



Sambro Island 1758

The Nova Scotia Lighthouse Preservation Society
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The Lightkeeper

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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.

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COVER PHOTO

NSLPS MEMBERS AND MODEL-MAKER EXTRAORDINAIRE, CARL ANDERSON, WITH HIS SCALE MODEL OF THE CAPE SABLE LIGHTHOUSE. CARL ASSEMBLED AND DISPLAYED THE MODEL AT THE NSLPS 20TH ANNIVERSARY AGM IN APRIL, 2014. CHRIS MILLS

FROM THE EDITOR

Another summer and fall have passed quickly and winter is well underway as we wrap up a busy year in the world of lighthouse preservation. The situation is evolving rapidly, as traditional towers give way to galvanized steel towers lit by LED systems, and the old wooden and concrete towers deteriorate.

It is heartening to see that local groups are still making a go of maintaining and promoting their lights, and it's particularly inspiring to see the energy behind efforts to secure Sambro Light as a "cornerstone" lighthouse site. Politicians including Liberal MLA Brendan Maguire and NDP MP Megan Leslie have kept Sambro Island front and centre in the public and political forums, while Stephanie Smith, Sue Canton, and others involved with the Sambro Island Lighthouse Heritage Society, have kept a fire lit under the political pot.

Along the South Shore, the Medway Head Lighthouse Society took over its light in June, and the Spectacle Light Society is poised to do the same at the end of March, 2015. You can read more about these good news stories in this double issue of *The Lightkeeper*.

However, time is ticking, and many lights, including Sambro, continue to waste away. Sou'wester Days tours this summer revealed cracked and broken glass on the north exposure of Sambro Light. This damage further adds to existing damage inside the tower. The Coast Guard has effectively condemned the structure as a result of rot in the upper level wooden steps. Add to this winter's rain and snow, and it's a recipe for further serious damage inside a tower that should be a shining (and dry) example of our incredible lighthouse heritage.

Chris Mills

NSLPS CELEBRATES 20 YEARS

Joanne McCormick

Long-time board member Graham McBride opened our 20th Anniversary AGM on April 30th 14 with a healthy and delightful dose of foghorn.

NSLPS president Barry MacDonald then introduced singer/songwriter Dan MacKinnon, who entertained us with several rollicking sea songs, including one he wrote himself called "*The Lighthouse Song*".

During the short business meeting, Chris Mills pointed out that our publication *The Lightkeeper*, has

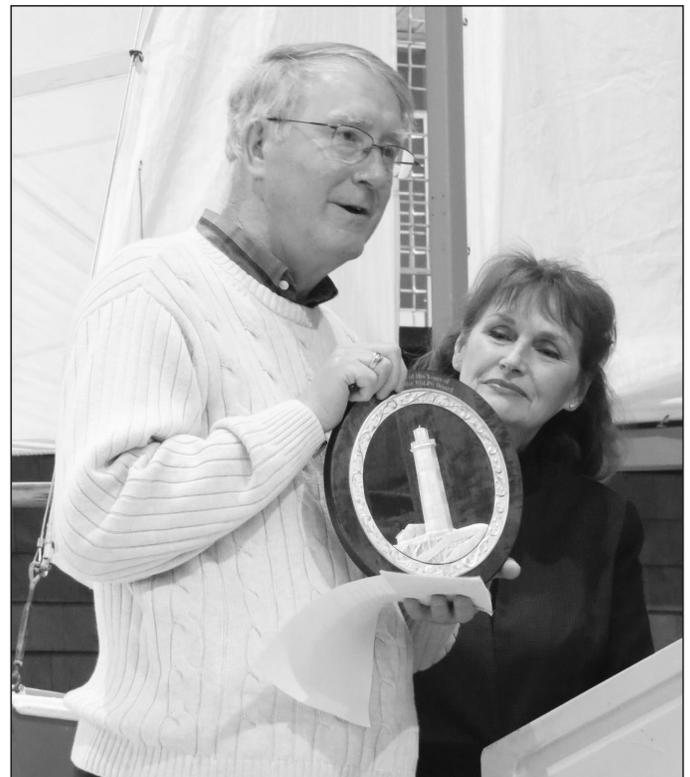
gone from a very thin and small newsletter begun in 1994, to a colourful and successful publication. Barry MacDonald added that we have been very fortunate to have Chris working on *The Lightkeeper*, the only publication of its kind in Canada.

Barry welcomed Bob Trapani, Jr., Executive Director of the American Lighthouse Society. Bob and his wife Ann Marie have been faithful friends and mentors of NSLPS for several years.

During the past 20 years, several lighthouse community groups have formed, and we congratulated and acknowledged these groups. Barry stressed that the end of HLP in 2015 is not the end of lighthouses.

The petition for Sambro has been signed by 5,000 people, fuelling our hopes for this iconic lighthouse.

Alexa McDonough then took the podium in NDP MP Megan Leslie's absence to read a letter from Megan announcing that she is pleased to be presenting a Private Member's Bill calling for the protection of Sambro lighthouse.



OUTGOING LONG-TIME NSLPS BOARD MEMBER LEW PERRY ACCEPTS A TOKEN OF OUR APPRECIATION FOR HIS YEARS OF SERVICE.
BOB AND ANN TRAPANI

Our reliable and faithful Treasurer Lew Perry stepped down this year, and received, for his many years of service, heartfelt appreciation; a pewter award and a gift certificate to White Point Beach Resort (which hosted an international lighthouse conference in 2000).

Our most prestigious award, the Craig Harding

Award, was bestowed upon Kathy Brown and Peter MacCulloch. Denyse Contrasty presented the award to Kathy and Peter, our webmasters, who have made our site one of the more active lighthouse websites in the world.

Barry MacDonald and Chris did a presentation of the history of the NSLPS. Our founding president was Rip Irwin, along with board members Chris Mills, Patsy MacDonald and Graham McBride. Rip Irwin was in attendance, having travelled from Truro. Dorothy MacLeod,



CARL ANDERSON ASSEMBLES HIS CAPE SABLE LIGHT MODEL AT THE AGM. CHRIS MILLS

who has since passed away, gave her heart and soul to our society for many years, as secretary and chief trip organizer.

Barry conveyed that once lighthouses were de-staffed, our lights began to go downhill. It took our society seven attempts over nine years to get the Heritage Lighthouse Protection Act (HLPA) passed.

The first lighthouse to receive heritage design-



DAN MACKINNON PROVIDED EXCELLENT ENTERTAINMENT AT THE AGM. BOB AND ANN MARIE TRAPANI



NSLPS MEMBERS AND SUPPORTERS GATHER FOR THE 20TH ANNIVERSARY NSLPS AGM. BOB AND ANN MARIE TRAPANI

nation was the St. Paul Island Southwest light, now relocated to Dingwall, Cape Breton.

Chris Mills spoke of Chris Harding, who along with Gert Sweeney, managed to have Yarmouth's Cape Forchu light divested under Bill 961. He also mentioned the Kaplan Fund, which through NSLPS, benefitted 12 lighthouses across the province. Other achievements included the issuance of Canadian lighthouse stamps (including Sambro Light), the development of our website, and our partnership with Tom Forrestall, who painted images of Sambro, and gave us the rights to two of the images, which we have available as limited edition prints.

Door prizes were given out, including a copy of founding president E.H. Rip Irwin's book, *Lighthouses and Lights of Nova Scotia*, and a collection of Canadian lighthouse stamps.

Dan MacKinnon closed the meeting, as he had opened it, with his wonderful style of seafaring music. Members enjoyed food and drink, stories of days gone by, and of days to come for our lighthouses.

POLITICIANS URGE PARKS CANADA TO PROTECT LIGHTHOUSE

Chris Mills

Sambro Light's massive first order lens formed a fitting backdrop for a press conference urging Parks Canada to assume ownership of North America's oldest operating lighthouse. NDP MP Megan Leslie joined a small crowd at the Maritime Museum of the Atlantic on November 10th.

Leslie told the Halifax edition of *Metro* that lighthouses are part of the heart and history of Canada. "One of the lights we need to protect is the Sambro Island lighthouse," she said.

In an effort to do just that, Leslie plans to introduce Bill C-588 in the House of Commons. Sambro Island's large red and white-striped light would be added to the list of designated heritage lighthouses as part of the proposed bill.

