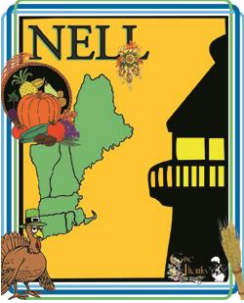


CHAPTER CHATTER



November/December

Happy Thanksgiving - Happy Hanukah - Merry Christmas

Save the Dates - LightHouses Hot Chocolate & You 2015

January 17th to 19th, 2015 (the usual Martin Luther King Day weekend) for NELL's winter lighthouse adventure

Important membership dues notice:

Renewal notice for 2015 membership dues will be sent out in the second week of November by email or USPS for members who do not have email. Please email me at nubble141@comcast.net or call me at [\(860\) 286-0019](tel:8602860019) if you have not received your notice by the end of November.

If your address or email has changed, please notify me. Walt Mills, Membership

Looking Forward to Spring

Greg has indicated a trip down the Boston Coast heading toward Duxbury Pier, Plymouth, Minots Ledge, etc for the Spring trip. We have not seen these lights from the ocean and the trip may include Graves now privately owned.

Meet the new Mr. NELL



Congratulations to Doug Scott the new Mr. NELL. Doug and his wife Ellen have been long time active members. They are currently on the board taking care of sales and merchandising. The title and paddle were past from Ron Bando at the NELL 2014 Fall meeting.

Happy Birthday to:

Kim Ely	11/04	Pamela DePasquale	11/07	Larry Thompson	11/10
Laurel Mills	11/13	Kathy Santucci	11/13	Norm Bosse	11/15
Bob Mills	11/15	Jim Streeter	11/15	Gary Toth	11/19
Sandra Peterson	12/03	Linda Sherlock	12/ 03	Carol Drogowski	12/12
Cynthia Bosse	12/12	Jim Seery	12/14	Eugene Carew	12/19
Madelene Taylor	12/22	Judy Newbloom	12/26	Cliff Olson	12/28
Hank Heacock	12/29	Barbara Kepple	12/31		

Anniversary Wishes to:

Christine & Tom Cardaci	11/02	Frank & Pamela DePasquale	11/14		
Randy & Penny Miller	12/02	Gary & Kay Toth	12/05	Bill & Linda Grumman	12/24
David & Janice Dingley	12/30	Elinor & Jonathan DeWire	12/30		

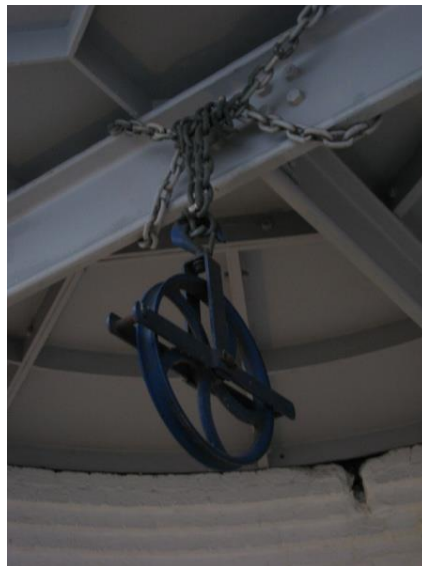
Change of Address:

Chris & Maria Alex P O Box 1594 Harwich, MA 02645	Fran Dollinger 3374 E 141st Ave Thornton, CO 80602 (630) 347-9424
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Email address Change:

George Percy gpercym@hotmail.com Mike & Judy Boucher lighthousemikesi@yahoo.com

Just for fun....can you guess the light?



If you think you know you can e-mail me. (answer next Chapter Chatter)
September/October answer: Eastern Point, Massachusetts

International Lighthouse News

South Shields' Herd Groyne Lighthouse is Shipshape After Facelift



Herd Groyne lighthouse in South Shields, which dates back 150 years, has been repainted

A South Tyneside landmark has had a lick of paint and is back to looking shipshape.

For almost 150 years the Herd Groyne lighthouse has been an icon of the River Tyne and remains a popular attraction for many shipping enthusiasts and photographers.

But it's not just a pretty landmark, as the lighthouse is still in use for shipping navigation.

Owned and maintained by the Port of Tyne, over 170 litres of paint was needed over a three week period to makeover the 13m-high lighthouse.

