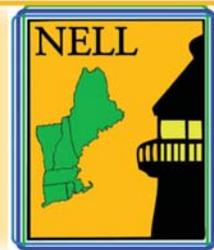


# New England Lighthouse Lovers

A Chapter of the American Lighthouse Foundation

## NELL Beacon



Volume 13 Issue 1

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### Special Warfare Combatant-Craft Crewmen Story & photos by Norm Bosse

We had the honor of attending the special graduation of our grandson SN Kevin Bosse at Navy Base Coronado, San Diego, CA on May 19, 2011. The six months of intensive training included many miles of running, ocean swimming, and classroom basic skills. The training course began with 80 trainees, but only 25 graduated. Upon being pinned, Kevin received the rank of SB3. The primary duty of SWCC

(pronounced "SWIC") is to "Infiltrate Navy SEALs on daring clandestine missions." Upon graduation, Kevin was assigned to Fort Bragg, NC, for 9 months of intensive medical training. His duties will be as a medic on the boat. When that is complete, he will be reassigned to Navy Base Coronado.

As an added treat, we got to see New Point Loma and Old Point Loma Lighthouses as any Bosse vacation certainly includes lighthouses!



### Our First Florida Lighthouses Story & photos by Lynne Kerber

My parents invited us down to their new house in Florida for Christmas. I immediately began the research to find out which lighthouses were near their house!

The closest ones are Boca Grande Front and Rear Range Lights and Sanibel Island Lighthouse. We decided to make a day trip out of it and do Sanibel Island first (left). I also found out that there was a quilt shop on Sanibel Island. We found the quilt shop and made a quick stop there and continued on to the lighthouse to take some pictures of the skeleton tower that was decorated for the holidays. We then had a great lunch at the Lighthouse Café. The interior is covered with customer-donated framed pictures of lighthouses from everywhere! I did

notice that they did not have a picture of Race Point and the owner asked me to bring it to him the next time I was in Florida.

The Boca Grande Lighthouses are about 45 minutes from their house. We decided to do those the next morning. We bypassed the rear range light and went to Boca Grande Front Range first (bottom). This too was decorated for Christmas! We took our pictures and did some shopping in the gift shop, made a donation, and proceeded to the skeleton tower Rear Range Light (right). It is in desperate need of repair. The Boca Grande group is trying to gain ownership so they can begin the process of bringing the rear range back to its former beauty.



# 2012 Highs and Lows

Story and photos by Bill Kent

The year 2012 dawned with many changes and challenges facing not only our group but also the nation as a whole. Both faced elections for leadership positions although the magnitude of one was nowhere as divisive as the other.

In spite of that, our first trip of the year, LHHC&Y brought NELL to Portsmouth, NH. With no snow on the ground, but a below freezing wind moving us along we visited the Portsmouth Harbor Lighthouse. The lighthouse is located on the grounds of an active USCG base and is part of Fort Constitution, a NH State Park. The lighthouse was opened for us by volunteers of the Friends of Portsmouth Harbor Lighthouse. They braved the cold with the approximately 30 hardy NELL members who took advantage of an otherwise clear day. The lighthouse was a recipient of a NELL grant, which helped restore the oil house in 2004.



From the lighthouse we drove into downtown Portsmouth and visited the John Paul Jones House. The house was used by America's Revolutionary War hero while he was awaiting the construction of a fighting vessel. The house is usually closed in the winter but was graciously opened for NELL by one of the volunteers. This self-generated tour lasted about an hour before we crossed the Piscataqua River Bridge into the state of Maine.

Before we continued our journey the group needed to replenish at a local eating establishment, Captain's and Patty's. This allowed people to

build up the carbs before resuming our teeth chattering visit to the other sites on the trip.

We continued our trek to Fort Foster, which gave us our closest view



of Whaleback Light, which currently cannot be visited. The location also offered us a view of the old and decrepit Wood Island Lifesaving Station. There is an association that hopes to restore the former station but logistics and money remain large hurdles to overcome. Also included in the trip was Fort McClary, an 1800's era blockhouse and earthworks which protected the river and its environs.

