



World Lighthouse Society

SUMMER 2005 NEWSLETTER **Volume 3 Issue 2**

LETTER FROM THE EDITOR

Greetings to everyone, and my apologies for the late arrival of this issue of the Newsletter. I was away on holiday for two weeks, only to return home to news of the tragedy in London, and then a hacker attacked my email service provider and I was left without email for 3 days. I'm a bit of a perfectionist and it was hard for me to accept the fact that this issue was just not meant to be released on time.

Having said that, I would like to put in a word about newsletter deadlines. The deadline for each issue is published on the last page of every newsletter, and although there is always some leeway as to sending articles in, it is a tremendous help to me if contributors can get their submissions in by the deadlines. That way, when things such as holidays, world events and faulty email service arise, they don't become as much of a hindrance to getting the newsletter out to our members on time.

This issue of the newsletter contains articles highlighting the events held during the Annual General Meeting (AGM) in Germany at the end of May. Although I couldn't attend, it sounds like it was well attended and everyone there had a good time. Many thanks to members Joy Adcock and Cindy Mitzen for their reports on the lighthouse tours that were held during the AGM - wish I'd been there myself!

Within these pages you will also find a brief history of the Sambro Lighthouse in Canada, news about International Lighthouse Day, an article about a lighthouse for sale in the U.S., two press releases from Trinity House of Great Britain, a book review and a report on the opening of a new museum in the U.S. In addition, you can read a report on the Long Island Lighthouse Challenge, held in May in the U.S.

Speaking of lighthouse challenges, if you need a reason to visit the United States in the coming months, I can give you two: the 3rd Annual Maryland Lighthouse Challenge (held the weekend of September 17 & 18, 2005), and the 6th Annual New Jersey Lighthouse Challenge (October 15 & 16, 2005). For more information on both of these events, you can visit their respective web pages at www.cheslights.org/challenge.htm and www.njlhs.burclo.org/njlhc2005.htm. This year, Challenge participants who can provide proof that they attended both the events and the Long Island Lighthouse Challenge (held in May), will receive a special "Triple Crown" prize in recognition of their accomplishment. If you do decide to attend the Maryland event, please be sure to stop by the volunteer's tent at the Turkey Point Lighthouse and say "hello" to my husband and I. We will be working as Challenge volunteers there during both days of the event.

In closing, I would like to add a few words about the recent tragic events in London. When I think of lighthouses, I think of safe harbors and those things that protect us from harm, whatever they might be. As you read about the lighthouses in this issue, please keep in your thoughts the lives of those lost in terrorist attacks all over the world, as well as the lives of those whose aim it is to protect us from the harm the terrorists inflict upon us.

Let's all keep the light shining in the hope for a world safe from terrorism.

[Donna Suchomelly](#)

1 Ironstone Drive, Reading, PA 19606, USA.

Tel: 001 6107793260

Email: newsletter@worldlighthouses.org

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CONTACTS

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

Chairman:

Rosalie Davis Gibb
Spinney Lodge, 17 Ashdown
Taverham, Norwich, Norfolk, NR8 6UF, England.
Tel and Fax: 0044 (0)1603 866222
(As from 13 January 2005)
Email: chairman@worldlighthouses.org

Secretary:

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

Treasurer:

Peter Williams
1 Marine Gardens, Milford Haven
Pembrokeshire, SA73 3JH, Wales
Tel: 0044 (0)1646 698825
Email: treasurer@worldlighthouses.org

Webmaster:

Frans la Poutré
De Kuiperij 13, 7437 CW Bathmen
Netherlands.
Tel: 0031 570 543361
Email: webmaster@worldlighthouses.org
Website: www.worldlighthouses.org

All contributions to the newsletter should be sent to:

Newsletter Editor:

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

EXECUTIVE BOARD

Rosalie Davis Gibb (England)
Spinney Lodge, 17 Ashdown
Thorpe Marriott, Norwich, Norfolk, NR8 6UF
England
Email: chairman@worldlighthouses.org

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

Jürgen Tronicke (Germany)
Aachener Strasse 37, D-53359 Rheinbach
Germany
Email: secretary@worldlighthouses.org

Peter Williams (Wales)
1 Marine Gardens, Milford Haven
Pembrokeshire, SA73 3JS
Wales
Email: treasurer@worldlighthouses.org

Jo van der Eynden (Norway)
Kuholmsveieu 24
4631 Kristiansand
Norway
Email: jo.vandereynden@vaf.no

Kathy Brown (Canada)
24 Armshore Drive
Halifax, NS B3N 1M5
Canada
Email: Kathy@fromthesea.ca

John Ibbotson (Australia)
4/19 Elm Street
Surrey Hills, Vic 3127
Australia
Email: lighthouses@mira.net

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

Patricio Caceres (Chile)
Cataratas del Niagara
01316 Punta Arenas
Chile
Email: algina@tie.cl

Wayne Wheeler (United States)
244 Kearney Street
5th Floor
San Francisco CA 94108
USA
Email: lighthousesoc@aol.com

Frans la Poutré
Frans la Poutré
De Kuiperij 13, 7437 CW Bathmen
Netherlands
Email: webmaster@worldlighthouses.org

CHAIRMAN'S COLUMN

The AGM was held in Hamburg on 25th May 2005, with 28 attendees. So far, each AGM has had more attendees than the previous meeting – a very encouraging trend.

Rather than repeat the contents of my contribution to the of the AGM report (page 3), I will keep my column very short this time.

I would, however, like to add my thanks to Johan van Wijk for accepting the post of Communication Officer at the AGM. When the WLS was inaugurated, Publicity and Communication were combined in one

post, but it has become apparent that in order to be effective there is a need for the workload to be shared. Kim Fahlen, Publicity Officer and Johan will work closely together.

I'm pleased to report the membership covers 16 countries – Germany, England, Wales, Scotland, Ireland, Sweden, Norway, Denmark, Belgium, Netherlands, Canada, USA, Australia, Chile, Hong Kong and Japan.

As always, a warm welcome to new members, many thanks to you all for your support and contributions and please continue to further the aims of the Society in any way you are able.

Finally, many heartfelt thanks to all those members who kindly and thoughtfully sent messages of sympathy, unity and hope following the terrible terrorist bombings in London on the 7th of July.

[Rosalie Davis Gibb \(England\)](#)
[Chairman](#)

ANNUAL GENERAL MEETING - 25 MAY 2005 **HAMBURG**

The annual General Meeting was held in Hamburg on 25 May 2005. Minutes of the 1004 AGM were agreed and adopted. It was agreed the AGM Minutes would in future be placed in the Members' section of the website.

The Chairman, Rosalie Davis Gibb, reported on the success of the Optics Working Group, the establishment of the Architecture Working Group and announced that Wayne Wheeler had agreed to act as Co-ordinator, thereby re-establishing, the Light Vessel Working Group. John Ibbotson, Co-ordinator of the Visitors' Guide Working Group had advised that due to other commitments it would be at least a year before he could make much progress with this group.

A request was made for all members with Internet access to visit the forum as often as possible to post and reply to queries, in order to keep the forum alive and interesting. Apart from offering a valuable service, an interesting forum could encourage casual visitors to join the Society.

The Chairman reported that Jo van der Eynden (Norway) is now the WLS/IALA Liaison Officer.

A request was made for all members to submit articles and news items whenever possible to the Editor in order to keep the Newsletter informative and interesting and to maintain the standard that has been set. As well as the website, the Newsletter is also the face of the WLS to the outside world.

The Chairman thanked all members for their support, in particular Donna Suchomely for her excellent work as Editor of the Newsletter, Frans la Poutré for his work

on the website and for producing the 'Glossary of Lighthouse Optics Terminology' CD, and Kirsten Hempelmann, Claus-Peter Troch, Egbert Koch and Uta Koch for all their hard work in organising the AGM weekend.