Time, and neglect, have not been kind to Sambro light. De-staffed in 1988, the station quickly began to deteriorate. In 2008, vandals burned down the Head Keeper's dwelling, and over the years, storms have damaged the island's historic gashouse. The station's fog alarm building requires immediate roof and wall repairs. In the tower, a cracked lantern pane and rotten stairs add to the urgency of the situation.

Sue Paul of the Sambro Island Light Heritage Society also attended the press conference. She told Metro support for the lighthouse has surfaced in several political arenas.

"We've had people from all three parties come to us and say they'd like to help," she said.

NEWS AND VIEWS

BACCARO FOG HORN IN DISPUTE

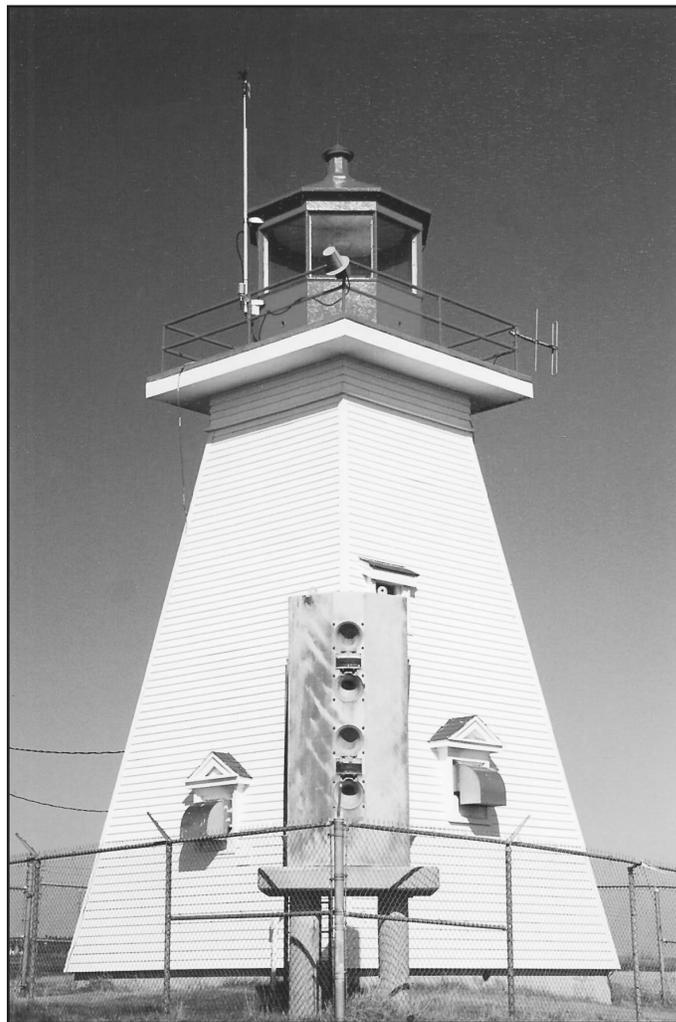
First it was Georges Island, then Sambro. Now, it seems that some residents of Shelburne County just can't stand the sound of their local fog horn. A recent article in *Yarmouth's Vanguard* newspaper reveals that several residents have forwarded a petition to the Coast Guard, with a view to turning off, or at least turning down, the 2,000 watt fog horn at Baccaro Point.

In 2005 the Coast Guard silenced the fog horn on Georges Island in Halifax Harbour, reportedly as a result of complaints from well-heeled residents of condominiums at Bishop's Landing, just across from the island. Two years ago the Coast Guard turned off Sambro Island's fog horn, following a concerted effort by one resident to have the horn silenced. This act followed a petition signed by at least 50 local fishers, who requested that the horn be left on.

In the case of Baccaro Point's signal, it looks as though the horn has its supporters as well as detractors. The *Vanguard* article (published November 1st) reports that the Municipality of Barrington had received 680 letters to that point, expressing support for retention of the horn. There has been a warning signal of some kind on the point since at least 1935.

The *Vanguard* reports South Shore-St. Margaret's MP Gerald Keddy has written to Federal Fisheries Minister Gail Shea, noting that local fishermen cannot always rely on electronic aids to navigation, "Sometimes the old tried and true method of a fog horn can save the lives of those in a boat that is in distress," Keddy says.

Municipality of Barrington Warden Eddie Nickerson says he's heard both sides of the issue, and tells the *Vanguard* "I don't think anyone is saying they don't want the foghorn there. There may be a way to turn it down, or maybe they can redirect the sound a little bit." One of our mossers could lose their GPS overboard. So hopefully we can find a happy medium here."



BACCARO POINT LIGHT WITH ITS 2000WAT AGA FOG HORN IN 2001.
CHRIS MILLS

It would be interesting to know just how many people complained about the much more powerful diaphone fog horns during the period of their use, from the early 20th century, to the mid-1970s. It's tempting to think that the demise of the foghorn is being partially by driven by the gentrification of some coastal communities, where certain residents just can't get used to sounds that had been a part of the coastal soundscape for close to two centuries. Time, and petitions, will tell.

CAPE FORCHU MILESTONE

Friends of The Yarmouth Light at Cape Forchu are celebrating their 175th Anniversary in 2015. Watch for news of activities at this light in the next issue of *The Lightkeeper*.

HALIFAX FIELD NATURALISTS TALK

Lighthouses present a perennial interest for folks of all ages and walks of life, and it's always a pleasure to share a bit of history, and in my case, some memories of what it was like to be a lightkeeper in the final years of light-keeping in Canada. Following a public presentation on lighthouses and lightkeeping for the Probus Club in Halifax earlier this year, I received an invitation to talk for the Halifax Field Naturalists in early October. An energetic and engaged crowd of several dozen people made for a very pleasant evening, as we discussed the past, present and future of lighthouses.

LIGHTHOUSE AWARENESS GROWS

Catherine Pincombe



LIGHTHOUSE AWARENESS ART SHOW & SALE. COURTESY
CATHERINE PINCOMBE

The Lighthouse Awareness Art and Show was a huge success this year. We had 67 artists and sold more than 40 works of art. The attendance was super. I am now moving on to the next project. Since "Lights Along The Shore" did not take place this year, we decided to hold the "Queens County Lighthouse Rally".

This a joint effort between the Medway Head Lighthouse Society, Spectacle Light Society and the Region of Queens Municipality. It is our hope that even though this may be a small event this year, we can grow it next year and either hold it on August 7, or keep it in September as a fall event.

As part of the rally we are holding the "Best Lighthouse Photo" of the day competition. We will ask people to e-mail their submissions and the committee will narrow the entries down to six. We have a Facebook page, Queens County Lighthouse Rally, and we encourage people to like us.

Ed's Note: See page 10 for Cathie's article on the Queens County Lighthouse Rally.

LOUISBOURG GETS NEW FOG DETECTOR

Foggy Louisbourg now has a much more reliable fog horn, thanks to the installation of a new fog detection system. During the early fall, technicians mounted a Sentry fog detector directly on the Tideland AB-560 fog



SENTRY FOG DETECTOR, LOUISBOURG. *CHRIS MILLS*

horn tower. The detector is manufactured by Envirotech in Baltimore.

Canadian Coast Guard nav aids foreman Tom Roberts says these units are also in use at Cranberry Island, Gull Rock, and Green Island (Yarmouth County).

"Newfoundland has been using them for about five years with no problems at all," says Tom. "The owner of Envirotech, John Crosby, was a meteorologist for 30 years before he started building weather sensors and his track record is so far, 100% success.

"The two sensors 'sense and evaluate' the moisture content in the air 42 cm from the heads. They don't actually see the fog offshore (hence they are called Forward- Scatter detectors), and the computer takes that information and can accurately sense up to 30 nautical miles where the fog is and switch the detector on wherever we set it - normally two to three nautical miles.

"The Department of Highways has the same detectors on their weather towers along the highways to keep a check on weather conditions for them. I trust these



LOUISBOURG'S AB 560 FOG HORN WITH SENTRY FOG DETECTOR MOUNTED ON TOP. *CHRIS MILLS*

sensors more than I trust the old units. If it is clear in front of the heads and fog is offshore by three miles the sensors, for example, the horn will be on in Louisbourg.”

As of November, the new detector has been working very well, and Louisbourg's fog horn has been sending its two second blast into fog, rain (and soon, snow) every 18 seconds.

