

New England Lighthouse Lovers

A Chapter of the American Lighthouse Foundation

NELL Beacon



May 2011

LIGHTHOUSES, HOT CHOCOLATE & YOU: JANUARY 14-15, 2011

By Tom Kenworthy, NELL President

For our 2011 Lighthouses, Hot Chocolate and You (LHHC&Y) event New England Lighthouse Lovers (NELL) did something a little different than we normally do. We toured the Lightship Nantucket LV-112. The LV-112 was towed from Oyster Bay, New York to Boston, MA, on May 11, 2010. She is now berthed at the Boston Harbor Shipyard & Marina (BHS&M) in East Boston. The LV-112 is undergoing an estimated three-year restoration.



I don't think anyone needs to be reminded of the unusual amount of snow along with below normal temperatures we had this winter. That snow and freezing temperatures made for a very difficult walk in the shipyard during our LHHC&Y.

It was a very cold day with a biting wind as we cautiously made our way over the ice-encrusted walkways to the Nantucket's gangplank. I know the crew did their best to shovel, chop and salt the ice from the gangplank and approaching walkway, but it was still very difficult to safely navigate the short distance to the safety of the inside deck of the LV-112.

As members arrived, we were directed to the galley and invited to help ourselves to some hot coffee or tea, muffins etc. Once everyone was on board we all met topside for our group picture. We then took the check presentation picture for the \$3,000 preservation grant (to go toward restoration of the Radio Room) we proudly awarded the United States Lightship Museum. After being given a short history lesson of the *Nantucket*, we split up into small groups to tour and photograph the vessel.



After lunch, we broke into smaller groups. Some members visited the *USS Constitution*, while

others visited the museum at the Charlestown Naval Yard.

Approaching the museum, you will see the *USS Cassin Young* DD 793, a WWII destroyer. The *Cassin Young* was a Fletcher-class destroyer, named for Captain Cassin Young (1894–1942), who was awarded the Medal of Honor for his heroism at Pearl Harbor and killed in the Naval Battle of Guadalcanal. The ship was awarded seven battle stars and a Navy Unit Commendation for her WWII service. On August 9, 2010, for the first time in 30 years, she was moved into Historic Dry Dock #1 in Boston National Historical Park for some much-needed repairs to her hull. She was still in Dry Dock #1 when we saw her.



After visiting the museum, we toured the *USS Constitution*, "Old Ironsides," berthed at Pier #1 of the former Charlestown Navy Yard. The *Constitution* has a crew of 60 officers and sailors. The officers and crew are all active-duty US Navy personnel and the assignment is considered special duty in the Navy. Traditionally, command of the vessel is assigned to a Navy Commander. Her armament consists of 52 cannons of three different varieties that have the capability of firing 24 or 32 pound cannonballs.

Upon completing the tours, we all met back at the hotel for hot chocolate and cookies provided by the Comfort Inn and Suites, Revere, MA and a presentation on lightships by retired Coast Guard Captain Robertson P. Dinsmore.



NANTUCKET LIGHTHOUSES AND LENSES

By Tom Pregman

It has been five years since NELL's "extreme lighthousing adventure" in May 2005 during the Mother's Day storm that closed the airport and ferries and stranded us on the island for an extra day. For those who missed that trip or for the brave members who want to refresh your memories, visit the NELL website and look up the archived story and photos.



Since then, Arlene and I visited the island again this October with former NELL members Gary and Patty Larson, who now live in Texas and had never been out to "The Gray Lady." We spent five days on the island starting the day after Columbus Day to celebrate the Pregman's October birthdays (my 65th) and the Larson's anniversary.

Most of the week was warm and sunny and very pleasant. We had a great vacation staying at the Nantucket Inn as NELL did earlier and enjoyed Mom's breakfast feasts, dining out, and beautiful lighthousing weather which we will share with you here.



You couldn't ask for a better day at Brant Point Light and we were even able to catch a shot of the fast ferry passing the lighthouse. The fog bell and current tall Range Lights that guide ships up the channel look reversed as viewed from the street (the taller one is actually to the rear) at the Brant Point Coast Guard Station.

