

The Nova Scotia Lighthouse Preservation Society

Vol. 18, No. 1, March 2011 www.nslps.com

The Lightkeeper™

ANNUAL GENERAL MEETING

UNEXPECTED SUNDAY VISITORS AT CAPE SABLE

NEWS AND VIEWS

GANNET ROCK CONDEMNED

ART SHOW - FOR THE LOVE OF OUR LIGHTS

FAREWELL



The objectives of the Nova Scotia Lighthouse Preservation Society are: to promote and to support the preservation and awareness of Nova Scotia light-

houses; to assist community groups in leasing or taking ownership of lighthouse sites; to provide access to written research and photographic documentation, to initiate oral history research and to classify and monitor the status of historic lighthouse sites.

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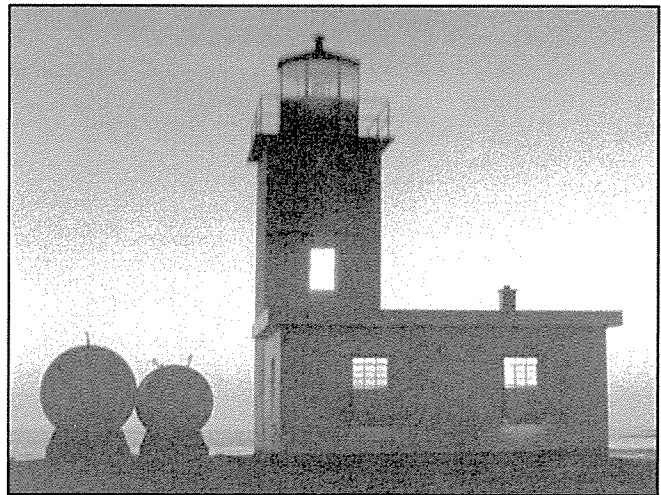
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NOVA SCOTIA'S CANDLEBOX ISLAND LIGHT GLOWS AT DUSK ON A SOFT JUNE EVENING IN 1969. KELLY ANNE LOUGHERY/CANADIAN COAST GUARD ARCHIVES SAINT JOHN

NSLPS EXECUTIVE 2010/2011

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Cover Photo: From "Lighthouse on a Road" by Steven Rhude. Kind courtesy Steven Rhude

Back Cover: Cape Sable diaphone and lighthouse.

Painting by Gerald Smith. Kind Courtesy Gerald Smith

FROM THE EDITOR

Welcome to a new and challenging year in the lighthouse preservation “business”. As government budgets dwindle and mandates change, our lights, and the people who care for them, face the biggest challenge in the history of traditional aids to navigation.

Uncertainty over the implementation of the Heritage Lighthouse Act, and the DFO/Coast Guard position that it is not in the business of heritage, have given rise to enormous challenges for groups trying to save and maintain lighthouses.

The situation on Gannet Rock (see page 11) highlights the difficulties which arise when isolated, exposed and aging infrastructure is neglected and deteriorates to the point where it requires a major overhaul. If public concern and action are not brought to bear on government, we will lose many traditional lighthouses in the next decade.

Although we can not save every lighthouse, we must make it clear that we are not willing to lose sight of our lighthouse legacy – a legacy which represents more than two and a half centuries of service to mariners, safety at sea, and the very foundation of Canada’s maritime economy.

Please continue to make your concerns known to your federal MP, your provincial representatives, and keep us in the loop as well. We are all in this fight together.

ANNUAL GENERAL MEETING

Wednesday, April 27, 2011

Join us for the Nova Scotia Lighthouse Preservation Society’s 16th AGM. The meeting begins at 7 PM in the Small Craft Gallery at the Maritime Museum of the Atlantic, 1675 Lower Water Street, Halifax.

We will feature reports on the year’s activities, election of officers for 2011-12, and present the annual Craig Harding Award.

This year we’re very pleased to present artist Steven Rhude as our featured speaker. Steven is an independent artist living in Lunenburg.

He is the author of *A Place Called Away: Living and Painting in Nova Scotia* (available through Glen Margaret Publishing, Tantallon, N.S.)

Here’s what Steven has to say about his interest in lighthouses:

Lighthouse/Darkhouse: The New “Outsider”

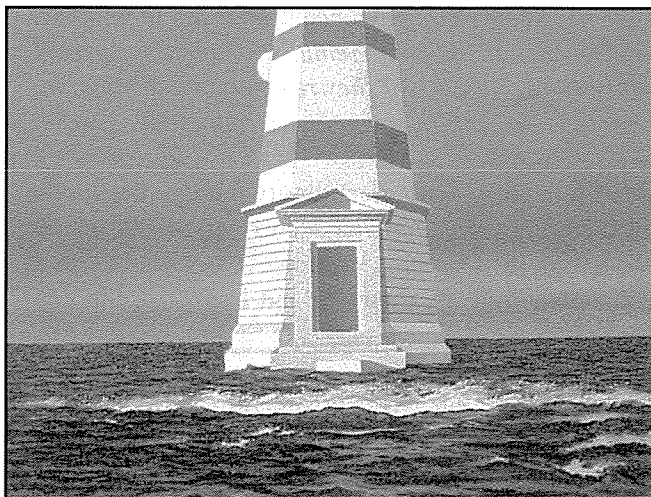
For generations the lighthouse has been inextricably linked with the identity of seafaring communities throughout Canada. Especially in the Maritimes, they marked an ongoing contribution that characterized the values of nationhood up until the transitional years of modernist Canada. They were emblematic of place identity. They were beacons of the concept that nationality is linked with being rooted in one place; that is the idea of having a community, region, a home or country.

Modernism and the nationhood debate altered the nature of collective identity for Canadians. The convulsive life of modernism was predicated on the concept that we were indeed placeless - a state of mind like a country without borders. It paved the information highway but left many casualties, including the iconic lighthouse, eventually forcing its usefulness to the sidelines with new technology and global positioning systems.

The so-called postmodern world we now live in has changed our lives considerably. The terms by which authority, knowledge, navigation, community, identity and time are conceived, have been altered forever. And so has the ethos of the lighthouse we know today. There are not many architectural objects which still evoke such complex human emotions as the lighthouse through cultural memory.

This illustrated lecture will focus on the paintings of artist Steven Rhude. Drawing on his twenty years of experience as an artist living in coastal Nova Scotia, Mr. Rhude will discuss place identity, and why the lighthouse is the new “outsider” since being declared surplus.

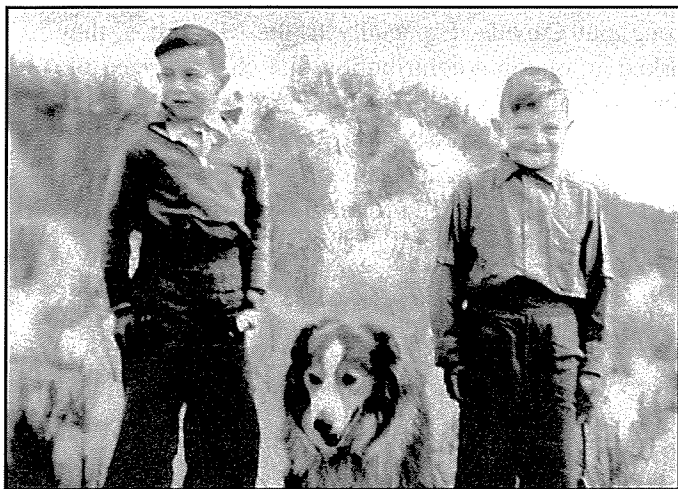
We look forward to seeing you at the AGM!



DECLARED SURPLUS. PAINTING BY STEVEN RHUDE. *KIND COURESY STEVEN RHUDE*

UNEXPECTED SUNDAY VISITORS

Carl Anderson



GERALD AND SID SMITH WITH THEIR DOG ROVER AT CAPE SABLE, CIRCA 1942. COURTESY SID SMITH

On the morning of Saturday, July 25, 1942 the schooner Lucille M, of Lockeport, Nova Scotia encountered the German submarine U-89 approximately 80 nautical miles due south of Cape Sable. Without warning, U-89 began to shell the fishing vessel. As the captain and ten crew escaped into the ship's two dories, a shell from U-89 struck the Lucille M at the waterline, and she sank. The ship's 11 survivors, several of whom suffered shrapnel wounds, rowed their dories northward for the next 30 hours and landed the next afternoon at the Cape Sable lightstation.

