

The Nova Scotia Lighthouse Preservation Society

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The Lightkeeper™

DOUBLE ISSUE!

LETTERS
ARTICLE: COLE HAUGH KEEPER
NEW LIGHTS
NOT ENOUGH WESTERN HEAD
CLARENCE
OUT OF THE HOGWASH
SOUTHERN DAYS CELEBRATES SAMBRO
ISLAND
LIGHTHOUSE RAMBLER JOSETTE
D'ENTREMONT
TERENCE BAY LIGHT: COMMUNITY
ACTION
BOOK REVIEWS: SPOTLIGHT ON BELL
ROCK 200TH BIRTHDAY
FAREWELL





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

lighthouses; 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.

WEBSITE: <http://www.nslps.com>

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 Shag Harbour Incident Society
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 Terence Bay Lighthouse Committee
 Tiverton & Central Grove Heritage Association
 Village on the Canal Association
 Walton & Area Development Association

NSLPS EXECUTIVE 2010/2011

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Member-at-Large: Janet Leigh Schaffner

Member-at-Large: Andrew Powter

Cover Photo: Guyon Island in July, 2011. Chris Mills

Cover Inset: Clive Lahey worked on Guyon Island in the 1980s, when his father was also a keeper on the island. He is now a lifeboatman on the nearby Coast Guard lifeboat in Louisbourg, *CCGS Spindrift*. Chris Mills

FROM THE EDITOR

It's been a busy summer, on both the lighthouse front, and on the home front. Summer slipped into fall without the summer issue of *The Lightkeeper*, but we are back in business with this double issue. We think you'll enjoy our Ile Haute feature, and the heartwarming story of a young British airman who brightened the lives of the island's lonely lightkeeping family during the second world war. We also have a slew of community updates, illustrating the challenges and the rewards of lighthouse preservation during a time of further government cutbacks. Thanks to everyone who contributed material for the summer/fall issue, and thank you for waiting so patiently for your copy of *The Lightkeeper*! **Chris Mills**

Gifts From The Sky: How A Young British Airman Brightened The Lives of Ile Haute's Lighthouse Family During WW2.

Chris Mills

In 1943 lightkeeper Donald Morris and his wife and family were the only occupants of the Ile Haute lighthouse in the Bay of Fundy. During the winter months the Morrisses were often trapped on the island for months at a time, as bitter winds kept them confined to their wooden lighthouse home perched at the edge of a 330' (90m) cliff, with its dramatic view of Cape Chignecto.

was transferred to Operational Training Unit in Debert. This unit was responsible for training crewmen to fly and operate the Lockheed Hudson light bomber and also to train crews to ferry aircraft from the USA and Canada to Britain – in those days and especially in winter – a hazardous undertaking.

“Roly spent about two years at Debert, and must have got to know Eastern Canada well. I’m unsure why he decided to drop supplies to Ile Haute, but he was a kind and generous man, and would have felt real sympathy for a family in such an isolated spot.

“Much of the training took place at night, and for



ILE HAUTE'S DRAMATIC CLIFFS AND STURDY LIGHTHOUSE IN 1943. *COURTESY CHRIS PERRY*

During the late spring of 1943 a young British airman named Albert “Roly” Perry, based in Debert, Nova Scotia, dropped magazines to the keeper and his wife. He kept the letters of thanks written by the Morrisises. Early in 2011, Roly’s son Chris got in touch with NSLPS with his father’s story, and some amazing photos taken during those “drop off” flights.

Chris writes:

“My father, Albert “Roly” Perry, joined the RAF in 1938. When WW2 broke out he was attached to Coastal Command, and carried out anti-submarine patrols from a variety of airfields throughout Britain. In about 1941-2 he

the crews, the light would have been a reassuring and welcome sight.

“On returning to Britain Roly re-trained on the Douglas DC3. He was still in training when the Battle of Arnhem took place, which was just as well, as his squadron took heavy casualties there, though I think he would have liked to be in the thick of it. He was involved in the Rhine Crossing, towing Horsa gliders and evacuating casualties.

“He survived WW2 unscathed, but sadly died in a plane crash in 1952 at the young age of 36.”



31.DT.B90.16-8-43
 ROLY PERRY (CENTRE) WITH LOCKHEED HUDSON CREW. COURTESY CHRIS PERRY

Thanks to Chris Perry, and to his generous father, we now have more insight into this little known Nova Scotia lighthouse and its keepers.

A.W.R. Perry
Debert, NS
June 7, 1943

Dear Sir,

First of all I wish to thank you for your thoughtfulness in sending me the magazines and other articles dropped to me by plane Saturday afternoon (5/6/43). I received them in perfect condition. I surely am very grateful to you; Capt. Woodin and the Wing Command in thinking of me out here on this lonely island.

We thought it was a grand event as this lighthouse was built here in 1874 and this is the first and only time there was ever anything brought here by plane. As for the daily paper dated June 5th that sure is worth mentioning as we never receive one as the only way I have of getting to the main land is by boat and most of the time the weather doesn't permit. I was here 88 days last winter



LIGHTKEEPER DONALD MORRIS IS VISIBLE IN THE FIELD, LEFT OF CENTRE, WITH WHAT APPEARS TO BE A PARACHUTE AND DROPPED CRATES ON EITHER SIDE. COURTESY CHRIS PERRY

Let. 8

DEPARTMENT OF TRANSPORT
Canada

(1A)

LIGHTHOUSE SERVICE

Name of Station Isle au Haute
Province of New Brunswick
Post Office Address _____
Date June 7, 1943

A. W. R. Perry,
Isle au Haute, N.B.

Dear Sir:

First of all I want to thank you for your thoughtfulness in sending me the magazines and other articles dropped to me by plane last afternoon. I received them in perfect condition I surely am very grateful to you, Capt Woodin and the Wing Commander in thinking of me and here on this lonely island we thought it was a grand event as the lighthouse was built here in 1874 and this is the first and only time there was such a thing brought here by plane as far as the daily paper dated June 5th that sure is worth mentioning as we never receive one as the only way I have of getting to the main land is by boat and most of the time

LETTER FROM KEEPER DONALD MORRIS TO ROLY PERRY. COURTESY CHRIS PERRY

without any communication whatever with anyone on the mainland, so it's little wonder we class the plane event a big one. I am sending this letter to you by a fishing boat that's here today and I will mail the parachute to you the first trip I make to the mainland. And again thanking you and with good wishes from my wife, family, and myself.

Sincerely Yours,
Donald K. Morris
Lighthouse Keeper
Isle au Haute

Advocate NS
Oct 7, 1943

Dear Sir,

Thank you very much for your letter of September 3rd. We are glad you enjoyed the strawberry jam we sent. Wish we could have sent you more but as sugar is rationed we couldn't preserve as many berries as we did other years. But if you are still in Canada another year we shall surely send you some more as it seems a very small item on our part for all you boys have done for us. Suppose you and your wife get lonely for England and are looking forward to getting back. We hope this terrible struggle will soon

be over and that you will both enjoy your home again. We will miss your aircraft visits though.

You ask about the foundation here at the island. It's just common rocky foundation. We do not have any amethyst rock crystal as they do in Blomidon. Our life here is a rather lonely one as there are no other families live here. We farm quite a bit and keep some cattle, sheep and hens. We find the winters very lonely as we cannot get to the mainland at all. We make a trip around Dec 10th or 15th and then we don't get to the mainland again until some time in March so you see it's a long lonely winter for us. We spend a lonely Xmas for we can't be with our friends and relative. Captain Woodin sent us photos of you boys. We had them framed as we consider them a real keepsake. Thanking you for your kindness to us and with best wishes to you and your wife.

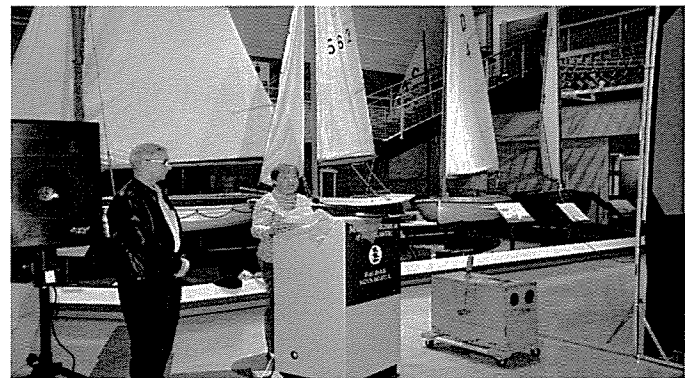
Sincerely Yours,

Mr. and Mrs. Donald K. Morris
Isle au Haute
N.S

NEWS AND VIEWS

Annual General Meeting

A small but dedicated crowd attended the NSLPS 16th AGM in the small craft gallery of the Maritime Museum of the Atlantic, on April 27th. Lunenburg-based Artist Steven Rhude presented his talk Lighthouse/Darkhouse: The New "Outsider" and the society presented this year's Craig Harding Award for lighthouse preservation to Bernice Goodick of the Sandy Point Recreation Group.



BERNICE GOODICK ACCEPTS THE 2011 CRAIG HARDING AWARD ON BEHALF OF THE SANDY POINT RECREATION GROUP.



Boar's Head in a Holding Pattern

The grounds surrounding the guiding light overlooking Petit Passage in Digby County remain closed to vehicle traffic, although those willing to park near the ferry wharf and make the steep climb on the lighthouse road, are rewarded with a commanding view of the Bay of Fundy. Barry Buckman of the Tiverton and Central Grove Heritage Society says despite the recent environmental remediation at the site, the society is still waiting to negotiate with the government to develop the site. Barry says current considerations include possible historic claims to the site by local First Nations communities. He adds that the Municipality of Digby is planning to set up a meeting with the Bear River First Nation to discuss options for the decommissioned Bear River light at Winchester Point, and that the Tiverton and Central Grove group may be invited to attend. Barry says it has been almost six years since the society began negotiating with the federal government to take over the Boar's Head lighthouse property.



BOAR'S HEAD IN JUNE 2011. CHRIS MILLS

Fisherman's Harbour Light Demolished

The tiny frame lighthouse which has marked Fisherman's Harbour on the eastern shore for more than a century, is gone. The 1905 tower had been damaged during recent bad weather, and instead of repairing the structure, the Coast Guard decided to tear it down and replace it with a galvanised steel structure this past spring.

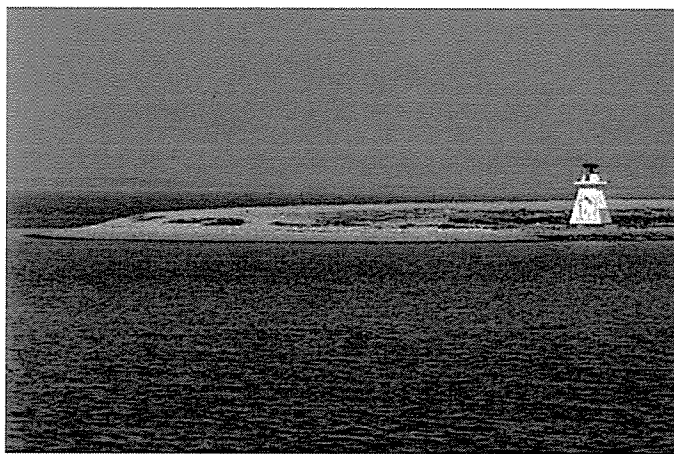
Antigonish/Fisherman's Harbour resident Edward Langille was deeply disappointed by the loss of the lighthouse.

He wrote:

"I was shocked this week to discover that the 100+ year old wooden frame lighthouse at Fisherman's Harbour Guysborough Co. has recently been replaced by an ugly steel frame lighthouse erected by the Department

of Fisheries and Oceans. I have since learned that original structure was dismantled without warning and then burnt on the shore. People in the village stood and watched, aghast.

"For those not acquainted with the village of Fisherman's Harbour, the former lighthouse was a pretty white wooden frame structure set on a spit of gravel and rock at the entrance to the harbour. It was a charming



THE 1905 LIGHTHOUSE AT FISHERMAN'S HARBOUR. COURTESY EDWARD LANGILLE

landmark.

"The effect of that humble building against the dramatic backdrop of sky and the rugged seacoast was quintessential Nova Scotia, a painters dream, the kind of picture seen on a tourist brochure.

"How can Fisheries and Oceans systematically destroy the built heritage of Nova Scotia? Why is the Federal Government allowed to disfigure the natural and traditional beauty of our seacoast? And what can be done to stop similar vandalism taking place elsewhere in our province?"