The old range lights had been moved to a private residence. We found our way to that home and the landscape company working there allowed us on the property to photograph the lights up close.



The Sankaty Head Light, with its aerobeacon, is in its new location with the former spot marked with round benches. The tower was open to climbing a few times in 2010, but we could not access it this late in the season. The old 2nd order Fresnel lens from Sankaty Head Light is on display in the lobby of the Whaling Museum downtown.

The 4th order Fresnel lens from Brant Point Light is inside the Nantucket Lifesaving station on Polpis Road. That station has been greatly expanded since our NELL trip but was closed for the season.

The lens outside the station is the old 3rd order Fresnel lens from the Great Point Light that fell into the sea but was rescued and put on display there.

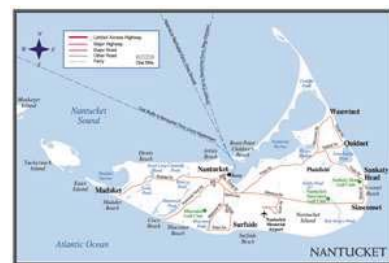


Great Point Light 3rd order lens

We were, however, able to get the Trustees of Reservations to take us on a tour out to Great Point Light where we were able to see a large group of seals on the beach and climb to the lantern room and catwalk. I have never before seen curtains hung at right angles to the lens which the guide said is better able to concentrate the light from the contemporary lens and make it more visible from offshore.



Our trip ended with a reminder that it is not always nice weather on Nantucket or on any trip planned by Tom Pregman. It was very stormy that Thursday night with a little rain and wind on Friday, and our fast ferry was cancelled in favor of the slow car ferry for the trip home on Saturday, shades of 2005 all over again.



SOUTHERN LIGHTHOUSES

By Hilari Seery

On a trip to Florida in October we visited a couple of lighthouses. The first stop was Savannah to see the Savannah Harbor Light in Emmet Park. This is not your typical lighthouse and looks more like an old street lamp. It was illuminated by gas and served to guide ships up the Savannah River.



The next light on our journey was Amelia Island. This light is operated by the Coast Guard and is behind a locked gate. As it is in a residential area, access is limited to twice a month. Fortunately, the gate was open and the

men working kindly allowed us in to photograph the light.

During our stay in Florida we also went to the Cedar Key Seafood Festival. Seahorse Key Lighthouse, which can be reached by boat from there, is closed most of the year and only opens to the public during this festival weekend and one other day in July. Volunteers on the island were dressed as Civil War soldiers and told tales and stories of a time gone by.

On our return journey we stopped to see the two lighthouses on the Mayport Naval Air Station. First, we viewed St. John's Light from the beach. You cannot get close to it as the beach immediately in front of it is restricted and off limits.



Earlier in the day, I had been able to speak to a gentleman in the public affairs office of the base. He kindly gave me his cell phone number and told me to call him when I was in the area. Having told us he had a busy day, we expected very little. We were pleasantly surprised when he told us to meet him at the main gate and then proceeded to escort us to both lights on the base!

The base is a mini-city with housing, shops, and Navy ships docked and ready for service as well as aircraft at the ready.

Our first stop was St. John's River Lighthouse, which is now on the National Register of Historic Sites. It is the only lighthouse I have ever seen without a door! The only access is through a narrow window. Our host also told us that the light was very narrow inside and difficult to climb.



He then took us to St. John's Light. This light is still used by the Coast Guard and is closed off behind a chain link, barbed wire fence. However, we were able to get close enough to get a good look and some pictures of the light.

All in all, it was a very interesting visit to a restricted area.



NELL Beacon's New Look

By Tom Kenworthy

This is the first issue of the Beacon with a new look. Co-editor, Mike Boucher, and Communications Chair, Kevin Sullivan, worked hard to put this new look together, and they hope you like it. If you have any lighthouse-related things you'd like to see included or, if you have suggestions about how to improve the Beacon, Mike and Co-Editor Lynne Kerber would appreciate that information. This is your newsletter. They just put it together!