In 1942 the head lightkeeper at Cape Sable was Benjamin F. Smith. His sons Gerald, age 13, and Sidney, 11, had grown up on "The Cape," and the sights and sounds of the war had become familiar to them. On Sunday July 26th they witnessed the arrival at Cape Sable of the Lucille M survivors, and heard them tell their story. In 2005 Gerald and Sid Smith reminisced about the events of 26 July 1942. Here's how they remembered the day the Cape Sable Light Station had unexpected Sunday visitors.

Gerald: I remember with great clarity the day the survivors of the crew {of the *Lucille M*} arrived on our island of Cape Sable. It was such a striking event. I was 13, and it became etched in my memory, and I suppose Sid can recall it as well.

Sid: Yes, I was 11, and of course hearing all the depth charges and so on all through the war up to that point, and the planes that were coming and going all the time over Cape Sable, and being a young fellow, this was a real event— it was a "hands on" thing, instead of just hearing about it.

Gerald: The planes were a vivid and vital event. To digress, I remember one time we were standing on the high cobblestone beach and I think it was 12 flying boats, **PBYs**, that came right in so low over us that Sid's overall strap was blown by the wind of one of the planes. That was astounding!

Sid: I could even see the prints on the tires. They were those Diamond Goodyear airplane tires.

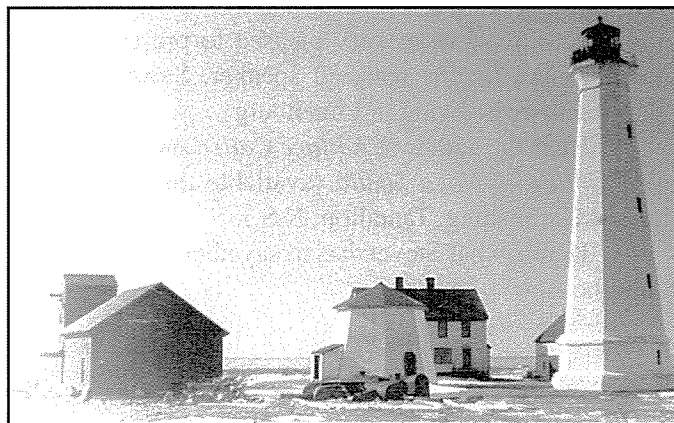
Gerald: Sid said about having heard depth charges at sea. It would be day and night you could hear these, and I suppose sometimes they were merely practicing, but other times it was for real. On that Sunday the assistant lightkeeper, who was George Smith from The Hawk, and his wife had left the island to go to church and to visit his parents at the Hawk Point. So because it was so quiet, and our own fog alarm was not running, I entered the old part of the fog alarm building, which was essentially empty except for some loose boards thrown over top of the rafters.

I started to hear something. I was absolutely stunned because the building started to vibrate, and the boards above started to dance around on the cross beams. It was a sort of "rattle, rattle, rattle," then it simply faded away. And as a 13n year old boy I was absolutely stunned. Then a couple of minutes later the same thing again: the vibration and the crescendo of rattling, increasing, reaching a maximum, then fading, and then stopping.

So I ran to the house to get my father to come out and listen and to see if he could explain what I was hearing. I was a bit afraid. My father came out and nothing was happening.

He said "Well, you're just making..." I said, "Wait." And then it happened again. It built up to a crescendo "rattle, rattle, rattle." So my father, who was a smart guy, he said "Come on, let's go outside."

We ran around to the top of the cobblestone beach looking right out over the ocean. He said "Listen." And then after a few seconds we could hear this barely audible deep roll— "rumble, rumble, rumble."



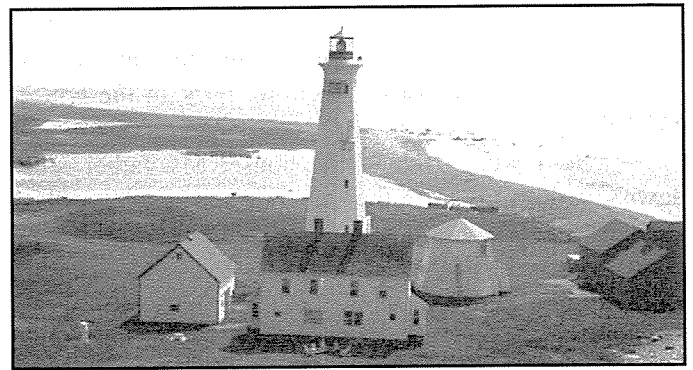
CAPE SABLE IN THE 1950s. SID AND BETTY JUNE SMITH

He said "That's a depth charge. That vibration has traveled through the water faster than the sound has traveled through the air." We heard a couple more while we were standing on the beach.

Sid: During the war Gerald was the perfect guy to be in a place like that because he saw every plane that went by, he saw every ship that went by, he always spotted everything before anyone else because he was always on the lookout for this sort of thing. I guess everybody was affected by the war, especially along the coast. But to be a youngster living in a place like that where all the planes set their courses to and from there...and all the ships had to round Cape Sable on their way to Europe, or Halifax, the United States, St. Lawrence – we saw them all if the fog wasn't too thick. You were in the ideal spot for observing things.

Gerald: Then, that afternoon, at a great distance, we spotted two little dots heading towards us.

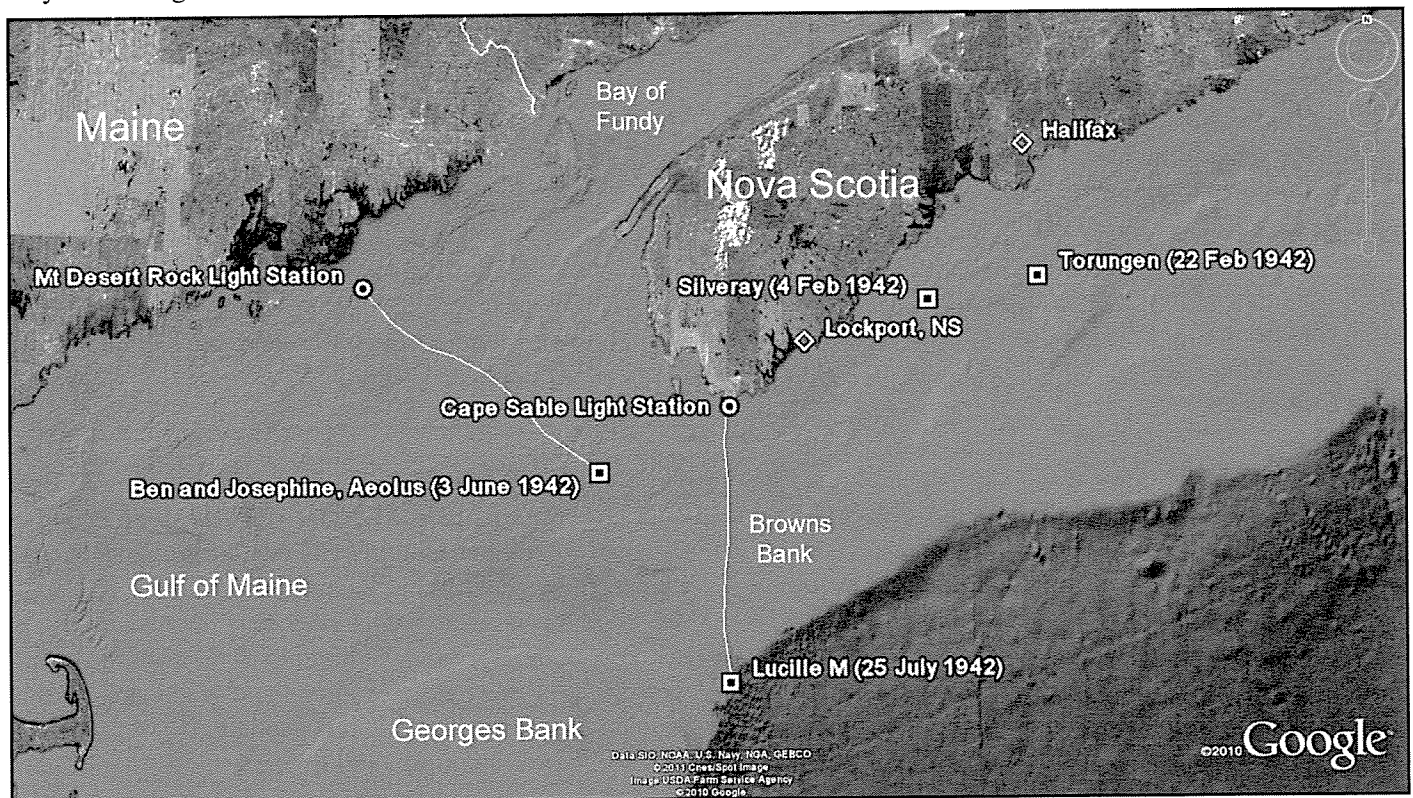
Sid: Gerald spotted these two dots on the horizon and, well, "What are they? What's this?" After awhile, "Hey, they're getting a little closer," and it took quite some time because they would have been four or five miles away when we first spotted them, I suppose. When they got closer you could see the sun flashing on the wet oars, and, "Hey, they're rowing, whatever they are. And apparently they're coming here!"



