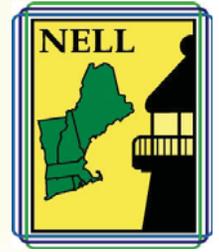


# New England Lighthouse Lovers

A Chapter of the American Lighthouse Foundation

## NELL Beacon



January 2011

### NELL'S 2010 YEAR IN REVIEW

By Tom Kenworthy, NELL President

The weather for the weekend of January 14 and 15, 2010 was sunny with blue skies: perfect for NELL's annual **Lighthouses, Hot Chocolate & You** weekend. The Hilton Hotel, Mystic CT was our host hotel.



We first visited Morgan Point Lighthouse for our 2004 LHHC&Y. Having received so many requests to visit/revisit Morgan Point Lighthouse, it made good sense to use that as our starting point for our 2010 LHHC&Y.

Leaving Morgan Point, we made the short drive to USS Nautilus and the Submarine Force Museum. Here, members decided which to visit first, with it being about a 50-50 split. I went to the museum first and then toured the Nautilus. There was so much to see and learn I wish we had planned to spend more time there. But we didn't, so I will probably revisit them in the spring.

After lunch, we visited the Palmer House and then the Stonington Lighthouse and its museum, ending our day back at the hotel for hot chocolate, brownies, tea and coffee, along with some light refreshments, courtesy of the Mystic Hilton. After warming up on hot chocolate, we sang 'Happy Birthday' to our good friend and member, Patrick Clark. It was the perfect ending to a perfect weekend.

As spring approached and thoughts turned to lighthouse preservation, NELL received a Project H.O.P.E. request from NELL member Anthony Savino, also a member of the newly formed New London Ledge



Light Foundation (NLLLF). In his request, Anthony stated NLLLF needed help in scraping, spackling, and general cleaning. He also stated that the only reason the work party would be cancelled would be due to inclement weather and/or high seas. Thankfully, the weather, wind, and waves were calm and Anthony reported that much was accomplished and he is looking forward to another Project H.O.P.E. at the Ledge Light sometime in the coming year.



Receiving many requests from our members to travel to "foreign lands" (outside of New England), Ron and Mike put together a trip to the St. Lawrence Seaway. On the weekend of May 14-16, we went to lands not traveled to by NELL.

For some unknown reason, reservations for this trip came in very slow. Then, they suddenly stopped. Ron and I discussed the situation. He reworked the figures and we were able to notify all who had signed up for the trip that we did not have the required number of reservations, but if they were willing to pay \$15 more per person, the trip would definitely go as planned.

Everyone agreed that they would be willing to do that, so we went ahead with the plans and confirmed the dates with the boat company so we wouldn't lose our deposit. Two days before we were set to leave for the resort, we received our 79th reservation making it possible to offer a refund to the people who agreed to pay the extra fare. Most donated it to our preservation fund, while others happily received a refund.

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Members and non-members who signed up for the trip headed to Capt. Thomson's Resort and Uncle Sam Boat Tours in Alexandria Bay.

On Saturday, we cruised the St. Lawrence Seaway, saw many lighthouses and had a great "bag" lunch. They were so unbelievably big; many members had enough left over for their picnic lunch the next day.



*DeWattville Island Range on the Canadian side of the St. Lawrence River.*

On Sunday, we held our semi-annual meeting that included elections of our officers. You were promised a short meeting and we had one of the shortest we've ever had.

After the meeting, many members took a self-guided land tour of the lights we had seen the previous day and some lights that could not be seen on the cruise. The outcome of our first "out of the New England area" event was a resounding success.

We had received many requests to go to or return to Vermont, which NELL first visited in September 2004. So, with autumn only a couple turns of the calendar pages away we started to prepare for our return.



*Isle LaMotte, Vermont*

In order for us to revisit Isle LaMotte and Windmill Point, Ron and I found it necessary to drive up to Vermont and meet with the Clark's, Rob and his mom, Claire, owners of both lights.

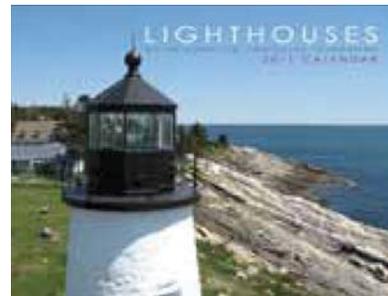
After meeting with the Clark's and seeing the problems that could arise, we were able to devise a plan that was suitable to both parties and, like magic; the two lighthouses were included in our itinerary.

