

# World Lighthouse Society

**AUTUMN 2004 NEWSLETTER**

**Volume 2 Issue 3**

## LETTER FROM THE EDITOR

I suppose that old American adage – ‘time flies when you’re having fun,’ really is true. The last three months have passed very quickly as I took advantage of the warm weather and visited as many lighthouses as I could squeeze in. During the summer season my husband and I managed to visit, or view from land, 30 lighthouses and one lightship. We hope to visit a few more before settling down to a long winter, but have already begun to plan ahead for another summer of lighthouse hunting next year. Meanwhile, I look forward to spending my time this winter researching the history of the lighthouses we visited and taking advantage of any opportunity to promote the World Lighthouse Society and its aim of preserving world maritime heritage.

Of course, I’m not the only member of the WLS who has been visiting lighthouses during the past three months. This issue of the WLS newsletter is once again loaded with articles submitted by members from all over the world. Readers will find articles about member visits to lighthouses in Croatia and the United States, as well as reports on celebrations of International Lighthouse Day in different areas of the world.

Also included in this issue are reports from Germany on the Lighthouse Bülk, and the recent formation of a new German Lighthouse Society. We’ve received word of another devastating lighthouse fire in Nova Scotia, as well as good news regarding lighthouse preservation efforts in that Canadian province. In addition, reports of lighthouse activities in England, Scotland, Australia, Sweden and Denmark are included.

While you are reading this issue of the newsletter, I hope you will direct your thoughts toward how you personally can help further the aims of the World Lighthouse Society. We currently have several working groups that are in need of co-ordinators or additional members to help further their causes (please read the Chairman’s Column for further information). In addition, we are always looking for new ways to spread the news about our Society and the causes we promote. If you are planning to attend a lighthouse event, please take along your copy of the latest newsletter and share it with others in attendance. Doing so could help to increase membership and the ranks of those involved in our very important working groups.

Until the next issue... keep the light burning!

[Donna Suchomelly](#)

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# World Lighthouse Society

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## CONTACTS

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1 Ironstone Drive, Reading, PA 19606, USA  
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## CHAIRMAN'S COLUMN

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As mentioned in the last Newsletter, the Working Groups are still experiencing differing levels of success. We still need Co-ordinators for the Fog Signal and Architecture Working Groups. No progress has yet been made with the Ecclesiastical Working Group.

Although I said this in the last Newsletter, it is of great importance and therefore worth mentioning once more – the Working Groups perform one of the most important roles of the WLS, researching and documenting information related to different aspects of lighthouses, light vessels and maritime heritage on a worldwide basis, of interest at present and essential for the future. I realise the main factor is probably lack of time, but the success of the Society is entirely dependent on its members. So please help if you can.

The suggestion of a Poetry Working Group, as proposed at the 2004 AGM, has been considered by the Executive Board. Since the main aim of forming Working Groups is primarily for the research and documentation of historical, technical and essential data, it was decided a Poetry Working Group would not fulfil this criteria and, therefore, the proposal was rejected. However, any members interested in lighthouse related poetry can, of course, communicate between themselves on this particular subject and enjoy a mutual interest.

Whilst considering the proposed Poetry Working Group, a suggestion was made that, whilst of interest and possibly serving the purpose of raising awareness in some areas, the Pharo-Philately Working Group also did not fulfil the aims of a WLS Working Group. This also is a subject of interest to some members and as with poetry, members who share this interest are quite at liberty to communicate with each other on the subject. Stan and Margret Butcher, who had been acting as Co-ordinators were informed accordingly, together with the reasons for making this decision. You will see from their report later in the Newsletter that they are hoping to continue the interest in Pharo-Philately.

Another important role of the WLS is to provide a forum for advice and assistance worldwide, and this we continue to do on a regular basis, mainly by means of the Forum on the website. If you have access to the internet, please make sure to visit the Forum on a regular basis in case you may be able to help with a query – one of our strengths is the vast collective knowledge base of our members, which is only of any use if actually used! And a way in which we can all make a contribution to the Society and the preservation of lighthouses generally. Also, it is imperative that queries posted on our website are answered quickly rather than seemingly ignored if unanswered for any length of time.

Executive Board member Wayne Wheeler (US) has very kindly offered to run an advertisement for WLS in the United States Lighthouse Society's magazine, 'Keeper's Log'. WLS member Matt Gouig (US) has, also very kindly, designed an advertisement for us, which can be used in any publication. Many thanks to Matt for the time he has given to the Society in designing the advert, which is excellent. The stark contrast between black and white is very eye-catching (and lighthouses are, after all, mainly used for guidance in the dark) and the advert certainly has high impact. The lighthouse image is of The Skerries, a very imposing structure.

If you know of any publication that would be suitable for promoting WLS by means of the advert, please contact the WLS Publicity Officer, Kim Fahlen (3919 Catamarca Drive, San Diego, CA 92124 3405, USA, email: [hyperadial@aol.com](mailto:hyperadial@aol.com)) or myself.

I have just heard from WLS Executive Board Member Kathy Brown that the advert will be included in the next issue of the Nova Scotia Lighthouse Preservation Society's newsletter, 'The Lightkeeper.' Many thanks to Kathy.

The official WLS address is now as follows:

World Lighthouse Society, 2<sup>nd</sup> Floor, 145-157 St John Street, London EC1V 4PY, England.  
Fax No. 0044 (0)870 762 3212

The Chairman's Working Group will be meeting for the first time since the AGM on Wednesday 3<sup>rd</sup> November, in England. If there are any issues you would like raised, please make them known to myself or the Secretary, Jürgen Tronicke.

As always, many thanks to all members who have contributed in any way to the Society, and please keep doing so!

And a final thought – during the early part of September I travelled to Broadstairs in Kent to give a talk on lighthouses in general and the North Foreland in particular to the Broadstairs Society. The following appears on the back of their Programme for 2003-2004:

*We are but Custodians of our Heritage. It is our duty to protect and preserve our inheritance so that it may be said by future generations that we were worthy trustees.*

This is so true – let us be worthy trustees.

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

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## 2005 AGM

The date of the 2005 AGM, to be held in Hamburg, Germany, has been changed from Saturday 7<sup>th</sup> May to **SATURDAY 21<sup>ST</sup> MAY**. Apologies for any inconvenience this may have caused, but it was necessary to make this change.

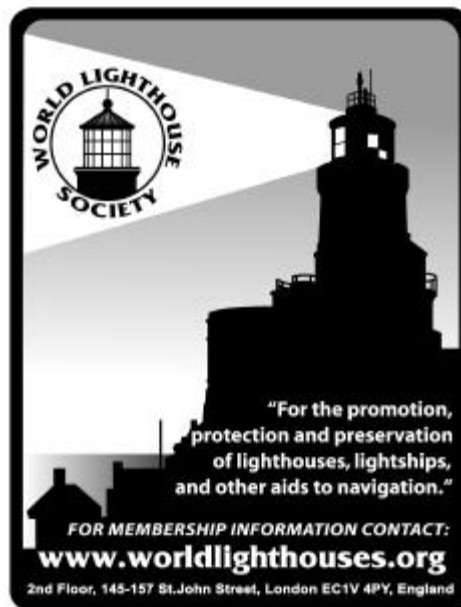
[Rosalie Davis Gibb \(England\)](#)  
[Chairman](#)

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## MEMBERSHIP

If you know anyone who might be interested in joining 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 GBPE cheque made payable to 'World Lighthouse Society', UK banknotes, Euros, or US dollar bills; Mastercard or Visa. **PLEASE NOTE:** We cannot process any checks other than GBP Sterling cheques. Membership application and fee should be sent to:

[Rosalie Davis Gibb, WLS Memberships,](#)  
[The Lantern House, 63 Bacton Road, North Walsham,](#)  
[Norfolk, NR28 9DS, England. Tel: 0044 \(0\)1692 403784.](#)

## MEMBER'S PROFILE

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### Wayne C. Wheeler

**E**ducation 1962 BFA Syracuse University 1963  
Graduated U.S. Coast Guard OCS  
Attended various service aids to  
navigation schools and studied  
electronic aids to navigation at  
UCLA.

Associated with the U.S. Coast Guard for 23 years as an officer and as a civilian (12 as an officer and 11 as a civilian – serving as Assistant Chief, and later Chief, Aids to Navigation Branch, 12<sup>th</sup> Coast Guard District). Had extensive aids to navigation experience with the Coast Guard (including lighthouses). Served on two buoy tenders, two district offices, a base and Coast Guard Headquarters, where he was a member of the Coast Guard delegation to the Joint Chiefs of Staff in developing the National Navigation Plan. Wrote the LORAN 70s Plan.

Past member – Board of Governors, Navy – Marine Corps – Coast Guard Museum on Treasure Island, San Francisco, CA; Board Member National Maritime Alliance; Member, Big Sur District General Planning Team Advisory Committee (Big Sur Lighthouse), Member of the Board of Directors, American Youth Hostel (Golden Gate Chapter) involved with hostels in two lighthouses, Member San Francisco Bay Harbor Safety Committee, member of the Board of Directors, East Brother Light Station Inc.

Presently – President, (and founder) U.S. Lighthouse Society and Treasurer National Lighthouse Museum (Staten Island, NY). Served as Vice President of the Committee to select a site for the National Lighthouse Museum and was on the site selection committee.