CAPE SABLE IN 1975. KELLY ANNE LOUGHERY/CANADIAN COAST GUARD

Gerald: We were speculating as to where they would come. I was always enthusiastic– "Hey! They're coming here!" My father said "Just wait awhile, we'll see where they're going." That was his attitude. But they did come. They came finally – they were just beyond the breakers as they approached the shore on an absolutely wonderful, clear and sunny afternoon with no wind. It became obvious that they were going to land. It was just before the waves make up to break, and so they did come right in, and because they were fishermen and they knew the way to use the waves, they rowed right in to the shore.

My father reached up and took his .32 calibre pistol out of the holster and put it in his back pocket and started down the field towards the cobblestone beach to



THE ROUTE ROWED BY THE CREW OF THE *LUCILLE M*, AND THE ROUTE ROWED TO MOUNT DESERT ROCK LIGHTHOUSE IN MAINE BY THE SURVIVORS OF TWO AMERICAN FISHING VESSEL SUNK BY A U-BOAT IN JUNE 1942. COURTESY CARL ANDERSON/COPYRIGHT GOOGLE MAPS

meet these guys. I, being enthusiastic, and not too smart... decided to follow him. He turned around and saw me and pointed towards the house. "You get back in the house, NOW!"

So I went back in the house. My father went down, walked up over the cobblestone beach, walked down towards them and he said "Who are you and what's your purpose?"

They said they were Captain Richardson of the *Lucille M*. My father said "Well, I'm Benjamin Smith, keeper of Cape Sable Light. Come ashore, and is there anything we can do for you?"

"Well, yes. We've been rowing since yesterday morning, dawn." That was what he said.

Sid: I remember Gerald and I, we weren't allowed to go down over the beach, so, what's the next best thing? Up in the front hall with the window up and the binoculars resting on the window sill. In other words, a ring- side seat, and so, yeah, we saw them land, we saw them come in over the beach.

Gerald: The cook William Williams was among the people who had to row and he was very much overweight and I remember seeing him coming over the beach. He was exhausted, having rowed intermittently in his turn from the previous morning at the crack of dawn until 2:30 approximately on Sunday afternoon. And he was exhausted. They had to help him walk, he was so far gone.

Sid: There was an old grey-haired gentleman. I think he was the engineer if I remember right- aboard the *Lucille M*. He was a thin grey haired old man.

Gerald: He had lots of grey hair flying! I remember that.

Sid: I remember Mum getting them all whatever we had and what she was able to muster up quick- a meal, and also I remember, and I think Gerald does too, they sat down at the table.

Gerald: They sat down with their caps on and the captain said "Take your hats off, boys." And they did. So he said "We're gonna pray."

The captain said "Dear God, thank you for getting us here safely." That was it. And then they started to eat. That was amazing.

Sid: He didn't elaborate on the fact that they'd been sunk, that some of them had been injured and all that, but he was thanking God that, hey, we're all together, and on land.

Gerald: They'd made it. Later, Captain Richardson said that at one point he had thought "We must be getting near enough to hear Cape Sable fog horn." So he had the men stop rowing and listen. They heard nothing. Then later, he said "Listen. Stop and listen."

Somebody said "I hear it. I heard something." He said "It's in that direction."

The captain said "Listen. Everybody listen." They could just hear it. The timing was a three second blast every 20 seconds.

"That has to be Cape Sable fog horn. We're heading right at it, we're heading in the right direction. OK, let's go boys." They started rowing again. They rowed through till dawn then they rowed through the morning with fog around them.

Sid: At that time Cape Sable had a telephone, a submarine cable out to the island that was established there in 1905 when the Marconi wireless station was built on the island, and when it was extended to the lightstation, we were privileged to have a telephone at that time. So Dad got in touch with his brother-in-law, Jamie Brown and he came down, got the crew, and towed the dories to Clark's Harbour.

When Captain Richardson said to my dad about hearing the fog alarm, I don't remember whether Dad asked him how far away would that have been, but I calculated how far that had to be. I would say it was 42 miles offshore! Of course [that was with] ideal conditions - no wind, and fog.

Gerald: The sound would be kept close to the surface by the fog.

Sid: That's the furthest I've ever heard anyone mention [hearing the fog horn]. I know a lot of fishermen [would] tell you they heard that thing one night on Browns Bank, all night long, which would be 25, 30 miles I suppose. But 42 miles is quite a distance!

The Canada Gazette for 8 January 1944 announced that Captain Percy Richardson had been made a Member of the Order of the British Empire. His citation read, "For outstanding service when his fishing schooner, the *Lucille M*, was sunk by an enemy submarine. This seaman collected his crew in the dories, gave first aid to the wounded, and then gave an example of courage and leadership which enabled them to proceed 97 miles to land."

Prior to her own sinking, the fishing vessel *Lucille M* was involved in the aftermath of two other wartime sinkings off southwest Nova Scotia. In February 1942 she rescued six survivors of the merchant vessel *Silveray*, sunk by U-751, and on March 2, 1942, outside Lockeport,

she found a water-filled lifeboat containing the body of the First Engineer of the merchant vessel *Torungen*, sunk by U-96 on February 22nd.

On November 5, 1942, U-89 was attacked in the North Atlantic by a Liberator aircraft. The submarine was struck by two bombs and severely damaged, returned to its base at Brest, France. Six months later, on May 12, 1943, U-89 was sunk in the North Atlantic by aircraft and surface ships of the Royal Navy. There were no survivors. Benjamin F. Smith was the lightkeeper at Cape Sable for 32 years between 1931 and 1970 (1929-1945 and 1952-1970).

Sidney Smith succeeded his father for the years 1970 through 1979. Gerald S. Smith became an artist, and a teacher of art. He and Sid have never lost their love of "The Cape."

In June 1942, a month before the U-boat attack on the *Lucille M*, two American fishing vessels were sunk by a German submarine in the Gulf of Maine. There were no casualties among the 14 fishermen aboard the two American vessels, who rowed their lifeboats 90 nautical miles toward the Maine coast, where they landed 36 hours later at Mount Desert Rock Light Station. The attacks on the American vessels and the *Lucille M* are discussed in Charles Dana Gibson's paper *Victim or Participant? Allied Fishing Fleets and U-boat Attacks in World Wars I and II*.

NEWS AND VIEWS

Bell Rock 200

It's a big year for the world's oldest surviving wave-washed lighthouse. The Bell Rock light is 200 years old. The graceful stone tower sits on a dangerous ledge also known as Inchcape, about 19 kilometres east of Arbroath, on the east coast of Scotland.

Built by Robert Stevenson of the famous lighthouse designing and building Stevenson family, workers began construction in 1807. In 1811 a light shone from the tower, which is constructed from approximately 2,500 blocks of Aberdeen granite. By 1988 the Northern Lighthouse Board had de-staffed the light, but it continues to shine to this day. The original reflector system used in the tower was later shipped to Cape Bonavista in Newfoundland, where it remains as part of the museum in the original Bonavista tower.

The town of Arbroath will celebrate Bell Rock's bicentennial year with a series of events. See <http://200.bellrock.org.uk/> for more information.