The Grade II-listed structure is painted red for navigational reasons and requires specialist paint able to stand up to the environment, weather and sea spray. Mike Nicholson, Harbour Master for the Port of Tyne, said: "The Herd Groyne remains an important element of navigational safety. "Held up on 12 iron legs its beacon is visible for 19 miles and acts as an aid to ships entering the Port of Tyne".

The Groyne Pier was built by the Port of Tyne's predecessors the Tyne Improvement Commission between 1861 and 1867 to help the flow of the river and protect the Littlehaven beach from being swept away by the incoming tide.

The unusual hexagonal shape has seen the Groyne featured in numerous films and is a favourite spot for photographers.

The new paint job should keep the lighthouse in good condition for another ten years.

Tours of Ballycotton Island Lighthouse in East Cork



The landmark lighthouse built in the mid-1800s has opened its doors to the public for a new tourism initiative off the sunny south-east coast.

Ballycotton Island Lighthouse Tours offer an exhilarating and magical experience where you can sail from Ballycotton pier out to the island in an open topped 12-passenger boat named 'Yassy'. While you are there you can explore the lighthouse while enjoying the stunning views from the lantern balcony.

For more information visit: www.ballycottonislandlighthouse.com

Ensuring Safe Passage for 500 Years: The Need for Lighthouse Operator Trinity House is Undimmed

This summer it celebrates five centuries of keeping the British mariner safe at sea.

On a sunny August afternoon, the sea off the southernmost point of the Isle of Wight looks calm enough. The shipwreck map at St Catherine's lighthouse tells a very different story, though; the busy sea lanes to the south are dotted with wrecks. With seven wrecks, 1753 was a bad year, as was 1836 when the sailing ship Clarendon sank during a howling gale, taking a family of six to their deaths. Disaster struck again in 1970, when the oil tanker Pacific Glory was almost added to the list after an explosion which claimed the lives of 13 souls. Death haunts the waters here.

The human toll from the rocks and reef off St Catherine's would have been far worse had it not been for the lighthouse. And this is a story that can be repeated at all of the 66 lighthouses operating off the coasts of England and Wales, all of which are operated by Trinity House, a body which is as ancient as it is unknown.

Trinity House, a guild or "house" named for the Holy Trinity, was granted a Royal Charter by Henry VIII in 1514. This summer it celebrates 500 years of keeping the British mariner safe at sea. In many ways it was this country's first quango, or arm's-length government body, but it remains true to its roots and is run by a master and a council of 31 elder brethren. These are sailors and safety officials who, five centuries on, remain proud of the vital role they and their predecessors play in "maintaining a way of life we all take for granted".

When you consider that Trinity House survived not only both world wars, but the English Civil War and countless battles with France and Spain, that isn't just institutional bluster or bravado.

"Trinity House is truly a little-known body," said Andrew Booth, a volunteer guide at St Catherine's visitor centre, where the current light dates back to 1838. "Few people know it exists or that it has been responsible for keeping mariners safe for five centuries.

"This site has been automated since 1997 – as have all of Trinity House's lighthouses – so it's now run from the automated control centre in Harwich. Most of our visitors understand we don't have lighthouse keepers any more, but plenty ask why we are still needed in the age of GPS."

As archaic as it seems in a world of radar and satellite navigation, Trinity House insists that maritime lights – the beam from the 400 watt bulb at St Catherine's is visible 26 nautical miles out to sea – remain indispensable.

"The lighthouses we operate are just as vital as they were 50 or 500 years ago," said Captain Roger Barker, navigational requirements director at Trinity House. "Few people realise quite how vulnerable satellite navigation is to solar spots, storms and interference. The mariner – as he did in ancient times – still needs to be able to orientate himself to physical landmarks for navigation." Captain Baker is one of the 31 elder brethren; he admits this sounds quaint, but he insists the outfit is run in a "modern and efficient" way. Few organisations have survived as long as the body responsible for all lighthouses in England, Wales and the Channel Islands. It is all the more remarkable as it doesn't rely on the Treasury for funds, instead taking "light dues levies" from ships in Britain's territorial waters.

Trinity House has faced many challenges since its formation, after boatmen on Deptford Creek petitioned Henry VIII for a body to control navigation on the treacherous river Thames. These have included the battle to wrestle control of Britain's lighthouses from private owners, tales of madness and (alleged) murder on isolated lighthouses, great storms that washed away some offshore lighthouses, and the threat from the Luftwaffe. Even today the 110-year old lens at St Catherine still bears the chips and scars of a 1943 bombing raid that killed three of the 115 lighthouse keepers.