Gilbert's Cove Bustling

Allanah Langland, Gilbert Cove and District Historical Society

Gilbert's Cove lighthouse has survived another winter on blustery St. Mary's Bay and its red and white beauty continues to draw folks from all over the world, off Highway 101 and up the Lighthouse Road. This season, from June 20th to September 23rd, we hosted almost 3,000 visitors from all corners of the globe. They climbed to the light, enjoyed the tea and muffins in the Tea Room and the many local crafts in our gift shop.

We were privileged to showcase and sell the work of more than 30 crafters this year, whose rug hooking, knitting, quilting, sewing, pottery, photography and woodwork are all fine examples of the craftsmanship of our area.



LIVE MUSIC AT THE GILBERT'S COVE LIGHTHOUSE ANNUAL PICNIC.
ALLANAH LANGE LAND

Our lighthouse also contains a wealth of information on local genealogy, school records and photos; many visitors were thrilled to find their relatives' names and family history within these pages.

In July, we held our Annual Family Picnic, another major fundraiser for the lighthouse, with crowds



A HAUNTED GILBERT'S COVE LIGHT, OCTOBER, 2011.
ALLANAH LANGE LAND

enjoying music, traditional rappie pie, a children's Pirate

Scavenger Hunt on the beach and guided tours of the lighthouse itself.

While revenue is hard to come by these days, we are very happy to report that membership numbers in the Gilbert's Cove Historical Society are higher than ever, with 300 paid memberships in the lighthouse community this year to date!

On October 31st, Halloween at the lighthouse once again saw many tiny local ghosts and goblins making their way through our "haunted" rooms – a community tradition for many years.

Our committed group of volunteers make this happen, as they do all our community events, and we are very fortunate to have them. To all lovers of lighthouses out there- next time you are passing by Gilbert's Cove, make sure to come and visit "The Greatest Little Lighthouse in the World"!



GUYON ISLAND HAS BEEN ABANDONED FOR ALMOST A QUARTER OF A CENTURY. *CHRIS MILLS*

Guyon Island Dark

At last report the Guyon Island lighthouse off Gabarus has been dark for much of the summer and fall. There are reports the tower is unsafe to enter due to interior deterioration. Although it has been de-staffed since 1986, Guyon's lighthouse, fog alarm building, tractor shed and two single-storey dwellings remain on site. Former Guyon lightkeeper Clive Lahey works as a lifeboatman on CCGS Spindrift out of Louisbourg. See more photos of Guyon Island on pages 25-26.

Louisbourg Crumbling

The tower at the site of Canada's first lighthouse continues to crumble. Built in the early 1920s, the current Louisbourg lighthouse has not been repaired or painted

in several years. Chunks of concrete are falling from the tower and its concrete steps are rotting away. We are not aware of any plans to restore or even stabilize this light, which forms part of the Parks Canada Fortress of Louisbourg site. The station's fog horn was inoperative for much of the summer and fall.

Margaretsville Shines On

Long-time Margaretsville resident and lighthouse advocate John Freeman reports that all is well with the little black and white tower marking this small Fundy shore village. John says he has not received any further information about the surplus status of the lighthouse, but he says the light has been operating properly and that last year's paint job is still in good shape. John says the storm system that blew through the Maritimes on the weekend of October 30th drew a crowd of people all keen to see the lighthouse and rough sea conditions.

Pearl Island Mystery Marked

Albert Pearl's disappearance from his lonely island outpost off Mahone Bay is one of Nova Scotia's little-known mysteries. Pearl kept the light on his namesake island (also known as Green Island) for several years, but in 1962, he disappeared without a trace.

According to Rip Irwin in *Lighthouses and Lights of Nova Scotia* (Nimbus 2003, re-published 2011) "On January 21, 1962, Violet Finck, retired lightkeeper on East Ironbound Island, 6.9 kilometres to the north, told her son Charles, the current keeper that she couldn't see a light on Pearl Island and that he should go see why it wasn't lit. Charles and couple of others went to investigate. Albert Pearl's partly eaten meal was still on the table, but Albert was gone without a trace. His body was never found and his disappearance remains a mystery to this day."

In 1935, eight-year-old Robert "Whoopee" Wentzell met Albert Pearl for the first and only time. It wasn't until years later that Wentzell, who often passed the island as he fished for mackerel, began to wonder just what had happened to Pearl. "...I started thinking about it again," he told the Lunenburg Progress Bulletin (Sept 13, 2011). "Whatever happened to him? There was no talk about his work there until he disappeared. I thought, gee, what a lonely life out there."

In 2010, 82 year old Wentzell hatched a plan to erect a commemorative cross on Pearl Island. He learned that Albert Pearl had served in the military, and that he had also been a fisherman, as well as lightkeeper. Wentzell's plans to land on the island that summer were thwarted by rough weather – Pearl is a notoriously difficult place to land – but on July 29 this year, with the help of friends

Bob and Lynn Myra, he finally installed the cross on Pearl Island.

It reads "This cross was placed by Robert (Whoopee) Wentzell in memory of Albert Pearl and [in] recognition of his service in World War II and as an Atlantic fisherman. October 2010."

Wentzell told the Progress Bulletin his departure from Pearl Island was tricky, due to rough seas. "When the waves started coming in, he [Mr. Pearl] didn't want us to leave, that's the feeling I got."

Wentzell and his friends were finally able to leave the island safely and today his plain white cross stands on the island, as a "last salute" to lightkeeper Albert Pearl.

Point Aconi Vandalism Leaves Station Dark and Silent

At last word, the Point Aconi lighthouse (northwest of Sydney) and fog horn remain out of commission, following a break-in at the site. During the summer, someone broke into the station's engine room and stripped the structure of its wiring. The Coast Guard is reportedly conducting a level of service review which could see the station replaced by an offshore buoy. For now, Point Aconi's 2000 watt AGA fog horn and its DLD 300 light remain off. The Coast Guard de-staffed Point Aconi in the late 1980s.



POINT ACONI IN MAY. CHRIS MILLS

Port Greville Sails Ahead

Oralee Collins, Age of Sail Heritage Museum

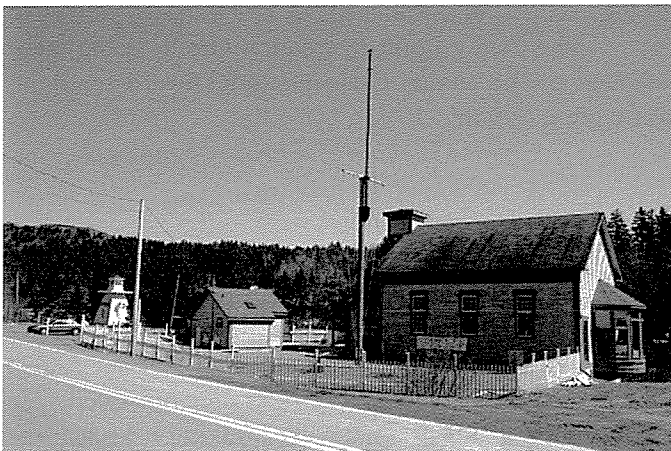
The renovations started last fall to our lighthouse, with funding assistance from the Municipality of Cumberland County and Heritage Trust Buildings at Risk, were completed including the installation of the new railing crafted by Kerwin Davison of Parrsboro utilizing parts from the old railing. I encourage people to look at the restoration project at the Heritage Trust site http://htns.ca/projects/proj_port_greville.html.



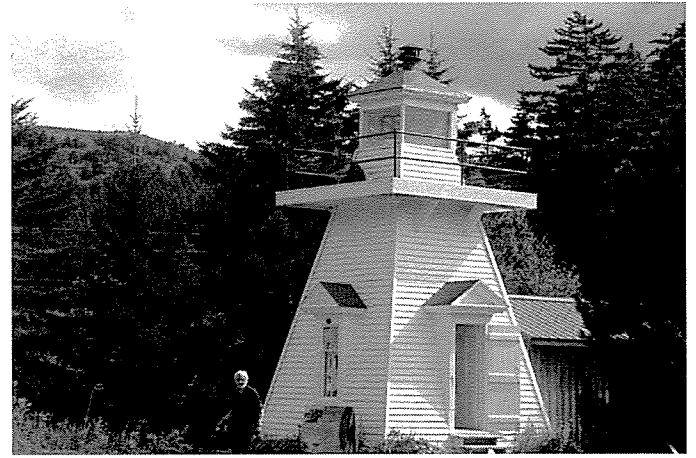
NSLPS FOUNDING PRESIDENT AND LIGHTHOUSE AUTHOR RIP IRWIN IN THE LANTERN ROOM OF THE PORT GREVILLE LIGHTHOUSE, APRIL, 2011. CHRIS MILLS

Our season started out slow but picked up and final numbers showed that although we were down slightly from 2010, we were still up from 2009. The lighthouse is always an added attraction to the site and people are very interested in the story of what happened to our light and how it came to be at the museum site. An interesting item in our museum collection is a small model of the vessel *Mary Celeste* inside an original light bulb from the Port Greville lighthouse, built by the late Walter DeWolfe whose brother was one of the last lightkeepers in the village. Now we are looking forward to a quieter winter but with great hopes for the expansion project at the centre.

Funding from ACOA, Economic Development, the Municipality of Cumberland County and the Age of Sail museum is in place to complete the new Wind and Wave building at the Age of Sail. The building will be connected to the main museum and will be built to resemble a ship's half model. The main floor will feature exhibits and the lower floor a public meeting space as well as research and archival space. A wharf structure will follow the river side with a kiosk and interpretation of the shipyard on the site will also be developed. The grand opening



AGE OF SAIL HERITAGE MUSEUM. CHRIS MILLS



WORK CONTINUES ON THE PORT GREVILLE LIGHT AT THE AGE OF SAIL HERITAGE MUSEUM IN WARD'S BROOK NEAR PORT GREVILLE. COURTESY ORALEE COLLINS

will be held at the beginning of the 2012 season.

Ed's Note: In April I gave a talk at the Age of Sail museum. It was great to see new development at the site, with construction well underway on the Wind and Wave building. Congratulations to the Age of Sail Heritage Museum staff and volunteers for all their hard work!

Port Medway and Medway Head Centrepieces of Community

Dan Sinclair

The Medway Area Lighthouse Communities Association (MACA) sponsored an Awareness Art show and sale in July. Local artists were invited to submit works related to lighthouses and we had quite a good audience viewing the show over the weekend. Prominently featured during the show, which took place at our newly-christened art space at Lighthouse Park, The Warehouse, was Dan Conlin's model of the Port Medway light. It was also used during one of our other art shows and then again at our History Show.

The History Show took a look at Port Medway and environs in earlier years through photos, artifacts and memorabilia. We were privileged to also display the Elson Perry, (a small lapstrake sailing vessel named after Medway Head's first lightkeeper) thanks to the wonderful cooperation of the Maritime Museum of the Atlantic (where the replica vessel was built).

MACA's acquisition of the Medway Head light is proceeding at a slow pace. We are engaging a contractor to seal up all the possible cracks and places for water to enter the building, in an attempt to at least keep the structure watertight for this winter and following spring. We will then look at doing some more significant repairs. However, we cannot take this step on until we actually acquire the light.



FESTIVAL READERS GRAEME GIBSON AND MARGARET ATWOOD AT THE PORT MEDWAY HISTORY SHOW, FLANKED BY THEIR PORT MEDWAY HOSTS PHILLIP SLAYTON AND CYNTHIA WINE. *COURTESY ROBERT WHITELAW*

Sambro Horn Silenced Permanently

Sambro Island's most recent warning signal is no more. Following a concerted effort by a local resident who made constant complaints about the horn's high pitch, the Coast Guard decided to discontinue the signal. Thus ends more than 150 years of sound signals marking this historic island. In 2008, 50 fishermen signed a petition requesting that a fog horn be maintained on the island, after the Coast Guard removed the station's powerful AGA unit. The current battery-powered horn's discontinuation speaks volumes about the lack of government will to retain traditional aids to navigation, and its apparent willingness to use a non-mariner's complaints as a basis for that discontinuation.

Sandy Point Thriving

The Sandy Point lighthouse and community hall complex continues to grow. A recently completed 50+ metre boardwalk now follows the shoreline from the hall northward to a look-off with a table and seats, under a protective roof.

Bernice Goodick of the Sandy Point Community Group says the lighthouse is in good shape, although the pier on which it sits needs repairs on one corner.

