



World Lighthouse Society

WINTER 2005 NEWSLETTER **Volume 3 Issue 4**

LETTER FROM THE EDITOR

This, the Winter issue of the Newsletter, marks the close of a very eventful year for lighthouses, and for our Society. In November many significant changes were made regarding the organization of the Society and the levying of membership dues. Due to the fact that our Society is made up of volunteers with many other commitments outside of the Society, some restructuring was made to avoid putting undue strain on our officers. In addition, **current society members need not send in subscription renewals due to the newly instituted membership fees.** Members with Internet access will continue to receive the quarterly newsletter via email. Members who do not have Internet access are asked to contribute a yearly donation to cover postage costs. Please read the Chairman's Column, the Changes to the Society article, and the Membership article for details (page numbers listed below).

During the past year the world was rocked by many natural disasters, not the least of which were Hurricanes Katrina and Rita, which devastated the Gulf Coast of the United States. Unfortunately, some lighthouses were destroyed and others severely damaged. Reports of the damages are still coming in and we hope to include a complete list of the lighthouses that were affected in the Spring 2006 issue of the Newsletter.

On a more positive note, we once again have a Newsletter filled with great articles and photos about lighthouse news from all over the world. Our members have been terrific at sending in details of their travels and updates on lighthouse activities. I hope you all will continue to send in your contributions. No prior writing experience is necessary – just a strong desire to share your lighthouse news with us! Article deadlines are listed on the last page of the Newsletter for those who are interested in contributing articles of any length.

Having said that, I'll leave you all to the pleasure of reading this issue of the Newsletter.

Best wishes to all for a peace-filled New Year!

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Jeffrey's Hook Lighthouse, located on the Hudson River in New York City, New York, U.S.A. Photo by D. Suchomelly

The lighthouse and lightship appeal to the interests and better instinct of man because they are symbolic of never-ceasing watchfulness, of steadfast endurance in every exposure, of widespread helpfulness. The building and the keeping of the lights is a picturesque and humanitarian work of the nation.

- George R. Putnam, First Commissioner of Lighthouses (1910-1935), U.S. Bureau of Lighthouses

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CHAIRMAN'S COLUMN

It is with regret that I have to inform you that I decided to resign as chairman of the World Lighthouse Society at the Chairman's Working Group meeting held on 5th November 2005, due to increasing family commitments and some health problems, thankfully not serious, but time consuming. I felt I no longer was able to give the commitment required to the position.

You will see from the announcement included in this Newsletter that several changes were agreed at the meeting. I wish the Society every success in progressing with their aims and achievements and will, of course, still be involved as a member.

May I take this opportunity to thank all members for their contributions during my time as Chairman and wish you all a very happy, healthy and peaceful 2006.

[Rosalie Davis Gibb \(England\)](#)
[WLS Founding Member](#)

I think it's appropriate at this point to applaud Rosie for the excellent job she has done during her tenure as chairman of the WLS. Rosie has been with the WLS and a member of the Executive Board since the inaugural meeting in September of 2002. At one point or another, Rosie served not only as Chairman, but also as Vice Chairman, Newsletter Editor, Membership Officer and Publicity & Communications Officer. Rosie was also instrumental in the creation of the excellently produced WLS brochure that was distributed to prospective new members.

I personally am very grateful for all the help and encouragement Rosie has given me since I took over as Editor of the Newsletter. I could not have done it without her. I wish Rosie the best of luck in her "retirement" from her official duties in the WLS. I'm certain we shall hear from her in the future as she continues to serve the WLS in a slightly less official capacity.

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

CHANGES TO YOUR SOCIETY ADMINISTRATION

At a recent meeting of the Chairman's Working Group held in the Netherlands, the way forward for your society was examined. The group felt, later ratified by the Executive Board, that the changes would be beneficial to the existing membership and encourage new people to join us.

Subscriptions to the Society

As the society has a surplus of income over expenditure, and no major commitments planned in the foreseeable future, the Executive Board have decided that the annual subscription fees will be commuted to zero for 2006 with the expectation that future years' fees will also be commuted. It has been decided, therefore, that a once only joining fee of £20 [30 Euro, US\$ 35] to cover administration costs will be instituted with immediate effect. There will be one grade of membership for individuals or lighthouse organisations.

Society Officers

The Society will be administered by a Secretary and a Treasurer. At each meeting of members a

chairman will be elected for that meeting from those members present. Chairmen of working groups, The Newsletter Editor and the Webmaster will continue to function as they do now. The Membership Officer has already become part of the Treasurer's Job and is expected to remain so.

Chairman's Working Group

This group was created to help the set up of the Society and has now disbanded. Future management of the Society will be undertaken by the members at the Annual General Meeting and by their appointed Executive Board during the year. The Executive Board will meet regularly by email, and where possible by convening face to face meetings three times each year. [For those not able to attend due to distance it is planned to have Internet links so that all can take part.]

[Peter Williams](#)
[WLS Founding Member, Treasurer and Membership Officer](#)

MEMBERSHIP

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

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

Payment can be made by GBP£ cheque made payable to 'World Lighthouse Society', UK banknotes, 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:

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ARCHITECTURE WORKING GROUP

The Architecture Working Group has been busy developing a computerized form to be used for creating the database of information it is collecting during its' research. The form will include detailed information about each of the lights being researched along with photographs and a bibliography. The finalized form will be sent to group members in January 2006.

