World Lighthouse Society

2ND QUARTER 2007 NEWSLETTER Volume 5 Issue 2

LETTER FROM THE EDITOR

Today, as I am writing this letter, marks the changing of another season. Summer is here (at last!), at least here in the Northern Hemisphere. This issue of the Newsletter brings some changes of its own. Please read closely our Chairman's Column, on page 3, and respond with your comments to the proposed changes to our Society's constitution. Also included in this issue is the Annual Report as presented by Administrative Officer, Peter Williams.

Regrettably, we have received the resignation of our Webmaster and Executive Board Member, Frans la Poutré. Frans has played an instrumental part in the work of the World Lighthouse Society. Although he will remain a member, his participation as Webmaster and EB Member will be greatly missed. Speaking on behalf of the Society, I would like to thank Frans for all of his hard work and dedication to the WLS.

Although this issue of the Newsletter is not as large as our last, I'm sure you will find much of interest within these pages. Featured inside this issue is a Member Profile of WLS Vice Chairman, Egbert Koch, and the Bremerhaven Rear Light (Germany). Included are reviews of Chairman Jürgen Tronicke's newest book and a new DVD about Irish Lighthouses.

You can read about the opening of the new Trinity House Museum at Hurst Castle (U.K.), and a model of Detour Reef Light Station's (U.S.A.) crib foundation.

We have reports of a trip to visit lighthouses in Denmark and Sweden, and the Esopus Meadows Lighthouse in the U.S.A. A "must read" is the amazing story of the return of the Pater Noster Lighthouse (Sweden) to its original location.

Rounding out the issue is a report of lighthouse-related events in Scotland and information on the International Lighthouse/Lightship Weekend, the New Jersey Lighthouse Challenge (U.S.A.), and the Maryland Lighthouse Challenge (U.S.A.).

Don't miss our regular instalments of Lighthouse Builders and Inventors and Identify the Lighthouse. Also included in this issue is the first of a new regular article: "Gone, But Not Forgotten", which features a lighthouse from the past.

Finally, I'd like to correctly credit two people for their contributions to the last issue of the Newsletter. George Worthylake, who co-wrote last issue's article on Cordouan Lighthouse, is none other than Wayne Wheeler of the U.S.A. I also neglected to thank Jean Crass (U.S.A.) for contributing her photos of Guard Island Lighthouse for the Identify the Lighthouse article. I gratefully acknowledge their contributions and apologize for the omissions.

I hope you enjoy reading this issue of the Newsletter. And please, keep sending in your articles. It is you, our members, who make the Society and the Newsletter a worthwhile cause. We couldn't accomplish our goals of promoting, preserving, and protecting lighthouses without your help.

Keep those lights shining!

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CHAIRMAN'S COLUMN

Dear Members:

From time to time it is necessary to review the activities of the Society. This is what the Executive Board (EB) has done over the last weeks.

Due to the lack of time that many members are able to devote to Society affairs, and with the simplification of the Society Administration, it has become apparent that operating the Society with annual changes to officers and Executive Board members is counterproductive.

The EB therefore requests your approval for the following changes that should be made to the Society constitution:

First, the officers (Chairman, Vice-Chairman and Administrative Officer) and the members of the EB should remain in office for three years.

Second, the Newsletter Editor and the Webmaster should become officers of the Society and have a place on the Executive Board to reflect the importance of the communication role within the Society.

In the event there would be no candidates offering themselves for any officer appointments, the Executive Board at their discretion shall be able to appoint any officer for a further term in office until such time that a candidate is available. Likewise, members of the EB may be rotated upon retirements and new candidates become available for Officers.

Third, there will be no annual general meeting in the future. All changes to the Society and its constitution will be published in the Newsletter with the members being invited to comment and or/make proposals.

In effect, this will allow the membership to assist in the governance of the Society without the need for an annual general meeting. In the past only a few members took part, mainly due to high costs and to lack of time.

You as the members are now asked for your approval to these suggestions. We expect your answers within 3 weeks from the date this newsletter has been sent to you. If no answer is received, it will be regarded as a silent approval.

Dear members, finally, I have to inform you that Frans La Poutré, due to personal reasons, has to give up his job as the Society Webmaster and his seat on the Executive Board. We all can understand his decision even though it will be a great loss to the Society.

Frans, many thanks for the excellent job you have done so far, and many thanks also that you will continue to host the website until we have found a new Webmaster.

So, I ask you all if someone is willing and able to take over from Frans, or if you know someone else who might? The website is vital for the Society, so we must find a new Webmaster as soon as possible. We need the support of you, our members!

Or let me say it in an adaptation of the famous words from John F. Kennedy: "Don't ask what the Society can do for you. Ask what you can do for the Society!"

Keep your lights shining!

Jürgen Tronicke
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 GBP£ cheque made payable to 'World Lighthouse Society', UK banknotes, or Euros. **PLEASE NOTE:** We cannot process any checks other than GBP Sterling cheques, and we can no longer accept MasterCard or Visa.

Membership applications and fees may be sent to:

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*U.S.A. Membership applications and fees (U.S. check or money order made payable to 'Donna Suchomelly') should be sent to:

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MEMBER'S PROFILE

Egbert Koch

Egbert Koch is a retired export manager. He worked with a company based in Hamburg, Germany, which produced digitizers (the forerunner of today's scanners) and plotters. During the cold war an embargo was placed on the machines because they were, and still are, computer controlled. It was Egbert's job, in addition to others, to apply for export

licenses, which were necessary even for exporting into NATO countries. Getting a license for exporting into east block countries was difficult and time consuming as the export license had to be confirmed by the CoCom (Coordinating Committee on Multilateral Export Controls), which was based in Paris, France. Looking back, Egbert considers getting export licenses for East Block Countries the most interesting part of his former job.

Long ago Egbert and a friend sailed in Denmark's southern waters. The Germans call these waters the "Danish South Sea." Indeed, on hot summer days, you may have the impression of being somewhere in Polynesia. During a night-time regatta around the Danish island Als, Egbert viewed the five lighthouses on the island. This is when his interest in lighthouses in general, and especially in lighthouse techniques and optics, started.

On a holiday Egbert and his wife Uta spent in Wales, United Kingdom, the lighthouse Strumble Head became Uta's favourite lighthouse. During the holiday they met Peter Williams. This meeting lead to many contacts by mail and fax, and later on by email. Due to unanswered questions regarding many lighthouses worldwide Egbert suggested to Peter the formation of an International Lighthouse Society. Peter agreed, and due to his worldwide contacts he located lighthouse enthusiasts who supported the idea. Peter finally arranged the inaugural meeting of the World Lighthouse Soceity (WLS) at Gatwick, United Kingdom. Together with Thomas Tag of the U.S.A. and others, Egbert formed the WLS Optics Work Group, which he manages as a co-ordinator.

Egbert is supported by his wife Uta in his interest in lighthouses. They have travelled in Europe and visited many lighthouses. During a holiday in France the famous lighthouse, Cordouan, became his favourite, not only because Fresnel installed there his first lighthouse lens, but also because of the unique architecture, and because he met there an English speaking lighthouse keeper. This first meeting resulted in a friendship.

Egbert Koch (Germany)
WLS Vice Chairman

BREMERHAVEN REAR LIGHT

The oldest mainland lighthouse located on the North Sea coast of Germany is the Bremerhaven (Bremer's Harbor) Rear Lighthouse. The seaside city of Bremerhaven was founded in 1827 after the mayor of Bremer purchased from the King of Hanover a piece of land between the rivers Weser and Geeste. Here he planned to build a port, and in between 1835 and 1928, more than 250 large ocean-going vessels were built in the shipyards of Bremerhaven. The lighthouse was built after the completion of the port area with its locks and basins.

Also known as the Loschen Tower, or Big Lighthouse, The tower is 37 m (121 ft) high and located above the lock leading to the Neuer Hafen (New Harbor). In fact, when the light was first lit, the keepers also operated the locks below.

The tower was built in 1853/54 by architect Simon Loschen and is a distinguished showpiece of the Neo-Gothic style of architecture in Northern Germany. The square tower, which very much resembles a church tower, ends in staircase gables with a green octagonal lantern on top.

Originally the lantern consisted of six parabolic reflectors of 28 cm (11 inch) diameter, using refined rapeseed oil as an illuminant. An 1878 German List of Lights maintains that a fixed light was shown over the horizon, although it is much more probable that the reflectors were installed only to the river side. The illuminant was changed in 1876 to coal gas with an open flame.