The on-line version has also been undated and will include stories continued on the next page, a larger font for easier on-line reading, and, when available, more pictures. These improvements are not possible on the printed version, as they will increase the printing and mailing costs. Our goal is to improve the Beacon without adding to the expense. Any suggestions about how to improve the NELL Beacon would also be appreciated.

THE LIGHTHOUSE HUNTERS DUEL 2010 GREAT LAKES VACATIONS

By Christine & Tom Cardaci

Lately, Tommy and I have been drawn to the Great Lakes. We were there twice in 2009 and 2010 and will be returning in 2011.

After a few months of planning, we began our 17-day trip in June 2010. First came a narrated 90-minute Presque Isle Boat Tours trip that went 14 miles on Lake Erie. The *Lady Kate*, a 65-foot motor vessel, departed from Perry Monument at Presque Isle State Park. We finally got to see the three Erie lights from the water.

Later that day, while at a marina in Ohio distantly looking at the Conneaut Harbor West Breakwater, a couple offered to motor us out to it. What luck!

Next was the two-hour boat cruise out of Cleveland, OH, on the *Good Time III*. The inexpensive boat ride took us close to the two Cleveland Breakwater lighthouses. What a wonderful day on the water.

While spending a few hours at the Great Lakes Science Center, we saw the original Fresnel lens on display. The next morning, Joe Santiana, president of the Ashtabula Lighthouse Society, gave us a tour of their lighthouse. He took us out there by boat and told us about the light. They are working hard to re-store it and have a long way to go. The view from the tower enabled us to see the long breakwater from above.

The following day, we got on the Miller Boat Line Catawba ferry to South Bass Island. We rented a golf cart for a few hours so we could visit the South Bass Island lighthouse twice and also Perry Memorial.

When back on the mainland later that day, we popped into the Cedar Point Amusement Park in Sandusky, OH, to photograph the lighthouse. There were thousands of people at the park. What a massive difference compared to the off-season.

Our next boat trip was out of Toledo, OH with Captain Jeff Goehring from ANJ Charters. He took us to see the West Sister Island Light. This light was on Dirty Jobs with Mike Rowe and they called it Vomit Island because the birds vomit to keep you away. Luckily, we remained on board and didn't get bombed by the hundreds of birds.

Before our next boat trip a day later, we visited a few more repeat lighthouses in OH.



Captain Janice Deaton of J-lyn Charters in Harbor Beach, MI, motored us to the Harbor Beach Light. Another flat day on the water. After revisiting the lights on the thumb of MI, we drove diagonally across the state to set up for the next day's adventure.

Out of Charlevoix, MI, we chartered a high winged plane from Fresh Air Aviation. We split the cost with a great couple we met on a GLLKA cruise last year. Unfortunately, the weatherman was wrong and we had some light drizzle during our 90-minute flight. We enjoyed the flight, but we hoped to get closer to the lights than we did. Still, it was a success and we finally saw the South Fox Island Lights, Lansing Shoal, and Squaw Island along with ten repeats.

Next, our four-day and four-night trip with the GLLKA began. We condensed our gear and clothes for this boat trip on the 110' *Keweenaw Star*. In the early morning half the members boarded the boat while the other half of us were in transit.

A severe storm passed through Holland, MI, and we had to wait on the bus. Fortunately, NELL member Gary Martin was able to photograph this storm from the boat before the skies opened up. What incredible photographs he took!

This first day of lighthouse hunting took us south down Lake Michigan into Indiana traveling 94 nautical miles. The second day we went 132 nm through the waters of IN and IL, seeing the lights and cribs ending in Port Washington, WI. The third day was in Wisconsin traveling 110 nm and docking in Sturgeon Bay, WI, for the night. The fourth and final day we powered east across Lake Michigan. The beautiful South and North Manitou Lights were near the end and we docked in Charlevoix, MI. We were bussed back to our cars in Holland and even stopped for a quick buffet dinner. The crew of the *Keweenaw Star* was fantastic and our narrator was the entertaining Terry Pepper. What an outstanding trip we all had! Now we are all back on our own.

