



The Nova Scotia Lighthouse Preservation Society

THE Lightkeeper

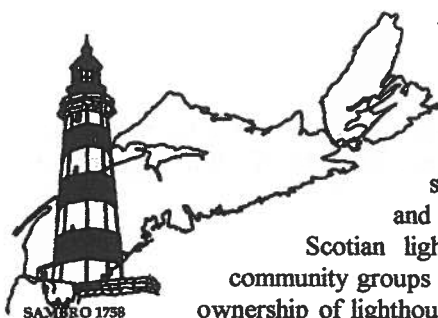
Vol. 9, No 4 December 2000

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MEMBERSHIP FEES DUE FOR 2003!





The objectives of the Nova Scotia Lighthouse Preservation Society are: To promote and support preservation and awareness of Nova Scotian lighthouses; to assist community groups in leasing or taking ownership of lighthouse sites; to provide access to written research and photographic

documentation and to initiate oral history research; and to classify and monitor the status of historic lighthouse sites.

WEBSITE: <http://www.ednet.ns.ca/educ/heritage/nslps>

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WELCOME ABOARD!

The following people recently joined the NSLPS:

Rebecca Kennedy, L.B. & J.A. Hamende, Peter Westaway, Parker, Vicki, Kim & Chris Rodd, Annalise & Tony Chapman, Mary Lu & Bruce MacDonald, Norma Lee Bisha, Tom & Becky Emerson, Iris Chambers.

PROGRAMS

Wednesday, February 26

7:30 pm

What was it really like to live at a lighthouse? Lonely? Tedious? Romantic?

Whatever the truth, the idea of life at a lighthouse presents a perennial appeal to people of all ages.

Chris Mills has spent the past decade interviewing Nova Scotia lightkeepers and their families -- tonight he'll share the memories of the people who lived their lives on isolated headland and islands -- their tragedies, triumphs and their unwavering love of "life on the lights".

(NSLPS meeting runs 7:00 to 7:30 pm)

Wednesday, March 26

Reports at 7:00/ Program at 7:30 pm

Hands On! Demonstrations of Lighthouse

Equipment from the Golden Age of Lightkeeping.

See how lightkeepers lit their lamps and sounded their fog horns in the era when Nova Scotia had over 200 staffed light stations.

In this joint program between the Maritime Museum of the Atlantic and the Nova Scotia Lighthouse Preservation Society, museum curator Dan Conlin, society volunteers and former lightkeepers will explain and demonstrate the secrets of lighthouse lamps, lenses, foghorns. And you'll be able to help bring light to a lens and crank up a foghorn.

Please arrive by 7:00, or earlier for programmes. Seating is limited.

NEWS FROM THE BOARD

Fiona Marshall

The NSLPS Board has been very active this fall.

In September, members attended the Heritage Canada conference in Halifax. The theme of our booth was "Lighthouses Are A National Issue." We received a great deal of positive feedback on our display as well as the new look of *The Lightkeeper*.

We also had many inquiries from western Canadians about the status of lighthouses on the east coast. The conference proved to be a good marketing and networking tool for the NSLPS and we were pleased to be included by Heritage Canada.

As reported throughout the past year, we are currently revising the *Visit Our Lighthouses* brochure in collaboration with the ALC.

The brochure is now expected to be released in early 2003 and includes new information on many of our affiliates.

The Board continued its efforts to support a Lighthouse Protection Act by sending letters to Prime Minister Chrétien and the Clerk of the Privy Council.

Although the Act has been proposed twice, it was tabled both times due to reorganization of the Senate. It is our hope that such legislation can precede widespread divestiture of lights throughout Canada.

Recently, the World Lighthouse Society was established. The society serves as a forum for the preservation of the world's stock of lighthouse properties.

Wanda Barrett of Newfoundland is one of the founders of this organization. More information can be obtained by visiting www.leadinglights.net/wls.htm

And finally, our big news is that NSLPS was awarded a substantial grant from the J.M. Kaplan Fund of New York to assist with heritage preservation of lighthouse and related buildings.

Please see our special announcement in this issue and continue to watch for further details.

DONATION

NSLPS has received a donation of \$5000.00 from the Westaway Charitable Foundation of Toronto. The head of the foundation, Peter W. Westaway owns and has

restored the "Old Cut Lighthouse" at Long Point on Lake Erie. Some of this money will be used to buy equipment and software to improve *The Lightkeeper*. In particular, you should find that the quality of the photos and the colour cover improve very much in the near future. We are extremely grateful to the Westaway Foundation for its generosity.

ANNOUNCEMENT

Financial Awards for Lighthouse Community Groups

NSLPS is pleased to announce the creation of a fund to assist community groups in lighthouse repair and restoration.

This fall, The J.M. Kaplan Fund of New York awarded the NSLPS a substantial grant to preserve historic lighthouses in Nova Scotia. This grant will provide matching funding for lighthouse improvements up to \$20,000 per group. This means that community groups must match each dollar from the NSLPS-Kaplan Fund with money raised from other sources.

The fund is open to non-profit community groups in Nova Scotia, who are members of NSLPS and own a lighthouse site or have permission from the Coast Guard to work on a lighthouse site. The fund is intended to assist only with the physical condition of lighthouse sites.

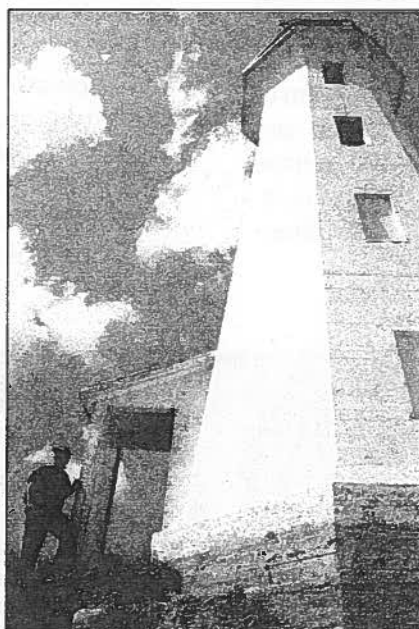
The NSLPS is now seeking expressions of interest from lighthouse groups in the province. The deadline to apply for this funding will be Monday, March 31, 2003.

Successful applicants will be announced at the NSLPS Annual General Meeting in April. Work funded by this project must be completed by the end of 2003.