As this concluded the outside activities of our LHHC&Y, it was time to repair back to the Holiday Inn at the Portsmouth Traffic Circle for the HC portion. While we were warming up and enjoying a hot beverage we had a presentation from our parent organization, ALF, of all the rehabilitation projects they have completed or are in the process of being completed. They took questions from the floor and the night ended with the promise of more activities tomorrow.

The next morning, Sunday, promised the same weather as the day before except colder. On tap for today was a walking tour through historic downtown Portsmouth. An intrepid group numbering no more than 10 members completed the informative tour within 2 hours and bid adieu to another successful LHHC&Y.

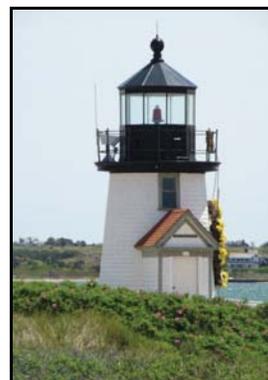
The next month brought tragedy to our close knit group. Kevin Sulivan, our Communication Director,

passed away suddenly. His sunny disposition and positive outlook will be missed by all who had the pleasure of knowing Kevin.

The week of May 19-20 saw NELL visiting Nantucket Island, scene of a previous NELL excursion several years



ago that is still remembered for what didn't happen, it was hoped that this time would be different. It was. The trip started with a bus



tour of San-katy Lighthouse, Brant Light as well as a set of Range Lights privately owned. We visited some local sights of historical

significance as well as a tour of the island. Due to the small size of the island and tight streets the group of 80 members was split into 3 separate buses heading in different directions. All buses rendezvoused back at the Nantucket Inn before embarking on the most ambitious portion of the trip.

The last lighthouse on our trip this day was Great Point. Located on a spit of land 12 miles from the Nantucket Inn, the trek required the assistance of NELL members. The last 3 miles to the lighthouse required 4 wheel drive vehicles to get over the sand dunes. Located in the Coskata-Coatue Wildlife Refuge, which is managed



by the Trustees of Reservations, access would be restricted only by the weather or time. Based on the number of members 10 jeeps were

requisitioned for the afternoon. Taking 4 members plus the driver the expedition was accomplished with positive memories by all. The toughest part was inflating and deflating the jeep tires after each trip out to the lighthouse. All members had a trip to remember and the ghosts of Hurricane NELL 2005 were finally exorcised. That night we had a catered dinner at the Inn, conducted our meeting and prepared for more adventures on the next day, Sunday. It was at the meeting that we learned of the loss of another NELL member, Ken Miller.

Sunday morning continued our string of good luck and we were able to visit the Nantucket Whaling Museum located in the downtown area. Again NELL was able to get a location to open early and host our group. We had a small turnout this morning due to ferry conflicts and travel plans, but to those who made the visit, it was well worth it. The museum had a film on the Sankaty Lighthouse move away from the cliff. The museum has an extensive exhibit on the whaling industry and the early inhabitants of the island. The museum is located near the ferry terminal so after seeing our fill, it was off to the ferry and back to the mainland. Arriving in Hyannis ended a successful Spring outing.

The Fall trip brought us back to the HUB. One of our first trips as NELL was a visit to Boston Light. Back when our club was considerably smaller our group of about 20 took a trip out to Little Brewster Island. Home to what is considered the oldest continually manned active light-

house in the US, Boston light guides ships into an active commercial harbor. This trip our group assembled at Hyatt Place in Braintree to make the trip by car and train to the harbor where our boat awaited. Boston Light is part of the National Parks system so our guides were experienced Park Rangers. The boat could only take 45 people per trip so two boats were needed.

The morning boat was all NELL members while the afternoon boat took the rest of our members plus people from the public. While one group was going to the lighthouse the other group had the opportunity to visit the Boston Tea Party Museum.