The entrance to the tower resembles the entrance hall of a church (Insert LoschenTower-20 Entrance Hall photo). Prior to World War II, the tower had extensions containing the keepers quarters and lock keepers quarters. The extensions were destroyed by an Allied air raid during World War II. An 1878 etching contained in the previously mentioned German List of Lights and a postcard show the lighthouse before World War II.

1878 etching contained in the German List of Lights

A postcard showing the lighthouse before World War II.

On one side of the tower is a large iron bracket approximately one-third the height of the tower, which was used to display ice signals. One large ball was hoisted up to indicate that the Weser as far as Bremerhaven was full of ice, but not so much as to prevent a vessel sailing up with due caution. Two balls were hoisted up in case there was so much ice in the navigable channel as to prevent any vessel reaching the harbor. Later on storm signals were shown during the day, using a ball and cones. After the connection of the lighthouse to mains electricity, storm signals were also shown during the night. A single red light indicated a general gale warning, two read lights indicated a gale from the northwest, two yellow lights indicated a gale from the southwest, a red over white light indicated a gale from the northeast, and a white over red light indicated a gale from the southeast.

Storm signals

The ownership of lighthouses was transferred to the German Reich after the French/German War in 1870/71. However, the provinces were still responsible for the maintenance of the lights. The Reich took over full responsibility for all lighthouses on April 21, 1921, with the exception of the Loschen Tower. At that time it was agreed that the Reich would become responsible only for the light itself, while the province of Bremer remained owner of the tower and the adjacent buildings. This arrangement remains in effect today.

In 1887 a leading light was installed down the river, with the Loschen tower being used as a rear light. At this time, the parabolic reflectors were changed to a Mangin mirror (spheroid mirror). In 1893 another leading light was installed up the river. Coal gas was still used as an illuminant, but was changed around 1896 to petroleum.

The tower was connected to mains electricity in late 1926 or early 1927, and a keeper was in charge until a timer was installed in 1957.

The two leading lights along with the Loschen Tower existed until 1959 when the Columbus Kaje (Quay) was built for use as a berth for passenger ships. A new leading light had to be built, resulting in the Loschen Tower being discontinued as a rear light.

Since 1961 the light is under remote control by the Waterways and Shipping District Office of Bremerhaven. In 1992 this office changed the light from a drum lens to two Siemens Locomotive Head Lamps. The light is visible for 8 sm., and the drum lens is now on display in the entrance hall of the lighthouse.

The photo above left was taken of the lighthouse Wittenbergen, river Elbe and is the same type as used on the Loschen tower. On the right is the drum lens on display in the lighthouse.

The leading lights up the river continue to exist today with the Minaret (Onion Tower) as front light, standing very much in contrast to the Loschen Tower. Built in 1893 of cast iron, it gives the impression of the modern engineering form that was in use at the turn of the century. The completely different, though unique, architecture of the two lighthouses makes the site interesting to lighthouse enthusiasts and fans of architecture alike.

The Minaret (Onion) Tower

Over the decades the Loschen Tower was painted with various colors. During World War II it was painted navy grey as camouflage. After Word War II it was painted brown because engineers believed the paint would protect the brickwork against moisture, although that has since proven not to be true.

The tower was renovated in 1985/86 at a cost of Deutsche Mark 245.000. The renovation took place in close cooperation with the local office for listed monuments as the tower has been listed since 1984. Instead of sandblasting to remove the color, it was decided to strip it since sandblasting would have destroyed the harder and more resistant surface of the bricks. During the renovation, several forming bricks had to be remanufactured to replace destroyed ones.

The remanufactured forming bricks.

In addition to being the most famous landmark of the city of Bremen, over the years the lighthouse, like many others, became a popular place to be married. Today the Loschen Tower includes a "wedding room."

The "wedding room."

Located approximately 200 meters (220 yards) north of the front light, the Loschen Tower has a focal plane of 34 m (111 ft) and displays a white light, 2 s on, 2 s off, synchronized with the front light.

Today, Bremerhaven, located in Lower Saxony and part of the Federal County of Bremer, is the largest city on the German North Sea coast and one of the largest seaports in Europe. The National Maritime Museum opened there in 1975. Standing over it all, the Loschen Tower is a beautiful reminder of the city's proud maritime heritage.

Egbert Koch (Germany)
WLS Vice Chairman
with additional details by
Donna Suchomelly (U.S.A.)
WLS Newsletter Editor

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.

Pintsch, Julius Jr. (1847-1912) - German designer of the Pintsch gas (oil-gas) buoy lamp and later a producer of lenses in Germany.

Pleasonton, Stephen (-1855) - Stephen Pleasonton was appointed fifth auditor of the treasury in charge of American navigational aids, in 1820 and served until 1852.

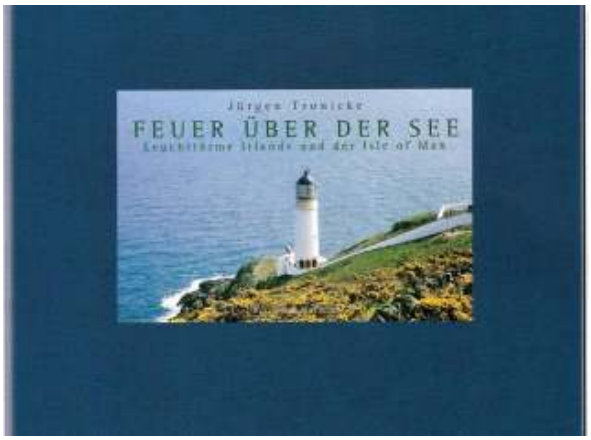
Poe, Orlando Metcalfe (1832-1895) - American designer and builder of lighthouses on the Great Lakes.

Putnam, George R. (1866-) – Commissioner of Lighthouses from 1910 to 1939 in America.

Tom Tag (U.S.A.)
WLS Member

BOOK REVIEW - FEUER UEBER DER DER SEE: LEUCHTTUERME IRLANDS UND DER ISLE OF MAN (LIGHTHOUSES OF IRELAND AND THE ISLE OF MAN)

Our chairman, Jürgen Tronicke, has published a book about lighthouses in Ireland and on the Isle of Man. It contains a foreword by Dr. Stuart Ruttle, Chief Executive of the Commissioners of Irish Lights. Within its 144 pages, Jürgen describes in detail 76 lighthouses and harbour lights, as well as one lightvessel. 165 photos complete the descriptions, and maps show the locations of the lights.



Each lighthouse and harbour light has a short fact file on the main data, such as the International Number (ALL No.), geographic position, elevation, height of tower, characteristic, lens, year built, and architect. The fact files are helpful if you are just looking for some details and you do not want to read the entire story about the lighthouse.

Jürgen especially considered the technical development of lighting equipment of almost all the lighthouses and harbour lights, as well as the historical context. For example, he mentions in connection with the lighthouse Old Head of Kinsale, the Lusitania disaster, and the problems that the Northern Lighthouse Board faced when trying to build the lighthouse on Calf of Man. For many years, a farmer prevented the building of the lighthouse on his grounds.

Jürgen also explains the meaning of many names which are partly of Gaelic and partly of Old Scandinavian origin. His meetings with former lighthouse keepers and his descriptions of the very different countryside are also interesting to read. In addition, Jürgen added a glossary and a detailed bibliography to the book.

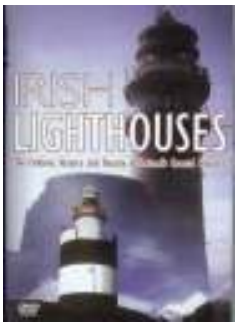
In my point of view, this book is the most detailed book on Irish and Isle of Man lighthouses. The English literature that is available does not reveal by far so many details. It took Jürgen three years to write this book and it finally was finished due to the constant encouragement of his wife Babs.

At this point, the book is available only in German. However Edition Maritim, the German Publisher, is looking for an English publisher who might be able to issue an English version.

Egbert Koch (Germany)
WLS Vice Chairman

DVD REVIEW - IRISH LIGHTHOUSES: THE FOLKLORE, HISTORY AND BEAUTY OF IRELAND'S COASTAL BEACONS

Beckman Visual Publishing recently released an outstanding DVD about some of Ireland's most "romantic yet dangerous" lighthouses. The DVD features Hookhead, Ballycotton, Fastnet, Tory Island, Roches Point and Baily lighthouses, as well as the lighthouses of the Skellig Islands, the Maidens, and tales of life aboard lightships.



