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Lighthouses of New Zealand.
A Bright Tourism Opportunity.

Rebecca Berryman

A dissertation submitted for the partial fulfillment of
Master of Tourism
University of Otago, Dunedin,
New Zealand.

August 1998.
Declaration.

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Degree: Master of Tourism

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Acknowledgements.

The assistance and support of many people have contributed to the completion of this dissertation. In particular I would like to acknowledge the assistance of Professor Kearsley, my supervisor; Dr Ken Bell, Chief Lighthouse Engineer with the Maritime Safety Authority; Michael Walters and fellow lighthouse enthusiasts both nationally and internationally who contributed ideas, and information, for this dissertation. Thanks are also extended to my husband and children for their patience and encouragement.
Abstract.

Lighthouses have always attracted the public's interest. They encompass a slice of New Zealand's history and are often surrounded by spectacular scenery and wildlife. Up until the mid 1990s, New Zealand's lighthouses were manned by keepers who fulfilled the role of tourism guides, and lighthouse site interpreters. With the event of automation visitor access to our lighthouses has changed dramatically. The current situation relating to lighthouse visitor management, and lighthouse tourism activities, in New Zealand is explored. This is contrasted with lighthouse visitor management and lighthouse tourism trends in Australia, the United Kingdom, and America. It was determined that since de-manning, New Zealand's lighthouse sites have suffered a variety of fates. There has been the development of some successful tourism activities, such as four wheel drive adventures, backpackers accommodation, and museum sites. Whilst in other areas, these sites have been totally neglected and subsequently vandalised. It is recommended that one overall authority should be appointed to oversee future lighthouse site usage. This authority needs to undertake a fundamental significance assessment of each lighthouse site, to determine the feasibility of adaptively reusing these cultural resources for tourism purposes, whilst preserving those features of core heritage and cultural value. Initiating public interest and enthusiasm for lighthouse sites, internationally, has resulted in support for fundraising, volunteer efforts, historical site research, and the development of tourism opportunities. Internet web sites have been used as a successful medium for marketing, networking and capturing public interest on a national and global basis. The Historic Heritage Management Review currently being undertaken by the government should provide a good basis for future management of our lighthouse sites.
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THE COASTWISE LIGHTS

Our brows are bound with spindrift and the weed is on our knees;
Our loins are battered 'neath us by the swinging, smoking seas.
From reef and rock and skerry – over headland, ness and voe-
The Coastwise Lights of England watch the ships of England go!

Through the endless summer evenings, on the lineless, level floors;
Through the yelling Channel tempest when the siren hoots and roars-
By the day the dipping house-flag and by night the rocket's trail-
As the sheep that graze behind us so we know them where they hail.

Come up, come in from Eastward, from the guard-ports of the morn!
Beat up, beat in from Southerly, O gypsies of the Horn!
Swift shuttles of an Empire's loom that weave us, main to main,
The Coastwise Lights of England give you welcome back again!

Go, get you gone up-Channel with the sea-crust on your plates;
Go, get you into London with the burden of your freights!
Haste, for they talk of Empire there, and say, if any seek,
The Lights of England sent you and by silence shall ye speak!

(From Rudyard Kipling: The Seven Seas 1896)
CHAPTER ONE: INTRODUCTION.
1.0: Introduction.

People carry many romantic notions about lighthouses. Witness the frequency with which they appear in song and story, the lighthouse shining across the bay providing the setting for the novelists’ theme. The sheer majesty and location of some of the better known light towers, captures the eye of the artist and even more the photographer. In his poem ‘Coastwise Lights of England’ (1896) Rudyard Kipling has caught something of their human appeal.

1.1 How are lighthouses and tourism linked?

This becomes obvious when current tourism trends are considered.

Key descriptions of current tourism trends include:

- “Special interest tours”, with a focus on nature and natural areas or specific interests.
- “Heritage tourism”
- “Activity driven tourism”
- “Exploring destinations, off the beaten track”
- “Free and independent travellers”


Tourists are seeking new and unique experiences as are the domestic population as they contend with issues of overcrowding and displacement at some of the more common destinations in New Zealand.

New Zealand’s lighthouses encapsulate a slice of New Zealand’s unique historical and cultural heritage. Their 160-year old presence in New Zealand is entwined with real life human drama. The fascination is as much with the unusual and isolated aspects of lighthouse life for keepers and their families, as it is with the dramatic and sometimes tragic events they witnessed.

Another enduring impression has been that the keeper’s job encompassed many of the classic aspects of ‘kiwi rugged individualism’. This was life in the wild where you had to make do or do without. From the outside it appeared to epitomize the romance and independence of the pioneering family.
Lighthouses also have location. The area surrounding many lighthouses has been a haven to wildlife. These remote parts of our coastline can be the kiwi equivalent of the Australian Outback.

Ian Hargraves, a relieving keeper for many years with the lighthouse service sums this up.

"I joined the lighthouse service to see a New Zealand other people don't know... The solitude is part of the romance of the lighthouse tradition, and one reason why the Ministry of Transport gets inquiries every week from people wishing to buy a lighthouse and get away from it all" (Sheehan & Gibbons, 1991).

These features, location, scenic value, wildlife and heritage are a central part of New Zealand's current tourism marketing thrust. This poses the question of "Are New Zealand lighthouses reaching their full sustainable potential as a unique tourism product?"

1.2 Study Outline.

This dissertation seeks to explore the current situation relating to lighthouse visitor management and lighthouse tourism activities in New Zealand, tracing the link with lighthouse tourism historically to current day visitor management. A comparison will then be made with lighthouse tourism activities and visitor management trends in Australia, United Kingdom and America. This will help to identify any other initiatives or directions that could be taken by New Zealand to enhance its' lighthouse tourism opportunities.

This study is timely given the current 'Review of Historic Heritage Management in New Zealand', being commissioned by the Government.

Chapter One introduces the study area. Chapter Two is essentially a review of literature relating to lighthouses, covering historical aspects of their construction, the keepers’ responsibilities and the de-manning process. New Zealand’s historical relationship with lighthouse tourism is considered along with general considerations associated with heritage tourism activities.

Chapter Three outlines the methodology used to research current lighthouse tourism activities both in New Zealand and internationally.

Chapter Four deals with the results of this research and is divided into four parts. Firstly the New Zealand situation is examined in detail. This is followed by a shorter
overview of how lighthouse tourism is approached in The United Kingdom, Australia, and America.

Chapters' Five and Six deal with conclusions drawn from this research and recommendations for the New Zealand setting respectively.

1.3 **Specific Research Objectives.**

The objectives of this research are:

1. To trace the connection between tourism and lighthouses in New Zealand historically (manned by keepers period) to present day (fully-automated).

2. To clarify what consideration has been given to visitor management of New Zealand's lighthouses post-automation by addressing the following:
   - Who is responsible for visitor management of New Zealand’s lighthouses’ and their sites?
   - What is the current extent of lighthouse tourism related activities in New Zealand?
   - What lighthouse site management techniques are employed, and are they adequate or compatible with conservation and heritage considerations to protect our lighthouse heritage?
   - What future directions could be taken by New Zealand to enhance lighthouse related tourism activities?
CHAPTER TWO: LITERATURE REVIEW.
2.0: Literature Review.

2.1 Brief History of New Zealand's Lighthouses.

2.11 Beginnings.

The tradition of lighthouses dates back some 2000 years, when beacon lights were lit on high cliffs in the ancient world to provide guidance for mariners through dangerous headlands. The Alexandria lighthouse, built circa 280BC by Ptolemy II, guiding sailors into the Alexandria harbor, was one of the seven wonders of the ancient world. The concept was simple enough – a wood fire burning on top of a white marble tower some 120 metres high. While fire marked the harbor by night, a mirror was used to reflect the sun, and the high light was said to be visible for 55 kilometres. Known as Pharos, these pre biblical lighthouses spread throughout the Mediterranean and Europe as trade and colonisation expanded. That tradition flowed onto New Zealand with the early European settlers (MSA Publication, 1997(2)).

During our early history shipwrecks became common on the unlit coast. Over a thousand shipwrecks occurred in New Zealand’s waters during the first 50 years of colonial settlement. Just three of these were to claim the lives of four hundred and forty men, woman and children. The Orpheus which founded on the Manukau Bar in 1863; the Tararuia in 1881 in Foveaux Strait; and the Wairarapa, wrecked on Great Barrier Island in 1894. (O’Ross, 1975)

New Zealand has a particularly long coastline in relation to its’ overall size and the numerous headlands, capes, offshore islands, spits and sandbars have made it necessary for today’s intricate network of lights and beacons to assist navigation.

2.12 Construction and Maintenance.

New Zealand’s first lighthouse may have arrived just over two thousand years later, but technically speaking it was not so different from the Pharos. A lantern burning at a cottage window on Pencarrow Head (near the entrance to Wellington Harbor) became New Zealand’s first navigational light in 1842. For 17 years this light guided sailors to the entrance of Port Nicholson Harbor, until 1859 when the Wellington Provincial Council built the 10-metre high tower which still stands at Pencarrow Head. The first principal keeper for this lighthouse was the wife
of the original cottage owner, Mrs. M J Bennett. She was the first and only woman lighthouse keeper in New Zealand’s history.

By 1881 another 20 lighthouses had been shipped from England, Scotland and France and erected, and in 1911, 18 keepers were tending some 42 lights around the coast from Cape Maria Van Diemen in the North to Centre Island in the South. Subsequent lighthouse towers were made locally. The early ones of wood, with stone and iron towers emerging where it was more feasible to do so. Even so, whether it was on the mainland or an off-shore island, building lighthouses was an expensive and difficult operation. Invariably lights were wanted in the most awkward and isolated sites. Cliffs might rise sheer from the sea or sandbars make landing a menace, while southerly gales and Antarctic swells combined to test engineers and builders to the limit. Bad weather and heavy seas meant it took sixty days just to land the necessary men and equipment to build the lighthouse on The Brothers, a group of rocky islets in Cook Strait.

Another light, East Cape Island claimed the life of three sailors and one officer when their boat capsized while landing materials. Publications such as J. O’C. Ross’s “The Lighthouses of New Zealand” (1975), provide graphic accounts of the sheer technical and physical ingenuity which was employed both in the construction phase and the ongoing maintenance of such lighthouses. With limited roads, access was usually by sea requiring the installation of elaborate winches, cablecars and tramways. These were used to haul up everything from lighthouse supplies, keepers, their family, livestock and mail. (Churchman, 1989; O’Ross, 1975; Pollock, 1993; MSA Publication, 1997(3)).

Much of the credit for New Zealand’s lighthouses is due to a small number of engineers and master mariners that held office during these early years. The names of such men as Richard Aylmer, James Balfour, John Blackett and David Scott, the engineers, and Captains’ Robert Johnson, John Fairchild and John Bollons, the mariners, crop up regularly in books and publications on lighthouses. Appropriately John Bollons’ grave in St Kilda cemetery in Dunedin is flanked each side by a lighthouse. (O’Ross, 1975)
The siting of New Zealand's lighthouses was a joint effort of surveys carried out by Johnson, Fairchild and Balfour, the need identified by regular shipwrecks, or the pressure of provincial governments. Lighthouses were often viewed as a symbol of a towns' prosperity and prestige. Wreck charts were recorded by the Marine Dept and clearly identified trouble spots. A tragic example is Waipapa Point Lighthouse, lit in 1884 marking the eastern approaches to Foveaux Strait, where the passenger steamer Tararua foundered in 1881 with the loss of 131 lives. 65 of the bodies recovered from this wreck lie buried close to this lighthouse. The site has been known ever since as Tararua Acre. There are several old memorial headstones such as this one dotted around what used to be New Zealand's lighthouse reserves. (O'Ross, 1975; Churchman, 1989; Pollock, 1993)

There are three categories of lighthouses. Landfill lights are the first seen by a ship approaching the New Zealand coast. Coastal lights are used mainly for fixing and confirming a vessel's position along the coastline, and harbor lights guide ships into port.

Funding of lighthouses has always been by way of light-dues. These are collected from all ships that operate for profit. Commercial fisherman and pleasure boats do not pay light-dues.

In New Zealand, the Maritime Safety Authority, (MSA) own and maintain all the lighthouses outside the harbor limits. Within harbor limits they are under the control of local authorities, but the ultimate responsibility for all maritime navigation aids in New Zealand lies with the MSA. (Personal Communication (1))

2.13 The Keepers.

New Zealand's lighthouse service would not have been possible were it not also for the lighthouse keepers themselves who served under conditions of isolation that even today have no counterpart. Although living in isolation, keepers and their families lived under tight constraints, perhaps greater than their urban counterparts.

Largely responsible for this was Balfour, who in 1866 established the 'keepers' orders' which were to be strictly adhered to by lighthouse staff and their families. This imposed a strict discipline on a keeper's life and these orders influenced everything from the number of livestock which could be kept, the running of the light,
to “the need to meet for assembling families together for the reading of suitable scriptures and prayers on Sundays”.

The men “were to be sober, industrious, cleanly in person and habit and orderly in their family life. Any flagrant immorality will subject them to instant dismissal”.

Other transgressions resulted in demotion and the transfer to less attractive lights or instant dismissal. (MSA Publication, 1997(2,3))

These orders and the daily log that was kept by each lighthouse, provide a wealth of insight and a historical record into the lives of keepers and their families. Although many changes were made, so that by 1990 they perhaps did not reflect so precisely their Presbyterian origin, Balfour’s regulations remained the basis of the ‘Standing Orders for Light Keepers.’

The physical isolation caused significant personal hardship for the early keepers and their families.

An excerpt from Mokohinau Islands light 1907 reads: “My family is reduced to a state of starvation. All such stores as flour, oatmeal, tea, coffee, cocoa, potatoes, preserved meat, butter, rice etc are entirely exhausted. With the exception of about a pound each of sugar and salt and a few pounds of tobacco, I have no provisions whatever.... Distress signals have been flying for several days but no vessel has come within signaling distance... hence my appeal to you in the hope that a shorter and more regular service will be established.”

This light was only serviced three times a year, and this could be delayed by months if the ship was needed elsewhere. This particular keeper in desperation placed a letter in a tin boat with sails, it eventually reached the mainland within nine days of leaving Mokohinau, and a stores ship sent out to the lighthouse. (Log Book, 1907(2))

East Cape 1905, “Sent urgent message for constable to come urgently. 2nd. Assistant extremely dangerous and violent. We have been compelled to lash him to protect our lives. 2 keepers up all night. Women and children locked in principal keeper’s house for safety.”

This saga was followed by an entry eight days later. “there is still no word when help will arrive. Keepers are all exhausted, as we still have to attend to the light with no relief. Our families are near breaking point”. (Log Book, 1905(3))
Cape Saunders Lighthouse (1878) logbook, records the deaths of four children in one year, one from falling over the cliff, two from a fire in an outhouse, and another from a mysterious illness. All died before medical help could be raised. While deaths of this kind may have been relatively common for rural families throughout New Zealand, such recordings nevertheless portray the human side to our lighthouse service history.

In the nineteenth and early twentieth century, keepers were constantly circulated around the lighthouses, thereby gaining experience and taking turns at the most and least desirable lights. Initially the majority of the lights were three keeper posts, some reducing to two in the second decade of the twentieth century. There was strict rank amongst the keepers, and the standing orders decreed that the principal keeper was to be obeyed at all times. Over the last two decades of the Lighthouse Service two distinct types of keeper emerged. One was the sole keeper who was almost without exception married. Most had served in the service for many years around the country before accepting a permanent post at one of the lights. The other was the relief keeper. These were usually single men who worked on The Brothers, the only light where children and women were not allowed, due to the terrain. These keepers also relieved men on other stations when necessary. One of the main advantages of appointing keepers permanently to one station was that it allowed continuity and stability in their children's education. (MSA Publications, 1997(2,3))

### 2.14 De-manning.

The number of lighthouse keepers peaked in the first decade of the twentieth century when between seventy and eighty men and their families were employed. Over the subsequent decades numbers began to decrease as additions to the stock of watched lights were few and far between, and as the numbers of keepers on each station began to decline. By the early 1960s numbers had dropped to around fifty at twenty-five lighthouse stations. It was the 1980s that saw the most rapid reduction in numbers. At the start of the decade there were eighteen stations with resident keepers. By mid 1990 there were none. (Sheehan & Gibbons, 1991)

Automation of the lighthouses has replaced the need for resident keepers, and lights are now monitored from the Maritime Safety Authority in Wellington.
There is a standby maintenance crew who regularly visit and check the lights on a twice a year rotation or as needed. While automation has removed the need for technical input by keepers, many feel that there are large gaps which have been left by their removal, such as search and rescue, wildlife warden duties, and the deterrent aspect of preventing vandalism and poaching. The Maritime Safety Authority currently admits that they have an ongoing problem with vandalism. One of the more common problems of lights being "shot out". (Personal communication (1); Reid & Gasteiger 1989)

**CHART A** shows a map of the location of New Zealand's lighthouses.
2.15 Lighthouses and Tourism, Historically in New Zealand.

Lighthouses are not new to tourism. Early journal articles and logbooks record the arrival of groups of visitors to “view the light”. The development of roading’ systems and the increase in motor car ownership did much to foster this. Many lighthouses were removed from a state of utter isolation.

Godley Heads’ logbook (5) records in 1914:

“The lighthouse acts as allure to day-trippers, despite the stiff climb after a tram ride to Sumner.” The Principal Keeper’s wife describes offering all visitors refreshments: “a pot of tea with milk, sugar and a jug of cream along with a slice of fruit cake.” As the visitors became increasingly numerous sixpence was requested to cover costs.