British Columbia North Coast Workhorse Retired

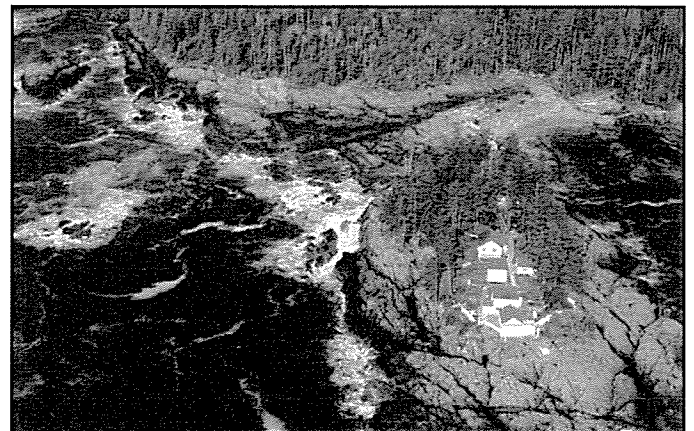


THE SIKORSKY S-61N AT IVORY ISLAND, BRITISH COLUMBIA IN 1995. CHRIS MILLS

It's the end of a west coast tradition. In December 2010, the Sikorsky S-61N helicopter that served lightkeepers and mariners for close to four decades, made its final trip to the lightstations of the north coast. Beginning 1972, the large red and white bird made countless trips from Prince Rupert to the lightstations of the north coast, supplying keepers and their families, and delivering equipment and technicians. The monthly "tender", with groceries and mail has always been an anticipated and welcome event on the lights.

The Sikorsky carried good news and bad, helped stock larders, took keepers ashore to vote, and lugged all manner of supplies, including thousands of loads of plywood, nails, pets, fog detectors, pianos, goat feed and dog food. It also slung generators, fog horns, bags of cement, oil tanks and even light towers.

Until 2009, it also delivered Santa Claus to every north coast lightstation with children. Santa's visit was cancelled this year, and so ended a tradition of Christmas of cheer for lightstation kids on the north coast.



SIKORSKY S-61N (UPPER LEFT) LEAVING IVORY ISLAND IN MARCH 1996. CHRIS MILLS

Cape Forchu Improvements

Denise Nickerson, Operations Manager, Cape Forchu

I would like to say a big THANK YOU to all those who participated and helped make our Dumping Day 2010 such a huge success. It was our largest crowd ever! Even though it may have caused the first Cape Forchu traffic jam, it was a most memorable event.

About three weeks prior to Dumping Day (the first day of lobster season in south west Nova Scotia, which falls on the last Monday of November), I had decided to send an invitation to Starr Dobson of CTV'S Live at Five.

The following week, I received a phone call from another of their producers and said that Starr had loved it so much "down here" after their visit this summer, that she wanted to include our dumping day events in the "In your backyard" program."

They truly captured the emotions felt by many during dumping day – what a wonderful job they did!

Well, after a few earth shaking blasts, dodging excavators, climbing and going into dirt piles and wearing the tires off of our courtesy cart, the renovations at the site are just about complete! In the beginning, I was worried that the renovations would deter visitors to the site. But, just the opposite! Many came to see what was happening to their iconic Yarmouth Light.

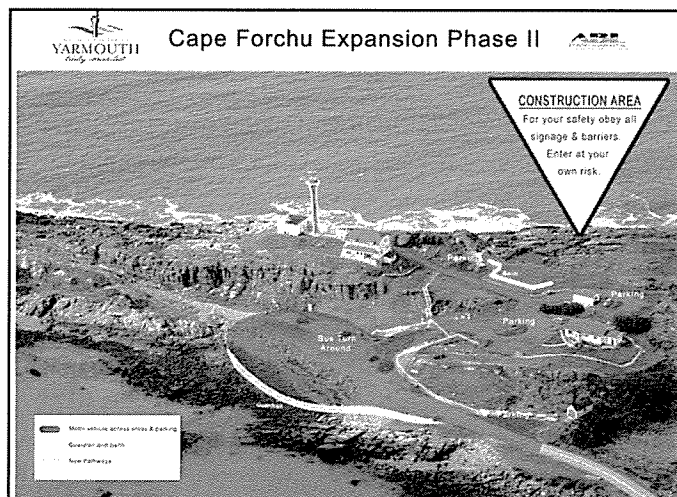
(Ed's note - the turning circle and parking lot below the lighthouse, which was subject to erosion, has been paved as part of the upgrade, and the driveway to the tea room and lighthouse has been paved and marked.)

The Friends of the Yarmouth Light board members now have license plates with the lighthouse on it to sell. The cost is \$25.00 Proceeds will help maintain the lighthouse. They can be purchased at the Municipality of Yarmouth offices located at 932 Hwy 1, Hebron or contact one of the Friends of the Light board members.

Because of the overwhelming response to our draw for a "private sunset dinner for 10" at the light this past year, we will be selling tickets again in the New Year.

We will also be actively planning the preparation of our community garden for this summer. This garden will be planted and cared for by local residents. Please contact me either via email at yarlighthouse@eastlink.ca or phone 742-7159 if you would like to volunteer.

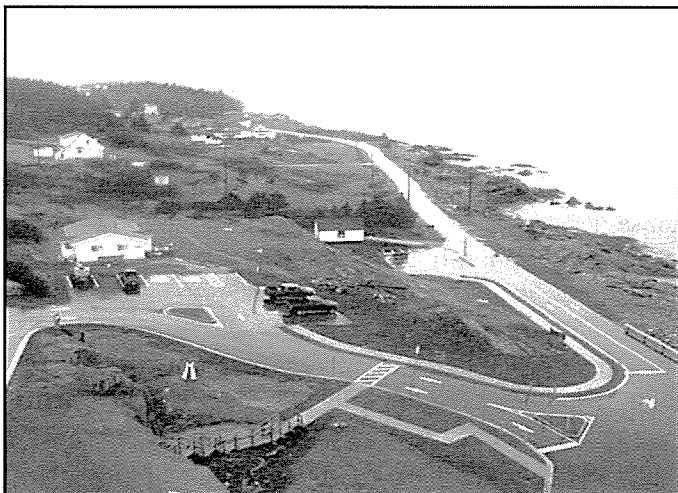
A new facebook page has been created for the Cape Forchu Lighthouse. You can find it by searching Cape Forchu Lighthouse and click "like".



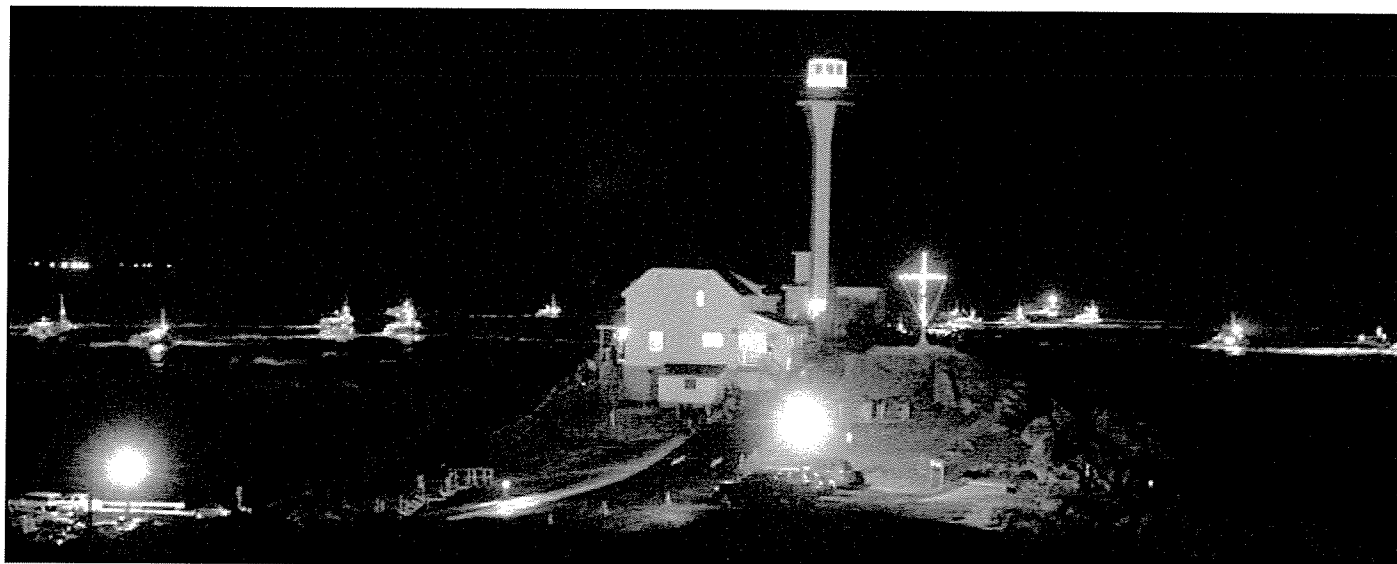
PROPOSED IMPROVEMENTS AT CAPE FORCHU. COURTESY DENISE NICKERSON/FRIENDS OF THE YARMOUTH LIGHT SOCIETY



BUS TURNAROUND COMPLETE. COURTESY DENISE NICKERSON/FRIENDS OF THE YARMOUTH LIGHT SOCIETY



NEW ROADWAYS AT CAPE FORCHU. COURTESY DENISE NICKERSON/FRIENDS OF THE YARMOUTH LIGHT SOCIETY



DUMPING DAY, NOVEMBER, 2010. COURTESY DENISE NICKERSON/FRIENDS OF THE YARMOUTH LIGHT SOCIETY

Hampton Turns 100

The beautiful Hampton lighthouse on Nova Scotia's Fundy shore is a century old this year. NSLPS board member Andrew Powter says the Hampton Lighthouse and Historical Society plans to "re-roof the gallery this spring and do some repairs to the deck and supporting structure. That should deal with the major items for the long term." The society will be planning events to celebrate their light's milestone. We'll have more information in the June issue of *The Lightkeeper*.