A request was made for members to consider acting as Co-ordinators for Fog Signal and Ecclesiastical Working Groups or joining any of the other established Working Groups.

Finally, the Chairman stressed that the success of the Society was entirely dependent on the members, urged everyone to remain positive and dedicated and looked forward to a fulfilling and successful year.

The Treasurer, Peter Williams, presented the Society's accounts and reported that the main source of funds is members' subscriptions. Some members had not renewed but new ones continued to join. The Optics Working Group CD is also now generating income. A small operating balance is kept in a current account with the remainder in a deposit account.

Egbert Koch presented a report on behalf of the Optics Working Group with a reminder that the CD is now ready for distribution. Egbert requested an enlarged homepage on the website with a link to Mike Vogel's website, which includes a list of all Fresnel lenses still existing in the US. A request was also made for a downloadable Lens Data Collection Form on the Optics Working Group's homepage. Egbert reported that the results of research regarding Hyperradial and Mesoradial Lenses worldwide may be ready for publication in the next Newsletter.

The Chairman introduced new member Paul Howell who had agreed to act as Joint Co-ordinator of the Architecture Working Group with Donna Suchomely, Editor of the Newsletter. Paul gave a short report on the aims and plans of the Group.

Frans la Poutré, Webmaster, reported that the website design had been changed to make it accessible to everyone regardless of what systems they use. Following a request at the 2004 AGM a members' section had been included, incorporating a members' forum, primarily intended for members to exchange personal email addresses and interests. However, as the members' forum mainly consisted of copies of entries on the general forum it had been decided to close the members' forum. The general forum was considered to be a success, with most queries being answered within a few days. Work was being carried out to facilitate membership renewals and online registration. Frans strongly appealed for all members with Internet access to visit the forum frequently, as a dynamic forum could attract new members and provide a meeting place for lighthouse enthusiasts where they can also share their knowledge. The website has between 1,000 and 1,800 visits per month.

The Treasurer presented a report on Memberships, since the post of membership secretary had been combined with that of Treasurer, stating that

membership currently stood at 110 individual members and 10 organisation members. One organisation loss was due to the demise of the Lighthouse Museum at Penzance. Steps were being taken to increase the numbers of organisation members. It would shortly be possible to pay for membership via the website.

30 nominations had been received to re-elect the present Officers and 28 to re-elect the present Executive Board. Since no other nominations had been received the Officers and Executive Board members were re-elected.

The chairman reported that the Chairman's Working Group regularly reviews the progress of the Society. A discussion took place as to whether people who were interested in the activities of the WLS should be able to work in the Society without being members, but the general view was that the WLS should be for members only.

Ways of attracting new members was discussed. These included contacting lighthouse societies, placing more information on the website, putting the front page of the newsletter in the open forum on the website and personal recruitment. It was agreed the entire, latest, Newsletter would be shown on the website in the Members' section.

Frans la Poutré asked for new photographs that could be placed on the website homepage. It was agreed more links to other lighthouse organisations and WLS members' websites should be included. A suggestion was made that a list of books, information sheets, leaflets, etc that deal with the preservation and alternative use of lighthouses and light vessels should be placed on the website.

Johan van Wijk was appointed as Communication Officer for the WLS. Kim Fahlen, Publicity Officer agreed to continue with this post and also to co-operate with Johan. It was agreed the Publicity and Communication Officers would have the same status as Working Group Co-ordinators and be invited to attend CWG meetings, as this would be of benefit to all. Kim Fahlen agreed to write a short promotional article for WLS which could then be translated into different languages.

The Chairman stated that the venue of the AGM should be agreed at least one year in advance. The venue for the 2006 venue was again discussed and it was agreed this would be Harwich, England, the date to be agreed by the CWG and Executive Board. It was agreed future AGMs should take place over 2 days. An AGM based on video-conferencing was suggested. It was decided this would be something for the future.

[Rosalie Davis Gibb \(England\)](#)
[Chairman](#)

CHAIRMAN'S WORKING GROUP MEETING 25TH MAY 2005 HAMBURG

A short Chairman's Working Group meeting followed the AGM, attended by Rosalie Davis Gibb, Esbjörn Hillberg, Jürgen Tronicke, Peter Williams, Frans la Poutré, Egbert Koch and Gerry Douglas-Sherwood. Lord Hector McKenzie sent his apologies. Kim Fahlen (Publicity Officer, Johan van Wijk (Communications Officer) and Paul Howell (Joint Co-ordinator of the Architecture Working Group) also attended the meeting by invitation.

Since only a few of the original publicity leaflets remain it was agreed that new leaflets be printed. Frans la Poutré agreed to update the leaflets and also place the new leaflet on the website.

Johan van Wijk agreed to keep a record of all publications containing a WLS advertisement.

It was agreed the logo must be included on all items relating to the WLS for easy identification and to ensure an overall corporate image. Prices would be obtained for producing logo pins and stickers. Esbjörn Hillberg proposed sending stickers to new members instead of, or with, the membership card. Due to shortage of time, it was agreed this suggestion should be discussed in more detail at the next CWG meeting, which would be held in the Netherlands in the autumn, with a further CWG meeting being held in Hamburg prior to the 2006 AGM.

[Rosalie Davis Gibb \(England\)](#)
[Chairman](#)

MEMBERSHIP

If you know anyone who might be interested in joining the WLS, here is a reminder of the fees:

Individual membership:
Euros 25 / US\$25 / GBP£15

Joint membership (2 people at the same address):
Euros 30 / US\$30 / GBP£20

Family membership:
Euros 40 / US\$40 / GBP£25

Organisation membership:
Euros 80 / US\$80 / GBP£50

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

Peter Williams
Milford Marina, Milford Haven,
Pembrokeshire, SA73 3AF.
Tel: 0044 (0)1646 698825
Email: treasurer@worldlighthouses.org

WLS MEMBER PAUL HOWARD

Paul, who lives not far from me, has recently undergone serious brain surgery and is now recuperating. Would you all please remember Paul positively in your thoughts and wish him a full and speedy recovery. Please also remember his wife Viv, who has also been through a very traumatic time. Thank you.

[Rosalie Davis Gibb \(England\)](#)
[Chairman](#)

WEBSITE NEWS

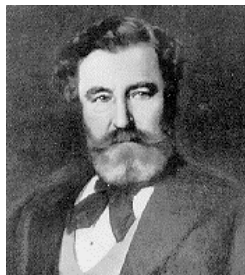
A photographic impression of the two-day tour of lighthouses along the German Baltic coast and the river Elbe is now shown in the members section of the WLS website. High-resolution files of the photos will be mailed on request. Members who took photos they want to share can mail them to the Webmaster. Please decrease the size of the photo to not more than 600 x 800 pixels. Contact the Webmaster for assistance or more info.

A new item in the Members section is the link to members' websites. Organisations as well as individual members can have their website addresses published on that page. As the Members section is password protected, members can be sure that their address is only visible to other WLS members.

[Frans la Poutré \(Netherlands\)](#)
[Webmaster](#)

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.



Douglass, Sir James N. (1826-1898) - Chief Engineer of Trinity House (1862-1892). He invented a carbon rod with fluted sides that he said would provide additional steadiness to the electric arc. He also designed and built many English lighthouses.

Douglass, William (1831-1923) - Brother of Sir James N. Douglass worked for Trinity House for 26 years and was the Chief Engineer of The Commissioners of Irish Lights from (1878-1900).



Drummond, Lt. Thomas (1797-1840) - Invented the Drummond Oxy-Hydrogen-Lime Light that was experimented with for use in lighthouses in England.

Duboscq, Louis Jules (1817-1886) - In France, Duboscq built arc lamps and Leon Foucault's electromagnetic regulator. He was the son-in-law of Jean-Baptiste François Soleil Jr. who was the son of the maker of the first Fresnel lenses.