One of the more accessible lights, Castle Point Light, describes an annual summer invasion, where as many as 1000 people visited the lighthouse. (Pollock, 1993).

The Akaroa lighthouse may not have been one of the most popular with keepers, but it enjoyed an excellent reputation with visitors and trippers from Akaroa. The day cruise along the harbor and around the heads to the lighthouse for morning or afternoon tea was popular.

“The high cliffs and azure sea lend grandeur to the lighthouse setting, and dolphins sometimes accompanied the launches. Once at the landing, visitors scrambled ashore and climbed the steep incline to the tower. A keeper would be on hand to show the visitors around the tower and to gain a new batch of signatures for the visitor’s book.” (Gibbons and Sheehan 1991).

Cape Reinga’s keepers estimated that throughout the 1960s, during December through to February, as many as 200 people visited the station each day, Cape Reinga being the representation of the tip of New Zealand, as well as being the place from which Maori spirits of the dead depart on their journey to the next world. (O’Ross, 1975).

Cape Brett records many visitors, and notes in 1920 that “the number of enthusiastic fishermen and woman were increasing in number and variety of nationalities”. One favorite visitor of the 1920s was the American western writer, Zane Grey. (MSA Publication, 1997 (1))
Lynley Marwick, the wife of the last keeper at Baring Head stated “it was nothing to return home at night from teaching at a local school to find 90 American tourists wandering around the place.” (Reid & Gasteiger, 1989).

Public interest in the lighthouses was fostered as a matter of policy and at the most popular of them an approved ‘observation spot’ was identified for taking photographs. Postcards were made available and escorted groups were shown around the light by the keeper at fixed times. (O’Ross, 1975).

These early examples of lighthouse associated tourism were centered on the human presence at the lighthouses. The scenery, wildlife viewed, adventure and activity needed to reach the lighthouse was obviously part of the appeal, but it was the light itself which became the focus of the excursion. The keepers and their wives were relied on for guided tours, explanations and anecdotes, as well as in a lot of cases to provide refreshments. This added much to the visitor experience.

The difference for lighthouses now, is that tourists or visitors to the lights can no longer have the benefit of permanent onsite guides to act in an interpretation role. This helped visitors to view the light in a mindful state, facilitating an appreciation of the lighthouses significant heritage associations. In addition, the lighthouse itself no longer has the input of daily rigorous upkeep and maintenance, a task proudly carried out by its’ keepers. With the keeper’s removed, tourists are left only with a static heritage site.

Historic places such as these, not only have a lasting value in their own right, but can teach us about the culture and lifestyles of the people who came before us. By preserving, protecting, and interpreting them, we are maintaining an important link with the past. (Hall & McArthur, 1997).

2.2 Heritage Management and Interpretation.

According to Hall and McArthur (1993) the visitor experience should be placed at the centre of any heritage management process. They believe that there is a direct relationship between the visitor experience, the condition of the resource, and visitor management. Whereby if visitor management ensures that the visitor is satisfied with
their experience, then the heritage resource will provide itself with the interest and exposure which is an essential part of any conservation effort.

The use of interpretative facilities is seen to play a very important part in improving the visitor experience, thereby increasing visitor satisfaction at heritage sites, (Hall & McArthur, 1993; Pearce & Moscardo 1986; Pearce, 1991).

Interpretation as defined in this study is taken from Hall and McArthur (1993, Pg.26) and is the “generally accepted definition” – **an educational activity which aims to reveal meaning and relationships through the use of original objects, by firsthand experience, and by illustrative media, rather than simply to communicate factual information.**

On a practical level this includes:
- Personal media (such as organised talks, entertainment such as plays, and activities)
- Non-personal media (such as, signs, exhibits, visitor centres, audio-visual devices, and self-guided activities).

This thinking fits with Pearce and Moscardo’s research (1996), which links visitor enjoyment to mindfulness. Their research on visitor satisfaction at built heritage sites, revealed that greater visitor enjoyment was experienced when the opportunity was present to understand a site’s cultural and historical significance, by way of interpretation. Interpretation provided opportunity for visitors to view a site in a ‘mindful’ versus a ‘mindless’ state, which meant they were challenged mentally and able to conceptualize the cultural past in a wider context. Those responsible for lighthouse visitor management are faced with unique challenges, of how to provide tourists with such opportunities, despite the relative isolation of many of the lighthouses and in many cases the lack of onsite personnel.

**2.3 Tourism and Conservation.**

Obviously the degree to which any proposed tourist activity will impact on the environment is of key concern. Activities need to be such that they do not spoil the very features that attract people to the destination in the first place.

The Department of Conservation (DOC) has had an interest in the land surrounding New Zealand’s lighthouses for some time.
This interest has increased since the de-manning of lighthouses has progressed. The Department has purchased or taken over responsibility for many of the lighthouse reserves from the Marine Safety Authority.

It has traditionally harnessed help from keepers for conservation related activities, such as to act as wildlife wardens or to help house conservation officers. On Stephens Island for example, the keepers acted as hosts to a variety of official, scientific and media visitors, and had the responsibility of insuring an assorted collection of rare species such as gecko, the Hamilton frog and the Tuatara were undisturbed by potential wildlife smugglers. Because of this, keepers were often paid an honorarium by the Wildlife Service. (MSA Publication, 1997(3))

The relationships that exist between tourism and conservation are complex and vary greatly.

Budowski (1976), suggests relationships between those advocating conservation and those promoting tourism exist on three levels. Firstly, a state of conflict exists between tourism and conservation, when tourism impacts are viewed as being detrimental to the physical and cultural environment. Secondly, the relationship may be one of co-existence, characterized by little contact between either interest group. This may be as a result of general ignorance or a lack of either conservation or tourism developments in the area. Yet this state tends to be temporary and eventually the relationship will evolve into one of conflict or a symbiotic relationship.

This last relationship, the symbiotic, occurs where tourism and conservation are mutually beneficial. At this point natural resources, as far as possible, are conserved in their natural state or may even evolve towards a more desirable condition. At the same time increasing numbers of people are able to recreate in and experience these natural resources.

Examples can be found of all three levels of relationship between conservation managers and lighthouse visitor activities in New Zealand.
Many years ago it was quoted:

"Lighthouses do not protect shipwrecks, they only provide the mariner with the means to avoid the dangers they mark"

(Unknown Author)
3.0: **Research Methodology.**

3.1 **Introduction.**

It appears that since the change to full automation of the lights in the mid 1990s, this unique form of tourism had to undergo a profound change. Is this form of tourism lost to New Zealanders, or have initiatives been taken to ensure visitor interest in our lighthouse heritage can continue to be catered for? These questions and a family connection with the lighthouse service sparked the author’s interest in researching lighthouse tourism. As there has been no other identified New Zealand based study of this nature, this study is essentially exploratory in nature. The development of an initial profile of this market niche and its’ requirements is seen as essential at this stage as automation in this country is still in its’ infancy. New Zealand is therefore placed in a position whereby measures can be implemented now to ensure this heritage tourism resource will survive for future generations. It is hoped this research will be useful to understand how lighthouse tourism in New Zealand is currently placed, and to provide a baseline for future development of lighthouse tourism opportunities. This study will also assist in identifying future research needs related to lighthouse tourism activities.

While every effort is made to utilise objective data, this study is seeking for insight and is open to new ideas. Therefore it also relies on subjective input from respondents. For this reason a qualitative versus a quantitative approach is more appropriate.

3.2 **Specific Research Objectives Revisited.**

The objectives of this research are:

1. To trace the connection between tourism and lighthouses in New Zealand historically (manned by keepers period) to present day (fully automated).
2. To clarify what consideration has been given to visitor management of New Zealand’s lighthouses post-automation by addressing the following:
   - Who is responsible for visitor management of New Zealand’s lighthouses’ and their sites?
• What is the current extent of lighthouse tourism related activities in New Zealand?
• What lighthouse site management techniques are employed, and are they adequate or compatible with conservation and heritage considerations to protect our lighthouse heritage?
• What future directions could be taken by New Zealand to enhance lighthouse related tourism activities?

Factors will be considered such as legislative frameworks, management issues, conservation and heritage considerations, information, networking and market potential. A comparison with international examples will identify any alternative or new ideas that could be applied to the New Zealand setting. In particular, examples will be drawn from the activities of Australia, America, and the United Kingdom.

The following is a synthesis of the procedures observed in the collection, collation and analysis of data. Cost, time and distance factors limit the scope of this study both nationally and internationally.

3.3 Data Collection Techniques.

Given the nature of this study, a variety of data collection methods have been used including the utilisation of both primary and secondary data. An intensive review of existing literature pertaining to the history of New Zealand’s lighthouses and past and current tourism associations has been carried out. This has included sourcing material from the Internet, organizations related to lighthouses, the national archives and a variety of library sources.

The search for additional primary data commenced with the Department of Conservation and the Maritime Safety Authority in Dunedin. Initial contact was made by phone, followed up with a qualitative face to face interview. These initial inquires provided valuable information and revealed that practices within New Zealand varied from region to region. Because there are no resident keepers, site specific questionnaires were not practical. Thus a range of opinions and data was sought from each region to build up the total picture.
This was possible through the assistance of Mr. Ken Bell, Chief Lighthouse Engineer, based at the Maritime Safety Authority in Wellington. A joint contact list of key players regarding lighthouse site responsibility, or lighthouse tourism operations, was compiled. These players were contacted initially by phone to introduce the study area in question, to build up a rapport, and correspondence continued via fax or e-mail in the main with some information forwarded to me by post. These initial phone contacts were also essential as a screening device to ensure that the information I was working from was current and to check that I was corresponding with the relevant people.

Internationally, an extensive Internet search was carried out for relevant information. Lighthouse web sites were located for Australia, United Kingdom and the United States. A process of trial and error reduced a huge e-mail correspondence list to establish contacts in the lighthouse tourism industry in the forenamed countries. These contacts were either directly involved in lighthouse administration (the equivalent of New Zealand's Marine Safety Authority), or else had a direct interest in lighthouse tourism activities. Correspondence with these contacts was carried out via e-mail. On the whole, correspondence remained unstructured to allow for exploration of issues as they arose, with questions being posed when answers on specific aspects were sought. This meant I was able to glean a far broader concept and understanding of lighthouse tourism issues than if a structured quantitative approach had been adhered to.

This general interview approach discussed by Patton (1990), allowed for the flexibility to build up a conversation within the subject area. This type of approach was seen as important in this research project as a technological medium (e-mail) was used which allowed for the opportunity to interview more than once, as well as relied on rapport being established early on to establish on-going correspondence. It was also recognised that those who subscribed to such a subject specific web site were those who held a greater than average interest in this subject matter, therefore allowance had to be made for individual opinions to be expressed on this topic.
3.4 Data Analysis.

Because this is a baseline study, it was important to approach this research without being constrained by pre-determined categories of analysis. It was felt this would contribute to the depth, openness and detail of this qualitative inquiry. Rather a content analysis as proposed by Patton (1990) was adopted to collate data as it relates to identified key trends and issues.

The result’s section has thus been organised into four parts, considering separately key issues which relate to New Zealand, The United Kingdom, Australia and America respectively. The conclusion draws together these common key trends and issues so that specific recommendations can be made for the New Zealand Setting.
CHAPTER FOUR: RESULTS.
4.0: Results.

4.1 New Zealand.

4.11 De-manning Recommendations, in relation to use of lighthouse reserves, sites, and public access.

Withdrawing the keepers from lighthouse reserves raised questions of ownership of the land. The then Ministry of Transport required only a fifty-metre radius around a tower to be retained for servicing an automatic light. In some instances the surrounding land became reserve land under the protection of the Department of Conservation or another government agency. The Ministry’s policy in the 1980s was for other land to be offered back to its’ former Maori owners through the Maori Land Court. If they were not interested in reclaiming it the option to purchase would be extended to local farmers. In many cases this procedure was interrupted as claims incorporating the lighthouse reserves, such as Cape Egmont, came under the consideration by the Waitangi Tribunal. (NZ Marine Advisory Committee, 1978; 1981)

The Ministry of Transport’s submissions on automation (1978) recommended the following fates regarding buildings and reserves, on sites that were to be automated.

"The Ministry’s submissions on the factor are brief and we record them in full:
The question of utilising existing buildings on a light-station which is to be demanned and whether to or how to dispose of surplus buildings or land is treated on an individual case basis. However, some general principles can be enunciated.
(a) In almost all cases existing light towers have been and will continue to be retained for housing automatic equipment.
(b) Surplus dwellings will be treated either by disposal to another authority through the Ministry of Works and Lands and Survey Department (e.g. for use by National Park rangers), or will be leased to adjoining farmers or other persons, or will be transferred to the N.Z. Historic Places Trust or other appropriate body for use as a local museum. If there is no use for them they will be removed or otherwise disposed of. "

Lighthouse Tourism
The Marine Advisory Committee (1981), however found that this general policy has not always been adhered to and there were reported cases such as at Moko Hinau Island, where the keepers’ residences were simply burned down, without thought being given to alternative uses. Waipapa Point keeper’s house had simply been left neglected and subsequently vandalised, after initial interest by local education groups fell through. No on-going search for alternative use was initiated.

The committee pointed to many other examples where the keepers’ dwellings could be utilised for educational tourism opportunities, and had the following to say regarding implementation of the departments initial recommendations.

“It appears to the committee that there is a clear lack of responsibility amongst one or more Government Departments when an asset is allowed to deteriorate and to be vandalised... We would not want other stations to suffer the same fate on demanning, and believe further consideration needs to be given now to the possibilities for utilising these well maintained structures.” (ref pg 73-74)

Despite factors such as these being drawn to the attention of the responsible government departments in 1981, today there are many examples of such potential tourism or educational resources having been quietly neglected or overlooked.

**Centre Island.**

Centre Island is a case in point. The Island has an airstrip and can also be reached on a calm day by boat, or two-hour kayak trip. It has its original 12-meter high octagonal kauri tower, surrounded high on the cliff top by the original stone viewing platform. There were three well-maintained keepers’ residences, supply sheds, radio room, school house and cable car winch from the landing strip. The island boasts an abundance of wildlife including a colony of yellow eyed-penguins. It has a checkered cultural history, with a period of Maori occupation, numerous caves including one that can be reached at low tide where every lighthouse keeper who has served at the island has entered their name, and Maori middens containing bones and adzes. The keepers also had an impressive garden. Centre Island is however a tragic example of what can happen in a short space in time, to a historical site left to its’ own devices. Since the keepers left in 1990, the 120-year-old historic lighthouse, once a proud, well-maintained, white painted eye-catching feature, has been desecrated. It is stained
with rust and covered by ugly scaffolding that supports large solar panels. The
keepers’ dwellings and outbuildings that were impeccably maintained have been
vandalised, with broken windows, floorboards ripped up, and the once flourishing
garden all but disappeared. The general feeling of the place is now one of neglect and
decay. (Personal Communication (2))

Interestingly the N.Z. Marine Advisory Committee (1981) stated “This is an isolated
station with few visitors. The possibility of vandalism following demanning would be
so slight as not to constitute a disadvantage.”

Puysegur Point.
Puysegur Point situated on the eastern headland of Preservation Inlet is another classic
example. This lighthouse is situated in Fiordland’s World Heritage Park.
Its’ construction was no mean feat, with a three kilometre track having to be cut
through dense bush to transport everything to the site.
The initial tower constructed in March 1879, was burnt to the ground in 1942
according to the official report, “by a demented person, a hermit of the area” (MSA
Publication, 1997(1))
In 1943 a concrete tower replaced the original. In 1980 the keepers were withdrawn
and the lighthouse replaced by two automatic lights at Cape Providence and Windsor
Point. However the latter was shut down and Puysegur Point re-established in 1987. It
was automated and solarised in 1989. The area is rich in historical interest, as an
important base for whaling, sealing, mining, timber mills and a gold rush. At its’ peak
the population of Preservation Inlet reached one thousand. Access is by boat from
Riverton to the landing strip at Preservation Inlet and then the 3 kilometer road
through dense bush, (4-wheeled drive only), to Puysegur Point. Helicopter access or a
seaplane is an alternative, and on a calm day it is possible to sea-kayak to Otago
Retreat at Preservation Inlet. Thus access to this particular lighthouse is for those
wanting a more get away from it all, adventurous activity.

However, two of the keepers’ houses have been bulldozed down the cliff face and
thus there is now a heap of rusting corrugated iron at the cliff face. An utter disgrace
in what is supposed to be a World Heritage Park. All that has been left is one house
and the supply sheds. Lack of foresight or attention to the de-manning
recommendations has resulted in the loss of a two well-maintained accommodation

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structures, which could have been utilised for a tourism opportunity based in a World Heritage Park. (Personal Communication (1, 12)) There are numerous other examples of this type of action.

The Marine Safety Authority (MSA) have retained some of the keepers’ houses for maintenance crews and for the majority of the year these remain empty. According to the MSA, they still have some keepers’ residences surplus to requirements, and they are aware of many houses that, although now owned privately, are being left to fall into a state of disrepair by owners, indicating non-use (for example Cape Saunders).

