



# World Lighthouse Society

WINTER 2005 NEWSLETTER **Volume 2 Issue 4**

## LETTER FROM THE EDITOR

I can't speak for the rest of our members, but I find the end of a year is the perfect time for reflecting back on the year just past, and looking forward to the year that is just round the bend. Personally, I have fulfilled a goal of becoming more actively involved in lighthouse preservation. I'd have never guessed that by joining the WLS I would become its newsletter editor, and that by becoming editor, I would meet so many people involved in the preservation of this very important area of world maritime history. My involvement with the WLS has opened many doors for me that allowed me to become more actively involved in organisations here in the United States. For that, I am deeply grateful.

Looking forward to the future, I expect to meet many more new lighthouse friends as I increase my involvement in preservation work. I also look forward to visiting many more lighthouses in the year to come and sharing some of my adventures with our readers.

I'd like to challenge each of our readers to look back on the passing year and reflect on their involvement not just in the WLS, but also on the lighthouse and maritime history preservation movements in their own countries. Then look ahead to the coming year and think of all the ways you could increase your involvement. I've found that one doesn't need to be physically present at society meetings and events in order to increase their involvement. Perhaps there is something you, too, could contribute "from afar." Why not make a pledge for the New Year, to increase your involvement, in ways small or large, to further the cause of lighthouse preservation?

One way you can help is by updating your membership in the World Lighthouse Society. 2005 membership subscriptions are due on January 1<sup>st</sup>. The good news is that there is no increase in the subscription rates. The WLS Treasurer, Peter Williams, appreciates all the early renewals he has received thus far. You can still renew your subscription by email ([peter.williams@leadinglights.net](mailto:peter.williams@leadinglights.net)) or to his home address, listed in the Contacts section of this newsletter. People who paid last year by credit card need only authorise Peter to use the card again. Peter asks that members remember to check the expiry date and security numbers on their cards to make sure they are correct.

Putting business aside, this issue of the Newsletter is once again filled with articles of preservation efforts and lighthouse events from around the world. Inside these pages you will find news from the United States, Germany, Canada and Japan, as well as a fascinating report on the rescue of over 150 ATONs from the Middle East.

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

[Donna Suchomelly](#)

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## CHAIRMAN'S COLUMN

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One meeting of the Chairman's Working Group has been held since the AGM (see the report on page 3) and it was agreed there would be no need to hold another one before the 2005 AGM.

We were recently contacted for assistance with research by BBC Television (UK), who are planning a 13 part series called 'Coast', featuring the Smalls Lighthouse off the coast of Pembrokeshire (Wales) in one of the programmes, covering many aspects including its history, construction and life of the Keepers. They are particularly trying to find information on living descendants of John Phillips the

entrepreneur who decided in 1773 to build a lighthouse at this location, Henry Whiteside who designed the Smalls lighthouse in 1776 and lighthouse Keepers Thomas Griffiths and Thomas Howell. Apparently, Thomas Griffiths died of natural causes but Thomas Howell went mad thinking he would be accused of murder. If you are able to assist, please contact Lindsey Douglas on 0044 (0)2920 322 504 or by mail to Coast – Room 4020, Factual Department, BH Cardiff, Llandraff, CF5 2YG, Wales.

I am disappointed that little progress has been made with establishing Working Groups other than the Optic Working Group. I realise that this is undoubtedly due to lack of time and also may be due to some members feeling they have insufficient knowledge to make any real contribution. However, research and documentation of many aspects of navigational aids on a worldwide basis is not only one of the aims of the Society, but also invaluable, not only for present use but also for the future. One day, the possibility of collating this information will be lost for all time. Light Vessels, Fog Signals and Lighthouse Architecture are just some of the Working Groups we really want to get established. Iris Klempau (Germany) had kindly offered to act as Co-ordinator for the Light Vessel Working Group and has a wealth of knowledge on the subject, but unfortunately, due to lack of support from members, Iris now feels she is unable to continue as Co-ordinator, although she is more than happy to be contacted for any assistance she may be able to give.

We want to keep the Society active and effective, both of which are solely reliant on the members. So, please, if you are able to help in anyway way with establishing one of the Working Groups, please contact myself or the Secretary. You will be given as much support and assistance as possible.

I fully understand the problem of finding enough time to do everything we would like to do, regrettably, I have to inform you that due to personal commitments I will not be standing for re-election as Chairman at the 2005 AGM. I feel privileged to have been able to make a positive contribution to the establishment and progress of the WLS, and wish my successor, whoever that may be, every success and as much pleasure and sense of satisfaction as I have enjoyed during my term of office.

May I extend a warm welcome to all new members who have joined since the last Newsletter. If you feel able to take an active part in any way, please contact any Officer.

Finally, many thanks to you all for your support on behalf of WLS during 2004, please continue with your efforts to further the aims of the Society during 2005 and please accept my very best wishes for the coming year.

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

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## CHAIRMAN'S WORKING GROUP MEETING 3rd NOVEMBER 2004

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A meeting of the Chairman's Working Group was held in Little Hallingbury, England on 3<sup>rd</sup> November.

Progress of the WLS was discussed at some length and it was agreed that although the WLS wasn't able to actively preserve lighthouses and other aids to navigation at this stage, the Society was aiding preservation generally by offering assistance and advice, by means of the website Forum and direct contact.

It was recognised that recruitment of members should be developed, both individuals and organisations.

It was agreed that preservation of Aids to Navigation artefacts should be encouraged, remaining within the country of origin if at all possible. It was recognised, however, that sometimes the only way to preserve items was to remove them to other countries.

The viability of attending the Bruce County (Canada) conference to be held in 2006 was discussed. It was agreed that attendance by a WLS representative would be useful and a suggestion was made that Kathy Brown (Canada) might attend on behalf of the WLS.

The Treasurer, Peter Williams, reported that he had been invited to attend the 2006 IALA Conference in Shanghai.

Frans la Poutré (Webmaster) reported that he hoped to finalise the Optic Working Group's Glossary of Optics Terminology CD by the middle of November.

The Chairman reported that the Treasurer would be taking on membership responsibilities following the meeting.

Publicity was discussed and it was agreed a 100-200 word WLS update should be prepared by Kim Fahlen (Publicity officer) that could easily be translated into different languages. The need for publicity material in addition to the current colour leaflets was also discussed, particularly in view of future attendances at conferences.

The 2005 International Festival of the Sea to be held in Portsmouth (England) was discussed and it was agreed attendance by the WLS would be too expensive. It was suggested the WLS be represented by another exhibitor who was also a WLS member.

It was reported that requests had been received to include advertisements in the newsletter. It was agreed this would be inappropriate but information on such items directly related to aids to navigation or the aims of the WLS could appear as news items.

Choice of location for the 2006 AGM was discussed as concerns had been expressed by some members as to the viability of San Francisco as a suitable venue. Staten Island (New York) and Whitley Bay (England) were suggested as possible alternatives and members would be asked their views.

