



# World Lighthouse Society

3<sup>RD</sup> QUARTER 2007 NEWSLETTER **Volume 5 Issue 3**

## LETTER FROM THE EDITOR

**A**nother season has passed and here we are with the latest issue of the World Lighthouse Society Newsletter. The leaves outside my window are just beginning to change color, and speaking of changes, you will read within these pages of the many changes that have taken place in our Society since the last newsletter. Please be sure to read our Chairman's letter to the members regarding the changes to our constitution. We also have a new Webmaster, Ian Wright, from Wales. We welcome Ian on board, and wish the best of luck to our former Webmaster, Frans la Poutré. Fortunately, Frans will remain a member of the WLS and has contributed another terrific article regarding Iceland's Imagine Peace Tower for this issue of the Newsletter.

Another change I would like to make special mention of is the method of payment for new members and those members who prefer to have their Newsletter sent by "snail mail." We are no longer able to accept payment by way of credit card, therefore please pay extra attention to the Membership column for details on methods of payments.

Beginning with this issue of the Newsletter, I will be making special mention of the Society's newest members. This quarter we welcome Keith Morton from the United Kingdom, and organization member Spring Point Ledge Lighthouse Trust from the United States. I encourage our new members to send any newsworthy articles they would like to contribute to the Newsletter to the address listed below.

Perhaps the biggest change of all is the method by which most of our members received this issue of the Newsletter. Starting with this issue, all Newsletters will be posted on the WLS Website [www.worldlighthouses.org](http://www.worldlighthouses.org) where members may go to download them. We are hoping that by using this method of receiving your Newsletter, we can avoid the problems many of you have experienced with receiving your issue via email. Members should have received an email message informing them that the latest issue of the Newsletter was available for download, as well as directions on how to download and print it. Please let me know what you think of this new method of Newsletter delivery.

That's all the changes for this issue. Now I'll leave you all to read the remainder of the Newsletter. It may be shorter than the last couple of issues, but it's still a good read!

Keep those lights shining!

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## CORRECTION:

**I**n the 3<sup>rd</sup> Quarter issue of the Newsletter on page 11, I stated in the article about Esopus Meadows Lighthouse that the light was relit in 2003 as a private aid to navigation. In fact, the light is an active Coast Guard aid to navigation and is maintained by the U.S. Coast Guard. My apology to the fine folks of the Save Esopus Lighthouse Commission for the error.

-The Editor-



**St. Ann's Head Lighthouse**  
Milford Haven, Wales

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## CHAIRMAN'S LETTER

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**D**ear Members,

As you will remember, I presented several proposals to the Executive Board (EB) for changes in the constitution and for the future of the Society, in my last Chairman's Letter to you. We had given you, the members, three weeks for your approval or comments. As stated in the newsletter, no answers were regarded as a silent approval.

Having received only one reply in which the sender didn't agree with all of the proposals, the EB has decided that the proposals have been agreed upon by the members and that there exists a 2/3<sup>rd</sup> majority to change the constitution.

This means:

1. There will be no Annual General Meeting (AGM) in the future. All changes to the Society and its constitution will be published in the Newsletter with the Society members being invited to comment and/or make proposals. If the EB or a member finds it necessary to hold a meeting for any reasons the EB will have to make a decision.
2. The Newsletter Editor and the Webmaster are now officers and have a place in the Executive Board.
3. The election of the Officers and the EB will be held every 3 years via Internet and "snail mail" for those who do not have Internet access. The last election was in 2006; therefore the next election will be in 2009.

Furthermore, I would like to inform you that the Society has a new Webmaster. Our member Ian Wright, from Wales, took over the position from Frans la Poutré. We wish Ian all the best for his new job and we are looking forward to a good and creative cooperation. Welcome on board Ian!

Finally I feel an urgent need to thank our former Webmaster, Frans la Poutré, for the great job he has done over the last years. Due to personal reasons he is not able to continue as the Webmaster. Frans, I really hope you still will be part of the Society, and on behalf of our members I wish you all the best for your future. We will keep in touch!

Best regards and keep your lights shining,

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

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## MEMBERSHIP

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**I**f 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

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### **Peter Williams**

**L**ighthouses have fascinated me since I visited them as a small boy on holiday on the Welsh coast in the 1950s when they still had keepers. After serving at sea, then running a family engineering business and sailing small boats for a hobby, I retired from business to devote time to maritime history research and hopefully write books and articles about the subject.



This research led me to operating the Haven Light Vessel as a tourist attraction, and writing a regular maritime column in a regional newspaper for ten years. I had the idea of publishing a magazine about lighthouses and so **Leading Lights** arrived on the scene, encouraged by many like-minded enthusiasts. I also published a number of books and wrote **Beacon on the Rock**, which was published in the UK, Australia and USA and has also been translated into German.

The magazine moved on to be published in The Netherlands via Frans La Poutré and has now been incorporated into the United States Lighthouse Society's **Keepers Log**. I remain involved as their European editor.

Along the way, I have organised lighthouse visits. In addition, I maintain a personal link with lighthouses as the Trinity House attendant for St. Ann's Head

lighthouse where we still use a first order Chance lens that was fitted in 1868.

My interest in family businesses of the West Midlands of England and lighthouses led me to research the history of Chance Brothers. In doing so, I met Toby Chance with whom I am to write a book about the development of lighthouse engineering throughout the world.