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

AGM 2005 - BALTIC SEA LIGHTHOUSE TOUR

My first trip to Germany began with a short flight from Birmingham to Amsterdam, where I met up with Dutch WLS member Joop van Putten. We then drove across Holland into Germany, past numerous towering modern windmills, reaching Hamburg in the early evening. On arrival we met up at a nearby pub with the rest of the group who were staying at our hotel.

The next morning we awoke to a crisp sunny day. After a good breakfast we started our journey on the bus heading east through the beautiful countryside towards the Baltic Sea. Our first destination was Dahmeshöved Lighthouse, standing proudly in the sunshine.



[Dahmeshöved Lighthouse](#)

Built in 1878 by LA Veitmeyer, the octagonal brown brick tower with red lantern stands at 29 metres high, with an elevation of 34 metres. Originally it housed a two wick petroleum lamp, then later an Incandescent oil burner, until in 1925 the lighthouse was converted to mains electricity. Now automated, its range today is 23 nautical miles.

In 1939 the German Navy built a lookout tower nearby. This, with the former keeper's accommodation and engine room, is used today as holiday flats by employees of the Waterways and Shipping Authority.

During the cold war, many Germans tried to cross the border from East to West via the Mecklenburgh Bucht (Bay). Most of the refugees escaped during the night, and used Dahmeshöved as an escape aid. It became known as the "light of freedom".

Inside the main tower, a room located halfway up was decorated with nautical mementos as a backdrop for wedding ceremonies, which we were informed, were frequently carried out here.

We spent some time inside the lighthouse, admiring the view from the lantern, and wandered around the area, looking at its smaller sibling, the fog signal tower.

Back on the bus, we found our way along the coast to our next stop, Travemünde, where the Alter Turm (Old Lighthouse) stood dwarfed beside the imposing Maritim Hotel, which now blocks the view of the old lighthouse.

The first record of a lighthouse in Travemünde dates back to 1316, but this tower was destroyed by the Danish and replaced by the current tower in 1539. The red brick, multi-tiered tower was built by Dutch workers.

Originally the tower would have housed a coal fire, later replaced by candles. In 1903 arc lamps replaced the Argand lamps that stood there previously. A parabolic cylindrical mirror, unique in Germany was installed in 1937. Shutters were installed to produce its character. The lantern



[Hotel Maritim and Travemünde Alter Turm \(Old Lighthouse\)](#)

was destroyed in 1827 by lightning, but it was replaced soon after.

The lighthouse was finally discontinued in 1972 when Hotel Maritim was built. This huge hotel, comprising 35 storeys, obscured the light and so a beacon was installed on the top of the hotel, which shone for the first time on 30 April 1974. An auxiliary light was lit on the radar aerial of the pilot station. As it has an elevation of 115 metres, the Hotel Maritim is the highest lighthouse in Germany!

In 2003 the Old Lighthouse was renovated. 12,000 bricks were replaced and the outside was restored. Now the Alter Turm is a museum, and we climbed the tower to the top where we could see the old lens and shutters (otterblenden) and clockwork mechanism of the Eckernförde lighthouse.

From the top of the Old Tower, the black and white striped North Mole Beacon was visible, standing proudly at the end of the jetty from where the River Trave flows into the Baltic Sea. After the Second World War, Travemünde became a major port for ferries serving Scandinavia, increasing the need for navigation aids. The harbour light on the North Mole was constructed in 1964, an unusual design of glass bricks.

After a leisurely lunch of fisch brötchen (fish rolls) in the harbour, followed by a quick ice cream, it was back to the bus for our next stop, the beautiful town of Lübeck, a Hanseatic town, with elegant buildings stretching along the waterfront.

The Hanseatic League was a league of merchant associations within the North German cities and the Baltic. Trade in the Middle Ages was a dangerous and risky business and the only way for merchants to protect themselves was by travelling together, which also led to their alliances at home. In the case of the Hanseatic League, the impetus for its formation was trade along the Kiel "salt road". When a canal was built from near Hamburg to Lübeck, the salt trade shifted from the road to the cheaper canal route, and the Hamburg merchants who controlled the canal replaced the Kiel merchants in their position of importance in the salt trade.

At Lübeck we boarded the Lightvessel "Fehmarnbelt" on the River Trave. The lightship was in very good condition and had been well maintained. We enjoyed a leisurely few hours aboard the vessel, exploring the engine room and other areas.

The Lightship was built in 1908 at the GH Thyen Shipyard in Brake, Germany. Her first station was Ausseneider, with a crew of 30. During the First World War, she was positioned at Suederpiep. In 1948 she was stationed in the German Bight. After suffering war damage, she came back as a reserve lightvessel for Amrumbank.

She was completely modernised in 1956, when she lost two of her original masts, to fore and main, and

obtained a four-legged mast. A lens was installed and a bridge built. The vessel was renamed "Reserve Holtenau" and was stationed at Flensburg, Keil and Fehmarnbelt.



[Lightvessel Fehmarnbelt](#)

In 1961 the lightship was stationed at Elbe 1. In 1962 the original "Fehmarnbelt" was damaged by the Polish freighter "Polanicza", and two crew members died as a result.

The "Reserve Holtenau" was renamed "Fehmarnbelt" and positioned at Fehmarnbelt. The crew consisted of 13, and they changed over every other Tuesday. A third diesel engine was added in 1972.

On 31 March 1984, after an interesting and varied career, the lightship was replaced by an automatic buoy, and she was finally decommissioned. From here she was moved to Sylt island to star in the film "The Lightship", starring Klaus Maria Brandauer. A conservation organisation was established to preserve the lightship, and in 2004 she received her old radio beacon mast. Now during the summer she travels to different places along the Baltic Coast.

During the afternoon, we were fortunate to be invited on board whilst the lightvessel was turned from one side of the river to the other. This was quite an operation as we watched a tugboat gently nudge the vessel across the water. It turned, coming so close to the jetty we could almost touch it. It was fascinating to watch!

We had some spare time to wander around the town, and even found a lovely shop selling all sorts of lighthouse goodies. We felt like children in a sweet shop!

After a nice meal in the town, we got back once more onto the bus before departing back to the hotel for a get-together, exchanging lighthouse stories and a few more German beers!

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

*Photos courtesy of:
Dahmeshöved - Joy Adcock
Travemünde - Old Lighthouse - Joop van Putten
Lubeck- LV Fehmarnbelt - Joop van Putten*

[AGM 2005 – RIVER ELBE LIGHTHOUSE TOUR](#)

I was fortunate to be able to attend the AGM 2005 in Hamburg, Germany. On Friday the 20th of May we toured some of the Lighthouses on the Elbe River. The day before we had toured several lights on the Baltic Sea. Both tours were wonderful for anyone wishing to get a taste of the lighthouses in Germany.

We started the day on the North Bank of the river with the Blankenses Front and Rear lights. These two lights were lit in 1984. A distance of 1.4 km separates their identical steel towers of modern construction and both are equipped with two signal flashes. The lights have red and white stripes and differ only in their lanterns; the rear light has a red lantern, while the front light lantern is white.

The next lights we visited were the Wittenbergen Front light and the Tinsdal Rear light. Both were built in 1899. These two lights reminded me a little of my home in New Jersey, USA. They are of cast iron construction similar to the skeletal rear range lights (Tinicum Rear Range and Finns Point Rear Range lights) on the Delaware River. Once again these towers are red and white striped with the light produced by two Siemens head lenses in each. The Wittenbergen front light was moved in 1905 to adjust to a changed position of the fairway due to necessary dredging of the waterway.