Thus far our group has five active members representing the countries of Canada, Sweden, Japan, and the United States. We are looking for

new group members to help us with the monumental task of documenting the different types of lighthouse architecture all over the world. We also would gladly welcome anyone who would like to assist us in any way, large or small, without committing to group membership. For more information, please contact me at the address listed below.

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Gramme, Zenobe Theophile (1826-1901) – French inventor of a direct current generator used in the lighthouses of France and England.



[Tom Tag \(USA\)](#)
 WLS Founding Member

A BRIEF HISTORY OF THE UNITED STATES LIGHTHOUSE SOCIETY

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.



Franklin, Captain William Buel (1823-1903) – While Engineer Secretary to the American Lighthouse Board, Franklin invented an improved hydraulic lamp for use in fourth, fifth and sixth order lenses.

Fresnel, Augustin Jean (1788-1827) - French Physicist, inventor of the Dioptric and Catadioptric lenses and multi-wick burner.




Gesner, Dr. Abraham (1797-1864) - In 1846, kerosene was first distilled from coal by Dr. Abraham Gesner, a physician from Cornwallis, Nova Scotia. It was used to light Canadian lighthouses.

For over 20 years, the nonprofit U.S. Lighthouse Society has produced for its members the nationally acclaimed, educational, historic lighthouse preservation magazine, *The Keeper's Log*. This fascinating publication features lighthouses and maritime history from cover to cover. Over past years, Society archival research lead to fascinating feature articles about a number of America's treasures, most recently including East Brother Island, CA (est.1874), the Aransas Pass Lighthouse, TX (est.1857), Cape Disappointment Light Station, WA (est.1856), and Cape Charles Light Station, VA (est.1828). These ongoing feature stories, in combination with the magazine's *Clockworks*, *Human Interest* and *Notice to Keepers* sections, have provided readers comprehensive historic and contemporary lighthouse related reports.



The U.S. Lighthouse Society has been the proud recipient of numerous awards including the Governor's Historic Preservation Award, the U.S. Department of the Treasury Award for Outstanding Public Service and Historic Preservation, the Senate Rules Committee Commendation, and the American Lighthouse Coordinating Committee's prestigious Founders Award. Additionally, with the help of our members, the Society has donated funds to important lighthouse restoration projects nationwide. The combined cash total of USLHS unrestricted donations now approaches \$650,000.00 (U.S.), an amount that emphasizes this organization's dedication to the preservation of America's maritime heritage.

Founded by Wayne Wheeler, he currently retains the position as President of the Society's Board of Directors. His original goal for the organization still holds true today, "the age of manned light stations is over, and these unique structures of historic and architectural importance must be preserved for future generations. The U.S. Lighthouse Society will act as the hub of communication between various lighthouse groups, nonprofit organizations and

governmental agencies. We will achieve this by distributing important information through our quarterly magazine and by creating and maintaining an extensive research library."

In 1984, memberships were first offered in the fall, and the first issue of the Society's magazine was published consisting of 28 pages of lighthouse history. Over 1,000 members joined the Society the first year, and Mr. Wheeler's dining room served as the office, reducing the overhead to a bare minimum. Efficiency in operation would be his mantra in every decision regarding the Society, so that the maximum amount of money raised could ultimately be donated to important restoration projects across the country.

By the year 2000, with the help of numerous grants, the creation of local chapters across the country, ongoing speaking engagements by Mr. Wheeler, further development of the "Keeper's Log" magazine, organizing educational national and international lighthouse tours, and the creation of the Lighthouse Passport Program, the membership swelled to an unprecedented 12,000 individuals. During this 15 year stretch, the Society achieved many important goals including the total restoration of the LV-605 Lightship Relief, currently docked in Oakland, CA and open to the public for tours as a National Historic Landmark.

Today, the U.S. Lighthouse Society continues to play an active role in the dissemination of information with regard to lighthouse history all over the world. The organization continues to be a valuable resource for those conducting historic research, genealogy or simply interested in having lighthouse related fun.

Public opinion, legislation and government policy is currently shaping what is happening with lighthouses all over the country, and it is the continuing goal of the U.S. Lighthouse Society to provide unparalleled access to a broad array of factual lighthouse information. With this information, readers will be able to analyze major state and federal policy issues in order to make sound decisions advocating historic preservation. Accurate information is a precious commodity, and the U.S. Lighthouse Society will continue to steadfastly provide it to its members well into the future.



For more information about the U.S. Lighthouse Society, please visit their website at www.uslhs.org, or contact them by mail at United State Lighthouse Society, 244 Kearny, 5th Floor, San Francisco, CA 94108, USA; Telephone: 001-415-362-7255.

[Jeff Gales \(U.S.A.\)](#)
[Executive Director](#)
[United State Lighthouse Society](#)

2006 INTERNATIONAL LIGHTHOUSE CONFERENCE

Plan now to attend the 2006 International Lighthouse Conference to be held June 1-4, 2006 in Southampton, Ontario, Canada.

There will be 16 lectures by lighthouse experts from several countries. In addition, 3 lighthouse films will be shown and a tour of area lighthouses and a concert by noted Canadian folk singer, Valdy, will be available.

You can find out more about the conference on-line at <http://www.chantryisland.com> or phone 1-866-797-5862.