Ireland's Coast Falls Silent

The Commissioners of Irish Lights (CIL) have silenced the last nine operating fog signals in Ireland. Horns at Fastnet, Old Head of Kinsale, Roches Point, Ballycotton, Hook Head, Tuskar Rock, Kish Bank Dundalk and St. John's Point were silenced in mid-January. Several other horns operated by local harbour authorities were also turned off.

Captain Kieren O'Higgins of the CIL says rapid advances in marine technology spurred the decision, and he noted that fog signals are "not an aid to navigation."

Irish mariners who rely on electronic aids are not entirely sold on the move. Captain Michael Coleman says many small boat users do not have a full array of electronic navigation devices and they could require a fog horn for safe navigation in thick fog.

Ebbie Sheehan of the Irish Fishermen's Organization says although most fishing vessels don't need fog horns, "the horn does have its uses, and small boat owners might miss it."

In Canada, only Nova Scotia, New Brunswick and Newfoundland retain large numbers of fog signals at

lighthouses. There are a handful of horns at stations in Quebec and Ontario which can be triggered by mariners using VHF radios. About half a dozen fog horns remain in service in British Columbia.

Isle Madame Lights in Good Hands

Margaret Herdman



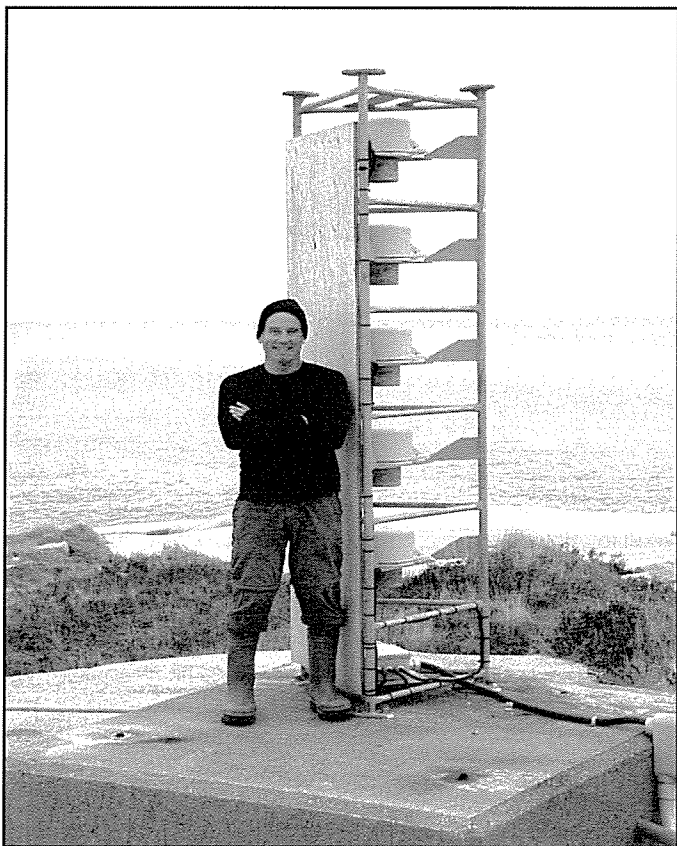
STANLEY FORGERON WAS THE LAST KEEPER OF THE GRANDIQUE LIGHT. HE SERVED FROM DECEMBER 1960 UNTIL OCTOBER 1961. AT THAT TIME THE LIGHT WAS DE-STAFFED AND CONVERTED TO ELECTRICITY. STANLEY WAS KEPT ON AS THE CARETAKER FOR THE LIGHTHOUSE UNTIL OCTOBER 1968. HE WAS A WAR VETERAN, HAVING SERVED HIS COUNTRY DURING WORLD WAR II. STANLEY WAS 90 YEARS OF AGE WHEN THIS PICTURE WAS TAKEN ON JULY 17, 2010. IN THE 1920s, STANLEY'S GRANDFATHER CHARLES SHANNON, SERVED AS THE LIGHTKEEPER AT GRANDIQUE. STANLEY'S UNCLE, MELVIN SHANNON, SERVED AS THE LIGHTKEEPER FROM 1939-1960. IN KEEPING UP THE FAMILY TRADITION, STANLEY ENJOYED HIS TERM SERVING AT THE GRANDIQUE LIGHT. THIS LIGHT HAS RECENTLY BEEN REFURBISHED AND SOLARIZED. CLAUDINE SAMPSON

The Isle Madame Lighthouse Preservation Committee was formed to help preserve the heritage of the lighthouse community on Isle Madame. At present only four lighthouses are still with us. During the early 1900s, there were 13 lighthouses on Isle Madame.

The goal of the Isle Madame Lighthouse Preservation Committee is to save the stories, the pictures and the buildings. Our committee, consisting of interested local citizens, includes the lightkeeper who was the last to serve on Isle Madame. Gary Landry served at the Green Island lighthouse from February 1983 until August 1986, following in the steps of his father, Conrad Landry (1952–1982) and his grandfather, Amedee Boudreau (1932–1952).

Our first annual Lighthouse Day was hosted in August 2010. There was something for everyone: artifacts, lightkeepers, pictures, stories, music and food, including a delicious seafood chowder. Many local residents, as well as some tourists, were in attendance to enjoy the festivities.

As a means of raising awareness in the community, and for the purpose of fundraising, a 2011 lighthouse calendar was designed. An effort was made to find pictures of lightkeepers and/or their families for a collage that was included in the calendar. All thirteen lighthouses are represented in the calendar.



SAMBRO ISLAND'S SILENT AB 560 FOG HORN. STEVE FARMER

Sambro Horn Remains Silent

Since being “temporarily discontinued” last fall, the ill-fated Sambro fog horn has remained ominously silent. A problem with the current fog detector and complaints from one local resident (not a mariner) have led the Coast Guard to turn the horn off. At a recent meeting with Coast Guard officials and members of the fishing community in Sambro, NSLPS president Barry MacDonald learned that the issue is still being studied. In the meantime, the horn is silent because of the constant complaints of one resident.

Prince Edward Island's Historic West Point Lighthouse in Peril

Carol Livingstone



NOTHING REMAINS OF THE SAND DUNE WHICH USED TO PROTECT THE WEST POINT LIGHTHOUSE. CAROL LIVINGSTONE

On December 21, 2010, a severe storm surge swept away the narrow sand dune in front of Prince Edward Island's highest lighthouse, allowing water to come right to the base of the wooden tower and inn. Surprisingly, the lighthouse suffered no structural damage other than flooding in a ground floor office and the tower basement which damaged the furnace and water heater, as well as other items stored there.

Even though many parts of the Island suffered power outages, the light continued to shine as it has since May 21, 1875. A steady stream of people braved the driving rain, high winds and flooded roadway to witness the damage to the beach and check on the condition of the lighthouse during the intense three day storm.

With the protective dune gone, all that now separates the lighthouse from the Northumberland Strait is the damaged boardwalk which was completed only weeks earlier. Bruce Smallman, chairman of the West Point Development Corporation, owners of the lighthouse, says

that the board has selected the proposal from Dr. Michael Davies who had previously studied shoreline erosion in the West Point area.