Wayne is an accomplished lecturer on lighthouses, lightships and aids to navigation. He has presented his two-hour talk/slide show "Lighthouses! An Endangered Species" to numerous organizations throughout the United States during the past twenty years; Block Island



Historical Society, Key West Historical Society, various Army Corps of Engineer seminars, a lighthouse conference in Maine, twice at St. Augustine Lighthouse, numerous yacht clubs and service organizations, the Mariners' Museum, Newport News,

VA and many other places. He has occasionally lectured at the California Academy of Sciences.

He has published articles in the San Francisco *Chronicle*, *Bay and Delta Yachtsman*, the California Historical Society's magazine, *Courier*, and the United States Lighthouse Society's publication, *The Keeper's Log*.

He has appeared on numerous radio and television shows around the country, including National Public Radio, KCBS, CBS, Good Morning America, PBS and others. He has appeared in most major newspapers in the country and such magazines as *Smithsonian*, *Americana*, *Life*, *Sunset* and others.

In 1984, he founded the United States Lighthouse Society (a 501 [c][3] organization) founded on history and education. Presently that Society has over 10,000 members representing every state of the nation and several foreign countries. The Society publishes a 48 page quarterly magazine and a quarterly *Bulletin*. The Society has five active chapters, maintains a light station for the Coast Guard and restored a former Coast Guard lightship (WLV 605 – RELIEF). In addition to maintaining a comprehensive research library and archives, the Society provides about ten regional and foreign lighthouse educational tours each year, hosts an annual photography contest and provides educational material to teachers. In recent years the Society has awarded grants to lighthouse related activities.

In 1986, the Society was a winner of the U.S. Department of Transportation's Award for Outstanding Contribution to Historic Preservation. Received a Commendation (Resolution) from the California State Senate. Received the 2003 Phoenix Award from the Society of American Travel Writers for outstanding Accomplishment in Conservation and Preservation. An award by The Foundation for Coast Guard History titled the Contribution to the Heritage of the U. S. Coast Guard was presented to Wayne C. Wheeler in 2003. It recognizes him for promoting the heritage of the U.S. Coast Guard through preserving the history of the U.S. Lighthouse Service.

Wayne is married and lives in San Francisco.

[Wayne Wheeler \(US\)](#)  
[WLS Executive Board Member](#)

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## PHARO-PHILATELY INTEREST GROUP

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**H**ello fellow lighthouse stamp collectors and friends:

You may or may not know that the executive board of the WLS has made the decision that from now on there will no longer be a Pharo-Philatelic Working Group in the WLS and instead it should be a Pharo-Philatelic Interest Group.

The Executive Board has reconsidered the role of the Pharo Philately WG, whilst considering the suggested Poetry Working Group and have agreed both should be an interest groups rather than WGs, as the WGs

are primarily for the research and documentation of historical and essential data, such as the Optic WGs Glossary of Terminology. Therefore, I have to write to you to say that whilst it is of interest to some members to have a Pharo-Philately group, as from now this will not be a Working Group, but you are of course free to continue with your interest and work in this subject with other members.'

So, from now on our interest is not represented in a Working Group any longer. But we still would love to get in touch (or keep in touch) with any of you that are interested in lighthouse stamps and the history of them.

Sadly the suggestion to trade stamps etc. amongst the members (see the last newsletter), has not brought ANY response. That is a shame. We thought it was a good idea. But as with all these things, they can only be done with support from the members.

So, bearing all this in mind, we would like to ask the question of all members of WLS:

IS THERE REALLY AN INTEREST IN THIS TOPIC WITHIN THE MEMBERSHIP OF THE WLS?

We have had some responses and been in contact with several people, but it does not seem to us that there is any REAL interest in a group (what ever its name is) representing the Pharo-Philatelic hobby.

So we would be grateful for feedback from members of WLS. We know what the board thinks – now we would like to hear EVERYONE'S view.

Do YOU – the members – want us to continue with a Pharo Philatelic Interest Group? And are you going to join in? Or is this a waste of everyone's time?

Whichever way things turn out, we would LOVE to stay in touch with anyone who is interested in lighthouse stamps etc. And if we can help with anything, please get in touch!

We will always be pleased to hear from fellow lighthouse enthusiasts – philatelically or otherwise!

Thank you to all who have already shown an interest and please get in touch with your views!

[Stan & Margret Butcher \(England\)](#)  
[WLS Members](#)  
[Lighthouse.Duo@virgin.net](mailto:Lighthouse.Duo@virgin.net)  
[www.Lighthouse-Duo.Net](http://www.Lighthouse-Duo.Net)

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## LIGHTHOUSE BUILDERS AND INVENTORS

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



Brunton, Richard H. (1841-1901) – Chief Engineer of the Lighthouse Department of the Government of Japan. Also wrote paper on problems with a dipping light.



Buffon, Georges-Louis Leclerc (1707-1788) – French scientist who in 1748, suggested reducing the thickness of a lens by grinding out steps in concentric zones with each step shaped to the curvature of the original lens.



Bunsen, Robert W. (1811-1899) – German inventor of the Bunsen Photometer, which was used to determine the power of the various lighthouse lamps.

Chance, James T. (1814-1902) – British engineer who was the son of William Chance and became the head of Chance Brothers lighthouse equipment business. In 1851, Chance Brothers designed and built their first Fresnel lens and in 1855 they began to produce lenses with the help of the French experts Tabouret and Georges Bontemps.



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

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## THEN AND NOW: THE GERMAN LIGHTHOUSE BÜLK

The peninsula at the north-west entrance of the Baltic Sea to Kieler Förde (Kiel Bay) is known as Schwedeneck or Bülker Huk. Kiel Bay is a very busy waterway for ships from Russia and the Baltic States sailing to the North Sea and the Atlantic using the Kiel Canal, thus avoiding the longer journey around the Skagerak. The eastern entrance to the Kiel Canal is at Kiel-Holtenuau, passing the light of Bülk. Kiel has a natural harbour, which was used until the end of World War II by the Navy. Today it is an important ferry terminal to Denmark, Sweden, Norway and Russia.

The entrance to Kiel Bay is controlled by the lighthouse of Bülk. The first light at this location was

installed in a house by Danish people in 1807. In 1844 it was replaced, again by the Danish, by a 16 metre high tower. Following a war with Denmark in 1865, the Germans built a new lighthouse at the present position of N 54 27, E 10 12, with a height of 30 metres. The round white tower with a red band used a radial lens with 300mm focus.



This lighthouse was renovated and changed appearance in 1970 at the same location. A second gallery was built, a black band replaced the red band and the height was reduced by 2 metres. In addition, the tower was panelled with plates of plastic material. The 1865 lens was installed. It has a diameter of 60cms, a 3<sup>rd</sup> order lens with a focus of 300mm and includes a 600 watts, 110 volts bulb. With 25,880cd a range of maximum 16sm is achieved.



The number of the light is C1216 in the British Admiralty List. Today it works as a so-called 'directional light' with red and green sectors. The light characteristic is F W R G, 3 secs.

The light was automated in 1969 and is now controlled by the Wasser-und Schiffsamt Lübeck-Travemünde. The last lightkeeper retired in 1972.

Since August 1999 the tower has been open to the public and 98 steps lead to the lower gallery. During good weather conditions the Danish islands Langeland and Aero can be seen.

[Werner Berthold \(Germany\)](#)  
[WLS Member](#)

### [NEW LIGHTHOUSE SOCIETY IN GERMANY](#)

After several years of informal meetings held by a group of German lighthouse enthusiasts it was decided to form a national society for the promotion, protection and preservation of German lighthouses, lightships and other aids to navigation. The inaugural meeting was held in Bremen, Germany on Sunday 18<sup>th</sup> of April 2004 with about 50 attendees.

It was unanimously agreed that the organisation should be called **IG - Seezeichen e.V.** and would be an independent German registered charity. A formal election was held to elect the four members of the Executive Board.

The society, like the WLS, wants to create a national meeting place for all people dedicated to lighthouses, lightships and other aids to navigation and to raise public awareness of this important part of maritime heritage. There is a website ([www.ig-seezeichen.de](http://www.ig-seezeichen.de)) where you can find more information about the organisation.

The next meeting will be held in October 2004 in the eastern part of Germany in the city of Greifswald in conjunction with the 150<sup>th</sup> anniversary of the lighthouse Greifswalder Oie.



*[Photo and stamp are of the Greifswalder Oie Lighthouse](#)*

[Juergen Tronicke \(Germany\)](#)  
[Secretary](#)

### [GREAT MOMENT FOR THE OBEREVERSAND LIGHTHOUSE – RELIGHTING AFTER BEING OUT OF SERVICE FOR 81 YEARS](#)

About 200 lighthouse enthusiasts followed the invitation of the Obereversand Lighthouse Preservation Society to see the relighting of the Obereversand Lighthouse in the evening on August 14<sup>th</sup>, 2004.

In order to see the light, all visitors and guests had to proceed about 400 metres on the Watt during low water. After a short speech by the Chairman of the Association, the light started shining out of the lantern room again after 81 years of darkness. Now each night the lighthouse will show its light as an official harbour light for the fishing and sport-boat Port Dorum-Neufeld.

The lighthouse, which was built in 1886-87, formed the first lightline at the north German coast until 1924. Afterwards it was used as a refuge station until it was moved from the Weser estuary, in March 2003, to its new position at the bathing resort Dorum-Neufeld.