When I am not acting as the WLS Administration Officer, writing, or visiting lighthouses, I drive a small patrol craft on Milford Haven Waterway. This is as a member of the Maritime Volunteer Service, a national organisation supporting the community when maritime-based assistance is needed. From time to time I manage to weed the garden, grow vegetables and even cook them.

[Peter Williams \(Wales\)](#)  
[WLS Administrative Officer](#)

## ST. ANN'S HEAD LIGHTHOUSE, MILFORD HAVEN, WALES

**S**t. Ann's Head is a small but important lighthouse situated on the headland at the West Channel entrance to the oil port of Milford Haven, West Wales. Small in stature, it stands just 13 metres [42.9 feet] high; though the light exhibited is 44 metres (146 feet) above sea level. The light is still important as its light guides over 4000 ships, mainly oil tankers, in and out of the port every year.



[St. Ann's Head](#)

The lighthouse, which has been automated since 1998, was built in 1844. There is evidence that a light has existed on St. Ann's Head since 1600 and local legend tells that the first lighthouse, more probably a beacon was placed there by Henry II in 1485 as thanksgiving for his successful invasion of Wales as he and his troops landed at Mill Bay right below the headland. If legend can be believed, monks tended the light from a nearby monastic site.

What is known, however, is that Joseph Allen, a local landowner, petitioned King George I to allow him to build a lighthouse at St. Ann's Head in 1714. The earlier attempt in the 1600s by three men from the nearby village of Dale was not successful, with

complaints being made that they were demanding excessive light dues at gunpoint from passing mariners. Joseph Allen's light was a wood, or maybe a coal burning light, exhibited from the top of an open tower built of rubble stone. Old prints show that it had an external stairway so that the keeper could carry the fuel to the fire basket - a grim task on any wet and windy night, which at St. Ann's would be the normal condition for much of the year. To keep the fuel dry it was stored in the base of the tower where the keeper also had a shelter of sorts.

This tower was superseded in 1800 by a low light and a higher tower constructed 300 feet to the rear. These twin towers formed a safe line for ships to follow to enter the shelter of Milford Haven. They were fitted with Argand lamps fuelled by whale oil that Trinity House purchased from the Nantucket whalers who had a base at Milford, twelve miles up river from the lighthouse. These lamps used twenty-inch reflectors to enhance the light, though the soot from the whale oil lamp meant that the keepers had to clean the reflectors and the glass every morning. This they must have done with some diligence as Thomas Stevenson praised both the design of the light and its efficiency during his visit of 1801. He commented, "...while the latter (St. Ann's) is without doubt surpassed by none in brilliancy," he also recorded that both lights "...are in the most complete state of cleanliness and good order".

In spite of this efficiency, the front or low light tower had been built too close to the edge of the cliff and was starting to deteriorate with major cracks appearing in the structure. By 1844 it was beyond repair and was replaced by the tower that exists today, which was placed on firmer ground 30 feet further inland. We are still reminded that the headland is moving as the tower is fitted with strain indicating gauges so that warning is given should the rock of the headland start to move seaward.



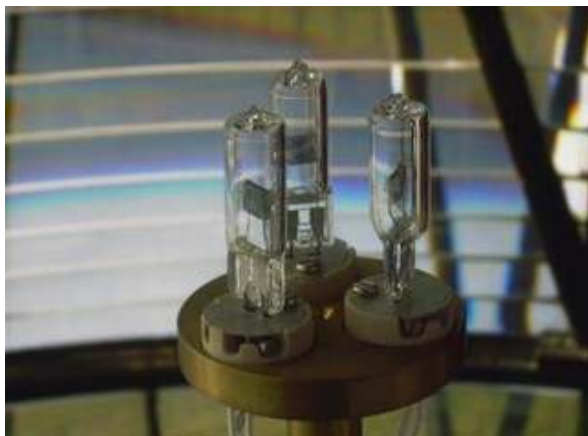
[Lens](#)

Following the 1836 Act of Parliament, Trinity House purchased the lighthouse. In September 1861 Professor Michael Faraday and Sir James Chance visited the lighthouse during their time working for a Royal Commission to improve the lighthouse illumination round the English and Welsh Coasts. In 1868 first order Chance optics fitted with multi-

wick burners were fitted at both high and low lights, vastly improving the range of the lights.

By the early part of the 20<sup>th</sup> century Thomas Hood, Chief Engineer to Trinity House, had perfected his pressure vapour mantle burner and a clockwork occulting mechanism to enable the light to have a flashing characteristic. Once this was done the high light and the keepers manning it became redundant. Trinity House retained the buildings, which they rented out first as a coast defence lookout post, and then as a coastguard headquarters for the district.

The lantern with its lens was replaced in 1914 by an unsightly concrete lookout structure that still remains today.



Lamp Bulbs

Trinity House finally sold the lighthouse in 1996 to a local businessman who has made it into a luxury home. Meanwhile, the existing tower continued to protect shipping from the headland, while the keeper's dwelling was removed in the 1930s, being replaced by modern local authority type housing.

In 1958 mains electricity reached St. Ann's. This enabled Trinity House to fit a 3000-watt electric light and was the start of the process of automation. A control room was added on the western side of the tower in the 1970s and an additional keeper appointed. From this control the keepers using computerised telemetry links to each light monitored the lights at Caldey Island, Smalls, Skokholm Island and Strumble Head, together with the St. Govan light vessel.