Community groups interested in obtaining an application package with detailed procedures and criteria are asked to send a written request to:

The Nova Scotia Lighthouse Preservation Society-
Kaplan Fund Committee
PO Box 8093
6175 Almon Street
Halifax NS B3K 5L8

Watch the NSLPS website for more details of the fund: www.nslps.com



NEWS AND VIEWS

New online historic images of Nova Scotia Lighthouses

The Nova Scotia Museum is putting a selection of its image collection online in a program called Images Nova Scotia. Many are postcards. Others are staff research photos and some are rare prints. They include 80 images of lighthouses ranging from a rare drawing of the Coffin Island light in 1817 to colour photos of the Cape Sable light station in the 1970s. You can find them on the net at: <http://museum.gov.ns.ca/imagesns/>

Lighthouse Photos

Tom Rissesco, a volunteer at the Maritime Museum of the Atlantic, has completed a reference binder of lighthouse photographs in the museum's collection. Tom, whose father was a crew member on the *Sambro Lightship*, volunteered to make photocopies of all known lighthouse and lightship photos at the museum to assist lighthouse researchers and help illustrate any museum exhibits. The project located 100 period photographs of 30 Nova Scotian lighthouses. Researchers can use this material in the museum's library by making an appointment 424 7890.

Lightkeeping Teddy Bears!

Now that the Port Medway lighthouse is reborn, Dan Conlin has fixed up his Port Medway model and loaned it to the Maritime Museum for their special holiday event. Dan invites any NSLPSers to come to the Museum until January 12 to see it as part of the Museum's spectacular Christmas diorama The Great Teddy Bear Regatta. The Port Medway light has a lovely little miniature Fresnel lens and is being tended by a teddy bear in a yellow sou'wester which belonged to the light keepers family at the East Pubnico light!

Walk to the Lights

Ann Kay of Middle Musquodoboit Elementary school is organizing a pilot programme for two classes there. It's a physical education project to encourage students to



Two eager participants in Graham McBride's spring East Ironbound model workshop: Leah and Katelyn Salsman (grand-daughters of board member Shirley McIntyre.)
Shirley McIntyre

walk. However, the encouragement is quite unique! Ms. Kay is using our lighthouse brochure with map to get the children to "walk" from lighthouse to lighthouse. Distances walked around the school are translated into distances on the map. She gives the children information about each lighthouse. Thus, there is a lot of geography, history and Nova Scotia heritage included in the

programme. We think it is a great idea. She is also using our pins as small prizes for the children. If the pilot is successful we may find this developing into quite a programme!

Public Programs

This fall there have been two most enjoyable public events. The first, in October, was a delightful presentation by our treasurer, Lew Perry. Lew has a very extensive collection of old postcards and other pictures of historic lights. He has made a selection of these into slides to accompany his own photos of the modern lights

which, in many cases, have replaced older ones. These juxtapositions made a most interesting evening.

Then in November, Graham McBride gave us another model workshop, this time to create a model of the old Bon Portage light kept by Evelyn Richardson. Many thanks to both Lew and Graham.



Josette d'Entremont working on a model of the Bon Portage lighthouse. *Courtesy Josette d'Entremont*

THOSE BLESSED FOG HORNS!

I'll sleep good tonight with that blattin' bastard goin'!
-Lightkeeper on Machias Seal Island, NB, early 1990s

The foghorn -- it's been part of the soundscape of coastal Canada for generations. From the early days of bells and steam whistles, to today's electronic horns, the steady gong, bellow and blast of fog signals has served to warn and guide mariners.

Today's fog signals are automated and for the most part, unattended. But back in the glory days of lightkeeping, horns were a big part of a keeper's daily life.

In the nineteenth century, keepers and their families kept busy cutting wood and shovelling coal into hungry steam whistle boilers.

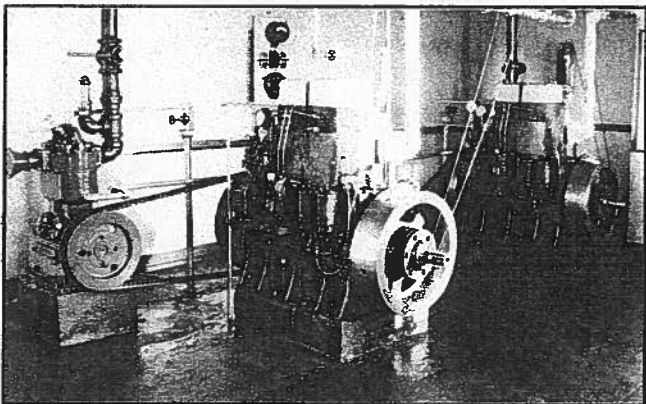
By the early 20th century, they were firing up kerosene and diesel engines to power big air horns.

And at small harbour and island lights, entire families took turns pumping little bellows-operated hand horns, as schooners and fishing boats cautiously felt their way into fog-bound harbours.

The following accounts illustrate the trials and tribulations of operating fog horns – through the experiences of five Nova Scotian lighthouse folk:

Sid Smith **Cape Sable**

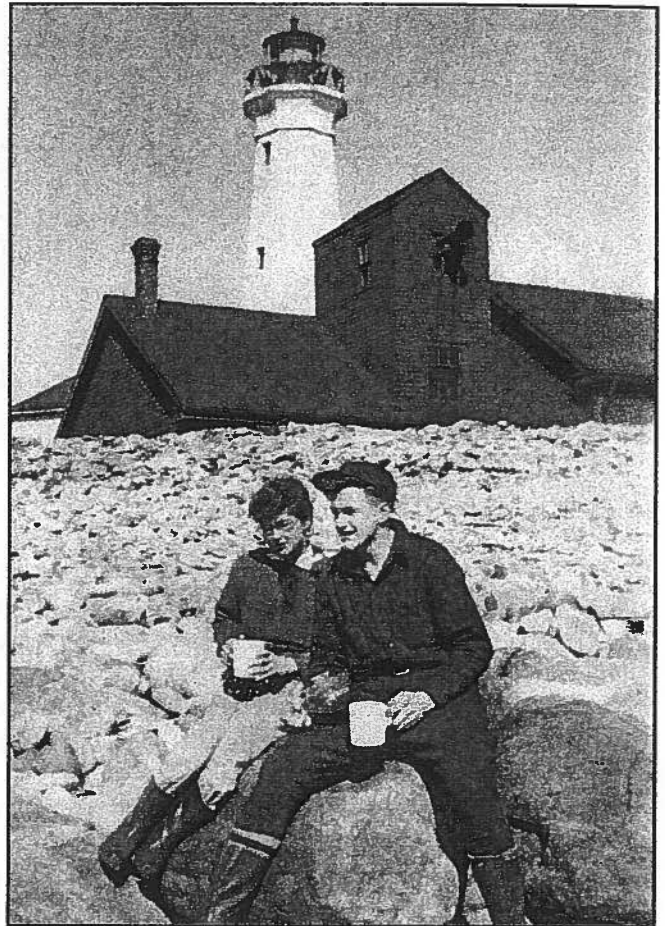
On the end of the Cape Sable ledge, which was really the reason for the station being there in the first place, [the ledge] ran off to the sou'west of the lightstation about