Cruising Lake Champlain, we saw a half a dozen lighthouses, including the old foundation of Colchester Reef lighthouse, which is now part of the Shelburne Museum. Upon returning to the dock, we took our group picture and many members then went to the Shelburne Museum to

see Colchester Reef along with many other structures in this unique outdoor museum.

Members Fran D. and Greg F. did a unique thing after the meeting. They took a flight to photograph the lights we had just seen by water. After the meeting on Sunday and thanks to the generosity of owners Rob and Claire Clark, we had the opportunity to visit and climb Isle LaMotte and Windmill Point.

In the fall, our parent organization, the American Lighthouse Foundation (ALF) and its chapters, joined in a fund-raiser with each participating chapter submitting a photo of "their" lighthouse. As NELL does not have a lighthouse under its stewardship, we submitted our logo surrounded by a collage of lighthouses that received preservation grants from us. Each chapter then received 300 copies to sell, with profits going toward preservation.



This year NELL gave out grants totaling \$6,900 and donated \$1,600 from our trips for a total of \$8,500. Giving us a grand total of \$138,903 donated to New England lighthouses.

Congratulations to all members, past and present. Without you, your dedication and hard work, this would not have been possible. As of Dec. 10, 2010, our 2009 membership stands at 308 members, slightly down from last year.

I hope you and your families all had a good Christmas and holiday season and a happy New Year. Now, it's time to rest up and start to prepare for another great year of lighthouseing. I look forward to meeting our new members and renewing old friendships.

To see the full reports on our trips and more pictures, please visit our website at: <http://www.nell.cc>.

## MARTHA'S VINEYARD MEMORIES

By Seamond Ponsart Roberts

(Mike and Judy Boucher received this e-mail from Seamond, who would like to share her memories of Martha's Vineyard with the membership)

I just got through reading your expedition to the island to see the lighthouses. You are so right, the cost is totally outrageous and I applaud you for getting around it. If you had a few days, some of it you could have walked and/or thumbed a ride. Yes, while it's not recommended anywhere else (probably in the whole world), thumbing a ride is o.k. on the island, and even safe. (The cops will not recommend it there, but it's honestly o.k.) The other alternative to the bus thing (which I was very surprised you pulled off so well), is take your bike. I have NO idea what the damn ferry charges for that, but it has to be less than the car thing. (TERRIBLE).

When we lived on the island back in the late 40's to 50's, the ferry was getting so out of our price range even then, we spent some 3-4 years one time without ever leaving the island. Talk about being insular! OH YES, we were. But we simply could not afford it. We did have one advantage though. Occasionally we would get a free ride over to Woods Hole with the Coast Guard. How come? Because Dad was the lighthouse keeper at West Chop. I lived there from 1946-1957 and when you looked at the house from the ferry away from the tower, that's where I lived, and the gable facing the water featured the best view in the house - it is

our bathroom. We had a system whereas if we were expecting people to visit, we'd watch for the ferry to come into view from the bathroom and that meant we had 10-13 minutes to meet them at the VH pier. Worked every time. Of course, there were a whole lot fewer people on there then.

Now, as for visiting the lights, how I wish I could have been with you to give you a personal comments tour along with the official one you got or read about. At the time, Dad also had responsibility for East Chop, Edgartown and Cape Pogue as well as the two down-island breakwaters. So, I knew the insides of all those towers quite well. Do I miss it? All the time.

Your pictures were gorgeous and I think the best one was Cape Pogue because of the gathering clouds. I always like to see towers with gathering clouds and the best time, I think, to either visit or go up in a tower - for the "real" feeling of it, for the "real" purpose is during a storm. To me it's like planting potatoes down on your knees in the earth - you KNOW that's what it was there for.

I had to write you. Great article and great pictures and once again, I got an opportunity to go home.

## HOW I GOT TO KNOW THE NANTUCKET LIGHTSHIP - LV112

By Linda Graham

My love of lighthouses goes way back to when my family moved to Portland, Maine, from Binghamton, New York, in 1964. We made weekly visits to Portland Head Light and Two Lights in Cape Elizabeth. As a kid, I was enchanted by the lighthouses and read several stories about the aids to navigation and the lonely and dangerous lives of the keepers, their wives and families.