In mid-September lightkeepers and visitors converged on the community hall for presentations as part of the annual Lights Along The Shore festival, with Sid and Betty June Smith (former Cape Sable keepers), Gert Sweeney (Cape Forchu) and Irving Banks (former Bon Portage keeper) in attendance.

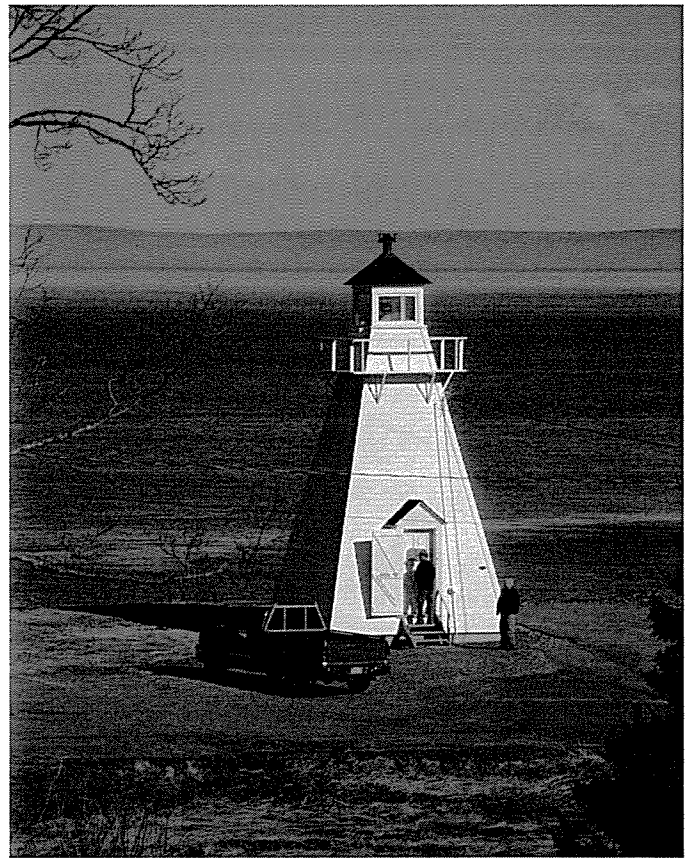
The Sandy Point Recreation Group is the latest recipient of the annual Craig Harding Award for lighthouse preservation.

Walton Busy

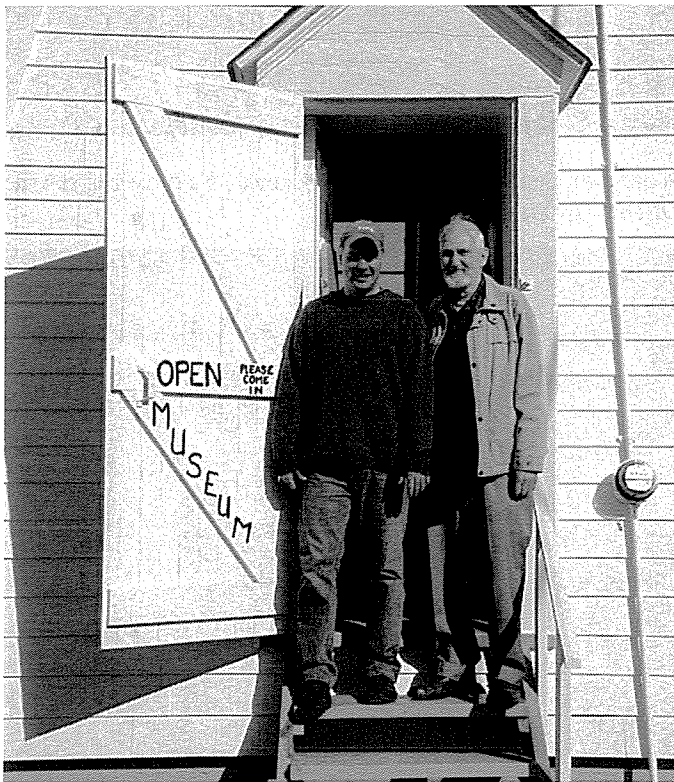
Gerda Hudson reports a very healthy season at King's County's sole remaining lighthouse. Gerda says the 1873 Walton light on the Minas Shore attracted about 10,000 visitors this season. The light and gift shop remained open into October, and Gerda notes the walking trail near the lighthouse was improved this year.

Spencer's Island Spruced Up

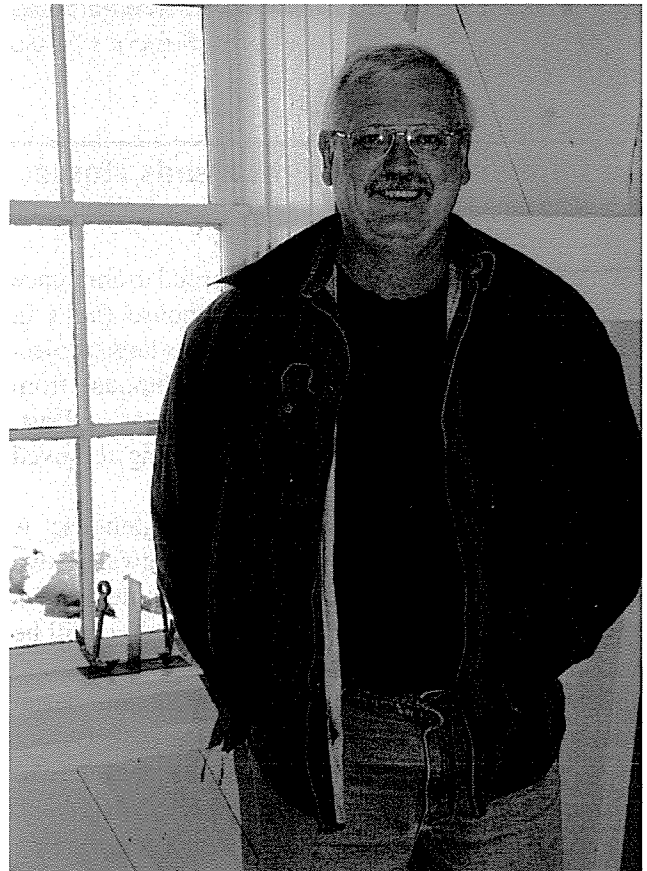
Spencer's Island has one of the best maintained lighthouses in Nova Scotia. The tower received a fresh coat of paint on new shingles this year, and looks brand new, despite its age (107!). The interior of this tower has also been painted and it has a small museum display on the bottom floor. Spencer's Island lighthouse group members John Grant and Mark McLellan (great grandson of the light's first keeper and father of the light's student employee for the 2011 season) let me into the tower in April and told me about work accomplished over the years at the site. If you haven't been, Spencer's is a must-see light in an incredible location on Nova Scotia's Fundy Shore.



SPENCER'S ISLAND LIGHTHOUSE, BUILT IN 1904. *CHRIS MILLS*



RIGHT LIGHTHOUSE CONTINUITY: AUTHOR AND HISTORIAN RIP IRWIN WITH MARK McLELLAN, GREAT GRANDSON OF THE SPENCER'S ISLAND'S FIRST KEEPER AND FATHER OF THE LIGHT'S STUDENT EMPLOYEE FOR THE 2011 SEASON. *CHRIS MILLS*



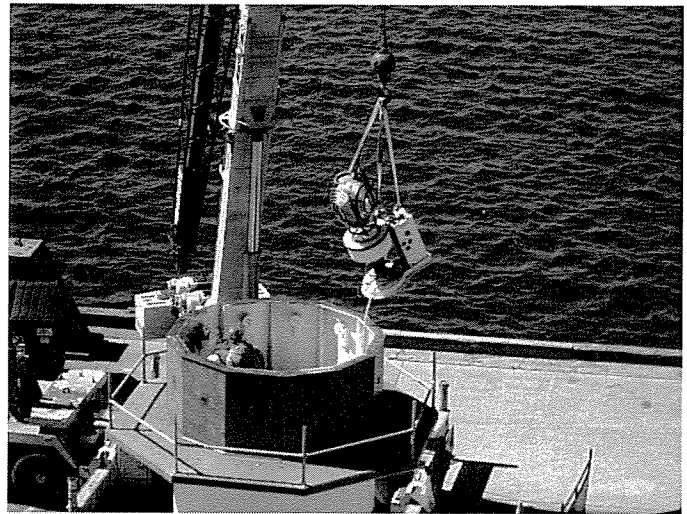
JOHN GRANT OF THE SPENCER'S ISLAND COMMUNITY ASSOCIATION. *CHRIS MILLS*



PRIDE AND CRAFTSMANSHIP — THE DOOR TO THE SPENCER'S ISLAND LIGHTHOUSE. *CHRIS MILLS*



REMOVING THE LANTERN. *DFO/COAST GUARD*



A DELICATE TASK: REMOVING THE 4TH ORDER LENS FROM THE TOWER. *DFO/COAST GUARD*

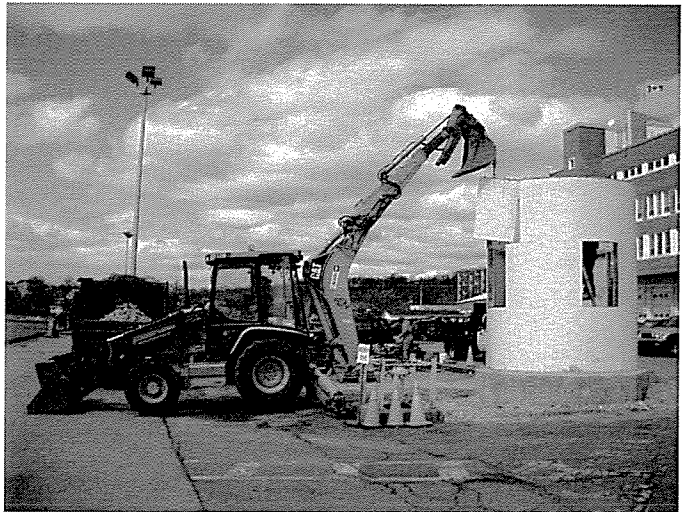
Saint Paul Southwest Light Heads Home

Joanne Burton, Saint Paul Island Historical Society

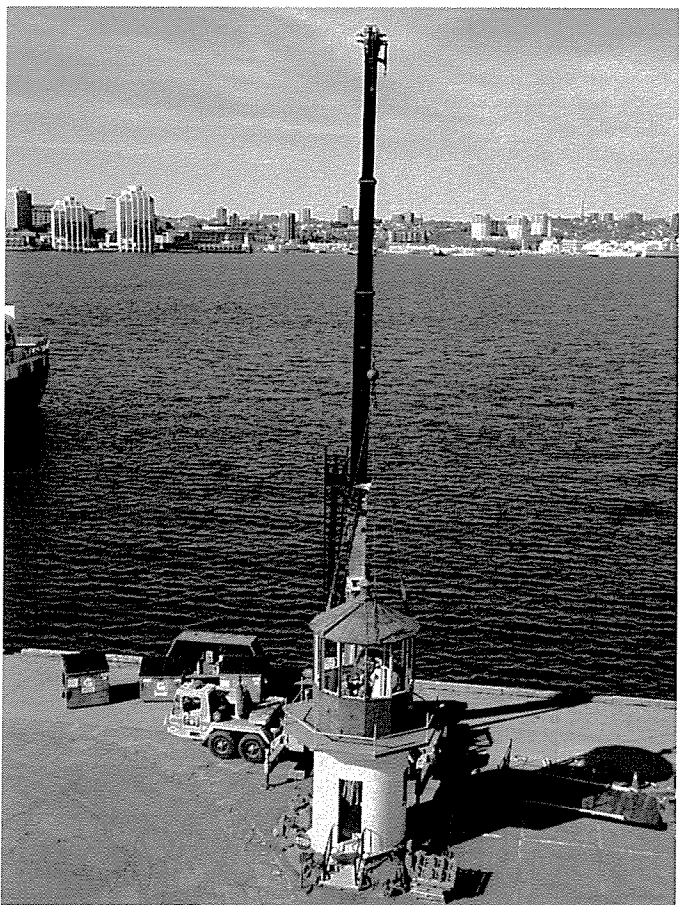
The St. Paul Island Historical Society is proud to announce the completion of the Southwest Lighthouse (built in 1917). It has taken 6 months to complete this large project and five years to acquire the Southwest lighthouse from the grounds of the Canadian Coast Guard base in Dartmouth, where it was re-assembled after being removed from the island in the early 1980s.