The site is one of the few to still have an operational fog signal. Now it is an automatic Lumen electric emitter, but has been preceded by a number of fog signalling devices. The first were twin fog horns powered by a caloric engine in 1847, which was in use until 1877 when a new engine room was built to house a Brown's single trumpet siren and its semi diesel driven air compressor. The siren was again replaced in 1895 by twin trumpet sirens mounted on the roof of a new building nearer the sea, though the compressors stayed in the older building with air piped underground to the new sirens. These were the last two note sirens in Trinity House use.

In 1972 a major change was made when a Tannoy triple frequency emitter using 72 horns was installed in a special purpose building, however with the engine room still providing the 6 kW power for the horns. The original fog signal room now houses the modern Lumen equipment and acts as a base for helicopter operations to the offshore lighthouses. The lighthouse was automated in 1998 since when the author of this article has acted as its attendant.



*Helicopter Operations at St. Ann's*

Peter Williams (Wales)  
WLS Administrative Officer

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### 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.

Rennie, John (1761-1821) – Consultant engineer to the Northern Lighthouse Board during the design and construction of the Bell Rock Lighthouse in Scotland.



Rey, Jean (1868-1935) – Head of manufacturing at Sautter-Harle in France in the late 1800s.

Reynaud, Leonce (1803-1880) – Chief Engineer in the French Lighthouse Service.





Rumford, Count (Sir Benjamin Thompson) (1753-1814) - Suggested the use of multi-wicked lamps. Rumford, an American, designed a multi-wick lamp, but his version did not prove successful and was never used in lighthouses.

[Tom Tag \(U.S.A.\)](#)  
[WLS Member](#)

**GONE, BUT NOT FORGOTTEN:  
FOLKESTONE SOUTH QUAY LIGHT,  
ENGLAND**

The Folkestone South Quay Light, was located on the former South Quay in Folkestone Harbour in southeast England. This unusual-looking tower had a height of 31 feet with a focal plane of 37 feet. Established in 1848, it was constructed of wood. It was destroyed in 1941 in order to make way for a gun placement.

The above information was gathered from the Website of the Lighthouse Depot's Explorer Database at <http://www.lighthousedepot.com/database>, where another image of the light may be viewed. Unfortunately, this is all the information I was able to find on this gone, but not forgotten light. If any of our readers have more information or a different image of the light, please contact the editor.



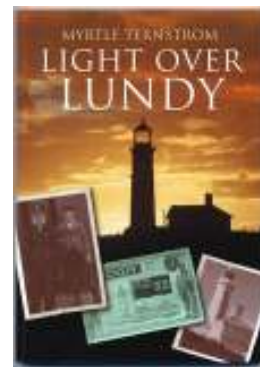
Many thanks to Arlene Miles of the U.S.A. for contributing this image of the postcard depicting the "Old Lighthouse" at Folkestone Harbour.

[Donna Suhomelly \(U.S.A.\)](#)  
[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 the Contacts page.*

**BOOK REVIEW - LIGHT OVER LUNDY**

The intriguing story of Lundy's Old Light, set into the context of the island as a whole, has been vividly brought to life in Myrtle Ternstrom's recently published book. **Light Over Lundy** will appeal not only to everyone with an affection for Lundy Island and its lighthouse, but all lighthouse and maritime history enthusiasts.



The Old Light stands proudly atop Lundy Island, a rocky outcrop of outstanding natural beauty in the Bristol Channel about 15 miles off the Devon coast and 90 miles from Bristol. When built on the highest part of the island in 1820 by Joseph Nelson, there were two lights - upper and lower. The Old Light was at the time the highest lighthouse in the country.



Lundy's position at the mouth of the Bristol Channel has always been important to vessels setting out or returning from ocean voyages, as well as to the local coasting traffic. Apart from a period of forty years when Henry III kept the island in his own guardianship to prevent rebellion and piracy, Lundy has been an estate in private hands. During the 19<sup>th</sup> century the Heaven family made Lundy their permanent home, the only owners known to have done so.

Dr. Ternstrom's wide knowledge of the island's history, combined with access to private documentation and extensive research into the archives of Trinity House, has resulted in a fascinating, informative and detailed account of the old lighthouse and fog station.

The 130 page book is an easily manageable 24cms x 16cms (9½" x 6½") divided into chapters in chronological order, from Chapter 1 'The Beginnings of Lundy Lighthouse; 1610-1821' to Chapter 8 'Old Light - New History: from 1897', preceded by the usual Acknowledgements and Introduction and a useful list of Definitions. Although the book follows the history of the Old Light, it still makes an ideal 'coffee table' book to dip into as and when time and the inclination allow. Knowing nothing previously of

Lundy Island or the Old Light, I found the whole book thoroughly fascinating from beginning to end. I was totally engrossed from the very first paragraph of the Introduction.

The book is crammed with an amazing amount of detail and information, a good deal of which, I imagine, would be hitherto unknown to most readers. Dr. Ternstrom has very successfully combined a wealth of factual information with tantalising insights into the life of the keepers and their families, the latter also giving a glimpse of what life in general must have been like at the time for families living and working at lighthouses and fog stations.

Apart from the cover, the book has been produced in black and white, liberally sprinkled with photographs, drawings, maps, plans and newspaper extracts. The latter are particularly enlightening, dating as far back as 1797, when *The Times* newspaper reported the ship *Jenny* running aground on Lundy Island, three French frigates and a lugger being sighted, a hoy being scuttled, a brig being captured and *The African Queen* passing Lundy at 12 o'clock at night.