SALVAGES UPDATE

The Coast Guard's plan to replace traditional lighthouse structures in Nova Scotia is well underway. Devil's Island, Cape North, West Ironbound, Wolfe's Island and other sites are now equipped with square galvanized towers topped with bright daymarks and LED lights. In south west Nova Scotia, The Salvages, off Port LaTour, is now home to one of these new towers, while the old bunker-like structure sits abandoned and rotting.

Salvages was first established as a fog alarm station in 1915. In the 1960s, the Coast Guard placed a lantern containing a rotating light on the roof of the engine room. The keepers lived in a two-storey structure (now demolished) attached to the engine room until de-staffing in 1987.

See our photo essay on page 17. Alix d'Entremont visited The Salvages this summer, and took several excellent photos of the rock (also known as the Half Moons) and its hulking lighthouse. Alix lives in Pubnico and produces an excellent blog called "Birding and Exploring in Nova Scotia"



THE SALVAGES, WITH LIGHTLESS LANTERN, IN AUGUST, 2014. *ALIX D'ENTREMONT*

Jim Guptill spent a decade keeping the light on The Salvages. On page 17 we have included some of his photos of the station as it reached the end of its staffed life.

SAMBRO DAMAGE

Sambro's pencil-beam flash continues its five second cycles as it marks the "Sea Road To Halifax", but inside the tower, all is not rosy. Rotten steps and flooring near the top of the structure have resulted in DFO/Coast Guard effectively condemning the tower. As it stands, it is not safe to climb beyond the top of the spiral wooden steps to the final level below the lantern, due to ongoing deterioration of the stair treads, and rot in the partial wooden floor on the level where the tower's stone walls transition to concrete.

During Sou' Wester Days tours in August, several visitors noticed a broken pane in the lantern, on the north face of the tower. This presents an additional hazard to the inside of the structure, exposing the lens assembly to rain and snow, as well as providing an entry point for water, which will could easily leak into spaces below the lantern.

NSLPS Presdient Barry MacDonald has sent a letter of concern to Fisheries Minister Gail Shea, outlining the damage, the threat of further deterioration, and calling for action in addressing the situation at North America's oldest operating lighthouse.

SOU'WESTER DAYS

North America's oldest operating lighthouse proved to be a popular draw again during this year's Sou'wester Days in Sambro. Skippers David Gray and Paddy Gray provided friendly transportation to and from the island on a sunny August 9th. John Beer and Josette d'Entremont, among other folks, were on hand to help passengers land on the island, and provide information to visitors.

Josette writes: [We had a] wonderful day on



SOU'WESTER DAYS TOURS ON SAMBRO ISLAND. *JOSETTE D'ENTREMONT*

Sambro Island. 96 visitors enjoyed an awesome day on the historical island. Many thanks to the NSLPS volunteers on land who sold tickets, along with the Sou' Wester Days volunteers, and the folks who took the time to groom the trails on the island so that visitors could enjoy the beauty of the whole island.

Thank-you Glen Fry, Chris Mills, Steve and Cameron Farmer for guidance on the island, and to John Beer for his efforts in helping the passengers on and off the two boats, *Ryan & Erin* and *Pic! Pocket* on the rocks below the island's Gas House. Everyone thoroughly enjoyed their day, with visitors from all over the globe.



CHRIS MILLS AND STEVE FARMER BRIEF VISITORS ON SAFETY, AND A BIT OF SAMBRO ISLAND HISTORY. *JOSETTE D'ENTREMONT*

The rain stayed offshore, and we were surrounded with a beautiful rainbow! People took in the history and the scenery and did some beach combing! It was an awesome and memorable day! We look forward to next year's visit.



REPAIRS TO BE DONE TO THE SAMBRO ISLAND LIGHTHOUSE

In response to the letter written to Fisheries Minister Gail Shea, GFO has recently assessed the damage to the Sambro Light and repairs will be carried out before the end of March 2016. See page 21 for the letter.

TERENCE BAY

Michelle Forest

As of the end of October 2014, the members of the Terence Bay Lighthouse Committee are in discussion with federal officials over details pursuant to signing a Memorandum of Agreement with the Crown so that we can fulfill our mandate as a not-for-profit community group to save the Terence Bay Lighthouse as a heritage lighthouse under the Heritage Lighthouse Protection Act.

MEDWAY HEAD CELEBRATION

Dan Sinclair, Director of Communications, Medway Head Lighthouse Society

Wednesday June 11th, 2014 began with sunny skies and warm breezes to greet the ceremonies that transferred ownership of the Medway Head lighthouse and lands from the Department of Fisheries and Oceans to the Medway Head Lighthouse Society (MHLS).

In addition to the audience of 70-plus, representatives from federal, provincial and municipal departments took part in the ceremonies. Family members from three of the recent lighthouse families: the Smileys, the Moreaus and the Hynicks, were present.



DONALD ALLAN ACCEPTS THE KEYS TO MEDWAY HEAD LIGHTHOUSE FROM DFO'S JOHN FORD. *CHRIS MILLS*



RIBBON CUTTING CEREMONY AT MEDWAY HEAD. LEFT TO RIGHT: *RAYMOND FISKE, DAN SINCLAIR, BARBARA MOREAU, DONALD ALLEN, MURIEL SMILEY, CHRISTOPHER CLARK.* COURTESY *DAN SINCLAIR*



FORMER LIGHTHOUSE RESIDENTS MARION HYNICK, MURIEL SMILEY AND BARBARA MOREAU AT MEDWAY HEAD. COURTESY *DAN SINCLAIR*



MHLS president Donald Allan gave a brief history of the light, outlining the steps by which our society had obtained the light, and he pointed out some of the ongoing fund-raising efforts to support our work with the lighthouse. Allan and DFO representative John Ford then exchanged a key to the lighthouse for a token amount of \$1.00.

Following the exchange, Region of Queens Mayor Christopher Clarke and District 7 councillor Raymond Fiske held up a large red ribbon which was cut by Donald Allan, Muriel Smiley and Barbara Ann Moreau.

The enthusiastic audience was invited back to the Port Medway fire hall for light snacks, coffee, tea, lemonade and a sample of a beautiful lighthouse-shaped cake baked by Port Medway resident Virginia Stevens. Much conversation followed and as the saying goes "A good time was had by all!"

SPECTACLE LIGHT SOCIETY CLIMB THEIR EVEREST

Mel Cutler

The South Shore community of Port Mouton will finally take ownership of their lighthouse in just a few more months - by April, 2015.

Ten years ago, in 2004, the federal government sent a crew to tear down the Port Mouton lighthouse because it was in need of extensive repair. To understate it, the "locals" were not amused; they banded together and quickly formed the "Spectacle Light Society," named because the light is on Spectacle Island, about a kilometer offshore from Carters Beach.

The new members began haranguing the "powers that be" and to everyone's surprise, the government reacted very favourably by allowing the light to remain standing and by also extensively repairing the tower in 2005. Since then, the society has been working to gain ownership of the lighthouse.

In early 2009, the 40-person society became more formalized when it established an executive, began fundraising, and increased its membership. Currently, there are more than 120 members, and a variety of fundraising events over the years have put the group on a solid financial footing, thanks to a lot of hard work by the fundraisers.

Great news arrived in September 2014: the society learned that not only were they to achieve ownership by March 31, 2015 (the end of the government's fiscal year), but that the lighthouse had been designated a heritage building. (A heritage building must remain as-is on the outside, but the interior can be changed.)

It is understood that the Port Mouton lighthouse is one of 25 soon to be declared a heritage site by The

Minister responsible for Parks Canada. This will be the first batch of lighthouses in Canada affirmed as heritage buildings under the Heritage Lighthouse Protection Act - federal legislation passed in 2008 to designate and preserve historically significant Canadian lighthouses.

So, 11 years after it started down this path, and six years after being formalized and working with the federal government, the Spectacle Light Society will summit their Everest and finally, own their light.

Even though it has been a long and often rough passage, by being patient and maintaining their course, the Spectacle Light Society will complete a successful voyage

RALLYING AROUND OUR LIGHTHOUSES

Catherine Pincombe

Lighthouse enthusiasts were given an opportunity to visit the lighthouses of Queens County on Saturday September 13. The lighthouses were showcased in the 1st “Queens County Lighthouse Rally”.

Participants were given passports with maps guiding them to 6 lighthouses. They received a stamp in their passport at each lighthouse they visited.