The St. Paul Island Southwest lighthouse is located at The St. Paul Island Museum in Dingwall, Nova Scotia. We are planning a grand opening and dedication ceremony in July of 2012. At that time the public will be able to see the light in all its glory.

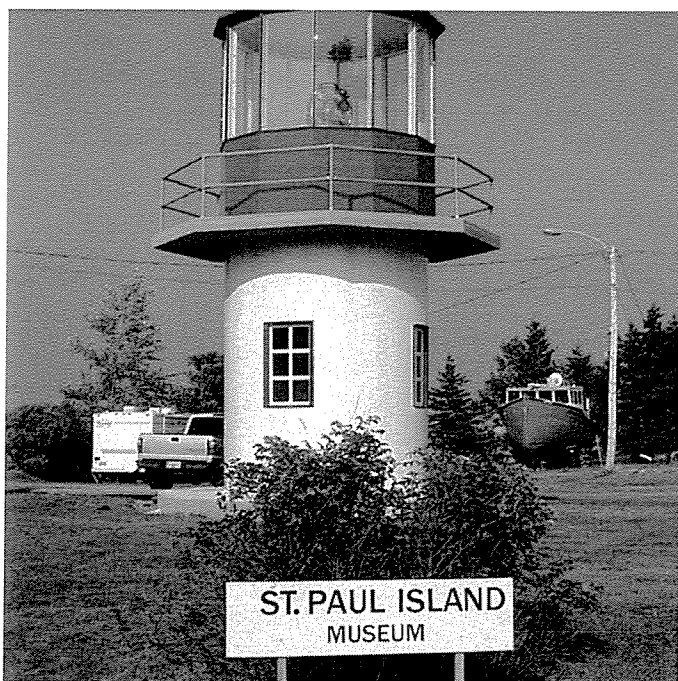
The lighthouse has a connection to the coastal communities in the area, as many people here were former lighthouse keepers, assistant keepers, fishermen, and many others did the mail/supply run to St. Paul Island. The Southwest lighthouse now has a new home providing educational awareness and history to all who visit, and bringing new tourism opportunities to our coastal communities.



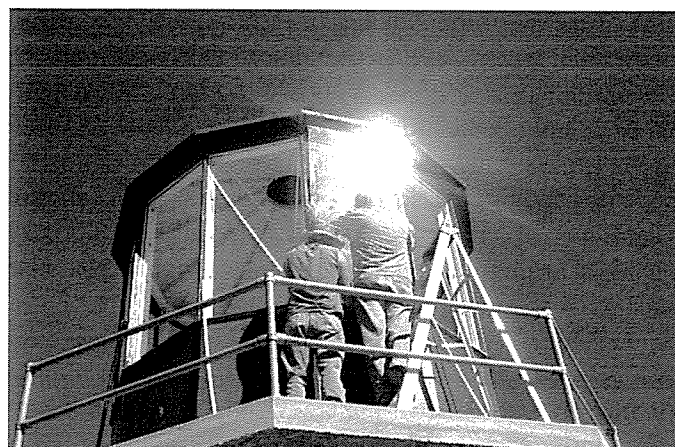
THE CAST IRON TOWER BEING TAKEN APART. *DFO/COAST GUARD*



THE OLD SAINT PAUL SW LIGHT BEING DISASSEMBLED AT ITS DARTMOUTH COAST GUARD BASE HOME IN MARCH, 2011. *DFO/COAST GUARD*



COURTESY JOANNE BURTON



MUSEUM WORKERS INSTALL A LANTERN WINDOW IN THE NEWLY-RELOCATED SAINT PAUL ISLAND SOUTHWEST LIGHT. *COURTESY JOANNE BURTON*



A RARE 4TH ORDER FRESNEL LENS GRACES THE LANTERN ON THE SAINT PAUL ISLAND SW LIGHT, NOW PART OF THE SAINT PAUL ISLAND MUSEUM IN DINGWALL, CAPE BRETON. *COURTESY JOANNE BURTON*

Sambro Sou'Wester Days a Huge Success

Josette d'Entremont

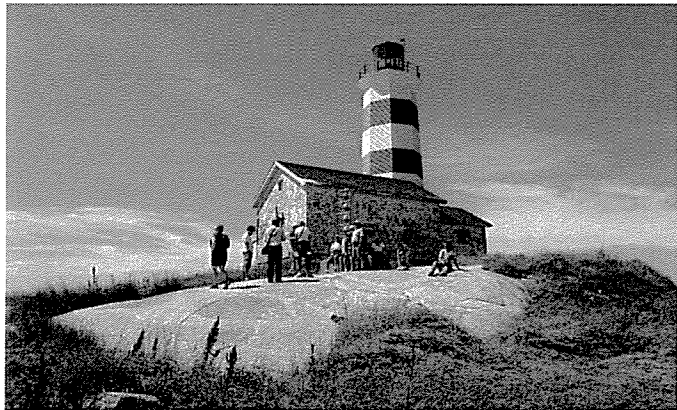
Saturday, August 13th, 2011. A fantastic day on Sambro Island! The weather couldn't have been better with calm winds, lots of sunshine and no fog! About 200 people of all ages came to explore and enjoy the natural beauty of the island. Some came to visit the island for the first time, others were repeat visitors, some were visitors from outside our province and some of us were old-time members and founders of the NSLPS, like Rip Irwin.

Many thanks to the organizers, sponsors and volunteers of Sou'Wester Days in Sambro and the NSLPS (www.nslps.com) for helping out on the mainland with ticket sales at the Sambro wharf, and for their help and on the island, and the two charter boats (Skipper Dave's Charters and Harbour Light Tours), both from Sambro. Thanks also to Dan Conlin and his team from the Mari-

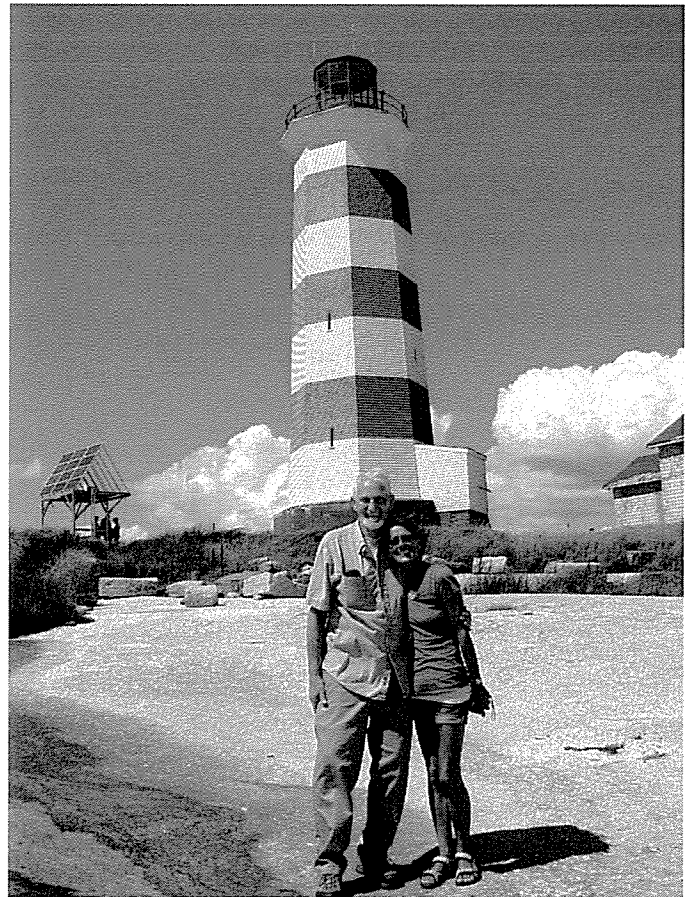
time Museum of the Atlantic in Halifax, for their expertise in the history and some folklore stories of Sambro Island.

A big thanks to my husband, John Beer and Rob Dunbar for helping out with the lines, and the disembarking/embarking of passengers upon arrival at the island. The island was nicely groomed by volunteers, so that easy accessible paths through the tall grass led to the lighthouse and the Devil's Staircase.

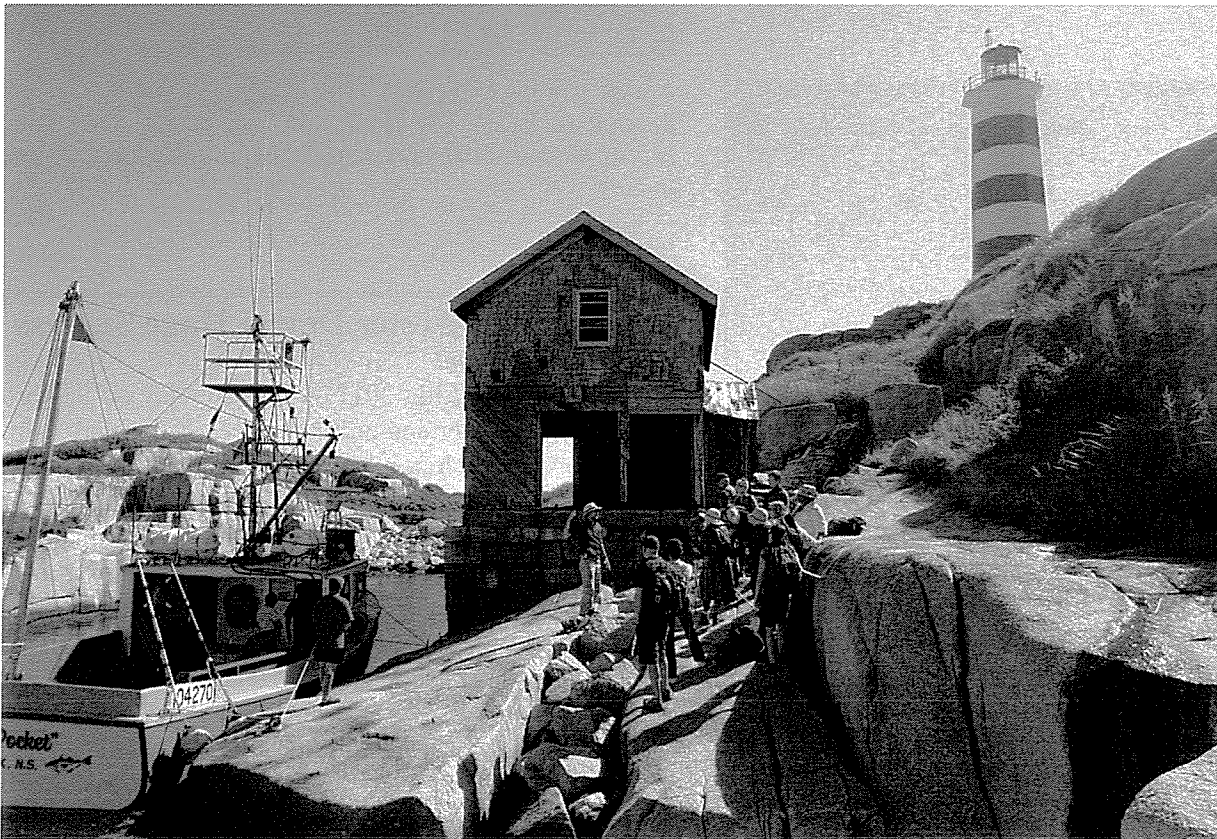
We were truly blessed for such a fine day and we even saw whales and lots of ships leaving and arriving in Halifax Harbour. Great panoramic views! An unforgettable day!



VISITORS ENJOY CLEAR BLUE SKIES DURING THE SOU'WESTER DAYS VISIT TO SAMBRO ISLAND IN AUGUST. *JOSETTE D'ENTREMONT*



OLD FRIENDS RIP IRWIN AND JOSETTE D'ENTREMONT ON SAMBRO ISLAND. *JOHN BEER*



DAN CONLIN BRIEFS VISITORS TO SAMBRO ISLAND AFTER THEIR TRIP OUT ON THE FISHING VESSEL PIC! POCKET. *JOSETTE D'ENTREMONT*

Terence Bay Developments

Michelle Forrest, Terence Bay Lighthouse Committee

In May we applied for Heritage status using the petition - it takes only 25 signatures - and we got the reply from the head of the Heritage Lighthouse Program of Parks Canada that our lighthouse qualifies. The next step in the process is to write a business plan. Even though we are only in this to save our heritage and not to make any money, we have to demonstrate how we are going to fund the on-going upkeep of the lighthouse.