Delving back into documents and submissions compiled as the de-manning process was proposed and implemented, revealed that some consideration had been given to future tourism needs. These documents, however, whilst acknowledging that there was public interest in maintaining access to the lighthouses, did not clearly state how this interest could be catered for on a practical level. (Marine Advisory Committee, 1978; 1981)

The committee of inquiry into the automation and demanning of lighthouses (1981), summarized the submissions received regarding public access as follows:

"4.7 THE PUBLIC AND LIGHTHOUSES.
4.7.1 The fascination of the public with both lighthouses and light-keepers never wanes and for the Ministry to bring it to an end is a sad moment in N.Z. history.
4.7.2 It is the Association’s view that while this factor alone is not sufficient to justify the retention of keepers, it is deserving of consideration...and can only be seen as a mark against demanning...Consideration should be given to maintaining access for excursions by school parties, crippled children, and the public in general.
4.7.3 Vandalism is a problem, which the Ministry continues to under-state... The wrecking of Bloody Jacks’s Point Lighthouse near Timaru since automation is a point in case."
4.12 Principal Caretakers of New Zealand's Lighthouse Sites.
The dispersion of ownership of lighthouse stations means differing approaches to visitor management has arisen throughout the country. For a large majority of lighthouses, however, the two principal interested parties are:
1. The Department of Conservation.
2. The Marine Safety Authority (MSA).

Interestingly, reaction to lighthouse associated tourism from within the Department of Conservation varied depending on who one talked to. Even though the lighthouse and its 50-meter radius of ground around it often stood within a greater Department of Conservation area, any lighthouse related activities were viewed as extra curricula to the Departments’ responsibility or mandate.

Similarly, although the MSA expressed an interest in ideas related to lighthouse tourism, this also was viewed as outside its primary role. The MSA were happy to provide information about the various lighthouses and to discuss any proposals provided they did not interfere with the operation of the light itself. In fact they saw the presence of more people at a lighthouse as a positive move towards providing a deterrent to vandalism activities which have become a concern since the removal of the keepers. They did not however see it as within their operating constraints to initiate any lighthouse tourism type activities. (Personal Communication (1))

It is perhaps because of this lack of one sole interested party to consider tourism opportunities that a lack of foresight has resulted in examples such as those described at Centre Island, and Puysegur Point.

4.13 New Zealand’s legislative provision for the protection of its’ historic resources.
New Zealand has made provision for the protection of it’s historic resources through the following legislation.

Agencies with legislative responsibilities for historic conservation are:
- Department of Conservation. (DOC).
Under section 6 of the Conservation Act 1987, DOC manages for conservation purposes, all historic resources on the land it administers, and advocates for the conservation of historic resources generally. DOC is also the Government’s principal advisor on policy and legislation.

Managing historic resources on the conservation estate includes the collection of information, research, restoration work on specific sites, preparation of interpretative material and the preparation of strategies and policy advice. Thus DOC clearly has a role and responsibility towards the long-term maintenance of our lighthouse heritage.

Even though historic heritage is purported to be an essential part of DOC’s integrated management approach, it is a relatively small proportion of its’ work ($4.2million, 2.7% of spending in 1997-98) (DOC, 1998, Jan & March)

The report for the Parliamentary Commissioner for the Environment, Historic Heritage Management in New Zealand (1996) has revealed that all is far from well in the protection of our historic heritage.

“\textit{The continuing loss of historic buildings, sites and wahitapu is a national tragedy. The present system for regulating land use to protect heritage is confusing and unnecessarily bureaucratic and there is a lack of incentives to encourage owners to protect heritage}”.

The Historic Heritage Management Review (1998) therefore sets out to establish one clear integrated system that will promote and actively support historic heritage conservation in New Zealand.
This review addresses the following aspects:

1. **Heritage identification and assessment**
   - 1.1 HPA registration
   - District plan listing
   - 1.2 Information
   - Research
   - Databases

2. **Heritage protection and management**
   - 2. HPA archaeological authorities
   - 3.1 Local authority roles under RMA
   - 3.4 National mechanisms (incl. Heritage Orders)
   - 4. Voluntary protection and incentives
   - 6. Management by national agencies

3.2 National strategies
3.3 RMA, sections 6 & 7

4. **Heritage protection and management**
   - 5. Maori heritage issues

7. **Machinery of government**
   - 7.1 Crown agencies
   - 7.2 NZHPT
   - 7.3 Maori heritage agencies

8. **Heritage funding**

This historic heritage management review is immensely important in that it impacts at the core of heritage site management and preservation in New Zealand. It means that DOC now has a mandate to make an accurate infantry and significance assessment of all historic heritage features on the land it administers, including the lighthouse reserves. This review also requires DOC to examine its' management of historic heritage in relation to the Historic Places Trust and local authorities, so that one integrated approach can be established.
The conservation result the strategy aims to achieve is:

"Historic places and areas on land administered by the department are managed effectively in co-operation with the community, and those special to Maori are managed according to Maori tikanga in partnership with tangata whenua."

Evidence of this strategies’ impact on lighthouse tourism has been drawn to public attention with the debate over the management of Cape Reinga. Cape Reinga is a large contributor to the New Zealand tourism industry in the Far North. In 1997 it is estimated some 110,000 people visited the lighthouse, including on average 18 buses a day. (Personal Communication (2)) The old keepers’ residences have been utilised housing a historic museum, a shop selling souvenirs and food outlet. Ngati Kuri now want this land taken off DOC and given back to their Terangi Wairay. They claim that walking on the land breaches Tapu as does eating and setting up shops, and want the land returned to restore its’ sacredness. They propose operating a multi-million dollar tourist operation down the road outside of their special trail area. DOC has an obligation to work in cooperation and partnership with tangata whenua, to resolve such issues, and is seeking a solution that is able to provide equal access to all New Zealanders. (TV 2 News, 1998) This example highlights the need for significance assessments to be carried out at all our lighthouse sites so that their cultural and heritage values can be identified and the sites thereby managed effectively for future generations. This review provides the medium for this to happen.

4.14 Lighthouse Tourism Activities in New Zealand since Automation.

Focusing on positive activities of The Historic Places Trust, DOC, Local Authorities, private commercial operators, and voluntary interest groups, it is clear that in some areas, the challenges of utilising our lighthouse heritage as a tourism venture has been taken up.

CHART B gives an overview of some of these positive activities. (page 35)
4.141 The Historic Places Trust.
The Historic Places Trust has an interest in several lighthouses, which affords them protection as far as maintenance and preservation. They are not involved however in actively promoting these as visitor destinations. The added benefit of lighthouses attaining a historic places trust classification is that such a status can imply that there is something worth seeing. In the right hands this could be used as an effective marketing tool. The Historic Places Trust awards a category according to outstanding significant values, this could either be category one or two. (Formally Category A, B, or C).

Kaipara Head’s lighthouse out of Dargiville, is one such example where the original early wooden lighthouse now disused, was gradually being covered by sand dunes. A local interest group however rekindled interest in the tower, lobbied for historic places classification, and it has subsequently been restored. (Personal Communication (4))

4.142 The Department of Conservation.
Despite the general apathy towards some of the lighthouses within its domain, DOC has reacted towards lighthouse tourism in one of four ways. Firstly, it has been instrumental in improving the access to some lighthouses. Adjacent to Nugget Point lighthouse they have erected a viewing platform, which has spectacular views of the surrounding ocean, cliff-faces and wildlife. They have also upgraded the track to the lighthouse so that it is now an easy 20-minute walk. This initiative was undertaken both to improve visitor access as it was for conservation reasons, to direct foot traffic away from areas which disturbed the wildlife or caused erosion. It is an example of it operating a symbiotic relationship with tourism. Track counter record 20,000 visitors used this track in 1997, making it the second most used tourist attraction in the area. (Personal Communication (9))

D.O.C. maintain other tracks to some of the more accessible and well-known lights such as Baring Heač, Cape Palliser and Castle Point.

Secondly, DOC has granted concessionaires to operators, such as those who take tours to Farewell Spit lighthouse.
Farewell Spit.

Farewell Spit has two individual tour operators, running a 5 ½ hour trip, and up to five small buses daily in the peak season. This tour is an extension of the original mail-run to the lighthouse. The keepers’ cottages have been utilised as a historical museum, housing lighthouse memorabilia, old log books, stories about the keepers, shipwreck charts for the area and the like. In addition both companies offer a meal at the lighthouse, lunch or dinner depending on the tide. Farewell Spit is located in a designated Wildlife Nature Park, and is another good example of how tourism and conservation activities can co-exist. (Personal Communication (10, 11))

Thirdly, in recognition of their outstanding scenic and wildlife values some of our lighthouse reserves have been delegated Sanctuary and Reserve Status of varying levels as the following illustrate:

<table>
<thead>
<tr>
<th>Lighthouse</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brothers Island</td>
<td>Wildlife Reserve</td>
</tr>
<tr>
<td>Stephens Island</td>
<td>Wildlife Sanctuary</td>
</tr>
<tr>
<td>Farewell Spit</td>
<td>Nature Reserve</td>
</tr>
<tr>
<td>Nugget Point</td>
<td>Marine Reserve</td>
</tr>
<tr>
<td>Moreki</td>
<td>Kattikki Historic Reserve</td>
</tr>
<tr>
<td>Cuvier Island</td>
<td>Wildlife Reserve</td>
</tr>
</tbody>
</table>

Such classifications may mean that tourism aspirations may be in conflict with conservation needs, such as Stephens Island, which has continued to restrict public access.

However, tourism and conservation needs are clearly able to co-exist in other situations, enabling the public to have the chance to view some of New Zealand’s rarer and endangered species. Farewell Spit is an example offered earlier and Tiri Tiri Island is another successful case.

Tiri Tiri Island.

A four-hour return boat trip to Tiri Tiri Island operates three times a week from Auckland. The original lighthouse still stands. The keepers’ cottages, storehouse, animal enclosures, complete with white picket fence, as epitomized the keepers’
establishments throughout New Zealand have been restored. The last keeper has been retained as a conservation officer on the island, and conducts a guided tour of the lighthouse. He has collated an interesting museum based on the history of the lighthouse and its’ keepers. One of the keepers’ cottages has been converted recently (1997) into bunkhouse type accommodation, sleeping 10. These beds are often booked out in advance.

Tiri Tiri Island is also undergoing a re-generation program. By limiting the numbers of visitors allowed on the island at any one time to 150, this regeneration program is progressing well. The revenue generated from the tourist activity offsets in part the cost of the conservation officer on the island. (Personal Communication (8))

The last option taken by D.O.C has been no action, resulting in the types of scenarios outlined earlier. It is hoped that the current historical review will help DOC to become more aware of the heritage connection for New Zealander’s and the subsequent tourism potential of these sites, so that positive action can be taken to make provision for their conservation.

4.1.4.3 Local Authorities, Voluntary Groups.

Local authorities, along with voluntary public groups, have also been instrumental in catering for visitor interest in our lighthouses since automation.

Akaroa.

Akaroa’s lighthouse was moved in 1980, one hundred and one years after it was built, following a local community fund-raising effort. It now stands as an elegant feature on the Akaroa village waterfront. The Akaroa Lighthouse Trust, a purely voluntary organisation, is now involved with active fund-raising, guided tours of the restored light tower, as well as running a complimentary museum shop and film evenings. Its’ presence in the village adds to the areas’ heritage product and is visually appealing. It has become one of the more photographed features of the village

Wairoa and Timaru have made corresponding moves, bring living history into these respective towns, establishing a museum in the base of the towers. Major local public interest in preserving the lighthouses was behind these moves.
Interestingly Dunedin was offered Cape Saunders lighthouse for such a purpose in 1957, but declined the offer. (Sheehan & Gibbons, 1991 pg 88.). This lighthouse was subsequently destroyed, although parts of it are displayed at Port Chalmers Maritime Museum. (Personal Communication (13))

4.144 Linked Tours Between Lighthouses.

This is a relatively new side to lighthouse tourism in New Zealand. While many individual enthusiasts have made it their mission to visit as many of our lighthouses as possible, this has rarely been as a commercially arranged trip. Some operators such as those visiting a variety of wildlife sites may inadvertently find themselves at several lighthouse sites, however the focus of these trips is more the wildlife. (Personal Communication (5, 6))

The U.S Lighthouse Society has carried out once such tour in 1994. (See appendix A). This was a two-week tour from North to South visiting 17 lighthouses. The trip also included visits to other areas such as Queenstown and Rotorua, where there were no lighthouses, as well as time for shopping in other main centers. This was done in part to accommodate members of the group (often spouses), who did not share the enthusiasm for lighthouses to the same degree, as well as to provide an overview of some of New Zealand’s other main tourist attractions.

One of the most noticeable features of this trip was the amount of pre-existing regional operators that were utilised. This type of tour ventures away from the more common tourist routes and thus provides New Zealand with the opportunity to link together regional operators more, (often small scale operators), providing a diversification to their economic base. The post trip write-up highlighted that these operators were mainly restricted to transport operators and this could no doubt be attributed to the fact the tour was organised from the United States end as New Zealand did not have such a proposed tour identified. If New Zealand was ready to promote such a trip, then not only small scale transport operators, but also local quality food experiences, interesting side trips, film and museum shows, and different accommodation operators could all be linked together, reducing the amount of economic leakage out of the regions.
This society arranged for its members to undertake a guided tour of the lighthouses visited. The Marine Safety Authority accommodated this with the tour members asked to pay the hourly rate of the personnel involved. Having a knowledgeable guide onsite made the tour much more informative and meaningful than it would otherwise have been. The Marine Safety Authority also arranged for the group while in Wellington to view some of the films out of the archives about the lighthouse keepers and their lives. (Personal Communication (15, 16))

The U.S. Lighthouse Society plans regular trips for its members. Other countries also have large lighthouse societies that undertake similar ventures, as do photographic societies, (who concentrate solely on lighthouse photography). (See Appendix B). The Marine Safety Authority has just received a request from a group of Japanese who wish to tour 20 of our lighthouses. Thus it would indicate that tours such as these are a largely untapped resource. (Personal Communication (1, 3))

To benefit New Zealander’s, such future tours should utilize as far as possible, existing small scale regional operators.

**CHART B: An Overview of Lighthouse Site Uses Since Automation.**

<table>
<thead>
<tr>
<th>Lighthouse</th>
<th>Site Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akaroa</td>
<td>Handed over to Akaroa Tower Preservation Trust, moved into town.</td>
</tr>
<tr>
<td>Baring Head</td>
<td>Walking Track to, maintained by DOC.</td>
</tr>
<tr>
<td>Bean Rock</td>
<td>Historic Places Trust Category B. Some Open Days</td>
</tr>
<tr>
<td>Cape Brett</td>
<td>No use of.</td>
</tr>
<tr>
<td>Cape Campbell</td>
<td>Farmer brought house, unused.</td>
</tr>
<tr>
<td>Cape Egmont</td>
<td>Historic Places Trust Category C. Last Keeper bought house.</td>
</tr>
<tr>
<td>Cape Foulwind</td>
<td>No use of.</td>
</tr>
<tr>
<td>Cape Palliser</td>
<td>Walking track to maintained by DOC.</td>
</tr>
<tr>
<td>Cape Reinga</td>
<td>Tours to. Average, 18 Buses a Day. Use</td>
</tr>
</tbody>
</table>

*Lighthouse Tourism* 35
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Saunders</td>
<td>Keepers' house sold to farmer. Neglected, vandalised site.</td>
</tr>
<tr>
<td>Castle Point</td>
<td>Walking track to maintained by DOC. No keepers' houses.</td>
</tr>
<tr>
<td>Centre Island</td>
<td>Three keepers' houses. Vandalised, neglected site.</td>
</tr>
<tr>
<td>Cuvier Island</td>
<td>Wildlife sanctuary</td>
</tr>
<tr>
<td>East Cape</td>
<td>(First place in NZ to see the rays of the rising sun). No use of site.</td>
</tr>
<tr>
<td>Farewell Spit</td>
<td>2 tour operators. 4-wheeled-drive trips. Meals at lighthouse, wildlife sanctuary, museum on site.</td>
</tr>
<tr>
<td>French Pass</td>
<td>No use of site.</td>
</tr>
<tr>
<td>Godley Head</td>
<td>Walkway to, in Lyttelton, lookout point.</td>
</tr>
<tr>
<td>Kaipara Heads</td>
<td>Historic Places Trust, restoration effort. Some open days.</td>
</tr>
<tr>
<td>Kahurangi Point</td>
<td>Good carparking close by. Keepers houses destroyed by earthquake.</td>
</tr>
<tr>
<td>Lyttelton Wharf</td>
<td>Restored, only open to public on request.</td>
</tr>
<tr>
<td>Manukau Heads</td>
<td>Vandalised, neglected site.</td>
</tr>
<tr>
<td>Moeraki</td>
<td>Run by local farmer, backpackers, keepers residence. Historic Reserve.</td>
</tr>
<tr>
<td>Mokohinau</td>
<td>Neglected site</td>
</tr>
<tr>
<td>Nelson Boulder Bark</td>
<td>Historic Places Trust Category A. Keepers' houses removed. Tour Buses stop opposite on mainland.</td>
</tr>
<tr>
<td>Nugget Point</td>
<td>Marine Reserve Status. Wildlife Tours to. Viewing Platform and track maintained by DOC. Keepers houses onsite.</td>
</tr>
<tr>
<td>Location</td>
<td>Description</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Pencarrow Head (New and Old)</td>
<td>Walking track to maintained by DOC. Old tower has Historic Places Trust Category A.</td>
</tr>
<tr>
<td>Portland Island</td>
<td>Re-erected in Wairoa, Museum</td>
</tr>
<tr>
<td>Puysegur Point</td>
<td>2 keepers’ houses destroyed, 1 remains. Neglected site. World Heritage Park.</td>
</tr>
<tr>
<td>Seaview, Hokitika</td>
<td>Historic Places Trust Category C.</td>
</tr>
<tr>
<td>Somes Island</td>
<td>(quarantine use under review)</td>
</tr>
<tr>
<td>Stephens Island</td>
<td>Wildlife Sanctuary. Managed by DOC</td>
</tr>
<tr>
<td>Taiaroa Head</td>
<td>Original house. Historic Places Trust Category C. Commercialised by DOC (albatross colony).</td>
</tr>
<tr>
<td>The Brothers</td>
<td>Designated Wildlife Sanctuary, difficult landing site, DOC Property</td>
</tr>
<tr>
<td>Timaru</td>
<td>Restored, moved into local park. Historic Places Trust Category C.</td>
</tr>
<tr>
<td>Tiri Tiri Island</td>
<td>Open Wildlife Sanctuary. Run by DOC. Launch trips, backpackers, guided tours. Ex keeper is conservation officer on island, acts in interpretation role.</td>
</tr>
<tr>
<td>Waipapa Point</td>
<td>Houses exist, also gravesites of Tararua Victims. Historic Places Trust Category C. No development of site.</td>
</tr>
</tbody>
</table>

(Chart Compiled by Author).