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

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## MEMBERSHIP

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**J**ust a reminder that membership renewal is due on 1<sup>st</sup> January 2005. I do hope you will all renew your memberships and continue to support the Society.

The WLS Treasurer, Peter Williams, is now dealing with membership responsibilities so please make sure to contact Peter with your renewal details.

And, as always, recruit new members if you can – personal contact is still one of the best forms of publicity!

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

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

Individual membership:  
Euros 25 / US\$25 / GBPE15

Joint membership (2 people at the same address):  
Euros 30 / US\$30 / GBPE20

Family membership:  
Euros 40 / US\$40 / GBPE25

Organisation membership:  
Euros 80 / US\$80 / GBP50

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 GBPsterling cheques. Membership application and fee should be sent to:

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## MEMBERS' PROFILE

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### Kathy Brown

**K**athy Brown is a lighthouse enthusiast and water colour painter who lives on an arm of the ocean at Halifax, Nova Scotia, Canada. She became

interested in lighthouses after she moved to Nova Scotia in 1973. Before that, she lived inland or on the Great Lakes.



Kathy has sailed the Atlantic coast as far south as Boston and as far north as Gros Morne in Newfoundland, often acting as navigator. Leaving Halifax and returning, she passes the famous Sambro Lighthouse and the many lights of Halifax Harbour. In the early days, navigating with compass, dividers and depth sounder (a sextant is of little use in Nova Scotia's fog), lighthouses were important markers. After the advent of electronic navigation she still uses them to confirm positions and to assess visibility. Over the years they have become familiar friends.

In October, 1994, Kathy joined the Nova Scotia Lighthouse Preservation Society (NSLPS), and she has been a member of the Board ever since. She edited the newsletter/journal *The Lightkeeper* from 1994 until April 2000. At that time she was elected President of NSLPS, a position she held for two years. She has headed up several major projects for the Society. The first is the *Visit Our Lighthouses* brochure, which was published in 1999 and revised in 2003. Over 100,000 copies of this brochure have been printed. In 2004, she coordinated the development of a new website which was launched in April at the Annual General Meeting. This website, at [www.nslps.com](http://www.nslps.com), is one of the largest lighthouse websites on the Internet. Kathy is the Content Editor and does a lot of work adding to the site. In addition she helps organize the trips and programmes, and has devoted countless hours over the years giving advice to individuals and groups in Nova Scotia and in other Atlantic Provinces on starting a community group to save their lighthouses.

In 2000, Kathy attended the First International Lighthouse Conference at White Point, Nova Scotia. There, after many years of contact by letter and e-mail, she met Peter Williams. Forming a World Lighthouse Society was discussed, and when WLS began, Kathy was a founding member. Her interest in lighthouse lenses led her to volunteer in the Optics Working Group (OWG). Since joining OWG her knowledge of Fresnel lenses has increased by leaps and bounds. She is now a member of the WLS Board.

When not working to save lighthouses, Kathy is a watercolour painter. She enjoys sketching in the summer, especially on NSLPS trips, and paints in her studio in the winter. She is an elected member of the Canadian Society of Painters in Water Colour (CSPWC). Her marine paintings are in public and private collections in Canada, USA, Bermuda,

Sweden and Great Britain. You can see her work at her website [www.fromthesea.ca](http://www.fromthesea.ca). It should soon be updated with paintings of lighthouses completed this fall!

Kathy lives in a house perched above the ocean. She enjoys gardening and marvelled this past summer at



[Kathy at Sambro Island Lighthouse](#)

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

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### [AGM 2005 UPDATE](#)

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As already announced in the Autumn 2004 Newsletter, the 2005 AGM has been rescheduled for 21 May 2005, in Hamburg, Germany. Plans are being made for a bus tour to some lighthouses on the Baltic Sea on Friday, 20<sup>th</sup> May. For those arriving on Wednesday, arrangements can be made to visit some lighthouses along the River Elbe on Thursday, 19<sup>th</sup> May. In addition, a sightseeing tour in Hamburg can be arranged for the afternoon when the AGM has been closed.

If you did not respond with your intention of attending the meeting by the December 19<sup>th</sup> deadline, please send your email as soon as possible to: [khempelmann@web.de](mailto:khempelmann@web.de).

[2005 AGM Organisation Team](#)

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### [WHAT IS THE BEST VENUE FOR THE 2006 AGM?](#)

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A global society like the WLS should have AGM's on all continents. But an AGM makes no sense if only a few members are attending the meeting. Therefore we made a small poll, to find out your opinion about the ideal venue of the 2006 AGM. The poll can be found in the members section of the WLS website. If you don't have Internet access, please send a letter to the secretary, in which you answer these questions, with yes, no or maybe:

1. Will you attend an AGM if the venue is San Francisco (USA)?
2. Will you attend an AGM if the venue is New York City (USA)?
3. Will you attend an AGM if the venue is in the UK?

If none of these suits, what city and country would you suggest?

[Frans la Poutré \(Netherlands\)](#)  
[WLS Founding Member](#)

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### [MEMBERS FORUM CLOSED DOWN](#)

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For eight months the WLS website had contained two forums. Besides the general forum, accessible to every visitor of the website, there has been a members forum, only accessible for members of the WLS. The members forum was intended to give members possibilities to exchange (personal) information such as email addresses.

In actual practice, the members forum developed into a mirror of the general forum, but with less entries. Therefore the members forum is now closed. The general forum will remain and can of course be used by members as well as by other visitors. I invite you all to take a look there, and see if there are any queries you can answer, or enter your own questions or messages. The forum can easily be found via the WLS website at [www.worldlighthouses.org](http://www.worldlighthouses.org).

[Frans la Poutré \(Netherlands\)](#)  
[WLS Founding Member & Webmaster](#)

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### [LIGHTHOUSE BUILDERS AND INVENTORS](#)

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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.



Chance, Robert Lucas ( -1865) - British businessman and the original founder of Chance Brothers in England. The first brother in the firm Chance Brothers.

## WLS AT THE SEVENTH MARITIME HERITAGE CONFERENCE

Chance, William ( -1856)  
- British businessman, the second brother in the firm Chance Brothers and father of James T. Chance.



Chevreul, Michel Eugene (1786-1889) - French scientist who in 1825, patented the stearine candle used in measuring the light output of lighthouses.

Condorcet, Marquis Marie Jean Antoine Nicolas de (1743-1794) - French scientist who in 1788, suggested building a reduced thickness lens based on Buffon's principles but, made from an aggregate of separate rings.



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



**NOTE:** The photograph of James T. Chance on page 5 of the Autumn 2004 issue of the newsletter is actually that of William Chance. Herewith is the correct photo of James T. Chance.