Our little 'salt and pepper pot' lighthouse is small and located on a spit of rock where we will not be building anything to act as a gift shop or rest room. The inside of the tower is less than 15' square at the bottom and much of that floor space is taken up by the staircase which goes up to the automated light that was installed at some point after the Coast Guard removed the original lantern. We would like to raise money to replace the original. We have the original plans.

So far, by way of potential awareness and fund-raising, we've designed and done prototypes on a t-shirt. We purposely designed the shirt so that any other group across the country who is trying to raise awareness and funding could use it too! We would gladly sell them at a reduction to any other community group trying to save its lighthouse!

Lighthouse Day 2011

The Terence Bay Lighthouse turns 108!

Come celebrate - end of Sandy Cove Rd

1 to 3pm Sept 11



graphic by Pam Correll 2011

COURTESY MICHELLE FORREST

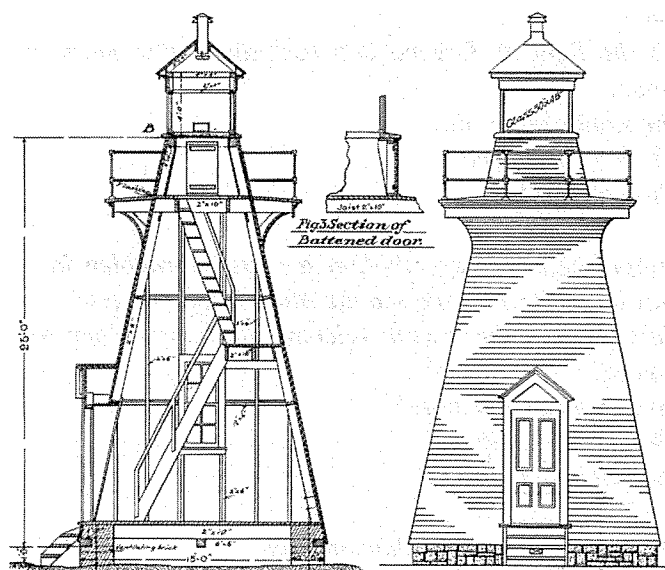


Fig.1 Section

Fig.2 Elevation.

THE TERENCE BAY LIGHTHOUSE COMMITTEE HOPES TO BE ABLE TO RE-INSTALL A LANTERN ON THEIR LIGHTHOUSE. THESE DRAWINGS SHOW THE 1903 LIGHTHOUSE WHICH STILL STANDS, MINUS ITS LANTERN. DFO/COAST GUARD

We also have a slide show based on images of our lighthouse and some of the history surrounding it. As you'll see in the song lyrics, this lighthouse at Terence Bay was built after the worst marine disaster prior to Titanic. We are fortunate here that community members took on a development project a few years back to insure that the monument to the SS Atlantic disaster and the shoreline adjacent to the gravesite were saved from deterioration. They were even able to build and open the SS Atlantic Heritage Centre which they run as an interpretation centre and small museum through the summer months.

Of course Terence Bay is the land of 50/50 draws! Who doesn't want to buy a ticket to win money? We took out a license to run one to collect money for repairs to our lighthouse. While the wheels of bureaucracy run through cold molasses, the North Atlantic does not cease battering our valiant little lighthouse. We've had a couple of engineers give us preliminary ideas of what it might cost to repair properly and what we ought to do in the short term to keep things from deteriorating further.

**The Light at Terence Bay
(in the key of G major)**

By Michelle Forrest

for Terence Bay Lighthouse Day, 11 Sept 2011

I

It's the light at Terence Bay that sees us all the way back home,

Past rolling wave and rocky shoal, wherever we may

roam.

It's the light at Terence Bay that says we're never all alone.

She stands there still;

These hundred years,

Through it all.

II

In April eighteen seventy-three a winter storm blew late.

Low on fuel, on raging sea the Atlantic met her fate.

No light was there with welcome glow to see her safe ashore.

Five hundred and more,

Were lost that night,

Both rich and poor.

Refrain

Our light's our story of human lives;

A timeless story, how we survive.

III

Tenant Light does testify to you who gave your life:

Remembered is your sacrifice, your triumph and your strife.

A lighthouse is a document for all to see and learn.

She marks the way,

For those to come.

Her light it burns.

Refrain

Our light's our story of human lives;

A timeless story, how we survive.

Coda (reprise I, lines 3-6 with rallentando)

It's the light at Terence Bay that says we're never all alone.

She stands there still;

These hundred years,

Through it all.

JOSETTE'S LIGHTHOUSE RAMBLES

Josette d'Entremont

My husband John and I visited at least 75 lighthouses this past summer, which included lights in Nova Scotia, New Brunswick, Prince Edward Island, Maine and New Hampshire. Even if you have seen these lighthouses before, you want to see them again and again. There's always a new adventure and new stories to learn. It's a passion for me, but the historical stories, the geographical views and the people you meet along the way are also very special.

We covered more than 1,500 kilometres in seven days, including the Fundy shores of Nova Scotia and New Brunswick, Grand Manan, the coastal routes of Maine and New Hampshire, and PEI. We had the pleasure to tour with Beth McCann (former President of the New Brunswick lighthouse society), Jeremy d'Entremont (my

cousin and New England's foremost lighthouse authority, lighthouse tour operator, writer, photographer, president of the American Lighthouse Foundation, founder of the Portsmouth Harbor Lighthouse society, vice-president of the Flying Santa society), and Carol Livingstone of West Point Lighthouse in PEI.

It was an awesome trip and I would recommend any lighthouse lover to take on this adventure. Bring your locator maps, good walking shoes and your passion!



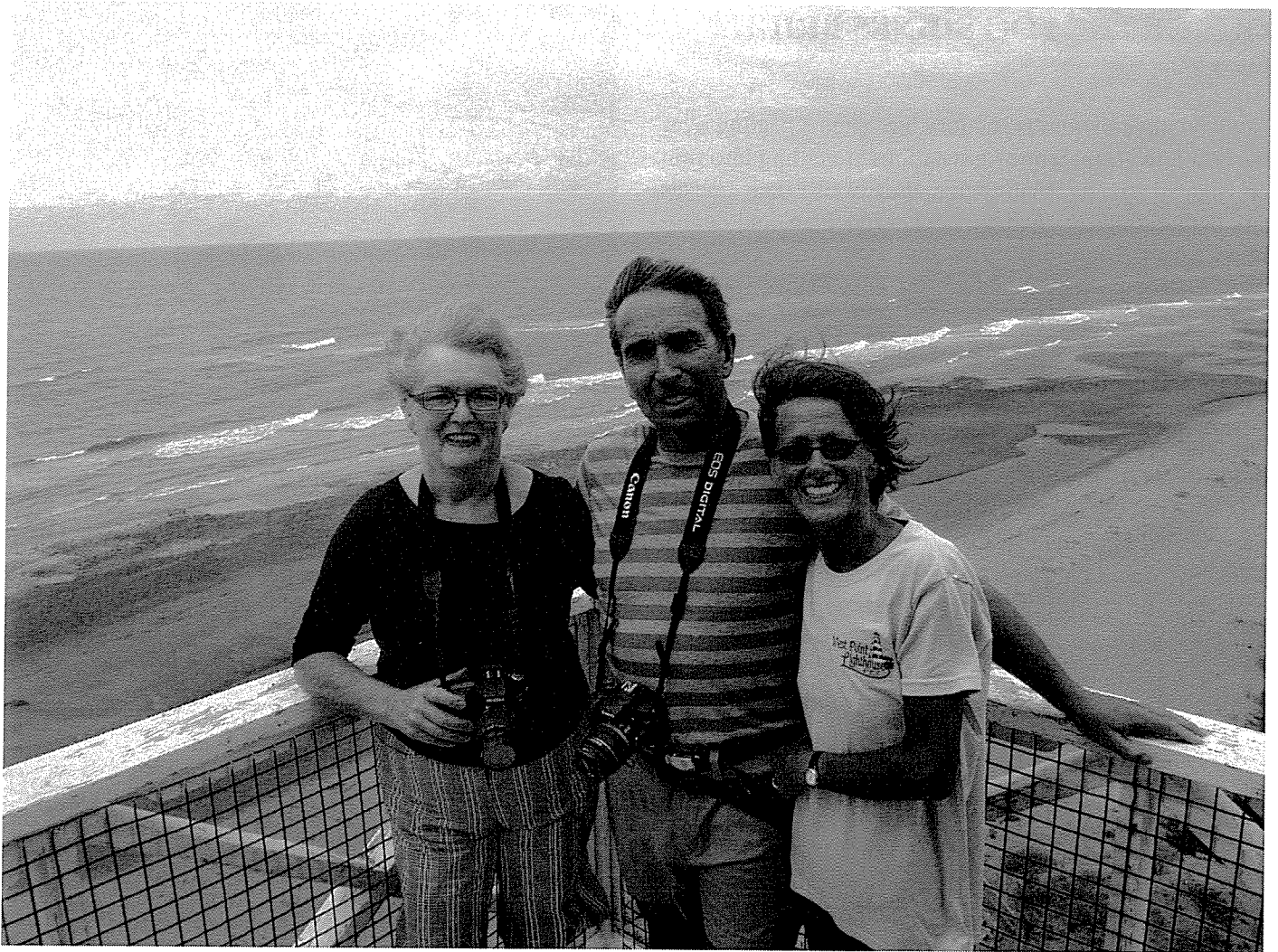
JOSETTE D'ENTREMONT WITH WEST POINT, PEI'S 4TH ORDER DRUM LENS. JOHN BEER



REPAIRS TO THE NORTH RUSTICO LIGHT IN PEI. JOSETTE D'ENTREMONT



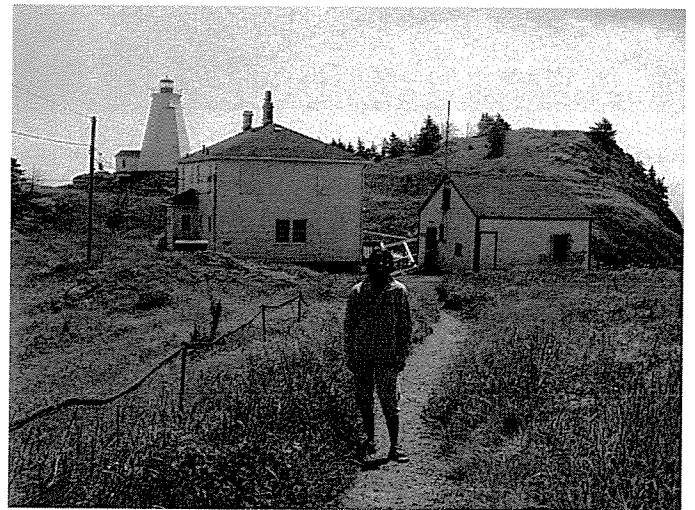
PEI'S WOODEN LIGHTS COME IN ALL SHAPES AND SIZES.
JOSETTE D'ENTREMONT



WEST POINT'S CAROL LIVINGSTONE, JOHN BEER AND JOSETTE D'ENTREMONT ON THE WINDY DECK OF THE WEST POINT LIGHT. *COURTESY JOSETTE D'ENTREMONT*



THE LEONARDVILLE LIGHT IN NEW BRUNSWICK SPORTS A LOVELY LITTLE DRUM LENS. *JOSETTE D'ENTREMONT*



THE FORMER KEEPERS' DUPLEX AND BOATHOUSE AT SWALLOWTAIL, GRAND MANAN ARE BEING RESTORED. *JOHN BEER*

OUT OF THE FOG SHINES BRIGHT

Chris Mills

Nova Scotia's lighthouse history has taken a beating over the past few years. Some lightstations are falling into ruin on isolated islands. Many have already lost their houses and outbuildings to abandonment, vandalism, and demolition crews. The old keepers are dying off, taking with them their experiences and stories of a way of life now all but gone in Atlantic Canada. It's not a pretty picture.

Fortunately, it's not all doom and gloom. Local groups and municipalities have rallied to save their lights. Recorded interviews with former keepers and their families have saved lighthouse history for the day when many of the lights themselves will have disappeared.