In the early 80's I met Paul Carter who had a public radio show, called "On the Coast of Maine with Paul Carter." We became fast friends

because of our love of lighthouses and the Maine coast, so he invited me along on a couple of his trips. One of the most memorable times for me was in 1982 when we went by Coast Guard

Cutter to Burnt Island Light to interview the keeper and his family. Burnt Island is off the coast of Boothbay Harbor, Maine. You can see the light from Commercial Street, but the only access is by boat. As you can imagine, I was fascinated by the stories the keeper and his wife

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told. I really enjoyed my first experience inside a lighthouse and took many, many pictures.

A couple of years later Paul called and asked if I would like to spend the day on the Nantucket Lightship. He told me that it was adopted by a group of investors that wanted to open it as a floating maritime museum. It was opening day and he needed as many bodies as he could find to help direct the visitors. He explained that he had been hired as their Executive Director in Charge of Operations and Public Events.



After that day, and the fact that they let me stay on board when they moved her to the State Pier, I was hooked and became a volunteer crewmember. During my four years as member of Friends of Nantucket Lightship, Inc. (The Portland Group as we are now called), I did everything from swabbing decks, to chipping paint, to hauling lines (and boy were they heavy), to cooking in the galley (serving up to 450 cups of fish chowder), giving tours, telling stories and even standing engine watch when we didn't have access to shore power.

It was so exciting. As I climbed down the ladder into the engine room that smelled heavily of diesel with my ear protectors on, my heart would start to race. I would document the reading of five pressure valves on a clipboard hanging on the wall. I had to go down the ladder every 20 minutes during my four-hour watch.

All my memories, pictures and news clippings are in a book I compiled to document my time onboard, which was donated to Ken Black, Mr. Lighthouse, and is now at the Lighthouse Museum in Rockland, Maine. I got to know Ken when he was one of our volunteer captains.

There are several articles and pictures of him captured in that book. One of the times I remember most favorably was when we were chugging from Portland up to Rockland for Schooner Days. It was a very long trip, traveling at a maximum



speed of 12 knots (approximately 15 MPH).

I was up on the bridge with Captain Black getting a lesson in navigation. At noon, he wanted to go to the galley for some lunch, so he put me at the helm and asked me to keep her on course until he got back. I was so thrilled that he trusted me and scared to death at the same time. Yes, very exciting, but very difficult to keep her on course. It's not like steering a car; it is more like trying to steer a bathtub.

**A Few Statistics**

The Nantucket Lightship LV-112 is the largest lightship ever built. Built in 1936 in Wilmington Delaware, financed by the British. The original Nantucket Lightship was rammed and sunk by the HMS Olympic, sister ship to the Titanic.

- Length:** 150 feet
- Width:** 32 feet
- Draft:** 12 – 16 feet
- Weight:** 1100 tons
- Height:** 68 feet above the water level
- Engine:** 900 horsepower diesel
- Fuel Capacity:** 50,000 gallons
- Maximum Speed:** 12 knots
- Anchors:** two mushroom anchors on the bow, one weighing 7,000 pounds and the other 5,000 pounds.

The reason she was so near and dear to the hearts of the people in Portland is because during World War II she was pulled off her station, painted gray and fitted with guns to guard Portland Harbor.

She is currently moored at Massport's Boston Harbor Shipyard & Marina in East Boston, is being restored back to her original operational condition and as a floating Maritime museum. Even after years of neglect, she is in relatively good shape. The goal is to have her opened to the public starting the summer of 2011.

For more information on the Nantucket Lightship, its restoration progress, membership and to volunteer go to:

[www.nantucketlightshiplv-112.org](http://www.nantucketlightshiplv-112.org).

## LIGHTSHIPS IN AMERICA

By Mike Boucher

Lightships in America spanned just 165 years, from 1820 - 1985. They marked dangerous moving sandbars, shoals, low water, harbor entrances, river mouths, or any spot a lighthouse could not be built. They could be moved around as a channel moved due to shifting sands. During this time, a total of 120 stations were established on America's coastlines and the Great Lakes. The number was always changing as some of these were for a short time, while others were permanent. During 1909, a total 56 lightships were in use, the highest number ever placed in service.

As times changed with technology, so did the number of lightship stations, until 1985 when the last lightship was replaced. From 1820 to 1952 when the last lightship was built, 179 vessels were constructed, from sail powered ships with wooden hulls, to iron hulls with diesel engines.