The day was cold, blustery and foggy. There was a good possibility that weather conditions might cancel "the best laid plans of mice and men." However, the boat captain said full speed ahead and we landed after a direct route to the island. As we arrived, the lighthouse keeper, Sally



Snowman, was there to greet us in period garb. She talked about the history of the lighthouse, answered all questions, and posed for pictures. All members had a chance to climb the lighthouse using a very effective system of colored bracelets. There were several members of the Coast Guard Auxiliary who were available to describe the functions of the outbuilding and a sailing regatta added color to an otherwise gray ex-



pense of ocean. After an hour or so on the island the trip back to Boston Harbor was uneventful.

The afternoon saw what was left of the group walking to the Tea Party Museum. The group was considerably smaller as the lure of shopping in Boston and Quincy Market drew off the least adventurous of our crowd. The museum was an interactive reenactment of the events leading up to the Tea Party including replicas of the original tea ships.

At the conclusion of the day we all made our way back to the hotel for our meeting. We elected a new Mr. Nell-Ron Bandoock. We discussed the results of the raffle and instituted a change in leadership as Tom Kenworthy retired as President after service of over 4 years. Thanks, Tom, for a job well done. The Vice President-Bill Kent became President. Greg Fitzgerald became First VP and Lynne Kerber became 2nd VP.

Again this year NELL gave out grants totaling close to \$15,000.00 to the Nantucket Lighthouse, Thatcher Island and Race Point. Thanks to our members' generosity and the results of our raffle we were able to replenish our preservation fund. NELL has given over \$150,000.00 to preservation efforts. Much of our monies have gone to lighthouses affiliated with ALF.

We can look forward to a new and exciting year with some new blood and ideas as we continue our mission of preserving lighthouses. Every year more lighthouses become endangered and monies from other sources run dry (federal, state and local governments). I am proud of our members and our mission and hope to continue the fine work we have accomplished over the years.

Merry Christmas, Happy New Year and Happy Holidays to all. Be safe and see you next year at LHHC&Y on the Cape.

## Peru October 2012 Story and photos by Bill Kent

As with any true lighthouse aficionado, no vacation is taken without lighthouses as a possible side excursion. Although it was not the main focus of our trip this fall, we did in fact see two Peruvian lighthouses sandwiched between a hike on the Inca Trail. More about them later.

For those of you who are adventurous, healthy and love hiking, this trail is for you. Constructed back in the 1500's, the trail connected various towns, shrines, and outposts of the newly formed Inca Empire. The trail is 49 kilometers or 30 miles long and usually takes 4 days. It starts at 8,500 feet altitude and goes as high as 13,800+ feet before starting down to Machu Picchu. Along the way are several Inca ruins that are well preserved and built on ledges that would be a challenge to the current steel workers that build our skyscrapers: no safety harnesses or nets to catch falling workers. The Peruvian government regulates the number of people allowed on the trail daily to 500. This includes trekkers, guides and porters. Our group consisted of 2 couples: ourselves and a couple from Holland, 2 guides, a cook, and 4 porters.

On the first day Odette and I felt adventurous and decided to carry our own gear to the first campsite. **BIG MISTAKE!** The altitude started to become a factor, and by the end of the day, we were feeling our age, which must remain classified. At dinner that night it was suggested by our guides that we hire a porter to carry our packs, sleeping bags and mats. At that point money was no object so we graciously accepted and prepared to face the next day.

Day 2 broke clear and humid as we started the most strenuous part of the trek. We were facing a climb to the highest point on the trail, known as "Dead Woman's Pass" at 13,800+ feet. At this point the trail became all steps and our progress was measured in how

many steps we could take before we had to stop and take a breath for a minute or two. Well, we finally made the top of the pass and our reward was a cloud-covered view of not more than 50 feet in all directions and a cool breeze that chilled us to the bone. So after a quick picture we started down the other side facing the same steps but this time heading down. Now instead of the altitude being a factor it was now the knees stepping down, what was quoted to us as, 3000 steps. We did not count them due to our exhaustion and our desire to get to the next campsite.