**4.15 General Lighthouse Tourism Considerations.**

When considering current and potential lighthouse opportunities and activities in New Zealand, there are important generic elements that need to be considered as part of the visitor management package.
4.151 Status.

Designating our lighthouses with either a Historic Places Trust classification, or a Reserve or National Park status is an important preservation and marketing tool. These types of status have implications for current and potential tourist activities. Not only does it imply there is something worth seeing but it also provides the meaning and back up for the area to be conserved. (Woodward, 1996) This has been summarised by Jeff Connell, Otago Regional Conservator. "Creating a Marine Reserve next to Nugget Point greatly enhances its natural status and visitor appeal". (Groundswell, 1992)

4.152 Networking / Marketing.

In New Zealand, marketing of our lighthouses is not a high profile affair. Two exceptions are Cape Reinga and Farewell Spit operators who advertise their tours nationally and internationally, and regularly attend travel shows. (Personal Communication (10, 11); Reid & Gasteiger, 1989)

Most countries are represented by a site on the Internet where information can be gathered re travel times, access, history of the lighthouses, and human interest stories as well as who to contact for more information. Even places like Egypt and India are represented, places not readily associated with lighthouse tourism (for examples see Appendix C). Other countries also have established a national Lighthouse Society for exchange of information. These societies have often been instrumental in the preservation of lighthouse sites. New Zealand to date has no such national society or Internet site.

More effective networking and marketing is essential to provide the medium to capture the interest and enthusiasm of those interested in lighthouses in this country. Internet sites have a worldwide marketing base, and therefore have the added advantage of increasing New Zealand's profile globally.

It is hard to ascertain the exact current level of interest in lighthouse tourism activities due to the lack of hard statistics. More research is needed to help establish this baseline. Possible markets are; 'special interest trips' such as wildlife tours, bird watchers, painters and photographer weekends as well as school or other educational trips and free and independent travellers. The novelty of staying on a lighthouse station would be a draw-card in itself.
Other 'special interest' groups such as railway buffs have been described in three
groups. "Tickers" (train spotters, who tick trains off their world list as they see them),
"Family gathers" (they want to encounter at least one example of each kind of
engine), and then just plain "lovers" (those who travel by train at any cost for the love
of it). (Mahoney, 1997) Lighthouse enthusiasts could be divided into similar groups.

4.153 Interpretation.
The MSA has recently completed a series of publications on some of our well-known
lighthouses, and these are informative. (MSA Publications, 1997 (1)) Sign-posting,
however, to some of the lighthouses is misleading or non-existent. (Cape Saunders is
totally confusing). The MSA are gradually placing interpretation boards on the
lighthouses, but their input is limited to the technical features of the lighthouse itself
as opposed to the human face. DOCs' interest on the other hand is centered on natural
features. As an example, the walk to Nugget Point Lighthouse points out seal
colonies, rock formations and other natural features. The human face is missing from
this equation and neither DOC or the MSA see it as their brief to be interested in it.
(Personal Communication (1, 9)) In a lot of cases there is no interpretation of any
sort.

4.154 Significance Assessments.
Carrying out a significance assessment at each of our lighthouse sites now is
imperative, before these sites become vandalised further. To make the most of a site's
heritage, individual lighthouse site research is needed. As part of this assessment,
features such as the ugly scaffolding and solar panels ruining the look of some of the
lighthouse towers needs to be addressed, along with other ways of preventing
vandalism apart from ringing the towers with ugly barbed wire fences.

The following heritage features could be further explored and represented at each site.

- Association with shipwrecks. Shipwreck charts held in the national archives and
  with the MSA provide a lot of relevant details to each lights' locality. Not all
  lighthouses have encountered shipwrecks, but a lot of interesting history is tied up
  with them where they have been. There are still remains of wrecks nearby some
  lighthouses including Farewell Spit, Puyssegur Point, Pencarrow and Cape Palliser
  which all have obvious examples. (Personal Communication (12, 1))
• Lighthouses logbooks. These have been kept by each individual lighthouse since they became operational, and can also be accessed through the National Archives, or MSA. These provide clues to everyday activities as well as an accurate record of extraordinary events that took place.

• Stories relating to communication difficulties. For example on Cuvier Island trained carrier pigeons were used to carry communications to Auckland.

• Clues as to conditions the keepers lived and worked under. Examples of kiwi ingenuity and make do. Everyday human interest stories about the keepers and their families.

• Physical site features including storehouses, keepers’ houses, animal enclosures, picket fences.

• Graveyards or headstones. There is a human-interest story behind each one. In some cases there is record of people being buried in the lighthouse reserve, but these positions are not clearly identified. Other tragedies associated with the lighthouse keepers. Family members were not always buried onsite.

• Winches, cablecars, and other means of transportation from supply ships.

• In some cases there were enough keepers children present for a school to be established. Human interest stories around this aspect, possible location of the school or school roles.

• Background on the lighthouse construction, cost, and ongoing maintenance hazards.

• Technical historical information on the lights operation that would appeal to certain visitor segments and lighthouse buffs.

• Link with wartime activities. Many of New Zealand’s lighthouses housed army forces during the Second World War. There are gun emplacements and other reminders of this. Mines, thought to have been planted by the German Raider ‘Wolf’ exploded of the coast in several locations, these were reported by lighthouse keepers. One such mine sunk a passenger ship, killing 29 off Cape Reinga. There were also different regulations regarding the lights operation during this time, in some cases they were shut down. (Pollock, 1993)

• Links to other New Zealand heritage events. For example, Puysegur Point has been associated with an early gold rush, and there is still remaining evidence of
this around the lighthouse area. Other lighthouses have had a tie with early whaling activities. It is these elements which tie in so naturally with the current hunger for heritage tourism.

4.155 Access.

Much has already been mentioned about the physical positions of New Zealand’s lighthouses. These range from accessible only by boat or air, to four-wheel drive access, tide dependent, to road access at various walking distances of the lighthouses. Chart C is a brief description of individual access grades to New Zealand’s lighthouses showing different levels of accessibility. These degrees of accessibility mean that lighthouses can cater for a range of visitor experiences, from those wanting a short walk to those wanting a much more adventurous and active experience. These experiences can fit in with DOC’s Recreational Opportunity Spectrum. In the same way that visitors are exposed to degrees of wilderness to meet expectations, so too can differing lighthouse destinations be used to expose tourists to degrees of remoteness or activity level. Health and Safety considerations are obviously important to prevent ‘Cave Creek’ type disasters from occurring, especially where there are external steps up a tower. Other countries circumnavigate this problem by stating injury disclaimer clauses for those climbing such structures.

**CHART C: ACCESS GRADES TO NEW ZEALAND’S LIGHTHOUSES.**

<table>
<thead>
<tr>
<th>Lighthouse</th>
<th>Access Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akaroa Head</td>
<td>Walking distance from Akaroa township</td>
</tr>
<tr>
<td>Baring Head</td>
<td>By road, 19 km from Wainuiomata</td>
</tr>
<tr>
<td>Bean Rock</td>
<td>By easy sea access, Auckland Harbour</td>
</tr>
<tr>
<td>Cape Brett</td>
<td>By sea/helicopter, Bay of Islands</td>
</tr>
<tr>
<td>Cape Campbell</td>
<td>By road (through private land), nearest township is Seddon, 19 km away</td>
</tr>
<tr>
<td>Cape Egmont</td>
<td>By road, the nearest township is</td>
</tr>
</tbody>
</table>

_Lighthouse Tourism_
<table>
<thead>
<tr>
<th>Lighthouse Name</th>
<th>Access Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Farewell – Pillar Point</td>
<td>Pungarehu, 6 km away</td>
</tr>
<tr>
<td>Cape Jackson Rock</td>
<td>Via private road off Nguroa Road</td>
</tr>
<tr>
<td>Cape Foulwind</td>
<td>By sea (difficult)</td>
</tr>
<tr>
<td>Cape Maria van Dieman</td>
<td>Can be reached along 2 km side road along Westport-Charleston highway</td>
</tr>
<tr>
<td>Cape Palliser</td>
<td>Difficult, located 7 km south west of Cape Reinga. Special permit required from DOC</td>
</tr>
<tr>
<td>Cape Reinga</td>
<td>By road (two fords, difficult in winter), the nearest township is Lake Ferry, 30 km away</td>
</tr>
<tr>
<td>Cape Saunders</td>
<td>Easy road access</td>
</tr>
<tr>
<td>Cape Saunderson</td>
<td>By road 10 km from Portobello. Rough road down to lighthouse, but walking distance.</td>
</tr>
<tr>
<td>Cape Wanbrow</td>
<td>By foot along beach</td>
</tr>
<tr>
<td>Channel Island</td>
<td>By sea (difficult), off Coromandel Peninsular</td>
</tr>
<tr>
<td>Castle Point</td>
<td>By road, nearest township is Masterton, 64 km away</td>
</tr>
<tr>
<td>Centre Island</td>
<td>By sea, helicopter</td>
</tr>
<tr>
<td>Cuvier Island</td>
<td>By launch</td>
</tr>
<tr>
<td>Dog Island</td>
<td>By air</td>
</tr>
<tr>
<td>East Cape</td>
<td>By road, turn off at Te Araroa</td>
</tr>
<tr>
<td>Farewell Spit</td>
<td>4-wheel-drive tours can be taken from Collingwood</td>
</tr>
<tr>
<td>Flat Rock</td>
<td>By sea (difficult)</td>
</tr>
<tr>
<td>Gable End Foreland</td>
<td>By road to Pakarae (turn off main highway), then across farmland to coast, walk up coast for 5 km</td>
</tr>
<tr>
<td>French Pass</td>
<td>By road, turn off 2 km west of Rai Valley</td>
</tr>
<tr>
<td>Godley Head</td>
<td>By road from Lyttelton, 10 km away</td>
</tr>
</tbody>
</table>

*Lighthouse Tourism*
<table>
<thead>
<tr>
<th>Location</th>
<th>Access</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kaikoura Peninsular</td>
<td>Via farm road from the main road</td>
</tr>
<tr>
<td>Kaipara Heads</td>
<td>From the end of Pouto Point road 50 km from Dargaville, then by 4-wheel-drive vehicle across sand dunes</td>
</tr>
<tr>
<td>Kahurangi Point</td>
<td>Can be reached along the beach with a four-wheel-drive vehicle (difficult route due to tidal rivers)</td>
</tr>
<tr>
<td>Karori Rock</td>
<td>By sea (difficult)</td>
</tr>
<tr>
<td>Lyttelton Wharf</td>
<td>On end of wharf</td>
</tr>
<tr>
<td>Manukau Heads</td>
<td>By road from Waiuku</td>
</tr>
<tr>
<td>Matakaoa Point</td>
<td>By road from Hicks Bay then across private farmland</td>
</tr>
<tr>
<td>Moeraki</td>
<td>By road</td>
</tr>
<tr>
<td>Mokohinau</td>
<td>By sea (difficult)</td>
</tr>
<tr>
<td>Nelson Boulder Bank</td>
<td>By boat (can be hired from waterfront in Nelson)</td>
</tr>
<tr>
<td>Nugget Point</td>
<td>By road, easy 15 minute walking track, Nearest town Kaka Point 11 km away</td>
</tr>
<tr>
<td>North Cape</td>
<td>By road (4-wheel-drive) to Surville Cliffs with 5 km walk to edge of mainland</td>
</tr>
<tr>
<td>Okuri Point</td>
<td>By foot or 4-wheel-drive vehicle, turn off on road to French Pas</td>
</tr>
<tr>
<td>Pencarrow Head (New)</td>
<td>By easy road 8 km from Eastbourne</td>
</tr>
<tr>
<td>Pencarrow Head (Old)</td>
<td>By road from Wainuiomata</td>
</tr>
<tr>
<td>Portland Island</td>
<td>Shifted to Wairoa township</td>
</tr>
<tr>
<td>Puyssegur Point</td>
<td>By sea (calm weather) to landing strip at Preservation Inlet then 4-wheel-drive track. By air (wind can be a problem)</td>
</tr>
<tr>
<td>Rangitoto</td>
<td>By sea</td>
</tr>
<tr>
<td>Seaview, Hokitika</td>
<td>Hokitika township</td>
</tr>
<tr>
<td>Somes Island</td>
<td>By boat (restricted access, as is)</td>
</tr>
</tbody>
</table>

_Lighthouse Tourism_
<table>
<thead>
<tr>
<th>Location</th>
<th>Access Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steep Head</td>
<td>Around Banks peninsular by road and across farm on foot</td>
</tr>
<tr>
<td>Stephens Island</td>
<td>By helicopter or sea. DOC permission required</td>
</tr>
<tr>
<td>Stirling Point</td>
<td>By road, 2 km outside Bluff</td>
</tr>
<tr>
<td>Taiaroa Head</td>
<td>By road from Dunedin City (permission required due to albotross colony)</td>
</tr>
<tr>
<td>The Brothers</td>
<td>By helicopter</td>
</tr>
<tr>
<td>Three Kings Island</td>
<td>By sea north of Cape Reinga (difficult)</td>
</tr>
<tr>
<td>Tuaheni Point</td>
<td>2 km walk from Wainui on main road north of Gisbourne</td>
</tr>
<tr>
<td>Timaru</td>
<td>In Maori Park</td>
</tr>
<tr>
<td>Tiri Tiri Island</td>
<td>By launch</td>
</tr>
<tr>
<td>Tory Channel</td>
<td>By sea (difficult)</td>
</tr>
<tr>
<td>Tuhawaiki Point</td>
<td>Turn off main south road to Scarborough the 2 km along the beach</td>
</tr>
<tr>
<td>Waaipapa Point</td>
<td>By road, the nearest township is Fortrose, 16 km away</td>
</tr>
</tbody>
</table>

(Adapted from Churchman, 1989)
While New Zealand is the first country to complete full automation of its' lighthouses, a number of other countries have followed close on its heels.

4.2 United Kingdom.

The United Kingdom is undergoing a similar process of automation to New Zealand, with full automation due to be completed in October this year.

4.21 Caretakers of Lighthouses.

Trinity House is the governing body of the lighthouses in England, and the Northern Lighthouse Board based in Edinburgh controls the Scottish lights.

The lighthouse services provided by Trinity House and its' sister authorities are funded by light-dues paid by ships calling at ports in the United Kingdom and Ireland. No government money is received. Light-dues are paid into a fund known as the General Lighthouse Fund (GLF), which is under the stewardship of the Secretary of State for Transport. The Secretary of State sets light dues rates to ensure that the amount raised is sufficient to meet the General Lighthouse Authorities (GLAs) expenditure.

Traditionally, manned lighthouses on the mainland were open to the public at the Keeper's discretion between Easter and October. An admission fee was not charged and keepers were allowed to keep any tips.

4.22 Policy Towards Use of Sites Since Automation.

As automation has progressed Trinity House's policy towards redundant property/tourism has traditionally been dealt with in several ways:

Until recently the Merchant Shipping Legislation, under which Trinity House and its' sister authorities in Scotland and Ireland (GLAs) operate, did not allow for the retention of surplus or redundant assets if they were not required in the performance of their statutory undertakings as Lighthouse Authorities.

Situations have arisen where redundant lighthouses have been sold lock stock and barrel to heritage bodies such as the National Trust. Examples of such lighthouses include Souter Point near Newcastle Upon Tyne and South Foreland in Kent. In both instances the Trust opens the lighthouses to the public, and at Souter Point the former Keeper's cottages are rented for holiday accommodation.
At some locations, after automation, the redundant property, such as keepers’ dwellings were sold whilst Trinity House retained ownership of essential property required for the operation of the lighthouse. Bodies such as The National Trust or The Royal Society for the Protection of Birds have generally purchased such properties.

At automated stations on the mainland it is normal practice to appoint a residential attendant, who is employed to perform husbandry tasks such as cleaning, changing bulbs etc on a part time weekly basis. Often these attendants are former lighthouse keepers who have been made redundant as part of the automation program. Attendants are generally allowed to open the lighthouse for public visits at their own discretion, and are allowed to keep any tips the visiting public may leave. At automated lighthouses where there is no resident attendant, Trinity House or its’ counterparts normally hold a limited number of open days, normally co-inciding with public holidays.

In the last few years, major property management initiatives have been undertaken with outside bodies as described below.