The cost for the conference is just \$100 Canadian and you can even save on that with early-bird reservations.



[Chantry Island Lighthouse](#)



[Kincardine Rear Range Light](#)

[Tom Tag \(USA\)](#)
[WLS Founding Member](#)

SWEDEN SOUTHEAST COAST LIGHTHOUSE TOUR - SEPTEMBER 2005

With the loud ringing of our alarm clock we were up and on the go at 4:40 a.m.! Well we were up and managed to be in the car and on our way to meet the bus at 6:00 a.m. to begin our annual lighthouse tour. This year we headed to the southeast of Sweden.

We boarded the bus and rode to the central station in downtown Göteborg where Börje Moberg, our wonderful tour guide and trip organizer, and the remainder of the group boarded. It was wonderful to meet and greet our lighthouse friends from last year's trip. Börje gave the up-to-date version of the itinerary and explained in more detail what we would be doing on this trip. As we were all early risers the next order of business was to stop for our first coffee break, at 8:30 a.m., at Lizzie's culture café, a spruced up old barn noted for Lizzie's specialty; home baked cheddar croissants served with strong Swedish

coffee. That certainly got everyone up and awake! In the hayloft was a store selling handcrafted items made by the local people. After admiring the crafts we were back on the bus heading towards our first lighthouse visit.

We drove to Nordersund Harbour and boarded a boat that took us to Hanö to visit one of the Östersjön (Baltic Sea) lighthouses. Hanö is an island located in the province of Blekinge in southern Sweden. The island is a popular destination, especially amongst yachtsmen; every summer about 30,000 people visit the island. Before the population established itself in the 1800's, Hanö was used as temporary accommodations for the cod and herring fishermen. During the Napoleonic War the island was used as an English naval base and even today English warships visit the island to honour the Englishmen who are buried there. Local folklore has rumoured that the lighthouse caused the death of the local dragon. It is said that while it flew between the mainland and the islands, it was blinded by the light and got so confused that it flew into the rocks at Fyrhallarna.



[Island of Hanö](#)



[Hanö Lighthouse](#)

We were met by local guides and were treated to a wonderful lunch of fresh salmon prepared by members of the community. After lunch the guides gave us the history of the lighthouse and island. The first Hanö Lighthouse was built in 1869 and the one standing now was built in 1906 and was automated in 1972. The tower is 16m

high, height of light is 70.5m and visibility is 23.5 nm. It sits on top of the highest rock of the island making it the second highest lighthouse in the Baltic Sea. We climbed up the tower and had a wonderful view of

the area, as the weather was clear, warm and sunny. Hanö has a picturesque harbour village and easy walking paths allowing one to tour the island. (Hanö web site: http://www.hano.nu/index_eng.htm)

On our way back to the mainland we stopped for a visit to Tärnö Lighthouse, situated on another beautiful island in the archipelago. After a fairly lengthy uphill walk we were at the lighthouse. It was first built in 1887 and replaced with the one still standing in 1910. The tower is 5.9 m high, height of light is 31m and visibility is 13 nm. Originally the island people had small farms and fishing and hunting birds provided for their livelihood. Later, some of the residents worked within the Pilot and Coast Guards organizations. Today, Tärnö remains a popular summer resort.



[Tärnö Lighthouse](#)

The boat ride continued, arriving in Karlshamn in the late afternoon. Taking the bus into Karlskrona, we had a wonderful dinner at a restaurant in the harbour area. We then boarded the ferry to the island of Aspö. The Lotsstation (Pilot Station) was our home for the next two nights. This was a very interesting building that has been turned into a hostel where you can stay in the tower or in cabins. Lars and I were



[Aspö Lotsstation Tower](#)

the lucky couple to get the top floor of the tower, which had a wonderful view once we climbed the spiral stairs to the 5th floor dragging along far too much luggage! However, witnessing the sunrise from that height was spectacular! See the WEB site for additional information on the tower and the island (<http://www.lotstornet.se/english/eindex.htm>).



Up very early the next morning, we took the ferry back to the main land and a visit to the city of Karlskrona. The city has been on UNESCO's World Heritage list since 1998. Of over 600 World Heritage sites, 13 are Swedish. Karlskrona is an outstanding example of a late-17th-century European planned naval city. The original plan and many of the buildings have survived intact, along with installations that illustrate its subsequent development up to the present day. (Web site http://www.karlskrona.se/default_10113.aspx).



[Karlskrona Nedre Lighthouse](#)

We were greeted by a local guide, a former Swedish marine officer, who first took us on a tour of the navel area. We also visited the Marine Museum, which is a great museum. The majority of the information is also in English, and well worth a visit. After lunch at the museum, we took a walk in the harbour area and visited the Karlskrona Nedre Lighthouse, built in 1918. The height of the tower is 24m and the height of the light 21.5m. It is currently used only as a directional light, when coming from the sea, sailing between Aspö and Kungsholmen islands and then entering the sector from the light of Godnatt Lighthouse. Locally Nedre is also known as Elsa, named after a nurse who worked in the local hospital.