- continued on next page

- continued from page 4

Before Tommy and I drove south out of Michigan, we visited the pretty Saugatuck Light. Next, we entered Indiana and saw the privately built Gloryland Light in New Castle, IN.

A short time later, we were back in Ohio revisiting the three lights on Grand Lake St. Mary. Once back on the Great Lakes, we hopped on a boat for a tour and climb of the Lorain West Breakwater Light. The following day we had to return to the Detroit area for a boat with Discovery Cruises. On this 2 ½ hour boat trip, we finally got to see the Detroit River Light and the distant Canadian Bob-Lo Light.

For our 17-day trip, we averaged almost a boat a day. All these boat trips we've been trying to get on for years and it finally happened. We drove 3,727 miles seeing 21 new lights and 100 repeats.

Our next Great Lake adventure was only eight days long in mid-September 2010. This, too, focused around boat trips, including our first out of Buffalo, NY, on the *Miss Buffalo*.

This three-hour trip took us close to the off-shore lights in the Buffalo Harbor. When back on shore, we were escorted by the Coast Guard to the Buffalo Main Light and climbed it. Next, we had to drive several hours into Ohio to prepare for our next boat.

The following day we were in Toledo, OH, and on the *Sandpiper* boat for our five-hour trip. We were so happy to finally get on this boat and see the unique Toledo Harbor Light and the topless Turtle Island Light. Back in the car again, we drove east through upper NY revisiting a dozen lighthouses.

After a storm blew though Oswego, NY, we were aboard the Little Whip Charters boat. Captain Tom Germain motored us out close to the Oswego West Pier Light. It was only a half-hour trip because we didn't go around the breakwater due to the high winds and choppy water. Still, another successful, inexpensive charter.

Our trip was halfway over by the time we got to Burlington, VT. Though very cloudy and windy, we boarded the *Northern Lights* boat with Lake Champlain Cruises. This three-mile trip took 2 ½ hours and we passed by the two Burlington Breakwater Lights. The surprise for us was the top third of the Juniper Island Lighthouse.

Two days later we were in Long Island at Fire Island for sunset. For our last day, we hired Pop Charters out of Port Jefferson, NY to take us to the offshore Stratford Shoal lighthouse. We had a successful week vacation seeing six new lights and 35 repeats and driving 2,401 miles.



WORD SEARCH PUZZLE: St. Lawrence Seaway

By Mike Boucher

This issue's puzzle deals with the St. Lawrence Seaway and our spring outing. These are some of the things we will see or saw on last year's trip. Only the **BOLD** words are in the puzzle. The answers are on Page __

- | | |
|---------------------------|----------------------------|
| Alexandria Bay | Ogdensburg |
| Bodt Castle | Prescott Heritage |
| Cole Shoal | Rock Island |
| Cross Over Island | Singer Castle |
| Dewatteville Range | Sisters Island |
| East Charity Shoal | St. Lawrence Seaway |
| Eisenhower Locks | Sunken Rock |
| Freighters | Tankers |
| Galloo Island | Thousand Islands |
| Kingston | Tibbetts Point |
| Knapp Point | Windmill Point |
| Lake Ontario | Wolfe Island |
| Nine Mile Point | |

The first NELL event was in Groton, CT in late 1998 or early 1999. This was the first time a NELL button was issued. Around 50 of these 2" diameter buttons were made and hand colored with markers by Ron Foster.

The first five sets of buttons were this size. Buttons since then have been 3". Ron made the buttons until June 2007. Bob Taylor has taken over the button making them since then. These buttons serve as a reminder of the lighthouse trips we have been on. For some, the buttons are a reminder of a special memory on a trip. For others who did not attend, a "I wish I had gone on that trip."

These buttons are from the collections of Ron Foster and Bob Taylor.