Vivian diesels for the fog alarm at Cape Sable, in the 1950s.
Sid and Betty June Smith

four miles, and that had a big buoy right on the end of the ledge. So when you couldn't see the buoy or the light from the buoy we usually started the fog alarm engine

The Vivian diesels we had in the 50s and 60s

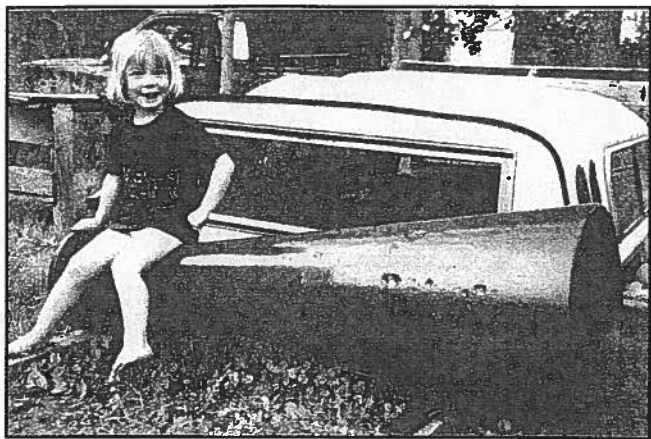


Sid and Betty June Smith sit below Cape Sable's powerful diaphone fog horn. *Sid and Betty June Smith*

were started on compressed air, so you also had your compressed air tanks but you'd start an engine and you kicked your air compressor into gear, and when your air got up to 30 pounds, why, then you could operate your horn on 30 pound pressure. It was one of those things you had to do and you had to be around a lot to make sure your oil pressure was [okay], and the water system was still pumping water.

When your engines were running at the proper speed to pump 30 pounds pressure, you also had the pulleys on the engine and on the timing device, the proper size that would make the timing device dogs come around every 20 seconds. This gave you three blasts a minute, or 17 seconds silence and a three second blast. All stations have their own characteristic, so if Cape Sable on your chart says 17 seconds silence and three second blast, well that's what it had to be.

I just loved that old thing! I guess I p'rhaps learned that from my Dad because I know he loved that old diaphone. They operated on two operating valves, a large one and a small one. Those old diaphones, the ones that had the "grunt" on them, had two operating valves and they had the long blast with the "grunt" on the end.



A lighthouse youngster provides scale to this F diaphone resonator. *Chris Mills*

The “grunt” was because one operating valve had shut off but the other one still had enough air trapped in between the two valves to keep the one valve open, and that’s where you got the “grunt” from. So if you had more pipe between your small operating valve and your diaphone you’d get a longer “grunt” on the other end.

‘Course Dad knew all these things and he’d been operating diaphones all his lightkeeping days. I know he was getting everything out of that poor old diaphone that it had to give! I always used to tell everybody how that rockweed down behind the engine room would all stand right on end when that thing would blow!

“Oh no, it doesn’t, does it really?!”

Jim Guphill *Gull Rock*

Lightkeepers did a lot of.....waiting for a few moments before they.....finished a conversation. Hughie Bignell was one of the Coast Guard mechanics. He pointed out to me one time it was very interesting coming to these [lightstations] because he said even on clear day a lightkeeper.....will rest a moment and he’ll pick up his.....story and finish it off. So it’s almost like a brain thing.

[The horn at Gull Rock] was right there. The house, the windows, shook, the dishes rattled a bit and it was a very large, audible sound. It was huge. So you stopped whatever you were doing and waited until that went away and then you continued on.

Studies since then have shown that noise is as bad a pollution perhaps as smog or smoke. I didn’t recognize it then. It was something you adjusted to.

As I remember, the longest period of continuous running of the old-type fog horn was 56 days on Gull Rock. And I was there for 28 of those! At the

end of it I was punchy!

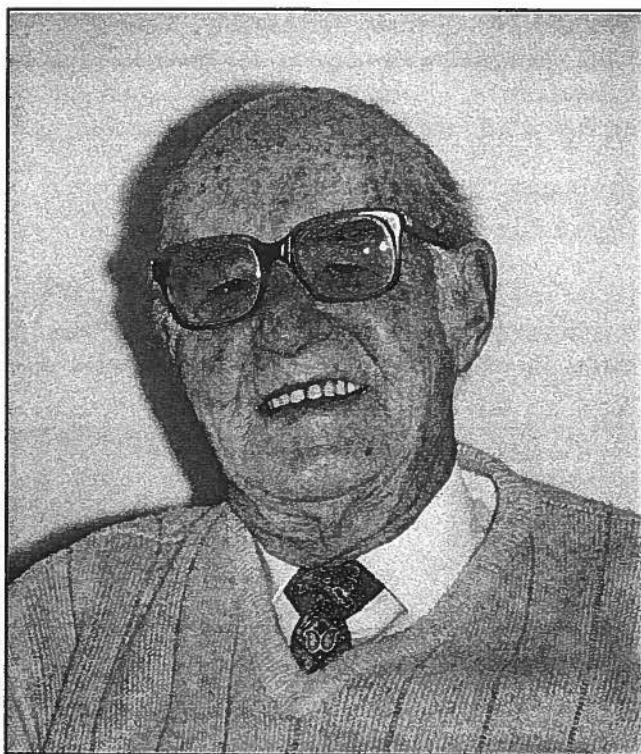
It was very difficult, because you’re never outside of that. You shut it off, because you can’t sleep if you can’t shut it off. The blessed thing went every, I think it was every 30 seconds there.

Mentally you clicked it off. It was no good to wear ear plugs or anything like that because it was a presence more than a sound even. It literally was like somebody had come in to the house. A very large noisy, plump somebody had taken over your life for just that five seconds.

I never thought of it as being traumatic, but it was. It was an assault on your senses, twice every minute for five seconds. It was pretty bad, actually!