In the afternoon we boarded another boat and headed out to visit the God Natt Lighthouse/fortress, which is located 2-3 km from the main navel base, it was originally built for defense purposes. This is an amazing piece of architecture, built on a stone island in 1862, it appears to just rise out of the sea. By the time it was completed it was considered obsolete as a fortress. There had been considerable advancements in artillery technology and ironclad ships and as a result, the fortress was considered too vulnerable to be used for defense purposes. A few

decades after it was built, its only function was and still is, as a lighthouse. The two spiral staircases inside the building are extremely unusual, placed as they are one above the other in the circular stairwell, and running parallel to each other. It was interesting when we climbed up to the top and passed fellow travellers going down! (Web site, www.karlskrona.se/upload/24710/Godnatt%20eng%20web.pdf)



[God Natt Lighthouse/fortress](#)

On our boat ride back to Aspö, we stopped at Kungsholm Island and had a guided tour of the Kungsholm Fort, built in 1680. It has a unique circular harbour and exotic botanical gardens. It also has an interesting history and is well worth a visit, especially when the weather is great.



[Kungsholm Fort](#)



[Harbour at Kungsholm Island](#)

We continued to Aspö, docking at Drottningkärs Kastell (citadel), also built in 1680, which is now used as a restaurant and conference centre. We then enjoyed some free time to walk around the island or just relax. In the evening we returned to

Drottningkärs Kastell and enjoyed another excellent meal in a medieval setting.



[Drottningkärs Kastell](#)



[Medieval hall at Drottningkärs Kastell](#)

Sunday had us packed and on the bus at 5:45 a.m. and taking the first ferry back to the Karlskrona. We had breakfast at a hilltop restaurant enjoying the beautiful panoramic views of the city.

From there we had our first view of Karlskrona Övre Lighthouse. Built in 1918, Övre now functions a directional light. The height of the tower is 15.5m and the height of the light is 37.5m.



[Karlskrona Övre Lighthouse](#)

After visiting Övre, we enjoyed a tour of the city; our guide was one of our fellow travellers who grew up in

Karlskrona. She provided details and insights that could only come from one who knew the area well. This city is well worth a visit for anyone who visits Sweden.

We boarded another boat and made the trip out to view Garpen Lighthouse.

The first lighthouse was built in 1893 and replaced with the present one in 1934. The light was automated in 1966. The tower is 27m high, height of light is 26.6m, and visibility is 16.5nm. We enjoyed our



[Garpen Lighthouse](#)

coffee break with sandwiches and home baked treats, compliments of the ladies who run the hostel located in the lighthouse buildings. Our guide was a gentleman who was born and raised on Garpen and he provided an insightful and humorous view of life for a family stationed at a lighthouse.

It was back to the mainland and back on the bus headed towards Svartö, 100 km away. Here we took another boat and headed towards Dämman Lighthouse. We were greeted by owner Hokan Cederberg, who acquired this lighthouse in 1995 and turned it into a resort and conference centre, then named it "The WaterHotel at Dämman Lighthouse". He offered us a refreshing drink on the terrace and proceeded to tell us the history of the lighthouse and how he has renovated the building and is expanding the area. Dämman was lit in 1873 and was shut down in 1969 when an automated steel pillar was erected 500m to the east. Dämman's tower is 18m in height. When in use, the height of light was 17.7m and visibility was 13nm. The work that has been done, so far, to this lighthouse is nothing short of amazing from the nautically designed rooms, to the interesting desalination and generator plants, to the waste disposal system. It has a first class dining room, which uses healthy, organically grown foods and cooking techniques, and where we were treated to an excellent lunch. For more information and how to book a stay, see the WEB site (www.waterhotel.com).



[Dämman Lighthouse](#)

Lars and I got to lounge on the bed in the honeymoon suite, where the spiral stairs lead to the area that previously housed the lens, but now is a private lounge with a fantastic view! It is a bit sad that the lens is no longer there, as they are one of the most fascinating parts lighthouses, with a beauty all of their own.



It was back on the bus for the long ride back to Göteborg - 350km! On the drive home we were treated to a spectacular sunset. It was truly glorious and a fitting end to a perfect and special lighthouse trip.

[Fay & Lars Tegemyr \(Sweden\)](#)
[WLS Members](#)

[A LIGHTHOUSE LIFETIME](#)

It is with sadness that we record the passing of Archibald MacEachern at the age of 95 on 5 June. The MacEacherns are one of the great Scottish lighthouse families who gave generations of service to the Northern Lighthouse Board (the Lighthouse Authority for Scotland and the Isle of Man) and, thus, to the mariner, in a tradition that lasted until September 2004.

Archie's father and grandfather were lightkeepers. He was born at St Abbs Head lighthouse in 1910 and spent his childhood at several stations on the Scottish coast. At the age of 16 he joined the service as a boy seaman on the lighthouse tender "Pharos," but

at the age of 22 began his training as a lightkeeper, which included some time at the Isle of May, Bass Rock, Monach Isles and Kinnaird Head lighthouses. He was appointed Assistant Keeper at Fair Isle North lighthouse and about the same time married Peggy Ollason, a lightkeeper's daughter.

Shortly before the start of World War II he was transferred to Dubh Artach, a sea washed tower off the west coast of Scotland. His next posting was to Buchan Ness lighthouse – a mainland station on the East Coast. But due to the wartime emergency Archie, as a Senior Assistant Keeper, spent a lot of time relieving at other stations including Flannan Isles, Skerryvore (where he served with my father), Rattray Head and Rhu Reidh. Criss-crossing Scotland during the war and immediate post war period could not have been easy.