Rally-goers were treated to various activities, from history shows to a scavenger hunt, from drawing and painting their own lighthouse pictures to a craft market.



LIGHTHOUSE RALLY PARTICIPANTS. COURTESY CATHERINE PINCOMBE



WESTERN HEAD. COURTESY CATHERINE PINCOMBE

There were artists painting at various locations including local artist Roger Savage painting at the Western Head Lighthouse. The Medway Head Lighthouse was open to the public for the first time, allowing visitors to get a first-hand impression of what it was like to be the lightkeeper. There were gifts for participants as well as prize draws. The best “Lighthouse Photo of the Day” won a gift card donated by Sobeys in Liverpool.

The purpose of the event was to raise awareness of our lighthouses by encouraging people to visit these iconic structures and to appreciate how they were once integral parts our maritime communities. There are many areas in Queens County that in the past were significant in the fishing industry. The lighthouses ensured the safe return of the fishing fleets and their valuable catch. The fishing industry is still a vital part of Queens County, but sadly the lighthouses are less important to the safety of our mariners. Technology has led the federal government to divest itself of lighthouses in favour of new navigation aids. What this actually means is that many lighthouses have been abandoned and will succumb to the elements and the sea to be lost forever.

Groups such as the Spectacle Light Society and The Medway Head Lighthouse Society are working diligently to raise support and money to secure the future of the lighthouses in their communities. This rally was a team effort between the two Societies and the Region of Queens. The Region of Queens has already taken steps to save the Fort Point and the Port Medway lighthouses which are now under the ownership of the Regional Municipality

Rally organizers were delighted with the number of rally participants and they are planning to make this an annual event.

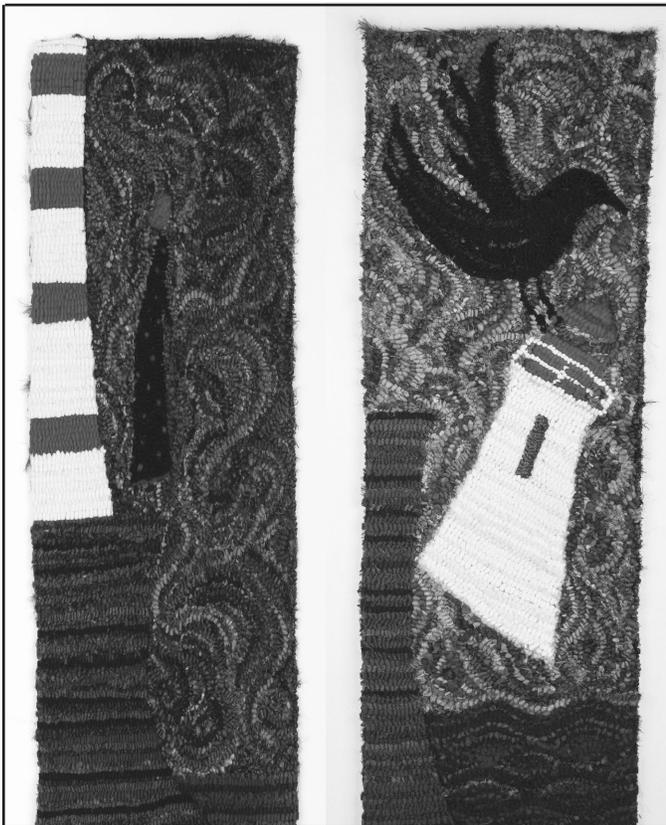
THE ART OF LIGHTHOUSES

Chris Mills

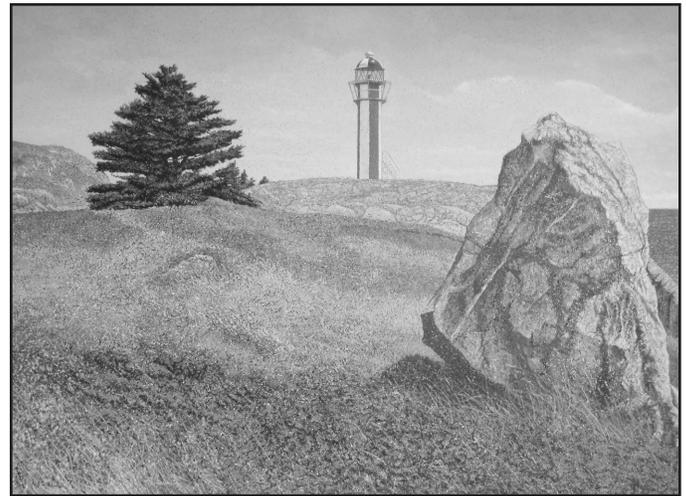
Two artists, two mediums, and a shared love of lighthouses. One expresses the love through whimsical hooked rugs, and the other with realist paintings. But their work goes deeper than whimsy and realism. Laura Kenney's hooked rugs form a commentary on the state of lighthouses and the people who kept them, as well as the people trying to save them. Steven Rhude's paintings show his fascination with lighthouse architecture, and their place in the identity and culture of Maritimers and Canadians.

Laura and Steven teamed up for "I'm A Lighthouse; It's Your Call", which ran at Harvest Gallery in Wolfville until November 16. The show was a natural fit for Kenney and Rhude; Kenney grew up in Ontario, but summered in Nova Scotia, where she now lives, and where she's recently been visiting lighthouses with her kids; gathering inspiration for her work.

Rhude was born in Quebec, but he's lived in Lunenburg, and Guysborough County. Now based in Wolfville, Rhude says he was struck by the government's decision to declare the bulk of Canada's lighthouses surplus.



"MARJORIE", BY LAURA KENNEY. COURTESY LAURA KENNEY
"DE-LIGHTHOUSING", BY LAURA KENNEY.
COURTESY LAURA KENNEY



INSPIRED BY A TRIP TO BRIGUS, NEWFOUNDLAND.
COURTESY STEVEN RHUDE

Kenney's work, while light and playful at times, also reveals an almost gothic side, with narrow, tilting lighthouses, crows, and black figures reminiscent of Edward Gorey's vaguely unsettling characters. On one rug, a funeral procession of women in long black and brown dresses carry a horizontal lighthouse like a coffin. In another, a woman hangs a pair of trousers with suspenders on a clothesline. A lighthouse hangs next to the trousers.

Rhude places lighthouses on a road in one painting, and in another, a woman named Judy takes a red and white striped tower on a walk, with the help of dolly wheels. Rhude paints in oil, then flicks paint on the image, providing a speckled look. "You walk that edge between abstraction and realism," he told arts reporter



STEVEN RHUDE SAYS THIS PAINTING WAS INSPIRED BY A PHOTO OF THE ORIGINAL SAMBRO LIGHT. COURTESY STEVEN RHUDE

Elissa Barnard in a recent *Herald* article. "It's the second half I enjoy."

Steven Rhude had this to say when I asked him to describe the significance of lighthouses in his work:

The exhibition "*I'm a Lighthouse - It's your call*" at Harvest Gallery in Wolfville, NS. Continues to explore the relevance of man's orientation and identity through the architecture of the lighthouse. As a painter inspired by the phenomenology of architecture, the lighthouse continues to pose certain questions regarding the problem of constancy and change, or the tangible and the virtual. As we inspect the lighthouse, so do we assess our own relationship with place, and the long history of the "tower" in western life.

The developments over the last 60 years or so raises a few questions: As Maritimers, how does a place retain its identity under the pressure of historical forces? Or perhaps more importantly: How can our place adapt to the changing needs of both the practical/economical, and Genius Loci (spirit of a place) evoked through the architecture of the lighthouse?

In this fast-paced virtual world of ours, it's quite plausible that there are people who have never seen a lighthouse in the flesh. Never sojourned to experience the prospect of one of our most enduring symbols face to face, and considered what it could mean personally or collectively.

Never driven, or hiked, or boated to a lighthouse. Never crept along a desolate point of land, with precarious cliffs, or a tidal surge to contend with. Never approached a lighthouse door where just a rope secured it, instead of a handle. Never entered and searched through the rooms of a dwelling abandoned, or marginalized, or declared surplus. Never looked out of salt encrusted windows, and pondered the struggles of a long line of families and keepers. Never imagined their tragedies and victories, their loves and hates, or the cycle of their purpose and responsibility.

Never climbed the steps of a lighthouse to the lantern and stood where others before them stood, and questioned why a facility like this seems to so easily demarcate our relationship with land and water, with security and the unknown.