Appendices provide plenty of additional information on the Lundy Lighthouse and Fog Station Keepers, Owners Tenants and Lessees of Lundy, Wrecks on Lundy 1610-1897, Lighthouse Order Book Extracts (particularly fascinating), Materials from which the building and Finishings are constructed, References and suggested Further Reading.

The normal retail price for **Light Over Lundy** is £14.99. Whittles are kindly offering WLS members a special price of £12.99 plus p&p - £2.40 in the UK, £3.60 within Europe and £4.90 for the rest of the world (per book). The book can be purchased from:

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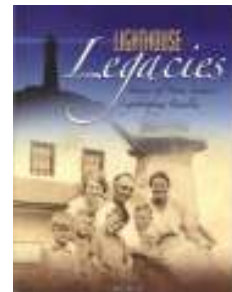
Enjoy this wonderful combination of fact and fascination!

[Rosalie Davis Gibb](#)  
[WLS Executive Board member](#)

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## BOOK REVIEW: LIGHTHOUSE LEGACIES

**Lighthouse Legacies**, by Chris Mills. Published by Nimbus Publishing, Halifax, NS, Canada 2006. Soft back 228 x 172 - 240 pp, many monotone photographs. Price about \$38.00 including surface mail. The book will be available from Leading Lights bookshop.



**Lighthouse Legacies** is the latest book from Chris Mills. It is the culmination of a number of year's work meeting up and interviewing former lighthouse keepers and their descendants who kept the now automated lights on the bleak coasts of Nova Scotia.

The stories are as varied as the people that the author spoke to. Some relate memories of growing up on lighthouses that were perched on isolated rocks. Some of those interviewed reported that it was an enjoyable experience, while others found the primitive conditions almost too much to endure. "It was horrible," said Melda Palmer, remembering growing up at Owls Head lighthouse with her seven siblings. She arrived there at the age of four, remembers that school was a six-mile round walk and that she finally escaped at age fourteen as the Second World War started, when she left to work in a wood working factory in the relative civilisation of Ship Harbour. On the other hand, the Barkhouse family found island life a great adventure, living at times on Lunenburg's Cross Island, Maugher's Island in Halifax Harbour, and Pearl Island off Mahone Bay.

The light keepers' comments illustrate a way of life gone forever. As Sid Smith watched automation take his job at Cape Sable his comment was that light keeping changed in the 1980s from an interesting job to a painting and grass mowing exercise, though the up side was that it gave him more time to attend to the cattle.

One theme that threads its way through the book is the danger to keepers and dependents on an almost daily basis. Life was risky, whether from inclement weather when gale force winds would try to blow people into the sea, or from unguarded driving belts in fog signal engine houses. Sid Smith records that he was scared of the flying belts, but that his father and uncle thought nothing of crawling through the belts when the fog signal engine was working.

The other theme consistent throughout the book is the dedication of keepers and families to the task of keeping the light burning and the fog signal sounding

at whatever physical cost to them. Little was previously published about keepers' dedication in wartime - many were in the front line of the Battle for the Atlantic and were coastal lookouts watching for enemy submarines and aircraft or sadly succouring crews of torpedoed vessels.

Chris Mills, himself one of the last Canadian keepers, has written a book that must be acknowledged as an important social document. His own comments help the reader to gain an insight into Nova Scotia light keeping, comparing it occasionally with practices in other countries. With some justification the book has been short listed for the Evelyn Richardson Memorial Prize. The author, meanwhile, continues to record the history of keepers, though as he admits himself, it is a race against time as keepers and descendants move on to higher places.

[Peter Williams \(Wales\)](#)  
[Administrative Officer](#)

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## LONG WEEKEND TRIP TO DENMARK AND SWEDEN - PART 2

**V**enturing over the Border into a new country, Sweden, it was decision time. There were two options to get there. Over the LONG Toll Bridge, (£70.00 return) or via the ferry, (£34 return) from Helsingor to Helsingborg.

We chose the ferry. These roll-on-roll off ferries run every 20 minutes crossing the short distance between Denmark & Sweden. As you approach Helsingborg you will see the Lighthouse on the port side.



[Helsingborg Light](#)

Although the port exit was confusing and we had no understanding of Swedish, we did find a Tourist Information shop where a very nice Lady who spoke English directed us to the route to visit Kullen Lighthouse. On the way we stopped for a few photos of Svinbadan Lighthouse, located in the channel a way off shore.



[Svinbadan Lighthouse](#)

Back on the road to Kullen, we were met with a couple of problems. As you approach this lighthouse you need to pay a car park fee. Problem 1 - we had no Swedish Kronor and had to turn and drive 10 miles back down the road to find an ATM in the next town. Problem 2 - How much money does this ATM dish out? We took a gamble and with our Swedish Kronor in hand drove back up to Kullen.



[Kullen Lighthouse](#)

Kullen is the most powerful lighthouse in Scandinavia. With a 1 kw lamp and an elevation of 78.5 meters above sea level, it has a light-range of 24.5 nautical miles.