The challenges the body faces today are different, explains Captain Barker. They include sailors taking greater risk and getting "closer to dangerous rocks" because of an overreliance on modern aids. There is the added, growing danger that "reliance on GPS means traditional navigation skills are disappearing". After 500 years, Trinity House is accustomed to change. It is among the world leaders in developing new electronic navigation systems. At St Catherine's the fog horn has been replaced with cabling from a new differential global positioning system ground station. Installed last year, it's a land-based addition to the GPS system ships use, giving them up to one-metre accuracy to navigate.

Frank Creasey, 71, was the last keeper at St Catherine's and lives in a cottage on the grounds. He said: "Times have changed. Trinity House was a very stuffy and strict organisation back when I worked here and at the Longships lighthouse off Cornwall in the 1980s and 1990s. I used to spend 180 days out at sea a year, but if I visited headquarters in London, I would be forced to use the side entrance because I wasn't a member of the brethren. "Now things have changed for the better, and the managers wear suits not uniforms when they visit. But I suppose it's good to know that there is 500 years of tradition underpinning what it does." Captain Barker, while proud of the past, is looking firmly to the future. "As much as 95 per cent of our trade is still carried by sea, and if Felixstowe port were to close tomorrow, the supermarket shelves would start to look empty very quickly. "Maritime safety and transport are still hugely important to this country, which sometimes people quite don't understand.

Greg Fitzgerald of Warren takes the Lighthouse Challenge of New Jersey 2014.

Today he is visiting 2 of the 11 lighthouses that are part of the challenge.

Fitzgerald is a volunteer tour guide at the Sea Girt Lighthouse.

Saturday, October, 18, 2014.

SANDY HOOK —Standing in the lantern room of the south tower of the Twin Lights lighthouse in Highlands on Saturday, Greg Fitzgerald gazed at the scenic view more than 200 feet below that includes Sandy Hook Bay.

“This is cool. I’ve never been all the way up here,” declared the Warren Township resident as he snapped off some photographs on his camera.

That’s quite a statement for someone who’s visited more than 400 lighthouses around the world and climbed 75 of them, but that’s also the magic organizers hope to create every year during the Lighthouse Challenge of New Jersey. During the two-day event, a legion of volunteers staff the 11 participating lighthouses, stations and museums from Sandy Hook to Cape May and around the Delaware Bay to drum up appreciation for a system of coastal protection that is now largely obsolete.

“Lighthouses are something of the past. What we’re trying to do is keep them in the minds of the general public...let them see what’s going on, stimulate their interest,” said Alan Jacobson of Monroe, a volunteer at the Sandy Hook Lighthouse.

Fitzgerald, 24, said he’s been inside the Sandy Hook Lighthouse about six times and he always finds some tidbit of new information about it.

He said his love of lighthouses started on a family vacation when he was 9. Since then, he’s seen lighthouses in Canada, Mexico, Bermuda, Bahamas, the United Kingdom, the Isle of Man, Ireland, France, the Netherlands, Belgium and Norway.

He’s seen all the lighthouses in New Jersey, Rhode Island, Connecticut and North Carolina and nearly all of them in Massachusetts, New York and Maine.

He said he and his friends, as part of a lighthouse touring club, even chartered a plane to see lighthouses from New York to Vermont.

Fitzgerald is proud that his home state can boast that Sandy Hook has the oldest working lighthouse in the country. Constructed in 1764, the Sandy Hook Lighthouse dates back to America’s colonial days and was considered a strategic hold for colonists as well as British soldiers looking to control what was coming into and out of New York Harbor.

When it fell into enemy possession and the British fighters sought to use it to signal their own ships, colonists resorted to firing cannon balls at the tower to try to extinguish the light, said historian Bill Dunn.

During World War II, lighthouses were transferred to the control of the U.S. Coast Guard in recognition of their importance to national security, Dunn said. Sandy Hook Lighthouse’s white exterior was painted camouflage and its light was doused to keep it from aiding the enemy, he said.

Making Sandy Hook their first stop, Kelly and Wayne Sheranko brought their three young sons, Brett, 7; Derek, 5; and Curtis, 3; from Maryland to participate in the challenge.

“We’ve been planning this since April,” Kelly Sheranko said.

But after climbing partway to the first landing of the 104 steps, the two younger boys chickened out.

Just five miles away across Sandy Hook Bay stands Twin Lights, built in 1862 on a 200-foot-high bluff – the only lighthouse in the country to have twin towers, historians said. Keeping with the regulation that no two lighthouses could be alike, planners figured double towers would help mariners distinguish it from the nearby Sandy Hook Lighthouse, Dunn said.