[Group at Wittenbergen - Photo courtesy of Joop van Putten](#)

Before crossing the Elbe River by ferry, we stopped at the world famous ship welcoming facility, Wilkommhoft, in Schulau. Here each incoming and outgoing ship is greeted or bade farewell in the national anthem of the ship's home country. In addition the flag of the Hanseatic City of Hamburg is lowered, or dipped, in salute to the ship. In former times the ships often answered by dipping their flags, but today only a few ships a day will do so.

Once across the river, it was on to the Twielenfleth Front lights – Old and New. The Old Front light is a square little beacon with a round lantern, which was first lit in 1893. After changes in the Elba-fairway it was decommissioned in 1984. Then the light became an industrial monument and was placed behind the

dike. The New Twielenfleth Front light is a black and white striped tower with a round white lantern and gallery. It was erected in 1972 and found its first position in Butzfleth before it was displaced in 1984 to its new location where it is located on top of the dike. The light is concentrated with a drum lens.

The Front light at Mielstack was built in 1905 and forms a leading light that marks the waterway of the Elbe, together with the Somfletherwisch Rear light, built in 1907. The Mielstack light is constructed of a red brick dwelling with a tower on top. There is some discussion regarding replacing the Mielstack light with a mast in front of the dike. The Somfletherwisch Rear light is of cast iron construction, similar to the lighthouses at Wittenbergen and Tinsdal. This light is celebrating its 100th birthday this year.

The Old Luhe Front light is no longer in operation. It is a square brown and white brick tower with the keeper's dwelling near by. The original white round lantern with a conical black cupola was dismantled some years ago. The construction is identical to Mielstack. The present-day Luhe Front light is a white round tower with two white and red stripes, and a round lantern with a flat roof. The light stands on a square concrete foundation at the dike.

The Rear light at Grunendeich was built at the same time as Wittenbergen and Tinsdal in the year 1899. It is a red-white striped cast-iron construction. Together the Luhe and Grunendeich lights form the longest leading light at the river Elbe with 8140m. They are separated by 820 m.

The Estemundung Leitfeuer light was in operation between 1967 and 1995. It is a gray oval tower with a flat roof and gallery. It is located at the east side of the flood barrage of the small river Este. Until 1995 the light was white and black striped and was changed to white when it was decommissioned.

The final stop of the day was dinner at the Lightvessel Elbe 3. The food was great and the atmosphere wonderful. Lightvessel Elbe 3 was built in 1888 as lightvessel Weser at the shipyard Johann Lange in Vegesack. Since 1966 Elbe 3 was stationed at the mouth of Wesner, then after that at the mouth of the Elbe, and was decommissioned on June 23, 1977. Since 1980 the Elbe 3 has been stationed as a museum and exhibition ship at the museum Harbour Ovelgonne, where it is attended by the organization "Museumshafen Ovelgonne," which is also the owner.

Both days of lighthouse touring were well planned and full of exciting new lights for me. Uta and Egbert Koch did a fantastic job of planning the tours. They provided information on these lights, and were full of all sorts of facts. Kristen Hempelmann and Claus-Peter Troch did their part by planning our accommodations. I'd never stayed at a gaestehaus before and wasn't quite sure what to expect. It was much better than I expected. I'm looking forward to attending future AGMs with people from all over the

world joining together again to discuss preservation and restoration of lighthouses.

[Cindy Mitzen \(U.S.A.\)](#)
[WLS Member](#)

ARE WE ALL ANORAKS?

The British have recently coined a new use of the term *anorak*. *Anorak* originally described a foul-weather garment. Now it is being used to describe individuals who are overly interested in a subject that many people would consider totally boring. Do lighthouse lovers and preservationists fit this definition?

Why do I like lighthouses? I've thought about it for a long time; and for a long time I was really unsure. Do I like lighthouses per-se? Is it the tower or dwelling that I really care about? I don't think so.

How about the location? Some locations are certainly more beautiful or grand than others and a sea swept coast is inviting, but I like lighthouses located in towns, on small canals, on docks and piers, so it can't be the location alone.

Then what is it that I like about lighthouses? I guess it's a feeling. When you're near a lighthouse you have a feeling of history. You feel that you are surrounded by security. You feel that all is well, or at least will be well, with the world. It's usually a solid, fortress-like, place, there to help humanity. A grand location, salt spray in the air, and a wonderful wild sea near by certainly can add to the feeling. However, it is the historical presence of the lighthouse itself that I enjoy, a feeling that I am now in a place that belongs. It is a location that was carefully chosen to help man. It provides consistency, history, beauty, utility, and exudes the work of many generations to provide for others.

Most people who would call me an *anorak* do so without the personal knowledge of being at or within a lighthouse, climbing the tower, touching the solid walls, or entering the lantern room high above the work-a-day world. All this somehow gives me a feeling of past accomplishment. Not my accomplishment, but the accomplishments of those who dedicated their lives to the support of others. The keepers strove only to give a good day's work for what was always a relatively meager salary. Today I salute lighthouses, the lighthouse services, and the magnificent keepers for all of their efforts to assist seamen throughout the world. It was truly a glorious effort, and time has only enhanced the vision that all these men had in creating such an unselfish endeavor.

An *anorak* I may be, but I still love lighthouses.

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

SAMBRO LIGHTHOUSE, THE OLDEST OPERATING LIGHTHOUSE IN THE AMERICAS: A BRIEF HISTORY

Halifax, Nova Scotia, Canada, was founded in 1749 as the major North American base for the British Navy. The harbour, which is comprised of a wide entrance, a main harbour, a narrow channel and a large basin almost surrounded by land, offered the British a safe ice-free haven for a large fleet. There were major problems, however. An area of more than thirty dangerous rocks and shoals extends for about two nautical miles outward from the harbour entrance. Since the entrance is often masked in fog, these shoals surrounding Sambro Island were a grave danger.

For the first nine years after the founding of Halifax, no lighthouse marked these hazards. This was not for want of trying. In 1752, the Governor and Council organized a lottery to cover the cost of building a light on "Cape Sambrough," but had no success. Finally, on October 2, 1758, the General Assembly of Nova Scotia passed an act to establish a lighthouse on "Sambro Outer Island." They appropriated £1,000 from the duties paid on spirituous liquors (rum), and instituted a tax on vessels entering the harbour. Commissioners were appointed and matters were put quickly in hand. The site was chosen, and the first lightkeeper was ordered to keep a temporary light on the island. Money was voted, and by early November, the shaft of the lighthouse was finished and the lantern was being built.

Sambro Lighthouse stands on the granite island of the same name. The 1758 building was of stone, 60 feet high from the base to the weather vane crowning the lantern. The white fixed light was 115 feet above sea level.



[This detail from a 1776 chart of Halifax Harbour is the first known representation of Sambro Lighthouse. The profile of the island is reasonable, but the lighthouse looks rather tall for its documented height. Image courtesy of the Maritime Museum of the Atlantic.](#)

The lighthouse was better than nothing, but there were lots of complaints about it. The wreck of the sloop Granby, of Boston, in 1771, with the loss of all hands, blew the situation wide open. Apart from the loss of life, the Granby was carrying £3000 to pay the dockyard staff! The Commander in Chief of the Naval Station reported that "the fatal accident happened for want of a light being properly kept in the lighthouse." He noted that H. M. Ships were often forced to fire at the lighthouse in order to make the keepers show a light. Other vessels complained at being forced to pay for a light that "is a great annual expense to the Government and serves no other purpose than the shameful one of putting money in the pockets of a nominee of the Governor's."

An inquiry found that the keeper, appointed by the Governor, was given the duties paid by ships entering the port and then procured only the cheapest materials. Fish oil fuelled the light and if it went out and no ships were in sight, it was left out. Admittedly, at this time the lighting method for lighthouses was in its infancy, and burning fish oil was not unusual. Open oil lamps, without reflectors, produced a dim light. The glass in the lanterns smoked up constantly at all times of the year and the vapour from the flame caused misting and icing in cold weather. In 1834 it is documented

that the keeper had to keep 128 small panes of glass clean, and the light was much obscured by the 30 cm. (1 foot) square posts of the lantern. This is likely the original configuration. Keeping the light as bright as possible was a formidable job.