Clearly narrated, the DVD displays excellent cinematography with stunning views of the Irish coast and the featured lights. Starting with a brief history of Ireland's long tradition of lighthouses from the Roman times to the present, the DVD continues with true stories of life at the various lights as told by some of the former keepers who manned them. Along with a history of each light, fascinating tales of wrecks, ghosts, and love stories, as well as tragic and mysterious deaths are all related in a way that keeps the viewer's interest throughout the DVD. Ending with comments by former keepers on the demise of manned lights in Ireland, one can sense from their words their regret at the passing of an era of lighthouse keeping.

"Irish Lighthouses" will make an excellent addition to anyone's collection. Ninety-six minutes in length, the DVD can be ordered for RRP £14.99 from:

Beckmann Visual Publishing
Milntown Lodge
Lezayre Road
Ramsey, Isle of Man IM8 2TG
Tel: 01624 816585
Fax: 01624 816589
Email: ksmith@beckmanngroup.co.uk
www.beckmanndirect.com

Donna Suchomelly (U.S.A.)
WLS Newsletter Editor

OPENING OF THE TRINITY HOUSE MUSEUM AT HURST CASTLE

On the 30th April 2007 a Trinity House Museum extension was opened at Hurst Castle, Hurst Point, which is situated at the western approaches to the Solent. It is housed in two of the now empty gunrooms and displays artefacts and pictures donated by Trinity House.

The Museum was dedicated to the memory of the last full time keeper of the Hurst Light, Peter Hobby. David and Katherine, grandchildren of Peter Hobby,

officially opened it after an address by Sean Crane, the present Castle Manager and Light Attendant.

In his address, Sean praised the dedication of Peter Hobby for the 37 years during which he manned the lighthouse, and thanked the Friends of Hurst Castle and the Association of Lighthouse Keepers for their generous help in making the whole project possible. He also drew attention to the appropriate position of the museum, as Hurst Point is the unique location of three lighthouses (two of which are now redundant), as well as its connection with Henry VIII and Trinity House.

Entrance to the Trinity House Museum. Sean Crane(left), making his address; David and Katherine Hobby (centre); Peter Hobby, Jr. (right).

Henry VIII, King of England, who is remembered mainly for his treatment of his six wives, was ever mindful of the security of his realm of England. He gave his charter in 1514 to Trinity House, which has now grown to be the Corporation of Trinity House, with the responsibility for navigation around the shores and estuaries of England. As well as ensuring his subjects would have safe passage around the coast of England, he set about establishing a series of fortifications along the south coast. Hurst Castle was part of this system.

Inside the Museum. Left to right: David Hobby, Sean Crane, Peter Hobby, Jr., Mary Crane, Katherine Hobby.

In 1786 a light was lit on a tower to the southwest of the castle and in 1812 a higher light was built to give more precise guidance for mariners between the Isle of Wight and the Shingles Bank (a shoal of shingle extending south west from Hurst Point). However, extensions made to the castle in the second half of the 19th Century required that these lights should be relocated. In 1866 a new lighthouse consisting of a circular granite tower was built into the curtain wall of this new extension of the castle. A special door was made for the keepers to enter without the need to access this new complex which would probably now be termed as a fort. The old high light of 1812 was replaced also by a new high light in 1867, which is still operating to this day. Due to the shifting of the Shingles Bank the light on the granite tower became redundant and a new low light was built of steel girders and lattice and was first lit in 1911. In spite of this tower being built to be able to be moved in order to facilitate realignment to cope with shifting of the Shingles Bank, it subsequently became redundant when high intensity light projectors were installed below the lantern of the existing High Lighthouse, as these provided a much more convenient method of realignment.

Outside of the museum, inside the fort. (Note the tower of the Low Light of 1911, originally painted red, now grey to avoid navigational confusion. The granite tower of 1866 is partially obscured by this. The top of Henry's castle is just visible in the background.

After the Ministry of Defence no longer required the castle, the ownership of Hurst Castle was transferred to English Heritage, the Government agency charged with preserving English heritage. It can be reached by either a ferry from Keyhaven or a 1-mile trek along the shingle spit. Well worth a visit, one can see not only the lighthouses, museum and the last surviving acetylene generating room outside the new

Hurst High Light

High Lighthouse, but also the interior of the fort, an exhibition of the history of siege warfare, two 38 ton Victorian guns, and numerous other points of interest which occurred during its occupation by military forces until sometime after the Second World War.

David Gumbrell (England)
WLS Member

DETOUR REEF LIGHT STATION CRIB MODEL

The DeTour Reef Light Preservation Society (DRLPS) recently completed a wooden scale model of the historic DeTour Reef Light Station's unique crib foundation and displayed the model, in cooperation with the Eastern Upper Peninsula Fine Arts Council (EUPFAC) and the Drummond Island Historical Society (DIHS), at two locations at the eastern end of Michigan's Upper Peninsula.

The lighthouse crib model was on display Saturday, June 9 in DeTour Village at the EUPFAC Arts & Cultural Community Center. The model was also on display on Drummond Island on Sunday, June 10, at the Drummond Island Historical Society's Museum. John Covell, the DRLPS volunteer who built the exquisite model, was on hand to answer questions and delivered a short talk hourly on the history of the crib and the building of the model. Everyone was invited to attend the informative event and admission was free.

The Detour Reef Lighthouse Crib Model Left to Right: Chuck Feltner, Sunny Covell and John Covell.

Crib Model

Working on an idea conceived by DRLPS Historian Chuck Feltner of Drummond Island, Michigan, the DeTour Reef Light's wooden crib model built in 1:12 scale (5' wide by 5' long by 2' high) was painstakingly built by DRLPS volunteer John Covell of Belmont, Michigan, and Drummond Island, Michigan. Covell and Feltner, both long-time builders of models, had been working together for most of this past winter to bring the display to the area. Covell, a tour guide on the lighthouse tours, is especially pleased that they can at last show people what is holding the lighthouse up. He says "It's the one thing we can't show folks when they come out to visit the lighthouse. Now we have an accurate model of the crib which was built using original U.S. Lighthouse Service drawings of 1930. We hope it's the first in a series of models that will be on display in the lighthouse." Brian and Jerry Nettleton of Nettleton Wood Products in DeTour Village generously donated Wood for the project. The model was placed on permanent display at the Lighthouse in mid-June.

Crib at the DeTour Reef Light Station

DeTour Reef Light Station (DRL) is an offshore lighthouse located in Northern Lake Huron and is situated on a submerged rocky reef a mile off the southeastern tip of Michigan's Upper Peninsula. Built by the U.S. Lighthouse Service in 1930-1931, it includes a light tower and keepers' quarter's superstructure on a concrete pier atop a crib foundation. The DRL is a unique example of the crib foundation lighthouse type. It sits atop a 60' by 60' square by 22' tall box-like wooden crib built with 180,000 board feet of lumber. This crib was assembled onshore at DeTour Village and towed to the lighthouse's designated location. Once there, it was sunk onto a 75' by 75' square leveled bed of crushed rock. The crib's interior compartments were filled with rock and the outer ones with concrete. Additional concrete was poured around its base forming an apron, and rock riprap was placed on top and beyond the concrete apron to further protect the structure.

Original crib being built.

DeTour Reef Light Preservation Society (www.DRLPS.com)

Established in1998 as a nonprofit 501c3 organization, DRLPS is dedicated to the preservation of the DeTour Reef Light as a monument to Michigan's maritime history. Located a mile offshore in northern Lake Huron at the far eastern end of Michigan's Upper Peninsula at the mouth of the St. Mary's River, the lighthouse was restored by the DRLPS in 2004, and guided tours and overnight keeper programs on this historic structure are available. Donations for the

preservation of the DeTour Reef Light are appreciated. (drlps@drlps.com or DRLPS, PO Box 307, Drummond Island MI 49726, USA, President Russ Norris, 001-906-493-6838).

For Additional Information

For more information about the Crib Model Display, please contact John Covell, DRLPS volunteer and crib model builder at 001-616-874-9458 or 001-906-493-2005 (email: displaymodels@drlps.com); or Chuck Feltner, DRLPS Historian, at 001-906-493-6079 (email: historian@drlps.com).

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LONG WEEKEND TRIPT TO DENMARK AND SWEDEN

We had a spare long weekend booked from work with nowhere planned to go. All of the house renovations were nearly complete, so we were at a loose end as to what to do. Looking on the Internet, we came across a reasonably priced holiday to Copenhagen, somewhere we had never thought about going, but we booked the trip anyway and decided that we would do some research on the lighthouses over there.

We travelled by air from Manchester with SAS airlines and were very surprised with the amount of leg room you got on their flights. Within 2 hours we were landing in Copenhagen in the late hours of Friday night. First thing Saturday morning we were up and about deciding which lighthouse to track down first.