Constructed to replace two deteriorating free-standing towers known as Navesink Light Station, the sandstone and brick structure, which resembles a castle, incorporates two stone towers – one octagonal and square – connected by the keeper’s quarters and work space.

Volunteer Patrick Kearns said no one knows definitively why the towers don’t match. He likes the theory that the architect, a chess aficionado, designed one to resemble the king and one to resemble the queen of a chess set.

But Peggi Carlson, senior historian for the Twin Lights Historic Site, said it’s more likely that the Lighthouse Board, which oversaw the inspection and construction of lighthouses, designed it in the style that was popular at the time.

It’s probably no coincidence, she said, that Twin Lights and the Smithsonian Institution Building in Washington, D.C., have strikingly similar designs. After all, two of the Lighthouse Board members also sat on the board of regents of the Smithsonian, she said.

Staffing shortages prevent the south tower from opening to the public as often as the north tower, Carlson said. But when the south tower is open, visitors can go to the very top to the lantern room – the room that once held the light. Twin Lights, which is now part of the state park system, is also the site where Fresnel lenses – lenses that revolutionized how bright and how far light could be projected – were first tested in the United States, Fitzgerald said.

He said he likes Twin Lights for the grandeur of its architecture, something that’s never been seen again in a lighthouse. “It’s just so totally overdone. This is something that would never get built today – the kind of architectural detail that went into this building,” Fitzgerald said

His third and last stop of the day was the Sea Girt Lighthouse, the only lighthouse on the East Coast that also doubled as the keeper’s quarters. Keepers coveted these assignments because the live-in lighthouses were generally located within towns rather than in isolated locations, they had indoor plumbing and they had fewer steps to climb to get to the lantern room, Fitzgerald said.

“These were very, very cushy jobs,” he said.

Alisa Aulito went on a road trip from Long Island with her boyfriend, Drew Conrad, her two sisters Christina and April Aulito, her 6-year-old nephew Landon Aulito and her 12-year-old toy poodle Bella.

Wearing matching white caps that said Griswold’s Lighthouse Vacation, they planned to hit seven lighthouses on Saturday before finishing in Absecon and staying overnight in Wildwood.

“We love lighthouses,” Alisa Aulito said. “They’re all different. They all have a different story about them.”

By noon, more than 400 people had gone through the Sea Girt Lighthouse, including visitors from Pennsylvania, Maryland, Texas, Florida, Connecticut, New York and even Germany, said former trustee Conrad Yauch, now a volunteer. The lighthouses don’t open their doors in the challenge for the money the tourists bring, he said. Although the challenge raises money for the lighthouses – visitors are encouraged to leave donations and buy memorabilia – it’s not a big money-maker, Yauch said.

“It’s fun and it gets people interested in lighthouses,” he said. “That’s what we get from it.”

MaryAnn Spoto may be reached at mspoto@njadvancemedia.com.

Please Note:

We are looking for **volunteers** who are interested in serving on committees, those who have good ideas for lighthouse preservation, fund raising, suggestions on improving the operations of the club, or just getting more involved. Please contact Bill Kent: bktwo@comcast.net or 1(978) 809-7133.

The Lighthouse Digest – For each subscription, please use the subscription envelope that you can get from NELL’s 2nd VP Lynne Kerber, or the form on the NELL website. Mail with check to Lighthouse Digest, ATTN: Kathleen Finnegan, P.O. Box 250, East Machias, ME 04630. Be sure to write NELL in the memo section of your check and NELL will receive \$10.00 per subscription to go toward restoration and preservation of lighthouses.

If you have any **knowledge of an upcoming event or news to share**, please send it to me: chapterchatter@outlook.com
All articles and information must be received by the 25th of the month prior to make the publication.

The NELL Beacon wants your stories too, send with pictures to Lynne Kerber: lighthousecats@comcast.net for publication. The NELL Beacon is our official club newsletter and will be published three times a year in time for our events. Deadline for the LHC&Y issue will be mid December, for the Spring Event issue mid April and for the Fall Event issue mid August.

If you know of a member that needs **some cheer, get well wishes, condolences or congratulations**, please let Cynthia Bosse - Sunshine Chair know at: bossnjc@comcast.net or call 1(860) 688-7347.

Please let me know your **birthday** (month & day only) and **anniversary** so I will be able to recognize you on your special day in our monthly Best Wishes section.