Archie's final posting as an Assistant Keeper was at Chicken Rock – another wave washed rock – this time off the south coast of the Isle of Man. He was then promoted to Principal Keeper (PLK) at Butt of Lewis lighthouse in the mid 1950s. When I left school in 1956 I did several weeks' temporary duty at South Rona lighthouse and, during this period, spoke to Archie every day on the radio.

As PLK, Archie served at Turnberry, Barra Head and Covesea Skerries lighthouses before his final posting to Chanonry on the Moray Firth coast. Sadly, Peggy died shortly after this transfer. In 1975 Archie retired to Rosemarkie, a pretty seaside village only a few minutes from Chanonry lighthouse, having married again in 1973.



[Chanonry Lighthouse](#)

But this was not the end of his service. In the Scottish lighthouse service there was a part time keeper available to most stations. He was known as the Occasional Keeper. Usually a retired person or a crofter who lived locally, the "Occasional" was fully trained for the particular station and was called in to cover the full watch keeping duties of an Assistant Keeper during periods of annual leave or illness.

Shortly after his retirement, Archie was appointed as Occasional Keeper for his old station at Chanonry

and continued in this role until the station was automated in 1984 when he was appointed Attendant. He finally retired in 1993 at the age of 83. Not many will have given 67 years continuous service – certainly not in the three lighthouse services covering the UK and Ireland.

But again, this was not the end of the story. His wife, Anne, succeeded him as Attendant Keeper for 11 years until being made redundant in September 2004 when the Northern Lighthouse service created the new posts of Retained Lightkeepers – a peripatetic part-time keeper who has a number of automated stations to visit each month.

Both sides of my family have a long lighthouse service history – in Scotland and Australia – although I am not sure if we can quite match the MacEacherns! But the families intermarried twice! My great uncle Hugh, a Principal Lightkeeper, met and married Mary MacEachern, an aunt of Archie. My aunt Jessie married Finlay MacEachern, a Principal Lightkeeper and a cousin of Archie.

Archie had a son, Angus, and a daughter Kathleen, and two stepchildren from his second marriage - Erik and Marianne. He was awarded the British Empire Medal (BEM) for his outstanding service.

There were, of course, many other MacEacherns in the lighthouse service - notably Archie's brother, Robert, who took Archie's place as boy seaman on the "Pharos" and who retired as Captain of the "Fingal" – another of the NLB tenders. His Uncle Claude and a cousin of the same name were also keepers.

When the last Scottish station (Fair Isle South) was converted to automatic operation in 1997 Archie was present, at the age of 87, in uniform, during the closing ceremony conducted by the Princess Royal (Princess Anne) who is patron of the Northern Lighthouse Board.

When I was about to retire as Joint General Secretary of Britain's largest labour union, UNISON, my colleagues organised tributes during a convention from many people including senior politicians, trade unionists and many others who had influences on my working life. I was delighted when the NLB asked Archie to record a piece about my lighthouse service and connections.

The long list of lighthouses where Archie lived as a youngster and later served at as a keeper does not, of course, do full justice to the man. Archie loved wild life and the wild places – both in abundance to the Scottish Lightkeeper – but was also a person of great wisdom, humour and kindness.

He is greatly missed by his family and all those who were privileged to have known him.

The motto of the Commissioners of Northern Lighthouses is "In Salutem Omnium" (For the Safety of All). Archie MacEachern was a true servant of the

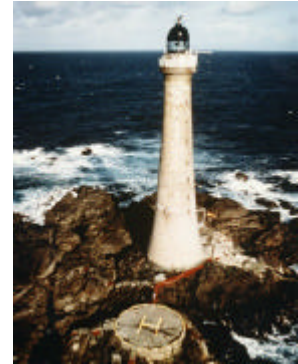
mariner and his fellow human beings in that and every respect.

[Hector MacKenzie \(Scotland\)](#)
[WLS Member](#)

NEWS FROM SCOTLAND

Sounding Out....

The very last fog signal at a Scottish lighthouse has been discontinued. On 4 October 2005 the system was switched off at Skerryvore – in my view the most magnificent lighthouse tower anywhere in the world! In the previous few weeks another nine fog signals around the Scottish and three on the Manx coasts were discontinued.



The closed bridges on modern vessels were held to make sound signals redundant – a view confirmed by the review of Aids to Navigation conducted in the past year by the Northern Lighthouse Board - the statutory lighthouse authority for Scotland and the Isle of Man – as well as by the by the other two UK and Irish Lighthouse Authorities. Each aid, whether light, buoy, beacon or sound signal, was studied in isolation and in relation to other stations in the vicinity.

So ends another part of lighthouse technology – first introduced in Scotland at St. Abbs Head lighthouse in 1876. But if I was skipping a yacht in thick fog with a malfunctioning electronics GPS anywhere near to the mile of vicious submersible reefs guarded by Skerryvore I think I would like to have had the back up of a fog signal from the tower!

But in the UK leisure craft do not contribute to the costs of the Lighthouse Authorities. It is therefore the converse of the old adage "he who pays the piper calls the tune." In this case they called the end of the tune!

Lights out....