The first lightship was placed in service in the Chesapeake Bay in 1820 to mark the Willoughby Split in Virginia. The first true American lightship was placed off the coast of New Jersey to mark the entrance to New York Bay. The wooden hull ship cost \$17,700 to build and was 90' long. Placed off Sandy Hook, it was known as the Sandy Hook Lightship and was in service between 1823 and 1829.

Before the Sandy Hook Lightship was replaced by a Texas tower, eight lightships marked this spot. At the turn of the 20th Century, a deeper and wider channel into New York Harbor was being dredged. The name of the Sandy Hook Lightship was changed to the Ambrose Channel Lightship with the opening of the new channel in 1908.

The early records are fuzzy, and the boats did not have a numbering system. When a boat was placed in service it was known by the location it marked. This was fine in the beginning, but as older ships were replaced by newer ones, it became difficult to keep track of the older ones and caused a problem keeping track of them.

Some ships were transferred to another district

causing more problems, while others were used as relief boats. With the tight-fisted purse strings of the early Lighthouse Boards, repainting the hull of a lightship with the new name was a tough sell. Some districts just painted the word "RELIEF" in front of the older name.

Starting in 1867, the older lightships were given a letter to identify them. The letters went from "A" to "XX" and, after 1867, newly built boats were given a number, 1 through 91. With both sets of letters and numbers, some letters and numbers are missing. There were also eight lightships with no numbers or letters to identify them.

The Coast Guard renumbered all active lightships in April 1950 with a WAL and number identifier LV-83/WAL-508. Prior to 1820, there were several private lightships in existence dating back to 1792 and no information is available on these.

Over the years, sailors on lightships saw many changes, including in hull designs, lighting apparatus, living conditions, and pay. The poor design of the ship's hull would tend to toss the ship around in storms, sometimes driving it miles from its assigned location once the anchor chain was broken. The lighting apparatus was lowered from the mast and had many wicks to produce a dull light.

Each day the sailors would spend a couple of hours getting the ship ready for that night's duty, the rest of the time it was boredom. They would spend eight months out at sea and two months on leave, all for 20 cents a day. Over the years, there have been over 150 collisions between lightships and other vessels, and five lightships were sunk in these collisions. Storms took four boats to the bottom, three without a trace. Another was sunk by a German U-Boat during World War I.

Today, only 17 lightships remain, mostly as museums, with a few in private hands. The oldest surviving lightship is the *Lake St. Clair*

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(LV-75), which dates back to 1902. She is privately owned and is being restored at a Staten Island dry dock company. Once restored, it will be taken back to Lake St. Clair, MI. Two more are in bad shape: LV76/WAL-504 *Relief* is located in Vancouver BC and the other one, LV-79/WAL-506 *Barnegat* is located at a marina at Camden, NJ. The lightship LV/WAL 114 *Portland* was renamed *New Bedford* and

was kept in New Bedford, MA. She sank in 2006 and was sold for scrap.

The information for this article was gathered from the website "Lightship Sailors" at <http://www.uscglightsailsors.org/>. This fantastic website has many stories and information on all of America's lightships and stations. For additional reading visit the following, <http://www.nps.gov/history/maritime/ltshipnlhtheme.htm>.

### **LIGHTSHIP WORD SEARCH PUZZLE**

Only the **BOLD** lightship names are in the puzzle. Although there are several mentioned, "Nantucket" is only listed once in the puzzle. Answers appear on page 13.

**Barnegat** LV-79/WAL-506: privately owned, Camden, NJ

**Swiftsure** LV-83/WAL-508: a renamed "Relief" vessel located Northwest Seaport, Seattle, WA

**Ambrose** LV-87/WAL-512: located at South Street Museum, Manhattan, NYC

**Portsmouth** LV-101/WAL-524: located at Portsmouth Lightship Museum, VA

**Huron** LV-103/WAL-526: located at Port Huron Marine Museum, MI

**Winter Quarter** LV-107/WAL-529: renamed "Liberty Landing" and located at Liberty State Park, Jersey City, NJ

**Nantucket** LV-112/WAL-534: Privately owned, Boston, MA

**Frying Pan** LV-112/WAL-534: Privately owned, Manhattan, NYC

**Chesapeake** LV-116/WAL-538: located at Baltimore Maritime Museum, Baltimore, MD

**Overfalls** LV-118/WAL-538: was the "Cornfield" and is located at Overfalls Maritime Museum Foundation, Lewes, DE

**Umatilla** WLV-196: privately owned, Ketchikan, AK

**Columbia** WLV-604: located at Columbia River Maritime Museum, Astoria, OR

**Relief** WLV-605: U.S. Lighthouse Society, located in Jack London Square, Oakland, CA

**Nantucket I** WLV-612: privately owned, New Bedford, MA

**Nantucket II** WLV-613: privately owned, Wareham, MA

U	C	F	F	O	T	S	E	K	E	G	T	E	R	L
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# Maine Lighthouse Day