The life-saving lenses and horns that keepers once tended have also largely faded into memory. But in a small museum on Chedabucto Bay, there is a wonderful collection of artifacts that help illustrate our rich lighthouse heritage. The Out of the Fog lighthouse museum in Half Island Cove became a reality back in 2003 - the culmination of several years of hard work by ex-keepers



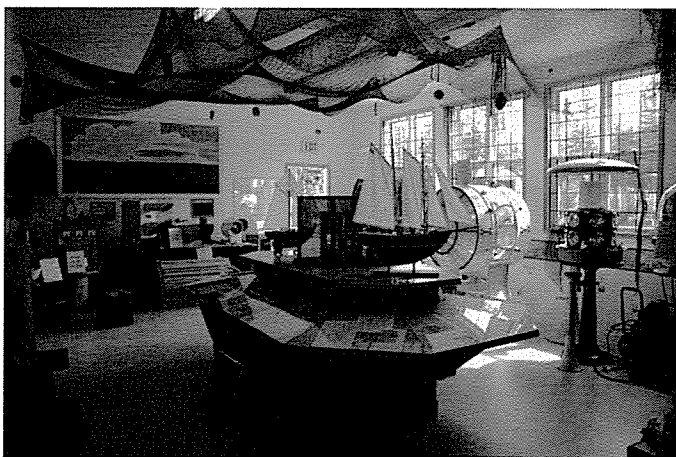
A LONG-FOCUS REFLECTOR SHINES AT THE OUT OF THE FOG MUSEUM IN HALF ISLAND COVE. CHRIS MILLS



PAUL EHLEH WITH AN "F" DIAPHONE RESONATOR. CHRIS MILLS



OUT OF THE FOG MUSEUM DISPLAYS. CHRIS MILLS



A RICH ARRAY OF ARTIFACTS GREET VISITORS TO THE OUT OF THE FOG MUSEUM. CHRIS MILLS

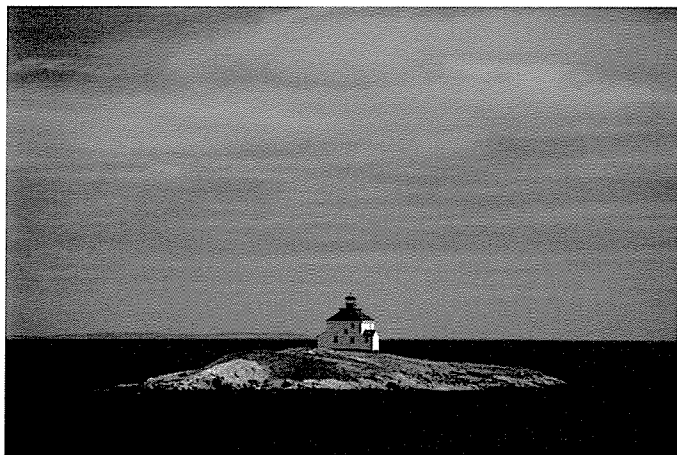
John and Gloria MacQuarrie, along with other volunteers and local politicians. (See *The Lightkeeper*, Vol 10, No. 3 Sept/Oct 2003). The MacQuarries collected dozens of old lenses, fog horns, lamps, reflectors, buoy lights, keepers' logbooks and many other items. Much of this equipment is now on display in the museum, a former schoolhouse.

Visitors can see how the beam of a small light is refracted and magnified by a 4th order Fresnel lens. An operating long-focus reflector, once common in lights across Canada, rotates and shines brightly. A large, 500mm AGA buoy lens and a series of drum lenses from the 4th to the 7th order, provide an idea of the lights that once guided all manner of marine traffic along the Nova Scotia coast. The trumpet from an Airchime fog horn stands near a large DCB 36 lens.

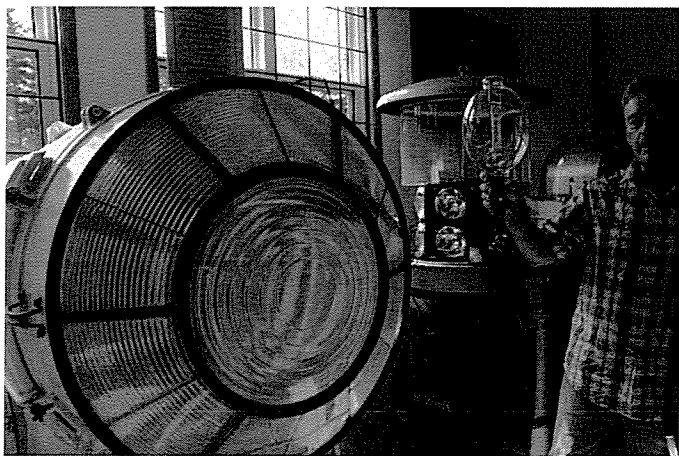
For anyone with a passion for lighthouses, the Out of the Fog museum is a must-see. It houses the largest single collection of displayed lighthouse artifacts in the province and a tour of its rooms full of artifacts evokes strong feelings of our proud lighthouse heritage.

The museum is located on Highway 16 in Half Island Cove, east of Mulgrave. The site is open from June to September, and by appointment off-season. For more information, call 902-358-2290 or visit www.outofthefog.ca.

Ed's note: Many thanks to Paul Ehler, who took the time to give me a tour of the museum and its treasure trove of artifacts.



THE ROOK ISLAND LIGHTHOUSE IS EASILY VISIBLE ON THE DRIVE TO THE OUT OF THE FOG MUSEUM. *CHRIS MILLS*



PAUL EHLER WITH THE MUSEUM'S DCB 36 LENS. *CHRIS MILLS*

BOOK REVIEWS

The Eddystone Convergence of 1955. A.J. Lane. You-WriteOn Publishing. 2011. Available at amazon.com

An isolated rock lighthouse in the English Channel, and the Cold War.

At first blush, the Eddystone light and a potentially earth-shattering world situation have very little common ground. But ex-lightkeeper Arthur Lane brings the two (and much more) together in incredible fashion in his latest book.

Lane spent three years as an assistant lightkeeper

on the Eddystone, off Plymouth, beginning in the mid-1950s. In *The Eddystone Convergence of 1955* he brings his experience to bear in a rollicking, convoluted, fantastical and sometimes confusing, epic tale.

Set within the Eddystone's 49 metre (161') tall granite tower and its nine vertically stacked rooms, a slew of dramas play out around the stoic and somewhat dazed Principal Keeper Hamilcar Beowulf Epworth Gusset (3rd Lord Suddock, Peer of the Realm and man of letters, no less).

From the moment he spies visitors on the deck of the relief vessel on crew change day, Gusset senses his ordered existence is about to be turned upside down. The arrival of a "film crew" (in reality, special agents from the "Extra-Special Branch) and members of "D Bureau," are unexpected enough. By no means are they the last of the visitors to descend upon the Eddystone.

By about halfway through the book we learn of concerns over a possible Russian attack – with concert grand pianos. By now, a piano has been landed on the Eddystone. If that isn't strange enough, the thing is packed in a zinc-lined wooden case filled with nitrogen. And as if there isn't enough going on already, Lane explains how "pianos packed for export were affected by an exudation from the fumed oak which acted as an adulterating contaminant." Fortunately, as we soon learn, "...a piano packed in nitrogen keeps indefinitely."

The piano remains for a while, and then it is mysteriously launched, with one crew member aboard.

Lane then introduces us to new characters that arrive to further crowd the filled-to-bursting Eddystone tower - the massive and ominous Schilling, with henchmen Ein and Zwei. Then there is the Trinity House Baroque Ensemble, with instruments, all crammed into a lighthouse designed to house three keepers in nominal comfort.

Lane hangs his complicated story upon the ordered lighthouse world of (the bewildered) Principal Keeper Gusset, with its regular watches and care of the giant lens and burners that are the heart of the Eddystone.

The story is interspersed with evocative descriptions of the Eddystone, its interior, and its surroundings. In one instance, Lane leaves the frenetic pace of the story aside for a moment, writing of the "oases of light" through various levels of the tower, and describing warm glow of the Tilley lamp in the kitchen with the door sealed with rags against the draw from the coal burning Cornish Range.

Lane takes Wighe (ostensibly the new assistant keeper, but in reality an agent) through the tower to the lantern, "...to savour the ambience of a working rock lighthouse at this graveyard hour..." Wighe he admires the 12 foot-tall optic with its double paraffin vapour



FORMER EDDYSTONE LIGHTKEEPER ARTHUR LANE BUILT THIS SCALE MODEL OF THE EDDYSTONE IN HIS GARDEN. ITS LANTERN CONTAINS THE LATEST IN LED TECHNOLOGY. COURTESY ARTHUR LANE

burners. He hears the "...geriatric groaning of the old... lens..." as it rotates. Wighe begins to feel "...something of the magic of being alone in a tower..."

Lane soon departs from this brief oasis of reflection and nostalgia to return to the calamitous story of a tower bursting with secret agents, a baroque ensemble, a bazooka, and sinister Trinity House Elder Brethren (the title given to the senior administrators of the general lighthouse authority for England and Wales).

The story builds to a crescendo that culminates in a recital at Royal Albert Hall in London, as "Supernumerary assistant keeper" Stumm's piano performance apparently foils a Russian rocket attack.

To add to all of this, beleaguered Principal Keeper Gusset ends up marrying a young woman by the name of Yvette (you'll have to read the book to see how she ends up on the Eddystone) after divorcing his wife of many years. Gusset dies just a couple of years later after suffering fatal injuries from a fall while bicycling on a high wire in a circus in Brighton. Honestly.

Lane ends the book with a retrospective from Gusset, which begins with "...it was agreed that as the regimental goat was now essentially ruined for most other purposes I could keep it." and then transitions to the workaday description of lighthouse life in the 1950s in Britain, from lightkeeper training, to overdue reliefs (of which Lane himself experienced many), to the effects of wind and sea on the Eddystone. This is Lane's homage to lightkeeping as he knew it in the 1950s. That life and work is now gone forever, and as such, Gusset's retrospective is an important slice of social history

It is easy to make heavy weather of *The Eddystone Convergence of 1955*. Lane writes in long sentences and makes obscure references.

Two complete reads might be a necessity.

The story line is complex, the characters and events bizarre (pianos as a tool of war??? a lightkeeper cycling on a circus high wire?), and the story is rife with improbable scenarios and strange events (the lone crewmember of the piano cast adrift makes headlines after drifting "2000 MILES IN OPEN PIANO"). Quirky humour abounds throughout the book though, and Lane's nostalgia for lightkeeping as it was (before electrification and helicopters and television, and then full automation) shines through.

Note: Arthur Lane is the author of It Was Fun While It Lasted. (1998. Whittles Dunbeath, Caithness, Scotland. KW6 6EY), Excelsior and Elyssium. Although erroneously named 'Bliss Gate' and declared dead in a recent issue of an American lighthouse magazine, Lane, at 86, is very much alive and living with his wife in Worcestershire. He has an operating scale model of the Eddystone (which he built) in his garden. (See The Lightkeeper Vol. 9, No. 3, Sept/Oct 2002, Vol. 11, No.2 June/July 2004 and Vol. 15, No. 3 Sept/Oct 2008 for references to and photos of Arthur Lane.)

Chris Mills

The Lighthouse Stevensons: The extraordinary story of the building of the Scottish lighthouses by the ancestors of Robert Louis Stevenson, Bella Bathurst (Flamingo, 1999)

Northern Lights: The Age of Scottish Lighthouses, Alison D. Morrison-Low (National Museums Scotland, 2010)

There is a fascination with Scottish lighthouses. Built to alert mariners of the hazards of one of the world's most treacherous coastlines, many of the Scottish lights are situated on cliff-bound headlands or rocky islands. Some are stone towers out at sea whose foundations are completely submerged at high tide. The construction and operation of these lights over more than two centuries is evidence of the audacity of their designers and the daring of their builders and keepers.

In 1514 King Henry III chartered Trinity House as the English Crown's instrument for lighting the coasts of Britain. The first lighthouses, however, were not built by Trinity House, but by private parties chartered by Trinity House. Lights were built by private individuals or companies whose charters entitled them to collect lighthouse dues from ship owners. In many cases, however, decades elapsed between the granting of a Trinity House charter and the construction of the light.

