ten seconds. That was Skerryvore and I knew then that I wanted to know everything about it. How could anyone build something so huge on a reef in the middle of the ocean that was still standing over 125 years later?

Looking back, I'd always been interested in stories that involved Man pitting himself against the elements. I was sidetracked in my early years by railways; steam engines and the building of tunnels, bridges and viaducts in particular. Lighthouses were really just an extension of that - the railway navvies fought the landscape itself, the lighthouse builders fought with the sea, an altogether more unpredictable foe.

Narrowing down such a vast subject for a book was easy - it was the rock lighthouses that really interested me; the stories of their construction by men of foresight and determination were far more thrilling and dramatic than an account of building a shore station. I didn't even have to go looking for a publisher. Paul Ridgeway, who was then the Public Relations Officer at Trinity House when I was asking for pictures and information, was contacted by a publisher who asked if he knew anyone who could write a book about lighthouses! Luckily, he knew the very chap - and I had a deal.



[Wolf Rock waves](#)

The first edition was published in 1983 by

It sold well, but obviously not well enough for the publisher to reprint it when it became out of print. I pretty much forgot about ever seeing it in print again until another chance encounter. Keith Whittles, the present publisher, rang out of the blue to ask if he could use some of my lighthouse photos in a book he was publishing. Was he interested in another lighthouse book I wondered? Fortunately, after reading a copy of the first edition, he was.



[Skerries at sunset](#)

The larger second edition came out in 1996 and had 'The End of an Era' added to the title to indicate the demise of the lighthouse keeper and the appearance of the automatic lighthouse. It had another chapter – about Muckle Flugga – and a selection of new illustrations. This one really took off, there seemed to be a real upsurge in interest about lighthouses after their keepers had gone – and it had to be reprinted twice in 1999. This edition soon became out of print again, so it was time for a new colour edition.

Following the pattern of previous editions, the book is bigger – both in size and length – and has a hard cover with a jacket. I spent a long time amending the text in every chapter to take account of current developments at each lighthouse. We are now in the era of the solar and wind powered lighthouses and

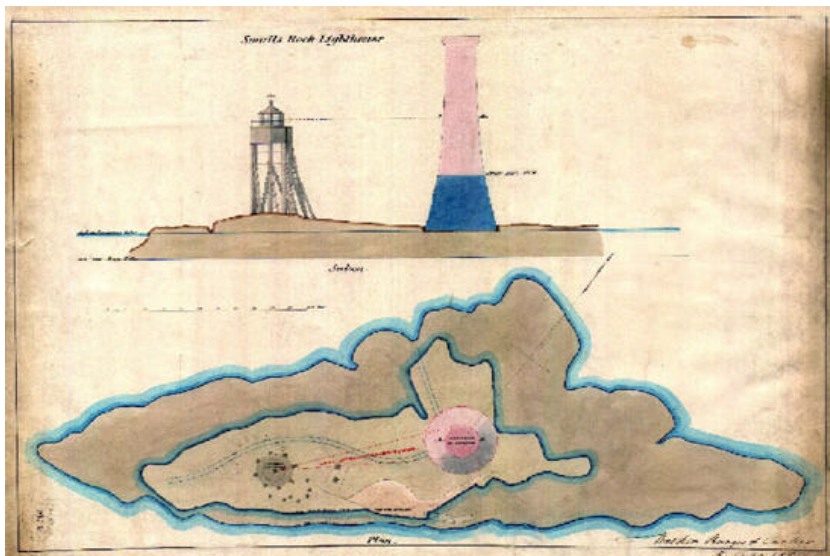
these developments are reflected in nearly every chapter. Solarisation is very much the 'buzz word' for every British lighthouse authority at the moment.

There's another new chapter – this time it's about the most isolated and quirky rock 'lighthouse' of all on Rockall – a beacon born more out of political expediency than navigational safety! The appendix tables of every British rock light at the end were updated and the illustrations have been completely revised.