The same Review will lead to a number of well known Scottish and Manx lighthouses being discontinued – particularly where they are regarded as "waypoint" rather than "landfall" lights. The first to be affected was Barns Ness on the East Coast of Scotland, which ceased operation on 24 October 2005. A tall granite lighthouse – which was undamaged when attacked by German aircraft during the Second World War – was the first in Scotland to use a sealed beam light source. It is not yet known what proposals the Northern Lighthouse Board have for the redundant station.



[Barns Ness Lighthouse](#)

[And Lights in....](#)

But the Review was not just about reducing the service to seafarers. Most unlit beacons in Scotland are to be lit – and new stations are being established. The most recent is An T'Lasgair lighthouse – on a tiny island off the north east coast of Skye in the Inner Hebrides.



[An T'Lasgair](#)

I have spent a little time trying to make sense of the Gaelic name of this new station. In large tracts of Highland and Island Scotland all place names are Gaelic or Norse in origin – but An T'Lasgair makes little sense to the Gaelic speaker. However, I have now found out that the original Gaelic name is correctly [An T-lasgair](#), which means “The Fisherman.” Somewhere in the past English-speaking mapmakers have incorrectly transliterated the capital letter!

This part of the Inner Hebrides is much used by the Royal Navy as well as by commercial traffic and fishing boats – so the mariner is, from 1 August 2005, aided by the new solar powered light, flashing white every six seconds.

[Hector MacKenzie \(Scotland\)](#)
[WLS Member](#)

[MY LUNDY EXPERIENCE](#)

As my late father, Harold Owen Hall, was stationed on both the North Light and the South Light at Lundy many years ago, I jumped at the opportunity to join the Association of Light keepers trip to Lundy Island in the Bristol Channel on the 12th – 15th May, 2005. Lundy is three miles long and half a mile wide and rises 400 feet above sea level.

My husband David and I set off from Swanage by car at 2.30 am on Thursday 12th May to allow ourselves enough time to reach Bideford Quay in time to meet our fellow ALK members at 7.15 am. We finally departed from Bideford Quay on the MS Oldenburg at 8.30 am under the understanding that the journey to Lundy would take approximately 2 hours. It was a very pleasant crossing but started to get very rough whilst the Captain and crew were attempting to draw along side the jetty. Chairs and dishes were sliding about the place. History has it that Edward II was attempting to “escape to Lundy when contrary winds drove him back to the mainland”. It seemed that we too were going to be forced back to the mainland as a hazardous landing was out of the question as far as the Captain of the Oldenburg was concerned. He sensibly instructed the crew to turn the boat around and take us, his passengers, back to the mainland. When we finally docked we were transported by coach to Hartland Point to catch a helicopter to fly us to Lundy. The pilot had to make several journeys as the helicopter could only take 7 passengers. Each flight took approximately 6 to 7 minutes. When David and I finally reached the island, feeling rather tired, we were escorted to our accommodation. We stayed at Millcombe House, a Georgian house built in 1840, which can accommodate 12 people.



[The Jetty at Lundy](#)

(Lundy Island is owned by the National Trust and is “financed, administered and maintained by the Landmark Trust, a charity which restores historic buildings”.)

In the evening we all went to the Church of St. Helen to hear a talk with slides about the wildlife on the island. It was a very interesting talk, but I am ashamed to say I fell asleep on a couple of

occasions. I had been awake since 1.50 am and was feeling extremely tired. I don't think I was the only one who was nodding off! After the talk and when I finally got into bed I fell asleep immediately.

On Friday 13th May David and I joined the group to walk from the shop to the North Light. It is approximately 2 miles. It was a very windy day so we had to be careful. We saw the Old Light on our left as we walked in a northerly direction. We passed some prehistoric hut circles.

I was disappointed, as I personally did not see a Puffin. (Apparently "Lund-ey" is Norse for puffin island). Evidently there are very few Puffins these days. I heard someone saying that in the past rats were brought on to the island and they severely reduced the Puffin population. Then some New Zealand people helped to make a system where they exterminated the rats. People are of the opinion that there are no rats on Lundy now and it is hoped that the Puffin population will build up again.

When we finally reached the North Lighthouse, which is situated on a narrow plateau, I took photos from a distance but decided not to descend all the way to the lighthouse as it was very windy and at the time I did not feel very steady on my feet. However, the rest of the group managed to get down to the lighthouse. (The North Lighthouse was automated in 1985 and both the North and South Lighthouses on Lundy are monitored and controlled via telemetry link from the Trinity House Central Planning Unit at Harwich in Essex.) I decided to retrace my footsteps and David caught me up. We went to the Marisco Tavern to have some local ale and enjoyable food. The staff seemed very pleasant.

During our brief stay on the island we managed to go to the local shop on a couple of occasions, which was well stocked. I couldn't resist the temptation to buy some stamps, a Lundy T Shirt and some postcards.

One evening we joined the group staying at the Old Light. We were treated to a glass of wine and a photo session. I was rather surprised but delighted to find myself the centre of attention as my book "Last of the Line" is due to be published soon. It was like a dream.

When Saturday, the day of our departure, finally arrived it was still very windy. Too windy for MS Oldenburg to carry us back to the mainland so we made the journey by helicopter.

Finally we were transported by coach to Bideford. David drove our car to meet our ALK friends at the Carlton Hotel in Ilfracombe. Some of the group went out for a meal but David and I decided to have a meal at the hotel.