Spring 1999, Groton, CT



Spring 2001, Cape Cod, MA



Fall 2001, Boston Harbor, MA



Winter 2002, Rhode Island



Spring 2002, Martha's Vineyard



Fall 2002, New Bedford, MA



Winter 2003, Portland, ME



Spring 2003, Connecticut



Summer 2003, Block Island, RI



Fall 2003, Burlington, VT



Winter 2004, Eastern CT



Spring 2004, St. Augustine, FL



Spring 2004, Cape Cod, MA



Summer 2004, Rockland, ME



Fall 2004, Newburyport, MA



Winter 2005, Cape Ann, MA



Spring 2005, Nantucket, MA



Fall 2005, Groton, CT



Winter 2006, Portland, ME



Summer 2006, LI Sound



Fall 2006, Project HOPE



Fall 2006, Groton, CT



Fall 2006, Avery Point Relit



Winter 2007, Cape Cod, MA



Summer 2007, Rockland, ME



Fall 2007, Upper Hudson, NY



Winter 2008, Scituate, MA



Spring 2008, Groton, CT



Fall 2008, New York Harbor



Winter 2009, Newport, RI



Spring 2009, Project HOPE, Cape Cod



Spring 2009, Project HOPE, Rockland, ME



Spring 2009, Newburyport, MA



Fall 2009, Long Island Sound



Winter 2009, Morgan Pt., CT



Spring 2010, St. Lawrence Seaway



Fall 2010, Lake Champlain, NY



Winter 2011, Boston, MA



Spring 2011, Lake Ontario, ON

Maine's Cape Elizabeth Lighthouse Receives Additional TLC

By Bob Trapani, Jr.

The American Lighthouse Foundation (ALF) would like to share the following update with the membership of New England Lighthouse Lovers given the fact that NELL contributed \$2,500 to Cape Elizabeth Lighthouse back in 2008 for a critical masonry rehabilitation project that was carried out on the tower's base.



One of the most difficult aspects of lighthouse preservation is keeping water from finding its way inside a light tower. The battle seems endless at times, but one that must be waged with a vigilant resistance to ensure the best protection possible for the historic integrity of the lights.



On February 5, 2011, ALF took the first step toward making sure that the lantern of Maine's Cape Elizabeth Light is once again able to prevent water from penetrating around its windowpanes. ALF

contracted J.B. Leslie Company of South Berwick, Maine, to perform weather stabilization work on the interior of Cape Elizabeth's lantern, which included the removal of failing caulk from around every window.

Prior to resealing the windows, J.B. Leslie Company heated the tower to an appropriate level to ensure that the new sealant would adhere properly. The company also addressed cracks and bullet holes at various spots along the lantern to prevent water from penetrating these compromised areas of glass.

On the same day, a group of ALF volunteers - Jeremy D'Entremont, Ross Tracy, William Marshall and Bob Trapani, Jr.- gathered at the lighthouse to simultaneously carry out some housekeeping inside the tower. No sooner had the volunteers arrived and tried to open the entry door to the lighthouse, then they knew something wasn't right. Though the door was unlocked, it hardly budge.



Though the door was unlocked, it hardly budge. A little
- continued on next page

- continued from page 8

more force was applied, but still a mystery opposing force resisted the metal door's movement. Finally, with great exertion, the volunteers were able to open the door just wide enough to slip in behind.

To the surprise of the group, they found approximately three feet of snow packed up against the interior base of the metal door. Before the volunteers could go about their housekeeping tasks, they had to, of all things, shovel snow from inside the lighthouse.



The best the volunteers could determine, the snow appeared to have piled up inside thanks to a window vent on the east side of the tower. Evidence of snow also coated the windowsill and steps below, but nothing like the amazing pile at the base of the door.

Such a winter scene inside Cape Elizabeth Light

prompted the volunteers to contemplate the far-reaching fingers of a wind-driven storm and how this type of adverse situation only compounds the challenges of lighthouse preservation.



Once all the snow was cleaned up inside, the ALF volunteers went about cleaning the lantern's window panes and tower windows, as well as wiping down all the woodwork that adorns the interior of the lighthouse. Armed with recommended procedures for cleaning historic glass and wood, the volunteers used materials that would protect the historic fabric of these tower components.