The Commodore recommended that the government take over operation of the Sambro Light. The Naval Store Officer in Halifax was to be in charge. Nothing was done about this, for in 1772, Matthew Pennell was in charge of the light. At that time, fountain lamps with flues to carry off the smoke were installed. After that, there was far less trouble with the darkening of the glass which obscured the light. Still, the light was dim. In 1834, a Commission reported that it could not be improved until a new iron lantern was installed. This was not done until 1864. In that year a new iron lantern with large plate glass windows and a light with reflectors was installed.



[The lantern of 1864 and the accommodation for the Royal Artillery fog gun crew. A cannon lies in the left foreground, so we know this photograph was taken after 1876 when the fog gun was discontinued.](#)

[Photo courtesy of Nova Scotia Archives and Records Management \(NSARM\)](#)

The history of Sambro Lighthouse documents developments in both lighting and fog signals. For many years Sambro was equipped with cannons

manned by the Royal Artillery, to answer ship's signals. Some of these cannon still lie in the grass on the island. Later, a Daboll fog trumpet was tried, a steam fog horn was installed, then bomb rockets, after that acetylene guns, and finally, in 1963, a diaphone.

In 1906, an extra 22 feet of concrete was added to the height of the tower. At the same time the problems with the light were finally solved with the installation of a First Order Fresnel dioptric lens manufactured in France by Barbier, Bénard et Turenne. This upgrade recognized the lighthouse as one of Canada's major coastal beacons. By this time, 39 years after Confederation, the light was being staffed by the Coast Guard of the Government of the Dominion of Canada.



[The beginning of the concrete addition of 1906. The vertical arrangement in the center of the concrete may be the shaft for the clockwork weights. Use of salty beach sand to make the concrete caused the gallery to fail 90 years later. Photo courtesy of the NSARM.](#)

In 1968, the classic iron lantern which crowned the tower was replaced with aluminium and a 36 inch airport beacon replaced the huge lens. The lens now greets visitors to the Maritime Museum of the Atlantic in Halifax, where its complex optics can be closely examined and admired. The tower is now 74 feet high, base to vane.



[Winter on Sambro, with the 1908 striped on the light and the stone house for the Royal Artillery still standing. The building to the right of the lighthouse is the steam fog signal building. On the left is the original keeper's house and a storage shed. Photo courtesy of the NSARM.](#)

Sambro Light tower is built of stone, with the upper part of concrete. Originally, it was white washed, but within a few years it was sheathed with wooden shingles to protect the mortar from salt spray freezing and thawing. Originally the tower was white. It was given the three red stripes in 1908, so it would be more visible in snow. The 44-foot interior granite tower is the original construction of 1758. There is no older working light in both North and South America. The lighthouse has stood guard off the harbour of Halifax for 247 years.



[Sambro Lighthouse after restoration. The equipment building stands behind the lighthouse.](#)

Sambro Light is still maintained by the Canadian Coast Guard, but in 1988 it was de-staffed. It is first on the list of five lights which Canada has listed with the International Association of Lighthouse Authorities (IALA) for preservation. In August 1998, the Canadian Coast Guard carried out a major restoration of the light tower, replacing the concrete platform beneath the lantern and renewing the whole of the wooden cladding. The light is standing in good condition, but the acetylene gashouse was severely damaged by Hurricane Juan in 2003 and the two keeper's houses are rotting away. The condition of the station has been brought up on the floor of the House of Commons in Ottawa by the Member of Parliament for Halifax. NSLPS hopes that measures to preserve this station, which has been a National Historic Site since 1937, will be taken soon.

Sources: The Sea Road to Halifax, Hugh F. Pullen; The Lighthouse, Dudley Whitney; Lighthouses and Lightships, Lee Chadwick; Rip Irwin, in conversation; and in articles in The Lightkeeper, journal of the Nova Scotia Lighthouse Preservation Society; research by Mark Wilson on the age of operating lights in North and South America.

[Kathy Brown \(Canada\)](#)
[WLS Founding Member](#)

CAPTURE BRITISH LIGHTHOUSE LANDMARKS

Press Release: Trinity House launches photographic competition for 2007 calendar.

12th April 2005: Trinity House, the General Lighthouse Authority for England, Wales and the Channel Islands, today launches a competition where everyone can contribute their own photographs of Trinity House lighthouses. Closing on 31 January 2006, the 12 winning photos will be published in the 2007 calendar.

For the first time, the public is asked to submit pictures of any of the 71 lighthouses operated by Trinity House. The competition will run until 31 January 2006 in order to give participants the best opportunity to photograph the lighthouses in all seasons.

Winners will receive a framed copy of their entry and 3 copies of the calendar. The two best photos will also win either a digital camera or an amazing week long voyage aboard Trinity House's working vessel, THV Patricia, for two people.

2005 is an important year in the history of Britain, representing as it does the 200th anniversary of the Battle of Trafalgar. Sea Britain 2005 is a year-long event focusing on Britain's maritime history, and Trinity House wants to commemorate the legacy of this celebration year in photographs, which will form our 2007 calendar.

Renowned for their beauty and history, Trinity House operates some of the most famous lighthouses in the world, many of which are listed buildings situated in spectacular locations.

[Contributed by Paul Ridgeway \(England\)
Editor, World Ship Review](#)

Further information concerning the competition, including rules, a map of Trinity House's Lighthouses and an entry form can be obtained from the Trinity House website www.trinityhouse.co.uk or by contacting Paul Howe, 01255 245019 or paul.howe@thls.org.

The lighthouse calendar is produced in association with J. Salmon Ltd.

Trinity House is the General Lighthouse Service for England, Wales and the Channel Islands, providing nearly 600 Aids to Navigation ranging from lighthouses, buoys and beacons to the latest satellite navigation technology.

The Lighthouse Service provided by Trinity House is financed from light dues levied on commercial shipping calling at ports in the United Kingdom and Ireland – at no expense to the UK taxpayer.

For general information about Trinity House contact Emma Skingley, PR Co-ordinator on 0207 481 6952 or emma.skingley@thls.org

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

TRINITY HOUSE STAFF MOVE INTO NEW HARWICH OFFICES

Press Release 22 June 2005:

After many months of building work, Trinity House staff from locations around the country as well as across old Harwich are now moving into the state of the art Quay Side offices.

The new office building, designed by Milsom Architects, has a nautical theme to reflect Trinity House's role as the General Lighthouse Authority for England, Wales and the Channel Islands. This is demonstrated by the building's profile representing a vessel, while on the front elevation of the building the granite cladding used is a stone associated with the construction of the great offshore lighthouses. The architects also worked closely with planners and conservationists to ensure that the building integrated in with the existing and historic buildings of Harwich Town.

Jackson Construction Limited based in Ipswich successfully tendered for the contract for the construction of the new office building, and buoy maintenance building in Harwich. Work started on site in May 2004.

Royal Maritime Day

The Master of Trinity House, HRH Prince Philip, will formally open the building on 20th July when he visits Trinity House at Harwich as part of the Royal Maritime Day. He last visited Trinity House in November 2004, when he laid the first official stone of the new building. Further details on the forthcoming royal visit will be issued shortly.

Buoy Maintenance Building

In addition to the new offices, work is progressing on the buoy maintenance building - again representing the theme of Trinity House and the sea. The building will house grit blasting, paint spraying and fabrication workshops required to maintain navigation buoys and other structures as well as test facilities and laboratories for research and development. Its location adjacent to Gas House Creek and curved silver roof, cream cladding and lattice circular structure at its south end will form a focal point on the arrival at Harwich from along the A120. It is anticipated that the buoy maintenance building will be completed during October 2005.