He recommended strategically placing large armour stone in front of the lighthouse in a semi-circular pattern, curving inward toward the lighthouse. There will be fingers of rock facing seaward to break the waves or ice and to collect sand. Sand will be piled up behind the rocks to the approximate height of the former dunes. Later, marram grass and other vegetation will be planted there. Other options such as moving the lighthouse will be considered if necessary. It is hoped that work will begin as soon as possible. The cost of the project is not known at this time although estimates are in the \$100,000 range. During the past year, more than \$1.8 million has been spent by provincial and federal governments as well as by the West Point Development Corporation to upgrade the lighthouse inn and museum, Cedar Dunes Provincial Park, relocate the craft shop and restaurant, and create a boardwalk linking the infrastructure.

The renovations began in the fall of 2009 when the wing housing the guest rooms and restaurant was gutted and an extension was added. The attached dwelling was also remodelled. There are now 14 guest rooms, with 12 having private seaside decks. The museum, which houses one of the most extensive collections of lighthouse artefacts in Canada, has been completely updated and has a new bilingual interactive display featuring all of the Island's 63 lighthouses. The Tower Room, the only guest room in the lighthouse tower, was refurbished after the busy tourist season ended in early October. The inn has a four star Canada Select rating.

As part of an overall tourism plan for the West Point area, the West Point Harbourside Centre was enlarged to include The Point Restaurant, an 80-seat two-storey restaurant with delicious food, a fantastic view of the harbour and dining on the deck. The hall in the complex was also enlarged to accommodate 180 people for activities such as weddings and receptions. The washrooms, showers and coin laundry are popular with boaters using the marina.

The craft shop was moved from its location beside the lighthouse and is now across from the Harbourside Centre. The Point Craft Shop offers a wide selection of crafts, giftware, paintings, etc. Those who prefer relaxing to shopping, can spend time on the verandas overlook the fishing harbour. The boardwalk and a walking trail through Cedar Dunes Provincial Park have been very popular.

Although there was extensive flooding in the park, very little damage occurred to the camping area or the shoreline and the dunes south of the lighthouse. With advance warning of the impending storm surge,

contractors worked overtime to complete the placement of armour rock at the end of the wharf. The high tides sent the water in the harbour lapping unto the pavement in front of the Harbourside Centre but no serious damage occurred.

At least two Island lighthouses sustained storm damage. The cribwork of logs and Island sandstone surrounding the Murray Harbour Front Range Light (also known as the Beach Point Light) was not able to protect the small wooden tower which was torn from its base and rolled approximately 275' inland across the low sandy ground. Coast Guard staff said the light will be replaced and the damaged range light will likely be sold.

The North Rustico Lighthouse, built in 1876-77, lost some of its metal siding but is otherwise unharmed. Damage has not been reported at any other lighthouses on Prince Edward Island.

For further information contact: www.westpoint-lighthouse.com or Carol Livingstone, President, Prince Edward Island Lighthouse Society: peilight@pei.sympatico.ca.

The Society is working to complete its web site in the near future. Watch for princeedwardislandlighthouseociety.com.

GANNET ROCK CONDEMNED

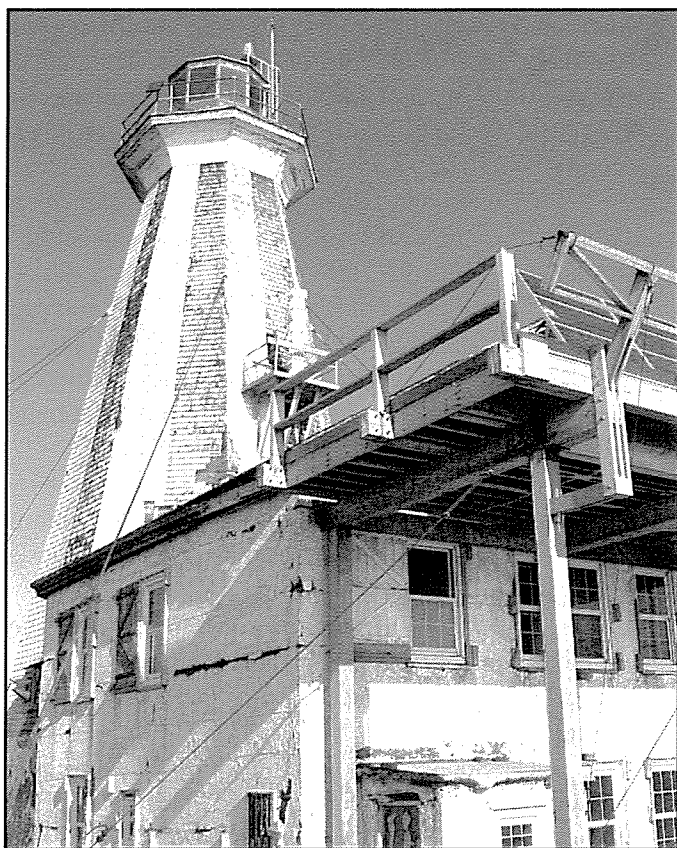
Kelly Anne Loughery

Gannet Rock, the third oldest wooden lighthouse in Canada and one of the country's only truly "wave-swept" lights will be left to die a slow death at the hands of an often cruel Mother Nature.

In late November of 2010 personnel from the Canadian Coast Guard visited Gannet to assess its rapidly deteriorating status and the resulting decision was that the isolated station is no longer safe for maintenance crews to visit which means that if there is an equipment failure the Coast Guard will not respond. Gannet Rock has stood guard for almost 180 years but the next time the lamp fails this lone sentinel will go dark forever.

"It's extremely sad, extremely discouraging" said one Coast Guard employee of the recent decision "but we have no choice". What people don't realize is that while the Canadian Coast Guard is responsible for the equipment they are no longer responsible for the site itself; that falls under the jurisdiction of Real Property Assets Management (RPAM), a branch of the government that has no connection to or interest in historic lighthouses.

The Coast Guard is currently looking at alternatives should a failure occur at Gannet Rock. "We would need at least 4 floating aids to replace Gannet" according to personnel working on the plan.



GANNET ROCK IN NOVEMBER 2010. DFO/CANADIAN COAST GUARD

Gannet Rock was first lit on Christmas Eve 1831 to warn mariners off the treacherous Murr Ledges approximately 8 miles south of Grand Manan in the Bay of Fundy. Over the years maintenance of the remote station has always been a challenge first by boat and later by helicopter.

One keeper, E. G. Miller, drowned in 1837 while returning with fresh drinking water for the station and if not for the heavy iron braces and chains anchoring the tower to the rock and a four foot thick granite seawall around the station it surely would have been swept away long ago.

But the seawall is crumbling as is the twelve foot high foundation that has supported the wooden tower since 1905. Gaping holes in the concrete decking reveal 6 to 8 foot deep caverns that once housed the station's fuel tanks; perhaps the greatest hazard to any unwary visitor.

Shingles are missing and in a number of places daylight can be seen streaming into the tower through exposed openings in its wooden sides. So much paint has worn off that it is hard to distinguish the vertical black and white daymark that has identified Gannet Rock since the beginning. Once pristine stairs inside the tower are now littered with peeled paint and the inside of the concrete foundation is covered in black mold. In 2002 the attached 1931 dwelling was completely gutted due to hazardous mold and crumbling concrete and it has continued to deteriorate since.

"I can't imagine Gannet not being there" said Chris Mills of the Nova Scotia Lighthouse Preservation Society and former keeper at the station (1991-93). "Although I understand Coast Guard has limited money to spend on aging and mostly obsolete infrastructure, it is scandalous the way our traditional nav aids have been neglected."

There is no doubt this news is a devastating blow to the preservation of lighthouses in New Brunswick and the built heritage of Canada in general as well as heart-breaking to those of us who have come to love the iconic black and white beacon that is Gannet Rock.

For a complete history of Gannet Rock visit:

<http://www.lighthousefriends.com/light.asp?ID=1384>

December 24, 2011 will mark the 180th anniversary of Gannet Rock's lighting. It is a sad commentary on the state of the station when compared with the Bell Rock light in Scotland, and the widespread publicity and care over its 200th birthday - Ed

British Columbia Keepers Show Service Still Crucial

Chris Mills

As the fight to retain keepers on British Columbia's 27 remaining staffed lighthouses continues, two recent incidents have underscored the important role lightkeepers continue to play in marine safety.