The old 400mm optic was originally built in 1934 for the Langluetien Weser lights. In order to operate the light again, the use of a 5watt energy saving lamp in connection with the old optic was required. The light (permanent white) has a range of max. 5 sm at night, elevation 29,00 m. The sector of the light is visible from 215° over west to 3 29°.



Many visitors viewed the exhibition, 'Life and Work of the Lighthouse Keepers at the End of the 19<sup>th</sup> Century,' which was presented in the lighthouse following the ceremony.

Since the lighthouse was opened on May 1<sup>st</sup> 2004, more than 5.000 visitors have explored the guided exhibition.

For more information about opening times, historical details and facts, please visit our web site at [www.obereversand.de](http://www.obereversand.de).

[Martin Focke \(Germany\)](#)  
[Chairman Obereversand Lighthouse Preservation Society](#)  
[WLS member](#)

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### LIGHTHOUSE HOLIDAYS IN SCOTLAND

The National Trust for Scotland, in partnership with the Northern Lighthouse board, offers four lighthouse properties for self-catering holidays – Stoerhead, near Lochinver and the most northerly mainland property, two properties on the Mull of Kintyre and one on the most southerly tip of Scotland at the Mull of Galloway.

For more information contact:

The National Trust for Scotland  
Weymss House  
28 Charlotte Square  
Edinburgh EH7 4ET  
Scotland  
Tel: 0044 (0) 131 2439331  
Fax: 0044 (0) 131 2439594  
Email: [holidays@nts.org.uk](mailto:holidays@nts.org.uk)  
Website: [www.nts.org.uk](http://www.nts.org.uk)

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

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### AUSTRALIAN LIGHTHOUSE ACTIVITIES

The Victorian Chapter of Lighthouses of Australia celebrated World Lighthouse Day, Saturday, August 21<sup>st</sup>, at Port Phillip Heads. Activities included guided tours of the Queenscliffe Lifeboat Museum, Fort Queenscliffe and the Point Lonsdale Light, which marks the difficult entrance into Port Phillip Bay.

The Lonsdale Light is manned because it contains the maritime traffic control for busy Port Phillip Heads.

The Geelong Amateur Radio Club attempted to contact as many fellow amateurs as possible at lighthouse sites worldwide from a base at the Fort. The grounds of the Fort, which has been an active army base since the mid 19<sup>th</sup> century, contains two lighthouses which act as leading lights into the Port Phillip Channel. One of these is Australia's only black lighthouse, being built of the local basalt.

The afternoon included an enthralling address by architect and lighthouse historian Donald Walker on the story behind the establishment in the mid 19<sup>th</sup> century of the Cape Otway and Cape Wickham lights at the entrance of Bass Strait.

[Cyril Curtain \(Australia\)](#)  
[WLS Member](#)

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### FOURTH ANNUAL INTERNATIONAL LIGHTHOUSE DAY – ENGLAND

22 August 2004 saw a very successful fourth International Lighthouse Day, with lighthouses around the globe being open to the public. Amateur Radio Lighthouse Society members broadcast messages from lighthouses, linking up with Australia, Brazil, Puerto Rico, the UK and Sweden to name a few.

In the UK, Association of Lighthouse Keepers members gave guided tours around Nash Point lighthouse in Wales. Over 370 people came for tours, and younger visitors took part in a colouring competition, with some very pretty coloured lighthouse designs. Visitors also received a certificate showing that they had climbed the tower on International Lighthouse Day. It was so nice to meet people who had lived in the area for years, but had never had the opportunity of visiting the tower. One visitor claimed to be the ancestor of Henry Whiteside who built the first Smalls lighthouse on the Pembrokeshire Coast in 1776.





[View of the low light and treacherous Nash Sands beyond, as seen from the main tower at Nash Point Lighthouse](#)

At Dungeness Lighthouse in Kent, young visitors brought along their teddy bears to abseil down the tower. The money raised from the abseil was in aid of a children's Leukaemia charity arranged by owner Jill Stanners.

ALK members Mollie Moppett and Irene Humpreys and their family attended. These two ladies were the daughters of a Principal Keeper at the station. They brought along some fascinating photographs and press cuttings on their father's and other relative's careers in the lighthouse service and of their time at Dungeness.

St Mary's Island in Tyne and Wear ran a 'Light Bites and Music' event for visitors of the island.

In Sweden around 50 lighthouses were open to the public, and in Australia the Lighthouses of Australia Project association opened various lighthouses and opened them to the public.

Thanks to everyone who took part, the event is a fantastic way of promoting our lighthouse heritage throughout the world, and here's to hoping next year's event will be even bigger and better!

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

## [SWEDEN'S CELEBRATION OF THE 2004 INTERNATIONAL LIGHTHOUSE DAY](#)

For the second year the Swedish Lighthouse Society ([www.fyr.org](http://www.fyr.org)) arranged the International Lighthouse Day in Sweden. Year 2003 on 17<sup>th</sup> of August we had 2500 visitors to 33 Lighthouses and this year on 22<sup>nd</sup> of August we had 4500 visitors to 52 Lighthouses along our long coast, including 4 in our 2 largest lakes. The increase of visitors exceeded our wildest expectations. It seems that the interest in Lighthouses is growing all the time. We have the same experience with the increase of members in our Society as it has continuously been growing with more than one member per day since the start in

October 1996 and we now have more than 2600 members.

The weather was a mixture of sun, rain and heavy winds, so that regrettably 9 out of the 52 Lighthouses could not be visited at all. Taking this into consideration, the result was even more fantastic. One could say, however, that the date for the International Lighthouse Day is too late for the Swedish summer season. We would prefer to celebrate it in early August when people still have vacation and are out in the archipelago with their boats.

The most visited Lighthouse was Morups Tänge with more than 350 visitors. The Lighthouses of Fårö, Ölands Södra Udde, Smygehuk, Falsterbo, Kullen and Stavik (lake Vänern) had around 250 visitors each. The Lighthouses of Bjuröklubb, Finngrundets Lightship, När, Häradsjär, Segerstad, Garpen and Vanäs Udde (lake Vättern) had between 155-210 visitors each. The Lighthouses of Bergudden, Djursten, Landsort, Grynge, Hoburg, Ölands Norra Udde, Kapelludden, Sandhammaren, Skalla, Hällö and Hammarö Skage (Lake Vänern) had between 50-100 visitors each. The Lighthouses of Gäsören, Rataskär, Lungö, Örsjär, Söderarm, Grönsjär, Huvudskär, Gotska Sandön, Hanö, Hallands Väderö and Hjortens Udde (Lake Vänern) had between 30-50 visitors each. The remaining 16, of which 9 could not be visited at all based on the heavy weather, had less than 30 visitors each.



[Bergudden Lighthouse](#)

At the same time we celebrated ILD, the radio



amateurs had their radio weekend and transmitted from 21 Swedish lighthouses, of which 7 were kept open by us. This means that all in all, 66 Swedish Lighthouses were open during International Lighthouse Day.

[Grönsjär Lighthouse](#)

We have received plenty of positive reports from visitors and participating Lighthouses. Many types of activities took place at the different Lighthouses. There was a competition among children concerning who could make the best drawing of the Lighthouse they visited, as well as a quiz for all visitors. One Lighthouse had an orchestra playing. Many

Lighthouses had arranged exhibitions and many offered coffee and cakes to their visitors.



All in all it was a fantastic day and we received fairly good coverage in newspapers, radio and also some on TV. This is very important so that people will notice and visit Swedish Lighthouses, which constitute such an important part of our maritime heritage.

[Örskär Lighthouse](#)

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

[Esbjörn Hillberg \(Sweden\)](#)  
[Chairman and Founder Swedish Lighthouse Society](#)  
[Vice Chairman World Lighthouse Society](#)

## [INTERNATIONAL LIGHTHOUSE/LIGHTSHIP WEEKEND](#)

On 21-22 August just passed, hundreds of amateur radio operators all around the world set up portable radio stations at 383 lighthouses in 52 countries for the annual Lighthouse/Lightship Weekend. The objective of this event is to expose amateur radio to the public and even get them involved in talking on the air, while at the same time make them aware of the plight of lighthouses all around the world by alerting them to the need for preservation and conservation of these beautiful structures and their history.

This objective was picked up a few years ago by the International Society of Lighthouse Keepers who decided to hold an open day on the Sunday of the amateur radio event. I have been advised by the Swedish Lighthouse Society that it had 52 lighthouses open to the public and they are already preparing for next year.

Australia had several open as well, Queenscliffe Black Lighthouse, Cape Leeuwin in Western Australia, the Wollongong Breakwater Light, Cape Byron, and the Eden Killer Whale Museum Lighthouse were all open.

Atmospheric propagation was the best it has been for many years and lots of contacts were made between the various countries on the air. These contacts are usually confirmed by an exchange of QSL cards and/or certificates. The cards are properly designed and printed with a photo of the lighthouse and details of the contact such as operator's name, frequency used, time and a signal strength report.

Reports by some of the entrants can be seen at: <http://illw.net/reports2004.htm>

[Kevin Mulcahy \(Australia\)](#)  
[Oceania Co-ordinator & Webmaster](#)  
[International Lighthouse/Lightship Weekend](#)

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## [‘SEVEN WONDERS OF THE INDUSTRIAL WORLD’:](#) [THE BELL ROCK LIGHTHOUSE](#)

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It is now almost a year since the BBC showed the film on the construction of the Bell Rock lighthouse as part of its series "Seven Wonders of the Industrial World". All in all it seems to have been well received, as the Guestbook of the Bell Rock website - [www.bellrock.org.uk](http://www.bellrock.org.uk) - will testify.