[Rockall](#)

The use of colour illustrations inside the book has meant I have been able to use some of the most dramatic and interesting shots ever seen of British rock lighthouses (many of which are published for the first time) as well as the original hand-painted 19th century plans of the various lights that have come from the archives of Trinity House and the NLB. The intricate detail in some of these plans is just stunning. There are pictures taken by former keepers and engineers while on duty at some of the lights, historic views that have turned up during my research and a couple of crackers from probably the most famous lighthouse photographer of all – Jean Guichard.



[Smalls plans](#)

So that's where we are today. It's been a labour of love for over a quarter of a century. Will there be a fourth edition? Who knows – I suppose that will all depend on what happens to the British lighthouse service over the next decade. I have, though, just started work on another lighthouse-related book, the idea for which was triggered by my research for this latest edition. Its subject . . . you'll have to wait and see!

[Christopher Nicholson](#)
[Author, Rock Lighthouses of Britain](#)

TOUR OF TURKISH LIGHTHOUSES

In the last week of April 2006 we went on a tour of Turkey's cultural and archaeological sites. The trip was of my wife's choosing, but I knew that Turkey had some lighthouses as the US Lighthouse Society had included them on an extension of a trip to Greece a few years ago.

Before I departed I checked the Lighthouse Depot on the internet (www.lhdepot.com). Once at the site, click on "Explorer", on the next page "Lighthouse Explorer". Many Turkish lighthouses are listed here. The information provided led me to locate Turkey's Coastal Safety and Salvage Administration's website (<http://www.coastalsafety.gov.tr/default.asp?id=0&lng=en/>). There is a list of historical lighthouses at this site, but the button for which lighthouses were open for tours brought up a page without any information. I wrote an email to the contact listed on the site inquiring about location and open times of the lighthouses but I never received a response.

We left Istanbul for Ankara, then through the Cappadocia region, and arrived in the city of Mersin on the Mediterranean. A short distance from our hotel I noted a lighthouse ("deniz feneri" in Turkish). I told our guide, Cigdem Calap (pronounced Chidem Chalap), that I would like to go see it before dinner. She accompanied me on the taxi ride to the lighthouse. She told me that even though all lighthouses that serve as active aids to navigation are automated, each has a keeper on the premises. The cab driver knew the keeper at the Mersin light so he knocked on the door to see if the keeper was there; he was away but his wife was present. Because of the meter running and the nearness of dinner time, the visit was a brief one. On the second, and last night in Mersin, I went back after dinner to see the light in the dark. Unfortunately I could only see it from the street side, i.e. backside, as the access road in the front was closed.



[Mersin Lighthouse](#)

Our next stop was in the city of Antalya, a major resort town on the Turkish Riviera. I had noted a lighthouse symbol on the map, so asked our guide to

help me locate it. She didn't have time to go with me, but gave me written instructions in Turkish for the cab driver. In about 15 minutes I arrived at Bababurnu Feneri. I got out quickly, asked the driver to wait, and hurriedly went to take a few photographs. This one had its lantern room removed, a condition I refer to as "topless" and one which always makes me feel a little sad. It appeared to be the same overall size as the Mersin light.



[Bababurnu Feneri](#)

A couple days later we stayed at the Korumar hotel along the coast in the city of Kusadasi (pronounced Kusadashi). From the hotel's dining room I could see a light flashing from what appeared to be a short tower. The staff confirmed it was a



[Güvercin Adası Light](#)

lighthouse. Since this one was quite far, I asked Cigdem to come with me. The next day after touring we grabbed a cab, crossed the bridge way, climbed up the hill on the island, passed a medieval castle, and on the other side came to the topless lighthouse which bears the name Güvercin Adası (Pigeon Island). This AtoN has a characteristic of two white flashes every ten seconds. There appeared to be no one there. The air was clear and the location beautiful; however the strong winds made holding the camera quite a challenge.