Day 3 started with an overcast sky, but by this time as long as it didn't rain we could handle anything. The trek was still the same arduous adventure, but we were getting our pace down and could see the light at the end of the tunnel. We started to see changes in the vegetation, as it turned from dry and mountainous to wet and tropical. The trail still had numerous ups and downs, but the altitude was getting lower and the knees were still working, so on we plodded. This day was only a 6-mile walk. Also, by this time we started to crave a nice cold drink. Remember you could not take a chance with untreated water so everything was boiled. Something ice cold came to dominate our waking thoughts and desires.

Day 4 started in the dark because we were up and ready to go by 3:30 am. The idea was to get to the

Sun Gate, the entrance to Machu Picchu, by sunrise. As a famous poet once said, "The best laid schemes of mice and men, often go awry." By sunrise the cloud cover obscured the view we had walked 4 days to experience. To top it off the last endurance test we faced was approximately 100 steps straight up which was known to the guides as the "Gringo-Killer." As we walked down the last mile of the Inca Trail the sky started to clear, the sun came out and there before us lay the "Lost City of the Inca's." The culmination of the trip was a city that lay undisturbed for over 375 years until discovered in 1911 by an American, Hiram Bingham III, a Yale professor. Pictures fail to capture the grandeur of this city untouched by the Spanish conquistadors, located in the middle of mountain peaks. A true adventure!



Now, for the lighthouses. On the coast of Peru lies the capital city of Lima. One of the districts that make up the metropolitan area of Lima is Miraflores. Known as a "Faro" in Spanish the lighthouse called "La Marina" is located on a cliff overlooking the Pacific Ocean. It is in a park that

runs for about 2 miles along the coast and was apparently built in 1900. At the time we visited, the lighthouse was open and being repaired by members of the Peruvian navy. It still has a Fresnel lens that is showing signs of wear. The view from the lantern room extends for miles while the candlepower can be seen 25 nautical miles out to sea.



Located at one end of the largest lake in South America, Lake Titicaca lies on the border between Peru and Bolivia. Often called the highest navigable lake in the world, it is only logical that it

information is limited there as well.

The last structure we encountered was from a distance, as we were returning to Puno from a trip to an island in the lake. Seen on a promontory that jutted out into the lake the light was



would also contain a lighthouse or two. The first lighthouse we saw was at the port of Puno. Not a tall structure but strategically placed in the harbor, there is not much information known on this lighthouse. It is listed in the lighthouses of Peru, but



a nondescript white tower. No information was available but it was located in the channel back to the harbor. I will let the picture speak for itself. That, friends and members is our story.



## Boston Lighthouse Photo Montage by Doug Scott



**Left:** Boston Skyline  
**Right:** Members Ron Bandock, Norm Bosse and Frank Carbone outside Boston Lighthouse  
**Bottom Left:** sign at Boston Lighthouse  
**Bottom Right:** Boston Lighthouse at Little Brewster Island



## Eastern Point Lighthouse, Gloucester, MA by George Percy

One sunny autumn Saturday afternoon, Mary and I were out exploring the North Shore and found ourselves in Gloucester Harbor, watching the waves lapping the shore by the famous Fishermen's Memorial called "The Man at the Wheel." An English sculptor, Leonard Craske, designed it. It was indeed a gorgeous day. As the gentle sunrays bathed us, we noticed a lighthouse in the distance and stopped a passerby to see if they knew how we could reach it.

The local native told us that it was much too far away for just a walk, and we'd need to drive to the light. He proceeded to tell us, with much hand gesturing, what we'd need to do.

He told us that we will see a beach on the right and the main road will turn to the left, continue to the right on Eastern Point Blvd. through the granite pillars (ignoring the "Private - No Entry" sign), follow Eastern Point Blvd. to the end and park in small parking lot next to the breakwater.