On February 25 Carmanah Point assistant keeper Justine Etzkorn helped three brothers whose small plane damaged its landing gear when it landed on a nearby beach. Carmanah Point is located on the west coast of Vancouver Island, along the West Coast Trail.

Etzkorn called the Canadian Forces rescue helicopter based in Comox, which picked up the men. She also helped rig a line and come-a-long system to pull the plane up the beach to avoid damage by ocean swells.

When the men returned to the area to attempt to fix their plane, they ended up at the lightstation again, after being reported missing. A Coast Guard helicopter few them out.

Further to the north and east, Entrance Island lightkeepers Glenn Borgens and Richard Mann were able to alert the Coast Guard to several waterspouts they observed from their lightstation near Nanaimo on February 17th.

These tornado-type events over water can be very dangerous to vessels and aircraft. The call from lightkeeper Borgens allowed warnings to be broadcast to air and sea traffic in the area.



PADDY'S HEAD. BY *LYNDIA BAIRD-WELLWOOD*

The senate committee charged with assessing the importance of British Columbia and Newfoundland lighthouses to mariners and other users has now reported their findings to Federal Fisheries Minister Gail Shea. The minister has 150 days to make a decision regarding their continued staffing.

ART SHOW - FOR THE LOVE OF OUR LIGHTHOUSES

Lyndia Baird-Wellwood

Lyndia receives her inspiration from moonlight on a still lake, crashing ocean waves, the smile of a child, and the simple pattern on a leaf. Over the years Lyndia has been inspired by her yearly trips to Queensport, Nova Scotia. As she passed the Queensport lighthouse she was overcome by the beauty of the deep blues of the ocean, the crisp white and red of the lighthouse, the ever-changing clouds and the rugged rocks. The feeling of mystery of Queensport lighthouse. Who lived there? What was life like for the keepers over the years of protection they gave us?

In March of 2010 Lyndia decided to act on this feeling and paint the Queensport lighthouse. Her watercolor painting was designed to give the viewer the feeling of sailing around Queensport lighthouse. After doing a series of paintings from different angles she was hooked. Lyndia fell in love with the beauty of lighthouses.

Lyndia contacted the Out of the Fog Preservation Society and learned about the plight of lighthouses in Nova Scotia. She was sad to hear about their doomed fate and wanted to help. Lyndia decided to use her talent and paint the 15 lighthouses from the NSLPS Doomsday List. This list consists of lighthouses in Nova Scotia that are in ill-repair and are in need of our attention before they are lost and only to be in the pages of history.

During the summer of 2010, Lyndia and her friends Maureen and Katrina drove around Nova Scotia taking photos of lighthouses. They met wonderful enthusiastic lovers of lighthouses who helped them get to islands and secluded coves. The adventure began with photography, but soon became more than that. People with their passionate stories became the focus. Lyndia says the best part for their trip was the warm and genuine caring from new friends they met along the way.

Lyndia will be painting the pictures throughout the winter and spring in preparation for her art show in July. The show will draw attention to the Nova Scotia Preservation Society to help raise funds (10% of sales will be donated to the society) to preserve and archive lighthouses in Nova Scotia. Lyndia plans to invite the society and any lighthouse keepers who lived at these lighthouses to attend the show and share their knowledge and personal stories. Lyndia intends to have the sounds of the sea being played as the viewers move about the gallery to view her paintings. Lyndia hopes that her art show will demonstrate the importance of preserving our beautiful Nova Scotian lighthouses.

"For the Love of Our Lighthouses" runs July 5 to July 31, 2011 at Marigold Cultural Centre, 605 Prince Street, Truro, Nova Scotia. The show's gala opening is July 7th, from 7Pm to 9PM. For more information, contact Lyndia Baird-Wellwood at 902-893-0375, or e-mail" lyndiabaird@eastlink.ca

FAREWELL

Clayton Penney

We are sad to report Clayton Penney's passing. Born in Clark's Harbour, Clayton fished, and later worked as a lightkeeper on Seal Island (1985-89). He was most recently a crewmember on *Coast Guard Cutter Clark's Harbour*. Clayton is survived by his wife Amber, and his children Stacey and Marina. Clayton Penney died on February 28. He was 56.

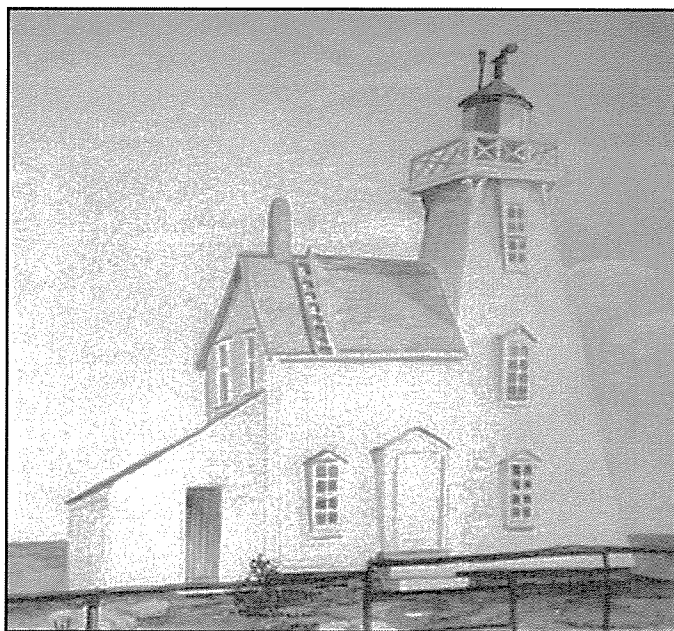
Grace Darling (Shatford) Cahill

Grace Cahill was proud of her lighthouse upbringing. One of 11 children, she grew up in the Hubbards lighthouse at Fox Point, where her father Oliver Shatford kept the light from 1912 to 1944. Grace (who shared her name with the famous British lighthouse heroine, Grace Darling) was happy to share her memories of life at the lighthouse for the *Lighthouse Life in HRM* oral history project in 2002.

Grace learned to swim at an early age, and she had several adventures, including a storm-tossed row home in a small boat one night. Grace later said she had a "good life. We had a wonderful mother and a very kind father."

Grace married and left Fox Point, but she often returned to the light. She remained fiercely proud of her lighthouse home, recalling that her father observed "She'll come down here. Give any of the rest of them a hundred dollars, they wouldn't stay overnight. Give Grace five cents and she'll stay a year!"

Grace Darling Cahill died February 18th. She was 97.