Never wondered why in Virginia Woolf's novel, "To The Lighthouse", *the lighthouse* has no place name.

Laura Kenney has these thoughts about her lighthouse muse.

When I think of Nova Scotia I think of lighthouses. When I found out they were in danger, two things happened:

1) I bought Rip Irwin's book *Lighthouses and Lights of Nova Scotia* and with my kids, and sometimes, husband, we would set out and search for lighthouses.

2) I started to sketch and then hook and with Lynda Mac Donald, gallery owner of Harvest Gallery. I was able to do a show with Steven Rhude, a painter who shares my love of lighthouses. I am hoping that when people see the images that they will be encouraged to visit lighthouses and support the communities that are taking care of the lighthouses, and write their MP to petition for more funding.

Also, from Chris Mills' *Lighthouse Legacies*, a flood of images came to my mind as I read the stories "Marjorie" and "Call for Help" were inspired because of the lightkeepers' stories. From my artist statement "These structures are beauty, they are our Eiffel Tower, our statue of Liberty, our Leaning Tower of Pisa". They have stories which we need to see, hear and feel at this time when we need it the most. They need to be protected.

* * *

NEW ARTIST RETREAT AT PORT BICKERTON

Ron Stansfield, Port Bickerton and Area Planning Association

The Port Bickerton lighthouse moved in a major new direction in 2014 with the opening of the former lightkeeper's bungalow on the site as an artist retreat on May 1. Abandoned almost 30 years ago, when the lighthouse was de-staffed, the bungalow required extensive renovations by the volunteer members of the Port Bickerton and Area Planning Association throughout the past winter to return the structure to its former glory. The association, which manages the lighthouse site on behalf of the municipality, undertook this project to not only stimulate renewed interest in the lighthouse as a visitor destination, but also as a means of promoting the further development of arts and culture along the Eastern Shore.

A key element in this regard is its annual Artist-In-Residence Program to which established Atlantic Canadian professional writers, composers and visual artists working in any medium, and whose work draws on the natural environment may apply. Successful applicants will be awarded a residency of one to two weeks.

The programme is designed to offer a period of quiet seclusion and reflection to established artists work-



RENOVATIONS UNDERWAY AT THE OLD HEAD KEEPER'S HOUSE, PORT BICKERTON. *RON STANSFIELD*

ing on their craft. It offers time to re-group from busy schedules with uninterrupted time for creative exploration and experimentation.

This year's first artist-in-residence was the distinguished Dartmouth painter Susan Paterson.

The bungalow is also available for rental on a weekly basis from May 1 to October 31 each year. Although



RESTORED HEAD KEEPER'S HOUSE, PORT BICKERTON. *RON STANSFIELD*

priority will be given to members of the artistic community, other visitors wishing to enjoy the experience of living at a working lighthouse may contact the association regarding availability via its website at portbickertonlighthouse.com or e-mail at pbnslighthouse@gmail.com.



SUSAN PATTERSON AT THE PORT BICKERTON ARTIST RETREAT, HOUSED IN THE OLD HEAD KEEPER'S DWELLING. *RON STANSFIELD*



PORT BICKERTON LIGHTSTATION, *CCG/DFO*

SAMBRO, THE ROCK OF LAMENTATIONS

Mark Wilson

One by one they fell: the original lighthouse towers at Tybee Island, Louisbourg and Boston are no more; they were victims of war, neglect and encroaching seas. Had they survived, some of these structures would now be approaching 300 years of age. Alas, they did not. They have all succumbed to the dangers that come from human activity and the passage of time. And though these lights have been rebuilt, they are not the same buildings of almost three centuries ago. The current Louisbourg light, for instance, bears no resemblance to its predecessor. It stands there today as a functional resident of the shoreline, and not as a re-incarnation of the old French light.

But what of the originals that still stand? Several North American lights, situated between Virginia and Nova Scotia, date from the 18th century. Among them is Sambro Light, the oldest surviving lighthouse in the Americas. Unlike those noted above, it has somehow managed to avoid the ravages that normally proved so cruel and disastrous. Since 1758 it has witnessed several wars and it has been subject to numerous natural barrages, but still, its original stone core stands straight and keeps watch.

This is no mean feat. The most recent serious assault was 2007's Post-Tropical Storm Noel, which took a direct shot at Sambro Island and the Halifax area. Over time, one shudders to think of the total number of near misses that have occurred over the course of two-and-a-half centuries. If you need further proof on the meagre chances for lighthouse survival, you can refer to Russ Rowlett's Lighthouse Directory on the internet. He notes that of 15 American lights built at the time of the First American Congress (1789), "only two of these early lighthouses stand today, plus a third tower that was under construction in 1789." Clearly, Sambro has beaten overwhelming odds.

Its survival has served it well, especially in a hemispheric context. It is quite possible, based on recent research, that Sambro may be the oldest surviving light in all of the Americas. This writer knows of no older original light in the hemisphere, despite numerous attempts to locate one. While these efforts are not the definitive statement on such a claim and cannot be said to be exhaustive, they were nevertheless done in a diligent and thorough manner. If an older light exists in this geographical area I would be thrilled to hear of it. Until that time, perhaps a new proposition should be adopted that recognizes Sambro as the oldest working lighthouse in the Western hemisphere.

As noted above, numerous places have had older

lights that did not survive. One such lighthouse is Farol da Barra in Salvador, Brazil. It claims, no doubt correctly, to have been the first lightstation in the Western hemisphere. With its 17th century origins, this distinction seems entirely possible. The on-site museum laid out the history of the lighthouse in recent correspondence. The first light from 1698 "consisted of a large quadrangular tower of medium height topped by a sort of glass-sided structure." This building, however, did not last and was replaced in 1837-1839. In further correspondence the museum gave a more detailed description of this rebuilding:

In 1837, because of the bad state of conservation, and because of its importance for navigational security, the tower was reconstructed of brick and/or stone, and there was installed a more modern lens. It was illuminated with kerosene. From the remnants that were there, we were able to determine that the tower was completely destroyed and replaced by the current round-shaped tower.

Unlike early North American lights that had seen their demise in war, storms or other precipitating events, this circa 1698 lighthouse died a slow painful death from neglect. According to the museum, it was falling apart, almost to the point of being a hazard.

The 1839 tower that took its place now represents one of the older lighthouses on the South American continent. No lighthouses on that continent, apparently, date from the eighteenth century.

Left on its own, then, is the light at Sambro. It has stood the test of time and won an unwitting war of attrition. That the lighthouse survived by luck, as well as by design, does not make its longevity and continued existence any less remarkable. History is filled with examples of lighthouses that did not make it, for one reason or another. In the end, it matters very little how they fell, only that they are gone. It is astonishing that Sambro was the one of the few to survive. That Sambro has endured, and that it stands today as probably the oldest lighthouse in the New World is something about which Canadians should be very proud.

This argument of age and attrition, while true, has largely been made in relative terms. However, Sambro should also be celebrated in its own right. Few buildings in Canada have seen what Sambro Light has seen, and few have witnessed as many important events. It has survived countless storms and hurricanes, and it has served as a beacon for shipping for nearly 250 years. Who knows how many lives it has saved in that time? Over the years it has seen privateers and battleships, and observed ships returning from a ruinous Louisbourg. It has silently saluted the WW II convoys, welcomed the Cunard Liners, and stood there as Titanic's dead were brought into Halifax.

It was just several miles from *S.S. Atlantic* when it sank in 1873, taking 562 lives with it. It sat on the doorstep of the Halifax Explosion, the greatest non-nuclear explosion in history, and probably saw the cloud of doom rise over the horizon. In its earlier days it also served as a signal station, sending messages to Halifax, notifying the town of ship movements and any impending dangers.

Captain Cook made reference to the light in his sailing directions: "In coming from the westward give the light a wide berth until it is brought well on with Cape Sambro." Even Joshua Slocum, the celebrated Nova Scotia mariner, took note of this structure. In *Sailing Alone Around the World*, (Chapter 3), he states, "I watched light after light sink astern as I sailed into the unbounded sea, till Sambro, the last of them all, was below the horizon." Slocum sailed on to become the first person to circle the earth by boat.