These cryptic directions took us down to a private road past a stone wall, where we wandered through a windy path. Still not knowing where the lighthouse was, we stopped at a local art museum where we asked for additional directions. The shoreline drive led us to an Audubon Society property, the Eastern Point Wildlife Sanctuary, and the lighthouse came into view. Before the lighthouse, there was another surprise in store.

The grassy meadow in front of the lighthouse was filled with literally millions of Monarch butterflies, fluttering around goldenrod flowers, flitting from one stem to another like an eighteen-year-old girl who can't settle on a boyfriend. The spectacle was so breathtaking, that all thoughts of the lighthouse were suddenly gone. We digitized the pictures of the ever-changing scene with

the delight of children finding a chest of pirate treasure on the Gloucester shore.

Just as a note, the parking lot is maintained by the Ipswich River Wildlife Sanctuary, Audubon Society ([ipswichriver@massaudubon.org](mailto:ipswichriver@massaudubon.org)) and is free to members. There is a \$5.00 per car fee for non-members from Memorial Day weekend to the Columbus Day weekend.

It was late afternoon by now, so we reluctantly turned our attention back to exploring the lighthouse and the long jetty that juts out into the harbor.



We hopped along the rocks, skipping over the resting seagulls and past fishermen still hoping for one last catch. At the end of the jetty was a small light, where seagulls soared in circles overhead forming Venn diagrams, gliding on the wind like kites in an azure sky.

From the vantage of the jetty, we viewed the lighthouse as the sun started to make the first part of its sunset dip. At the very edge of the rocky shore was a group enjoying a huge sloop gliding by. We took many pictures of the lighthouse from the jetty.

This was the Eastern Point Lighthouse. The lighthouse was

picturesque, but since it is a private residence, the grounds and house were closed to the public. Initially in 1832, a station was established and the current lighthouse tower was built out of brick in 1890 and later the lights were automated in 1985. It uses a fourth order Fresnel (1857), which flashes white every five seconds. The tower itself rises to a height of 36 feet.

Other buildings still standing on the same grounds are the 1879 keeper's house, an 1894 oil house, the 1947 garage, and the 1951 fog signal building. The duplex keeper's house serves as housing for Coast Guard families. One of the station's more famous occupants was Winslow Homer. The noted artist spent a year living at the light in 1880.

Making our way back to the shore, we captured photo after photo, as the setting sun continually changed the reflection on the lighthouse.

Some sounds and lights caught our attention, and we saw a wedding celebration taking place in the nearby Bass Rock Golf Club, a beautiful house converted into a function facility next door to the light. With this backdrop, we turned toward the sunset and watched as the sun dipped lower and lower into the horizon with ever-changing colors. We stayed until the sun had completely set, and we could see the skyline of Boston coming to life in the distance.

We made our way back down the private road and back into the center of Gloucester, where all of the local restaurants and pubs were beckoning with food, laughter and life. By now, all of the salt air

Continued on page 8

## Cape Cod Canal Mystery Cargo story and photos by Don Doucette

This past Thanksgiving day afternoon found us in route for a family dinner at the Daniel Webster Inn located in Sandwich, Massachusetts, however, this Thanksgiving afternoon proved more than the usual holiday experience with an added stop by the east end of the Cape Cod Canal.

The tug, Atlantic Salvor, had entered the canal and was passing by the Cape Cod Canal Breakwater Light. The flashing red beacon is affixed to the outer reaches of the rock jetty seeming as a diver poised on the end of a springboard.



As we observed from the Sandwich Mariner Basin, the Atlantic Salvor carefully pulled a barge laden with heavy cargo. The open barge contained eight large fabricated metal structures secured in place and appeared to have features in common as units that stacked upon each other, much larger than a kid's building block and bigger than a bread box, only more so, possessing seriously more dynamic architectural proportions.