Helsingor north and south port lights were first as you can see from the pictures. One was bright green and the other was bright red. They marked either side of the harbour entrance for the main car ferries going across to Sweden.


Helsingor North & South Port Lights

From the harbour car park you could see our next port of call – Kronborg Castle. What is special about this is, one of the castle turrets is the lighthouse. The inside of the castle is worth a visit with various rooms

Kronberg Castle Light

to view. The maritime museum is also housed within, and had lovely models of light ships and good information about the maritime history of Denmark. If we had told them we were coming and that we were interested in the lighthouse I think we would have been granted access to the lighthouse, but no one was there to show us around and the local fire station over there doesn't like it being open to the public due to its poor condition.

During the afternoon we made our way further up the coast to find the 2 lighthouses at Nakkehoved. We pulled into the car park of the East Old Lighthouse to discover it was converted to a restaurant and private residences. We decided to have a well-earned cuppa (a very expensive one) but had a nice view of the old light and coast from the balcony. The old light was open for further investigation so we climbed to the top to have a look. A plaque said that it was the oldest enclosed coal burning light in Europe.

Nakkehoved East Lighthouse

On to the West one which you could see in the distance, to find out to our disappointment that it had just closed. We had a look through the window and noticed that it had a good museum with shop, so we were disappointed to miss out there. It was a lovely looking lighthouse with a very New England feel to the area.

Nakkehoved West Lighthouse

Ian Wright (Wales)
WLS Member

ESOPUS MEADOWS LIGHTHOUSE

At one time, there were 14 lighthouses safely guiding ships along New York State's beautiful Hudson River. Currently, only seven remain with the others having been dismantled and replaced with automated light towers, or having fallen victim to neglect or the harsh elements of the river. Located in the middle of the Hudson with the beautiful Catskill Mountains for a backdrop, the current Esopus Meadows Lighthouse, completed in 1871, is the second lighthouse at that location to warn mariners of the nearby mud flats. The original light, completed in 1839, was a twin of the Rondout Lighthouse located further north on the river. The original lighthouse was damaged by flood and ice in 1867, prompting its replacement.

Esopus Meadows Lighthouse

The current structure, nicknamed "Maid of the Meadows," stands on a granite foundation built on 250 forty-foot-long piles driven into the riverbed. The piles were cut off three feet below the mean watermark and there is a 49-foot pier placed on top.

The Second Empire style keeper's dwelling is of wooden construction with a mansard roof. The dwelling includes a kitchen, dining room and sitting room on the first floor, with the bedrooms located on the second floor. It's the last wooden lighthouse in existence on the Hudson River and the only remaining Hudson River lighthouse with a clapboard exterior.

Attached to the dwelling is the 53-foot high octagonal tower, which originally held a fifth-order Fresnel lens. The light was first shown from the tower in 1872.

The United States Coast Guard took over operation of the lighthouse in 1939. Accessible only by boat and tended by resident lightkeepers, Esopus Meadows was closed after an automated navigation aid was erected outside the structure in 1965. Placed on the National Register of Historic Places in 1979, the lighthouse had fallen into disrepair by the 1990s and the foundation had begun to fall apart due to years of ice damage.

In 1990 the Save Esopus Lighthouse Commission was formed and leased the lighthouse from the Coast Guard. During the fall of 2000, extensive stabilization work was completed in order to level the house, as the northeast corner of the building had dropped 17 inches lower than the southwest corner.

Ownership of the lighthouse was transferred to the Save Esopus Lighthouse Commission (SELC) on September 22, 2002. Several grants were received, enabling the group to complete structural engineering and architectural surveys and specifications, as well as completing extensive carpentry repairs and shingling of the mansard roof. On May 31, 2003, the lighthouse was relit as a private aid to navigation. According to the manufacturer's label attached to the bottom of the new light, it has a 250 mm lamp with the light flashing for 0.5 sec. at 2.5 sec. Intervals. The light is powered by batteries located on the floor below, which are charged by a solar panel. A photocell turns it on at dusk and off at dawn.

The volunteers restoring the lighthouse are hoping to open the lighthouse as a bed and breakfast after restorations are completed. Currently, the lighthouse is closed to the public, but can best be viewed from the river, or from the west bank of the Hudson at Lighthouse Park in Ulster County and from the east bank at Staatsburgh Mansion.

During the summer of 2006, my husband and I decided to travel to the Hudson River Valley to visit the lighthouses located there, and research the lights for the Society's Architecture Work Group. Although we were able to visit or view from shore all seven of the remaining lights on the river, we were most impressed by the work being done by the few dedicated folks of the Save Esopus Lighthouse Commission.

On a cool, cloudy morning in July, we accompanied a 3-person work-crew on their homemade barge for a journey up the Hudson to the lighthouse. Upon arrival, SELC member Ed Weber gave us the honor of an extensive tour of the structure. Our tour began by descending into the basement of the lighthouse where Ed explained the process used to level the building. Heavy-duty beams and large hydraulic jacks were installed on the east side of the dwelling. Levels help to monitor the lighthouse and check for any shifts in alignment. A

One of the jacks used to level the lighthouse.

simple twist of the levers on the jacks can be used to correct any shifts in alignment. It all sounds very simple, but it must have been a huge undertaking to put the steel beams and jacks in place.

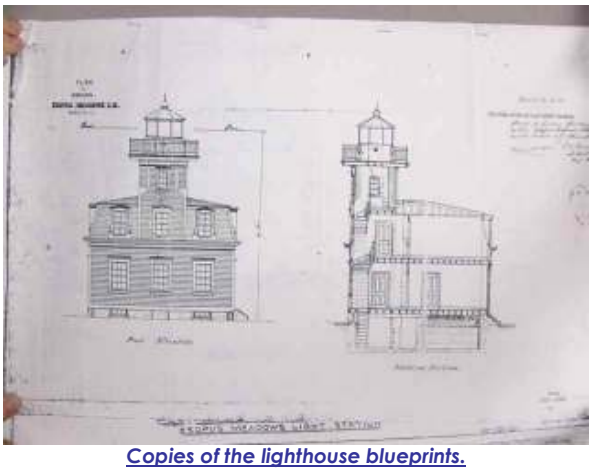
Our tour continued through the first and second floors of the lighthouse, where much renovation work had already been completed. All of the rooms had been re-plastered and the woodwork removed for replacement or refinishing. The work was being completed with the utmost care to preserve as much of the original fabric of the building as possible. In one of the second-floor bedrooms, a section of one wall had a piece of plexi-glass inserted in it where visitors could view a preserved section of the original structure.

Plexi-glass covered display showing the original building fabric.

Ed guided us up into the lantern where we noticed the sun starting to break through the clouds and a beautiful view up and down the river. Inside was the lamp that had been reinstalled in 2003, allowing this beautiful example of architecture to once again be used as an aid to navigation.

Ed Weber of SELC, inside the lighthouse lantern room.

Outside, we viewed the solar panels used to provide electricity for the light, and the original main entrance to the lighthouse, which was still in need of renovation. We also walked entirely around the building to view for ourselves the damage done to the foundation by years of ice build-up on the river. Before leaving, Ed generously presented me with a photocopy of the original "Specification for Rebuilding the Light-House at Esopus Meadows, Hudson River, New York," He and my husband held up copies of the blueprints of the lighthouse, allowing me to photograph them for the Architecture Work Group.



Copies of the lighthouse blueprints.

Reluctantly, we made our way back to the dock and boarded the barge for our return to the shore. As I turned to look back at the lighthouse, the sun once again broke through the clouds, shining its beams directly on the lighthouse, seeming to signify that brighter days are coming for the 21st century keepers of the Esopus Meadows Lighthouse. We were very humbled by the amount of work this hardy group of individuals had accomplished in order to preserve one of the few remaining guiding lights on the Hudson. There are lessons to be learned from their determination to doggedly move forward in their efforts to preserve a piece of our maritime history.

Donna Suchomelly (U.S.A.)
WLS Newsletter Editor

***Editor's Note**: Work on the lighthouse has continued since our visit last July. The walls have been primed and the SELC work-crews are working on painting the finish coats. The slow process of scraping the old woodwork paint and replacing badly damaged*

pieces continues. The entrance doors have been reproduced to replicate the originals and will shortly be varnished, painted, and installed. Bids are being requested to cap the base and grout the stones in order to restrain deterioration due to the weather. For more information on SELC and the Esopus Meadows Lighthouse, visit their website at www.esopuslighthouse.org/.

PATER NOSTER IS BACK HOME AGAIN!