Russ Latimer *Jerseyman Island*

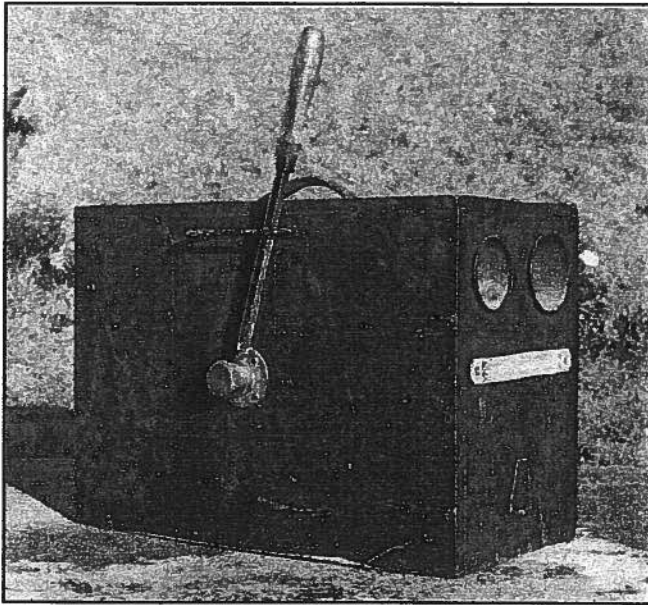
The horn was a double reed box affair, with a lever-type handle, and you sat on it by straddling it, and you pumped the lever to and from you, towards you and



Russ Latimer: “We all got a little special dessert or something, for looking after the horn.” *Chris Mills*

back. It gave quite a blast. It was a rather nice musical sound. And it was loud, with the double reeds.

Those reeds were removable if for any reason they became clogged up with snow or ice, or damaged. You removed them by unscrewing them from this brass



Hand fog horn manufactured by Powers Brothers in Lunenburg. *Chris Mills*

cone. And inside the box that contained the horn was the bellows, and you could get at all that as well. And we carried a spare bellows, spare reeds. That was part of the inventory of spares that we carried.

Oh yes, in spring there was a lot of fog. And of course in winter it was snow and heavy rain. We always had a mark across the other side of the channel which gave us an indication when we should stand by the horn, when somebody would be calling.

We all got a little special dessert or something, for looking after the horn. A lot of it was volunteer. I did a lot of it. I'd dress warm and I'd sit there and I always thought it fascinating. "Now when will he call?"

You usually knew what ship would be calling you. I hardly remember a ship coming in there that we weren't really expecting, or a ship that we didn't know about.

You wouldn't hear a ship from inside [the house]. In times of bad visibility there was always somebody on standby. Not necessarily by the horn, but in the boathouse with the big doors, the large double

doors were open. My Dad would be working in there on carpentry work and the large doors would allow a ship to be heard, you see. So, you didn't really stand by it, per se, but you certainly were in range, earshot.

We wouldn't spend a long time at the horn. Probably no more than an hour, unless the ship was having trouble finding the channel through soundings and so on, and listening to the breakers. They knew every crop of rocks, as we did. You went by the sound of the breakers and the soundings, and the direction of the sea and the wind. You pretty well felt your way in. It was a narrow channel besides.

Then once he passed the lighthouse, he never asked for you to blow a blast from astern, no, because the skippers often used to say well, "We hear you blowing. When we blow the international signal for fog, but we're not asking you for a reply on the horn."

So we never answered their signals if we knew we were astern of them.

Wick Lent *Brier Island*

That thing was powerful. It was only 40 feet above your head and it was a powerful, powerful horn. They claimed they could hear it certain times right over to Eastport, Maine. That's 70-odd miles! In June and again

in early fall you could hear it on Machias Seal Island and you could hear it at Gannet Rock. But it was only certain times of the year that you could hear it.

There was no gate there then. You could drive right up [to the fog alarm building]. Where you'd park was right down under the horn. And there was a big puddle there. One day this old lady and her grand daughter got out of the car. I was in the window and she

says "Could we come in and see what's going on?"

I said "Help yourselves but it's kind of noisy."

So they come. It happened that it was a long enough space that they got up around the corner 'till they didn't mind it so much. So in between the blasts I explained to her when the cam came around and pressed down on that lever that's when the noise would come.



Wick Lent: "That thing was powerful!" *Chris Mills*



Don Gallagher stands amidst the remains of the old fog alarm building at Chebucto Head. *Chris Mills*

And that old thing cut loose and that roar, it would just fairly shiver your timbers! The old lady got right down on her knees on the floor and the little girl was laughing to kill herself! The next time it blew the old lady was out front and the little girl said "Let it go again, let it go again!"

There was another one that was a better one. There was two or three women and some kids. And they stopped right in front of this big puddle. I never thought to go to the window and warn them. I looked out the window and here's two of them right flat on their belly in this puddle, all dressed up! They'd gone right flat in that old mucky water. Oh, oh, oh!

There was some odd ones. I should have recorded all of them. There was one car used to come, a young fellow, and he always brought a bunch of girls and he'd always park in the same place, especially if the puddle wasn't there, he knew where to park. He'd time it from up above when he was coming down across the flat and he'd get up there and stop. Just about time they'd get out the whistle would cut loose. And (they'd) go into hysterics and when they'd get all though he'd look up laugh. He said "See you next week. The only thing different will be the crew!"

Don Gallagher *Chebucto Head*

The horn had an "ah" at the end of it. Like a "boo-ahh". But that was one of my father's favourite tricks. There was two big front double doors. It was for bringing in supplies. They used to bring in the coal and the barrels of fuel and everything. Take an engine out and bring one in....and that was facing the water.

When somebody came in, they'd be standing around talking and Dad would say "Let's go outside where it's quiet." So he'd open one of the double doors and they'd go out and there and 'course you could just hear the drone of the engines.

He'd close the door behind him and all of a sudden that horn would let go! If you'd had a barber around you could have given everybody a perfect brush cut because their hair was standing right on end! Right underneath (the horn) and he'd just grin! It was funny!

I guess we were all immune to it to a degree. Dad had a sixth sense when it was going to happen. I think it blew twice every 60 seconds, or 50 seconds, and he knew just when that thing was gonna go off....he had it down pat!