The Scottish lights, in contrast, were designed,



CAPE WRATH SHOWS SOME OF THE CHALLENGES THE STEVENSON FAMILY ENCOUNTERED AS THEY LIT THE RUGGED COAST OF SCOTLAND. *COURTESY CARL ANDERSON*

constructed, and operated by a single authority, the Northern Lighthouse Board, or NLB, created by an act of Parliament in 1786. Over the next 150 years, the NLB, with headquarters in Edinburgh, lit 93 lights around the Scottish coast from Chicken Rock on the west coast to St. Abb's Head on the east, and north to Muckle Flugga at the very tip of the Shetland Islands. It is remarkable that for those 150 years the Engineers to the NLB were members of one family— that of Thomas Smith (1752–1814) and six of his descendants, all surnamed Stevenson. The story of this engineering dynasty is engagingly told by British author and photographer Bella Bathurst in *The Lighthouse Stevensons: The extraordinary story of the building of the Scottish lighthouses by the ancestors of Robert Louis Stevenson*.

Thomas Smith started business as a lamp maker in Edinburgh, and when the NLB was founded, Smith was making lamps for the streets of Edinburgh. The NLB took an interest in his improved lamp reflectors, and sent Smith to study recent advances in lighthouse engineering in England. Upon completing his survey, Thomas Smith became the first NLB Engineer. In the 10 years spanning 1797–1806, without any engineering or architectural training, Smith built Scotland's first ten lighthouses. Smith's adopted stepson, Robert Stevenson (1772–1850) followed Smith as the NLB Engineer and designed and built fifteen lights between 1811 and 1833. The first, Bell Rock, was by far the most challenging of the Robert Stevenson lighthouses. Bell Rock, or Inch Cape, stood in the approaches to the port of Dundee on Scotland's east coast. Barely awash even at low tide, the rock had claimed scores of ships and hundreds of sailors' lives, and the NLB could hardly avoid its responsibility to light the rock.

The history of rock lighthouses in the British Isles started with Henry Winstanley, who built the first

lighthouse on the Eddystone Rocks off the Devon coast of southern England. The Winstanley's Eddystone Light was first lit in 1698, but was destroyed by a storm in 1703. It was replaced by John Rudyard's tower in 1709, and that lighthouse survived until 1755 when it was destroyed by fire. John Smeaton completed the third of the Eddystone lights 1759, and that structure remained in service until 1877. The success of John Smeaton's tower showed that a masonry structure could be built and maintained on a semi-submerged rock such as Bell Rock.

The NLB hired the English marine engineer John Rennie as Engineer for Bell Rock, and named Robert Stevenson his assistant and resident engineer. Rennie's design for the lighthouse was based generally on Smeaton's smooth-faced, tapering stone tower at Eddystone Rocks. While the Bell Rock and Eddystone lighthouses strongly resemble each other, Bell Rock, at 100 (30.5m) feet tall, is nearly fifty percent taller than Smeaton's 68-foot (21m) Eddystone light.

Robert Stevenson, responsible for building the lighthouse, prepared detailed construction drawings in collaboration with Rennie. As the work progressed, however, it seemed to Stevenson that Rennie, preoccupied with other work in England, took little interest in Bell Rock, and left Stevenson mostly on his own. When Robert Stevenson made what he believed were necessary design changes, Rennie approved them without discussion, and only visited Bell Rock once during construction. When Bell Rock lighthouse was completed in 1811, Rennie was publically recognised as the designer and engineer, but it was Robert Stevenson who had done virtually all the work. The dispute over who should receive credit for the design, engineering, and construction of Bell Rock has never been settled in the eyes of descendants of Robert Stevenson and John Rennie.

Robert's son Alan (1807–1865) followed his father as Engineer for the NLB, and between 1843 and



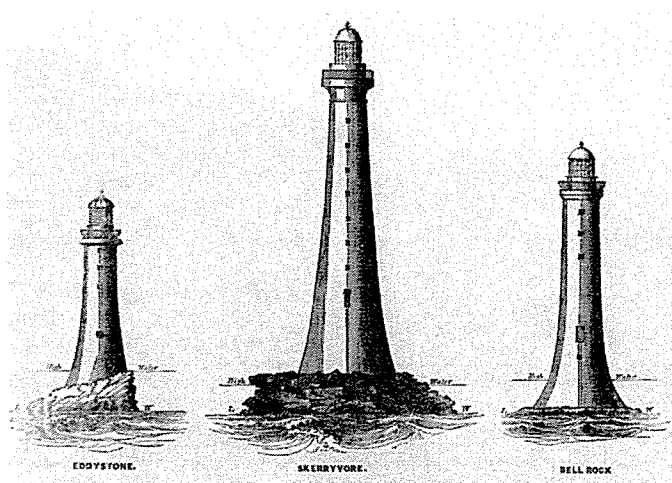
CHICKEN ROCK, ISLE OF MAN. *COURTESY CARL ANDERSON*

1865 built fourteen new lights on the Scottish coast. Very early in his career Alan Stevenson, like his father, undertook the design and construction of one of the world's tallest rock lighthouses—Skerryvore, the farthest seaward light of the Inner Hebrides. Twice the height of Eddystone, and forty percent taller than Bell Rock, Skerryvore, completed in 1844, presented Alan Stevenson with the same challenges his father had faced at Bell Rock, only on a larger scale. Alan drew on his father's experience and used similar methods of construction. In her book, Bella Bathurst describes her own fascinating visit by helicopter to the fully automated 150-year old Skerryvore Lighthouse.

Following in their brother Alan Stevenson's footsteps, Robert's two younger sons, David (1815–1886) and Thomas Stevenson (1818–1887), served jointly as Engineers to the NLB from 1855 to 1884. During this period, a further 31 lighthouses were built, although none so remarkable as Bell Rock or Skerryvore.

David Stevenson's two sons David Alan (1854–1938) and Charles (1855–1950) became the fourth generation of Stevenson Engineers at the NLB, and saw a further twenty-three lighthouses built between 1892 and 1937.

The design and construction of the lights in the early years did not relieve NLB Engineers of more mun-



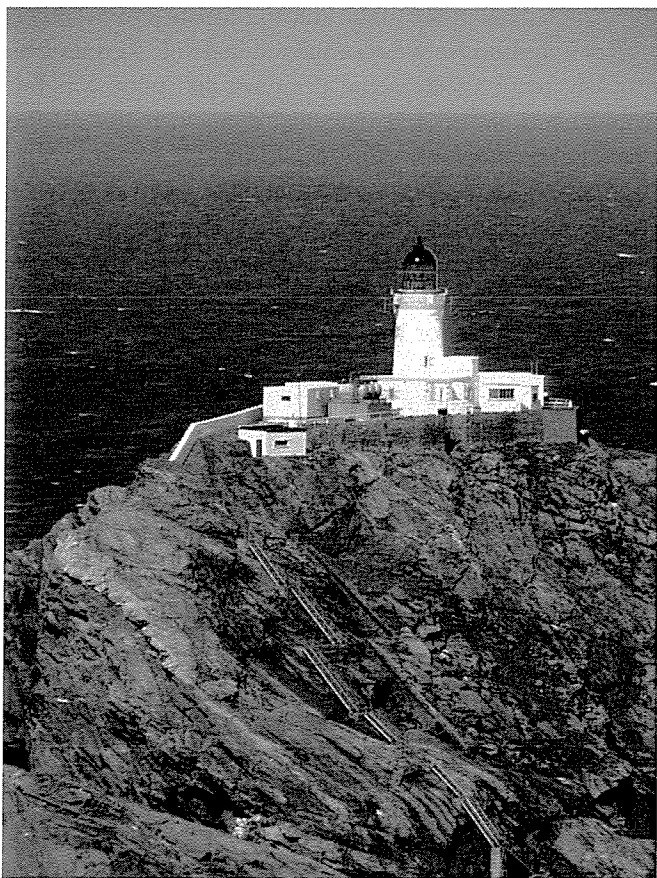
THREE FAMOUS ROCK LIGHTHOUSES: EDDYSTONE, SKERRYVORE, BELL ROCK. COURTESY CARL ANDERSON

dane duties. The Engineer was also responsible for the manning and operation of the lights. This required the Engineer to personally hire lightkeepers and deal with all of their domestic problems on the lights. Prospective lightkeepers were expected to be mechanically inclined, reliable, resourceful, and sober. Those whose families accompanied them on the lights were expected to be exemplary family men. The fact that lightkeepers did not always measure up to these standards was a source of frustration to the earlier Stevenson engineers.

Annual inspection tours took the NLB Engineers away from Edinburgh and the demands of lighthouse construction for extended periods, and were arduous on account of the Scottish coast's notorious weather and sea conditions. An NLB vessel carried the inspection party to their unannounced visits to the lights, and the tours became more strenuous as the Engineers grew older. Younger Stevenson engineers generally accompanied the Engineer on these inspection tours as part of their training. The author Walter Scott (later Sir Walter), accompanied Robert Stevenson on one of his inspection tours and gathered valuable material for future poems and novels.

The Stevensons were responsible for notable advancements in lighthouse engineering. Thomas Smith and Robert Stevenson greatly improved the design of lamps and reflectors. When Leonor and Augustin Fresnel began experimenting with lighthouse lens systems in France, Robert collaborated with them and tested their designs in Scotland. He subsequently recommended that the Scottish lights should all be converted from catoptric lights, in which light is concentrated by a reflector, to dioptric systems, where light is concentrated by a lens. In the field of structural engineering, Thomas Stevenson made studies of the force exerted by waves impinging on structures, and his optical work helped improve the efficiency of the Fresnel brothers' lighthouse lenses.

As their reputations grew, the Stevenson engi-



MUCKLE FLUGGA. COURTESY CARL ANDERSON

neers were consulted on the establishment of lighthouses around the world, including lights in Newfoundland, Singapore, Burma, Japan, New Zealand and Chile. A notable example is the Alguada Reef Lighthouse in Burma, completed in 1865 by Alexander Fraser of the Bengal Engineers. Fraser consulted with Thomas and David Stevenson on its design, and the Alguada Reef light is patterned after Alan Stevenson's Skerryvore, which it slightly exceeds in height.

Not all the Stevensons had careers with the NLB, most notably Robert Stevenson's grandson, Robert Louis (1850–1894). Although he received three years of engineering education and spent summers on lighthouse construction and inspection tours, Louis wanted a life in literature. He studied law, but abandoned that as well and turned to writing in earnest. One of his books, *Records of a Family of Engineers*, tells the story of his engineer relatives, but Robert Louis Stevenson is best known as the author of *Kidnapped*, *The Strange Case of Dr. Jekyll and Mr. Hyde*, *A Child's Garden of Verses*, and *Treasure Island*.

To celebrate the 200th anniversary of the lighting of Bell Rock, National Museums Scotland published *Northern Lights: The Age of Scottish Lighthouses*, by Alison D. Morrison-Low. This very informative book is beautifully illustrated by numerous historical paintings, maps, engineering drawings, and photographs, and by the Scottish Museum's collection of lighthouses models, lenses, lamps, and other lighthouse apparatus. The Stevenson family is at the heart of the book, of course, but *Northern Lights* is also a history of the technical advances made by the Northern Lighthouse Board, and like Bathurst's *The Lighthouse Stevensons*, it contains an extensive bibliography.

Northern Lights concludes with a description of the Scottish lighthouse system today, with its 208 lighthouses and nearly as many floating aids to navigation. It is a modern, automated system that no longer has resident light keepers, and where the fog signals of the past are silent. The NLB, with its long history of alerting mariners to the dangers of the Scottish coasts, has kept up with the times, as did the Stevenson family of engineers in their 150 years of Scottish lighthouse building.

Links to websites:

The Northern Lighthouse Board– www.nlb.org.uk

Bell Rock Lighthouse– www.bellrock.org.uk

Trinity House– www.trinityhouse.co.uk

Carl Anderson

Dynasty of Engineers:

The Stevensons and the Bell Rock.

Roland Paxton. *The Northern Lighthouse Heritage*

Trust, Edinburgh/ Whittles Publishing, Caithness. 2011. 120 pp. colour and b&w photos, engravings, diagrams.

2011 was a momentous year for Scotland's Bell Rock lighthouse, and by extension, dozens of other rock lighthouses along the coastlines of the entire globe. The Bell celebrated its 200th birthday – still marking the deadly "Inchcape Rock" 11 miles (17 km) off Arbroath – and the oldest continuously operating rock lighthouse in the world. The story of its design and construction stands as a proud symbol of more than 150 years of lighthouse construction by the famed Stevenson family of engineers.

Author Roland Paxton, himself a chartered engineer and engineering historian writes with authority about Scotland's first family of lighthouse engineering, and he digs deep to reveal little-known and controversial elements of the Bell's history.