A few days later we were back in Istanbul. A Bosphorus Strait cruise occurred on that first day. From the boat we saw a small island that held the [Kizkulesi Lighthouse](#) (Maiden Tower). Although this is not

presently a lighthouse, it served as one for a period of time beginning about 400 years ago. You can view photos of this light and read about it at the following web site: <http://www.istanbullife.org/kizkulesi-maiden-tower.htm>.



[Kizkulesi Lighthouse](#)

On our last, and only free, day, I took a cab to a nautical bookstore in hopes of finding a book in any language with a number of lighthouse photographs. My search efforts before the trip had come up empty handed. The only one they had of interest had only 3 pictures and cost about \$100 US, which made for no purchase. On the way back to the hotel I asked my driver to stop at Ahirkapi Lighthouse, whose present tower dates from 1857, on the west side (European) of the Bosphorous Strait. This AtoN flashes a white light every six seconds. While the meter was ticking I was able to get a few shots of the backside of the light.



[Ahirkapi Lighthouse](#)

I have given short shrift to the rest of this great trip to Turkey, a place I would like to return to some day.

The archaeological and other sites were well worth seeing; the people were warm and the cuisine lived up to the claim that is one of the best on the planet. I dream of returning in order to prepare a book on the many beautiful lights that still exist in this intriguing country.



[Tim Blackwood at Güvercin Adası Light](#)

[Tim Blackwood \(United States\)](#)
[WLS Member](#)

[INTERNATIONAL LIGHTHOUSE DAY 2006 IN SWEDEN](#)

For the fourth year the Swedish Lighthouse Society (www.fyr.org) arranged the International Lighthouse Day in Sweden. Year 2003 we had 2500 visitors to 33 Lighthouses, year 2004 there were 4500 visitors to 52 Lighthouses, year 2005 more than 6800 visitors to 57 Lighthouses and this year on 20th of August we had more than 5000 visitors to 62 Lighthouses in spite of lousy weather.

Based on this year's very rainy windy weather with thunderstorms on the west coast and in the south of Sweden we expected a dramatic decrease of visitors. This happened in rainy areas but it was to some extent compensated by a big increase in number of visitors in the north where the weather was sunny. So all in all we are very satisfied to have more than 5000 visitors. We want the International Lighthouse Day to be celebrated in as many places as possible in order for people to realise how important it is to save our Lighthouse heritage for the future.

We would however prefer to arrange the Lighthouse Day in July/early August when people have vacation and are out in the archipelago with their boats. Some of our Lighthouses (mainly: Bjuröklubb, Örskar, Djursten, Finngrundet, Stora Karlsö, Hoburg, Ölands Norra Udde, Ölands Södra Udde, Garpen, Utklippan, Kullen, Vinga and Maseskär) are also open during the whole summer which means that during the year there are at least another 100.000 visitors to our Lighthouses.

The most visited Lighthouse during the International Lighthouse Day 2006 was Bjuröklubb with more than 500 visitors and in second place with around 400 visitors came Bönan outside Gävle which was also opened for the first time. Falsterbo and Kullen had more than 300 each, the Lightvessel Finngrundet had 279, När 222, Örskär more than 200, Djursten more than 170, Fårö 162, Häradsjär and Grapen 150 each. Ölands Norra Udde and Ölands Södra Udde had each more than 120, Stavik 110, Grynge 104, Morups Tånge 101 Segerstad 100, Hoburg and Hammarö Skage 80 each, Vinga 75, Östergarn 65 and Brämön 64 visitors. Gåsören, Stora Fjäderägg, Bergudden, Högbonden, Lungö, Limö, Söderarm, Grönsjär, Landsort, Gotska Sandön, Stenkyrkehuk, Stora Karlsö, Hanö, Smygehuk, Bohus Malmön, Hällö, Nordkoster and Vanäs Udde had 30 – 55 visitors each. The remaining 21 Lighthouses namely: Rödkallen, Pite-Rönnskär, Rataskär, Sundklubben, Skags udde, Svenska Högarna, Huvudskär, Dämman, Ingrunden, Utklippan, Sandhammaren, Hallands Väderö, Nidingen, Malö, Malöhamn, Valö, Pater Noster, Måsesjär, Väderöbod, Ursholmen and Hjortens Udde had between 0 and 25 visitors each.