HUBBARDS LIGHT (ALSO KNOWN AS GREEN POINT) FROM A PAINTING OWNED BY GRACE CAHILL. CHRIS MILLS

Benjamin Henneberry

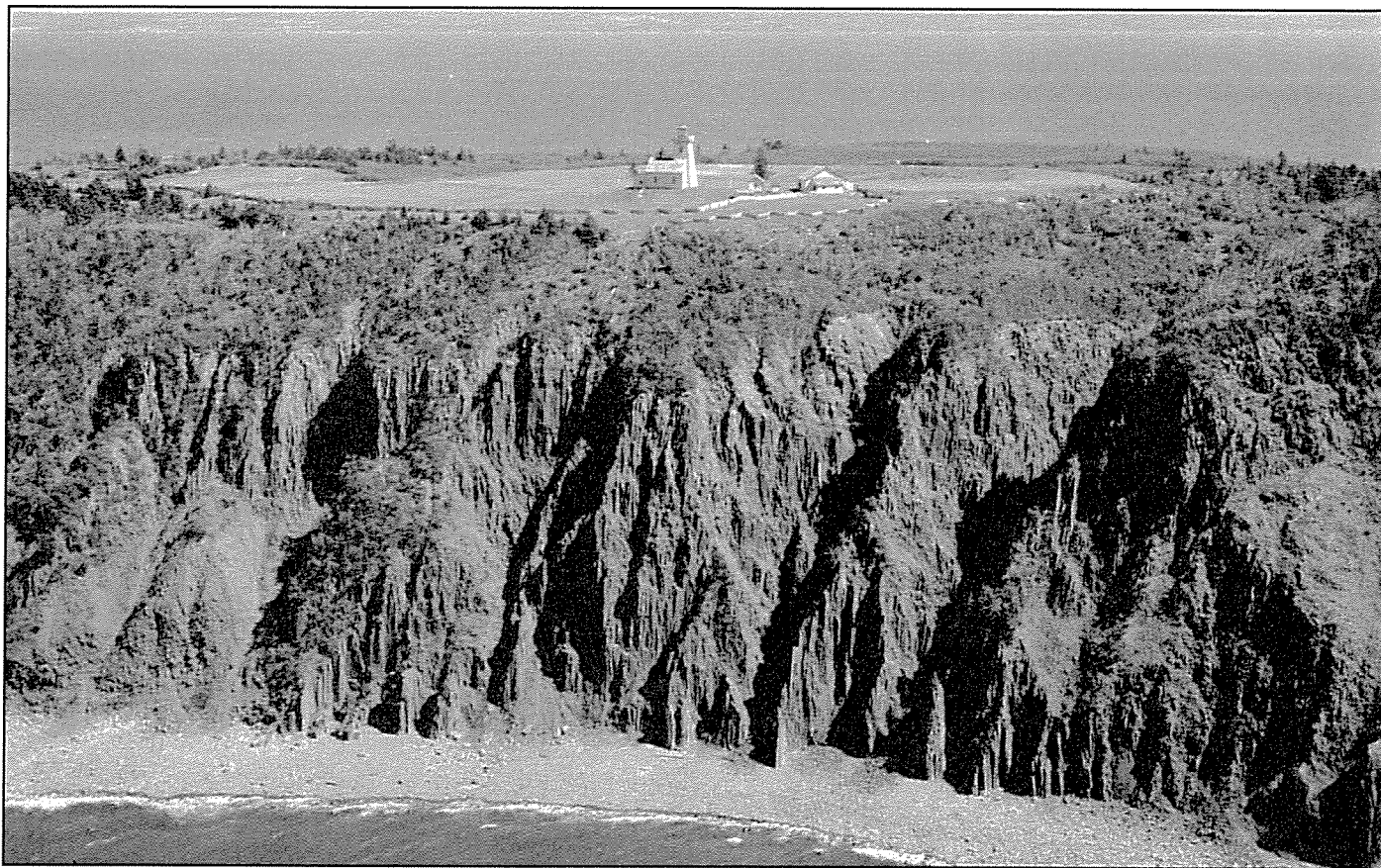
Benjamin Alexander Henneberry of Eastern Passage passed away on Feb 14, 2011 at Camp Hill hospital in Halifax. Benjamin was the lightkeeper on Devils Island from after the war until 1953.

James Slechta

Long-time NSLPS member Jim Slechta passed away on January 27. Jim was a society member since 1996, and a strong supporter of NSLPS and its work. He was particularly diligent in researching the identities of lighthouses featured in our former "Mystery Light" feature, and he often wrote with words of support for the NSLPS. Our condolences to Jim's wife Virginia.

PAY MEMBERSHIPS ONLINE!

Renewing your membership or joining NSLPS just got easier. Save postage and get a receipt right away! You can now pay by PayPal in a secure section of the website (www.nslps.com). You don't have to have your own PayPal account - just click on the fancy rectangle on the bottom left of the Home Page and follow instructions. You'll get a receipt by e-mail. Your charitable tax receipt and membership card will arrive later by mail, from Treasurer Lew Perry.



ILE HAUTE LIGHTHOUSE IN 1943. ALBERT "ROLY" PERRY/COURTESY CHRIS PERRY

COMING SOON

In 1943 Donald Morris and his wife were lonely occupants of the Ile Haute lighthouse in the Bay of Fundy. During winter months they were often trapped on the island for up to three months at a time, as fierce weather kept them confined to their wooden lighthouse home, perched at

the edge of a 100m (330') cliff. During the late spring of 1943, a young British airman named Albert "Roly" Perry based in Debert, Nova Scotia, dropped magazines to the keeper. He kept the letters of thanks written by Donald Morris. Thanks to Roly Perry's son Chris, we'll share them with you, along with photos taken by this adventurous and generous pilot, in the June issue of *The Lightkeeper*.

The Lightkeeper is published by the NOVA SCOTIA LIGHTHOUSE PRESERVATION SOCIETY, c/o Maritime Museum of the Atlantic, 1675 Lower Water Street, Halifax, B3J 1S3, Editor: Send items for publication to *The Lightkeeper*, c/o Chris Mills, 1121 Ketch Harbour Road, Ketch Harbour, Nova Scotia, B3V 1K7, or e-mail ketch1@eastlink.ca. Deadline for June 2011 issue: May 15, 2011.

NSLPS MEMBERSHIP FORM: January 1 - December 31, 2011 ☐ New ☐ Renewal: Membership # _____

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Single - \$20.00 Institutional/Group - \$30.00

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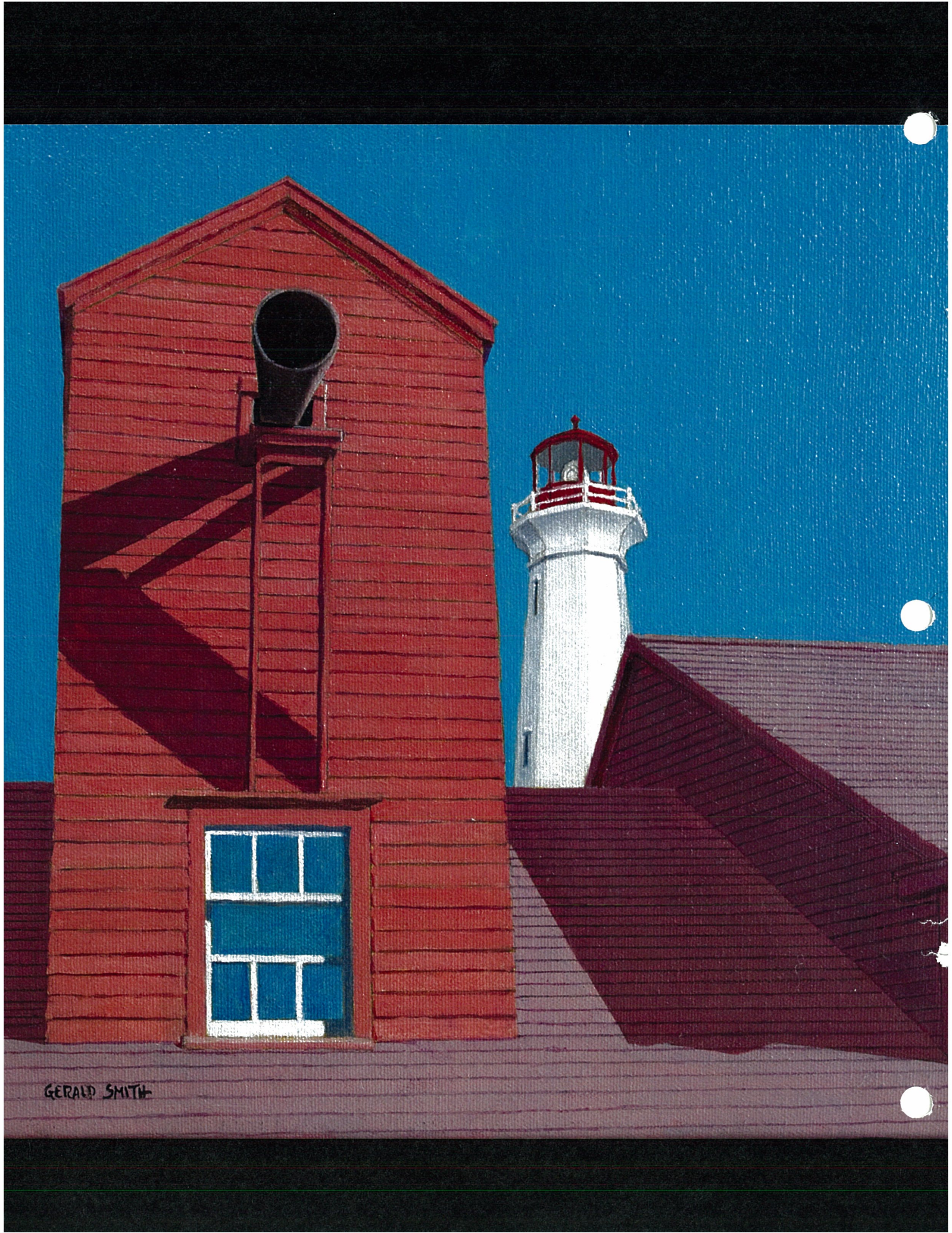
Family - \$25.00 Sustaining - \$50.00

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GERALD SMITH