By Sharon Mills

We are NELL members who live in Maine and took advantage of the Second Annual Maine Open Lighthouse Day on Saturday, September 18, when many lighthouse towers not normally open to climb are open to the public.

We drove up to Portland Head Light early and were in line by 8 am. A line had already formed and we understood people were there by 5 am. Only 12 people at a time were going to be allowed to climb the tower at 15-minute intervals until 3 pm.



Shortly before 9 am, when the tours were to start, personnel from the Coast Guard started going down the waiting line to pass out tickets. By then, the line was so long that the tickets ran out before the line ended. We were so thankful to be in the 5th group to climb this rarely open Maine lighthouse.



Keeper Cook

As my group was waiting to go into the tower, a past lightkeeper, *Michael Cook*, stopped to speak to the Coast Guard officer and I was able to photograph him by the sign listing all the keepers. As the morning progressed there was a brief ceremony on the light station grounds.

Bob Trapani from ALF was master of ceremonies and Jeremy D'Entremont from ALF and Friends of Portsmouth Harbor Light, lighthouse book author William Thompson and several political and Coast Guard dignitaries spoke.



From Portland Head we headed around the corner to visit Portland Breakwater Lighthouse, also known as the Bug Light.

This short tower with Greek architecture was also open to climb. The nearby museum was selling hotdogs, hamburgers and other lunch items, so we stopped and had a light lunch.



From Portland we drove to the Bath area and visited the Kennebec River Range Light towers and Doubling Point Light tower and keeper's house, which were all open. At the range lights the volunteers were serving delicious cookies to the visitors.



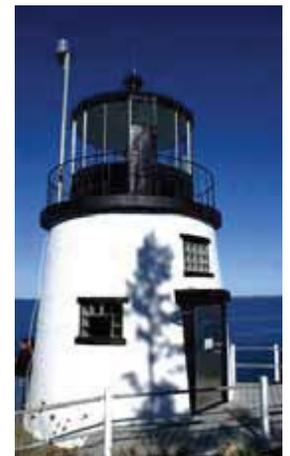
Next we drove further up the road and we walked the near mile through the woods to Squirrel Point Light.

We had hoped to climb the tower there also, but found it was not open, although the keeper's house and grounds were open.

From this area we drove to Rockland where we visited the newly painted Owl's Head Light.

It was too late in the afternoon to climb it, but the outside was beautiful and the view is always spectacular. That evening after going out to dinner with a group of lighthouse friends, we attended a lighthouse presentation held at the Rockland Lighthouse Museum where Tim Harrison, former president of ALF and editor of Lighthouse Digest, spoke.

It was a great presentation about lighthouses and their role in American history.



**IN THE NEWSPAPERS...**

*From the Brooklyn (NY) Eagle, January 5, 1902*

**PRESENTS WENT TO BOTTOM:** *Crew of Lighthouse Tender's Boat had Thrilling Experience and Narrow Escape in Nantucket Shoals*  
 - New Bedford, MA, January 4, 1902

The lighthouse tender, Azalea, had a rough experience on Thursday in trying to get a boat's crew aboard the Nantucket Shoals lightship to deliver Christmas remembrance and to take off Captain Jorgensen, whose daughter lay dead at Braintree of tetanus, following vaccination.

The Azalea's boat was smashed and everything in it lost, including the Christmas presents for the crew of the lightship.

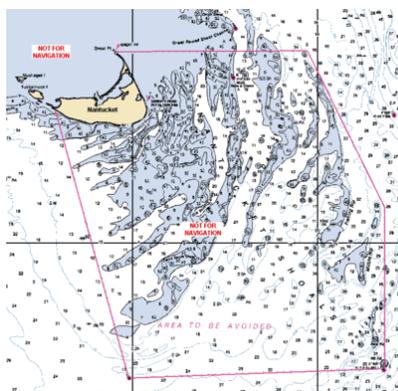
The crew was rescued after a thrilling experience. The Azalea had a rough trip to the lightship and lay to off that craft until nightfall Thursday, waiting a chance to run alongside.