At the same time when we celebrated the day the radio amateurs had their radio weekend and transmitted from 26 Swedish lighthouses of which 16 were kept open by us. This means that all in all 72 Swedish Lighthouses were open during the International Lighthouse Day.

We have received many positive reports from visitors and participating Lighthouses and different activities have taken place. All in all it was a fantastic day and this year we got an even better coverage in newspapers, radio and TV than earlier. Once again we believe it is very important that people hear about and visit Swedish Lighthouses, which constitute such an important part of our maritime heritage.

If you want to locate a Swedish Lighthouse look at www.fyr.org , push the button "Fyrar" third from the bottom to the left, then push the first line "Svensk Fyrkarta ritad av Leif Elsby". You can then click on any name on the map to get more info about that specific Lighthouse.

[Esbjörn Hillberg](#)
[Chairman and Founder Swedish Lighthouse Society](#)
[WLS Executive Board & Founding Member](#)

**UNESCO WORLD HERITAGE –
 LIGHTHOUSES**

During the World Lighthouse Society (WLS) inauguration meeting at Gatwick, UK, our first chairman, Mr. Monrad Danckert-Krohn, suggested as one aim of the WLS to put a lighthouse on the UNESCO list of World Heritages. So far, no single lighthouse has been listed. However, two lighthouses are already part of a World Heritage Site. The "Queen's Tower" of the castle Kronborg in Denmark

has been used as a lighthouse since 1767. The castle has been a World Heritage site since the year 2000.



[The castle Kronborg in Denmark](#)



[The Queen's Tower](#)

The other lighthouse is Point de Galle, which is located on the site of the former Galle fort, Sri Lanka. The Galle fort has been a World Heritage Site since 1988. Galle was first occupied by the Portuguese in 1505. In 1640 the Dutch captured the city from the Portuguese and built a lighthouse later on. In 1796 the city was taken over by the British. They changed the location of the lighthouse to its present position. The current lighthouse was built in 1939. Like the "Queen's Tower" of Kronborg Castle, the lighthouse Point Galle is only part of a UNESCO World Heritage Site.



[The lighthouse Point Galle](#)



[Cordouan](#)

Friends of the lighthouse Cordouan are trying to get their lighthouse accepted by UNESCO as a World Heritage Site. If anybody has an idea as to how the WLS can support the Friends of Cordouan, please let the Executive Board of the WLS know. This would meet one aim of the WLS – to help others with our experience.

The Lighthouse Roter Sand belongs to the "Stiftung Deutscher Denkmalschutz" (Foundation of German Listed Monuments), but it is maintained by the Society Friends of the Lighthouse Roter Sand. The Society decided to ask the owner to file an application for putting the lighthouse on the UNESCO World Heritage list. The "Stiftung Deutscher Denkmalschutz" has some experience with filing applications. Old churches and buildings as well as gardens etc. have been listed as part of our World Heritage due to their efforts.

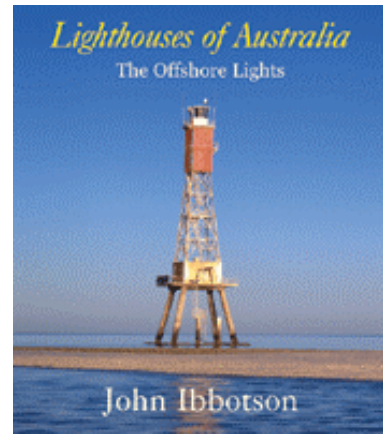


[Roter Sand](#)
[Photo courtesy of H.H. Stack](#)

Like Cordouan the lighthouse Roter Sand is in a way an off-shore lighthouse. Let us hope that both stand-alone lighthouses will become part of our World Heritage in the near future.