The Executive Chairman of Trinity House, Jeremy De Halpert, said: "The move into our new office represents the culmination of 3 years of re-organising Trinity House ashore, and the closure of 3 other

depots around the country. With new ships being built for delivery over the next 18 months all this reflects an excellent investment in Trinity House and our people for the future to enable us to carry on our important work of safeguarding life at sea. I am also delighted we are playing such a key role in the redevelopment of the Harwich waterfront."

For further details:

Emma Skingley

Tel: 020 74816952

Email: Emma.Skingley@ths.org

Website: www.trinityhouse.co.uk

The re-development project is supported by the East of England Development Agency (EDA) in the form of a £2.5m grant.

[Contributed by Paul Ridgeway \(England\)](#)
[Editor, World Ship Review](#)

[INTERNATIONAL LIGHTHOUSE DAY - SUNDAY 21st AUGUST 2005](#)

A*n International Celebration of Lighthouse Heritage*

The fourth International Lighthouse Day hopes to raise the profile of Lighthouses, Light vessels and other navigational aids, promoting this rich aspect of our maritime heritage.

Many Lighthouses and places of associated interest will be open to the public and there will be special events at lighthouses and Light vessels, both at home and abroad.

This is a golden opportunity for anyone with an interest, or just a curiosity about lighthouses and their history, to visit one and celebrate this aspect of our rich maritime history.

There will be radio and press publicity before the event. Trusts and "Friends" groups will be able to use this day to raise awareness of their work and involvement in the preservation of the history of Lightkeeping.

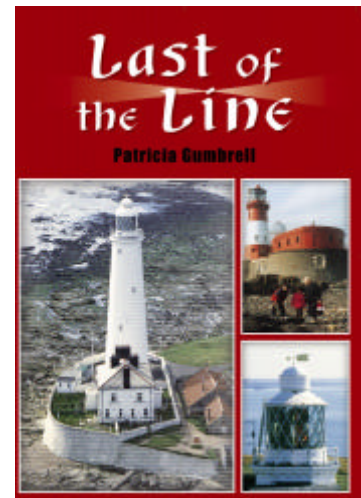
If you would like to be involved in this day, please contact: Joy Adcock, Press & Publicity Officer, Association of Lighthouse Keepers (email joy@lighthouse.fsnet.co.uk), and we will publicise your event on the ALK website so that enthusiasts will know what is happening and where!

For a regularly updated list of lighthouses involved in this international event, visit www.alk.org.uk.

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

[BOOK REVIEW: LAST OF THE LINE](#)

A lighthouse keeping family's dedication spanning almost 200 years has been recorded for posterity in a new book by WLS member Patricia Gumbrell. Rather than the usual information on lighthouses themselves, this is a fascinating insight into life on a light station, covering four



generations, beginning with John Hall, the author's great-great-grandfather, who was born in 1810.

Many of you will know the names Hall, Knott and Darling, all connected by marriage, and all related to the author. The well-known Grace Darling was the author's great-great-aunt.

Patricia, Harold Hall's daughter, relates her fascinating experiences as a lightkeeper's daughter, including her very early childhood at St Mary's lighthouse during the Second World War before Harold's transfer to the rock lighthouse at Beachy Head. Harold's memoirs whilst a child at Coquet Lighthouse during the First World War make fascinating reading, as does the rest of this book that will undoubtedly appeal to lighthouse enthusiasts and anyone interested in social and maritime history.

This is not just a book worth reading, but a valuable and accurate (which not all lighthouse related books are, I've discovered) record of lightkeeping covering 200 years, going back nearly 2 centuries. For this reason, I think this book is definitely worth recommending to our members.

[Rosalie Davis Gibb \(England\)](#)
[WLS Chairman](#)

[LIGHTHOUSE FOR SALE ON EBAY](#)

The Barcelona Lighthouse on Lake Erie, in the state of New York in the United States, has been offered for sale on eBay. Those of our readers who have always wanted to live in a lighthouse can try their luck at bidding for the privately held property, starting at a mere \$999,000 U.S.

The lighthouse was first lit in 1829 and was the only lighthouse to be lit by natural gas. Both the lighthouse and adjoining 1-1/2 story keeper's dwelling are constructed of natural fieldstone and overlook the scenic Barcelona Harbor and Lake Erie. The

lighthouse was declared a National Landmark in 1972, and the dwelling is approximately 2200 square feet, with two-foot thick walls. The dwelling features natural wood floors, a gas fireplace, formal dining room, two bedrooms and 1-1/2 baths. Also included is a detached garage.

If you would like to view photos of the lighthouse and dwelling, as well as the dwelling interior, go to www.ebay.com, and enter "lighthouse" as the search keyword.

Many thanks to Frans la Poutré (Netherlands) for his help in writing this article.

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

LIGHTHOUSE MUSEUM CELEBRATES GRAND OPENING

The following article appeared in the June 30, 2005 edition of Village Soup, an online publication.

An invitation-only soiree with more than 100 people in attendance unofficially opened the Maine Lighthouse Museum on Friday night (June 24). Ken Black, "Mr. Lighthouse," was feted for his contribution to the museum. It was his crow-like desire, as museum Chairman Philip Conkling said, to collect the shiny objects that made the museum possible. Conkling announced that the collection area of the museum would be dedicated in Black's name, in recognition of his contribution.

Black was the long-time curator of the Shore Village Museum and meticulously collected castaway lighthouse memorabilia. Half of Black's collection remains packed in the museum's basement, and will be put on display next year.

In a short speech, Conkling predicted a bright future for the museum. The recent sale of the building to a consortium of investors is not a concern, he said. "We have a 10-year lease, but more importantly, we have a long-term future," Conkling said. The museum's official grand opening was held on Saturday, June 25 at 10 a.m., following a ribbon-cutting ceremony.

Article reprinted with permission of the author, Anthony Ronzio, of Village Soup.

[Contributed by Kim Fahlen \(U.S.A.\)](#)
[WLS Member](#)

To visit the Maine Lighthouse Museum website, go to www.mainelighthousemuseum.com.

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

NEW LIGHTHOUSE ORGANIZATION FORMS IN WASHINGTON STATE

Charter members of the Washington Lightkeepers Association (WLA) held their first board meeting at the Admiralty Head Light on March 26th, 2005. Headed by famed lighthouse author, Elinor DeWire, the organization proudly announced their incorporation in the first issue of their newsletter, *The Focal Point*, published in April. The WLA aims to keep alive the history and lore of the state's lighthouses and lightships while assisting groups and individuals who share their mission.

The WLA membership includes several former lightkeepers and their descendents, and is doing everything possible to record and preserve their memories and mementos of lightkeeping. In addition, the organization has been busy making its appearance known at several lighthouse events all over the state, as well as compiling a library of resources for lighthouse researchers.

Readers interested in learning more about the WLA and their activities can visit their website at www.washingtonlightkeepers.com or write to them at Washington Lightkeepers Association, P.O. Box 984, Seabeck, WA 98380, USA.

Many thanks to Elinor DeWire for the information provided in this article.

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

FIRST LONG ISLAND LIGHTHOUSE CHALLENGE - UPDATE

When news of the first Long Island Lighthouse Challenge, planned for the weekend of May 14 and 15, 2005, reached our household in late Fall of last year, we felt like we'd received an early Christmas present. Having already participated in similar events in the states of New Jersey and Maryland, we knew how much fun we would have visiting the sites included in the Challenge, some of which aren't regularly open to the public. We immediately set in motion plans to attend and thoughts of the fun to come helped us to withstand what seemed like an unusually long winter.