[1 kw lamp at Kullen Lighthouse](#)

[Ian Wright \(Wales\)](#)  
[WLS Webmaster](#)

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## ISLE OF DAVAAR

The isle of Davaar is a small humpbacked island lying at the mouth of Campbeltown Loch in Argyll, Scotland. The island is about 57 hectares with the highest point being 115 meters above sea level. It is only an island at high tide, linked to the mainland by the Dhorlin (a Gaelic word meaning tidal isthmus), a shingle causeway that can be crossed at low tide. The Dhorlin is around two and a half kilometres long and shaped like a bent arm. Situated on the island is the Davaar Lighthouse, a working light established in 1854.

I spent a week on the island staying in one of the old lighthouse keepers cottages within the compound. There are two cottages in a small terrace, built for the keepers and their families. Just outside the compound walls stands a newer detached house built in 1952 as the light keeper's house, which is now the home of the present day wardens. Further up the



[The Isle of Davaar at low tide.](#)

hill a war time observation point has been converted into holiday accommodation. Water for the cottages is collected and stored in large containers; low rainfall means a water shortage.

Arriving at the crossing point at the appropriate time, the couple who were to stay in the observation cottage met up with the caretakers and were driven across the shingle in the Land Rover, leaving their car on the mainland. As we have a Land Rover we drove ourselves across following the way the caretakers took. The lighthouse is not visible from the causeway, or from the beginning of the narrow track that climbs along the edge of the island. It suddenly comes into view as you round a bend on the track.



[Davaar Light as seen from the compound.](#)



[Lin Sunderland on the lighthouse gallery.](#)

The cottages are small and would have been very cramped if the family was fairly large. The kitchen dining room is heated by a wood/coal burning stove and once Gary had cleared it out it was very warm. We stayed on the island in February, hence the need for heating.

The caretakers of the properties and the utilities on the island gave us permission to go up to the lamp room and out onto the gallery. Another lighthouse climbed and added to my list of lighthouses visited.

Designed by David and Thomas Stevenson, Davaar lighthouse was first built on the mainland and each brick was numbered. It was then taken to the island by boat and re-assembled in its' present position. One and a third acres of land were purchased to build the lighthouse and the keepers' cottages at a cost somewhere between £3,000 and £4,000. It was first lit in 1854 and produced one flash every 30 seconds with a visible distance of 17 nautical miles. The structure is a white tower 20 meters high, with 80 steps to the top of the tower and has a total elevation of 37 meters. The light used a mercury vapour lamp in conjunction with catoptric mirrors driven by clockwork machinery. It was automated in 1983 and its 'character' is now 2 white flashes every 10 seconds producing 300,000 candle power visible for 23 nautical miles. The fog horn is an electrical siren that produces 2 blasts every 20 seconds. (Very heavy rain storms can set this off.)



[Automatic Light in Davaar](#)

## Mull of Kintyre

The caretakers of Davaar very kindly arranged for us to visit Mull of Kintyre lighthouse on the mainland. Most of us will have heard the Paul McCartney song, "Mull of Kintyre" and I have to say the mist does roll in from the sea, as can be seen from the picture taken from the approach road.



[Mull of Kintyre from the approach road.](#)

The keepers' cottages on Mull of Kintyre are also holiday accommodations and like Davaar, the light is still working. The light was first shown on 1st November 1788, the year Captain Cook discovered Australia. This lighthouse was one of the first constructed by the Commission. The engineer Thomas Smith was assisted by Robert Stevenson, who later built many more lighthouses for the commission.



The lighthouse sits on a cliff 73 meters above sea level near the rocks known as "The Merchants Three Peddlers," and was totally inaccessible from the sea. There was no access by road either, so stores and materials were brought by boat and landed 9 kilometres away, then brought by horses over the mountain to the site.

Each trip took a whole day. Nowadays the lighthouse can be reached by helicopter and the old path is no longer in use.

Between 1821 and 1830 the Mull of Kintyre lighthouse was built in a more permanent form. In 1906 the light was increased to 281,000 from 8000 candle power and the light converted from a fixed to a flashing light. The light was again changed in 1976 when the power was increased to 1,575,000 candle power using a three and a half kilowatt filament light source with a catadioptric lens driven by electric motors. Finally automated in 1996, the light was changed to a 250 watt multi vapour lamp with



[Lantern room](#)  
[Mull of Kintyre](#)

full backup facilities, should there be a power failure. The fog signal is 1 kilometre away and is monitored by a UHF radio link to the main lighthouse.

The tower is 12 meters high with only 15 steps to the top of the tower. Total elevation is 91 meters, and from the top on a clear day you can see over to Ireland. The character is flashing 2 white every 20 seconds.

Both these lighthouses are under the jurisdiction of the Northern Lighthouse Board, who look after the lighthouses, light vessels and buoys around Scottish mainland and the islands, as well as the Isle of Man.

[Lin Sunderland \(England\)](#)  
[WLS Member](#)

## [BELL ROCK BI-CENTENNIAL \(2007-2011\)](#)

**A**lthough it has been generally agreed that the main time for celebration will be in 2011, that is, the anniversary of the year when the Lighthouse first exhibited its light, the first date of interest has already passed! It was on the 17th August 1807 that work first started, when Robert Stevenson and 24 men sailed out of Arbroath to commence work on the beacon house and the foundations of the new lighthouse. Several newspapers in Scotland recently carried an article about that day 200 years ago. The Northern Lighthouse Board (NLB), in the Summer Issue (2007) of their Journal, kicked off their contribution by extracting from the Bell Rock website an account of

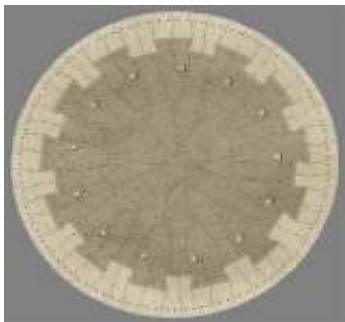


[The Bell Rock](#)

the progress for the year 1807.