Finally, the Azalea's best boat was sent out stocked with supplies and containing, beside the boat crew of seven men in charge of the second mate, two United States telegraph operators, who were sent out in connection with the wireless telegraph system which is operated on the lightship.

Hardly had the boat started from the Azalea when heavy sea broke and capsized the boat placing the occupants in a very precarious position.

Owing to the airtight casks, the boat fortunately did not sink entirely and the men were rescued. The boat was broken up against the lightship's side.

The Azalea was unable to launch another boat and returned to port today. She will make another try tomorrow.



**FROM CONCEPT TO CORNER CABINET: HOW A LIGHTHOUSE REPLICA IS PRODUCED**

*By Frank Carbone, New England Lighthouse Lovers New Ventures Chairman*

How, you may have pondered, does an individual or organization interested in lighthouse preservation go about getting a Harbour Lights replica, including Little Lights of Mine (LLOM), created?

Because I am an avid Harbour Lights collector, I have been aware that dealers and groups have been commissioning and selling "unique" models they designed with Lighthouse Marketing's input and approval.

As co-chair of the New England Lighthouse Lovers (NELL) New Ventures Committee, which looks at innovative ways to raise funds for lighthouse preservation efforts, I contacted Tony Constantino, Marketing Director for Lighthouse Marketing, which now owns and produces all Harbour Lights models. I found Tony to be very informative and encouraging as we discussed the details of the design and production process and associated costs.

I relayed this information to the members of the NELL New Ventures Committee and, with their blessing, made a report to the NELL Board of Directors that we planned to look into having a new, limited edition LLOM New England series created. A list of all current LLOM was collated and compared to the lights in the six New England states to determine which had not yet been produced.

It was decided to choose lights with an associated active support group, an American Lighthouse Foundation chapter membership or an active gift shop. The committee then selected Race Point (Massachusetts), Isle of Shoals (New Hampshire), Pomham Rocks (Rhode Island) and Avery Point (Connecticut) as its first four models. A decision will be made later in 2010 as to which Vermont and Maine lights will be produced.

I then called a representative for each of these four lights to determine interest in co-sponsoring and helping to sell the models of  
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their beloved light. They were all most eager to participate with NELL and our relaxed and flexible repayment schedule. A call to Tony Constantino ensured that Lighthouse Marketing had no current plans to produce the four chosen lights, which then allowed us to reserve the right to produce them as the "NELL Little Lights of Mine New England Series."

This information was once again reported to the NELL Board of Directors who enthusiastically voted to support the project and to commission the entire production line of 500 pieces for these first four models, thus increasing the "uniqueness" of these models.

We forged ahead with the design of the Race Point model, and Lighthouse Marketing was very cooperative in revising the initial design that artist Harry Hine had created. Under the watchful eyes of Jim Walker and others at Race Point, the replica's accuracy was refined to include alterations to the windows, bulkhead and tower struts. Bill Jenkins of Race Point supplied the lighthouse historical write-up. All was done quickly, to be sure, but in an amiable spirit.

The completed Race Point replicas were delivered in September 2009 to NELL member Randy Miller, who has vast experience in collectibles distribution and volunteered to be our distribution manager. NELL member John Waters also volunteered, and will receive the Isle of Shoals model when it has been finalized, produced and delivered. Member Pat Bandock receives the orders and payments and maintains inventory and sales records.

The Isle of Shoals and Pomham Rocks replicas are also in the works, but won't be produced in quantity until their support groups are totally satisfied that the model accurately reflects the appearance of their light, including any recent innovations. Each Harbour Lights Little Light of Mine in the NELL New England Series is individually numbered from 1 to 500 and includes the NELL logo on the base.

Replicas may be purchased individually or as a reserved set of six lights, and the same number may be reserved for each of these. We

expect the lights to be produced in six-month intervals.

The beautiful Race Point Little Light of Mine is available for immediate delivery. To order or receive additional information, please contact Pat Bandock at (856) 854-9350 between 6:00 and 9:00 PM Eastern time.



## American Lighthouse Foundation Elections

By Tom Kenworthy

The Board of Directors of the American Lighthouse Foundation (ALF) held their meeting on November 14, 2010.