**Portland Bill Lighthouse.**
The lighthouse is situated on Portland Bill in Dorset, which is a major tourist destination for day-trippers and holidaymakers. Surplus property at the lighthouse was sold to the Crown Estate who are trying to regenerate the area, as much of the surrounding land comprises former Ministry of Defense sites. The Crown Estate is in the process of developing a visitor centre on the site in the former keepers’ dwellings. Under a separate agreement the Crown Estate have been granted a license to conduct tours of the lighthouse tower. The agreement requires the Crown Estate to employ the Trinity House attendant to conduct the tours and Trinity House receives a percentage of revenue which is paid into the General Lighthouse Fund (GLF).

**South Stack Lighthouse.**
A similar venture to that at Portland Bill was introduced last year. The lighthouse is located on Anglesey in North Wales, in an area that is suffering severe economic depression. Trinity House leased surplus property to the Isle of Anglesey Council and allowed the Council to conduct tours of the lighthouse, with Trinity House receiving a
percentage of revenue. The lighthouse is in a spectacular location accessed by a climb down 400 steps and then across a bridge. The bridge had to be repaired before opening the lighthouse to the public, for which a substantial Welsh Development Agency grant was received towards the cost of the repairs. The opening of the lighthouse is viewed by the local council as a major initiative to stimulate the local economy, with an estimated 30,000 paying visitors per annum.

The Old Dungeness Lighthouse in Kent a similar venture, recorded in 1995; 20,706 visitors, in 1996; 21,400 visitors, and in 1997; 22,004 visitors. Smeaton’s Lighthouse on Plymouth Hoe another popular tourist attraction, recorded in 1996; 62,257 visitors, and in 1998; (to March), 37,208 visitors. This lighthouse tower is lit up on festive occasions with numerous candles.

Souter Lighthouse, just north of Hartlepool, recorded in 1995; 15,328 visitors, and in 1997; 16,208 visitors. These particular lighthouses are well promoted to the public, and give some indication as to the level of interest that can be generated for such tourism activities.

As Trinity House and its’ counterparts became more aware of the possibilities for tourism activities, legislation was passed in 1997 to provide scope for the GLAs to exploit spare capacity. As things stand today, the Trinity House Lighthouse Board have halted all potential property sales until the viability of all lighthouses as tourist sites can be fully assessed. These significant assessments are due to be completed by the end of 1998. (Personal Communication (14, 15, ))

4.23 Lighthouse Societies.

In England there are three lighthouse societies; Leading Lights, The Association of Lighthouse Keepers and the Great Britain Lighthouse Society. These societies make use of web sites on the Internet for information exchange, and are building up comprehensive historical records of individual lighthouses. These societies have increased in membership as automation has progressed with members travelling miles to be there at the time.
4.24 Lighthouse Tours.

Trinity House has also had increased queries from the US Lighthouse Society and the like requesting future tours of the lighthouses.

In response to this increased interest Trinity House have approached a private commercial operator (Maritime Heritage Tours), to research and plan a proposed tour of England’s lighthouses. A tour of this nature and scale had not been done before.

Planning for the first tour is almost completed and is scheduled to run from 19 September to 8 October 1998, (20 days in all), covering in the region of thirty lighthouses. The tour will take the form of an inclusive coach tour, consisting of 44 members of the US Lighthouse Society including the Society’s President, Wayne Wheeler. This tour has been interlaced with the occasional visit to a stately home or castle to break the pattern and to cater to a degree for the enthusiasts’ companions (See Appendix D). (Personal Communication (14, 15, 16))

This tour is envisaged to be the forerunner to future tours to cater for increasing needs of many lighthouse enthusiasts world wide, as well as societies and enthusiasts in the UK. It is envisaged that future tours may cater for short-break interest, either weekend tours or 7-8 day tours. Support for such tours has been forthcoming from individual Lighthouse Societies approached. (See Appendix E)

Once this initial tour has been completed and evaluated, plans are to begin an active marketing campaign to make people aware of this particular tourism product. In particular, Maritime Heritage Tours is looking to target Japan, drawing on their lighthouse connections with that country. A Scotsman by the name of Richard Henry Brunton was responsible for the construction of 34 lighthouses, 2 lightships, 13 buoys and 3 beacons on the coast on Japan. He is known today as the ‘Father of Japanese Lights’. (Personal Communication (14, 15))

4.25 Secondary Product.

This recent boom in the interest in lighthouses in the UK is also reflected in the recent first day issues of English Lighthouse stamps to commemorate Eddystone, as well as the increase in the sale of lighthouse journals and booklets (See Appendix F). In addition a Scottish Lighthouse Museum in Fraserbourgh has been founded along with the Trinity Lighthouse Center in Penzance.
4.3 **Australia.**

In contrast to the UK, the Australian picture regarding lighthouse visitor management in each state following automation is by no means homogeneous, and Victoria is probably in advance of the others.

### 4.3.1 Policy on Use of Lighthouse Sites Since Automation.

The Australian Heritage Commission, Canberra ACT, is the body responsible for assessment of historic structures belonging to the Commonwealth of Australia and all Australian lighthouses would have been on its’ register. Initially all lighthouses were under the control of the Australian Maritime Safety Authority (AMSA). After decommissioning the AMSA have attempted to divest themselves of these properties by handing them over to the State governments in Australia.

"This has been more successful in Victoria but not so in other States."

(Personal Communication (17, 19))

All the Victorian ones were assessed by Heritage Victoria and placed on the list of Heritage Buildings. Their significance is really a function of age and location. For example, Cape Otway is the oldest surviving mainland lighthouse. There are other very significant buildings at the site as well, including a Lloyds of London Signal Station and some of the earliest buildings in Victoria (in fact some built before Victoria was created into a separate colony from New South Wales). (Personal Communication (19))

Significance assessments included individual site reports, historical photos, drawings, a catalogue of lighthouse plans and related charts, historical events including information on the keepers, and identification of any other features of specific cultural importance. These assessments formed the basis for lease stipulations, stating which structures they required to be maintained and guidelines to follow so that the sites’ heritage value would not be compromised.

The Government then sought expressions of interest. These were short-listed and tenders sought. The tender process was not so much a financial tender as an ideas tender namely "how best to develop the lighthouse whilst maintaining the cultural and heritage values of the sites as identified by the significance assessments".

(Personal Communication (17, 18, 19, 20))
As a result of this process, a number of tourism ventures have emerged such as those at Cape Otway.

**Cape Otway.**

The group that leased Otway highlighted in its' tender, ways that the site could be used for ongoing education opportunities, both in an educational tourism vein as well as for unpaid access for the local community. The Great Ocean Walk was formed to link areas of historical and natural interest together cumulating in the lighthouse as the end destination. Accommodation and guided tours are now available at the lighthouse. This lighthouse is situated 3 hours from Melbourne and the government has recently sealed the access to support this tourism venture. (Personal Communication (19))

4.32 **The Australian Lighthouse Project. Internet Use.**

The Australian Lighthouse Project, the brainchild of Malcolm Macdonald, was launched in December 1997 in a bid to promote the preservation of all Australian lighthouses, and to raise their profile in Australia and overseas. As part of this project Macdonald instigated a lighthouse web site to link together on one index, sites relating to lighthouses around Australia. He proposed to use enthusiasts assistance to build up a profile of all Australian lighthouses, including establishing a significance assessment of each site, historical stories and anecdotes, a pictorial record and information regarding public access, tourism activities, ownership, conservation and preservation issues.

This project has gained wide support with over 2954 entries by June 1998. It has gained the attention of the Australian Maritime Safety Authority who are now contributing information to this site, and has prompted many areas to take a closer look at the lighthouses in their region. As a result of such escalating interest a growing number of lighthouse projects have been successful in obtaining funding support via the National Estate Grants program. (16 new projects this year). (Personal Communication (18, 20))

4.33 **Summary of Lighthouse Tourism Activities.**

As an overview, use of the lighthouse sites and towers in Australia now includes

- Guided tours.
• Accommodation of various levels from bed and breakfast, backpackers to more
top end of the range romantic getaways furnished with antiques, and fine
‘cuisine’.
• Education activities.
• ‘Fine food experiences’.
• Preservation as historic ruins, historical museums.
• Open days and day outings (especially popular on centenaries).
• Linked walkway systems, or boat tours between a series of lighthouses.
Those advocating lighthouse preservation and lighthouse tourism activities in
Australia would argue that Australia still has a long way to go but activities to date are
promising.

4.4 America.

America has followed the worldwide move to automate all of its’ light-stations. The
Coast Guard originally held the custodian role for these light-stations. Along with
removing the need for operating personnel, the Coast Guard has also replaced many
lighthouses with sterile, rotating aero-beacons on monopoles.

4.41 Policy on Use of Lighthouse Sites Since Automation.
The trend has been for former-manned and discontinued light-stations to be licensed
to qualified groups, transferring the responsibility for these over to the various states.
Referendums have been held throughout the country on whether or not communities
should accept ownership (and the responsibility that implies) of their local
lighthouses. In general the support has been overwhelmingly in favor of doing so.

In January 1998 one of the largest transfer of government lighthouse property
occurred with over 36 such lighthouse stations being transferred in the Maine Area.
The Maine Lights Program was a landmark bill, which also required that a Maine
Lighthouse Selection Committee be established to tender the sites to interested
groups determining who exactly gets the lighthouses.
New owners are responsible financially for maintenance, preserving their historic
character, preserving ecological resources on adjacent land, (like seabird nesting
habitat), and providing access to the public. In effect, this legislation provides a way
for the Federal Government to preserve these historic features at little or no cost to the Federal Government. This precedent has been followed in other parts of America. (Personal Communication (16); Lighthouse Digest, 1998)

4.42 The United States Lighthouse Society.

The United States Lighthouse Society, a non-profit historical and educational organisation, was founded to assist in the restoration and preservation of America’s lighthouses and to help qualified local groups in their efforts to return the nation’s lighthouses to the public domain.

The Goals of the Society identify the important role this Society plays in maintaining public access to America’s lighthouses since automation.

**Goals of the Society.**

- *To assist, in every possible way, the restoration and preservation of America’s Lighthouses.*
- *To continue researching the history of lighthouses, lightships and related aids to navigation.*
- *To collect artifacts and lore related to lighthouses and lightships.*
- *To sustain a program whose purpose is to put concerned parties in touch with local restoration groups.*
- *To serve as a means of communication between all who care about the preservation of these unique symbols of our maritime heritage.*
- *To continue publication of The Keepers Log, a wholly unique quarterly publication dedicated solely to interesting aspects of these sentinels and to detail current happenings and, in general, to inform and entertain concerned people.*
- *To maintain and constantly update a comprehensive research library and photographic archive containing material relating to lighthouses, lightships and aids to navigation.*

This society now has over 13,000 members. In 1986 it was presented with a Department of Transportation award for outstanding public service to Transportation and Historic Preservation.
It conducts several regional and international lighthouse tours every year, including the New Zealand one in 1994 and the proposed UK tour this year. (Personal Communication (16); See Appendix G)

4.43 Lighthouse Tourism Activities.

Because of the large number of interested educational groups who are either financially or otherwise interested in lighthouses in America, research for adaptively using these resources for tourism or educational purposes is well advanced. In 1990, for example, a lighthouse assessment and tourism feasibility study was carried out along New York States’ Seaway Trail. The full report was not available to the author, however its’ abstract recommended among other strategies, to list a series of these lighthouses with the National Register of Historic Places, and recommended that a ‘History of the Coast’ theme be utilized to develop these lighthouses for tourism use. Recommendations were made to help unify individual site developments, incorporating them into the Seaway Trail using trail markers to facilitate access to the lighthouses from the Seaway Trail. Formation of the Seaway Trail Lighthouse Association was recommended to help increase public awareness and serve as a means to exchange restoration techniques, solicit volunteers, and help preserve the lighthouses and their history. (Langenstein, 1990)

Throughout America there are plenty of examples of creative use of the lighthouses for tourism use. In the Maine area in particular, lighthouses hold a high profile. It holds regular lighthouse cruises, with transport varying from historic Schooner’s, to purpose built launches. These may be day cruises covering up to 15 lighthouses to overnight and week-long cruises, with options including gourmet meals and accommodation at the lighthouses. Maine also holds a week long annual lighthouse festival, incorporating cruises, speakers, film shows, lighthouse exhibits, with paintings, collectibles, and artifacts, painting expeditions to the lighthouses, reenactment of historical events, lighthouse poetry competitions and other associated events. (See Appendix H)

There is an extensive list of accommodation at lighthouses throughout the States available on the Internet. (See Appendix I). Similar to Australia these have a wide range from self-catering backpackers to five star facilities. Some lighthouses have
developed extensive conference facilities in the old towers or keepers’ quarters. An interesting example noted was a ‘murder mystery weekend’ at Little Gum lighthouse in the Great Lakes Area. The range of gourmet meal experiences on offer as part of the accommodation experience is also interesting to note. Other uses include historical museums, open-days, guided tours, photographer expeditions, and the use for a multitude of educational experiences. New Dungeness Light-station, for example, uses teams of volunteer keepers who stay for a week at a time and have specific ground, house and lighthouse keeping duties. These positions are booked out in advance by tourists wanting a week away from it all.

School parties are encouraged to use the lighthouses, with camping trails established down the Oregon Coast, regularly used for educational purposes.

One of the more original uses found was the use of Tillamook Lighthouse Station as an ‘eternal resting place’, advertised to provide both ‘sea and light’ to its’ customers. American’s pay dearly for the privilege of being buried at such a light-station, with the funds used for preservation of the site. (US Lighthouse Society, 1998)

4.44 Secondary Lighthouse Product.

America has a huge following for secondary product related to lighthouses, with collector lighthouse replicas ranging from thimble size to garden icons. (See Appendix J). This mechanical reproduction according to MacCannell (1976) reflects the most advanced stage of tourism development in an area, indicating that in the States lighthouse tourism is well established.
CHAPTER FIVE: CONCLUSIONS.
5.0: **Conclusions.**

Tourism is a significant contributor to New Zealand’s economy. Heritage tourism is a strong growing area worldwide, and is a key element that distinguishes one tourism destination from another. As a subset of a region’s heritage product, the growing interest in lighthouse tourism is demonstrated by its’ growth as a tourism product internationally, with an associated growth in lighthouse associated publications, Internet interest sites, lighthouse societies and secondary tourism product. While lighthouse associated tourism is not new, the recent surge of interest globally can be traced back to greater public awareness of these heritage sites as automation has progressed. As traditional public access to these sites has been threatened by the removal of keepers, an alternative form of visitor management has needed to be addressed. Some countries have responded to this challenge more effectively than others have. Lack of foresight or active interest in the tourism potential or values of lighthouse heritage in many parts of New Zealand has resulted in unique opportunities being lost as sites have been neglected and subsequently vandalized. Where the challenge has been addressed, however, the result has been a successful merge of tourism, heritage site management and conservation as examples such as Farewell Spit and Tiri Tiri Island demonstrate.

Key factors that have contributed to the success of such unique tourism ventures globally have included:

- A comprehensive assessment of the sites significant values, including physical features, heritage values, historical connections, cultural significance and conservation needs.
- Harnessing public and commercial interest in these sites, for uses that are compatible with the values identified in the significance assessment. This tendering process was based more on an ideas’ tender, rather than a financial tender.
- Tendering out, resulted in dispersing the cost of preservation of these sites, and generated public interest and support.
- Active marketing campaigns included the use of the Internet.
Lighthouse societies internationally have played an important and pivotal role in the ongoing preservation of such sites, acting as watchdogs, gatherers of historical records, fundraisers, tour organisers and a medium for capturing public interest.

In many cases the lighthouse tourism activities have been integrated into a region’s tourism product. This has included establishing connecting trails, utilising local operators and compatible activities such as wildlife viewing, launch trips, photography competitions, educational activities, festivals, food and wine experiences or promoting them as part of the areas theme.

Interpretation needs at lighthouse sites were addressed. This often included onsite attendants or guides.

Differing access grades were utilised to provide differing tourism activities or challenges. Thus only imagination, foresight and public interest limited lighthouse site use.

Secondary lighthouse tourism product has followed the success of primary lighthouse site activities.

New Zealand often has a misapprehension that in comparison to many international destinations its’ heritage product is not as old therefore not as marketable. However, what is valued as a country’s heritage is not just its’ mega-history, but its’ connection with ordinary everyday activities which are part of its make-up. New Zealand’s lighthouses are part of this country’s unique historical and cultural heritage. The withdrawing of the keepers marked the ‘end of an era’. Thus it is important to make provision to conserve this ‘era’ for future generations. In addition in New Zealand’s terms, physical features, which are over 120 years old such as the lighthouses, are considered historically significant.

Effective historic and cultural heritage protection depends heavily on the provision of high-quality information and on-going monitoring. There is insufficient historical research on many historical places and areas within New Zealand, which at times has been a factor in failing to secure their protection. Further research on each individual lighthouse site is needed along with market information to best determine their future potential. While this activity should have been carried out at the time of de-manning, the current Historical Heritage Management Review should provide a greater mandate, co-ordination and legislative protection for this to now happen.
The Historical Heritage Management Review advocates that one unified body should be responsible for New Zealand's heritage management. The lack of such coordination regarding lighthouse visitor management since automation has not aided tourism development and site protection. But perhaps the greatest potential for advances in heritage protection is in creating a culture where heritage is valued.
CHAPTER SIX: RECOMMENDATIONS.
6.0: Recommendations

The following recommendations are made regarding lighthouse visitor and lighthouse tourism management in New Zealand.