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

The World Lighthouse Society was well represented at the Seventh Maritime Heritage Conference held in Norfolk, Virginia at the end of October. Five members of the WLS attended the conference of whom one moderated several sessions and three others made presentations.

During the conference over 80 WLS brochures and over 40 order forms for the new WLS "Glossary of Lighthouse Optics Terminology" were requested by attendees. In addition, the WLS and the CD were mentioned prominently in one of the presentations.

One of the highlights of the lighthouse sessions at the conference, was the presentation of the "Holland Award" to Wayne Wheeler (WLS member) for his dedicated service to the lighthouse community over the last 20 years. The Holland Award is the highest award within the American lighthouse community and was presented by the American Lighthouse Coordinating Committee. A second Holland Award was given to Ken Black, known as Mr. Lighthouse in America, for his preservation of lighthouse artifacts at the Shore Village Museum in Rockland, Maine and for his work in the American lighthouse community.



[Wayne Wheeler is on the left in the photo and is receiving the award from Mike Vogel \(WLS member\) who is the President of the American Lighthouse Coordinating Committee.](#)

[Thomas A. Tag \(USA\)](#)  
[WLS Founding Member](#)

## THEN AND NOW – LIGHTHOUSE OF KIEL-FRIEDRICHSORT

This light was situated at a narrow area of the Kieler Förde (Kiel Bay) between the light at Bülk and the light at Kiel-Holtenau at the eastern entry of the Kiel-Canal. Located on a sandbank at N54° 23; E 10° 12, it was built in 1866 with an altitude of 11 m. Later on it

was increased up to 13 m. It was a red tower with 2 white bands.



1939 amateur photo taken in the youth of Agfacolor photography. Photo courtesy of Otto Grund of Kiel, Germany



A postcard showing the same lighthouse in the 60's, when it had been given new colors.



In 1969-70 a new, higher lighthouse was built at the same place beside the old one, with an altitude of approximately 32 m. The lower light had become difficult to recognize because of the many lights of Kiel-City and the

harbour-lights. In 1971 the new light, with an international designation number C 1230, was first lit. For two years the old and the new light of Kiel-Friedrichsort were standing side by side.



Later on the lantern house of the old light was taken away and brought to the centre of the city of Kiel to be put up there. It stood there for nearly 30 years as a reminder of the old lighthouse of Kiel-Friedrichsort.



Finally, in 2003, it was removed from the city of Kiel and taken back to Friedrichsort, which is a suburb of Kiel, near to the place where it stood originally. Now it is no longer a lighthouse, but only a maritime monument!

Photos by Werner Berthold, except where noted.

Werner Berthold (Germany)  
WLS Member

### RESCUE AND RESTORATION OF CLASSIC ATON'S IN THE MIDDLE EAST BY THE MARITIME EXCHANGE MUSEUM

The Maritime Exchange Museum staff has just returned from another rescue mission with a 40' steel container loaded full of



obsolete Acetylene buoy lights, Fresnel Lighthouse lenses, spare parts and related lighthouse equipment for restoration and display. Many of the Classic AGA buoy lights will be available for trading to Maritime Museums worldwide. This was a particularly difficult task, due to the artifacts being located in the heart of the Middle East where Americans are being abducted and beheaded! The daytime temperatures were near 120 degrees and working inside the steel container was a real test of our endurance. Shipping, governmental regulations, logistics, and Customs paperwork were just a few of the obstacles to overcome. Our story begins with a contact from Bahrain.



MENAS is the Middle East Navigational Aids Service serving the Persian Gulf region. They were contacted by The Maritime Exchange Museum to see if they had any obsolete ATON's that they would be interested in selling or transferring to our Museum for restoration, conservation, and interpretive display. When they responded favorably, we were thrilled with the opportunity to recover these items. Most of them were being stored in an outdoor facility and were



very close to being scrapped. We were very happy to work with MENAS and make the necessary arrangements to travel to Bahrain and load the container. The staff at MENAS was the most professional and friendly people you can imagine and were very pleased that we were so interested in preserving a part of their Maritime History.



As you can guess, it is no easy task to get a steel shipping container loaded in the Middle East and transported to Howell, Michigan without a few difficulties. The process took

nearly 4 months to arrange, and then another 3 Months to arrive, with a solid week of travel from America to London to Bahrain and work to get

everything crated, wrapped, and secured for ocean transport.

When we arrived and found more than we anticipated, we had to build a second timber floor inside the container to allow us to get everything in one trip. This was quite a job working inside the steaming steel container with the sunny climate and 120 degree temperatures! For the Fresnel lighthouse lenses, we carefully disassembled them and had

custom built timber crates made and buried the lens panels inside them covered with a foam pad. The weight of the container required a crane to be



used to re-set the wheels after loading. We wrapped and sealed over 150 lights, lenses, and boxes of spare parts during each of our 3, 14 hour days there. Since there was no fork lift available, we loaded the 500mm and 300mm lights using a hand truck! Thanks to all the great MENAS staff who assisted us with anything we needed!



Once the container arrived at our restoration shop, it was unloaded and we began the arduous task of restoring the lights. New equipment was added including large Media Blasting cabinets, powerful wheel buffers and polishers, belting equipment, and a new spray booth for the clear coating process. We will add many of the artifacts to our Museum



displays and offer the surplus to other Maritime Museums for exchange or trade. One of our specialties is trading redundant inventory with other institutions. It makes sense that if your Museum has two of something and another one also has two of something, it may be appropriate to trade. This makes our respective displays more complete and meaningful to our patrons. This is how we better serve the Maritime community and the various Navigational Services worldwide.

The Maritime Exchange Museum is actively looking for large lighthouse Fresnel lenses and related machinery. If you know of any items that may be in need of rescue, restoration and conservation please contact Steve Gronow at [steviegronow@cs.com](mailto:steviegronow@cs.com). I can also be reached at 517-552-2489 or my cell phone # is 810-599-5147. We are prepared to travel worldwide to recover Lenses and Buoy lights and related lighthouse equipment. Our heartfelt thanks to the fine people at MENAS for helping make this last mission a success!



[Steve Gronow \(USA\)](#)  
WLS Member

### SAMBRO LIGHTHOUSE - OLDEST OPERATING LIGHTHOUSE IN THE WESTERN HEMISPHERE?

Mark Wilson of Toronto, Canada, has spent his spare time for the past few months researching the dates and history of early lighthouses of North and South America, Central America and the Caribbean. He was suspicious that Nova Scotia's Sambro Lighthouse (est. 1758) might be the oldest standing and operating light tower of both continents. We know that it is the oldest operating light in North America. Others were built earlier, but all were destroyed and replaced later than 1758.

The oldest light suggested for South America is Farol da Barra (San Antonio Lighthouse) at Salvador, Brazil. The book *Lighthouses of the World*, compiled by the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) covers this light on page 39, noting that it was commissioned in 1698 and was "the very first lighthouse on the American continent." This lighthouse had been repaired or replaced in the nineteenth century.