One could go on with this list. Sambro lighthouse has a history worth saving and honouring. Clearly put, this is a property of national and international significance. It might well be asked, consequently, why so little been done with it? Sambro has been sorely neglected. It has been a National Historic Site since 1937, but apart from a commemorative plaque in the nearby village of Sambro, Parks Canada has done nothing about this important site.

The Department of Fisheries and Oceans restored the exterior of the lighthouse in 1998, but the rest of the station buildings have been left to rot away.

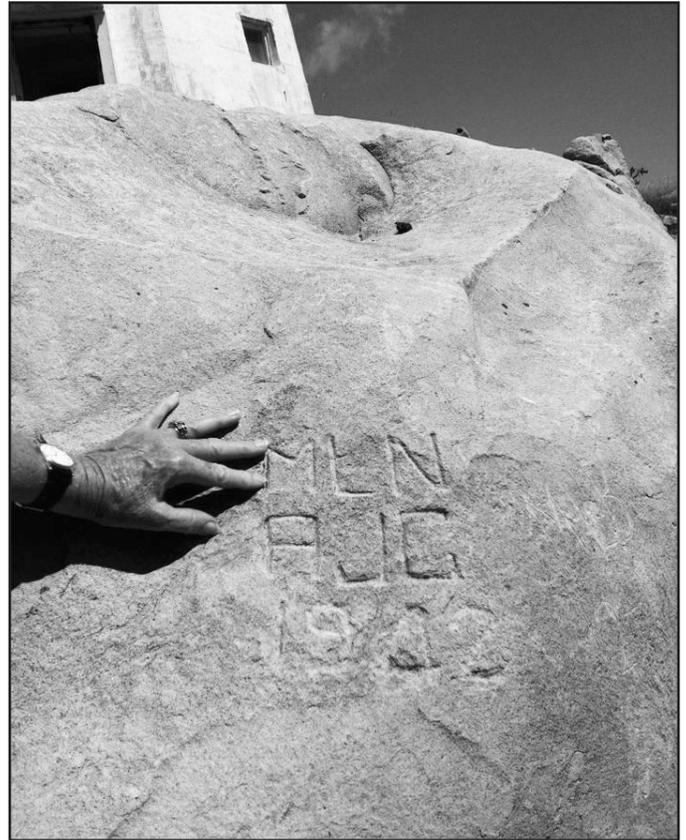
The "gashouse," a building recognized by the Federal Historic Building Review Office for its historic value was severely damaged by Hurricane Juan and Post-Tropical Storm Noel, is in danger of collapse despite the NSLPS efforts at effecting repairs. The lighthouse will need painting soon, and once again it appears that the concrete of the gallery needs attention. It would be a shame to waste the quarter million dollars spent on the restoration for want of on-going attention. It will be a further shame if due recognition and preservation is not given to the historic value of the whole station.

To be satisfied with the status-quo is to ignore the full historical value of this light station. We would be remiss, it seems, to ignore this history and the service it has rendered. In that vein, I turn once again to Russ Rowlett's *Lighthouse Directory*. There, while describing a few of the earliest colonial lighthouses of the United States, he says "all three are revered local landmarks, preserved today with the greatest care." Upon reading this I wondered if the same could be said about Sambro Light, and whether Nova Scotians and other Canadians truly revere it and appreciate its full historical value. If the response is no, then perhaps we should learn to give it our respect. It certainly has earned it.

**Joshua Slocum, in The Voyages of Joshua Slocum, edited and with commentaries by Walter Magnés Teller, Ashford Press Publishing, 1985, p. 235.*

LOVE CARVED IN STONE

Christine Krochak



CARVED IN STONE AT CAPE ROSEWAY: AUGUSTINE JOSEPH GOUGH AND MARY LOUISE NEELANDS. *CHRISTINE KROCHUK*

I was just nine years old when my grandfather (Poppa) died. I have great memories of him. His smile, his great big hands he would scoop me up with as I giggled madly, and the way I knew he loved us all so much. My mother was daddy's little girl and she had a very special relationship with him. Even though he has been gone for 30 years, I know she misses him every day and she helps me remember him by sharing stories.

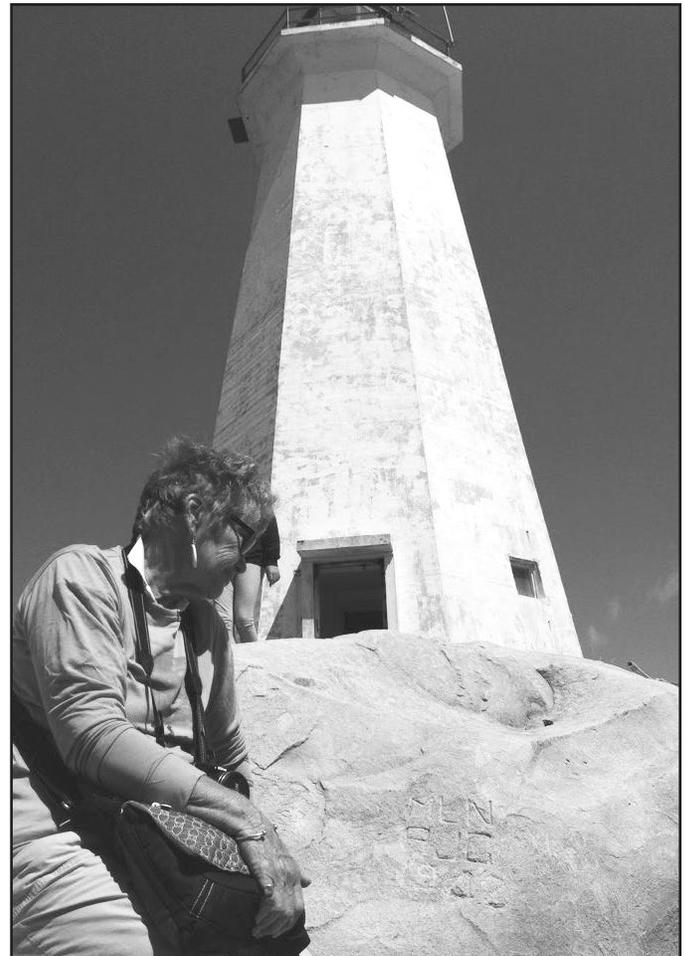
When I moved to Nova Scotia for just one year back in 1999, I knew our family had ties here. My Poppa (Augustine Joseph Gough) had been stationed here during WWII with the Irish Regiment. We had his logoed army sweatshirt and old grainy photos of McNutt's Island where he had been stationed off the coast of Nova Scotia. Being an Ontario girl, and thinking Nova Scotia was small, how



MARY LOUISE NEELANDS AND AUGUSTINE JOSEPH GOUGH IN 1942.
COURTESY CHRISTINE KROCHAK



AUGUSTINE 'GUS' GOUGH. COURTESY CHRISTINE KROCHAK



ANNE (GOUGH) PHILPOTT WITH HER FATHER AND MOTHER'S INITIALS, CARVED IN STONE BELOW THE CAPE ROSEWAY LIGHTHOUSE ON McNUTT'S ISLAND, SHELBURNE, COUNTY. CHRISTINE KROCHAK

hard would it be to visit where he was stationed? Little



ANNE (GOUGH) PHILPOTT TOUCHES FAMILY HISTORY AT CAPE ROSEWAY. CHRISTINE KROCHAK

did I know that it would take me almost 15 years to track down my Nova Scotian roots.

The original photos that my grandfather took, all those years ago, included the Cape Roseway Lighthouse and a set of initials carved into a rock face at its base. At that time, he was dating Mary Louise Neelands, who later became his wife. I am not sure how long they had been dating by the time he was shipped out, but he loved her enough to sit, think about her, and very slowly and carefully etch their initials together in a most permanent manner.

So this summer I decided we were finally going to make it happen - we were going to find the old carving that represented a love that has carried on for generations. Through some investigation, I found Lyndon Crowell, the son of assistant lighthouse keeper Barry Crowell (1962-1977), who lived on the island in his youth. It was great to have someone take us there who had his own special connections to McNutt's.

We made the crossing on Lyndon's lobster boat, the *Maybe Tomorrow*, and then the trek across the island. Once there, Lyndon helped us find the place we had been searching for and thinning of all these years at the foot of the lighthouse. I got to watch as my mother as she first laid her hand on the initials, carved so lovingly into the stone, more than 70 years before by her dad. Although the original lighthouse was struck by lightning and its exterior burned, that carving represented a love that would last and lead to future generations. As I watched the intensity of this rediscovery wash over my mother and as we cried together, I was reminded of the importance of family as my son came and joined the family hug.