1. Designate one overall authority to be responsible for visitor management of New Zealand’s lighthouse sites. This authority needs to take an active role in overseeing tourism potential, appropriate access, and interpretation needs at such sites.

2. Utilise the renewed awareness of New Zealand’s historic heritage, generated from the current review to carry out a significance assessment of each of New Zealand’s lighthouse sites. This is a fundamental base for further activity.

3. Tender for public interest in those lighthouse sites deemed appropriate for further development of tourism potential, working in conjunction with DOC and other conservation needs.

4. Judge the tenders on the ideas generated rather than financial incentives.

5. New Zealand’s best hope for managing its’ lighthouse heritage is in firing up the imagination and enthusiasm of the public towards such resources. Similar action overseas has resulted in an upsurge of support and interest in public fundraising, volunteer efforts, historical research, and public ownership and participation in individual site projects.

6. Establish an Internet web site to harness interest in New Zealand’s lighthouses. This serves to raise public awareness both nationally and internationally, is an effective marketing tool and serves as a base for collecting accurate historical records of each site.

7. Set up a New Zealand Tour of our lighthouses, which utilises regional operators, so that future demand for such tours can be catered for.

8. Carry out further research to identify demand and target markets, and actively market to these segments.

9. In particular consider more fully educational opportunities.

10. Use the variety of access grades to provide a variety of tourism experiences.
References.


Kipling, R (1876). *The Seven Seas*. Methuen and Co.


*Lighthouse Tourism*


*Lighthouse Tourism* 62
Personal Communication

2. Department of Conservation, Northland Division.
5. Southland Tours.
7. Wellington Information Centre
8. Mr and Mrs Walter. Tiri Tiri Matangi Island.
   mwalter@martours.demon.co.uk
   Dag@amsa.gov.au
   Ccurtain@vax.cc.monash.edu.au
   Rjohanna@ozemail.com.au
   http://www.lightouse.net.au/lights/ or malcolm@lightouse.net.au
21. Dr Ken Trethewey. University of Southampton. Kt1@soton.ac.uk

Lighthouse Tourism
Appendices.

A. US Lighthouse Society Tour of New Zealand.
B. Lighthouse Organisations and Resources.
C. "Beacons in the Night". Examples of Lighthouse Internet Sites.
E. Support from Lighthouse Societies for the Establishment of an Organised Lighthouse Tour in the UK.
F. First Day Lighthouse Stamps.
G. The US Lighthouse Society.
H. Examples of Lighthouse Tourism Activities in the US.
I. List of all Known Accommodation at Lighthouses.
J. Examples of Secondary Lighthouse Product.
Appendix A:

US Lighthouse Society Tour of New Zealand.
Day 1: 
Arrive in Auckland and transfer to the Auckland City Travelodge. Dinner included at hotel this evening.

Day 2: 
Breakfast at the hotel. Board the Fullers launch for a cruise to Tiritiri Matangi Island. You will pass Bean Rock Lighthouse and Rangitoto Island Lighthouse. A box lunch will be served. Dinner will be served at the hotel.

Day 3: 
Breakfast at the hotel. Travel from Auckland to the Bay of Islands. On arrival in the Bay of Islands, join the Cape Brett cruise to view the Cape Brett Lighthouse. Check in at the Waitangi Resort Hotel. Dinner to be served at the hotel.

Day 4: 
Breakfast at the hotel. Visit Cape Reinga. Lunch is included today. Dinner to be served at the hotel.

Day 5: 
Breakfast at the hotel. Travel from the Bay of Islands to Rotorua. On arrival in Rotorua, visit the Agrodome. Check in at the Quality Hotel Rotorua. Hangi and Concert included at the hotel.

Day 6: 
Breakfast at the hotel. Travel from Rotorua to Wairoa to visit the Wairoa Lighthouse ex Portland Island. A representative from the Wairoa Tourism Council will meet the group at the lighthouse to give the history of the lighthouse. Travel from Wairoa to Napier. Check in at the Napier Travel Inn. Dinner this evening is at Bayswater on the Beach restaurant.

Day 7: 
Breakfast at the hotel. Travel from Napier to Wellington via the Castlepoint Lighthouse. A representative from the Maritime Safety Authority will meet the group here. Check in at the James Cook Centra. Dinner to be served at the hotel.

Day 8: 
Breakfast at the hotel. Visit Pencarrow Lighthouse this morning. Visit the Maritime Museum for films of lighthouses (about four hours). Dinner this evening is to be served in the hotel.

Day 9: 
Breakfast at the hotel. Depart Wellington on the ferry to Picton. On arrival in Picton you will meet your South Island driver and travel to Christchurch via the Cape Campbell Lighthouse. Check in at the Quality Hotel Durham. Dinner to be served at the hotel.
Day 10:
Breakfast at the hotel. Visit the Godley Head Lighthouse at Lyttelton and a representative from the Lyttelton Port Company will meet the group. Continue on to Akaroa to visit the Akaroa Lighthouse. Dinner to be served at the hotel.

Day 11:
Breakfast at the hotel. Visit Blackett’s Lighthouse at Timaru and Moeraki Point Lighthouse enroute to Dunedin. This evening, enjoy a cruise on the Monarch and view the Tairoa Head Lighthouse. Finger type food will be included for the dinner this evening on board. Check in at the Southern Cross Hotel.

Day 12:
Breakfast at the hotel. Visit Nugget Point Lighthouse and Waipapa Point Lighthouse today. Check in at the Ascot Park today. Dinner at the hotel.

Day 13:
Breakfast at the hotel. Transfer to the Invercargill Airport for your flight.
The New Zealand Tour—

Our first ever New Zealand Lighthouse Tour started off with a bang! A big bang—called the 1994 Los Angeles earthquake. We were scheduled to depart that evening, and did so after many frantic phone calls from members who had not arrived on the west coast yet. Several members (Butch Skaar, Johanna Trowbridge, Joyce Downs, Caroline Minosse and Lila Small) all arrived in L.A. a few days early so they wouldn’t be delayed by eastern snow storms. The earthquake was a new experience for many in the group. District Inspector Lois Johnson lives in the area so she knew exactly what was happening early that morning when the earth shook and shattered freeways.

Despite the odds, all members attending the tour, except Jane Stutsman, made it to the airport in time for the evening flight. The airport reopened and we took off on a 13 hour flight to Auckland. Ironically, Jane Stutsman was snowed in at the Dulles Airport and spent two miserable days catching up to us in northern New Zealand. The Douglass’s of Falls Church, VA and Smiths of Atlanta just barely escaped airport closures in their areas.

We departed L.A. on Monday evening and landed in Auckland Wednesday morning. Now that’s a long flight! Of course the International Date line robbed us of a day, but we vowed to make it up on the return trip. I took a

Appendix B:

Lighthouse Organisations and Resources.
INTERNATIONAL

The Australian Lighthouse Association
Dr. Cyril Curtain, Secretary
14 Gurner Street
Saint Kilda, Victoria 3181 Australia

Publication:
The 'Prism'

The Lighthouse Society of Great Britain
Dr. Kenneth Trethewey
Gravesend Cottage
Gravesend
Torpoint, Cornwall PL11 2LX, UK

The Association of Lighthouse Keepers
John Shippey, Membership Secretary
Dept. LSGB
2 Queens Cottages
Queens Road
Lydd, Kent TN29 9HL, UK

The Northern Lighthouse Board
84 George Street
Edinburgh, Scotland EH2 3DA, UK

Scotland's Lighthouse Museum
Mr. R. Towsley, Curator
Kinnaird Head, Fraserburgh AB43 5DU, UK

The Nova Scotia Lighthouse Preservation Society
Lighthouse Organizations & Resources

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

The Dutch Lighthouse Association

NEDERLANDSE VUURTOREN VERENIGING
Muiderwaard 235
(NL) 1824 XE Alkmaar
The Netherlands

Publication
De Vuurboet (Fireblaze)

UNITED STATES

The United States Lighthouse Society

Wayne Wheeler, Head Keeper and Executive Director
244 Kearney Street -- 5th Floor
San Francisco, CA 94108
(415) 362-7255

Publications:
The Keepers Log
The US Lighthouse Society Bulletin

New Dungeness Chapter of the USLHS

Sheila Ramos, President
PO Box 1283
Sequim, WA 98382-1283
(360) 683-4433
E-mail: gswen@aol.com

The Lighthouse Preservation Society

James Hyland, Executive Director
4 Middle Street
Newburyport, MA 01950
(800) 727-BEAM
(978) 499-0011 Voice
(978) 499-0026 Fax

Publications:
Guide to Maine and New Hampshire Lights
PRESS RELEASE: Great Lakes Lighthouse Stamps
The Great Lakes Lighthouse Keepers Association
Richard Moehl, President
P.O. Box 580
Allen Park, MI 48101-0580

Publication:
The Beacon

The Nauset Light Preservation Society
P.O. Box 941
Eastham, MA 02642
E-mail: parallax@wn.net

The New England Lighthouse Foundation
Timothy Harrison
P.O. Box 1690
Wells, ME 04090
(207) 646-0515

The New Jersey Lighthouse Society, Inc.
Thomas Laverty, President
P.O. Box 4428
Brick, NJ 08723-4428
(908) 872-2966

Publication:
The Beam, editor Kim M. Ruth
can be reached by e-mail at: kruth@llnj.pppl.gov or kruth@burlco.lib.nj.us

The Point Arena Lighthouse Keepers, Inc.
PO Box 11
Point Arena, CA 95468
Voice (707) 882-2777
Fax (707) 882-2609
E-mail: palight@mcn.org

The Shore Village Lighthouse Museum
Ken Black, Keeper & Curator
104 Limerock Street
Rockland, ME 04841
(207) 594-0311
Publication:
Shore Village Museum Newsletter, by Ken Black

Outer Banks Lighthouse Society
Bruce Roberts
210 Gallery Row
Nags Head, NC 27959
919-441-4232

The U.S. Life-Saving Service Heritage Association
P.O. Box 75
Caledonia, MI 49316-0075

New York State SEAWAY TRAIL
Theresa Mitchell, Executive Director
Madison Barracks
109 Barracks Drive
Sackets Harbor, NY 13685
(315) 646-1000 Voice
(315) 646-1004 Fax

Publications:
JOURNEY Magazine, annually
'Lighthouses of the Seaway Trail' guidebook
Historic calendars, annually, with Oswego County Heritage Foundation
Misc. others, call/Fax for details

Return to the SELKIRK LIGHTHOUSE Home Page
Appendix C:

"Beacons in the Night”. Examples of Lighthouse Internet Sites.
"Beacons In The Night"

Choose the region or country for your visit.....

Click on any picture to see more in that country or region

Go Back to Selection Page
Appendix E:

Support from Lighthouse Societies for the Establishment of an Organised Lighthouse Tour in the UK.
Links: Lighthouses and Lightships.

General

- Bill's Lighthouse Getaway, by Bill Britten, University of Tennessee, Knoxville.
- Index of all known lighthouses offering guest accommodations.
- Lighthouses Round the World.
- Pictures of Lighthouses

Australia

- A virtual tour of the Cape Leeuwin Lighthouse by Matt Rose, NSW, Australia.
- Macquarie Lighthouse, Australia's first lighthouse.

Europe

France


Great Britain

- Lighthouse Society of Great Britain.

Ireland

- Commissioners of Irish Lights.

The Netherlands

- Lighthouses over the World, by Nico Derks, The Netherlands, which also includes information on the Dutch Lighthouse Association.
- Museum Lichtschip Texel, Den Helder, The Netherlands. [In Dutch]

France

- Lighthouses of France. [In French]

Sweden

- Lighthouses in Southern Sweden [In Swedish & English]
- Vinga, Gothenburg. A tourist oriented page.

North America

Canada
• A Brief History of Canadian Lighthouses
• Historic Lighthouses of Newfoundland and Labrador by David Molloy.

USA

• Publicly Accessible Lighthouses, a listing of some 250 lighthouses in the United States which are accessible to the general public.
• Bill's Lighthouse Getaway. This travelog of US east and west-coast lighthouses now includes over 40 lights, plus other information for the lighthouse fanatic.
• Chesapeake Lights is devoted to the lighthouses of the Chesapeake Bay and its Eastern shore. [Will open 1996-02-12]
• Fire Island and Montauk Point Lighthouse.
• The National Lightship Trust, an organisation for the preservation of the United States last lightships.
• The National Maritime Initiative works to identify and preserve, among others, lighthouses, lightstations, lightships, lifesaving stations, and historic vessels.
• Surviving Lightships in the US, from Andrew Toppan together with other preserved US naval ships.
• The US National Maritime Initiative's Inventory of Historic Light Stations.
• The Lighthouse Digest, America's Lighthouse News Magazine.
• Two views of the Great Lakes Lights, and one of Martha's Vineyard.

California

• Pigeon Point Lighthouse, Pescadero.
• Point Montara Lighthouse, Montara.
• Pt. Reyes Lighthouse/Lifeboat Rescue Station. From the National Parks Service.
• The Point Reyes Lighthouse.

Florida

• Key West Lighthouse.
• Ponce De Leon Inlet Lighthouse Museum.
• Ponce De Leon Inlet Lighthouse Museum.
• St. Augustine Lighthouse and Museum, St. Augustine.

Hawaii

• Kilauea Lighthouse in Hawaii.

Maine

• Robinson Point Lighthouse, Isle Au Haut.
• Lighthouses in the State of Maine's from the Department of Tourism.

Maryland

• Chesapeake Bay Lighthouse Bed & Breakfast

Massachusetts

• A picture of the Cape Ann Lighthouse in Rockport, MA.
• Marblehead Lighthouse, only a picture of the lighthouse so far [1995-08-10].

Michigan

• Big Bay Point Lighthouse, in Michigan's upper peninsula, by Jeff & Linda Gamble.
- Lightship *Hiuun*, Port Huron. Built in 1921 and commissioned as Light Vessel No. 103.
- Sand Hills Lighthouse.

**New York**
- Selkirk Lighthouse built in 1838 at the Salmon River and Lake Ontario, New York.
- Sodus Bay Lighthouse & Museum, Sodus Point.
- Tibbetts Point Light, Lake Ontario.

**North Carolina**
- Outer Banks lighthouses.
- Outer Banks Lighthouse Society, Nags Head.
- Ocracoke, Cape Hatteras, Bodie Island and Currituck Beach lighthouses. (~250kB)

**Oregon**
- The Cape Arago Lighthouse.
- The Cape Blanco Lighthouse.
- The Cape Meares Lighthouse.
- The Heceta Head Lighthouse.
- The Lightship "Columbia", Astoria, OR.
- The Umpqua River Lighthouse, Winchester Bay.
- The Umpqua River Lighthouse, Winchester Bay.

**Rhode Island**
- Rose Island Lighthouse, Newport.

**Washington**
- Alki Lighthouse, Puget Sound.

Updated 1997-12-28 by Lars.Bruzelius@udac.se

The Maritime History Virtual Archives | External Links

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Appendix D:

Isle of Wight - England 28 May 1998

Dear Rebecca

In haste as usual, but hopefully the enclosed information may be useful for your dissertation.

I shall try and send an Autoroute of the Tour once it is loaded and then rolled off - that will appear a little more professional than an inky map!

Good Luck with the Exams and Dissertation

England is on your side, and most importantly, I consider the research that you have been making extremely useful and very fact finding for the New Zealand Tourism industry. Someone should have undertaken it in England about 5 years ago.

It would appear that not even Trinity House looked ahead as regards to what could be or would be functional once the Lighthouses had changed from manned to automatic. Heritage and tourism obviously did not enter their minds.

In your own right, you deserve an award for spotting a tourism source which has not only been neglected, but only dabbled with. A mistake obviously made, but hopefully not too late for the Authorities concerned to activate their powers and Save the Lighthouses - they are a very important part of New Zealand’s heritage, and they have an important story to tell - not only of the Lighthouses and the purpose they served, but of the life and work of the Keepers that maintained them. Let us hope it is not too late!

Best of Luck

Yours sincerely

Michael H Walter, Director - Maritime Heritage Tours Limited
US LIGHTHOUSE TOUR OF THE ENGLISH LIGHTHOUSES

DAY 1 - Saturday 19 September: Transer from Heathrow Airport to Clarendon Hotel, Blackheath, London. (Flights arrive approx same time 0630 from San Francisco/Chicago/Dallas: REST DAY. Dinner / Bed / Breakfast - Short talk to be given by Michael Walter on the Lighthouse tour routing, contents and schedule.

DAY 2: Sunday 20 Sept: After breakfast, pick up and drive for a mini-tour of the main sites in London. Park somewhere close to Whitehall. Passengers on foot walk down Whitehall (Changing of the Guard) - Downing Street - Big Ben cross over Parliament Square, Houses of Parliament to Westminster Abbey. (Part entrance) - Over to Birdcage Walk and cross St James's Park to Buckingham Palace - down the Mall to Trafalgar Square. Pub lunch (recommend 2 pubs in Whitehall for this purpose). Board Coach (Leicester Square & Piccadilly Circus) travel to Greenwich - Visit the Cutty Sark (Tea Clipper) - afterwards, walk to Greenwich National Maritime Museum - Requested behind the scene viewing (To be confirmed) - Queens House - Nelson Exhibition - continue on to the Observatory. (Note: the Maritime Museum is undergoing refurbishment so some parts are closed to public. Collect and return to Blackheath - Clarendon Hotel. Choice of dinner in hotel

DAY 3: Monday 21 September: Early start - After breakfast board Coach and drive to Broadstairs - Stop at Pub en-route. Visit to North Foreland Lighthouse (Lighthouse Keeper to come out to give a talk to the group (To be confirmed). Continue to St Margarets Bay, South Foreland Lighthouse (National Trust) (Marconi connections) Collect and drive to Dover Castle to visit the Roman Lighthouse and the Chapel. (This latter visit may be changed to the next morning - depending on time) County Hotel, Dover. Dinner/Bed/Breakfast.