Mark and I wondered if any of the original building had been incorporated into that lighthouse, which is still in operation. He contacted the hydrographic museum that is at the lighthouse and received the answer that the first light of 1698 "consisted of a large

quadrangular tower of medium height topped by a sort of glass-sided structure." This building was replaced in 1837-1839. He asked for more information and received a more detailed description of this rebuilding:

"In 1837, because of the bad state of conservation, and because of its importance for navigational security, the tower was reconstructed of brick and/or stone, and there was installed a more modern lens. It was illuminated with kerosene. From the remnants that were there, we were able to determine that the previous tower was completely destroyed and replaced by the current round-shaped tower. They also found the square shape of the old tower at the base of the new tower from 1837-1839."



*Postcard of Farol da Barra – photographer unknown*

Only a portion of the 1698 foundation remains at Farol da Barra, and the current light tower is round, not square. So, it is certain that nothing of the original tower at Farol da Barra now remains, whereas at Sambro, the foundation and the first 60 feet of the shingle-clad tower is the original from 1758. There have been changes over time, of course. In 1906, 22 feet of concrete was added to the top of the stone tower and a new First Order lens and lantern were installed. Then, in 1966, the lantern and lens were removed and replaced by an aluminum lantern and a DCB36 airport beacon. But, for 246 years, the 1758 tower, built of granite quarried on the coast nearby, has been the major component of the structure.



*Farol da Barra, 2004; photo by Arilton Don Santos*

This is interesting information, but you may wonder whether it is very important. The tower at Sambro has been one of Canada's National Historic Sites from 1937, but unlike many other sites it is simply marked with a plaque on the mainland. The lighthouse was accepted by the Federal Heritage Building Review Office as a Classified Building, which means it should be preserved. The FHBRO Heritage Character Statement ends thus: "The simple, utilitarian character of the site should be protected."



*Sambro, 1999, Photo by Chris Mills*

Protected? It is not. The lighthouse and the light station have been de-staffed since 1988. The Department of Fisheries and Oceans has restored the lighthouse but no one has come forward to preserve the rest of the station including the old gas house, which was officially "Recognized" by FHBRO as an historic building, where acetylene gas was produced for use at the station. This building was partially blown apart by Hurricane Juan over a year ago.

The Nova Scotia Lighthouse Preservation Society (NSLPS) has been unsuccessful in persuading the Department of Fisheries and Oceans to undertake repairs, even though NSLPS has funds available to assist. In addition, the two remaining keeper's houses at the station are falling apart. Canada's most important light station is falling to pieces. NSLPS hopes that if Sambro is the oldest operating lighthouse in the Western Hemisphere, the resulting publicity will be a wake-up call to the Federal Government, the Province of Nova Scotia, and all Canadians, that this station is a valuable historic site that should be preserved.

*NSLPS would like to know of any older standing operating lighthouse in the Americas. If you know of one, please send details to Kathy Brown at [kathy@fromthesea.ca](mailto:kathy@fromthesea.ca). If we don't learn of one by January, then we will be taking steps to publicize Sambro Lighthouse as the oldest standing and operating lighthouse in the Western Hemisphere.*

To learn more about the Sambro Lighthouse, visit the NSLPS Website, [www.nslps.com](http://www.nslps.com) and select "Sambro Lighthouse" in the "lighthouse picker."

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

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### GERMAN LIGHTHOUSE CUXHAVEN PUT UP FOR AUCTION ON EBAY

The Lighthouse Cuxhaven was built in 1803 by the Freie und Hansestadt Hamburg (Free and Hanse Town Hamburg) and first lit in 1805. It is a brick tower about 18.80 meters high and has a diameter of about 5.90 meters. Over the years almost all types of illuminant techniques were used starting with Argand lamps, which were purchased from England, kerosene lamps, an IOV lamp, a carbon arc lamp, etc. The lighthouse was electrified in 1927.



Because the lighthouse is a listed monument, the buyer will have to consider the guidelines given by the Office for Protection of Historic Buildings and Monuments. This includes maintaining the technical equipment which is still in the lighthouse, such as the Fresnel lens, Otterblenden (shutters) etc.

The Lighthouse Cuxhaven (former International No. B 1360) at the mouth of the river Elbe was extinguished in May 2001 and sold to a private investor. Obviously he could not find a solution for an alternative use. As a result, the lighthouse is on the market again. The minimum demand is EURO 80.000. Perhaps it is the first time that a lighthouse has been put up for auction on eBay (eBay article 4337864923).

[Egbert Koch \(Germany\)](#)  
[WLS Founding Member](#)

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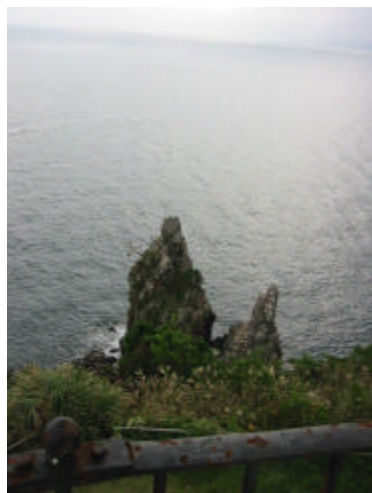
## HIMESHIMA Lighthouse 100th ANNIVERSARY

Himeshima lighthouse celebrated the 100<sup>th</sup> anniversary this year of its first lighting on March 20<sup>th</sup>, 1904. Himeshima is a small island off the Kunisaki Peninsula of Oita, Kyushu. The island is included in the national park of Seto-Naikai (the Inland Sea of Seto). The Japanese word "Hime" means princess or secret lady. This island may be named after "Hime-Goso" a beautiful girl born from a white stone.

For the 100<sup>th</sup> anniversary commemoration, Himeshima Lighthouse opened to the public on November 14<sup>th</sup>. A lot of islanders love this lighthouse, which is the symbol of the island, and visited to see their lighthouse, which is usually closed to the public.



The lighthouse stands high on the cliff, 57m above the sea level. Beside this cliff, there is a tall, nose like rock, named "Hashira-Dake". It is said that in the cave



"Hashira-Dake" Nose rock, the living place of "Amida Oysters"

The light tower is made entirely of granite from Tokuyama. The 4<sup>th</sup> order Fresnel lens, made in 1902 by Chance Brothers Lighthouse-works of Birmingham, can still be seen. This lens has 4 eyes that emit a flash four times for every 30 seconds. It was under the attack of the enemy planes in the Pacific



war, and was partially destroyed, but is still used after restoration. Before being electrified in 1963, the lamp (made by Sautter-Harle in France) was of the oil burning type started here in Japan. A falling weight was used to turn the lens, but there was need of winding up the weight every 3 hours, and it seems to have been terribly hard labor for the keepers. It was fully automated in 1973 and the keepers left the lighthouse.