At the time this newsletter was being prepared for publication, one of the biggest transport operations in lighthouse history was taking place. The 32 meter tall Swedish Pater Noster Lighthouse was being sailed back to its original location. For more than 25 years the Friends of Pater Noster struggled for its preservation. Just when rust finally seemed to conquer it, rescue appeared. The following is the remarkable story of perseverance, of cooperation between cultures and commerce, and of a bunch of coincidences that allowed Pater Noster to become a lighthouse again.

Pater Noster skären, outside the old popular sailing centre of Marstrand on the Swedish west coast, north of Gothenburg, is strewn with hundreds of tiny islands ("skären"). Navigating through those islands is a dangerous job. Through ages people tried to increase safety with fires, and plans were made to erect lighthouses. The severe weather conditions required strong construction, but fast building. Halfway through the 19th Century, the Swedish engineer Nils Gustav von Heidenstam designed an iron structure that could be prepared in a factory, and then assembled fast on the site. The open construction with a central cylinder could withstand rough handling. In Sweden several of Heidenstam's towers still stand. Pater Noster Lighthouse was assembled between the 13th of July and the 9th of September 1868 on the islet of Hamneskär.

It is well known that iron and sea water are no lucky pair. Although it is true that Heidenstam's design was strong and cheap to erect, it required a lot of maintenance. Therefore, in 1977 the Pater Noster Lighthouse was decommissioned and a caisson lighthouse, Hätteberget (C0489) near Marstrand, took over its function.

That same year a group of volunteers founded "Friends of Pater Noster" in an attempt to preserve the lighthouse. The struggle was not easy. Care for monuments was not an important item in those days. The lack of maintenance resulted in the quick deterioration of the iron structure. A first restoration took place in 1980 and a second one followed in 1990. But then all the funds gathered for the project were depleted. Meanwhile it had become evident that further restoration of the Lighthouse on the islet was impossible. New funds were raised and in July 2002 Pater Noster was lifted by a huge crane and brought on a barge to the mainland.

New inspection showed that the tower's condition was much worse than thought. Looking back, transporting the tower had been a dangerous job. The tower could easily have fallen apart. Instead of the 6 million Crowns that had been collected for the restoration, it turned out that the estimated cost would be 21 million Crowns (€ 2.277.000; $ 3,059,574). The additional money was not available. The Bohuslän Museum, which was in control of the funds, was stuck with 130 tons of rusty iron. The rescue operation seemed to have failed.

Parts of Pater Noster Lighthouse in storage

Not everyone was willing to accept that years of fund raising and volunteer effort would end without any result. Everybody was aware that raising another 15 million Crowns was impossible. The strategy was changed and a successful appeal was made to European funds. Brilliantly, the decision was made not to ask for money, but for help in finding one or more partners to support the project.

Then something incredible happened. Pharmadule Emtunga is a Gothenburg company producing transportable medical units and living quarters for oil drilling platforms. It is a world market leader in its business, but in Sweden the firm was hardly known. The management wanted to increase the knowledge of their name in its home country. One of the managers read about the Pater Noster project and contacted the Friends and the museum. It soon turned out that the project and the company fit well together. Pharmadule would get a unique chance to show Sweden its craftsmanship by carrying out the restoration work. On April 28, 2004 the contract between Pharmadule and Bohuslän Museum was signed in the presence of the Friends of Pater Noster.

Parts of the Pater Noster Lighthouse after removal to Pharmadule Emtunga for restoration.

The importance of good contacts in business and industry soon became evident. Encouraged by

Pharmadule, other companies appeared and offered their cooperation. Alucrom, Lysezink, International Färg, Svenska Orientline and Västsvensk Conservation, all carried out part of the work. SMHI sent weather forecasts to enable the best planning for work on the islet. Göteborg Posten, the local newspaper offered free advertisements. Federal and local communities, as well as the Swedish Lighthouse Society and tourist boards were all doing their part. The more or less coincidental phone call from Pharmadule to the museum resulted in a chain of activities with a collective value of almost 30 million Crowns.

Lighthouse stairs awaiting restoration .

On the 26th of June 2007 the restored tower sailed the first leg on its way back to Hamneskär. The lighthouse was placed on a huge barge and was towed from Arendal into Gothenborg where it was berthed at the Opera house and shown to the public for a couple of days. The second and longest part of its trip took place on June 29th, when the colossus was towed for 8 hours to Marstrand. On the first of July it was towed from Marstrand to Rönnäng, and finally, on the 4th of July, Pater Noster returned to its original location, where it was first erected in 1868 - more than 130 years ago.

The restored tower on its way back to its original location.

The tower will be equipped with a fourth order lens temporarily. As a bonus, the original first order optic was recently found again. Esbjörn Hillberg, chairman of the Swedish Lighthouse Society (and an Executive Board Member of the WLS), and Magnus Rietz presented a lecture in the Stockholm Maritime Museum. Even though the museum said they knew nothing of the optic, both men got permission to search the storerooms holding the pieces that were not on display. Imagine their delight when they found many parts of a first order lens that they could identify as the one from Pater Noster!

Pater Noster Lighthouse being lifted back onto its original home.

Frans la Poutré (The Netherlands)
WLS Webmaster

Thanks to Esbjörn Hillberg for checking this article and adding information.

NOTES FROM SCOTLAND

New Lighthouse Tender

I was privileged to be a guest of the Commissioners of Northern Lighthouses (the general lighthouse authority for Scotland and the Isle of Man) on Wednesday, 9 March at Leith Harbour, Edinburgh for the commissioning of the new tender, *NLV Pharos*.

NLV Pharos
Photo Courtesy of the Northern Lighthouse Board

A miserable wet morning gave way to sunshine shortly before the ceremony at 12 noon when the Chairman of the Commissioners, Captain George Sutherland invited the Reverend James MacDonald to bless the ship, following which the Patron of the Northern Lighthouse Board, Her Royal Highness The Princess Royal carried out the commissioning ceremony.

HRH The Princess Royal (Princess Anne) takes a very active interest in the work of NLB; she regularly visits stations in Scotland – frequently on the previous *Pharos* or by the NLB helicopter.

After lunch the guests had the opportunity to visit this fine new ship, the biggest and most powerful ever in the history of the Scottish lighthouse service. She is the tenth vessel to be named *Pharos* and represents a considerable departure from the design of her immediate predecessors and a very far cry from the first vessel of that name – a wooden sloop - launched in 1799. Much credit should go to the Commissioners of Irish Lighthouses who were the innovators for the new design of lighthouse tender with the working deck aft, rather than forward of the bridge, when they ordered the *ILS Granuaile*.

ILS Granuaile

The Middle East Navigation Aids Service (MENAS) followed with a similar design in their new tender *OSV Relume*. So successful was the Irish design in these two tenders that the Scots and the English followed suit with orders to the Gdansk Stocznia Remontowa S A yard in Gdansk, Poland for *NLV Pharos* and an identical ship, *THV Galatea*. Trinity House expects to take delivery of *THV Galatea* later this year when she will replace *THV Mermaid*.

OSV Resume of the Middle East Navigation Service. (Note - she does not have a forward helideck like Pharos.

NLV Pharos is 3772 gross tonnage, 84.25 metres overall in length and a moulded breadth of 16.50 metres. The helicopter deck is forward of the bridge. The ship has an integrated bridge management system and dynamic positioning enabling her to hold position even in heavy seas. She is also equipped for wreck finding and hydrographic surveying. Two 1500kw Rolls Royce Azimuthing units provide the propulsion with generation coming from Wartsila engines. The ship will have a service speed of 12.5 knots and will principally work in Scottish and Manx waters servicing, together with her smaller consort, the *NLV Pole Star*, the 215 lighthouses, 157 buoys, and 40 beacons, as well as DGPS, racon, AIS and Loran-C stations. As part of the inter-general lighthouse authorities ship agreement, she will almost certainly work from time to time in Irish and Trinity House waters.

NLV Pharos
Photo courtesy of the Northern Lighthouse Board

The ninth *NLV Pharos* left the Board's employment in September last year. The blue ensign of the Northern Lighthouse Board was struck for the last time as she was handed over at Greenock (a very short distance from the yard where she had been built some thirteen years previously) to the South Georgia Government as a fisheries patrol and logistics ship. Painted red with a white superstructure and funnel, she looked very different as she headed south to her new duties. The name continues as *Pharos SG* (*SG* for South Georgia) and still registered in Leith – but this time Leith, South Georgia rather than Leith, Scotland.

The Pharos SG after repainting.

Of course, the eighth *Pharos,* built in 1956, is also still in service in the Caribbean as *Amazing Grace*.