FAREWELL

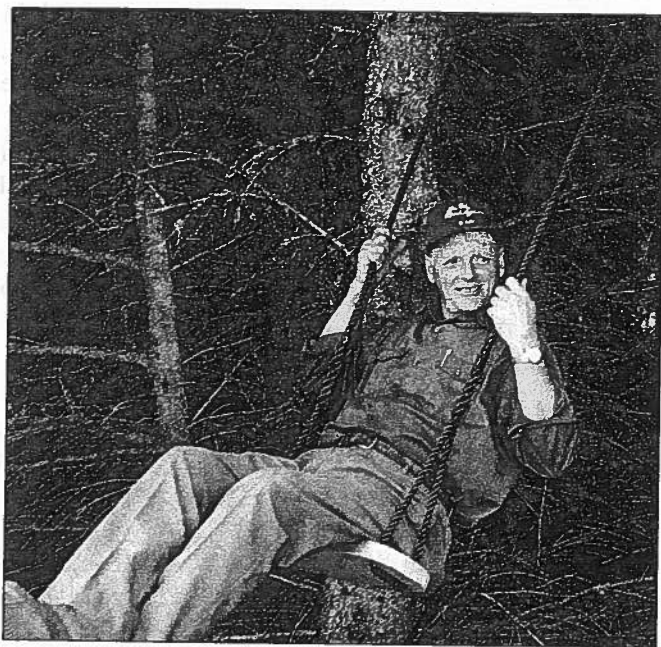
William Baker

The Nova Scotia lighthouse community has suffered a major loss. Anyone living on or near Port Hood Island knew Bertie Smith, 70, to be a force bigger than life. He was the person we came to for all our needs and the man who could get anything done well.

He built and repaired our homes, fixed our electrical items, transported us to the islands, gave good advice, knew the history of the place and was himself an important part of the history of the community.

He died on October 23rd at his home, 500 feet from where he was born on Port Hood Island, talking to a neighbour about work to be done. That's the way we are certain he would have wanted to do it.

Bertie was born June 6, 1932, son of the late Bert and Myrtle (Watts) Smith. He was a fisherman for



Bertie Smith on Henry Island. *William Baker*

many years before attending St. John Maritime Vocational School where he studied marine electronics. He worked in North Sydney repairing radars on large oceangoing ships before moving to Lunenburg to operate Bluefin Electronics. He could fix just about anything electrical.

In 1980 Bertie returned home to his beloved Port Hood Island where he assumed the role as caretaker for the homes of its thirty plus residents, the church, community centre and the one room schoolhouse. He cared for the historic graveyard in which he now rests. He was a member of the island's Jubilee United Church.

He is survived by his wife Shirley (Embree); daughter Linda Louise, Port Hood; sons, David Harold and wife Pat, Wesley Courtney and wife Laurie both of Calgary, Alberta; sisters Carroll (Joe) Smith, Toronto; Pearl (Bob) Whalen, Greenwood; brother Woodrow, Burlington, Ontario and grandchildren David, Tanya and Wesley.

Bert's body was transported to his island accompanied by minister, family and friends and local fishermen in heavy weather and rolling seas on October 27th. He is now resting peacefully on his beloved Port Hood Island, a place dear to him, a place he kept alive and working and beautiful for years.

He rebuilt the keeper's house and maintained the lighthouse on Henry Island where he was President of the Henry Island Lighthouse Preservation Society.

Bertie will want those of us who care about this small, precious spot on God's Earth to carry on and maintain it with care and love as he did. We will try.

William Baker owns Henry Island.

LIGHTHOUSE PROTECTION ACT UPDATE

The society has continued to work toward legislative protection for lighthouses, an initiative launched back in 1999, with the support of representatives from all the Maritime Provinces (at the BEACON Conference).

Existing federal rules make it impossible for most lighthouses to receive heritage protection. Under the existing Federal Heritage Building Review Office system, only slightly more than 20% have heritage protection, compared to over 70% in the United States.

Senate Bill S-21 ("An Act to Protect Heritage Lighthouses"), first introduced in 2000, was re-introduced in the last session of Parliament (ending in September 2002) by Senators Mike Forrestall and Pat Carney.

However with the end of the Fall Session of Parliament, it died on the order paper. The society is hoping to see an improved version of this bill re-introduced or to have lighthouses receive special mention in new heritage building legislation currently being discussed in Ottawa.

This society raised this issue in recent letters to cabinet ministers and the prime ministers office.

The NSLPS has also invested a lot of time making it clear that our desire for future legislative change should not hold up transfer of lighthouses to community groups which are already underway, such as the current divestiture plan in Prince Edward Island.

FAKE NOVA SCOTIAN LIGHTHOUSE CLOCK CREATES CONFUSION

Dan Conlin

An imaginary Nova Scotia lighthouse clock made by an American company generated a number of enquiries earlier this year. The "Cape Calais Lighthouse Clock" is produced by the Howard Miller Clock Company in Zeeland, Michigan. The company's website markets the clock with this description: "As seafarers plied the icy



A "real" Nova Scotia lighthouse, at Gilberts Cove. *E.H. Irwin*

waters off Nova Scotia, the lighthouse at Cape Calais ... stood for home. So venerated was the old house that it became the very symbol of the Cape itself, and ... its image was immortalized in the making of a clock that hung in the Olde Town Hall."

There is no statement that this is an imaginary place. Not surprisingly, NSLPS and the Nova Scotia Museum received a number of enquiries from people who bought the clock and wanted to visit "Cape Calais". Research in our records quickly showed there has never been a Cape Calais lighthouse in Nova Scotia.

Correspondence with the Howard Miller company revealed that the Cape Calais lighthouse clock was inspired by the Whitlocks Mill lighthouse, near Calais, Maine but for some reason the Howard Miller company labelled and marketed it as a Nova Scotian lighthouse, complete with the Nova Scotian coat of arms. The Whitlocks Mill lighthouse is a small round tower on the banks of the St. Croix River in Maine and is used as a logo by the Calais Chamber of Commerce.

The lighthouse shown on the clock is a type of cupola lantern lighthouse quite common in Nova Scotia at many locations from the 1880s to the 1930s. The fact that someone would invent a fake Nova Scotian

lighthouse to market a clock certainly demonstrates the mystique and attraction of Nova Scotian lighthouses.

WORLD LIGHTHOUSE SOCIETY UP AND RUNNING

Kathy Brown

As a result of three years' hard work, the World Lighthouse Society (WLS) has been established as an international organization for the promotion and preservation of lighthouses and lightships, seamarks, and associated equipment.

E-mail flew thick and fast for months, between people in Sweden, Chile, Australia, Norway, Canada and the USA, Netherlands, the United Kingdom (UK) and Germany, in an exchange of ideas and details for organizing. Key movers and shakers have been Peter Williams, UK, and Egbert Koch, Germany. (Both Peter and Egbert are strong supporters of NSLPS)

Attendees at the inaugural meeting held in England on Sept. 2, 2002, represented Canada, Chile, Germany, Holland, Norway, Sweden, UK and USA. The WLS will be a UK registered charity.