We spent the following hours exploring in the shadow of the lighthouse, and the landscape that has remained almost unchanged since my grandfather was stationed on the island all those years ago. There are many carvings in the rock at the base of the lighthouse; names and dates much older than the one we searched for, but none reflect love like that of AJG for MLN in the summer of 1942.

* * *

PHOTO ESSAY - THE SALVAGES

Chris Mills

The Salvages are a collection of treacherous rocks and ledges not far from Port LaTour in southwest Nova Scotia. Locally known as the Half Moons, the rocks have been home to a fog signal station since 1915.

The initial cost of the station, comprised of concrete bunker, with half metre-thick walls, was just over

\$12,000.

The building contained engines, compressor and the huge air tanks which provided the life breath for its



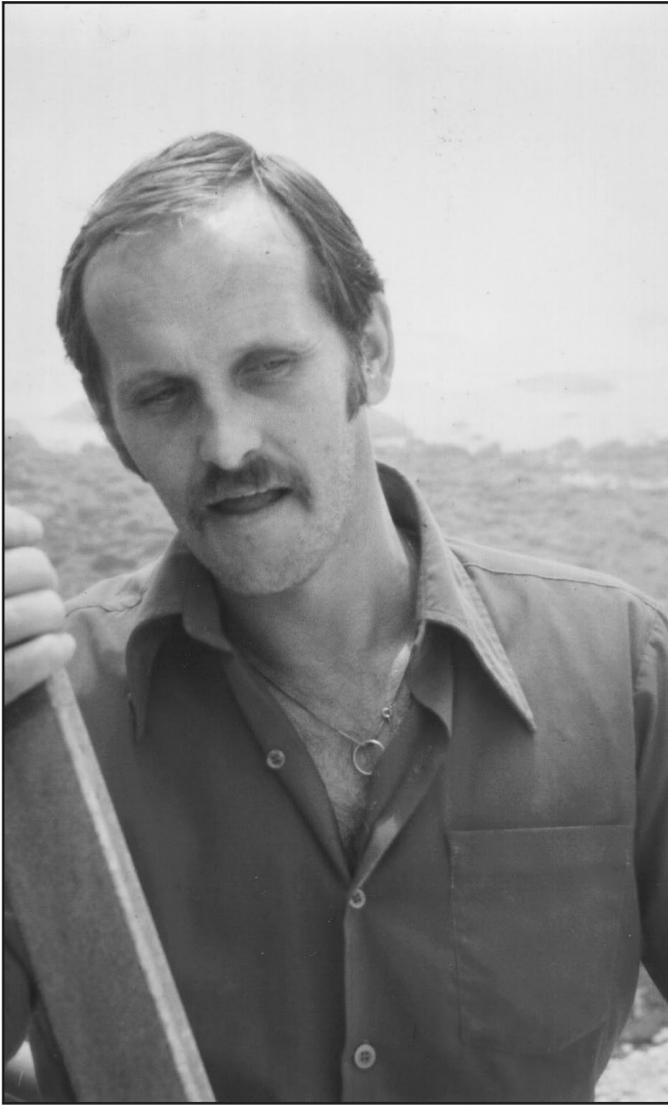
THE SALVAGES FROM A COAST GUARD HELICOPTER, 1980s.
JIM GUPTILL

deafening diaphone fog horn. Fog signal engineers and their families lived in an attached wood-frame dwelling, enduring wind, waves and fog.

In 1965 the Coast Guard placed a light on top of the fog signal building. By then, two pairs of two keepers worked rotating 28-day shifts on The Salvages. This system continued until the Coast Guard destaffed the station in 1987. Keeper Jim Guptill, who spent a decade of shifts hunkered down on The Salvages, remembers the hefty port holes set in the basement walls of the building. "You could look out almost any area out of this basement in bad weather and [you'd] be looking right into the sea, literally," he says. "It was fascinating."

"I'd get in one of these portholes and set there and go 'Holy Crap, this one's gonna be it! And [the sea] would SMACK! Against the side of the house."

Today, the old portholes are cemented over, and the bunker on the rock stands empty. Its duties have been taken over by a steel light tower, while a battery operated fog horn stands near the old tower. Another Nova Scotia lighthouse slowly and surely fades away.



LIGHTKEEPER JIM GUPTILL ON THE SALVAGES. COURTESY
JIM GUPTILL



WORKSHOP IN THE SALVAGES "BUNKER" *JIM GUPTILL*



THE SALVAGES IN THE LATE 2000s, BEFORE DECOMMISSIONING.
CANADIAN COAST GUARD

FAREWELL

Arthur Lane

It Was Fun While It Lasted. The title of Arthur Lane's excellent 1998 book, could also apply to the way I feel about my correspondence with Arthur. We first met, via letter, in 2002, after I'd read his hilarious and poignant



SALVAGES IN THE LATE 2000s. NOTE FOUNDATION OF FORMER KEEPER'S DWELLING AT LEFT. *CANADIAN COAST GUARD*

ant account of lightkeeping in England in the late 50s and early 60s (for more information about Arthur, and to see

some of his writing, see *The Lightkeeper*, Vol. 9, No. 3, Sept/Oct 2002; Vol. 11, No. 2, June/July 2004; Vol. 15, No.3, Sept/Oct 2008; Vol. 18, Nos. 2, 3, Summer/Fall 2011).

I wrote to Arthur care of his publisher, and soon received an appreciative letter from the former lightkeeper, who by now was living in Old William's Cottage, Bliss Gate, Kidderminster, in Worcestershire.

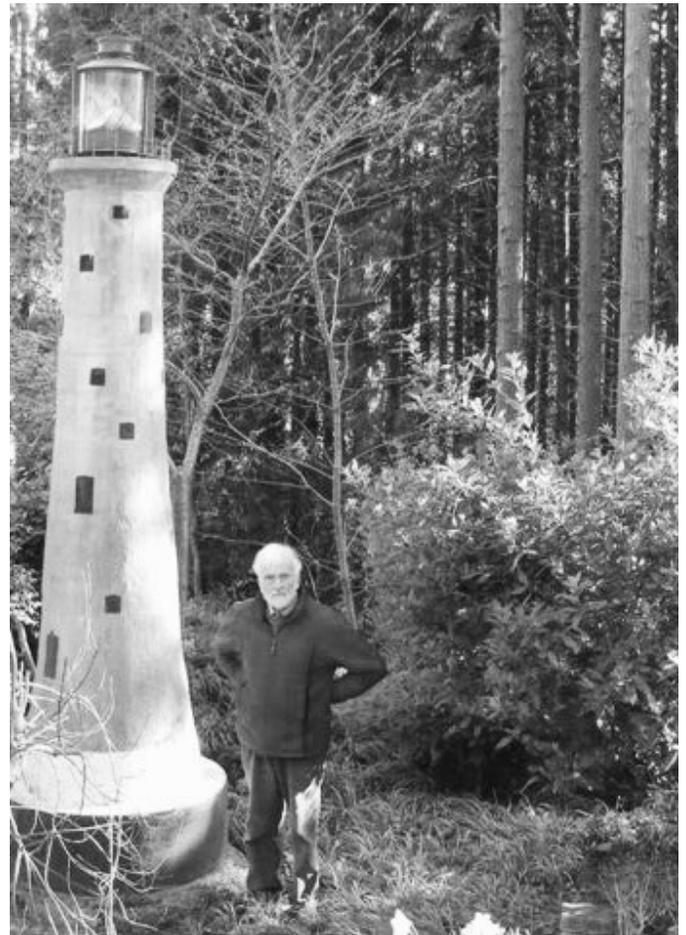
We struck up a lively correspondence covering all manner of things – lighthouses, politics, religion, the general silliness of the human race, and we shared our thoughts about the vagaries of light keeping on both sides of the pond in separate eras. We were last in touch in February of 2014. Then, a gap.

One very early and very foggy morning in May I was re-fueling *CCGS Spindrift* at the wharf in Louisbourg. We'd just returned from a long tow job, and as I was waiting for the cutter's tank's to fill, I checked my e-mails on my phone. One was from Arthur's son David, who wrote that his father had passed away in April following a brief illness. He was 88.