The new *NLV Pharos* left Leith two days after the commissioning ceremony to return to her base at Oban on the west coast with her first work thereafter

at Dubh Artach Lighthouse. A tower rock lighthouse, it was one of the least favourite stations for Scottish lightkeepers. It was my father's final station as Assistant Keeper before his promotion to Principal Keeper. He was always grateful that he only did two months duty there!

Dubh Artach Lighthouse

Decommissioning

Another lighthouse is up for sale in Scotland: Cromarty Lighthouse, which has guarded the entrance to the Cromarty Firth since 1842, was extinguished for the last time on 28 February 2006.

The most recent review of navigational aids carried out by the NLB recommended that the responsibility for this station might be handed over to the Cromarty Firth Port Authority. In the event, it was decided to use bouyage and discontinue the light.

The former keeper's house had long been sold after automation but the tower is now up for sale at offers over £60,000. At the time of writing I have not heard whether there is a buyer. The tower is small but no doubt the romance of lighthouses will lead to bids! It is to be hoped that any buyer will not allow the tower to fall into disrepair which has been the fate of many of the former keepers' houses sold off over the years.

So Cromarty joins Barns Ness and Holborn Head in the list of discontinued stations. More will doubtless follow with the next being Killantringan Lighthouse in south west Scotland – where I was born! A Notice to mariners issued a few days ago advises that this station will be discontinued on 11 July – and I have just seen that Tod Head Lighthouse on the east coast of Scotland will be extinguished on the same day. Tod Head has, or certainly had the last time I was there, a magnificent Fresnel lens. I do hope it will be preserved. The discontinuation of Killantringan is particularly sad for me.

Killantringan Lighthouse Engineered by David Stevenson. First lit in 1900. Present characteristic flashing white (2) every 15 seconds. Candlepower 480,000. Nominal range 25 miles.

Tod Head Lighthouse Engineer was David Stevenson. First lit in 1897. Present characteristic flashing (4) white every 30 seconds. 3,000,000 candlepower. Nominal range 18 miles.

Commissioning

The needs of the mariner change. While a number of lights which do not come into the landfall category will continue to be extinguished, the NLB continues to mark new hazards. The most recent is the establishment of a new light on the Treshnish Isles in western Scotland. The light is known by its gaelic name "Cairn na Burgh More" and should be lit for the first time this month.

Rona stamps

My first ever pay cheque was earned by doing a temporary stint at Rona Lighthouse where my father was Principal Keeper in the 1950s. Did anyone order the first day cover celebrating the 150th anniversary of the lighthouse which was detailed in the first quarter 2007 edition of the Newsletter?

The island of Rona issues its own local carriage postage stamps and the first day cover will be a welcome addition to the collection of any philatelist or lighthouse enthusiast. However there is one small error on the information given in the first day cover insert. Two of the small photographs are dated 1931. These photographs were sent from Australia to the Manager of the island by my niece, Rona MacKenzie. In one photograph the keeper watching the relief boat approaching the pier is my father – and the landing illustrated in the other photo was built by my father and his fellow keepers about 1953/54.

This pier, known as the "MacKenzie landing," was built because the relief boat could not come alongside the big stone pier at low water. The NLB provided the materials and the keepers built a new low water landing out over two reefs. The first reef was given a flat top linked to the main pier by a grating. Another grating led to the new pier, which was quite a feat of engineering and the construction

by keepers would never be allowed in today's health and safety conscious world.

I can recall two keepers working at four in the morning (one being left on watch at the station) up to their waists in the sea during the low water period of spring tides. Illumination was provided by the headlights of the station Land Rover jacked up on its rear axle on the main pier!

So the 1931 information is more than twenty years out. However, I was told this week that the MacKenzie landing is still there – testament to the skills of Scottish lightkeepers. My Australian niece, Rona, is of course, another lighthouse child. Her father, Hamish, was a keeper in the Commonwealth of Australia lighthouse service for twelve years – after a number of years of service at Scottish stations.

Hector MacKenzie (Scotland)
WLS Executive Board Member

GONE - BUT NOT FORGOTTEN: CHERBOURG JETEÉ EST LIGHT, FRANCE

A recent interest in collecting vintage lighthouse postcards led me to this postcard of the Cherbourg Jeteé Est Light. Also known as the "phare de la Grande Jeteé" and the "jeteé nord" (north jetty) was located in Cherbourg, France.

The lighthouse was established on July 1, 1838 and was of white conical masonry construction. Twenty-three feet tall with a focal plane of thirty-tree feet, it had a fixed red light until it was changed to a flashing red light (two flashes every 10 seconds) on August 15, 1901. The light was discontinued in 1937. It's not known whether the light was demolished at that time, or if it was destroyed during World War II. In either case, it's not in existence today.

If any of our readers have additional information about this lighthouse, please write to the editor at the address listed on page 2 of this Newsletter. Additional views of this light may be found at the following Web sites:

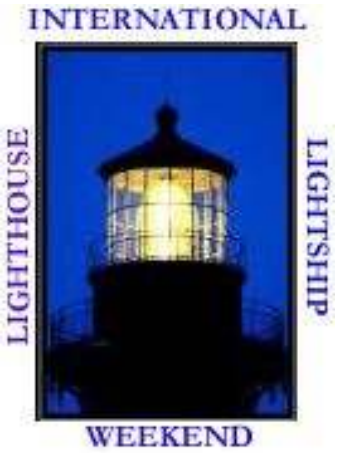
http://www.lighthousedepot.com/explorer.cfm
http://membres.lycos.fr/choubrac58/photo41-50/photo_41-50.htm

Many thanks to Michel Forand of Canada for his help in locating information on this light.

Donna Suchomelly (U.S.A.)
Newsletter Editor

Editor's Note: If you would like to contribute images and/or information on lighthouses that are gone, but not forgotten, please write to the editor at the address listed on page 2 of this Newsletter.

INTERNATIONAL LIGHTHOUSE/LIGHTSHIP WEEKEND



It all started in 1994 during a wet wintry evening when two members of the AYR Amateur Radio Group in Scotland, John GM4OOU and Mike GM4SUC (now deceased), after a club meeting were talking about creating an event in the summer when club members could get out on a sunny weekend and play radio. Various themes were considered; ports, airports, historic Scotland sites, the Firths of Scotland, castles etc. but it was finally decided that lighthouses of Scotland would be ideal.

Following research it was discovered that the lighthouses of Scotland were controlled by the Northern Lighthouse Board in Edinburgh who were not only responsible for the lighthouses of Scotland, but also around the Isle of Man. Approval was sought and obtained from the Northern Lighthouse Board to establish temporary/field amateur radio stations adjacent to their property. In February 1995 an invitation was sent to all Scottish clubs and the Isle of Man clubs to join in the fun of a weekend, to be called the Northern Lighthouse Activity Weekend, by establishing an amateur radio station at a lighthouse during the third weekend in August. This first year's event saw 11 stations established at lighthouses, operating primarily on the high frequency (HF) bands, with each station making approximately 750 two way contacts over the weekend.

The following year the Scottish clubs were involved in a weekend activity with the theme of Scottish Firths (river estuaries), so two years elapsed before the next Northern Lighthouse Activity Weekend. During this period Anne-Grete OZ3AE enquired through a letter to Practical Wireless magazine if there was any lighthouse activity on amateur radio. Following discussions with her it was decided that Danish stations could join in the fun of the weekend. Quickly Germany, South Africa and France asked to join, so

the name of the event was changed to The International Lighthouse/Lightship Weekend in 1999. It was at this time that John, GM4OOU, due to pressure of work, had to cease his connections with the event.

The weekend became an annual event taking place over the third full weekend in August. The event has slowly grown in popularity and in 1999 there were 204 lighthouse/lightship stations in 36 countries. The growth continued through 2006 when 377 stations in 48 countries took part. Full statistics and guidelines for participation can be found at on the ILLW web site at http://illw.net which is funded and maintained by the author.

The main reason the event has become so popular is because it is not a contest where amateurs accumulate points for the number of stations contacted. It is a relaxed fun weekend without the pressure of a contest where operators and even the passing public can have a chat with other participants at lighthouse stations all around the world. The guidelines are simple and the onus is on the operators to act within the spirit of the weekend, which is simply to expose amateur radio and the plight of lighthouses to the public. This is why it is important for the ham station to be as close to the lighthouse/lightship as possible and with the controlling body's approval.