[The Bell Rock Lighthouse off the east coast of Scotland](#)

For those who are interested in statistics, over the two days alone of 18<sup>th</sup>/19<sup>th</sup> September last year, the website sustained the best part of 8,000 hits! As is normal with BBC policy, the series has now been shown (as well as several times in the UK) in many countries abroad. The exact number is not known, but website statistics and entries in the guestbook suggest that Australia and North America (on the National Geographic channel) have had a showing; as well as Norway, Denmark and France of the non-English speaking Europeans; and as far afield as India, Hong Kong . . . even South Korea! And, of course, there may be yet many more to come. Of these countries, it is Australia who has been most enthusiastic, accounting for well over 10,000 hits within a few weeks! Amongst the Europeans, Norway leads the field with 706, with Denmark lying second at 565! The showing of the programme has certainly generated new interest in lighthouses, with many Internet chatroom/forums taking up the subject with enthusiasm.

As the "world's oldest sea-washed tower in existence", Scotland's Bell Rock (1811), and the now land-locked Eddystone of 1759 (the blueprint for the Bell Rock's construction and still to be seen at Plymouth Hoe on the south coast of England), stand as "guiding lights" to the golden era of lighthouse engineering.

The maritime world is now focused more than ever on the world of pharology!



[The old Eddystone of 1759, the blueprint for the Bell Rock](#)

[David Taylor \(Scotland\)](#)  
[\(Bell Rock Lighthouse website\)](#)  
[dtaylor@bellrock.org.uk](mailto:dtaylor@bellrock.org.uk)

## NEWS FROM DENMARK

The Danish lighthouse authority, 'Farvandsvæsnet,' operates some 172 lighthouses / beacons. Twenty-one of them are still manned, whereas 95 are looked after by part-time employees. All other stations are fully automated.

As with many other lighthouse authorities worldwide, the Danish authority faces the reduction of their budget. Thus they have to spend the money by the most effective method to reduce costs. In the case of lighthouses using electricity and gas as a stand-by illuminant, they were able to reduce costs by converting the illuminant supply to only electricity, with batteries as stand-by power. At the same time, the bulbs were changed to modern low Watt Halogen lamps, as used for example in the headlights of cars. These modern lamps allow the authority to do without the "traditional" lighthouse lamps, which are expensive and many types have run out of production. As these modern lamps do not achieve the required efficiency with the Fresnel lenses, modern plastic lenses replaced them. In most cases the new equipment reduced the range of the light. The range of two lighthouses was increased.

Fortunately some of the old Fresnel lenses were saved and displayed in the lighthouses. One example is the 400 mm focal distance lens of Nordborg Fyr on the island Als (Lille Bælt). A poor example is the lighthouse Årø Fyr on the island Årø (Lille Bælt). The original 400 mm Fresnel lens was destroyed. Only one panel, heavily damaged, remained and is now displayed at a local museum.



[Nordborg Lens](#)



[Årø Fyr Lens](#)

By end of 2002 the following lighthouses have been converted to fully electric operation:

Gammel Pø, Kegnæs and Nordborg on the island Als, Lågemade front and rear light and Rinkenæs front light (all three at the Flensburg Fjord), Årø (Lille Bælt), Assens, Helnæs, Knudshoved, and Strib (island Fyn), Helleholm front and rear light, Middelgrund's Fort West and East, Prøvesten, and Spodsbjerg (island Sjælland), Udbyhøj (east coast of Jylland, Randers Fjord), and Stavrbyskov (Lille Bælt). In 1996 the lighthouse Anholt was converted from gas to solar power, followed in 1997 by the lighthouse Nodre Rønner (both in the Kattegat).

Many landfall lights use 220Volt, 500 Watt, 1000 Watt or even 1500 Watt lamps. Some are made by the Philipps Company. To achieve a better efficiency the envelope was sand blasted at Farvandsvæsnet's depot in Korsør. As these bulbs have a service time of only 1500 hours, they are going to be exchanged with sodium vapour lamps. These modern lamps have a service time of about 15,000 hours and make lamp changers unnecessary.

The first landfall lighthouses equipped with these modern lamps were Lyngvig Fyr at the west coast of Jylland and on the tiny island Christiansø northeast of the island Bornholm. The local tourist bureau at Lyngvig sent letters of protest to the lighthouse authority because of the "new" yellowish-orange light. The west coast of Jylland is a holiday resort because of the long and wide beaches. They are visited during the holiday seasons by hundreds of thousands of tourists from Denmark and Germany. On the other hand fishermen from the island Bornholm welcomed the new light because they think that the yellowish-orange light could be better seen during hazy weather.

The automation of lighthouses made some keeper's quarters superfluous. To reduce maintenance costs, they have been sold. The Udbyhøj Fyr has been sold to private persons. The light was originally established in the gable of the keeper's dwelling. Later a steel structure was erected in the garden. The keeper's quarters at Hov (Northern tip of the island Langeland) are now holiday flats. The extinguished lighthouse Tranekær was sold to private persons.

Good news from Denmark is the fact that some lighthouses have been declared national monuments.

To name some: Bivandshuk (west coast of Jylland), Sæddingstrand Mellemfyr (the middle light of the Sæddingstrand range lights; west coast of Jylland in the town Esbjerg), Gammel Pøl (island Als), Hvide Fyr (the old white lighthouse at Skagen), Anholt Fyr (Kattegat), Nakkehoved Østre (the Sound), the light on Kronborg Castle (the Sound), Trekrøner (in Copenhagen port), the old light Stevns (the Sound), Korsør (Store Bælt), the old coal brazier at Halskov (Store Bælt), Hanstholm (west coast of Jylland), Sprogø (extinguished. Store Bælt), Storetårn Christiansø (island Christiansø, off Bornholm), light on the spire of Tunø church (Lille Bælt), Lodbjerg (west coast of Jylland), Keldsnor (island Langeland), Grisetødde (Limfjord), Ore Fyr (Store Bælt).

Some Fresnel lenses were demolished, others saved, some lighthouses were sold out and others became listed monuments. As a conclusion we can state that a part of our worldwide maritime heritage has been saved in Denmark.

[Egbert Koch \(Germany\) and Thorsten Bierstedt \(Denmark\)](#)  
[WLS Members](#)

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## LIGHTHOUSE DIVESTITURE IN NOVA SCOTIA

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Lighthouse Divestiture by the Canadian Department of Fisheries and Oceans (DFO) is proceeding at a very slow pace in Nova Scotia. So far, since 2000, the following lighthouses have been turned over to other owners:

- Man of War Point – sold to a private person
- Cape Forchu Lighthouse to the Municipality of Yarmouth County
- Hampton Lighthouse to the Hampton Lighthouse Society
- Port George Lighthouse to the Port George District Lighthouse Society
- Port Medway to the Region of Queens Municipality
- Abbotts Harbour to Le Village Historique Acadien



[Hampton Lighthouse](#)

It is interesting to note that the only lighthouse in this group with any land to speak of is Cape Forchu. The announcement of the divestiture of the lighthouse to the Municipality of Yarmouth County was made at the International Lighthouse Conference in White Point, in June 2000. The light station had been in the care of the community under a lease arrangement for several years. A lot of volunteer time and considerable money had been spent on it. Had that lighthouse gone to any other but the community, the fallout would have been fierce for DFO.

DFO professes to want to find others to look after the lighthouses, and to support community efforts to do so. There are about 80 lighthouses up for divestiture. There are groups across this province who have looked after their lighthouse for years, just like the Yarmouth community looked after Cape Forchu. They have maintained them using funds raised from the community, and government grants as well, yet they cannot gain ownership. What's going on, we wonder!



[Cape Forchu Lighthouse](#)

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

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## FIRE DESTROYS A SECOND NOVA SCOTIA LIGHTHOUSE

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[Pictou Bar Lighthouse, before the fire that destroyed it](#)

In May, 1903 the first lighthouse on Pictou Bar was destroyed by fire, possibly caused by the oil fired lamps. Just over 199 years later, on July 5, 2004, the 101 year old second lighthouse burned to the ground. Residents watched in shock as the beloved

building succumbed to the flames in just over an hour. At the end, the lighthouse collapsed with a moaning sound as the watchers gasped.

A suspected cause is lightning, though fire investigators state there is not enough evidence to state the cause conclusively. Vandalism has been a problem at lighthouses since de-staffing and this may be another case.

The lighthouse was a fine octagonal wooden tower, painted with distinctive red vertical stripes and crowned by an iron lantern housing a Fresnel lens. The lighthouse marked a dangerous bar jutting well out into the entrance of Pictou Harbour. Firefighters

had to hike out the bar to the lighthouse. By the time they arrived, there was little they could do to quench the flames. All that is left is the foundation caisson.

The Canadian Coast Guard will be consulting mariners as to the need of a light on the bar. Even if they decide a marker is necessary, it will not be the beautiful lighthouse - that is lost forever. There is some interest in the community to re-build, and this is not beyond the realm of possibility.

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



*[Heartbreaking photos of the destruction of the Pictou Bar Lighthouse](#)*  
*[Photos by Janet Francis](#)*

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## [GOOD NEWS FROM NOVA SCOTIA](#)

There is good news for lighthouses in Nova Scotia, despite the grim record of the government regarding divestiture.