Allow a moment at this point for digression to relate personal observations about the canal's eastern end granite breakwater and including the related vicinity of Cape Cod Bay. The east end breakwater is located within the Scusset Beach State Reservation in Sandwich and during more tranquil days, the large quarried stone block structure can be a beautiful place for visitors to frequent. Otherwise, beware during

more severe weather events, coupled with unpredictable wave action, unreliable tide forces and with strong two-way currents squeezed into this tight geologic alcove, whirlpools can form and in addition, slippery rock weed clings to the jetty at the water line, an accidental plunge into these waters is ill-advised. Years ago, a hometown neighbor was swept from this breakwater to his death. I, too, experienced a serious episode years later when boating with not so safety conscious friends on these very waters. The red Cape Cod Canal Breakwater Light stands as a singular and lonely reminder of danger to both the mariner and pedestrian alike.



Our Thanksgiving dinner had unexpectedly become a mystery dinner as we discussed the unknown cargo. "What was it?" Later that evening our son, Don, researched on-line and the solution to this mystery was quickly resolved. We had unwittingly observed the passage of the base and mid sections of the communication tower intended to be set atop 1 World Trade Center located on Manhattan Island in New York City.

The 458-foot antenna when assembled was tow-barged from a Saint Lawrence River location in Quebec, Canada, around and along the Canadian Maritime region, through the Gulf of Maine to Massachusetts Bay and on to the Cape Cod Canal where we stumbled across this bit of floating U.S. history in progress. Few observers were present as most of the local population focused on Thanksgiving festivities. The Atlantic Salvor and tow-barge, along with its

highly valuable cargo, quietly slipped the bounds of the Cape Cod Canal and during the afternoon transited Buzzards Bay and by early Friday morning was well into Long Island Sound. Don had found a site where we could actually trace the vessel's progress toward Port Elizabeth, New Jersey. In all it was a 1500-mile voyage by sea. An earlier release of our cargo had been delayed in Quebec due to a legal dispute thus creating a concern to ship clear of the Saint Lawrence River before a hard winter freeze.

Dear reader, with the telling of our story, it is now mid-December. We visited the Cape Cod Canal Breakwater Light location recently to snap a few photos as my recovery from spinal surgery last July kept us from getting too close, this along with heeding previous exhortations regarding breakwater dangers.

Further media accounts have indicated the tower's smaller top segments will be shipped by truck from Quebec to New York City during December and that assembly on site should also be commencing during December, 2012, one segment at a time. The tower is said to be worth \$10,000,000 with the total structure weighing about 750 tons.

Friends, this story continues. It remains to you to further research our subject to better comprehend the remainder of this saga as it unfolds. Oh...that one could observe the placement of our tower segments first hand.



# NEW ENGLAND LIGHTHOUSE LOVERS

A CHAPTER OF THE AMERICAN LIGHTHOUSE FOUNDATION

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## A Lighthouse Poem by Bob Ojamaa

A sentinel of guiding light  
reaching out into the night  
standing high above the waves  
to starve the sea of what it craves

But for a light to guide those lost  
a tragedy could be the cost  
a sand bar or rocky shoal  
could easily take a deadly toll

Just how many seaward lives  
have come home to worried wives  
all saved by this beacon's ray  
so they could sail another day



This picture of Faulkner's Island Lighthouse won 3rd place in their 2012 photo contest & was taken by Lynne Kerber

## Eastern Point cont...

had worked up a huge appetite, so we stopped at one of the restaurants that looked interesting. We popped into one bustling place called "The Azorean" and the wait was over two hours, so we moved on. Since we were really hungry, we popped into a little sub shop along Route 133 in Ipswich, appropriately called "Ipswich House of Pizza" to grab a quick Greek style pizza, a sub and some Gatorade. The girls in the kitchen were friendly and nice as we spoke to them of the soccer clubs of the world and current World Cup winners. I root for Manchester United, while they favor Bayern Munich. As the pizza was being cooked we reviewed the fun we had and plotted our next adventure.

Maybe another lighthouse!

## Group Picture from Boston Lighthouse by Doug Scott