Next morning after an enjoyable breakfast we went with the group to Lynmouth Foreland Lighthouse. After the visit David and I waved farewell to our ALK friends, some of whom went to visit Bull Point

Lighthouse, and we commenced our return journey to Swanage in Dorset.

David and I thoroughly enjoyed the Lundy trip and felt thankful to Vanessa Langley for organising the trip.

[Patricia Gumbrell](#)
[ALK and WLS Member](#)

IALA LIGHTHOUSE PRESERVATION UPDATE

In August 2005 working group 5 of the IALA (International Association of Lighthouse ????) Engineering, Environment and Preservation of Historic Lighthouses (EEP) committee held a seminar on The Practical Aspects of Lighthouse Preservation at the Novotel, Gothenburg, Sweden. The workshop was attended by 60 delegates, including delegates from 19 countries. The Seminar provided an opportunity for discussion on issues surrounding all aspects of preservation of lighthouses, particularly historic lighthouses with representatives from Lighthouse Authorities, Heritage Bodies, Conservation Architects, Paint Suppliers and Publishers.

The Seminar provided examples of practical solutions to the diverse problems facing aids to navigation authorities when dealing with building maintenance in remote and harsh environments. The presentations provided the latest in research and developments in paint solutions, mortar options and conservation and preservation techniques.

The objective of the Seminar was to strive for a balanced or compromise approach to lighthouse preservation recognising the heritage of traditional methods versus the modern day technological solutions.

Several very interesting speakers used case studies to illustrate some of their conclusions. For example, Cullen Chambers from the U.S. used The Tybee Island Restoration Project to emphasise his experiences, and his conclusions can be summarised as follows: use of qualified contractors and skilled labour, close on-site supervision, care in choosing which materials and coatings to use, identifying safe, cost effective scaffolding options for the work and to ensure that the approach to repair work is specific for the material involved. All of these items should always be considered as crucial to a successful conservation project, but as we know, finance, ease of access and time are not always available to allow these to be fully included.



[Tybee Island Lighthouse](#)

Mike Pendery of Historic Scotland gave a presentation on the works that have been carried out at Kinnaird Head, including different types of lime-wash, some of which have lasted significantly longer than previously envisaged.

Various members of the Pater Noster project team described a very unique local project. This lighthouse is an early example of a pre-fabricated structure of cast iron and mild steel, which could be easily assembled in difficult locations. It became redundant in 1977 and after several limited refurbishments were attempted it was decided that the structure should be moved away from site for complete overhaul. Pharmadule Emtunga, a local company who manufacture self contained accommodation units for the oil industry, offered sponsorship in the form of using their spare capacity when available between contracts to inspect, repair, overhaul and repaint the structure. The seminar attendees were invited along to the storage buildings to view progress and the full extent of the work still to be attempted. It is hoped that works will be completed and the structure repositioned at the latest by June of 2007.



[Pater Noster](#)

A full day technical tour was organised by the Swedish Maritime Authority. It started with a boat trip to Vinga Island through the recently upgraded fairway from Gothenburg Harbour, continued with a bus drive 150 km south to Kullen lighthouse (seen below with most of the participants), and followed by the official dinner in the nearby lighthouse restaurant. The next day, the seminar continued with a full day of presentations including Experiences of Maintaining Masonry Lighthouses by myself, and other very interesting papers on Cast Iron, Weathering of

Granite, Lime Mortar vs. Cement, Strengthening Brickwork Towers, Concrete Lighthouses and several case studies. The final session discussed what the participants considered to be the three main challenges for lighthouse conservation projects which were: securing appropriate funding sources; proper partnership arrangements that are clear and sustainable over the duration of the project and beyond; ensure proper maintenance plans take account of the environmental conditions. In addition a series of 16 conclusions and 9 recommendations were agreed upon by the participants and these were put forward to the next EEP meeting and they now form a significant part of the work programme to be put forward to the IALA Conference in May 2006 for approval.



[Group Photo of Seminar Participants](#)

During EEP 7 in October, which was the last meeting before the XVIth IALA Conference in Shanghai, I was asked to take over the role of Chair of Working Group 5, Preservation of Historic Lighthouses, within the EEP committee of IALA from the current chairman, Larry Wilson Assistant Commissioner of the Canadian Coastguard. Over the next twelve months I will need to gather further support from IALA members for the aims of WG 5 as with the recent retirements I will need some significant additions to the group to achieve the work programme, which it is anticipated, will be approved during the conference.

Further information on the Seminar on Practical Aspects of Lighthouse Preservation can be obtained from IALA headquarters at iala-aism@wanadoo.fr or from myself and any IALA member who wishes to send a representative to EEP after the conference to contribute to the debate and would be made most welcome.

[Bob McIntosh](#)
[Projects Group - Team Leader](#)
[Northern Lighthouse Board](#)
[WLS Member](#)

ESTONIAN LIGHTHOUSE TOUR

Frans la Poutré is planning a tour along the Estonian coast. The tour will start on Sunday, September 17th or 24th, 2006. Preliminary plans include visiting two or three lighthouses every day. In addition, there will be other places of interest included in the itinerary. Accommodations, bus and boat tours are included in the plans, however all information about total costs has not yet been gathered.