Afterward, the luster of the elegant tower was a touch renewed thanks to the efforts of the ALF volunteers – and some unexpected snow removal!

ALF RECEIVES HERITAGE PRESERVATION AWARD FROM PENOBSCOT BAY REGIONAL CHAMBER OF COMMERCE

By Bob Trapani, Jr., Photos by Ann-Marie Trapani

Lighthouses were shining bright during the Penobscot Bay Regional Chamber of Commerce's 86th Annual Award Dinner at the Samoset Resort in Rockport, Maine.



During the awards segment of the dinner, the Penobscot Bay Regional Chamber of Commerce (PBRCC) presented the American Lighthouse Foundation with their Heritage Preservation Award, for the organization's 2010 restoration project at Owls Head Lighthouse.



PBRCC's Heritage Preservation Award acknowledges the contribution of a business or organization that has resulted in the preservation of the history and/or quality of place in the community.

Shari Closter, Interim Executive Director for the Penobscot Bay Regional Chamber of Commerce, shared with the audience a number of restoration highlights from the Owls Head Lighthouse project, including how ALF successfully

worked with other entities throughout the effort to ensure this Midcoast treasure could be returned to its former glory.

During the \$80,000 project, the American Lighthouse Foundation worked closely with the Maine Historic Preservation Commission and the United States Coast Guard, as well as the organization's local chapter, Friends of Rockland Breakwater Lighthouse.



Bob Trapani (left) receiving the Heritage Preservation Award from Frank Isganitis, the 1st vice-president for the PBRCC

Maine firm J.B. Leslie Company was contracted by ALF to facilitate the restoration project at Owls Head Lighthouse, which entailed repointing the interior and exterior brickwork, iron rehabilitation on the staircase, ladders and windows, stone foundation repairs and interior and exterior repainting.

The Owls Head Light project was funded as part of an overall \$380,000 federal appropriation received by ALF in March, 2010, thanks to the efforts of U.S. Senators Susan Collins and Olympia Snowe.

Mr. and Ms. NELL

By Tom Kenworthy

At the 2010 fall meeting, Ellen Scott and Frank Carbone were crowned as the new Ms. and Mr. NELL by the outgoing Ms. & Mr. NELL, Nancy Satkowski & Ron Foster.

Ron is past president and former NELL "button man." No, no, not that kind of button man. He made all the NELL event buttons for years before Bob Taylor took over, (what's da madda wid youse?) As I was saying, Ron made the buttons for all past and present who served as Mr. NELL. It was a nice display. Ron then handed them out to each individual Mr. NELL.

Then, all the past Mr. and Ms. NELL's in attendance posed for group photos. Sharon Mills was there to record it all on her trusty "Brownie" camera and that's whose pictures you see accompanying this story. Thanks, Sharon, and congratulations to Ellen and Frank.



Ron Foster presents Frank with his button and oar



Ellen Scott & Nancy Satkowski



I'd like to invite you to go to our website at www.nell.cc and give the last edition of the online version of the Beacon a good look.

Any member that would prefer an electronic copy of the Beacon sent to you instead of the hard copy we mail via the U.S. Postal Service please let me know. You will receive your first PDF electronic copy starting with the fall issue.

It will be the online version using a larger font for easier reading, stories continued on the following page, more pictures and its printable if you feel you want a hard copy.

We are doing this as a cost saving measure and hope to get a good response for the online version. This will free up some funds to go into our preservation fund.

- Tom Kenworthy

NELL currently has an active membership of over 300 individuals from 30 different states.

Visit our website at www.nell.cc for information concerning lighthouse news, preservation efforts, cruises, trips and memberships.

Please forward your articles to co-editors:

Mike Boucher: lighthousemikesi@yahoo.com

- or -

Lynne Kerber: lighthousecats@comcast.net

Puzzle Answers



New England Lighthouse Lovers
38 Lime Kiln Road
Tuckahoe, NY 10707