White prisms were originally made by Chance Bros., and blue prisms were made in Japan during the restoration.

Hirokazu Nakamura (Japan)  
WLS Member

## LEADING LIGHTS RENEWED

The first issue of *Leading Lights* appeared almost ten years ago. In 1995 Peter Williams published a small sized black and white magazine with the subtitle "The Journal of Pharology, Pilotage and Seamarks." *Leading Lights* developed into a professional magazine, subtitled "The International Lighthouse Journal", with valuable information and full colour photography. Unfortunately, the subscription base was too small and the printing costs were too high, so the publication had to stop a year ago.

I regretted the loss of the quality magazine and talked to Peter, who I met on the inauguration meeting of the WLS, about my ideas to give it a new look and a new chance. This year a completely renewed *Leading Lights* has been launched. The magazine format has been replaced with a useful loose leaf style, which gives more room to large full colour photography. If you want to see the renewed *Leading Lights*, just send me an email ([frans@lapoutre.info](mailto:frans@lapoutre.info)) or a note (P.O. Box 2074, 7420 AB Deventer, The Netherlands), and I will send you a free copy.

Frans la Poutré (Netherlands)  
Founding Member

## 2ND ANNUAL MARYLAND LIGHTHOUSE CHALLENGE – SEPTEMBER 18 & 19, 2004

On September 18 and 19, 2004, the Chesapeake Chapter of the U.S. Lighthouse Society and several lighthouse organizations joined together to provide visitors with the opportunity to visit 9 Maryland lighthouses and 1 lightship. Visitors to each site received a special commemorative lighthouse card depicting that lighthouse. Participants who

completed the challenge by visiting all 9 of the sites in the Challenge were rewarded with an additional, special card.

Because we were unable to attend the inaugural event held in 2003, my partner in life and lighthouse hunting - my husband, Jeff - and I were very determined to attend the 2004 event. However, mother nature had other plans in store. We rose early Saturday morning only to be greeted by the remnants of a hurricane that was passing through the area. We decided that hurricane weather was the perfect setting for visiting lighthouses - as long as we could get to them!

We decided to make our first stop the Hooper Strait Lighthouse, where we dashed through a heavy downpour and dodged large

puddles to see the light. The first Hooper Strait lighthouse, built in 1867, was located off the northern



entrance to Tangier Sound in the Chesapeake Bay. The light sat atop a square wooden dwelling, which was attached to the floor of the bay by screw-piles. This method of lighthouse construction was frequently used on the bay, due to the difficulty of anchoring a foundation to the bay's muddy bottom. Unfortunately, this first lighthouse was carried away by an ice flow in 1877. The current light, built in 1879, is a cottage style screw-pile structure consisting of a 1-1/2 story white hexagonal dwelling with a red roof and black lantern attached. Deactivated in 1966, the lighthouse was moved 40 miles to the grounds of the Chesapeake Bay Maritime Museum in St. Michaels, Maryland, where it remains in use today as a popular tourist attraction.

The next leg of our journey took us across the Chesapeake Bay Bridge, where I watched in fascination as towering waves crashed just below the surface of the bridge. Traffic crawled at a snail's pace, but we were treated to a view of the Sandy Point Shoal light, located just north of the bridge on the west shore of the bay. Although not included in the Challenge, participants could normally view this light from the shore of a nearby park. As luck would have it, the park was closed due to the storm and we had to be satisfied with glimpses of the light as we made our way across the bridge. (In fact, the bridge was closed for a time not long after we passed over it, due to the storm and dangerous waves!) Built in 1883, the light is the second one located here and is still fully operational. The lighthouse consists of a 2-1/2 story brick octagonal dwelling with a black lantern attached to the white iron mansard roof, all of which are constructed on a red cylindrical caisson.

After crossing the bridge we made our way to Solomons, Maryland, and the Calvert Marine Museum.

Here we found the Drum Point Lighthouse, a white hexagonal 1-1/2 story cottage style dwelling on



screw-piles. The cottage was topped with a white octagonal tower and black cast iron lantern from which shone a 4th order Fresnel lens. Drum Point was built in 1883 and originally located on the north side of the Patuxent River at the entrance to the Chesapeake Bay. Deactivated in 1962, the light was moved in 1975 two miles up river to the grounds of the Calvert Marine Museum. It is one of only 3 remaining screw-pile lighthouses out of 45 that once stood in the Chesapeake Bay.

By this time the rain had finally begun to taper off, although the winds were still blowing fiercely as we boarded a bus that took us from the museum grounds to the nearby Cove Point Lighthouse. Built in 1828 about 4 miles north of the mouth of the Patuxent River, Cove Point is Maryland's oldest operating light. Here is where we felt something like what keeper's must have experienced as they faced storms. Strong gusts of winds literally blew us across the grounds as



the rain blew horizontally into our faces and huge waves crashed over the storm walls. There at the edge of the bay, standing strong, was the 40-foot tall white conical brick and masonry tower and its 4th order Fresnel lens. The light isn't open for climbing and continues to be maintained by the Coast Guard as an active aid

to navigation. The rest of the station, including the two-story brick keepers' dwelling and a 1904 fog bell tower, are maintained by the Calvert Marine Museum. After a few photos and a tour of the house, we headed back on the bus and returned to Solomons for our car so that we could continue on our journey south.

Our next stop was at the Point Lookout Lighthouse, located on the west shore of the Chesapeake Bay in southern Maryland at the mouth of the Potomac River where it empties into the bay. Built in 1830, the

lighthouse's red, cylindrical lantern is attached to an octagonal tower on the roof of a 2-1/2 story white wood frame and brick keeper's dwelling. The light was deactivated in 1965 and the station's bell tower was moved to the Chesapeake Bay Maritime Museum in St. Michaels, Maryland. Fortunately, by the time we toured the inside of the lighthouse and squeezed our way up the narrow opening to the lantern room, the storm was near its end. The rain had slowed to a light drizzle; but the waves continued to crash over the stone storm walls, many times flooding the only road leading back to civilization! But we were undeterred and determined to continue on our mission.



Our final stop for the day was to see the 1836 Piney Point Light, a 34-foot tall white conical brick tower with a black lantern, located on the Potomac River. Standing nearby on the grounds are the original brick, stucco and frame keeper's dwelling, an oil house, garage and cottage. The light was automated in 1939 and discontinued in 1964. The 1855 4th order Fresnel lens is on display in the tower, which was open to the public for climbing. When we reached the top of the lantern we were treated with a beautiful view of the storm moving away to the north. The sight of clear sky peaking from behind the massive clouds reassured us that the weather the next day would be much improved.