At the beginning of this year the second meeting of interested parties met at NLB headquarters to discuss progress as to how best to mark the occasion. From an Edinburgh aspect, plans are moving along nicely. It is hoped that it could blossom into a celebration, not only of the Bell's 200<sup>th</sup> birthday, but one which would include Scottish lighthouses in general and possibly aspects of the Stevenson family of engineers. The future is looking good ...but it is early days yet!!

As for Arbroath and the Signal Tower Museum, so far there has been little movement, but plans are still afoot to secure some suitable permanent exhibit. Several suggestions have been put forward, including the laying out of the entire First Complete Course as a suitable way of showing the complexity of the lighthouse's construction. Again early days - but I am hopeful!



[First Complete Course](#)

[David Taylor \(Scotland\)](#)  
[www.bellrock.org.uk](http://www.bellrock.org.uk)

## [THE IMAGINE PEACE TOWER](#)

On October 9th in Reykjavik, Iceland, Yoko Ono will unveil the Imagine Peace Tower, dedicated to John Lennon, her late husband, who would have had his 67th birthday that day. The structure is a conceptual light tower, designed by Yoko Ono in the sixties. John Lennon predicted on the day he met Yoko that one day the concept would become reality. It is now 40 years later, but the Imagine Peace Tower, a permanent landmark for peace, is now a fact. The tower is surrounded by a "Wishing Well Wall" with the words "Imagine Peace" in 24 languages.



Yoko Ono says about her choice for Iceland: "I have chosen Iceland for my Imagine Peace Tower because it is a very unique, eco-friendly country. Eighty percent of Iceland's energy is provided by water, not oil. Because of this, the air, water and earth are surprisingly pure and clean. The energy for the Tower is also provided by water."

"I hope the Imagine Peace Tower will give light to the strong wishes of World Peace from all corners of the planet and give encouragement, inspiration and a sense of solidarity in a world now filled with fear and confusion. Let us come together to realize a peaceful world. I consider myself very fortunate to see the dream my husband and I dreamt together become reality."

On the 6th of September the tower was shortly lit as a tryout. Jonas Borgvinsson from Reykjavik was at the right time and the right place with his camera, and took the accompanying photos. He was so kind to allow me to publish them in the WLS Newsletter.



[Frans la Pouré \(The Netherlands\)](#)  
[WLS Member](#)

## [2007 INTERNATIONAL LIGHTHOUSE DAY IN SWEDEN](#)

For the fifth year the Swedish Lighthouse Society ([www.fyr.org](http://www.fyr.org)) arranged the International Lighthouse Day in Sweden. In 2003 we had 2500 visitors to 33 Lighthouses; in 2004 there were 4500 visitors to 52 Lighthouses; in 2005 more than 6800 visitors to 57 Lighthouses; in 2006 there were more than 5000 visitors to 62 Lighthouses. This year on 19<sup>th</sup> of August we had more than 5900 visitors to 63 Lighthouses in spite of bad weather at some places.

So all in all we are very satisfied to have close to 6000 visitors. We want 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. It might be even more important this year than previously to have our lighthouses open for the public as the Swedish Maritime Authorities want to close down around 25 large lighthouses. We are doing everything in our power to stop this, including speaking to the Swedish government. The very ridiculous motivation for the close down is that our Maritime Authority wants to reduce their annual cost by 2 million Swedish kronor, when their annual turnover is 1700 million kronor!!!! I have actually never heard such a ridiculous motivation and doubt that they can trace such a marginal savings in their annual budget.

The most visited Lighthouse during International Lighthouse Day 2007 was, as during 2006, Bjuröklubb, with more than 750 visitors. In second place, with around 475 visitors, came Bönan outside Gävle. Ölands Södra Udde and Hanö had more than 300 visitors each. Ölands Norra Udde, Sandhammaren, Falsterbo and the Lightvessel Finngrundet had around 250 visitors, while Färö and Garpen had about 200, and Segerstad, Hammarö Skage and

Stavik had about 150. Morups Tånge, Djursten, När, and Vanäs Udde had 120-130 visitors each. Brämön, Örskär and Landsort had around 100 visitors. Östergarn, Grynge and Stenkyrkehuk had 70-80 visitors each, and Pater Noster and Vinga 65 each. Gåsören, Lungö, Limö, Svenska Högarna, Stora Karlsö, Smygehuk, Hällö and Hjortens Udde had 50-60 visitors each and Stora Fjäderägg, Bergudden, Holmögadd (first time open), Grönskär, Hoburg, Häradsjär, Utklippan, Nidingen, Malö, Skalla, Snurran and Nordkoster had 25-45 visitors each. The remaining 18 Lighthouses: Rödkallen, Pite-Rönnskär, Rataskär, Sundklubben, Skagsudde, Högbonden, Söderarm, Huvudskär, Gotska Sandön, Dämman, Ingrunden, Kullen, Hallands Väderö, Valö, Måseskär, Väderöbod and Ursholmen had between 0 and 25 visitors each.