If you are interested in an Estonian Lighthouse tour, you are invited to contact Frans la Poutré at the address listed below. He will inform you as soon as the finalised plans and costs are known. Showing your interest does not indicate a commitment to participate in the tour. You can decide whether to participate or not after you have received all of the information.

[Frans la Poutré \(Netherlands\)](#)
[WLS Founding Member](#)
frans@lapoutre.info
[Stationsstraat 9](#)
[7437 AK Bathmen](#)
[Netherlands](#)
[Phone: +31 570 605461](tel:+31570605461)
[Fax: +31 570 542872](tel:+31570542872)

VISITING LIGHTHOUSES IN SPAIN?

Last year we came across a delightful privately owned 18th century B&B Finca in the village of Benimarco, not far from Javea, so ideal for anyone planning on visiting Spanish lighthouses along this coast. The accommodation is excellent, set in 2,000 square metres of delightful gardens and ideal for visits all year, with central heating and log fires in the winter. Access is easy, only 10 minutes from Exit 63 of the A7 motorway or less than an hour from Alicante or Valencia airports.



If you would like to find out more please contact Michael and Dee Law. Telephone 0034965748142 or email deelaw@benimarco.com. Website: www.spainbandb.com

[Rosalie Davis Gibb](#)
[WLS Founding Member](#)

LETTERS TO THE EDITOR

Hello Donna,

Some time ago, I bought a large old photo showing a pretty amazing but unidentified lighthouse (see below). The seller (in the Netherlands) thought the lighthouse was probably on Java in the former Dutch East Indies (Indonesia today), but he wasn't sure. The photo probably dates from the 1880s or 1890s.



The lighthouse appears to consist of a truncated octagonal tower on piles, with three covered galleries and a smaller uncovered one surrounding the lantern room. I count 14-15 people on the two lower galleries and on or near the ground. They probably include the keeper and his assistants, plus what look like some visiting colonial or naval officers and maybe a few civilians.

I was wondering whether it would be appropriate to

include the photo in a future issue of the WLS Newsletter and ask members if they recognize the lighthouse? In all likelihood it doesn't exist any more - at least not in this form - but members in the Netherlands or elsewhere might know it. Even if no one can identify it with certainty, the lighthouse has such an unusual appearance that readers might enjoy seeing the picture.

Best regards,

[Michel Forand](#)
[WLS Member](#)

Dear Michel:

Including the photo in our newsletter is not only appropriate, but also fits entirely within the aims of the Society, and also provides a wonderful challenge to our members for help in identifying it. What a treasure you have found! Good luck in your search for its identity!

Sincerely,
[Donna Suchomelly](#)
[WLS Newsletter Editor](#)

NOTE TO MEMBERS: if you have any idea as to the name and location of this lighthouse, please respond by writing to the Editor at newsletter@worldlighthouses.org. Responses will be forwarded to Michel Forand and printed in the next issue of the Newsletter.

Dear All,

Merry Christmas and Best Wishes for New Year 2006!!

Hirokazu Nakamura
WLS Member



Kashinosaki Lighthouse is the oldest stone made lighthouse in Japan designed by Henry Brunton first lighted in 1870. Lantern Room and 2nd floor are reconstructed with RC on the original stone base 1954.

Dear Hirokazu,

Thank you for the wonderful holiday greeting and photograph. I enjoyed it so much I thought I'd share it with our members. I hope you don't mind! And, I'd like to add, I hope everyone had a wonderful holiday season and joyous New Year!

[Donna Suchomelly](#)
[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 lighthouse was built in just six months in order to assist the passage of war convoys sailing directly in the path of the rock on which its located.

Answer in the next Newsletter.

Last month's lighthouse:

Nidingen
Twin Lights,
Sweden



The small island of Nidingen (Lat North 75° 18', East 11° 54') and its old twin lights are located on the west coast of Sweden. Hundreds of vessels have been wrecked outside the island, which is surrounded by thousands of stones and long reefs. The first light on the island was a coal fire built by the Danes in 1624. It was replaced by two swapes in 1629, becoming the world's first double light. In 1645 Sweden took the island back from the Danes and it became the first light in the present Sweden.

The two towers in the picture were built in 1832 as covered coal lights and were increased to their

present height of 19 metres in 1846. The stone for the building was taken from the old fortress in the town of Varberg on the mainland. Both lights were extinguished in 1946 and replaced by the present light, which you can see in the picture below.



As well as being the first double light in the world, Nidingen also became the first manned fog-warning signal station in the world in 1766. The fog-warning bell can be seen today outside the maritime museum in Göteborg. The bell was replaced in 1873 by two cannons, and one of them is still on the island, but of course no longer used.

[Esbjörn Hillberg \(Sweden\)](#)
[WLS Founding Member](#)

NEWSLETTERS

Many thanks to everyone who contributed to this issue of the Newsletter. 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:

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

Summer 2006 – 31st May (for publication end of June)

Autumn 2006 – 31st August (for publication end of September)

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

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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LATE NEWS...

Sadly, just as I was putting the final touches on this edition of the Newsletter, I received some unfortunate news. One of our long-time members, Werner Berthold (Germany), recently passed on. He will be greatly missed by family and friends. Due to the late notification, we weren't able to write a proper memorial to Werner for this edition. However, we plan to include a more fitting tribute in the next issue.

[Donna Suchomelly \(USA\)](#)
[WLS Newsletter Editor](#)

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