My husband, Jeff, and I decided to make the most of our weekend by leaving our home early on Friday, the 13th of May, and making a stop on Staten Island, New York, to see the Fort Wadsworth Lighthouse. Tucked beneath the western approach to the Verrazano Narrows Bridge, this diminutive 15-foot semi-cylindrical brick tower was established in 1903 and sits on the walls of a fort. Unfortunately, the light was made redundant after the bridge was built in 1965, and as a result, is no longer operational. The grounds on which the fort stands have been made into a National Park with lovely views of the



[Fort Wadsworth Light, Staten Island, New York](#)

lighthouse, bridge and Manhattan (New York City) skyline a short distance away. We spent an hour walking the grounds and taking numerous photos before making our way over the bridge and out onto Long Island. It was the perfect start to a much-anticipated weekend.

Later that evening, the Long Island Chapter of the United States Lighthouse Society held a dinner for Challenge participants, complete with featured speakers. The first speaker of the evening was Bill Younger, founder and President of Harbour Lights, a collection of miniature lighthouse replicas. Mr. Younger gave everyone in attendance a gift of one of his miniature lighthouses, literally with a string attached to each. After sharing stories about his company and family, he explained that each of his lighthouse gifts came with "a string attached," because he expected all of the recipients to share their knowledge of lighthouses with a child, in order to insure that future generations would continue our efforts to preserve lighthouses and their history.

The second speaker of the evening was Wayne Wheeler, United States Lighthouse Society (USLHS) President and World Lighthouse Society Executive Board and Founding Member. Wayne reinforced the message of encouraging our youth to become interested in lighthouses. In addition, Wayne presented two awards. The USLHS Presidents' award was given to Bob Müller, the founding chairman of the Long Island Lighthouse Society, for his ceaseless efforts in preserving Long Island Lighthouses and their history. In addition, Wayne gave a preservation award in the amount of \$5,000 (US) to Carol House, current president of the Long Island Lighthouse Society, for use in the society's efforts to preserve the Cedar Island Lighthouse.

Finally, Rick Shalvoy spoke briefly about his 9th annual "Row for a Cure," during which he rowed a 19-foot ocean rescue boat over a 300-mile course around Long Island, to raise funds for breast cancer research. To date, Rick has raised over \$500,000 (US) for breast cancer research during this annual event. Rick also expressed his belief that all lighthouses are useful and continue to be needed as backups to modern navigational systems.

All those in attendance left the dinner with not only a miniature lighthouse replica, but also with full stomachs and light hearts, as well as a sense of happy anticipation for the start of the Challenge the next morning.

The first official day of the Challenge started with cloudy skies and a threat of rain. Of course, avid lighthouse enthusiasts are undeterred by bad weather, and the faces of the participants we saw were filled with nothing but excitement.

Our first stop of the Challenge was at Fire Island Lighthouse, located near West Islip, on the south side of the island, facing the Atlantic Ocean. The tower that stands today is the second Fire Island Light. The first tower, established in 1827, was of octagonal stone construction and stood 74 feet tall. It was replaced in 1858 by the current 167-foot conical brick tower. The 1859 2-story stone keeper's dwelling stands in front of the light and currently serves as a museum. Both structures stand on a stone pier constructed with stone from the original tower. The tower once contained a 1st order Fresnel lens, and is still an active aid to navigation, displaying a DCB-224 beacon since 1986. Although this was our second visit to Fire Island, it was our first climb to the top of the tower. The view from the top was outstanding and well worth the trip.



[Ruins of the 1827 tower at Fire Island](#)



[1858 Fire Island Lighthouse](#)

The next stop took us literally to the opposite end of Long Island and the Montauk Point Lighthouse, sitting high on a bluff at the entrance to Long Island Sound. Established in 1797, the original 168-foot tower is one of the oldest existing lights in the U.S. and is still fully operational. Constructed of brick by John McComb, Jr., the tower is painted white with a brown horizontal band and has a black cast-iron lantern that once held a 3.5 order Fresnel lens. The light was automated in 1987 and currently the tower contains a DCB-224 optic. Also located on the grounds are an oil house, 1897 fog signal building, and the 1860 Keeper's house, which currently serves as a museum. In addition, the 1838 keepers' dwelling, which was converted into a storage building in 1860, still remains on the grounds. Around the back of this building I found a delightful little garden containing a beautifully carved stone marking the grave for "Murphy, the Lighthouse Dog." The climb to the top of the lighthouse tower was our second, and the view from the top was every bit as beautiful as we remembered, especially since the sun had finally broken through the clouds.



[Montauk Point Lighthouse](#)



[Grave marker for Murphy, the Lighthouse Dog](#)

We had hoped to make our next stop at the Cedar Island Lighthouse, but we were running on a tight schedule, as we needed to make our way from the south fork of Long Island over to Greenport on the north fork for the sunset lighthouse cruise that was being held in conjunction with the Challenge. So, reluctantly, we bypassed viewing Cedar Island from land as we would be seeing it later from the cruise.

Our next stop took us to the East End Seaport Museum in Greenport. This tiny museum displays an amazing number of Fresnel lenses, including that of the Plum Island Lighthouse, which we would be seeing later that evening on cruise. We had a wonderful time exploring the different exhibits and talking with the very knowledgeable docents. After completing our tour, we found we had some extra time before we needed to board the boat for the cruise, so we decided to try and squeeze in a couple more lights before we reported to the nearby dock for the cruise.



[Horton Point Lighthouse](#)

We then headed to Southold to visit the Horton Point Lighthouse. Established in 1857, the white square, brick and granite tower has a black lantern and attached white rectangular dwelling. After spending time in the museum located in the keeper's dwelling, we climbed the 58-foot tower and enjoyed spectacular views of Long Island Sound and the north arm of Long Island.

We still had time to spare before returning to Greenport for our cruise, so we decided to drive all the way to the end of the north arm of the island to view the Orient Point Lighthouse from across the water. This structure sits at the outer end of Oyster Pond Reef, on the west side of Plum Gut, near the town of Orient Point. We found the path that leads out to the water's edge and enjoyed the late-afternoon view of the caisson-style light, but headed back after a brief stay, as we knew we would have another opportunity to see it during the cruise.

Back in Greenport, we waited anxiously to board the Peconic Star for our cruise out into the Sound. We found our way to the open upper deck of the boat so we could get a better view of the lights. Storms had been forecast for the evening, but the skies remained clear and the waters were calm. It looked like the perfect night for a lighthouse cruise.

After leaving the wharf we headed out into Gardiner's Bay to see the replica of the Long Beach Bar Lighthouse. The captain did an excellent job of maneuvering the boat almost within reach of the light as Bob Müller, of the Long Island Lighthouse Society, began his narration of the light's history. He then introduced Bob Allen, a grandson of one of the light's keeper's, who shared stories and original photographs of his grandparents' life at the light. The original light, established in 1871, sat on a screwpile structure, which was replaced in 1926 with a concrete foundation. On top of the structure stood a square, white wooden dwelling with a white, octagonal, wooden tower attached to the red mansard roof. The light was deactivated in 1948 and destroyed by a fire in 1963. The current structure, built in 1990, is a slightly altered replica of the original, and is a fully operational aide to navigation today.



[Long Beach Bar Lighthouse](#)



[Orient Point Light](#)

After allowing everyone on the cruise to take as many pictures as they wanted, the captain turned the boat toward Plum Gut and the Orient Point Lighthouse. This light, established in 1899, consists of a brown, conical, cast iron tower with a white band in the middle and a black lantern on the top. The 45-foot tower once held a 5th order Fresnel lens, but was automated in 1954 and currently displays a 190 mm optic. Once again we were able to maneuver quite close to the structure for some great photo opportunities. Although the tower is located within sight of the shore, it was easy to imagine the loneliness of the keepers stationed here during the long, cold winters, as it was considered too dangerous for families to live on the light.