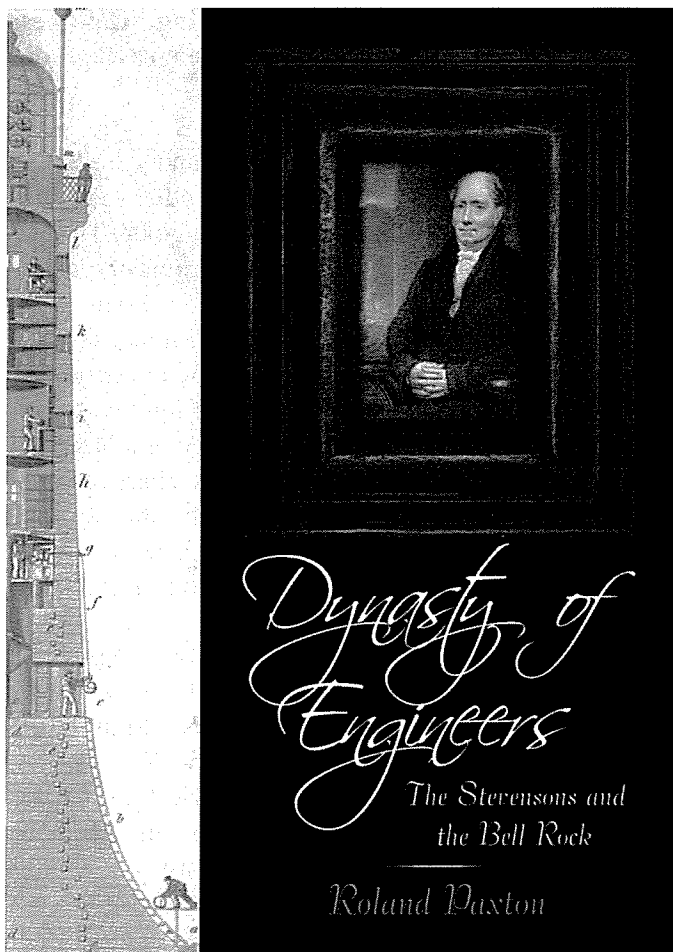
Paxton's handsomely laid-out book begins with short biographies of eight members of the Stevenson family. Between 1786 and 1952, Thomas Smith (stepfather to Bell Rock engineer Robert Stevenson), Robert, Alan, David, Thomas, Robert Louis, David Alan, Charles Alexander and (David) Alan Stevenson designed and built dozens of lighthouses around the coasts of Scotland, the Isle of Man, China, Japan, New Zealand, India and Newfoundland.

Paxton also includes a biography of Robert Louis Stevenson, who he describes as the "reluctant trainee civil engineer". Robert's parents had hoped that he follow the family tradition of engineering, but after less than four years of study, and a habit of playing hookey from class. Nevertheless, Robert Louis produced excellent descriptive accounts of his family's engineering projects, which included harbours, bridges and breakwaters. Stevenson's true genius shone through later in his short life, with the publication of *Treasure Island*, and *The Strange Case of Dr. Jekyll and Mr. Hyde*, among other classics.

Part two includes Robert Stevenson's detailed account of the Bell Rock lighthouse and a "fuller acknowledgement" of the involvement of engineer John Rennie in the construction of the lighthouse. Rennie's role has for many years been a controversial issue within the Stevenson family and among historians. Paxton introduces "new information" that reveals that the distinguished Scottish engineer played a much larger role in the construction of the Bell than Robert Stevenson had originally acknowledged.

The third and final section of *Dynasty of Engineers* provides a chronology of the Smith and Stevenson "lighthouse legacy" in Scotland and the Isle of Man, complemented with colour photographs.

Perhaps the most enlightening element of Pax-



COURTESY WHITTLES PUBLISHING

ton's research is the information he unearths about the consistent downplaying of John Rennie's role in the building of the Bell Rock light. Constructed between 1807 and 1811, the tower marks a treacherous reef about 2,000 feet long, and covered by up to 15' of water at high tide. According to legend, the rock was marked by a Bell some time during the 14th century, thanks to the efforts of the "pious inhabitants of the Monastery of Aberbrothwick. But it wasn't until 1799, after more than 70 ships were lost in a huge storm off the east coast of Scotland that authorities made a concerted effort to light the Bell.

Enter Robert Stevenson. As engineer to the Northern Lighthouse Board (NLB), Stevenson suggested a granite tower be built on the reef. NLB records confirm John Rennie was Chief Engineer for the project, with Stevenson as "assistant engineer to perform work under Rennie's guidance."

Construction of the tower was a dangerous and dirty business, as workers toiled at the mercy of frequent storms and the tides that allowed no more a three hour work window during the initial stages of building. Slowly, the 35m tower of Aberdeen granite took shape. Amazingly, only two workers died during the four year project – one from a fall from a rope ladder; another lost his life when a small boat capsized.

Paxton publishes (for the first time) John Rennie's progress report, a report likely omitted by Stevenson in his 1824 "magnum opus" on the Bell. He makes note of Rennie's considerable influence on the design and construction on the reef, from the flared "cycloidal" base of the tower, and its improvements over Smeaton's celebrated tower far to the south on the Eddystone Rocks. By the end of "Dynasty of Engineers", it is evident that no one person designed and built the Bell Rock lighthouse. Robert Stevenson and John Rennie's joint achievement stands today as testimony to the tenacity and skill of two engineers and scores of workers who sacrificed safety and comfort to build a warning light on the Bell Rock.

Chris Mills

Note: In 1843, authorities removed the Bell's original reflectors and sent them to Newfoundland, where workers installed them in the Cape Bonavista light, where they can be seen to this day

FAREWELL

Kenneth Wilkinson

We are sad to report Ken Wilkinson's passing on July 30th at the age of 91. Ken was active in many community groups, including the Coffin Island Lighthouse Heritage Society. The society successfully raised funds to have a retaining wall placed along the shore in front of the lighthouse in 1998-99. Unfortunately, decades of erosion had undermined the lighthouse, and a few years later the Coast Guard was forced to demolish the 1914 graceful concrete tower.

Some of Ken's and the groups's legacy lives on though – in 2006 the Coast Guard placed a fibreglass tower with enclosed lantern on the island (see *The Lightkeeper*, Vol. 13, No. 3, October 2006) lighting the island's rocky shore once again.

Ken was pre-deceased by his wife of 65 years, Audrey. Our condolences to Ken's two daughters and his son, along with his many grandchildren.

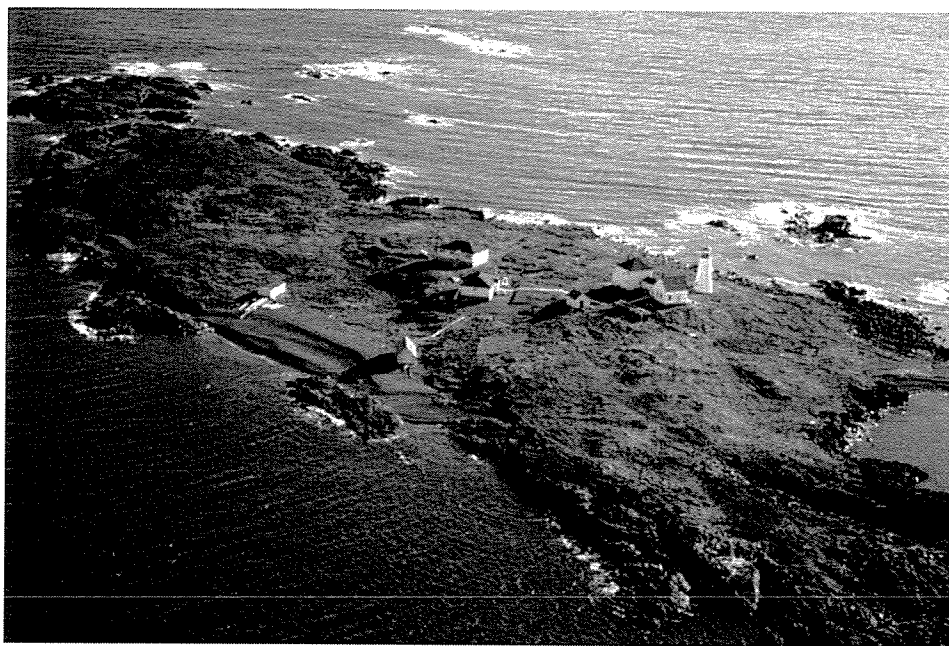
Inez Roberts

We would also like to extend heartfelt wishes to long-time NSLPS member Harry Roberts, who recently lost his wife Inez, following a long illness. Inez was a great friend of Nova Scotia lighthouses. She passed away on November 2nd at the age of 88.

GUYON ISLAND - A PHOTO-ESSAY

Chris Mills

Guyon Island sits just off Winging Point, near Gabarus, on the east coast of Cape Breton. Established in 1877, it was home to lightkeeping families until the Coast Guard destaffed the site in 1986. It is one of the very few almost-intact lightstations in Nova Scotia, with lighthouse, two keeper's houses, fog alarm, engine room building and tractor shed still standing. However, all of these structures are badly deteriorated. Stay tuned for an upcoming feature interview with Clive Lahey, one of Guyon Island's last keepers.



GUYON ISLAND THE 1970s, WHEN TWO FAMILIES LIVED ON THE ISLAND YEAR 'ROUND. *COURTESY ADALANE MCSHEFFERY*



GUYON ISLAND TODAY WITH (LEFT TO RIGHT) FOG HORN, TRACTOR SHED, DWELLING, SOLAR PANELS, LIGHTHOUSE, AND SECOND DWELLING. *CHRIS MILLS*



A BALD EAGLE TAKES OFF FROM THE LANTERN OF THE GUYON ISLAND LIGHTHOUSE AFTER AN UNSUCCESSFUL ATTEMPT TO LAND ON THE SLIPPERY ALUMINUM ROOF. *CHRIS MILLS*



FORMER LIGHTKEEPER CLIVE LAHEY OFF GUYON ISLAND IN JULY, 2011. *CHRIS MILLS*

Lyndia Wellwood Lighthouse Art Show Success

Chris Mills

Painter Lyndia Baird-Wellwood has been busy this year, touring the province and putting the finishing touches on an extensive series of paintings of Nova Scotia lighthouses. Lyndia's show "For The Love of Our Lighthouses" opened at the Marigold Cultural Centre on July 5, and ran until July 31. Board members Lew Perry and his wife Janet, Denyse Contrasty and Joanne McCormack attended. Lyndia very generously donated \$500 to NSLPS from the sale of her paintings.

Lyndia also brought her show to the Cole harbour library in October. Lyndia writes:

"I spoke about my lighthouse adventure and what inspired me as well how I was trying to draw attention to the plight of the lighthouse in Nova Scotia."

Future art shows include:

Series 1: "For the Love Our Lighthouses" Dec. 3 to 31 2011 at the Masstown lighthouse (near the market) with an opening reception at 2:00 p.m. at the lighthouse

Jan 5 -27 2012: The show will be at Parkland Estate, Edinburgh Hall, Young St., Truro. Opening reception 3:00 p.m. January 5th.

Series 2: Dec 2012: "For the Love Our Lighthouses". Marigold Cultural Centre. More details to follow.



LYNDIA BAIRD-WELLWOOD PRESENTS NSLPS PRESIDENT BARRY MACDONALD AND TREASURER LEW PERRY WITH A CHEQUE FOR \$500 AT LYNDIA'S ART SHOW "FOR THE LOVE OF OUR LIGHTHOUSES" IN TRURO LAST JULY. COURTESY LYNDIA BAIRD WELLWOOD



LYNDIA WITH INGRAM AND LYNNE WOLFE, THE LAST KEEPERS ON MOSHER'S ISLAND, AT THE ENTRANCE TO THE LAHAVE RIVER. COURTESY LYNDIA BAIRD WELLWOOD

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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 March 2012 issue: February 15, 2012.

NSLPS MEMBERSHIP FORM: January 1 - December 31, 2012

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

Mail to: THE NOVA SCOTIA LIGHTHOUSE PRESERVATION SOCIETY

c/o Maritime Museum of the Atlantic, 1675 Lower Water Street, Halifax, Nova Scotia, B3J 1S3

THE RARE ROTATING 4TH ORDER LENS FROM THE SAINT PAUL SW LIGHT AWAITS TRANSPORT FROM THE DARTMOUTH COAST GUARD BASE TO ITS NEW HOME IN DINGWALL, CAPE BRETON. *DFO/CANADIAN COAST GUARD*