DAY 4: Tuesday, 22 September: Early start: (Roman Lighthouse at Dover Castle) - drive to Dungeness - Old and New Lighthouses. After continue to Beachy Head to view Beachy Head Lighthouse from cliff tops. Continue towards Portsmouth (possible stop at Hastings) On arrival at Portsmouth Visit HM Dockyard HMS Victory Cross over by Wightlink Ferry to Fishbourne Isle of Wight. Dinner Fishbourne Arms - B&B Ventnor Towers No Lift
DAY 5: Wednesday 23 September: Early morning start after Breakfast: Drive to to St Catherines Lighthouse near Niton (Stop) Pepper Pot then on to East Cowes Trinity House Depot (short talk) - (Possible short visit to Osborne House) - Continue to view Needles Lighthouse from Clifftops - down to Yarmouth, IOW for Ferry crossing to Lymington. Continue on towards Swanage Drive to Anvil Point Lighthouse After drive to Weymouth - Hotel Rembrandt DBB

DAY 6: Thursday 24 Sept: Early start after breakfast: drive to Portland Bill Lighthouse Continue on, stopping en route for Lunch (Free time) - Berry Head Lighthouse at Brixham (this may be omitted) - then down to Start Point Lighthouse (to check road accessibility - Not confirmed as yet, the coach has to stop approx half a mile away and passengers walk down cliff trail to Lighthouse). Collect and drive to Moat House in Plymouth (Plymouth Hoe). DBB

DAY 7: Friday 25 Sept: The venue for the day has to be decided. Either Boat trip out to Eddystone Lighthouse (not recommended - 14 miles each way) or in the morning a visit to the Plymouth Dome and Smeatons Tower on the Hoe. Afternoon FREE. If there is no boat trip then the Coach would be free all day. TBC Moat House DBB

DAY 8: Saturday 26 Sept: After early breakfast, drive to the Lizard Lighthouse - on completion of visit Lunch Stop and then continue to Penzance to check in at the Queens Hotel, the Promenade. Possible walk to the Trinity Lighthouse Museum Centre. (To try to arrange a darts match in evening) DBB ** (Note: Wedding Dinner at Hotel that night) Queens Hotel

DAY 9: Sunday 27 Sept: A drive to Pendeen Lighthouse (Visit) then return via Lands End to view Longships Lighthouse and Wolf Rock - (Arranging Lunch spot included in Price) No charge Parking. Return to Penzance. Queens Hotel - Free Afternoon. Lighthouse Dinner in Evening at the Queens Leading Lights and ALK both informed re Dinner (UK enthusiasts have Lighthouse Natter with US)

DAY 10: Monday 28: Early start: Possible visit to Trinity Depot Penzance / Museum drive north to Trevose Head Lighthouse (Visit) Collect and drive towards Ilfracombe -Visit Ball Point Lighthouse (Walk half an hour each way) - Collect and drive to St Nicholas Chapel in Ilfracombe. (Lantern Hill) Drive to Limpley Stoke Hotel near Bath/Bradford-on-Avon. DBB

DAY 11: Tuesday 29: Morning visit to Longleat House and Safari Park (second optional) - towards M4 calling at (Laycock) and Avebury Stones - then M4 towards M25. Harwich Film Show at the Old Electric Palace - Old Lighthouse footage) The Cliff Hotel (no lift) DBB/BB?
DAY 12: Wednesday 30 September: Harwich Trinity Lighthouse Depot - Dock and Operations Room. Lunch (Free time) then meet up with Harwich Society members to guide them round the sites of the Old Lighthouses (4) / Mayflower connections. Pepys - Collect and return to Cliff Hotel, Dovecourt / Harwich. DBB

DAY 13: Thursday 1 October: After Breakfast drive north towards York (Stop - Free time) continue to Whitby to view Whitby Lighthouse. Continue to The Grand, Hotel in Hartlepool. * (1 Passenger returns USA from Harwich - travel arrangements made)

DAY 14: Friday 2 October: (Possible visit to Historic Quay) Drive north to Souter Lighthouse (National Trust) then continue to Washington House (National Trust) - on to St Marys Lighthouse, Whitley Bay - arrive Victoria Hotel in Bamburgh north of Seahouses. DBB

DAY 15: Saturday 3 Oct: After Breakfast drive to Seahouses for a boat trip out to Longstone Lighthouse (morning) Lunch (free time) in Seahouses - Drive to Bambourgh Castle. To Grace Darling Museum in Bamburgh. Talk by President and a visit to the Church where heroine is buried. Hotel Victoria DBB (Darts ?)

DAY 16: Sunday 4 Oct: Short visit to Bambourgh Lighthouse for talk (no entry) - South to Flamborough Head Lighthouse north of Bridlington - on to Withernsea Lighthouse - Time permitting a visit to Spurn Lightship next to Posthouse Forte. DBB

DAY 17: Monday 5 Oct: - Drive from Hull to Cromer to visit Cromer Lighthouse near Golf Course (permission to be sought to park in Golf Course CarPark) From Cromer south to Happisburgh Lighthouse (Visit) - then on to Broadlands Hotel DBB.

DAY 18 Tuesday 6 Oct: - Met by Trinity House Attendant - after breakfast visit Lowertoft Lighthouse then down to Southwold Lighthouse (Visit) - Have requested an afternoon visit to Trinity House, Tower Hill (TBC) - Evening theatre show in London (Miss Saigon or/and Chicago) continue to Bell Hotel, Winslow (midnight)

DAY 19: Wednesday 7 Oct: Drive to Stratford upon Avon - (Anne Hatheway’s Cottage) - then to the University City of Oxford for free Shopping or Sightseeing afternoon. Coach to collect late afternoon and return to the Bell Hotel in Winslow.

Goodbye Dinner

DAY 20: Thursday 8 Oct: TRANSFER TO HEATHROW.

Notes - Comments:
1. Flights Incoming 19 Sept: Heathrow: Landing 6.30 - Group are coming in from 3 different departure points, but informed all arriving approx same time.
2. 19/9 Check in time at Clarendon - Blackheath - Awaiting reply from Hotel.
3. To confirm access to Start Point
4. Day 7 Boat trip not advised Eddystone - still to confirm - have substituted boat trip to Longstone off Seahouses, Northumbria.
5. Requests made for visit to Trinity House on either 21 Sept or 6 October - Latter preferred. To be confirmed ***
June 8, 1998

Michael Walter
Maritime Heritage Tours Ltd
Corston House
56 Spencer Road
Ryde
Isle of Wight PO33 3AD

Dear Michael,

LIGHTHOUSE TOURS

Thank you for your recent letter asking for our opinions about the scope for future lighthouse tours. As you know, we operate an information service whereby people from all over the world can obtain information about lighthouses. Our organisation is listed in various publications which deal with Societies, but we also maintain a major Internet Web site for the rapidly growing traffic in modern information technology. The result is that we receive an ever increasing amount of enquiries from all over the world, although it is true to say that the great majority are from the United States. A significant proportion of these enquiries are from people who are coming to the UK for a vacation and wish to know which lighthouses they can visit. We try to oblige by sending maps and other relevant information, depending to some extent on their particular interest.

We believe there are a number of factors which mean that interest in lighthouses is on the increase:

- A growth in leisure activities generally, coupled to ready availability of inexpensive travel;
- A growing interest in family history which means that emigrants and their descendants, especially to America, are seeking to visit the homeland of their ancestors;
- A rapidly growing interest in lighthouse history now that it is becoming widely appreciated that the occupation of lighthouse keeper is almost extinct.

We would therefore see that the demand for lighthouse tours is bound to increase also. We fully intend to continue with our activities and offer support to your company in its desire to promote further tours similar to the one planned for this summer. We are content to supply relevant information to our enquirers about such tours, should it be appropriate.

Best wishes

Ken Trethewey
Thursday, 04 June 1998

Michael Walter
Maritime Heritage Tours Ltd
Corston House
56 Spencer Road
Ryde, Isle of Wight PO33 3AD

Dear Michael,

Thank you for your letter of 15th May.

My response to your letter must be positive.

The interest in Lighthouse grows every day if we measure it just by analysing our mail, and talking to our colleagues working in the media.

I receive regular letters from Lighthouse enthusiasts from all over the world. The common theme is always that they wish to visit lighthouses, photograph them, find out their history and importantly wish to be allowed inside to see the working arrangements.

The working arrangement was, prior to automation, difficult to organise but possible by careful approach to the keeper on duty. Automation has made that so much more difficult without a resident keeper. The attendant’s visit may not co-incide with times that the enthusiast can work with.

An organised visit would overcome these problems, be well supported, and have benefits for Trinity House. In place of an "unofficial visit" the enthusiast would be looked after, given safe viewing facilities and would not be impinging on keepers working time. Benefits all round I would think.

Leading Lights would support any tour proposals, and if required provide the platform to spread the word among our subscribers by mention in its columns, reporting the visits and giving space on our proposed Internet web page.

Yours sincerely

Peter Williams

PS see Leading Lights issue Vol2 no5 for our mention of your forthcoming USLS tour of UK lights.
Appendix F:

First Day Lighthouse Stamps.
Lighthouses

Rebecca Berryman
27 Glencairn Street
DALMORE
Dunedin
New Zealand

By air mail
Par avion
Appendix G:

The US Lighthouse Society.
The United States Lighthouse Society is a non-profit historical and educational organization incorporated to educate, inform and entertain those who are interested in America's lighthouses, past and present.

Modern technology has doomed the classic lighthouse. The Coast Guard, in its role as custodian, has automated all of the light stations in this country and, in the process, has eliminated the need for operating personnel. Sterile, rotating aero-beacons on monopoles have replaced many of those proud coastline ladies of former years with their sweeping towers of brick and Victorian gingerbread.

In selected cases, the Coast Guard is licensing some former-manned and discontinued light stations to qualified groups. Many of the light stations that were considered as no longer functional have been transferred to various states, counties, or to non-profit groups and are now serving as museums, bed-and-breakfast inns or youth hostels.

Although the almost 300-year-old era of manned light stations in this country has come to an end, those remaining symbols of our maritime heritage can, and should be, preserved for the enjoyment of future generations. With this in mind, the U.S. Lighthouse Society was founded to assist in the restoration and preservation of America's lighthouses and help qualified local groups in their efforts to return the nation's lighthouses to the public domain.

Goals of the Society

- To assist, in every possible way, the restoration and preservation of America’s Lighthouse.
- To continue researching the history of lighthouses, lightships and related aids to navigation.
- To collect artifacts and lore related to lighthouses and lightships.
- To sustain a program whose purpose is to put concerned parties in touch with local restoration groups.
- To serve as a means of communication between all who care about the preservation of these unique symbols of our maritime heritage.
- To continue publication of The Keepers Log, a wholly unique quarterly publication dedicated solely to interesting historical aspects of these sentinels and to detail current
happenings and, in general, to inform and entertain concerned people.

- To maintain and constantly update a comprehensive research library and photographic archive containing material relating to lighthouses, lightships and aids to navigation.
- To raise funds for a future national lighthouse museum.
- To raise funds for a future national fog signal museum.
- To maintain the society vessel RELIEF as a floating museum.

The Thread That Binds The Society

Our The Keepers Log, a 48 page glossy quarterly, is "the thread that binds the Society." The first section is historical in nature, featuring a famous American Lighthouse cover story, a human interest article, and usually a Foreign Lighthouse story. Other subjects explored in this section are Related Aids to Navigation (history of lightships, fog signals, etc) and Clockworks (technical). Every issue also features Pages from the Past (excerpts from old Keeper's logs), and articles from the "U.S. Lighthouse Service Bulletins" (published every month from 1912 to 1939).

The second section, Notice to Keepers, is contemporary, telling about current events in our various Districts (New England, Great Lakes, Gulf Coast etc.). Information about newly restored lighthouses, those open to the public, groups looking for caretakers for their lighthouses and even an occasional lighthouse for sale is also included in this section. Also featured in the second section of the Log are book and video reviews, foreign affairs, letters to the Keepers, stamp news, a poem, and a modest amount of advertising related to lighthouse articles for sale. The entire Log is laced with historic and contemporary photographs.

With the Keepers Log, members also receive an 8-page Society Bulletin detailing our various projects around the country, regional and foreign lighthouse tours conducted by the Society and products for sale.

If you are interested in lighthouses, lightships and kindred subjects, the The U.S. Lighthouse Society is for you. Membership in the Society (a strictly non-profit organization) is tax deductible to the extent allowed by law.

Accomplishments of the Society

Since our inception in the Fall of 1984 the Society has accomplished much including the
following:

- We were presented a Department of transportation award for Outstanding Public Service to Transportation and Historic Preservation in 1986.

- We have developed a comprehensive research library and photo archive (over 6,000 color transparencies and hundreds of historical black and white photos). We maintain files on almost every lighthouse ever constructed in this country and a great deal of information on foreign lighthouses as well. The library is open (admission free) to the public and our staff provides information at no cost to non-profit groups restoring lighthouses.

- We have restored the lightship LV 605 which served on the OVERFALLS Delaware and BLUNTS REEF California stations and also RELIEF, relieving all west coast lightships when they came in for maintenance. Society members have expended well over 10,000 hours restoring the ship and over $100,000 has been donated by Society members, Chevron USA, and other entities. The ship is Interpreted and has many historical artifacts on board. She has been designated as a National Historic Landmark by the U.S. Department of the Interior.

- We have obtained a licence from the Coast Guard for the Gurnet Point Lighthouse (run by the Massachusetts Chapter of the Society) and the New Dungeness Lighthouse (run by the New Dungeness, Washington Chapter). Both lighthouses are open to the public.

- We conduct several regional lighthouse tours every year including some to foreign countries. Tours in the United States usually last three to four days and include ground (occasionally boat) transportation, most meals, lodging, entrance fees, speakers in the evening, tips, taxes and a tour patch for each participating member. We have had tours in Maine, New Jersey, Dixie, the Pacific NW, San Francisco, Russia, Norway and New Zealand.

- We also act as a speakers bureau. Our president has appeared on numerous radio and television shows and has spoken to groups from Maine to Florida to California.

- We have chapters of the Society operating in Massachusetts, Chesapeake, Oregon and New Dungeness, Washington.

- The Society has over 13,000 members both foreign and domestic.

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**Becoming a Member**

*All memberships are renewable with receipt of the Summer Log. Members joining during the year will receive Keeper’s Logs and all other material published during the current year.*

Send a card or letter with a check, money order or valid credit card number to:

**U.S. Lighthouse Society**

(Membership Department)

244 Kearny Street Fifth Floor

San Francisco, CA 94108
Appendix H:

Examples of Lighthouse Tourism Activities in the US.
Come Sail With Us,
We Love What We Do

3- and 6-Day Coastal Sailing Cruises
Capt. Rick and Beth Miles
P.O. Box 247-C, Rockport, ME 04856

For our free brochure, call:
1·800·759·9250 or 207·236·0801

Join us for our Lighthouses
of Maine Cruise Sept 15-20
MAINE LIGHTHOUSE GETAWAYS

Package I
Cost $250 for two includes:
- 2 nights with 2 breakfasts
- 2 tickets for 1-hour to see Curtis Island & Indian Island Lights
- Dinner certificate at the award winning Sea Dog Micro Brewery & Pub
Any day, Memorial Day through mid-October (weather permitting)

Package II
Cost $300 for two includes:
- 2 nights with two breakfasts
- 2 tickets for an all day cruise to see 7 Penobscot Bay lighthouses
- Traditional lobster bake on the beach during the cruise
- Available Aug 17-18, Sept 7-8, Oct 12-13 (following Monday alternate weather day)

New! - 1 1/2 Hr air tour of 10 Lighthouses - Call for Details

The Elms Bed & Breakfast
84 Elm St., Camden, ME 04843
207-236-6250 or 800-755-ELMS
Your Chance to Own a Real, Working Lighthouse

Maine's Rockland Harbor Southwest Lighthouse Is for Sale

Rockland Harbor Southwest Light along with keepers quarters and nearby house can be yours for only $289,000.

Originally built by lighthouse buff Bruce Woolett, a Maine dentist, the lighthouse warns mariners of the dangerous Seal Ledge, in Rockland Harbor, with its amber beam that flashes an eight mile beam.

Woolett, a former Navy pilot, tried to buy one of the Twin Lights of Maine a number of years ago. When that failed, he decided to build his own lighthouse.

He researched numerous lighthouse architectural plans and eventually came up with his own design. Inside the lantern room is a fifth order lens which is now operated by the Coast Guard.

Originally, the Coast Guard leased the lighthouse but, today it is operated as a private aid to navigation. The Coast Guard does stop by from time to time for inspections.

Only about 150 people a year stop and visit the lighthouse, since most people don't know where it is. However, when they do stop by, Bruce lets them climb the tower and sign the guest book. He even has a few souvenirs of the lighthouse available for purchase.

The keeper's quarters below the lighthouse tower now serves as guest accommodations and many people have spent the night here.

The Wooletts live in the main house which has panoramic views of Rockland Harbor from the living room, dining room and master bedroom.