At the same time we celebrated International Lighthouse Day, the radio amateurs had their radio weekend and transmitted from 26 Swedish lighthouses, of which 17 were kept open by us. This means that all in all, 72 Swedish Lighthouses were open during International Lighthouse Day.

We have received many positive reports from visitors and participating Lighthouses and different activities took place. All in all it was a fantastic day and this year we received even better coverage in newspapers, radio and TV than previously. 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, take a look at [www.fyr.org](http://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 information about that specific Lighthouse.

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

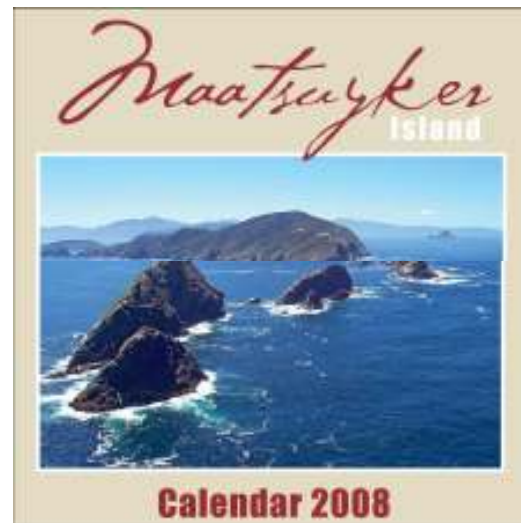
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### **MAATSUYKER ISLAND 2008 CALENDAR** **Australia's Most Southerly Lighthouse**

**A**s a major fundraising project the Friends of Maatsuyker Island (FOMI) and Friends of Tasman Island (FoTI) have produced a limited edition, high quality Maatsuyker Island Calendar for 2008. This is the second edition in a collectors' series of Tasmanian Lighthouse Calendars, following Tasman Island in 2007.

The Maatsuyker Island photographs are from highly respected and renowned photographers John Ibbotson (WLS Member) and Richard Bennett, as well as historic images from the State Library Heritage Collection and stunning images taken by FOMI and FoTI volunteers.

This is a great opportunity to purchase a stunning gift for you, family and friends and a chance to support the ongoing work of FOMI and FoTI to preserve, protect and enhance the natural and cultural values of both islands and their light stations.



E-mail for order form: [maat2008@netspace.net.au](mailto:maat2008@netspace.net.au)

Submitted by:  
[Kathy Brown \(Canada\)](#)  
[WLS Executive Board Member](#)

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### **THATCHER ISLAND GOES GREEN**

**A** recent article in the Gloucester (Massachusetts, USA) Daily Times by staff writer Jonathan L'Ecuyer reported that Thatcher Island, the home of the Cape Ann Twin Lights, has gone "green." The island once received electricity by a cable from the mainland, but the U.S. Coast Guard stopped providing maintenance to the cable when the last Coast Guard crew left the island in 1980. Since then, the island has been powered by a generator and batteries.

On June 27, the island switched over to a new solar power system. According to the article, "The new system consists of a dozen 165-watt solar panels, several battery boxes, converters and chargers. Another six panels are set for installation to complete the transition in the coming weeks." The panels have been located behind a hill, which protects them from the wind and helps to keep them from obstructing the view. The old generators will continue to be used as a back up system.

The cost of the project was close to \$40,000, half of which came in the form of grants with the balance covered by donations. Volunteers were used to perform much of the work, thereby saving thousands of dollars in labor costs.

In addition to switching the island over to solar power, a shipment of fluorescent light bulbs was

delivered as part of an effort to replace every light bulb on the island with more energy-efficient lighting. Stoves in the two dwellings on the island, once powered by electricity, are now being powered by gas. A large structure in the middle of the island is used to collect water, and gas is used to heat it. The only mode of transportation on the island is a golf-cart-like vehicle which uses solar-power generated batteries.

For more complete details on the Thatcher Island Association's valiant efforts to "go green", you can read the entire news article by going to [www.gloucestertimes.com/punews/local\\_story\\_214005658.html](http://www.gloucestertimes.com/punews/local_story_214005658.html).

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

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## LETTERS

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**D**ear Donna:

No information, but another view of the tower of La Jeteé!



With greetings,  
[Hans van der Kroef \(The Netherlands\)](#)  
WLS Member

**Editor's Note:** The above letter was received in response to the "Gone - But Not Forgotten" article on page 17 of the 2nd Quarter 2007 issue of the Newsletter.

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**D**ear Donna:

Thank you very much for the complimentary copy of the World Lighthouse Society Newsletter. It is great to see our Challenge article in there!

We truly appreciate the generous inclusion of our event information as well as your willingness to help a fellow lighthouse society promote such a worthwhile event and the worldwide exposure that your newsletter brings. We hope to see you and many

World Lighthouse Society members on the Challenge this year!

Sincerely,  
[Laura Portée \(United States\)](#)  
Assistant Challenge Chair  
[New Jersey Lighthouse Society](#)

**Editor's Note:** The above letter was written in response to an article published on page 18 of the 2<sup>nd</sup> Quarter 2007 issue of the Newsletter.

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**D**ear Donna:

Thank you so much for the copy of your wonderful Newsletter.

We are thrilled at such a detailed and complimentary review and would like to thank you and your team for this.

I can only say that you and your team must put a huge amount of effort into producing this publication, it is so full of fascinating information about lighthouses. Myself and my colleagues have enjoyed reading it immensely.