The organization aims to create an international meeting place for all people dedicated to lighthouses and seamarks, to raise public awareness of the important part these play in our maritime heritage worldwide, to give people the opportunity to play their part worldwide in lighthouse preservation, and to share and exchange information.

Communication is currently by e-mail, through a newsletter, and a page in each issue of *Leading Lights*, The International Lighthouse Journal. A website is planned, and this should be an important worldwide source of information and support.

Members of the Executive Board of the WLS are Dankert Monrad-Krohn (Norway), Chairman, Peter Williams (UK), Treasurer, and Rosalie Davis Gibb (UK) Vice-Chairman and Publicity and Communications Officer.

Committees of the Board include members from many countries. Kathy Brown, Past President, NSLPS, and Wanda Barrett, President, Lighthouse Society of Newfoundland and Labrador are among the founding members.

I expect that NSLPS will find the WLS an important source of information and help in the future. It is worthy of your support.

For further information contact Rosalie Davis Gibb, The Lantern House, 63 Bacton Road, North Walsham, Norfolk, NR28 9DS, UK. Or, email rosalie@davisgibb.fslife.co.uk

NEW LIFE FOR THE PORT MEDWAY LIGHTHOUSE

Chris Mills

In the late 1990s, the future of the Port Medway lighthouse looked pretty grim. The little wooden tower guarding the entrance to this Nova Scotia fishing port of 250 people had been abandoned for almost a decade. Siding ripped off and lantern paint peeling, it sat lightless, next to a disused fish plant.

The 32-foot high tower had definitely seen better days.

Built by the Department of Marine and Fisheries in 1899, the Port Medway lighthouse was once an important beacon, guiding fishing schooners into this protected south shore harbour.

Samuel Thomas Foster was the first keeper, beginning his duties on February the 17th, 1899. Foster walked to the tower each evening, climbing two sets of wooden ladders to light the fixed seventh order Fresnel lens*. For his efforts, Foster received the princely sum of \$100 each year.

At least another four keepers tended the light until the Department of Transport electrified and automated the tower in 1961. George Edward McConnell had the honour of being the last keeper. When McConnell assumed his duties in 1942, his annual salary was set at \$150. 19 years later, his salary had risen to \$345!

By the late 1980s, decreased marine traffic into Port Medway, along with increased use of electronic navigation equipment, spelled the end of the light's active role as an aid to navigation. The Coast Guard switched the light off on January 4th, 1989.

For the next decade, the tower sat dark, neglected and wind-battered, next to the village fish plant. The plant itself closed in 1993, joining the lighthouse as a weathered symbol of the port's former glory as a thriving fishing community.

In 1998 the Medway Area Community Association decided the light should be saved as part of the area's marine heritage. In July 2001, work began on a project to restore the lighthouse and establish a park around the tower.

Workers demolished the vacant fish plant. In the spirit of Maritime thrift, the project was funded in part by the sale of equipment from the old fish plant! The Region of Queens Municipality, and various provincial government agencies also provided funds to help restore the lighthouse, construct a new sea wall, and establish walkways, gardens and a bandstand/picnic pavilion near the lighthouse. The total cost of the project was just under \$602,000.



Visitors enjoy the beautifully restored Port Medway lighthouse in October, 2002. *Chris Mills*

The park's official opening ceremony got underway on a crisp and cloudless Saturday, on the 19th of October. About 100 people gathered to celebrate Port Medway's accomplishment, including 92-year-old Kate Armstrong, niece of longtime keeper George McConnell.

After unveiling the new park's sign, Armstrong told a reporter from the *Halifax Sunday Herald* "I always spent my summers down here, climbing and jumping in the water."

"It was a lovely place to play," she said. "My two girls used to go up to the light with [my uncle]. I never went up to the top though. I was too afraid!"

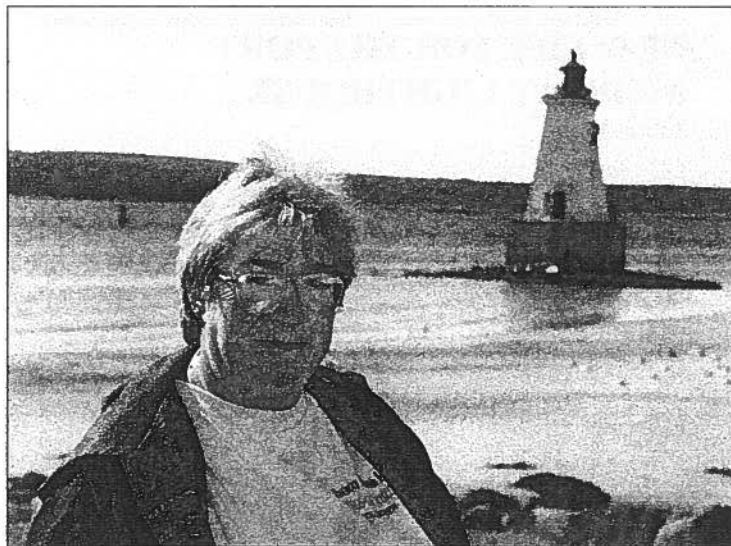
Today, the Port Medway lighthouse stands proudly with new purpose. "The park will provide benefits for both the community and the visitor,"

says Jill Cruikshank, special projects coordinator for the Region of Queens Municipality.