The best divestiture news is that Abbotts Harbour Lighthouse, which had been built in the wrong place on private land has been saved. It has been cut in half and moved to Le Village Historique Acadien in nearby Pubnico. The lighthouse sits serenely overlooking the inlet. It has been re-assembled and painted and is now secure for the future.

A major grant from the J.M. Kaplan fund of New York City allowed NSLPS to award matching grants to lighthouse groups over the past year. As a result a number of lighthouses have been repaired.

The Port Greville Lighthouse has been re-shingled and painted, and the Gilbert's Cove Lighthouse received a new lantern, catwalk, chimney, and reproduction porch windows. Funds assisted with the restoration of the Low Point lightkeeper's house, which was derelict. The Boularderie Lighthouse, another derelict and abandoned building, is being repaired as I write this. The lantern on the Walton Lighthouse was repaired.

The most interesting and unusual project was the repair and re-lighting of the Borden's Wharf Lighthouse. This 100 year old building had been decommissioned in the 1930's. It was moved to a farm

and used as a pig sty and later it was a tool shed and then a tourist bureau. Now it is standing in the village of Canning restored and re-lit. Most of the work was done by high school students at the Northeast Kings Education Centre, including the building of the lantern! The light was switched on by the grandson of the ONLY lightkeeper, who kept the light from 1904 to when it was decommissioned.

You can check out all of these lights, which were assisted by the J.M. Kaplan Fund on the NSLPS Website at [www.nslps.com](http://www.nslps.com).

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

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## [THE RESURRECTION OF A NOVA SCOTIAN LIGHTHOUSE](#)

The Borden Wharf Lighthouse in Canning Nova Scotia celebrated its 100th birthday with a spectacular rebirth on Saturday September 4th 2004. The light has had a chequered life. It was commissioned in 1904 and sat on the wharf at the edge of the town of Canning, which at that time, was a significant port. With the decline of the port, it was decommissioned in 1921. It only had but one lightkeeper. It remained in its abandoned state until 1959 when it partially burned and the top was destroyed. The remaining lower part was removed by a local farmer for use as a pig pen. In 1995 things began to improve; it was acquired by the town of

Canning, partially restored and used as a tourist bureau.

In 2003 three quite separate circumstances happened to come together for the benefit of this lighthouse. First of all, the structure was acquired by the Fieldwood Heritage Society of Canning; secondly, the Nova Scotia Lighthouse Preservation Society was granted money by the J.M. Kaplan Fund of New York and asked for suitable projects and, thirdly, the East Kings Vocational School shop teacher, Mr. Kevin Wood, was willing to take on an ambitious project with his students.

The Fieldwood Heritage Society applied for Kaplan funds and at the same time asked Kevin Wood if his students could do the restoration work. Both requests were agreed to and the project got under way. The culmination of this three-way collaboration was a splendid relighting of the lighthouse on Saturday September 4th. The evening began at 6:30 with a "sail-past" of about 8 kayaks on the Habitant River below the restored lighthouse. There was live music supplied by two separate groups, dancing, and food donated by the local Legion Hall. The lighthouse was open and one could go up to the lantern and look at the view and hear something of the history of the port and lighthouse. There were a few speeches and when dusk arrived at 8:00, the light was unveiled by the grandson of the original (and only) lightkeeper, sparklers were set off and this delightful ceremony came to an end. As the result of the dedicated hard work of the students, guided by Kevin Wood, of the Fieldwood Heritage Society and its President, John Newcombe and finally, the financing from the J.M. Kaplan Fund via the NSLPS we have the good news story of the resurrection of this Nova Scotia Lighthouse.

[Tony Thompson \(Canada\)](#)  
[Nova Scotia Lighthouse Preservation Society](#)  
[Board Member](#)

## LIGHTHOUSES OF CROATIA

We spent 4 weeks in July visiting Croatia, spending the first week at the oldest lighthouse in the country – Savudrija. It was built in 1818 and the friendly lighthouse keeper, Milan, allowed us to go up to the optic any time we wanted. The best time, of course, was in the evening, when Milan



switched on the lantern light and we could see the sun going down over the sea. It was the first highlight of our holiday!

We had our car with us and always drove in a southerly direction. We looked for every lighthouse we could on our way, to visit and take photographs. Most are on small islands so we often had to go by ferry. We even booked a flight on two occasions in a small 'plane to fly over the beautiful lighthouse of Porer. You can also book this lighthouse but I don't feel like Robinson Crusoe, and even though I like to spend some days in a lighthouse, I also like to see other people and go for a walk after dinner, or simply rest under a tree! But you cannot do this at Porer!



[Lighthouse of Porer](#)



[Lighthouse of Zaglar](#)

The lighthouse of Veli Rat on the island of Dugi Otok is my favourite and you can also book holidays in it. The Keeper was so kind and he allowed us to go up alone to the optic, from which we could see a beautiful panorama all around. We could see two small and pretty beaches (but no sand), plenty of trees and a small chapel. The Keeper also had a little garden with salads, tomatoes and herbs, chickens and even a hammock between two trees.

The lighthouse of Vir on the island of the same name is really pretty but, like a lot of others, without a Keeper so that nobody does anything to keep the tower in good repair. Really nice and unique is the lighthouse of Ostri Rat near Zadar with its repainted Keeper's house and its outdoor circular staircase.



[Lighthouse of Ostri Rat](#)

The Keeper of the lighthouse Razanj on the island of Brac can only be reached from the coast by boat or on foot, but not by car. We had some problems reaching the lighthouse, and then it was difficult finding the way through the forest. You can also stay in the pretty lighthouse Sveti Petar in Makarska, directly on the beach where you meet plenty of tourists.

We only found a thin red lantern and a very abandoned house in Salon at the place of the lighthouse Donji Rat. The lighthouse is situated on the peninsula of Peljesec and you have to pass the Osmine Hotel then go down to the private beach belonging to the hotel. After following the small path along the coast for about 20 minutes, you will find this deserted place. Inside the house, which had no doors or windows, cows or sheep must have found a place to rest, maybe when the weather was bad or during the cold season, because of the strong smell and dirt in the house. But I really loved this deserted place!



[Lighthouse Donji Rat](#)

One more highlight is surely the marvellous lighthouse of Sucuraj on the island of Hvar. I find this lighthouse so pretty that I could imagine living there for the rest of my life. So I could not stop to take photographs until my husband asked me what was the matter! But we were unable to visit although it seemed to have a Keeper living in it with his family.



[Lighthouse of Sucuraj](#)

I think we saw about 35 lighthouses and I can say it's a wonderful country for a holiday for someone who loves lighthouses, like me. You can book holidays in 11 different lighthouses in Croatia, and if I could go there once more I would surely like to spend a week at Veli Rat, or better still, ask the Keeper of Sucuraj to give me his lighthouse for a few months.....!

[Vivane Hovest \(Germany\)](#)  
[WLS Member](#)

## GREAT LAKES LIGHTHOUSEKEEPERS ASSOCIATION – LAKE HURON CONFERENCE

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The Lake Huron Conference of the Great Lakes Lighthousekeepers Association was held in Bay City, Michigan on July 10, 2004. The conference was led by Larry Wright, Canadian coordinator for the organisation. Attendance at the conference was high. In fact, there were more people who applied for the conference than there was room to admit.

The conference included a tour of Saginaw River Rear Range Light. The light sits in the middle of a marsh on land now owned by the Dow Chemical Company, and they allowed us through the gates to visit the lighthouse. Dow is now working with a local preservation group to renovate the lighthouse.



[Saginaw River Rear Range Light](#)

After the tour of the lighthouse and lunch, we had a ride in the Saginaw River on the Princess, a side wheeled walking beam boat. The boat only took six passengers at a time, but all who wanted to had a ride.

The third activity of the day was a visit to a local museum where we viewed the many nautical displays and a one-tenth sized replica of the Saginaw River Lighthouse. After dinner, we were addressed by the head of a local lighthouse preservation group and a retired Coast Guard serviceman who told us about life at the lighthouses he'd been stationed at when they were in active service.

[Barbara Suetholz \(USA\)](#)  
[WLS Member](#)

## ST. LAWRENCE SEAWAY TRAIL LIGHTHOUSES

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While on vacation in New York with friends in July of this year, I had the opportunity to introduce them to their first lighthouses as we traveled along a portion of the Seaway Trail. The Seaway Trail is a National Recreation Trail, 504 miles long, that follows a path along the St. Lawrence River, Lake Ontario,

the Niagara River, and Lake Erie, all major waterways in upstate New York and Pennsylvania. The St. Lawrence Seaway is an extremely important transportation route connecting the Atlantic Ocean with America's Great Lakes. Twenty-nine lighthouses can be found scattered along the Seaway Trail from Ogdensburg, New York, to Erie, Pennsylvania. This article highlights the seven lighthouses I visited, along with a few other unexpected treasures that were discovered along the way.