Thanks again,  
[Gillian Walker \(United Kingdom\)](#)  
Sales Manager  
[Beckmann Visual Publishing Limited](#)  
Isle of Man

**Editor's Note:** The above letter was written in response to a DVD review published on page 6 of the 2nd Quarter 2007 issue of the Newsletter.

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## REQUESTS FOR ASSISTANCE

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**Editor's Note:** The following email message was received by our Administrative Officer, Peter Williams. If you can identify the lighthouse in the accompanying photo, please email or write to the Editor. Peter assures me that he will gladly forward the calendar to the first person who identifies it. But you must act quickly as the calendar will soon be published.

**H**ello Peter:

I don't know if you remember us from last year when you helped me identify a photo of an unknown lighthouse for our calendar. This year I have another one I need your help with, if that is OK. Please find it



attached. I haven't a clue as to where it may be from (UK or otherwise). If you can be of assistance again, I would be more than happy to send you a 2008 lighthouse calendar.

Many thanks in advance,  
[Amii Thompson \(United Kingdom\)](#)  
[For Avonside Publishing](#)

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## REPLIES

**Editor's Note:** *The following letter was received in response to a request for assistance from WLS members Egbert Koch and Thorsten Bierstedt, which was published in the 2<sup>nd</sup> Quarter issue of the Newsletter on page 21. The request was for information about countries that still have active light keepers tending their lighthouses.*

**D**ear Egbert,

I read with interest in the WLS newsletter regarding your request for information on which countries still have full time light keepers.

This is to inform you that British Columbia still has 27 staffed lighthouses in operation employing over 50 light keepers of which I am one. Most of the lights have two light keepers living on and operating the station 24 hours a day, a Principal and an Assistant working on two shifts. Our functions are mainly to give updated weather reports every three hours, and monitor equipment including the light and generators. We maintain all the buildings and grounds. We also carry out minor repairs when required. The lighthouses in Canada are administered by the Canadian Coastguard. Under our contract, the Coastguard is obligated to take us off the light for vacation once a year although we usually get off twice a year if transport is available.

Our coast is over 16000 km of mostly very remote shoreline and only accessible by air or boat with some exceptions, where there is a roadway to the outer coast. Our light is off Vancouver Island near the town of Tofino.

There are also fulltime light keepers on the Atlantic coast of Canada, mainly in Newfoundland. Their functions may be different and they may not actually live on the lighthouse. I believe there is one fulltime light keeper in the USA and that is on the lighthouse in Boston. I do not know which other countries have fulltime light keepers but you should be able to find out on the Internet. I am looking forward to seeing the information you get.

Yours truly,  
[Iain Colquhoun \(Canada\)](#)  
[WLS Member](#)  
[Principal Lightkeeper - Lennard Island Lightstation](#)  
[Tofino, BC](#)

## IDENTIFY THE LIGHTHOUSE

**C**an 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:

This lighthouse, said to be the tallest metal lighthouse in the world, dominates the small island on which it was built.

Answer in the next Newsletter.

Last month's lighthouse:

**Ona lighthouse**, in Norway, is located on the top of Onakalven, the highest point of the island of Ona. The lighthouse was built in 1867 and has remained relatively unchanged in the last 140 years. Its original Fresnel lens remains in use as an active aid to navigation. The light, now automated, has a focal plane of 40 m (131 ft) and displays a continuous white light with a red flash every 30 seconds, with a range of 17.8 nm. The round, red tower stands 14.7 m tall.



[Creative Commons](#)  
[Photo by Kjell Jøran Hansen](#)

The station consists of a keeper's dwelling, which is currently used as a private residence, and a 3m (10 ft) tall square fog light tower of red cast iron with a lantern and gallery.

Ona is Norway's southernmost functioning traditional fishing village. It has been inhabited for centuries due to the proximity of the fishing grounds further out into the Atlantic, and fishing has traditionally been the only source of income. During the last 50 years the population of the island's inhabitants has gradually diminished from 60 down to approximately 35 year-round inhabitants. Lately, several pottery artists have moved to the island.

Located in the municipality of Sandøy in the county of Møre og Romsdal, the island is connected by a

small bridge to the neighboring island of Husøya. The lighthouse and the tiny island itself have become a well-known tourist spot in Western Norway. It has a ferry connection with the other islands in Sandøy. Cars are not necessary on the island, as it takes just 15 minutes to walk across it entirely.

The lighthouse overlooks the harbor and the few, clustered houses below. It is possible to go inside the lighthouse, where visitors are rewarded at the top with a wonderful view of the ocean and the mainland.

[Donna Suchomelly \(U.S.A.\)](#)  
[WLS Newsletter Editor](#)

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## NEWSLETTERS

**M**any 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:

4<sup>th</sup> Quarter 2007 – 30<sup>th</sup> November (for publication end of December)

1<sup>st</sup> Quarter 2008 – 28<sup>th</sup> February (for publication end of March)

2<sup>nd</sup> Quarter 2008 – 31<sup>st</sup> May (for publication end of June)

3<sup>rd</sup> Quarter 2008 – 31<sup>st</sup> 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!



[Toward Point, Scotland](#)

[Post card images from the collection of Arlene Miles](#)



[Port Said, Egypt](#)



[Dungeness, England](#)



[Hog Head, Bahamas](#)



[Praia, Portugal](#)

[Post card images from the collection of Arlene Mils](#)