—www.lighthousefoundation.org—

At that meeting, elections were held and the following individuals were re-elected:



Jeremy D'Entremont, President  
Tom Kenworthy, Second Vice President  
Alan Ells, Treasurer

Kathleen Finnegan, Director at Large, chose not to run for re-election, and I would personally like to thank Kathy for her dedication and many years of service to ALF.



## WHY DID YOU JOIN NELL?

By Kevin Sullivan

Most of us have different stories about how we heard about and eventually joined NELL. Friends and neighbors have recruited new members, some folks found us on the internet, while others were hooked during or after one of our cruises or trips. One thing is clear: we all have a love for lighthouses or lighthouse preservation.

A while back, as a member of the American Lighthouse Foundation (ALF), I had seen the crazy people in the yellow shirts on several cruises and wondered what they were all about. I discovered they were members of an ALF chapter, the New England Lighthouse Lovers, and I vowed that one day I would join their ranks.

As a proud Connecticut native, my ambition was to visit and photograph the roughly 20 lights located on the state's shoreline or in Long Island Sound. I had been on Capt. John's Sport Fishing lighthouse trip out of Waterford, but wondered if there were any cruises on the western end of the Sound. I was able to find cruises that passed one or two lights, but those didn't provide the bang-for-the-buck like Capt. John's, which passed near about a dozen.

At an ALF meeting that year in Fall River, MA, I asked then-ALF president Tim Harrison if he was aware of any such cruises. He pointed me in the direction of Jeremy D'Entremont, who had recently completed his book on Connecticut lighthouses. Jeremy agreed there were several, but none that cruised by more than a few.

All was not in vain though, as I purchased Jeremy's reasonably priced book on Connecticut lights and had it autographed! As a relative lighthouse newbie, that was quite exciting in itself.

My search turned to the world wide web, where I happened upon the site for cruises aboard the 37-foot Seaport Express twin diesel vessel out of Stamford. A phone call got me in touch with Captain Barry Natale, who said he was interested in starting a cruise of area

lighthouses. He phoned back about a week later to ask if I was interested in taking an after-supper cruise in his smaller craft, a rigid hull with twin 115-HP outboard engines. He wanted some expert advice on the proper, photographer-friendly way to cruise past lighthouses. Wouldn't you know; his expert and other rider was Shirin Pagels, who was then NELL's president.

We had a ball flying around the Sound and were able to see a few lights, but the rigid hull's fuel supply was running low and, due to the time, all the refueling docks were closed. But, yet again, all was not in vain. I had seen a few more lights and met NELL's president. Not a bad day. I sent in my dues later that month.

And speaking of Barry, he and wife Neisha's business, Sound Navigation, started back in 1999 with seasonal service to Sheffield Island aboard his first commercial vessel, the 44-passenger Seaport Islander, the predecessor to the Seaport Express.



Barry, a member of NELL, had his business in high gear cruising out of Stamford and Bridgeport to visit 13 lights in and around the western end of Long Island Sound from Greenwich to Stratford.

Also a member of the U.S. Coast Guard Reserve, Barry was called to active duty in Iraq from the summer of 2009 until this past June. He has returned in one piece and is preparing to resume the cruises and, hopefully, add a few new wrinkles.

It's been great fun being associated with NELL and its enthusiastic members. I not only know a little bit more about what all those crazy people in the yellow shirts are all about, now I are one!

## Staten Island Lighthouses

By Hilary Seery

Saturday 13th November was a beautiful fall day; sunny and warm with a bright blue sky. Jim and I had to be in New Jersey late afternoon, so decided to leave early and go via Staten Island to visit the lighthouses there. We had only seen two of them from the water and wanted a closer look.



Fort Wadsworth

Our first stop was Fort Wadsworth, seen from the water on the fall 2008 NELL trip. I thought it was just the old fort but I was amazed to discover it was a whole complex of several hundred acres. I wish I had allowed more time to take a tour. We did enjoy the view of Manhattan, the

Verrazano Bridge and the activity in New York Harbor.

The next light we visited was Prince's Bay, also seen from the water NELL Fall 2008.



Former Princes Bay Range Rear Light (left) and the current one (right)

This took longer than expected, as we did not realize it was quite a way to the light on foot via a trail through a field. It was disappointing not to be able to get a good photograph as there were several vehicles parked right in front of the light. We were, however, able to get clear shots of Prince's Bay Range Rear Light.