Located directly across Plum Gut and within easy view of Orient Point Light, Plum Island Lighthouse was our next stop on the cruise. The first lighthouse on the Island was established in 1827. The 34-foot tower was constructed of stone and the unattached keeper's dwelling stood nearby. The tower was destroyed in 1870 after being replaced by the current 55-foot tall wooden structure, which is octagonal in shape with a black lantern on top. The tower is attached to the front of the 2-story granite keeper's dwelling, giving it the appearance of a church or schoolhouse. The light was discontinued in 1978 and is non-operational today, however its 1856 4th order Fresnel lens is on display at the East End Seaport Museum in Greenport. Unfortunately, the light has not been well-maintained by the United States Department of Agriculture (USDA), which took ownership of the property in 1954 and established an animal disease center on the island. However, efforts are being made by the Long Island Lighthouse Society to reach an agreement with the Department of Homeland Security, who took over responsibility for the research center in 2003, to restore and preserve this historic treasure.



[Plum Island Lighthouse](#)



[Cedar Island Lighthouse](#)

As the sun started sinking closer to the horizon, we moved on to the Cedar Island Lighthouse, located at the east entrance to Shelter Island Sound. After a brief introduction to the light's history, Bob Müller once again turned over the microphone to Bob Allen, whose great-grandparent's also served at this lighthouse. When the light was established in 1839, the land it stood upon was an island, sitting a short distance from the south fork of Long Island. The first light constructed on the site was a 32-foot tall white wooden tower rising from the keeper's dwelling. The structure was destroyed in 1869 and replaced that same year by the current 40-foot square granite tower, which, like its predecessor, is attached to its 2-story keeper's dwelling. In the years since the lighthouse was built, storms and tides have filled in the space between the light and the nearby land, forming a natural breakwater at the end of which the lighthouse now stands. The light was deactivated in 1934 and remains non-operational. Although it's in poor

condition, the light has become a project of the Long Island Lighthouse Society, whose members have been raising funds for its restoration.

With the sun slowly sank in the west, we made our way back to the dock at Greenport, passing once again the Long Beach Bar Light. The sky was a blaze of colors in the twilight as the light in the tower welcomed us back to the harbor. Bob Müller's knowledge of the lighthouses on Long Island is extensive and his narrations at each light were highly informative. Jeff and I felt particularly fortunate to have chosen the upper deck for the cruise, as we spent a large part of our time in conversation with Bob Allen, who shared with us many more stories of his family's history of lightkeeping. It was a wonderful ending to an exciting day, and we looked forward to getting a good night's sleep (and resting our aching legs from all those towers we climbed!) before setting out again the next morning.

On Sunday we started out early with a bright sun and blue skies as we made our way to the tiny village of Old Field, and the Old Field Point Lighthouse. Built on a bluff high above the water stands the second light to mark the entrance to Port Jefferson Harbor. The first light, established in 1824, was a 34-foot conical stone tower and stone dwelling. The light was deactivated and the tower destroyed after the current structure was built in 1869. The 1824 keeper's dwelling still exists on the grounds and is currently used as the Village Hall. The 1869 lighthouse consists of a granite dwelling with an octagonal iron tower and black lantern rising from the front of the roof. At 51 feet tall, the tower once held a 4th order Fresnel lens, but currently displays an FA-251 optic. The light is fully operational and maintained by the Coast Guard, while the village constable lives in the dwelling below.



[Old Field Point Lighthouse](#)



[Eaton's Neck Lighthouse](#)

The second stop of the day was at Eaton's Neck Light, at the entrance to Huntington Bay near Asharoken. Built in 1799, this light is among the few original 18th century lights still standing in the U.S. today. The white, octagonal fieldstone tower has a brick lining and stands 73 feet tall. Sitting high on a hillside, it has a focal plane of 144 feet. Although the light was automated in 1968, the tower still holds its 1858 3rd order Fresnel lens, which is fully operational and maintained by the Coast Guard. The light is located on an active Coast Guard base, the keeper's dwelling having been destroyed in 1969 to make way for guardsmen housing units. The grounds are not generally open to the public, and we were delighted to have this opportunity to see the light up close instead of distantly, from a yacht on the Sound, as we had over 2 years earlier while on a lighthouse cruise.

After leaving Eaton's Neck, we made our way to what would be our last stop on the Lighthouse Challenge route: Huntington Harbor Lighthouse. We had also seen this light from the cruise two years previously, but since then the light had been opened to the public and we were now able to ride a small boat out to its location on the south side of the entrance to Lloyd Harbor.

One cannot speak of this lighthouse without including details of its nearby predecessor, the Lloyd Harbor Lighthouse. The Lloyd Harbor light was built in 1857 on the north side of the entrance to the harbor, which at that time was the only refuge from stormy seas for miles around. The lighthouse was built at the end of a low, sandy spit of land that is now part of a National Refuge. The 34-foot white, square brick tower had a black lantern attached to a wooden dwelling. By 1900, due in part to improvements in technology, there was less of a need by sailors for a "safe harbor," and in addition, the city of Huntington developed into a commercial center with a harbor marked by a dangerous reef that needed a lighthouse. The U.S. Lighthouse Board recommended the Lloyd Harbor light be discontinued, and a new light be erected at the entrance to Huntington Harbor, just a short distance away. The Huntington Harbor light was built in 1912, and the Lloyd Harbor light was discontinued. The new structure was constructed of reinforced concrete and the 42-foot square tower was attached to the small dwelling. Although automated in 1949, the light remains fully operational today, displaying a 300 mm optic. Unfortunately, the Lloyd Harbor Light was destroyed by fire in 1947, and few signs of it remain today.



[Huntington Harbor Lighthouse](#)

All of the different organizations and people who were involved in putting together the Challenge weekend are to be highly commended. Everyone did an excellent job of pulling everything together in a relatively short amount of time. I would especially like to thank Bob Müller and Nancy Bahnsen for their kindness and generosity to my husband and I during the Saturday night cruise, and for the signed copy of Bob's excellent book, *Long Island's Lighthouses Past and Present*. It was definitely a weekend well spent, and will be long remembered.

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

IDENTIFY THE LIGHTHOUSE

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

One clue:

This month's lighthouse is a true mystery! This lighthouse is one of the lighthouses on the Black Sea at Constanta. We haven't been able to verify its identity – perhaps one of our readers can!



Answer in the next Newsletter.

Last month's lighthouse:



Inner Farne Low Light, Bamburgh, Northeast England

Sir John Clayton built the first tower on the Inner Farne as a speculative venture in 1776, but because the merchants of Newcastle refused to pay the tolls demanded, the tower was never lit. The need for a light was reviewed in 1810, and as a result Daniel Alexander was given the task of building a High light, incorporating Argand lamps and reflectors, together with a Low light to mark a way for inshore traffic, combined with three keepers' cottages.

One of the few references to the Low light was by John Ball (d. 1898), a keeper at the Inner Farne, who, on his way down to see to the light on a "dark and wild night" (a distance of some 200 yards), suddenly tripped and fell over something big and soft. With his lamp dropped and lost, he raced to the tower in fright, pulled himself together, re-lit another lamp and

went back to investigate. There he found the station donkey slumbering quite unconcerned across the path.

When a new light was established at Bamburgh in 1910, the old Inner Farne Low light was no longer needed and the tower was demolished.

This rare postcard shows the Low light in its final years. Sadly it is not dated. To the left can be seen the garden wall to the keepers' cottages, long since gone. Today there is no trace of the tower, nor the two Assistant Keepers' cottages. Only the High light and attached Principal Keeper's cottage remains. Both, incidentally, retain many of their original design features and fittings.

[Gerry Douglas-Sherwood \(England\)](#)
[WLS Founding Member](#)

Many thanks to the Association of Lighthouse Keepers (Ref no. I.168) for the use of the above photo.

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

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:

Autumn 2005 – 31st August (for publication end of September)

Winter 2005 – 30th November (for publication end of December)

Spring 2006 – 28th February – for publication end of March)

Summer 2006 – 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!

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