We awoke the next day to bright blue skies and headed north with renewed energy to visit the light tower at Fort Washington. The original Fort Washington Light was built in 1870 on the east side of the Potomac River. In 1900 a request was made to build a new tower because the original one was obscured by construction at the Fort. The request was denied, and as a result, the light was moved "temporarily" to the 1882 fog bell tower. Currently the light remains in the converted 28-foot wooden white

bell tower, which displays an orange diamond-shaped daymark on the side facing the river. The light is located in Fort Washington National Park, and is still fully operational even though it continues to share space in the tower with the original fog bell.



Our journey next took us to the city of Baltimore where we first visited the 1875 Seven Foot Knoll Lighthouse. Seven Foot Knoll is the oldest screw-pile lighthouse in Maryland and was originally located at the entrance to the Patapsco River on the Chesapeake Bay.

The existing structure was the second light to mark the location and consists of a lantern attached to a reddish-brown cylindrical 1-story keeper's quarters on a screw-pile foundation. The light was deactivated in 1987 and moved 7 miles to Baltimore's Inner Harbor where it was opened in 1997 as an exhibit of the Baltimore Maritime Museum.

Our next stop in Baltimore was a visit to the final port for the Chesapeake Lightship (LV116/WAL538). Built in 1930, this 133 ft long steel-hulled ship has a deckhouse, 2 masts, and a smokestack admidship. Each masthead is fitted with a 375 mm electric lens. The ship also has an electric diaphragm foghorn and a hand-operated bell. The lightship's first station was at Fenwick Island Shoal, off the coast of Delaware. In 1933 it was moved to Chesapeake, Virginia, and in 1965 it was moved once again to Delaware waters where it was the last lightship on active duty in the Mid-



Atlantic region of the United States. Decommissioned in 1970, the lightship was moved to Baltimore's Inner Harbor in 1982 where it was opened to the public as an exhibit of the Baltimore Maritime Museum. The Inner Harbor of Baltimore has much to offer and along with the warm weather and beautiful skies, we were sorely tempted to spend more time there, but we had two more lights in the Challenge to visit, so off we went again, heading north along the bay.



At the mouth of the Susquehanna River on the Chesapeake Bay in the quaint town of Havre de Grace, stands the 1827 Concord Point Light. The 43-foot tall white conical granite tower is topped by a black lantern with a 5th order Fresnel lens and is the second oldest standing lighthouse on the bay. Deactivated in 1975, the light serves today as a private aid to navigation. The

original 2-1/2 story stone and brick keeper's dwelling is located across the street from the light and is being restored for use as a visitor center and gift shop.

Our last stop on the challenge route was to see the



very first lighthouse we had ever set eyes on. High on a bluff at the Elk River entrance to the Chesapeake Bay, near the town of

Northeast Maryland, sits the 1833 Turkey Point Light. Although the tower itself is only 35 ft tall, because of its location on the bluff it is the highest light on

the bay with a focal plane of 129 ft. This light also bears the distinction of being the site of America's last civilian female lighthouse keeper, Fannie Salter, who retired in 1947 when the light was automated. Unfortunately, the original 1-1/2 story keepers dwelling was destroyed in 1971, but plans are being made to construct a replica. The light was discontinued in 2000, but was relit as a private aid to navigation in 2003 after a special ceremony that we were delighted to attend.

We thought it was very appropriate that the light at which we completed the Challenge was the very same light that first sparked our interest in lighthouses and their preservation. We felt like winners of a great race as we stepped up to the tent to receive our final trading cards and had our picture taken by a Challenge volunteer.

Regardless of the wet and windy start to the weekend, 327 people were able to complete the entire Challenge. Participants traveled from many states, including those as far away as North Carolina, Florida, Illinois, Colorado, Maine, California,

and Washington. In addition, visitors from Germany, Bulgaria, England, and Wales also attended. Although the numbers of participants were down from the first year's totals (thanks to the storm, no doubt), the Chesapeake Chapter of the U.S.L.H.S. and all of the other organizations involved did an excellent job of providing assistance to participants and a wonderful weekend that I, for one, will long remember.



Donna Suchomelly (United States of America)  
WLS Newsletter Editor

### 5TH ANNUAL NEW JERSEY LIGHTHOUSE CHALLENGE – OCTOBER 16 & 17, 2004

The New Jersey Lighthouse Challenge is sponsored by the New Jersey Lighthouse Society and allows enthusiasts the opportunity to visit 11 of the state's land-based beacons. The objective of the challenge is to visit all 11 of the lighthouses in one weekend. Visitors to each light received a commemorative trading card of each lighthouse. Participants who completed the challenge received...

Several of the lights are not normally open to the public, so the Challenge provides a perfect opportunity to visit them.

Although we were only able to visit 3 of the lights on the Challenge route this year, we were able to visit the other 8 during last year's event. The following article provides highlights of the Challenge from both years.

We decided to begin our journey at the northernmost point on the route, where we visited the oldest operating lighthouse in the United States, the Sandy Hook Light. Sandy Hook is located on the south side of the entrance to New York Harbor, in the Gateway National Recreation Area in Atlantic Highlands, New Jersey. The 85 ft. tower was built in 1764 of rubblestone with a brick interior and has an octagonal shape, topped by a red lantern with a 3<sup>rd</sup> order Fresnel lens. The 1883 2-1/2 story wood frame duplex keeper's dwelling remains on the grounds and is used as a visitor center and museum.



[Sandy Hook Light](#)

The next stop on our route was the historic Navesink Twin Lights, which are located on the New Jersey Highlands, high above Sandy Hook Bay, and are the second set of lights constructed here to mark the entrance to New York's harbor. The current towers, built in 1862, are constructed of brownstone and connected



together by a fortress-like brownstone keeper's quarters. Although twins, the two towers are not identical; the north tower is octagonal in shape, and the south tower is square. The first Fresnel lens to illuminate an American lighthouse was shown here, and there are some Fresnel lenses on display, including a first order light, located in the 1909 brick generator building on the grounds, and a bivalve lens, located in the museum. Today, the light in the north tower remains active as a private aid to navigation, although the light in the south tower has been deactivated.

Traveling further south along the route, we soon arrived at the south side of the Sea Girt Inlet on New



Jersey's Atlantic coast, which is marked by the 1896 Sea Girt Light. The lighthouse was originally built to

bridge the gap between Barnegat Light, further to the south, and the Twin Lights at Navesink. The lighthouse was constructed in 1896 and consists of a 2-1/2 story brick Victorian keeper's dwelling with a square brick tower and black cast iron lantern attached to the roof. Illuminated by a 4<sup>th</sup> order Fresnel lens, the light was deactivated in 1977, but relit in 1984 as a private aid to navigation.

The next light on the route, Barnegat Light (known locally as "Old Barney"), is located on the north end of Long Beach Island at the entrance to the Barnegat Inlet. Built in 1857, the 165 ft tall brick conical tower is the second light to mark the site, and was used as a lookout during World War I. The light's powerful 1st order Fresnel lens was deactivated in 1944 and later removed to the nearby Barnegat Lighthouse Museum where it is on display. Unfortunately, nothing remains of the 3 story Victorian keepers dwelling that was built in 1889.



