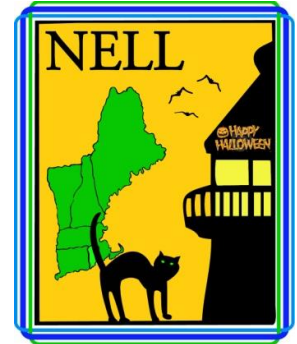


CHAPTER CHATTER



September/October

Happy Halloween

NELL Fall Meeting - 10th & 11th September

We'll be visiting the lights of Eastern Long Island Sound, via some scheduled trips with the Cross Sound Ferry company out of New London, with two different routes with minimal overlap. Both cruises leave New London at 12:30 PM on their respective days and last about 2 hours, on board a fast catamaran boat. These will be public trips that NELL will have a group on board.

On Saturday, we will take the "Classic Lighthouse Cruise" to see the following lights:
New London Harbor, New London Ledge, Avery Point, Race Rock, Plum Island, Little Gull, North Dumpling, Orient Point, Long Beach Bar
Also, cruise by historic Forts Trumbull and Griswold.

On Sunday, we will take the "Lights and Sights Cruise" to see the following lights (asterisk denotes duplicates to Saturday):
Morgan Point, Latimer Reef, Watch Hill, Race Rock*, Little Gull*, North Dumpling*, New London Harbor*
New London Ledge*, *Also, the Ocean House Hotel in Watch Hill, Simmons Castle, Fort Wright.*

Both cruises depart from the Cross Sound Ferry terminal at 2 Ferry Street, New London, CT. Parking is available on-site at \$10/day, and also at the garage near the Holiday Inn across the street. The cost for the cruises is \$21/person PER CRUISE. Thus, if you plan to do both cruises over the weekend, it would be \$42/person total. This reflects the group rate of 25% off of the rack rate of \$28. The only way to get this rate is to send a check to NELL, c/o Kathy Santucci, 38 Lime Kiln Rd, Tuckahoe, NY 10707, which must be RECEIVED (not postmarked) by August 25th, the day we must pay Cross Sound Ferry for our group booking. If you do not book in time, you can still go on the trip as long as the boat has room, but you will have to book directly through Cross Sound Ferry and pay the full rate.

The rate for Friday & Saturday is \$99.00 per night + tax. We only have 17 rooms only so please book quickly. One-bed and two-bed rooms are available. The deadline is Tuesday 9 August 2016. America's Best Value Inn, 380 Bayonet St, New London, CT. You can book by calling the hotel on (860) 443-3440 and telling them you're with NELL. You are, of course, more than welcome to stay at any hotel in the area. The membership meeting will be on Saturday at the UConn Avery Point Campus.

NELL Membership Directories were emailed out in late June.
If you did not receive one please email me at, nubble141@email.com or call 203-675-5605.
Walter Mills, Membership

Meet the new Mrs. NELL



Congratulations to Ellen Granoth the new Mrs. NELL. Ellen and her husband Bob are charter members of NELL. Although Ellen has never held an official position she has contributed much to NELL, as assistant treasurer, chair of several raffles and helping with merchandise whenever needed.

In previous years the crown was given to:

1999 - Penny Patch

2000 - MJ Foster

2001 - Shirin Pagels

2002 - Arlene Pregmen

2003 - Carolyn Carbone

2004 - Arlene Winkleman

2005 - Cyne Bosse

2006 - Pat Bandoek

2007- Linda Graham

2008 - Kathy Santucci

2009 - Nancy Satkowski

2010 - Ellen Scott

2011-2012 - Lynne Kerber

2013-2014 - Judy Hall

2015 - Hilari Seery

Whatever Happened To ... Charlotte light tower?



For more than half a century, a red light tower stood at the end of the Charlotte pier as a guide for boats. The tower replaced earlier lighthouses and was activated by an electrical switch near the Dentzel carousel in Ontario Beach Park. That eliminated the need for a keeper to trek to the end of the pier, particularly in brutal winter weather — but the tower also was a magnet to daredevils who dangerously leaped from the structure into Lake Ontario. Catwalks kept wintertime pier-goers elevated from the often-icy pier. A foghorn on the tower helped ship captains navigate and lulled neighborhood residents to sleep. Another light structure now stands at the pier's end, and the catwalks and foghorn are long gone. So, whatever happened to the tower?