Arthur spent only a few years of his long life as a



ARTHUR LANE (LEFT) ON THE EDDYSTONE, LATE 1950s.
COURTESY ARTHUR LANE



ARTHUR LANE WITH HIS SCALE MODEL OF THE EDDYSTONE.
ARTHUR LANE

lightkeeper, but his record of those years, along with his subsequent writings, leave a rich legacy. I feel privileged to have known him in some small way, and to have shared thoughts about our respective lightkeeping and life experiences on both sides of the Atlantic.

Captain Melvin Charles Lever

Mel Lever's name and face were familiar to a generation of Nova Scotia lightkeepers and their families in the 1970s and 80s. As the man in charge of lighthouse guardians for the Dartmouth District, Mel was well known for his fairness to lightkeepers, and for his support of staffed stations.

Mel was born in Waltham, Massachusetts in 1929. He loved the sea, beginning his career during WWII as a navy cadet with the Northwest Arm Patrol. After spending nine years in the Merchant Navy, Mel worked with Shell Canada, and then joined the Department of Transportation fleet in 1958 (which became the Canadian Coast Guard in

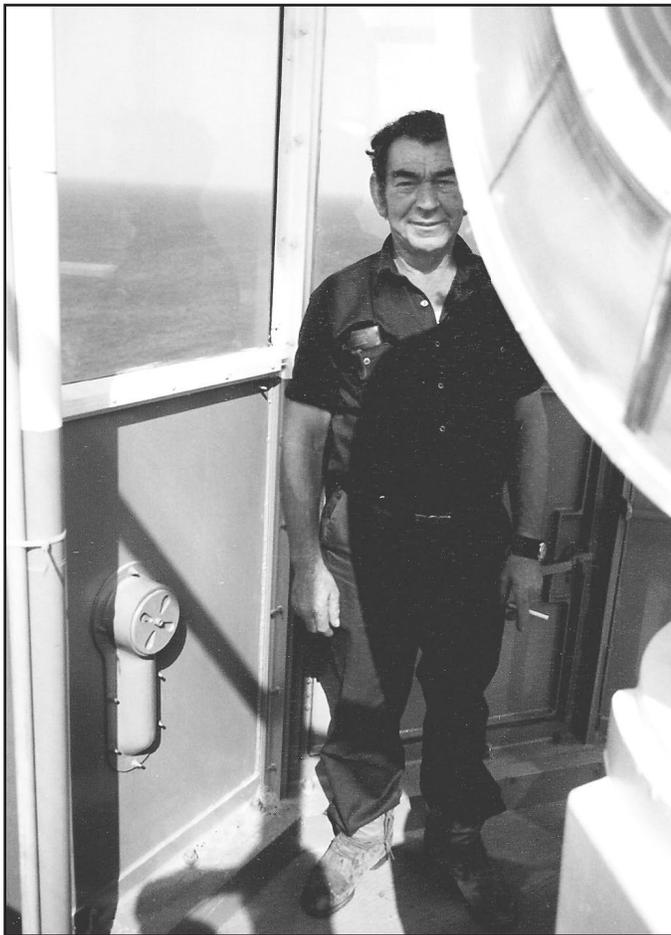
1962). Mel was District Superintendent of Marine Aids in Dartmouth for many years, retiring in 1988.

Mel is survived by two sons and two daughters, 12 grand-children, and two great-grandchildren.

Robert Spears

I first met Robert Spears as he was rounding out his long career as a lightkeeper. Rip Irwin and I made the journey from Main-a-Dieu, Cape Breton, to Scatarie Island to visit with Rob and his wife Geraldine, as they prepared to pack up and leave the island's North East light. It was the fall of 1987, and Robert and Gerry were staffing the light as a husband and wife team, after living most of their lightkeeping career on tiny Flint Island, off Port Morien.

After leaving Scatarie, Rob and Gerry moved on to Fourchu Head lightstation, and Rob later worked as a monitoring lightkeeper at Eddy Point, where keepers kept an eye on several automated area lights via VHF and computer links.



LIGHTKEEPER ROBERT SPEARS AT SCATARIE NE LIGHT IN 1987. CHRIS MILLS

Robert and Gerry eventually retired to their home in Port Morien, and Gerry passed away a few years ago. Robert died September 2nd this year. He is survived by a daughter and a son, three grandchildren, two great-grandchildren, three sisters, and a brother.



HEAD KEEPER'S HOUSE AT SCATARIE NE LIGHT IN 2012. CHRIS MILLS



SCATARIE ISLAND NE LIGHTSTATION IN 1996. CHRIS MILLS



Nova Scotia Lighthouse Preservation Society

c/o the Maritime Museum of the Atlantic
1675 Lower Water Street, Halifax, NS, B3J 1S3
424-7490 www.nslps.com

October 28, 2014

The Honourable Gail Shea
Minister of Fisheries and Oceans
Ottawa, Canada

Dear Minister Shea,

I am writing to bring to your attention a serious matter concerning the Sambro Island lighthouse in Nova Scotia. For some time now a “no climb order” has been in effect which prevents DFO Coast Guard staff from carrying routine maintenance to the lantern room of the lighthouse. This “no climb order” came into effect because a section of the stairway near the top was declared unsafe. This section of the stairway has not been repaired to date.

Sometime over the summer a pane of glass was broken which is allowing rain (and soon snow) to enter the structure. This will only cause further deterioration to the interior of the lighthouse. This situation could potentially cause damage to the lighting apparatus resulting in the light being extinguished.

Sambro Island lighthouse is arguably the most historically significant lighthouse in Canada and has been continuously lit since 1758. The Sambro Island Lighthouse Historical Society (SILHS) is currently working on a business plan to preserve the lighthouse and members are very concerned with this present situation. I am asking on behalf of SILHS that repairs to both the staircase and the broken lantern glass be carried out as soon as possible.

Your attention to this matter is greatly appreciated. Please contact me by email: 3fathom@ns.sympatico.ca or by phone: 902-827-2027

Sincerely,

Barry MacDonald
President, NSLPS
www.nslps.com

WE NEED AN EDITOR!

Chris Mills

As the Nova Scotia Lighthouse Preservation Society enters its third decade of operation, it's time to reflect on what we've accomplished, and where we're going. Over the past 21 years, we've moved from the end of the era of staffed lighthouses, to the beginning of the end of the lights themselves. NSLPS has always worked closely with community groups striving to save their lighthouses, often in the face of bureaucratic adversity, to say nothing of the ravages of sea, wind, rain, and vandalism.

We've accomplished a great deal, with our key role in the development of the Heritage Lighthouse Protection Act, our exploration and recording of lighthouse oral history, our community assistance through the Kaplan Fund, and outreach, through public talks, conferences and political lobbying. Our dedicated board and our supportive members have been at the core of our success. To all who have been involved over the years, we owe a great deal of gratitude.

We're particularly proud of our publication, *The Lightkeeper*, which, since its humble one-page beginnings

in 1994, has grown to form an important part of our outreach. Beginning with Kathy Brown, the publication has evolved to reflect the hard work of communities and volunteers in saving our guiding lights.

I've been honoured to edit *The Lightkeeper* since 2000, with editorial help from Nancy Eisener, Ashley Lohnes, and of course, submissions from board members and many dedicated community volunteers. It's been gratifying to pull all of this into a cohesive package, and to work with the graphic print and production program under Doug Lewis at the NSCC Waterfront Campus.

However, after 15 years, I'm ready to move on, and hand over the reigns to another editor. To that end, we are now actively looking for a new *Lightkeeper* editor. The job includes collecting copy and photos, editing for clarity and flow, and assembling all material for submission to NSCC, where Doug Lewis's students lay out each issue as part of their print and production classwork. We strive to prepare four issues each year, but given personal schedules and commitments, there is room for some flexibility. We also offer a stipend with this position.

If you have a passion for lighthouses, words, or even better, both, we'd love to hear from you! You can contact me at ketch1@eastlink.ca for more information.



THE LONELY SALVAGES IN THE 1980'S, BEFORE DE-STAFFING. JIM GUPTILL



LANTERN AND "LENS" DETAIL OF CAIL ANDERSONS AMAZING MODEL OF CAPE SABLE. CHRIS MILLS

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 2015 issue: February 15, 2015.

NSLPS MEMBERSHIP FORM: January 1 - December 31, 2015 New Renewal: Membership # _____

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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 SALVAGES IN THE SUMMER OF 2014. ALIX D'ENTREMONT