["Old Barney"](#)

We continued travelling south along the Challenge route to the Tucker's Island Light, which was built in 1999 and is a replica of the Little Egg Harbor Light that once stood on Tucker's Island at Little Egg Inlet.



Today, the replica is part of the Tuckerton Seaport, a recreation of an early 19<sup>th</sup> century maritime village, in the town of Tuckerton.

Our 6<sup>th</sup> stop of the Challenge was in Atlantic City, where the tallest light on the New Jersey shore can be found. The 171 ft. tall Absecon light was built of brick in 1857. The original 1st order lens, deactivated in 1933, is displayed in the tower, which is attached by a covered walkway to a replica of the keeper's



dwelling. The light was privately relit in 1998 "for show only."

Traveling further south on the route, we soon arrived at the beautiful and historic Hereford Inlet Light, which was built in 1874 at the entrance to the Hereford Inlet, near North Wildwood.



The square wooden tower with black lantern sits atop a 2-story Victorian stick-style dwelling and is surrounded by well-maintained gardens. The light is fully operational.

The southern-most point of the New Jersey coast is marked by the Cape May Point Lighthouse. The current Cape May Point Light is the 3<sup>rd</sup> to mark the north side of the mouth of the Delaware Bay, where it empties into the Atlantic Ocean. Originally established in 1823, the first two lights were victims of beach erosion,



but the current light, built in 1859, still stands tall today. The beige, conical brick tower is 157 feet tall with a red lantern. The light was automated in 1946 and is fully operational. This lighthouse is one of our favorites. It was the first lighthouse we climbed, many years ago when are children were small and we had to carry our youngest up the ....stairs to the top. The lighthouse is situated in a lovely state park with picnic pavilions, nature trails, and a small museum, not to mention the lovely white-sand beach.

Our journey next took us around the tip of New Jersey and northwest along the shore of the Delaware Bay. The East Point Light, also known as the Maurice River Lighthouse, is located on the south side of the mouth of the Maurice River, where it meets the Delaware Bay. To reach it, one must travel a good distance along a narrow road through the marshes. On our way, we were treated to a very unusual and amusing sight, somewhat reminiscent of our Maryland Challenge trip. The day was bright and sunny, however there was a strong wind blowing, and, as we were soon to find out, the tide was unusually high that day. As we approached the marsh we were somewhat puzzled to see a small flat-bottomed boat loaded with two duck hunters and their faithful dog

pulled right up onto the surface of the road. As we drew closer we could see that the tide had washed over the road enough to allow the boat to float onto it. But not enough to stop two very determined Challenge participants. We made our way slowly through and to the other side where we safely reached our destination, and were rewarded with a beautiful view of the lighthouse.



The octagonal black lantern sits atop a 2-1/2-story brick Cape Cod style dwelling, which was built in 1849. Its 6<sup>th</sup> order light was deactivated in 1941, so that German submarines, which were known to come up into the bay, couldn't use it as a navigational aide. In 1971, trespassers accidentally started a fire that destroyed the roof and upper floor of the light. However the Maurice River Historical Society stepped in, repairs were made, and the light was relit in 1980 and is fully operational today. The Historical Society plans to continue their preservation work by restoring the interior of the building.

After our visit at East Point Light, we journeyed further north to the 1877 Finn's Point Rear Range Light, which is located on the north side of the Delaware River near Pennsville. The black hexagonal skeleton-type wrought iron tower has a black central cylinder and stands 115 feet tall. Deactivated in 1950, the light is non-operational today.



The last light of our journey was the Tincum Rear Range Light. Tincum was first lit on New Year's Eve in 1880 on the banks of the Delaware River in Paulsboro, New Jersey. The light was paired with the Tincum Front Range light and continues to guides ships heading north on the river toward Philadelphia. The tower stands 85 feet tall and is a black, hexagonal

iron skeleton tower with a black lantern and central cylinder. The light remains fully operational and is lit by a DCB-24 beacon.

According to the records of the New Jersey Lighthouse Society, 1,152 participants succeeded in visiting all of the lighthouses in the 2004 Challenge. There were a total of 16,356 visits to the 11 lighthouses involved, and over 2,300 volunteer hours were logged. Participants were from 27 states and 3 countries outside of the U.S.A., including Costa Rica, Canada, and Germany. In addition, 360 participants succeeded in completing both the Maryland Challenge (see article above) and the New Jersey Challenge, and were rewarded with a certificate commemorating their efforts.

Both the New Jersey Lighthouse Society and the Chesapeake Chapter of the U.S.L.H.S. are to be commended for their fine efforts in putting together these events. Their joint cooperation in combining the events is a wonderful example of how like-minded individuals and groups can join together in a common goal – educating the public about the importance of protecting and preserving our maritime history.

In addition, I've just received news of plans for the 1st Annual Long Island (New York) Lighthouse Challenge, to be held in May 2005. Please watch for details of this event to be announced in the Spring 2005 issue of this newsletter.

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

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## [NORTHERN LIGHTHOUSE BOARD ANNOUNCEMENTS](#)

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### [MOTION BELLS FOR SALE BY TENDER](#)

The Northern Lighthouse Board is selling 5 Motion Bells, to be sold as seen.

Each bell weighs 470Kg and measures 1m x1m. The bells are made of bronze and the framework is steel.

They are available for viewing by appointment with John Pirie, Support Manager, NLB Oban, Gallanach Road, Oban, Argyll, PA34 4LS. Tel: 01631 562146

Closing date for Tenders is Monday 17 January 2005.

Further details on bidding can be obtained from Margaret Lorimer, Procurement Administrator, Northern Lighthouse Board, 84 George Street, Edinburgh EH2 3DA. Tel: 0131 473 3130 Fax: 0131 473 2436 Email: [margaret@nlb.org.uk](mailto:margaret@nlb.org.uk) or on our web site : [www.nlb.org.uk](http://www.nlb.org.uk)

### [BELLS FOR SALE](#)

The Northern Lighthouse Board based at 84 George Street Edinburgh UK are currently offering for sale by tender 3 Buoy Bells as shown in the photograph.



Contact Margaret Lorimer, Northern Lighthouse Board 84 George Street, Edinburgh EH2 3DA UK  
Phone 0044(0)131 473 3100 Fax 0044(0) 131 2202093  
email: [Margaret@nlb.org.uk](mailto:Margaret@nlb.org.uk)

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### [UPDATE ON SPURN POINT LIGHTHOUSE](#)

In the Autumn 2004 issue of the WLS Newsletter, on page 20, Dr. David Smallfield requested information on the possible formation of a "Friends of Spurn Point Lighthouse" organisation. Since his original request, Dr. Smallfield has been in contact with Andrew Gibson, Spurn Reserves Officer. Officer Gibson reported that the lighthouse is now owned by the Yorkshire Wildlife Trust. The YWT is in fact currently involved with an organisation looking at the restoration of the building, although discussions are still at an early stage. The YWT is hopeful that things will take shape in the coming months. Although there isn't a "Friends of" group, Office Gibson has agreed to keep Dr. Smallfield updated on future developments.