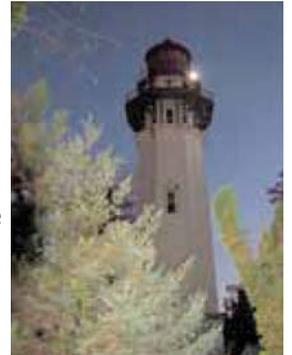


The Swash Channel Front and Rear Range Lights: Elm Tree (left) and New Dorp.

Continuing on, we went to Elm Tree (Swash Channel Range Front). This looks more like a factory chimney than a lighthouse, very uninteresting. However; in contrast New Dorp (Swash Channel Range Rear) is a well-kept

private house that was once a wooden keeper's house with the tower centered on the roof.

Our last stop was Staten Island Range Rear Light. As it was already getting quite dark it was hard to see the old keeper's house (now privately owned). The tower was lit and we did manage to get a couple of pictures. This octagonal tower is definitely worth coming back to see in full daylight, something we hope to do in the not too distant future.



## NELL Returns to Vermont for Their 2010 Fall Trip

By Tom Kenworthy

Back in 2004, NELL traveled to Vermont for our fall trip. Since then, we have received many requests to return there. Your wish was our command.

On Sept. 11, 2010 at 7:30 a.m., we boarded the M/V Northern Lights to cruise the lighthouses of Lake Champlain. As we left the harbor we passed the North Breakwater followed by the foundation of Colchester Reef, which is now in the Shelburne Museum.



For those members who have never been to the museum it is a unique outdoor museum. Some of the displays include barns, a lighthouse, a schoolhouse, a jailhouse, a general store, and the National Historic Landmark steamboat Ticonderoga. The Museum's collections span 300 years of architecture. We then steamed north to view

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Cumberland Head, Light which is close to Isle LaMotte, but yet so very far away.

From there we headed south toward Bluff Point. Enroute, we had our buffet lunch which consisted of baked ham, roast turkey breast, roast beef, Vermont cheddar, Swiss and American cheeses, platter of fresh vegetables with mayonnaise, pesto mayo and Dijon mustard, fresh baked breads and rolls. fresh fruit salad, tossed garden salad with assorted homemade dressings, fresh vegetable pasta salad, tomato bisque and homemade dessert. Coffee and non-alcoholic beverages were available during the entire cruise.

With lunchtime over, we held our 50-50 drawing, which grossed \$557. Anna K was the winner and she donated back some of her \$278.50 winnings. Congratulations and thank you, Anna K.

After stopping at Juniper Island and cruising past South Breakwater lighthouse, we returned to the dock and took our group picture.



After the group picture, many people went to the Shelburne Museum while others went to the Ben & Jerry's Ice Cream Factory or other sites in the area. Two members did a rather unique thing and something I've wanted to do for some time. Fran D. and Greg F. took a plane ride and toured some of the lights we saw during the day and they flew over the museum. Nice way to visit a museum.

After the meeting on Sunday, everyone carpoled to Isle LaMotte Lighthouse, where we were guests of Claire Clark and her son, Rob.

After touring the beautiful grounds and climbing the tower, we



*Ron Bandoock presenting a check to the Clark's*

all headed to Windmill Point Lighthouse where we met on the road approaching the light.

When the Clark's arrived, we were asked to follow them thru the gate to the lighthouse, where we again toured the grounds and climbed the tower. I wish to thank the Clark's for allowing us to tour and climb their lights once again.



*Windmill Point*

## **ALF Receives ALCC'S Francis Ross Holland, Jr. Award**

The American Lighthouse Coordinating Committee, a consortium of organizations and individuals dedicated to the preservation, restoration, and interpretation of American lighthouses, presented the American Lighthouse Foundation with the 2010 Francis Ross Holland, Jr. Distinguished Service Award for the organization's efforts in lighthouse preservation and education.

The award was presented to ALF on October 12, 2010 by Wayne Wheeler, President of the U.S. Lighthouse Society. ALF is extremely grateful to the ALCC for this honor.

The award reads:

American Lighthouse Coordinating Committee  
 Francis Ross Holland, Jr.  
 Distinguished Service Award  
 To  
 American Lighthouse Foundation  
 Presented with Respect and Admiration for  
 Contributions to the History and Preservation  
 Of America's Lighthouses.  
 September 17, 2010