A few years ago the international Association of Lighthouse Keepers decided to have an annual open day for lighthouses all around the world to encourage visitors to look at their lighthouses. They decided that no better day could be decided upon other than the Sunday of the ILLW. This move has been highly successful as the media have become involved in quite a few areas on the Australian East coast as well as in other countries. The International Lighthouse Day web site is at:
http://www.alk.org.uk/events/ild07.html.

I first entered the event in 1999 and was one of only four Australian entrants. This seemed to me to be a pretty poor showing considering the number of lighthouses in this country, so I decided to do something about it and asked Mike Dalrymple GM4SUC, the organiser, if I could organise some PR here and in New Zealand. He appointed me the Oceania co-ordinator for the event and last year we had 30 entries from Australia. In 2001 I took over the entrants list from Jim Weidner, the President of the Amateur Radio Lighthouse Society, based in the USA, and set up the web site as it is today.

This year's event takes place on 18-19 August 2007. A list of entrants, which is updated daily, appears on the web site at http://illw.net, so if you would like to visit a lighthouse nearby which has an amateur radio station on the air, call in and make yourself known. I'm sure you will be made welcome. A report from the Burlington Amateur Radio Club, Canada summed up their first participation in these few words: "The greatest delight of the day was the active participation of the visiting children who showed a remarkable interest in the whole idea of amateur radio, especially the use of Morse Code. It was an honour and a delight to participate in this adventure and we look forward with increased enthusiasm to next year's participation."

As you can see from the website, Mike Dalrymple passed away in December 2005. He was the Treasurer of the Ayr ARG and one of their members has taken on Mike's roll as the PR man and main co-ordinator. The event is now dedicated to Mike's memory.

You may well ask what is the connection between amateur radio and lighthouses. The answer is one word: communication. Lighthouses communicate with shipping not only with their light beam, but also with flags, semaphore, morse code and voice via radio. Quite a lot of ham radio operators are former radio people from the services, known as 'Sparkies' in the Navy, and are quite familiar with these modes of communication.

Kevin Mulcahy (Australia)
WLS Member
vk2ce@vk2ce.com
http://illw.net

NEW JERSEY LIGHTHOUSE SOCIETY SPONSORS ITS 8TH ANNUAL NEW JERSEY LIGHTHOUSE CHALLENGE®

Looking for a fun-filled weekend? Want to explore New Jersey and visit 11 historic lighthouses?

Barnegat Lighthouse

Join us for our 8th Annual Lighthouse Challenge on Saturday, October 20, and Sunday, October 21, 2007 when 11 of the land-based lighthouses will be open to the public: Sandy Hook, Twin Lights of Navesink, Sea Girt, Barnegat, Tucker's Island (a reproduction located at the Tuckerton Seaport), Absecon, Hereford, Cape May, East Point, Finns Point and Tinicum.

At each lighthouse you visit between 8 am and 6 pm on both days you will receive a souvenir token of your visit, courtesy of the New Jersey Lighthouse Society. *(Please note that although you can get your complimentary souvenir during those hours only, some of the hours for the lighthouses may differ. Please check our website: www.njlhs.org for additional information.)* If you complete the Challenge and visit all 11 lighthouses, you will receive a complimentary souvenir token to commemorate

your achievement! In addition, Night Climbs will be available at 5 of the lighthouses (Sandy Hook, Tucker's Island, Absecon, Cape May and Tinicum) between the hours of 6 pm to 8 pm on Saturday night. The complimentary souvenirs as well as a special Night Climb souvenir token will be given to those who visit these sites during those hours.

For more information, visit the Challenge page on our website: www.NJLHS.org where you will find a link to this year's brochure and driving directions to each lighthouse as well as a list of Frequently Asked Questions. If you would like any additional information or a brochure sent to you, e-mail us at njlhs@njlhs.org with your name and address.

Hope to see you there!

Laura Portée (United States)
New Jersey Lighthouse Society

Editor's Note: *You may also contact the New Jersey Lighthouse Society by post mail at the following address: The New Jersey Lighthouse Society, P.O. Box 332, Navesink, NJ 07752-0332 U.S.A.*

FIFTH ANNIVERSARY MARYLAND LIGHTHOUSE CHALLENGE

The Chesapeake Chapter of the U.S. Lighthouse Society and the Maryland Lighthouse Organizations will host the *2007 Maryland Lighthouse Challenge – 5th Anniversary Celebration* on September 15 and 16. New this year: optional 5th Anniversary Celebration Kick-Off Cruise on Friday, September 14, 2007 leaving from Annapolis MD to view Thomas Point Shoal, Sandy Point, and Baltimore Harbor Lights!

Throughout that September weekend, the public is invited to participate in this educational and fun-filled event showcasing the state's land-accessible lighthouses, including: the *Chesapeake* Lightship (moored at Baltimore's Inner Harbor), Concord Point, Cove Point, Drum Point, Fort Washington, Hooper Strait, Piney Point, Point Lookout, Seven-Foot Knoll and Turkey Point. The annual Challenges are held to promote awareness and visitation to these historic structures. The Challenges are the *only* time of year these lighthouses are open simultaneously for public access, and climbing wherever possible. To lighthouse enthusiasts this is a highly anticipated event!

This award-winning driving tour will take participants along the Chesapeake Bay to some of the most scenic spots in the state. At the first lighthouse visited, participants will receive the Maryland Lighthouse Challenge promotional brochure, which includes driving instructions from one lighthouse to the next. At each lighthouse stop along the route, they will receive a complimentary souvenir magnet depicting that lighthouse. Participants are welcome to visit as many or as few of the lighthouses as they choose, and in any order. Those participants who "*meet the challenge*" and visit every participating lighthouse within the allotted twenty hours (8:00am – 6:00pm both days) will receive a special commemorative magnet to mark their accomplishment!

Similar events are held annually in New Jersey and Long Island. Additional souvenirs are available for participants who complete two or three of the 2007 Lighthouse Challenges! .....Lighthouse Lovers---*start your engines!*

Karen and Dave Rosage (U.S.A.)
001-410-437-0741
dkrosage@comcast.net

LETTERS TO THE EDITOR

Dear Donna:

For some time now, I have been taking photographs of light structures in Scotland, with the intention of eventually uploading them all into a website for general information and use. I have of course had to consider some means of classification, particularly as to what might be called a lighthouse and what some lesser structure. I have arrived at the following general basis, which I now offer as part of your ongoing discussion about how to define a "lighthouse."

I depend in large part on the idea of "tower" lights, which is founded first of all on the traditional image of a lighthouse. For those large numbers of lighthouse fans who are not practising seamen, this traditional idea is of great importance and needs to be preserved.

My list will include all the lights erected around the coasts of Scotland for the benefit of the mariner. This immediately discounts obstruction lights on high masts, which are erected for the benefit of the airman, although often listed in the official List of Lights and marked "aero."

Lights can be roughly divided in two ways, either as major and minor lights of greater or lesser brightness, or as tower and onastic lights, those supported by larger or smaller built or fabricated towers and those fixed to masts or poles (on-a-stick, geddit?) Existing light lists, other than those issued by the competent authorities, tend to concentrate on major tower lights, though Alexander Trabas' list is a valiant attempt to illustrate every light in the world.

Structures are described in the Admiralty List of Lights, the official list of Scottish maritime lights, with reference to how they are perceived from seaward—of course!—and brightness of the light and its height above datum

are the primary concern. My list is aimed, however, at the interested visitor to light structures, who will in general view them from landward; a description of the structure itself is of first importance.

I also list all extant disused light towers, some of which have historical interest and most of which have some architectural value. Structure here is necessarily the only distinguishing criterion.

The traditional image of a lighthouse is of a tall tower, usually but not always painted white, slim in relation to its height and yet of substantial thickness, carrying a glazed lantern on top by which the optical mechanism is protected from the weather. Structures of this kind I describe as **major towers.** They are more closely defined as being more than 15m (say 50 feet) tall and of sufficient diameter to contain at least a means of reaching the lantern. I feel that the reliance on diameter is more easily achieved than a measurement of the area covered; this parameter is not easily defined for a tapering tower standing on a wide but low base.

Most towers, of course, contain storerooms and even what was originally intended as living accommodation. They may be constructed of stone, brick, cast-iron or, in later towers, concrete.

Intermediate towers are defined as those carried on solid or apparently solid towers between 5 and 15 metres high and similarly of substantial diameter. Such structures may not have a glazed lantern, and many of them carry fully waterproof optical devices. The internal arrangements are usually a simple storeroom, not always with provision to reach the optics.

Minor towers are entirely similar, but are less than 5 metres high. Most of them are now discontinued.