[Ken Trethewey \(England\)](#)  
[WLS Founding Member](#)

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### [REQUESTS FOR ASSISTANCE](#)

#### [WLS MEMBERS SEEKING INFORMATION ON LIGHTHOUSES OF RUSSIA AND FORMER SOVIET STATES](#)

Two American WLS members recently began a project to research the lighthouses of Russia and the former Soviet Republics. Joe Kiebish has been interested in lighthouses since he was very young and began researching lighthouses of the former Soviet Republic in the mid-1990s while taking Russian in high school and college. Robert G. Müller has had a long interest in Russia and the Soviet Union, dating back to his military service in the 1980s and 90s. Bob is the

founding president of the US Lighthouse Society's Long Island (New York) Chapter, founder of the LongIslandLighthouses.com website, and author of *Long Island's Lighthouses: Past and Present*.

Joe and Bob are looking for any photos, documents, contacts, or other sources of information on these lighthouses. Their plans for the project include a website and eventual book. They also hope to be able to help found a society that will work to research and preserve these lighthouses. Bob can be contacted at:

[Bob Müller](#)  
[19 Charles Street](#)  
[Islip Terrace, NY 11752-2329](#)  
[USA](#)  
[Phone: 631-650-5285](#)  
[Email: \[LLighthouses@aol.com\]\(mailto:LLighthouses@aol.com\)](#)

### CALLING ALL PHARO-PHILATELISTS

**W**ould you like to swap, sell or dispose of unwanted/duplicate stamps?

Would you be interested in joining an E-mail network to circulate the availability of these stamps and maybe directly contact fellow enthusiasts?

I am suggesting a regular circulation by individual members of the network offering Pharo related stamps described SG and Scott numbers, together with condition and catalogue value. Exchange or sale value to be (say) 1/3 catalogue value.

Any interest? Any comments? I have a number of stamps which I would like to offer to interested members.

[Glynne Shackleton \(England\)](#)  
[WLS Member](#)  
[g.shackleton@ukonline.co.uk](mailto:g.shackleton@ukonline.co.uk)

### RESTORING LIGHTHOUSE EQUIPMENT

**W**LS member Jim Coleman is a lighthouse equipment restorer and collector. He is a retired policeman living in Holbeach, Lincolnshire, England. But before he joined the Police Force he worked on the railways on Steam Engine maintenance. Jim's fame has spread far and wide and he is being asked to work on exhibits for museums, in addition to the work that he does to his own ever-growing collection. He would also like to make contact with other restorers to swap ideas, and exchange duplicated artefacts. At the moment he is looking for an AGA



[Goodwin Bell before restoration](#)

K240 KMEG cluster flasher unit and he has an old but working fog signal that he would like to exchange. Jim can be contacted by email [CJSColeman@hotmail.com](mailto:CJSColeman@hotmail.com).

[Jim Coleman \(England\)](#)  
[WLS Member](#)

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## WEBSITES

### MEMBERS HOMEPAGES LINKED ON WLS WEBSITE

**T**he members section of the WLS website has a new page, where links can be found to homepages of other members. If you want your homepage linked on the WLS website, mail the URL to [webmaster@worldlighthouses.org](mailto:webmaster@worldlighthouses.org). Don't forget to link from your website to the WLS as well.

[Frans la Poutré \(Netherlands\)](#)  
[Founding Member & WLS Webmaster](#)

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## IDENTIFY THE LIGHTHOUSE

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



One clue:

Since 1964, the buildings at this lighthouse have been used as a village hall and police station for the small town in which it is located.

Answer in the next Newsletter.

Last month's lighthouse:

This is Baccaro Point Lighthouse, located on the east side of the entrance to Barrington Bay, near Port La Tour, Nova Scotia, Canada. Established in 1850, the pepper-shaker type tower stands 13.6 meters high. In 1984 the station became



unmanned when the last keeper retired. The two keepers dwellings were sold and removed. Today, all that remains is the tower, which continues as an active aide to navigation.

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## THE LIGHTHOUSE

By Henry Wadsworth Longfellow, 1849

The rocky ledge runs far into the sea,  
and on its outer point, some miles away,  
the lighthouse lifts its massive masonry,  
A pillar of fire by night, of cloud by day.

Even at this distance I can see the tides,  
Upheaving, break unheard along its base,  
A speechless wrath, that rises and subsides  
in the white tip and tremor of the face.

And as the evening darkens, lo! How bright,  
through the deep purple of the twilight air,  
Beams forth the sudden radiance of its light,  
with strange, unearthly splendour in the glare!

No one alone: from each projecting cape  
And perilous reef along the ocean's verge,  
Starts into life a dim, gigantic shape,  
Holding its lantern o'er the restless surge.

Like the great giant Christopher it stands  
Upon the brink of the tempestuous wave,  
Wading far out among the rocks and sands,  
The night o'er taken mariner to save.

And the great ships sail outward and return  
Bending and bowing o'er the billow swells,  
And ever joyful, as they see it burn  
They wave their silent welcome and farewells.

They come forth from the darkness, and their sails  
Gleam for a moment only in the blaze,  
And eager faces, as the light unveils  
Gaze at the tower, and vanish while they gaze.

The mariner remembers when a child,  
on his first voyage, he saw it fade and sink  
And when returning from adventures wild,  
He saw it rise again o'er ocean's brink.

Steadfast, serene, immovable, the same,  
Year after year, through all the silent night  
Burns on forevermore that quenchless flame,  
Shines on that inextinguishable light!

It sees the ocean to its bosom clasp  
The rocks and sea-sand with the kiss of peace:  
It sees the wild winds lift it in their grasp,  
And hold it up, and shake it like a fleece.

The startled waves leap over it; the storm  
Smites it with all the scourges of the rain,  
And steadily against its solid form

press the great shoulders of the hurricane.

The sea-bird wheeling round it, with the din  
of wings and winds and solitary cries,  
Blinded and maddened by the light within,  
Dashes himself against the glare, and dies.

A new Prometheus, chained upon the rock,  
Still grasping in his hand the fire of love,  
it does not hear the cry, nor heed the shock,  
but hails the mariner with words of love.

"Sail on!" it says: "sail on, ye stately ships!  
And with your floating bridge the ocean span;  
Be mine to guard this light from all eclipse.  
Be yours to bring man nearer unto man!"

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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:

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)

Winter 2005 – 30<sup>th</sup> 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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