Our journey began in the small town of Olcott Beach, New York, where an exact replica of the Olcott Lighthouse can be found along the shore of Lake Ontario. The original Olcott Lighthouse was built in 1873 on a pier extending out into the lake. The 27-foot tall square-pyramidal wooden light was moved from the end of the pier between 1920 and 1930 and, sadly, dismantled in 1963. The replica, built in 2003, was funded entirely by donations and fund raising events organized by the Olcott Lighthouse Society. While in Olcott, I had the great fortune of meeting Mr. Al Benton, who was instrumental in the efforts to build the "new" Olcott Lighthouse. Mr. Benton was kind enough to provide me with most of the information on the lighthouse for this article, along with a postcard depicting the original light. It's the desire of Mr. Benton and the Olcott Lighthouse Society to open a small museum inside the light, and to illuminate the lantern.



[The original Olcott Lighthouse and the recently built replica](#)

By following the Seaway Trail westward along the southern shore of Lake Ontario and turning southward toward the entrance to the Niagara River, we came upon Fort Niagara, New York and the Old Fort Niagara Lighthouse. Built of stone in 1872, this National Historic Landmark wasn't the first light to guard the mouth of the river. The first Fort Niagara light was placed on the roof of the fort barracks around 1782. This light was replaced by a small octagonal tower in 1823, which was again placed on the roof of the barracks. A new octagonal limestone tower was built in 1872 on the top of a bank along the shore of the river, just south of the fort. Originally 50 feet tall, the tower was extended around 1900 to a height of 91 feet. Although no longer an active aid to navigation, the 1859 4<sup>th</sup> order Fresnel lens is in the care of the Old Fort Niagara Association with plans to display it in a new visitor center on the grounds. Also located on the grounds are the 1897 Queen Anne

style wood frame keeper's house and a 1900 oil building.



[Old Fort Niagara Lighthouse](#)

While visiting Fort Niagara, we found the first of many unexpected "bonuses" on our trip. Across the Niagara River in Canada can be seen the village of Niagara-on-the-Lake, and two clearly visible red and white range lights, built in 1910 to guide steamers to the wharf in the village.



[Range lights at Niagara-on-the-Lake, in Ontario, Canada](#)

Sadly, due to time constraints, we had to bypass the city of Buffalo and the five lights that can be found in the area. However, while traveling on a major highway around the city, we were able to catch distant glimpses of the unusual Buffalo Intake Crib Light and the Buffalo Main Light. Seeing them only made me more determined to return to the area sometime in the future for a closer look at them and the other lights that can be found nearby.

After bypassing Buffalo, we followed the trail southwest to Dunkirk at Point Gratiot and a bluff overlooking Lake Erie. Here we found the Dunkirk Historical Lighthouse and Veterans Park, which is the home of the 1875 Dunkirk Light, as well as three other aids to navigation that were moved to the park from their original locations. The Dunkirk Light consists of a square, 61 foot rubblestone tower, attached by a covered walkway to the 2 story brick High Victorian Gothic style keeper's house. An 1857 third order

Fresnel lens still illuminates the red cast iron lantern and serves as a fully operational aid to navigation.



[Dunkirk Light and keeper's house](#)

Just inside the entrance to the park is the bottle-shaped South Buffalo North Side Pier Light. This unusual aid to navigation was originally established in 1903 in Buffalo Harbor. Made of cast iron, it stands 29 feet tall, and originally held a 6<sup>th</sup> order Fresnel lens.



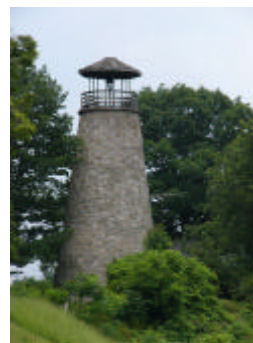
Also located on the grounds of the park are two relocated skeleton lights. The Grand Island Rear Range light was originally located in the Tonawanda Channel of the Niagara River. The 21 foot tall white pyramidal skeleton tower has an enclosed lower portion. Nearby we found the 1939 Dunkirk Pierhead Light and learned it's actually the second of 3 lights that have marked Dunkirk Pierhead. By walking across the grounds at the far end of the parking lot we were able to view the current red and white cylindrical tower on the pierhead, just across the water. This newest light is fully operational and stands 36 feet tall.



[Dunkirk Old and New Pierhead Lights](#)

Traveling further southwest along the Seaway Trail, we came upon the Barcelona Lighthouse, located in Barcelona, New York on the shore of Lake Erie. The 40 foot conical fieldstone tower was built in 1829 and was the first lighthouse in the United States to be lit by

natural gas. Although decommissioned only 30 years after it was established, the light continues to be lit today by its owner. The light, along with the original 1829 fieldstone keeper's house, is privately owned, but we were easily able to view it from the parking lot of the nearby marina.



Continuing further southwest along the shore of Lake Erie, the Seaway Trail crosses into Pennsylvania and the city of Erie. Here, perched high on a bank above the channel leading into Erie Harbor, we found the 1867 Erie Land Light. Originally established in 1818, and the third beacon to mark the channel, the current tower is constructed of brick enclosed in sandstone. An oil room is attached to the 49 foot tower and the 1867 2 story frame keeper's house stands nearby. The light was decommissioned in 1899, and, sadly, its 1867 3<sup>rd</sup> order Fresnel lens was moved to the Marblehead, Ohio Light in 1902.

After following the Seaway Trail through the city of Erie, we arrived at the seven-mile long Presque Isle peninsula, jutting out into Lake Erie. A light was needed here to warn mariners of the peninsula, and in 1873 the Presque Isle Light Station was established. The 68 foot tower is attached to the 1-1/2 story brick keeper's dwelling and the light continues to serve as a fully active aid to navigation, although its 4<sup>th</sup> order Fresnel lens was replaced by a 300 mm aerobeacon in 1962.



[Presque Isle Light Station](#)

The last light we visited on the Seaway Trail was located on Presque Isle's north pier, at the entrance

to Erie Harbor. Originally established in 1828, the 34 foot Erie North Pier Light that now stands at the end of the pier is the second light to mark the harbor, and was constructed in 1858. The wrought iron tower is square-pyramidal in design and was encased in steel to protect it from the harsh storms that blow in across the lake. Originally illuminated by a 4<sup>th</sup> order Fresnel lens, the light is now lit by a solar-powered optic.



[Erie North Pier Light](#)

We had a wonderful time travelling along the Seaway Trail and visiting the lights along the way. Although we were only able to explore a short portion of the Trail, it made us more determined to return sometime in the future when we had more time to travel the entire length and visit all 29 lights along its shores.

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

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## THE GULL LIGHTVESSEL

I was contacted recently by the Secretary of the Thurrock Yacht Club (Grays, Essex, England) advising that the *Gull* is no longer seaworthy and enquiring if there was anything remaining that might be of interest to the WLS, as the structure must be disposed of for safety reasons. Some of our members with maritime connections, including Treasurer Peter Williams, know of the *Gull* and informed me the vessel is nothing more than a dilapidated shell and there would, unfortunately, be nothing of interest left. I have advised the Yacht Club accordingly.

The Thurrock Yacht club used the *Gull* as the clubhouse until 1976 when a shore based building was erected for the purpose.

The first English yacht race took place in 1661 between King Charles' II *Katherine* and the Duke of York's *Anne*. from Greenwich to the Tilbury/Gravesend forts and back. Not surprisingly, the King won (or was maybe allowed to win?) by three hours and won the hundred Guinea wager (one Guinea was one pound and one shilling).

The Thurrock Yacht Club has been in existence (under different names) since 1892 and at a meeting

in 1946 it was agreed a club should be formed at its current base. Three boats agreed to vacate their berths to accommodate the *Gull*.

Thurrock Yacht club paid £750 for the *Gull* in 1947 and towed her from Harwich (Essex) to where she is today. With the *Gull* converted for club activities the membership rapidly increased, due partly to the unusual clubhouse, with only a few actually interested in sailing. With rapidly increasing membership the club was able to appoint a full-time steward who lived aboard the lightvessel. Regrettably, membership dwindled and the steward could no longer be afforded after 6 short years.

At one point thieves started removing the copper sheathing from the *Gull*, so the club decided to finish the job as the £240 received for the sale of the copper helped pay off the club's debts.

Maintenance of the *Gull* has proved an impossible task and with reluctance the building of the existing on-shore clubhouse was approved and the *Gull* now lies beached several hundred yards to the east of Pier Lodge. In the late 1970s there was an attempt to refit and float the vessel as a restaurant at Battlesbridge. At this time the forward canopy was added, having been manufactured from the vandalised wooden frames. The project was abandoned when it was said the new owner decided to pursue his lady who had fled to make a career in Hollywood.

The stopcocks were removed which left the vessel open to the action of the tides - a normal procedure which avoids excess pressure building up and bursting the timbers. Although the tide can enter and leave freely, over a long period large quantities of mud are deposited, which preserve the timbers for up to two and a half times their original life expectancy. The mud must first be removed before any re-floating attempt is made.

The *Gull* was reclaimed by Thurrock Yacht Club, then sold again in 1982. Further attempts to recover the vessel were made in 1983 and 1985 but cash ran out and the attempts were abandoned.

The *Gull's* sister ship, the *Garson II*, so named when she was the Club ship for Erith Yacht Club (Kent) in 1945, is now a very dilapidated hull lying in Vange Creek in the Wat Tyler Country Park at Benfleet Essex. Her deck is frequently half covered in water at high tide and she is in a worse condition than the *Gull*. The *Garson II*, Trinity House LV44, was built in 1869.