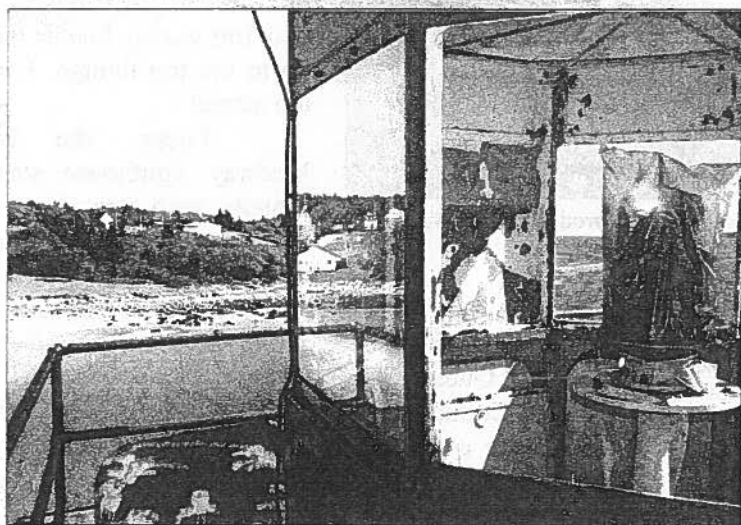
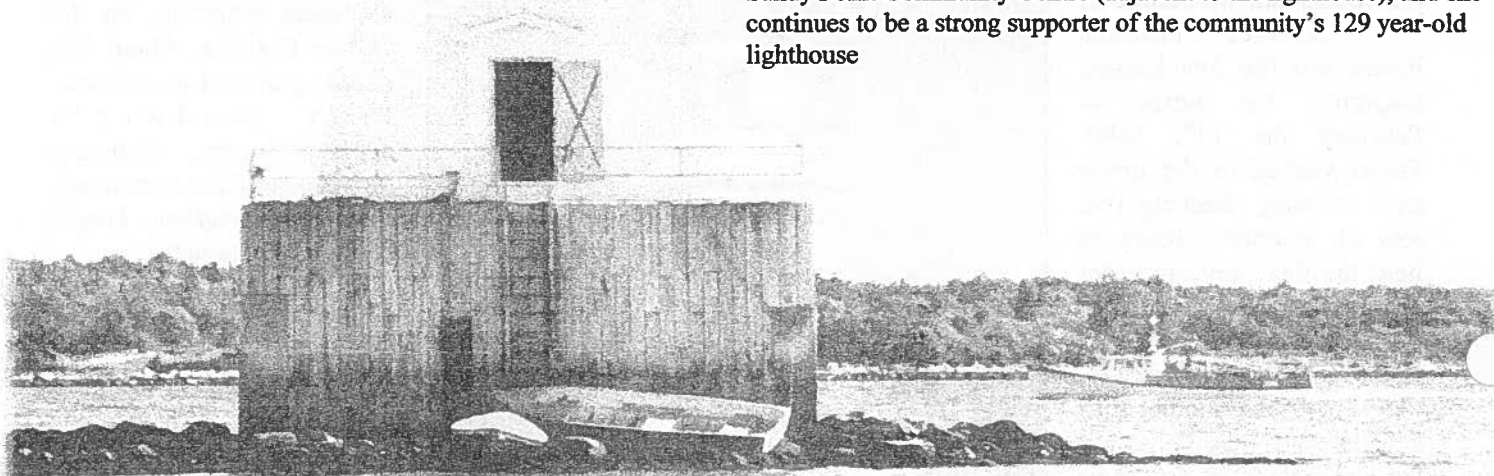
"Community groups will be using the park for fundraising events and general recreation," she says, "whilst the tourist can enjoy a scenic spot with a preserved lighthouse in its original location."

Congratulations to all the people of Port Medway, who worked so hard to save an important piece of their maritime past!

**SANDY POINT
LIGHTHOUSE**
Near Shelburne, NS
Chris Mills



Bernice Goodick was a driving force behind the establishment of the Sandy Point Community Centre (adjacent to the lighthouse), and she continues to be a strong supporter of the community's 129 year-old lighthouse



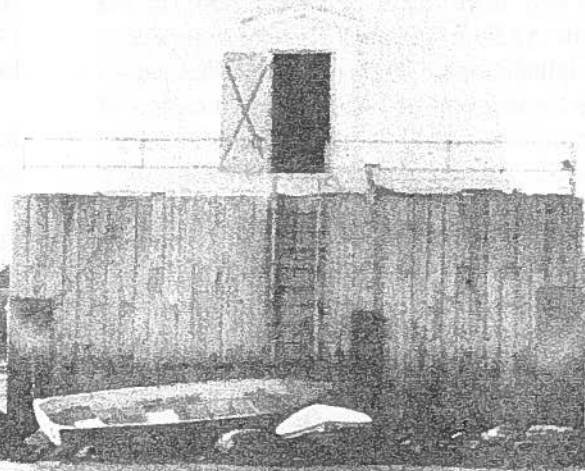
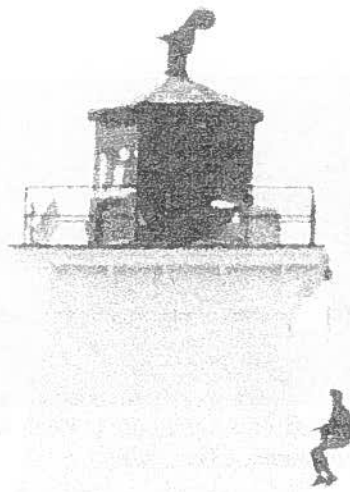
View from the lantern deck, looking toward the community centre



A painter sits suspended on a bosun's chair at Sandy Point, October 2002



Volunteer Dwayne Butler paints the 1873 iron lantern at the Sandy Point Lighthouse



A visitor from Colorado retreats from the advancing tide at Sandy Point



A weathered ventilator sits atop the Sandy Point lantern



Although recently "re-staffed", the lighthouse at Cape Anguille, Newfoundland is still surrounded by abandoned and deteriorating lightkeepers homes. *Chris Mills*

AUDITOR GENERAL'S REPORT

Tony Thompson

Some readers may have heard or seen reports in the media about the Auditor General's December report as it relates to Lightstations. Chapter Two of that report deals with the Department of Fisheries and Oceans. If you are interested in seeing it, it can be viewed at: <http://www.oag-bvg.gc.ca/domino/reports.nsf/html/20021202ce.html>

Paragraphs 83 to 90 are headed, "Activities undertaken that do not support safety and efficiency" and the one example cited is staffed lightstations. It is this section that several news reports have focussed on. 50 stations in Newfoundland and BC are staffed "largely for heritage reasons"; (there is one in the Maritimes staffed for sovereignty purposes). The Auditor General feels that this is not a good reason for the expenditure involved. (Ed's note: Mariners and aviators on Canada's west coast have strongly argued that lightkeepers are there for **safety** reasons, on a coast noted for its unstable weather and long stretches of uninhabited coastline. Lightstations are often the only points of civilization along the coast.)

It seems evident that staffed lights are maintained in much better condition than unstaffed ones.

A regular coat of paint and replacement of shingles generally keeps the weather out. Furthermore, it is not just the towers that have heritage value but the whole station including keepers' houses and other buildings. Unstaffed stations have seen much damage to these other buildings.