First, a little history about the port area. The area's original lighthouse was built in 1822 in an area where the lake used to meet the shore. That lighthouse still stands, now called the [Charlotte-Genesee Lighthouse](#) and overseen by an historical society that offers tours. The red steel tower was removed in 1994. (Photo: Provided by Marie Poinan, Charlotte historian) By 1829, the Army Corps of Engineers built piers at Charlotte and Summerville (to the east). Sand filled in on both sides, creating the beaches that now exist, but the piers left the original lighthouse far from the channel where boats entered. (That answers the oft-asked question of why the historic lighthouse is so far back. As Jim Orr wrote in a 1994 *Democrat and Chronicle* story, "No, the 1822 lighthouse makers weren't drunk.")

The first permanent lighthouse was built at the end of the Charlotte pier in 1838. Before that, a keeper placed a lit torch there, according to documents from Charlotte Historian Marie Poinan. The steam-activated fog signal was installed in the 1890s. Over the years, various lighthouses came and went, with new ones replacing older ones that were battered by severe weather. The pier, likewise, was improved as well as extended. In late 1931, the steel light tower with the electrical hookup was installed. The new procedure meant "the keepers of the light will no longer jog the half-mile out to the pier head with the seas breaking over them and the ice bombarding the lantern as well as the substructures," stated a 1931 *Times-Union* story. "They will stay ashore and turn a switch which controls the light or the air pumps that feed the siren." That foghorn could be heard from quite a distance. Priscilla Astifan, a local historian who grew up in the Flats neighborhood beside the Genesee River in west Irondequoit, fondly reminisced about the nautical nighttime noises in a 1984 article that she wrote for *Upstate* magazine. "There wasn't yet the roar of traffic from the Keeler Street Expressway, but there were always sirens and train, boat and industrial whistles," wrote Astifan, who now lives in Webster. "On a dense or foggy night, the foghorn from the Charlotte pier, whose sound traveled down the river and found its way so clearly into our valley, was the lullaby that crooned us to sleep, inviting exotic dreams of ships and faraway places." A building housed controls for the light tower and the foghorn. Marie Poinan moved with her family to Charlotte in 1963 and also recalled the foghorn blasting from the tower that she called "Big Red." Her initial experiences with the "incessantly loud horn" weren't nearly so fond. "I couldn't even go to sleep the first few times I heard it blaring," said Poinan, who now lives in Irondequoit. "That was the 'down side' to living by the lake ... but 50 years later, I wish I could hear that familiar and loud sound of 'Big Red' just once more." The foghorn was subsequently deactivated, but no one seems to know when. The red steel tower was removed by cranes and barges in 1994, largely due to liability and safety concerns related to people jumping off the tower and into the lake. A white cylinder with a red stripe, equipped with a light, has stood at the end of the Charlotte pier since. Orr saluted the switch in the 1994 *Democrat and Chronicle* story. "Good riddance to that rusty, steel-beam tower it replaced, which was a local landmark by default," Orr wrote. "The big red thing seemed better suited for carrying power lines out from some coal plant than for being the Flower City's welcome mat on Lake Ontario. ... A side benefit, they say, is the New One is safer than the Last One, less inviting to climbers. That will keep them down on the ground, where they can spray paint the New One."

The catwalks were removed during a pier improvement project. The red steel tower was taken to Rochester Gas & Electric Co.'s Russell Station property, where it has been steadily deteriorating.

International Lighthouse News



On February 13, ACCIONA Infrastructures, one of the foremost Spanish business corporations, and the Port Authority of Valencia, Spain, completed the hoisting of the city's new 105-foot lighthouse. The lighthouse is the first in the world made from composite materials. The full installation is expected to be completed by April.