The *Gull* is believed to be the second oldest lightship in European waters, built in 1860 and number 38 on the Trinity House Ancient List. The oldest lightship is believed to be the *Inner Dowsing* built in 1840 and now serving as a private club at the Medway Bridge Marina, Borstal (Kent). She served for many years as the Benfleet Yacht Club (Essex).

Trinity House records remain un-catalogued but the *Gull* is said to have been laid down in Scandinavia. Its construction is of teak on oak frames. At about the

time she was built a lightship could take up to ten years to complete. The frame was constructed first then left for about seven years to mature before the vessel was finally completed.

The *Gull* served on the following stations:

- The Lynn well – almost in sight of the *Inner Dowsing*
- The Mouse – in the Thames Estuary
- The Gull Channel – on the Goodwin Sands
- The Brake – off Ramsgate

Trinity House numbered each lightvessel and branded this number on the lower timbers near where the mast is stepped. However, each vessel was referred to by the name of the station where it was placed, changing name as the vessel changed station.

On 19<sup>th</sup> March 1929 the *Gull* was run down by the 7,834 tons Ellerman liner *City of York* whilst moored off Deal (Kent) in dense fog. Captain Williams went down with his ship and is said to haunt the beached hulk. For a time it was thought that the hulk would be blown up but it was raised and refitted at Great Yarmouth (Norfolk) before being returned to service off Ramsgate.

In 1940 she suffered air attacks by Dorniers and Stukas. Staffed by the Luftwaffe during the Second World War the *Gull* was removed from station, replaced by a buoy and kept at Gorleston, near Great Yarmouth for the remainder of the war. Much of the damage that can be seen around the stem post was caused by the vessel banging against the jetty where it was moored.



No evidence can be seen of any of the repairs that were made to the hull and framework. The aft superstructure is a late addition which would appear to have come from a large pleasure vessel or paddle steamer.

One of the original reasons for sighting lightships had nothing to do with the safety of mariners. Their

purpose was to collect tolls (light dues) from ships that had used the safe channels.

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

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## A 'FLASH' WEDDING

Nash Point lighthouse, overlooking the Bristol Channel, became the first Trinity House lighthouse to be used for a wedding, on Saturday 18th September 2004. The ceremony was held in the lantern house of the high light. Most of the 200 guests had to wait outside.

What a wonderful example of alternative use!!

Nash Point (Brigend, Glamorgan, Wales) was built and first lit in 1832, automated in 1998 and the high light is still fully operational.

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

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## LIGHTHOUSE TRANSFERRED TO PARTNERSHIP A RED-LETTER DAY IN ANNAPOLIS

Add the Chesapeake Chapter (of the United States Lighthouse Society) and its partners to the growing list of new caretakers of America's historic maritime beacons. In the short but vibrant history of the Chesapeake Chapter, USLHS, May 1, 2004 will always be remembered as the day the only screwpile-style lighthouse still in its original Chesapeake Bay location received new custodians. On a sunny, breezy day, the Chapter's beloved Thomas Point Shoal lighthouse was transferred from the US Coast Guard and Department of Interior to a partnership consisting of the City of Annapolis, Anne Arundel County, the Annapolis Maritime Museum and the U.S. Lighthouse Society and its Chesapeake Chapter.



[Thomas Point Shoal Lighthouse](#)  
[Photo by Henry Gonzalez](#)

The transfer ceremony was one highlight of the weekend-long Maritime Heritage Festival held at the City Dock in Annapolis, Maryland. The event opened

with a patriotic tribute to the U.S. Coast Guard and included a Coast Guard precision drill team with fixed bayonets, a low flyover by a USCG helicopter, a fireboat salute and inspiring speeches by several federal, state and local officials and Coast Guard officers. Visitors were also allowed to visit several historic vessels, including the tall ship Sultana, a pocket skipjack, Lydia D and several USCG patrol boats. Among those addressing the large group of festival visitors and Chapter volunteers were Secretary of the Interior Gail Norton, Congressman Ben Cardin, RADM Sally Brice- O'Hara of the Coast Guard's 5th District and GSA Regional Administrator Barbara Shelton. Representing the partners were Buck Buchanan, Chairman of the Annapolis Maritime Museum, City of Annapolis Mayor Ellen O.Moyer, Wayne Wheeler, President of the USLHS and Ginger Ellis of the Anne Arundel County Environmental Planning Administration. All spoke very favorably of this unique public-private partnership formed to secure the bright future of the 129-year-old sentinel for succeeding generations. During his remarks, "Head Keeper" Wayne Wheeler presented the Society's 2004 President's Award to our Chapter president, Henry Gonzalez, for his tireless efforts in establishing the partnership and assembling the topnotch application for ownership to the National Park Service.

The actual transfer took place at approximately 12:15 p.m. A steady round of applause and exuberant cheer erupted as Secretary Norton signed the important documents and handed them over to all participants involved. After the signing ceremony, several dignitaries including Secretary Norton and Presidents Wheeler and Gonzalez boarded a CG vessel for a trip to the landmark lighthouse.

Manning the Chapter's large exhibit area in the festival for all or part of the weekend were Chapter members Maria Alvarez-Lundie, Candace Clifford, Sandra Clunies, Henry & Chris Gonzalez, Paula & Lauren Liebrecht, Tony & Alma Pasek, Anne Puppa, John & Magrit Starling, and Tom Wade. We felt proud to represent the Chapter in perhaps one of our finest hours and share our passion with fellow lighthouse enthusiasts. No doubt there would have been many more eager volunteers under the tents had they not been enjoying the Chapter's first trip of 2004. Indeed, cruisers on the Capt. Rudy Thomas were likely the first ones to see the lighthouse under its new stewardship.

The newly established Thomas Point Shoal Lighthouse preservation fund received a huge jumpstart with three generous donations. Chief of Staff George Layfield of the Injured Workers Insurance Fund (IWIF) and our very own Wayne Wheeler each presented Henry with checks of \$10,000 while Beacons of the Bay President Jerry & Donna Siatkowski presented Anne Puppa with a wonderful \$1,000 donation. Also present at the festival were two grandsons of TPS lighthouse keeper John B. Suit, Charlie and Jesse Marta. Keeper Suit served at the lighthouse from 1904 to 1908. Our Chapter Historian, Sandy Clunies, did all the research and investigations to find them and invite them to the ceremony.

At the end of the festival, we all agreed it was a momentous weekend. Our Chapter looks forward to the new challenge of maintaining Thomas Point Shoal Lighthouse with our new partners and friends and preserving this important icon of the Chesapeake Bay. Stay tuned to our progress on <http://www.thomaspointlighthouse.org>, where you can also see several pictures of the transfer ceremony.



*[From left: Buck Buchanan, Barbara Shelton, Wayne Wheeler \(partially hidden\), RADM Sally Brice-O'Hara and Annapolis Mayor Ellen O. Moyer watch as Interior Secretary Gail Norton \(seated\) signs the formal documents for the transfer of Thomas Point Shoal LH.](#)*

[Tony Pasek \(USA\)](#)  
[Member Chesapeake Chapter of the United States Lighthouse Society](#)

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## OBITUARY

### **EDWARD KEITH NEUBAUER 26 April – 20 July 2004**

It is with regret that I report on the death of WLS member Edward Neubauer. Ed joined the US Navy in 1943, serving aboard the USS LST48 in action with the assault force at Normandy and Southern France, the Okinawa landing and the occupation of Japan. Ed was awarded 3 battle stars and 5 ribbons.

After his service with the US Navy, Ed graduated from the University of Portland with a BS degree in engineering, followed by further graduate courses. Whilst still in school, Ed found employment with the Fish Commission of Oregon as a draftsman and member of the survey crew, working his way up over the years to the rating of Civil Engineer IV and from 1962-1975 served as Director of Engineering. Following merger, Ed was appointed Chief Engineer (CE IV) of the Oregon Department of Fish and Wildlife, serving in that position from 1975 until his retirement in 1987.

Ed enjoyed drawing up exact plans for building his beautiful ship models, most of which have been displayed at the Oregon Maritime Museum in Portland and other museums around the state. Amongst other interests, Ed also enjoyed photographing ships and lighthouses and was involved in several maritime related organisations.

Ed's wife Ethel is also a WLS member and informs me that Ed really appreciated lighthouses – romance, safety, history, architecture and often took bearings on lighthouses during his Navy days.

Our thoughts and deepest sympathies are sent to Ethel, her family and friends of both Ed and Ethel.

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

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## LETTERS TO THE EDITOR

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### GIBBS HILL LIGHTHOUSE

Thanks for the latest newsletter and noted update on Gibbs Hill Lighthouse. I was there in June this year and not much more has been done except the outside has been painted and looked pretty good to me.



[Paul Howard \(England\)](#)  
[WLS Member](#)

### ST. MARY'S LIGHTHOUSE LENS

In Lin Sunderland's tour of the northeast lights (Summer 2004 issue, page 17), one picture is captioned as being of the Bi-form optic at Souter Lighthouse; Souter does indeed have a Bi-form, but the picture isn't of a Bi-form. The picture is of the lens that now adorns the top of St. Mary's Lighthouse further up the coast.

When St. Mary's Lighthouse was decommissioned in 1985, the magnificent first order optic was removed, and eventually formed the centre-piece of the Trinity House National Lighthouse Centre in Penzance. A few years later it was decided to open St. Mary's to the public, and an enquiry was made about the optic. Trinity House was not prepared to send the original lens back, so as a compromise, the folks at St. Mary's were sent the lens from the lighthouse at Withernsea that had been decommissioned in 1977. Now of course, the lighthouse at Withernsea is open to the public, but they have no optic in their lantern, which I think is a shame.