All other lights, which means in practice all onastic lights, and those which do not have a supporting structure of their own but are simply fixed to a wall, or to some member of a bridge, are defined as **lesser lights**. Lesser lights include those on posts or small-diameter columns or on framework masts, even if covered with cladding, and their structures may be of any height.

Some lights are carried on a short post fixed to an older tower, the major optic inside the lanternhouse having been discontinued or even removed. This is presumably an economy measure. The saddest such example is the Cloch Light at Gourock on the Clyde, the famous "homecoming" light for Scotsmen returning from distant seas. Such lights are referred to in my List as **hybrid lights**, and they take the style of their supporting tower.

Discontinued lights are similarly defined according to the style of their structure. The old "fire pit" lighthouses are of course all disused now. I'd be surprised if any were left in Scotland. I would think they had been knocked down and supplanted by a newer structure. For example, it is known that there have been two different coal-burning structures on the Isle of May, but it's not clear from the Northern Lighthouse Board's Web site whether the present structure is in fact the coal-burner of 1816 converted to electricity.

Finally there are one or two **folly towers**, built as imitations of the lighthouse structure, often very convincing imitations, but never having held any sort of optic.

It must be noticed that the classification within my List takes no account at all of the intensity of the light. Major lights are those on major towers: they can be bright, dim, or even discontinued. Conversely, the fifteen-mile-range leading lights at Braefoot in the Firth of Forth, mounted as they are on short posts on a jetty, are lesser lights to me.

Some lights in the Admiralty's List of Lights are wrongly or perhaps misleadingly described. A relevant note is always provided.

The list contains a brief description of the structure supporting the light, including the *structure's* height in metres, any supporting notes, a thumbnail photograph of any tower structure, and a link to the images of other structures. The Admiralty's list is not always consistent in describing light structures, and my list adopts the following conventions:

- A *tower* has a substantial diameter, say five feet or more.
- A *column* has a lesser diameter but is still of appreciable size, say a foot or more.
- A *post* is a small-diameter metal object, either round or square in section.
- A *pole* is a round wooden post.
- A *mast* is a metal framework structure, with three or more main legs and bracing between them forming a girder frame, the whole thing slim in relation to its height. Where such a structure is partially or completely covered with cladding so that from a distance it looks like a tower, it is described as a *mast with cladding*.
- A *pile structure* consists of a number of wooden or metal posts arranged usually as a slightly battered tower, with cross-bracing between the individual posts, supporting a platform which carries the light and, usually, a lanternhouse. Such a structure is squatter than a mast, and is often placed below the high-water mark.
- The term *beacon* is reserved for unlit structures.

Most importantly, it will be seen that my list does not employ the concept of *lighthouse*, and only implicitly defines it. Certainly my major towers would qualify, and possibly also my intermediate and minor towers, though with less certainty. No onastic light will count. Pile structures with a lanternhouse are usually OK, though inspection must serve in each case; masts with cladding almost certainly not.

If forced from here to a conclusion, I would suggest that anything that carries a lanternhouse is a lighthouse: it has a glazed structure to house and protect the lantern. It is by no means necessary for the idea of *house* to extend to a human's *domicile*, which

has been the perhaps misleading view of some commentators.

Michael Spencer
Pittenweem, Scotland
michael@exaktatrailer.freeserve.co.uk

REQUESTS FOR ASSISTANCE

We would like to know which countries from all over the world still have lighthouse keepers on duty as a full time job. In some countries, attendants are looking in at lighthouses at regular intervals, but this is not their main job. If you have any idea, please send your replies to the Editor for publication in the next newsletter.

Egbert Koch (Germany)
WLS Vice Chairman
Thorsten Bierstedt (Denmark)
WLS Member

I am Christian Education Director at First Lutheran Church in Waterbury, CT (USA). Each summer we have a special "Lighthouse Summer Enrichment Series" for our vacation Bible school program. This year we will be focussing upon "The Music of the Lighthouse." I am trying to locate information on the foghorns, when and how they were first made, and am hoping to actually find a small replica or something like that which I might have to play for the children (ages 4 through 14). I have been hoping to find a CD wherein lighthouse foghorns from around the world play a song (it seems logical, but totally impossible to find), or if not that, a recording of lighthouse foghorns around the world. It would be equally special if we could find a miniature foghorn to give to the children if such exists.

Do you have any ideas for me? I am also interested in information about your organization, subscription rates, and if you have a special children's publication.

Please respond as soon as possible as our program begins the third Sunday in July.

Many thanks,
Sharon Samoska
45 Pearn Street
Waterbury, CT 06708-4921 U.S.A.
Telelphone: 001-203-597-8073

Editor's Note: *I have responded to Sharon's query with information about the WLS, and possible contacts for the items she is looking for here in the U.S. Does anyone else have additional information they can share with her? Sharon has informed me that her group has used a lighthouse theme for the past four or five years. The children have built a lighthouse (standing over 6 feet tall) that has a light, but no foghorn, as well are many other lighthouse related projects. What a wonderful way to pass on the love for lighthouses to children who will hopefully become future lighthouse preservationists!*

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!

Clue: This 140-year-old lighthouse sits on a high cliff above the harbour of a tiny North Atlantic island.

Answer in the next Newsletter.

Last month's lighthouse: **Gibraltar Point Lighthouse**, located on Toronto Island, near Toronto, Canada, was established in 1808. The island, formerly a peninsula attached to the mainland, is now separated from it by the Western Channel. This is Canada's second-oldest standing lighthouse (only the Sambro Island Lighthouse in Nova Scotia, built in 1760, is older). Gibraltar Point's hexagonal tower was raised in 1832 to its present height of 25 metres (82 feet). The light on the tower was discontinued in 1958 and moved to a nearby framework tower while the old lighthouse was transferred to the Toronto Park Department.

Gibralter Point Lighthouse

According to *The York Gazette* of 14 January 1815, the first lightkeeper, J.P. Radan Muller (the name is sometimes spelled Rademuller), had disappeared earlier that month. The story has often been told that he was murdered by three drunken soldiers from Fort York (now Toronto) who wanted him to supply them with beer (some accounts say it was whiskey). The killers were never identified and there is no record of a trial being held. Naturally, there are tales of Muller's ghost haunting the lighthouse.

Michel Forand (Canada)
WLS Member

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:

3rd Quarter 2008 – 31st August (for publication end of September)

4th Quarter 2008 – 30th November (for publication end of December)

1st Quarter 2008 – 28th February (for publication end of March)

2nd Quarter 2008 – 31st May (for publication end of June)

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!

World Lighthouse Society

Administrative Officer Report for year January 1st 2006 - 31 December 2006

Income

The society income was earned during the year from fees of new members joining and donations. Payments made by credit card were processed through Peter Williams Associates using securehosting.com website.

Membership fees and donations for mailed newsletter	131.50
Net Bank Interest	30.15
Total Income	**161.65**

Expenditure

Expenditure has been kept to a minimum by using email and website facilities with the continuing use of a London virtual office address for conventional mail. Where credit card or non-UK fund payments have been made these have been made on behalf of the Society by Peter Williams Associates at no additional cost to the Society. Membership admin is the cost of credit card transactions carried out.

Item	London Office	Website	Newsletter	Membership Admin	Qtr Totals	Notes
First Quarter	72.89	47.49	28.09	30.24	178.71	Includes AGM notices
Second Quarter	52.89	61.46	22.84	1.00	138.19	
Third Quarter	52.89	15.83	43.04	0.00	111.76	
Fourth Quarter	52.89	35.18	30.70	1.00	119.77	
Annual Total	**231.56**	**159.96**	**124.67**	**32.24**	**548.43**	

Society Funds

During the year the Society recorded a deficit of **GBP £386.78**

There is no UK tax liability as the income of the Society is below the taxation threshold.

Tax on the interest earned by the reserve account is taxed directly when credited to the account.

Society funds re held under UK Banking rules in a Reserve Account and a Current Account at National Westminster Bank PLC - Milford Haven. Any cheques issued require the Administrative Officer's signature and either Gerry Douglas Sherwood or Rosalie Davis Gibb as counter -signatory. This is as laid down in the Society Constitution.

Balances at 31st December 2006:

Reserve Account	2492.88
Current Account	1992.04
Total available funds	**4484.92**

The Society has ample funds to meet all planned commitments for 2007.

Membership

At 31st December 2006 there were 206 Individual Members
10 Corporate Members

Outstanding membership enquiries 6 [all individual members]

General

There was no formal AGM held during the year as it was agreed by the Society's Executive Board to hold using Internet due to poor response and expense of the planned AGM at Harwich, UK, which was cancelled at no cost to the Society.