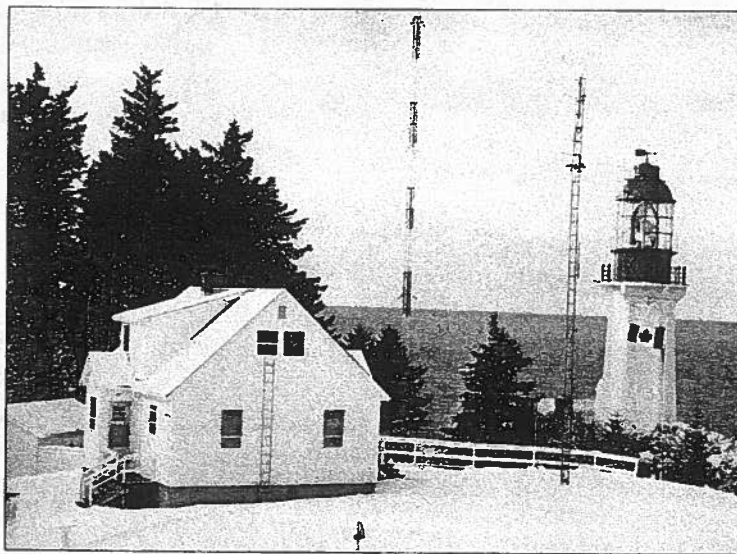
Even on Sambro Island where the tower has been repaired and has Federal Heritage status, the keepers' houses are in a deplorable state. Nevertheless, it is hard to argue with the general thrust of the report that staffing lights for heritage reasons is an expensive proposition that is not part of the duties of DFO. These

buildings and the surrounding coastal lands ARE part of Canada's national heritage and should be preserved.

But other agencies, particularly Heritage Canada, should be taking a role in this endeavour. The Auditor General commends the approach being taken towards divestiture in the Maritime Region where great effort is being made to involve other levels of government and local community groups.

The recommendation at the end of this section of the report may be rather

bland (definitely of the 'motherhood' variety) but it is sensible and one that has the full support of NSLPS: "Fisheries and Oceans Canada should develop and implement an overall strategy for the future of its light stations considering maritime safety and heritage objectives."



In British Columbia, 27 lightstations are carefully maintained by resident keepers, such as this station at Langara Point, Haida Gwaii. *Chris Mills*

Season's Greetings to all NSLPS members! Thanks to all of you who have made The Lightkeeper a success in 2002. Look for improved print, photo and layout quality in 2003!

APRIL AGM

Lighthouses at Chebucto Head have been part of "The Sea Road to Halifax" since 1872. At the NSLPS annual general meeting, learn about Chebucto Head's four lights - and how war led to the relocation of the lighthouse site. Former lightkeeping family members will also be on hand to talk about life at Chebucto Head. Further details in the March, 2003 *Lightkeeper*.

COVER PHOTO: Dr. John and Mrs. Gloria Marshall on Sambro Island, June 2002. *Fiona Marshall*

BACK COVER: Locke and Beverley Smith (children of Sid and Betty June Smith of Cape Sable Lighthouse), with their cousin Karen Smith (centre), at Cape Sable, circa 1973. *Roxanne Smith*

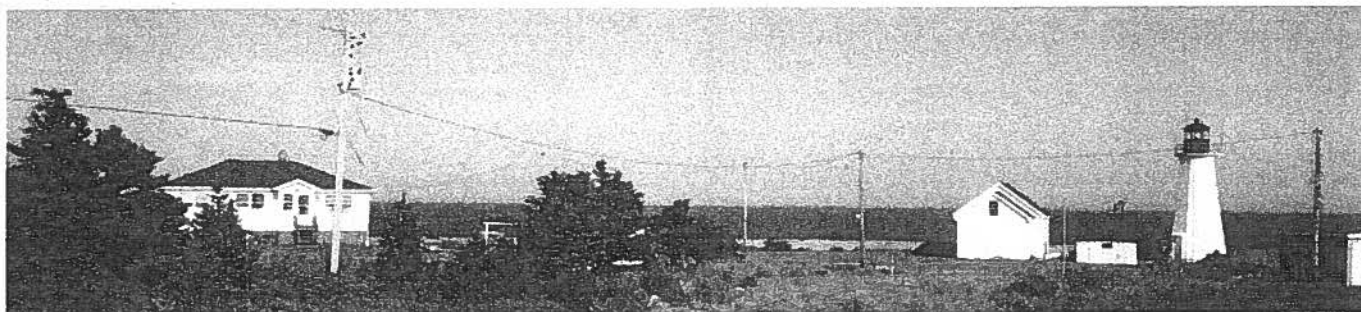
DONATIONS

The Nova Scotia Lighthouse Preservation Society has charitable tax status. That means you'll get a receipt for your donation to the NSLPS. We'll gladly accept donations in memory as well.

DOOMSDAY LIST

This is a partial list of Canadian lighthouses and lightstation buildings in danger of being lost:

Cape Roseway, NS Dwellings and old fog alarm building
 Country Island, NS Keepers houses
 Cross Island, NS Keepers houses
 Fish Fluke Point, NB Combined light and dwelling
 Flowers Island, NF Combined light and dwelling
 Georges Island, NS Keeper's house
 Guyon Island, NS Keepers houses
 Ingonish Island, NS Keeper's house
 Isaac's Harbour, NS Combined dwelling/lighthouse
 Keppel Island, NF Lighthouse, keepers houses, fog alarm building, boat house
 Liscomb Island, NS Keepers' house
 Margaree Island, NS Lighthouse and dwelling
 Moshers Island, NS Keepers' houses and small fog alarm building
 Peases Island, NS Keepers duplex
 Queensport(Rook Island),NS Combined dwelling/lighthouse
 Sambro Island, NS Dwellings and Gas House
 Seal Island, NS Radio operator's house, barn
 Southwest Point, Anticosti Island, QC
 Saint Paul's Island,NS South west light keepers house, wireless operators house



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NSLPS MEMBERSHIP FORM : January 1 - December 31, 2003

NAME _____ TELEPHONE _____
 ADDRESS _____ POSTAL CODE _____
 E-MAIL _____ New ☐ Renewal ☐ Membership Number: _____

Family/Group names for extra card(s): _____

Single - \$15.00 Institution/Group - \$30.00 (4 cards) Patron - \$100.00
 Family - \$20.00 Sustaining - \$50.00 Foreign - \$15.00 U.S. funds, or equivalent.

Amount enclosed \$ _____ Please make cheques payable to Nova Scotia Lighthouse Preservation Society

Mail to: Nova Scotia Lighthouse Preservation Society, c/o Maritime Museum of the Atlantic, 1675 Lower Water Street, Halifax, B3J 1S3