[Patrick Tubby \(England\)](#)  
[WLS Member](#)

## DEVELOPING SITUATION AT PENZANCE MUSEUM

WLS Members will be interested to know about the developing situation at the museum in Penzance. Below are a couple of web pages for readers to check out:

[www.westernmorningnews.co.uk/displayNode.jsp?no\\_deld=141529&command=displayContent&sourceNo\\_de=141513&contentPK=10793565](http://www.westernmorningnews.co.uk/displayNode.jsp?no_deld=141529&command=displayContent&sourceNo_de=141513&contentPK=10793565)

[www.westernmorningnews.co.uk/displayNode.jsp?no\\_deld=141529&command=displayContent&sourceNo\\_de=141513&contentPK=10323013](http://www.westernmorningnews.co.uk/displayNode.jsp?no_deld=141529&command=displayContent&sourceNo_de=141513&contentPK=10323013)

[www.westernmorningnews.co.uk/displayNode.jsp?no\\_deld=141529&command=displayContent&sourceNo\\_de=141513&contentPK=10800376](http://www.westernmorningnews.co.uk/displayNode.jsp?no_deld=141529&command=displayContent&sourceNo_de=141513&contentPK=10800376)

Hope I can give you good news and not bad in time for the next newsletter.

[Alan Renton \(England\)](#)  
[The Lighthouse Centre, Penzance](#)

The web sites listed above link to the *Western Morning News* articles regarding Trinity House considering the transfer of its historic collection of lighthouse artefacts to the Dome at Plymouth, thereby forcing the closure of the museum at Penzance. Local opposition to the transfer is strong in Penzance and the loss would be a huge blow to the townspeople who have already expressed their desire to keep the museum where it is.

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

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## REQUESTS FOR ASSISTANCE

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### SPURN POINT

I have just received the following. If anyone has any information could they please send this to me and I will forward it to Dr. Smawfield. Many thanks.

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

The high lighthouse at Spurn Point is increasingly looking in a very sorry state. I understand the YWL is the owner of the lighthouse. Is this correct?

Are there any plans to maintain/restore the lighthouse? Is there an organisation along the lines of 'Friends of Spurn Point Lighthouse'?

If yes, I would like to join. If not, and there is a need for such a group, I would be willing to form one.

Thank you  
[David Smawfield \(Dr\)](#)

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## WEBSITES

The Nippon Koki Kogyo Company, one of the lighthouse lens makers in Japan, has opened a website at [www.j-lighthousemodel.com/english/e\\_start.html](http://www.j-lighthousemodel.com/english/e_start.html). This site includes pages in English with information about lighthouse lenses.

[Hirokazu Nakamura \(Japan\)](#)  
[WLS Member](#)

## 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 light station's air horn affected any rutting moose that came within earshot, and would lure them down from the woods, right up to the lighthouse.

Answer in the next Newsletter.



Last month's lighthouse:



Happisburgh Lighthouse, Norfolk, England. See the article that follows for a unique story about this light.

## HAPPISBURGH LIGHTHOUSE – a unique story

Happisburgh (pronounced Haisborough) is a small village on the north-east coast of Norfolk, England. The village's two prominent landmarks are the church tower and the lighthouse (though of course, the latter is well known as a seamark too). Dating from 1791, the tower at Happisburgh is the



oldest working lighthouse in East Anglia. Originally, two towers were built to guide vessels through the notorious Haisborough Sands. The lower, or front lighthouse at Happisburgh was discontinued in the 1880s when threatened by cliff erosion and shortly afterwards the high light was painted with its now familiar red and white bands. In 1929, the light source was switched from an incandescent oil burner to acetylene. This removed the need for permanent keepers and the lighthouse became an 'unwatched' beacon, although a local attendant was on hand should anything go wrong. Following this change in status, the two adjoining cottages were sold and became private dwellings.

The Friends of Happisburgh Lighthouse have been campaigning and fund-raising for this Norfolk maritime beacon for more than one and a half decades. The village of Happisburgh is unusual, in that as well as the lighthouse, it also had its own lightvessel anchored eight miles offshore marking the northern end of the Haisborough Sands. To avoid confusion when recording details of the lights, the lightvessel was always spelt HAISBRO'. In 1987 Trinity House announced that both the lighthouse and offshore lightvessel would be permanently discontinued the following summer. This was the same navigational aid review that also saw the closure of South Foreland and Souter Lighthouses - if Happisburgh Lighthouse were to go, this would have been the seventh major lighthouse to close on the east coast of England in just one decade.

The people of Norfolk were not happy about the prospect of losing another operational lighthouse and a campaign was started to keep the light shining. In May 1988 villagers, headed by Kay Swann, began their campaign to save the lighthouse. Trinity House granted the lighthouse a two month stay of execution, to allow campaigners to hold a public meeting and gauge public opinion on the proposal. The initial public meeting was so well attended, that on the night the venue had to be switched from the Church Hall in Happisburgh to the Church itself. At the meeting, the 'Friends of Happisburgh Lighthouse' was formed, and initially the campaign was aimed at persuading Trinity House to reverse their decision. In this the Friends had the support of much of the local maritime community, especially the local fishermen. But Trinity House was adamant that with the increased range at Cromer Lighthouse, 10 miles from Happisburgh, marine safety on the southern North Sea wouldn't be comprised. Well, if Trinity wasn't prepared to operate the light, could the Friends take on the role of keeping the light shining? Under the Merchant Shipping Act of 1894, Trinity House can only dispose of a working lighthouse to an established lighthouse authority. The people of Happisburgh were unperturbed, and plans were drawn up to form the Happisburgh Lighthouse Trust as a local lighthouse authority. Further discussions led to Trinity House agreeing to lease the lighthouse to the Trust for a peppercorn rent of £1 per annum. But firstly, a Private Bill had to be passed through Parliament to allow the Trust to become a local lighthouse authority, the cost of which was largely met by a £15,000 donation from the National Westminster Bank.

The passing of the Bill made Happisburgh Lighthouse unique as the only independently run operational lighthouse in the United Kingdom. The Happisburgh Lighthouse Trust is a registered charity, governed by six appointed Trustees who are required by the Act to assume responsibility for the operation and maintenance of the lighthouse. To mark the formal handover of the beacon to the Happisburgh Lighthouse Trust, Her Majesty Queen Elizabeth the Queen Mother visited the lighthouse in July 1990.

The Friends of Happisburgh Lighthouse continued their fund-raising work after the formation of the Trust, and in February 1995 became a separate registered Charity, whose aim is to assist in the maintenance and preservation of Happisburgh Lighthouse in augmentation of the work carried out by the Trust.

On January 1st 1991, Happisburgh Lighthouse celebrated the 200<sup>th</sup> anniversary of the light first being established. In that time we've progressed from candles, oil lamps, cannel gas, incandescent oil burners and acetylene, on to the electric light that has been the main light source since 1947. Today, the 58,500 candle-power light has a range of eighteen miles, enough to project the light well beyond the Haisborough Sands. Incidentally, the optic in use at Happisburgh is the first-order lens installed by Chance Brothers in 1868 – an identical optic was installed in the front lighthouse at Happisburgh at the same time – this optic was saved when the front light was decommissioned and a few years later was installed at Southwold Lighthouse in Suffolk, where it continues in use today.



The Friends of Happisburgh Lighthouse are always keen to attract new members. A lighthouse is not a cheap thing to run – we receive no income from government (local or national), nor from the light dues system that fund the other principal UK lights. When last painted in 1998 the cost was almost £30,000 - and that was just to paint the outside! Membership of the Friends is open to all, and in return members receive two Newsletters a year, the chance to attend fund-raising activities that are hosted each year, free entry to the lighthouse on open days and, of course, the reassurance that their support is contributing to the continued operation of Happisburgh Lighthouse.

A change in personnel amongst the Trustees early in 2004 led to myself being invited to become a Trustee – a position I was honoured to accept. I was at the original meeting in Happisburgh Church back in 1988, and over the last sixteen years have served the Friends as a committee member, vice-chairman, and currently as Newsletter Editor, a role I greatly enjoy, though I am always grateful for more copy!!

Over the last few years, the lighthouse has been generally open to the public on Sunday afternoons in summer. For 2004 the open times have been extended and publicity increased to encourage more people to visit this unique piece of our maritime history – it is hoped open days can be extended further in 2005. Open days bring in much needed funds for the lighthouse, but the main source of revenue for the Friends comes via membership subscriptions.

If you would like further details about the Friends of Happisburgh Lighthouse, please contact the Friends Secretary, Carol Palfrey, Solar Via, Happisburgh, Norwich, NR12 0QU, ENGLAND or email [happislight@eggconnect.net](mailto:happislight@eggconnect.net). You may also visit their Web site at [www.happisburgh.org](http://www.happisburgh.org).

[Patrick Tubby \(England\)](#)  
[WLS Member](#)

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## NEWSLETTERS

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

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

Copy dates for the next 4 issues are:

Winter 2004 – 30<sup>th</sup> November (for publication end of December)

Spring 2005 – 28<sup>th</sup> February – for publication end of March)

Summer 2005 – 31<sup>st</sup> May (for publication end of June)

Autumn 2005 – 31<sup>st</sup> August (for publication end of September)

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

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