[Egbert Koch \(Germany\)](#)
[WLS Vice Chariman & Founding Member](#)

terminology. Also included are histories of buoys and lighthouse/buoy tenders. The book continues with an outline of John's two voyages on the MV Cape Grafton/MV Southern Supporter, during which he gathered most



of the photos for the book. After providing brief details about each of the lights, the book concludes with a combined index of images displayed in both of John's *Lighthouses of Australia* books.

This book is an excellent companion to John's 2002 book, *Lighthouses of Australia: Images from the End of an Era*. Although some of the lights were covered in both books, the combined works provide a very comprehensive record of over 450 aids to navigation from the earliest Australian lights to the modern lights of the 21st century.

Presented in a large, coffee-table type book of 282 pages, the book includes 500 photographs of 300 lighthouses and buoys, as well as 14 maps. According to John, "It was a difficult (and expensive) book to photograph. For example most of the 100 photographs between pages 193 and 243 were taken over a 3 day period. It spanned a distance of 3,000 km (1,875 miles), took 22 hours of helicopter time, covered about 70 'lighthouses' and was done in the middle of a gale with winds gusting to 50 knots. And, iwth only three minutes allocated for photographing each lighthouse or its environment, getting the best shot was not always possible. It also consumed about 30 rolls of 220 medium format slide film." John states, "Flying at 50 m (150 ft) when over 100 km (65 miles) offshore, in those particular weather conditions, also kept the adrenaline flowing. Fortunately Tony, my pilot, was superb."

Anyone with a keen interest in lighthouses would find *Lighthouses of Australia: The Offshore Lights* to be an excellent addition to their book collection. I highly recommend it.

[Donna Suchomelly \(United States\)](#)
[WLS Newsletter Editor](#)

[BOOK REVIEW - LIGHTHOUSES OF AUSTRALIA: THE OFFSHORE LIGHTS](#)

WLS Member John Ibbotson has published his third book, *Lighthouses of Australia: The Offshore Lights*. The book begins with an introduction to modern lights, including their lanterns, lenses and manufacturers, and a glossary of modern light

IDENTIFY THE LIGHTHOUSE

Can you identify this lighthouse? No prizes – just to test your own knowledge and give yourself a pat on the back if you know!



One clue:

It was built in 1862, ceased to be operational in 1985 and its optic now forms part of a Visitors' Centre not far from the lighthouse.

Answer in the next Newsletter.

Last month's lighthouse:



Kiel Friedrichsort (Int.No. C 1230) in Germany (Position 54° 23' N / 10° 12' E).

There have been several lights since 1815 at the entrance of the Kiel harbour. The predecessor of today's lighthouse was built in 1866 on a small artificial granite islet on a sandbank about ten meters from the shore.



The new lighthouse was constructed from 1969-71 with a height of 32 meters. It was lit for the first time in the evening of the 29th October 1971. The old lighthouse was extinguished in the morning of the same day and then dismantled. You can still see its base next to the new light. The lantern has been erected in the market place of the small town Friedrichsort.

Kiel Friedrichsort is an important aid to navigation for the international ferry port of Kiel and for the many ships leaving the "Nord-Ostsee Kanal" on their way to the Baltic Sea or entering the canal to reach the North Sea.



[Jürgen Tronicke \(Germany\)](#)
[WLS Chairman](#)

NEWSLETTERS

Many thanks to everyone who contributed to this issue. Images have been kindly provided by members of the WLS unless specified otherwise.

Comments made by individuals in the Newsletter are not necessarily the views of the WLS.

Copy dates for the next 4 issues are:

Winter 2006 – 30th November (for publication end of December)

Spring 2007 – 28th February (for publication end of March)

Summer 2007 – 31st May (for publication end of June)

Autumn 2007 – 31st August (for publication end of September)

If you know of any prospective members of WLS who could be persuaded to join by receiving a copy of the Newsletter, please let me know – this has been seen to work previously!

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