According to a February 16 *Maritime Journal* article, ACCIONA worked with Aimplas, Dow, SAERTEX, Owens Corning, and Huntsman Advanced Technology on the project. The article said Huntsman developed a low exothermic, low-viscosity epoxy-based infusion and a resin with long pot life (the period for which two mutually reactive chemicals remain usable when mixed) and also a suitable epoxy based structural adhesive which was easy to apply on vertical surfaces.

"The qualities of the resin were particularly important to meet the challenges encountered in moving from an open resin bath process to resin injection," the article said. "Ultimately it was necessary to create a new resin system which offered low viscosity, low exothermic and long pot life."

ACCIONA highlighted five other advantages of using composites, as opposed to other materials, for the lighthouse. The first is that composites allow for quicker completion of construction. ACCIONA says the total manufacturing and installation time of the lighthouse is 40 percent lower than with traditional material processes.

Secondly, using composites resulted in a minimal negative impact on port operations. ACCIONA says the time the port is affected is less because composites allowed the assembly of the structure to be done in the factory. This means a smaller surface area and a shorter occupation time in the port, and less waste and noise in comparison with the work normally involved in the construction of a lighthouse.

ACCIONA says another advantage of using fiberglass or carbon fiber composites in harsh environmental conditions is that they are not affected by corrosion. This makes them very attractive for use in damp or marine environments.

"Lighthouses built with traditional materials usually suffer considerable degradation, which leads to a shorter working life," says ACCIONA.

Composites also reduce construction and maintenance costs.

"The use of composites is more efficient in economic terms because the construction process is faster and there is less need for the transport of materials," ACCIONA says. "Furthermore, by resisting environmental conditions better, the lighthouse does not require investments in maintenance."

Finally, using composites reduces CO2 emissions in the construction process, due to fewer transfers of heavy materials. ACCIONA says the environmental impact is believed to be 20 percent lower when using composites instead of traditional materials.

Happy Birthday to:

Dot Black	9/02	Tim Harrison	9/03	Tom Kenworthy	9/06
Ann Solaequi	9/13	Anita Norris	9/14	Marcia DeClerk	9/16
Lee Benford	9/18	Bob Scroope	9/22	Janie Coates	9/26
Donna Hyde	10/02	Christine Cardaci	10/06	Arlene Pregman	10/09
Anthony Savino	10/12	Jessica Schulman	10/17	Bill Grumman	10/20
Tom Pregman	10/22	Frank Carbone	10/30		

Anniversary Wishes to:

Bob Lynne Kerber	9/02	David & Phyllis Idell	9/22
Herb & Tracie Carpenter	10/07	Wayne & Gladys Grabner	10/08

Just for fun....can you guess which lighthouse I am in?



If you think you know you can e-mail me
July/August answer: Castle Hill, RI

Please Note:

We are looking for **volunteers** who are interested in serving on committees, those who have good ideas for lighthouse preservation, fund raising, suggestions on improving the operations of the club, or just getting more involved. Please contact Bill Kent: bktwo@comcast.net or 1(978) 809-7133.

The Lighthouse Digest – For each subscription, please use the subscription envelope that you can get from NELL's 2nd VP Lynne Kerber, or the form on the NELL website. Mail with check to Lighthouse Digest, ATTN: Kathleen Finnegan, P.O. Box 250, East Machias, ME 04630. Be sure to write NELL in the memo section of your check and NELL will receive \$10.00 per subscription to go toward restoration and preservation of lighthouses.

If you have any **knowledge of an upcoming event or news to share**, please send it to me: chapterchatter@outlook.com
All articles and information must be received by the 25th of the month prior to make the publication.

The NELL Beacon wants your stories too, send with pictures to Lynne Kerber: lighthousecats@comcast.net for publication. The NELL Beacon is our official club newsletter and will be published three times a year in time for our events. Deadline for the LHC&Y issue will be mid December, for the Spring Event issue mid April and for the Fall Event issue mid August.

If you know of a member that needs **some cheer, get well wishes, condolences or congratulations**, please let Cynthia Bosse - Sunshine Chair know at: bossnjc@comcast.net or call 1(860) 688-7347.

Please let me know your **birthday** (month & day only) and **anniversary** so I will be able to recognize you on your special day in our monthly Best Wishes section.