So, friends, if you really want to own a lighthouse, this is, again, another opportunity to do so. The Rockland area would be a great place to live, whether it be for retirement or raising a family.

The original asking price of $358,000 has now been lowered to $289,000. For additional information, you can call Nancy Foster at 207-236-9626.
Flying Santa's Columbus Day Lighthouse Cruise

Monday, October 13, 1997 10am to 2pm

Departs M/V Oceanic at Isle of Shoals Steamship Co, 315 Market St., Portsmouth, NH

Narrated cruise includes Boon Island Light, White Island Light, Nubble Light, Whaleback Light, Ft. Constitution Light and Wood Island Life Saving Station.

Tickets $30.00 each-$25.00 for seniors

Proceeds benefit Flying Santa of the Lighthouses

For reservations call the Flying Santa at

617-925-0783 or 617-925-2322

While in the area, be sure to visit Lighthouse Depot in Wells, Maine, a short distance north from Portsmouth
You are invited to The Great Lakes Lighthouse Festival

Saturday and Sunday - October 11 & 12
Alpena Civic Center - Alpena, Michigan
Lots of lighthouse exhibits, with paintings, collectibles and artifacts.
Plus prizes, lectures and lots of fun!
A great place to meet other lighthouse buffs!
Lighthouse Digest and Lighthouse Depot will be there. Come and meet us.
Area lighthouses will be open to the public
For additional information contact:
Michelle Mill - Coordinator
Great Lakes Lighthouse Festival
70447 Fisher Road, Romeo, MI 48065
This is a beautiful time of the year to visit northern Michigan. See you there!
Keeper's House to Be Rebuilt

Ground breaking for lightkeepers house at Absecon Lighthouse in Atlantic City, NJ.

Gregory Foran, great-great grandson of the last keeper of Absecon Lighthouse is shown here breaking ground for the reconstruction of a replica of the original lightkeepers quarters at New Jersey's Absecon Lighthouse.

Looking on is Sara Cureton, Executive Director of Absecon Lighthouse, Bill Geilfuss (in Keepers uniform) of the New Jersey Lighthouse Society, Frederick Nickles, Chairperson of the Casino Reinvestment Development Authority, Stewart Wiser, President of the Inlet Public/Private Association and Gibb Jones, councilman of the district that includes the lighthouse.

Photo by Elinor Veit of the NJLHS.
Calendar of Events

If you know of other lighthouse tours or events please send them to us so we may include them on this list.

June 7 10am to 3pm Visit Boston Light and climb to the top of America's first and only manned station. Leaves from Long Wharf (next to the Aquarium). For reservations and more information contact Friends of Boston Harbor Islands, 349 Lincoln St. Bldg. 45, Hingham, MA 02043 or call 617-740-4290.

June 14 - Cruise to Seguin Island Lighthouse. Visit the lighthouse and museum, climb the tower and view spectacular scenery from a height of 180 feet above the water. Getting from the boat to the launch and the hike to the top of the island is strenuous. Bring good walking shoes and your own box lunch and drinks. 9am to 3pm, weather permitting. Reservations required with payment in advance. For cost and reservations call 207-443-1316.

June 15 - Sunday - Lighthouse Cruise narrated by Capt. Benjamin Rathbun. View New London Ledge Light, Latimers Reef, Race Rocks, Little Gull. Plum Island and others. $30.00 per person. Contact Capt. John's Sport Fishing Center, 15 First St., Waterford, CT 06385 or call 860-443-7259.

June 25 - Boat cruise from Maine Maritime Museum to view Windjammer Days in Boothbay Harbor, Maine. 10:30am to 3pm For reservations and cost, call 207-443-1316. Bring your own lunch and drinks.

June 28 - Lighthouses of Penobscot Bay Cruise. For additional info contact Elms Bed & Breakfast, 84 Elm Street, Camden, ME 04843 Ph # 236-6250.

June 28 - Mid-Coast Lighthouse Cruise from Maine Maritime Museum. View 15 lighthouses and weather permitting land at an island lighthouse. 9am to 3pm, bring your own lunch and drinks. Reservations and payment in advance. $25 per person. Call 207-443-1316. Maine Maritime Museum, 243 Washington St, Bath, ME 04530.

June 28-29 The 100th birthday of Maine's Spring Point Ledge Lighthouse. The lighthouse will be open for the first time to the public, Saturday 11am to 4pm and Sunday noon to 4pm. Everyone who enters the lighthouse will receive a small certificate noting that they have "inspected" the lighthouse. Because of its location at the end of a breakwater, the lighthouse is possibly the only caisson lighthouse that provides access so the public can walk around it. And this will be a rare opportunity to see the inside of a spark plug style lighthouse.

July 1 - Cruise to Seguin Island Lighthouse. Visit the lighthouse and museum, climb the tower and view spectacular scenery from a height of 180 feet above the water. Getting from the boat to the launch and the hike to the top of the island is strenuous. Bring good walking shoes and your own box lunch and drinks. 9am to 3pm, weather permitting, reservations required with payment in advance. For cost and reservations call 207-443-1316.

July 3 Mid-Coast Lighthouse Cruise from Maine Maritime Museum. View 15 lighthouses and weather permitting land at an island lighthouse. 9am to 3pm, bring your own lunch and drinks. Reservations and payment in advance. $25 per person. Call 207-443-1316. Maine Maritime Museum, 243 Washington St, Bath, ME 04530.

July 4 A combined Seal Watch and Lighthouse Cruise on the Sunbeam Fleet. For additional information, contact Capt. John's Sport Fishing Center at the Niantic River Bridge, 15 First Street,
Waterford, CT 06385 or call 860-443-7259 or by fax at 860-437-3699.

July 5 - Lighthouse Cruise departing from Rowes Wharf aboard the MV Massachusetts. Six Hour tour to Boston Light, Minots Ledge Light, Thacher's Island Twin Lights, Long Island Light, Deer Island Light, Nix's Mate, Graves Light, Marblehead Light, Hospital Point Light, Bakers Island Light, Gloucester Breakwater Light and Ten Pound Island Light. Adults $25.00 Seniors $22.00. Tickets available from Boston Harbor Explorers, P.O. Box 744, Quincy, MA 02269 or call 617-479-1871.

July 12 Mid-Coast Lighthouse Cruise from Maine Maritime Museum. View 15 lighthouses and weather permitting land at an island lighthouse. 9am to 3pm, bring your own lunch and drinks. Reservations and payment in advance. $25 per person. Call 207-443-1316. Maine Maritime Museum, 243 Washington St, Bath, ME 04530.

July 12-13 (noon to 5pm on Sat and 11am to 3pm on Sunday) 15th Annual Antique Classic Boat Festival at Marina Bay, Victory Road, Quincy, MA. $3.00 donation, children under 12 are free. For additional info, call 617-728-1448.

July 14-17 Antique Auto Club Lighthouse Tour. These antique and classic automobiles will visit many of Maine’s historic lighthouses with awards to vehicles visiting the most lighthouses. Sponsored by Lighthouse Depot. Group events at Owls Head Light, Nubble Light and at Lighthouse Depot in Wells, Maine. You can tour with them for the entire week, or just for part of the tour. Nearly 60 antique and classic autos have already signed up. Many of the antique cars will be at Lighthouse Depot on the evening of July 16. If you would like to participate or learn more about the event contact Richard Wood, 78 Ammon Road, Moncton, NB, E1G 2K4, Canada or call 506-384-0009

July 18 Second annual Outer Banks Lighthouse Society Keepers Dinner at the Ramada Inn at Kill Devil Hills, North Carolina. This year will feature a Dinner Theatre Event with award winning actress Cynthia Mitchel in her play "Women of the Lights”. Advance payment and reservations. Tickets are $37.50 available from Betty Parrish, 6625 Candlewood Drive, Charlotte, NC 28210. All proceeds go toward the restoration of Bodie Island Lighthouse.

July 19 Hillsboro Inlet Lighthouse, Florida. Tour at this limited access lighthouse station, a R & R site for Coast Guard VIP’s. Luncheon ($20) will be served in the Grand Dining Room of the adjacent Hillsboro Club. Lighthouse enthusiasts are invited to the morning tour, luncheon, speaker and meeting of the Florida Lighthouse Association. The Hillsboro Club is a gated community requiring advance reservations for entry. RSVP to H. Casselberry, 4848 NE 23 Ave, #6A, Fort Lauderdale, FL 33308 or call 954-771-8921 by the July 6th deadline. If calling, be sure to leave your full name and address on the answering machine.

July 19-20 Meet world renown artist Guy Begin whose paintings appear on the collector plates and candles that appear in the Lighthouse Depot Catalog, at the Lighthouse Depot in Wells, Maine. He will have many of his paintings on display and for sale. He will also sign his limited edition lighthouse collector plates. 11 am to 4 pm You do not have to come to Maine to get an autographed collectors plate. Advance orders will be taken by calling 1-800-758-1555.

July 19 -Lighthouse Cruise narrated by Capt. Benj. Rathbun. See New London Ledge Light, Latimers Reef, Lynde Point, Saybrook Point, Orient Point and others. $30 pp to Capt. John’s Sport Fishing Center, 15 First St., Waterford, CT 06385.

July 19 -Big Sable Lighthouse Tour. You can walk the 1.5 miles from The Ludington State Park entrance or take the bus for $1.50 round trip. A State Park sticker is required to enter the park. A donation of $2.00 allows you to climb the tower. For additional info contacty, Big Sable Point
INTERNATIONAL LIGHTHOUSE MAGAZINE STORY PAGE

Lighthouse Keepers Assoc., P.O. Box 673, Ludington, MI 49431.

July 20 - 10am to 3pm Visit Boston Light and climb to the top of America's first and oldest light station. Leaves from Long Wharf (next to the Aquarium). For reservations and more information contact Friends of Boston Harbor Islands, 349 Lincoln St. Bldg. 45, Hingham, MA 02043 or call 617-740-4290.

July 26 - Authors' Day - 11am-4pm at Lighthouse Depot, U.S. Route 1, Wells, Maine 04090. The largest gathering of lighthouse authors in history. So far those in attendance will be: Bruce Roberts and Ray Jones authors of New England Lighthouses, Western Lighthouses, California Lighthouses, Eastern Great Lakes Lighthouses, Western Great Lakes Lighthouses, Southern Lighthouses and others; Ruth Sargent author of The Original Biography of Abbie Burgess and the Littlest Lighthouse; Cheryl Shelton-Roberts, author of Lighthouse Families; Elinor DeWire, author of Guardians of the Lights and other books; Courtney Thompson, author of Maine Lighthouses; Bill Thomson, author of the book, Nubble Light and video by the same name; Bill Quinn, author of numerous shipwreck books; and Karen Butler, author of Nantucket Lights. This would be a perfect time to meet the authors, get your photograph taken with them and get an autographed copy of their book. If you can't make it to Maine, mail and phone orders for autographed copies of the books will be taken up until July 24, by calling 1-800-758-1444.

July 26 Mid-Coast Lighthouse Cruise from Maine Maritime Museum. View 15 lighthouses and weather permitting land at an island lighthouse. 9am to 3pm, bring your own lunch and drinks. Reservations and payment in advance. $25 per person. Call 207-443-1316. Maine Maritime Museum, 243 Washington St, Bath, ME 04530.

August 1-3 - First Annual Harbour Lights Collectors Family Reunion at the San Diego Embassy Suites Hotel Bayside, San Diego, CA. For registration form and additional information contact Harbour Lights, 1000 N. Johnson Ave, El Cajon, CA 92020. For additional information call, 1-800-365-1219.

August 2 Lighthouse and Seal watching cruise 10am to 3pm. Sunbeam Fleet, Capt. John's Sport Fishing Center, 15 First Street, Waterford, CT. For details call 860-443-7259.

August 2-3 - Revolutionary War encampment at Montauk Point Lighthouse, Long Island, NY. For additional info call 516-668-2544.

August 9 - Lighthouse Cruise Extravaganza 10am to 4pm Six hour cruise departing Rowes Wharf in Boston aboard the MV Massachusetts to Boston Light, Minot Ledge Light, Thacher Island Lights, Long Island Head Light, Deer Island Light, Graves Light, Baker's Island Light, Ten Pound Island Light, Hospital Point Light, Marblehead Light and Gloucester Breakwater Light. $25. adults, $22, seniors and children under 12 $17. For tickets contact, Boston Harbor Explorers, P.O. Box 744, Quincy, MA 02269 or call 617-479-1871.

August 9-12:30pm-5:30pm Visit Boston Light, info same as June 7th.

August 12 - Midcoast Maine Lighthouse Cruise- same as July 26 info

August 14 - Midcoast Maine Lighthouse Cruise- same as July 26 info

August 16 - Saturday - Lighthouse Cruise narrated by Capt. Benj. Rathbun. View New London Ledge Light, Latimers Reef, Race Rock, Orient Point, Plum Island, Saybrook Point and others. $30pp from Capt. John's Sport Fishing Center, 15 First St., Waterford, CT 06385 or call 860-443-7259.

August 16 - Big Sable Lighthouse Tour. You can walk the 1.5 miles from the entrance to
Ludington State Park or take the bus for $1.50 round trip. State Park sticker is required to park inside the park grounds. A $2.00 donation for the climb to the top of the tower. For additional info contact, Big Sable Point Lighthouse, P.O. Box 673, Ludington, MI 49431.

August 28- Midcoast Maine Lighthouse cruise - same as July 26 info.

August 30-Cruise to Seguin Island Lighthouse. Visit the lighthouse and museum, climb the tower and view spectacular scenery from a height of 180 feet above the water. Getting from the boat to the launch and the hike to the top of the island is strenuous. Bring good walking shoes and your own box lunch and drinks. 9am to 3pm, weather permitting, reservations required with payment in advance. For cost and reservations call 207-443-1316.

August 31 - 1pm Commemoration Ceremony and unveiling of display of the original lens of the Vineyard Lightship that was recovered from the bottom of the ocean. At the Fall River Marine Museum in Fall River, MA.

Sept. 3-7 Second Annual Apostle Islands Lighthouse Celebration, Bayfield, WI. Excursion boat tours to the lighthouses, lectures, lighthouse displays and a special Lake Superior Big Top Chautauqua lighthouse production. For additional information contact, Mary Grant, Keeper of the Light, P.O. Box 990, Bayfield, WI 54814 or call 1-800-779-4487.

September 6 - Annual Lighthouse Depot Road Rally. This is an event is sanctioned by the New England Region/Touring Club of America and the Cumberland Motor Club. Registration fee is $35 per car. Rally begins at Lighthouse Depot Gift Store on U.S. Rt 1 in Wells, Maine early in the morning and free coffee and donuts are available to all. Part of the proceeds from the event will be donated to the New England Lighthouse Foundation. The Rally is open to the general public and first timers are welcome. A one hour meeting the night before will explain the event to first timers. Those who attended last year had a great time. Prizes will be awarded at a party at the end of the day. For additional information or registration forms, contact Marsha Sibley, 479 Haley Road, Kittery Point, Maine 03905 or by E-Mail to marshasib@aol.com.

September 13 - Harbour Lights autograph signing, 1pm to 4pm. Bill Younger, founder of Harbour Lights, will be at Lighthouse Depot, U.S. Rt. 1, Wells, Maine, to autograph Harbour Lights Collectibles. This is a special event, you won't want to miss. The secondary market on Harbour Lights is now very bullish, and autographed replicas are sure to enhance the collectibility of each piece. If you can't make it to Maine, you can call up until September 11 and place your order for autographed replicas. They will be shipped out to you the following Monday after the autograph signing. To order call 1-800-758-1444.

September 10-20 Second Annual Meeting of U.S. Life Saving Heritage Association. This year's event will be on Nantucket Island, MA. Cost $60.00 per member, $120.00 for non members. For additional info write USLSSHA, c/o Nantucket Life Saving Museum, 158 Polpis Road, Nantucket, MA 02554-2320.

September 21 from 11:30am to 4:30pm Visit Boston Light. Info same as June 7

September 27 - Lefton Lighthouse Autograph Signing at Lighthouse Depot in Wells, Maine. John Lefton will autograph Lefton Lighthouse replicas. This will be his first ever public appearance to autograph his lighthouses. This would be an ideal time of the year to visit Maine and meet the man behind the success of Lefton Lighthouses. If you can't make it to Maine, advance orders for autographed replicas will be taken up until September 25 by calling 1-800-758-1444.

October 4 - The 6th Annual Fall Foliation and Lighthouse Extravaganza. Travel up the coast from Boston Light to Gloucester, viewing ten or more lights (Boston, Graves, Eastern Point, etc.). For
reservations and more info contact Friends of Boston Harbor Islands, 349 Lincoln St. Bldg 45, Hingham, MA 02043 or call 617-4290.

October 4 - Life Saving Reenactors - Join a Life Saving Crew in a display and demonstration of historic life saving equipment used in weekly drills at the restored station of the Sandy Hook Museum. For additional information call 215-925-5439.

October 11 & 12 Sat & Sun - Great Lakes Lighthouse Festival at the Alpena Civic Center, Alpena, Mi. Numerous exhibitors, area lighthouses open to the public, door prizes and more. Thousands attended last year's event. You should plan early to attend. For additional information contact, Great Lakes Lighthouse Festival, 70447, Fisher Rd, Romeo, MI 48065.

October 11 - Midcoast Maine Lighthouse Cruise - same as July 26 info.

October 18 - 175th anniversary of the Charlotte Genesee Lighthouse in Sodus Bay. Lunch at Sodus Bay Country Club, followed by tower tour of the light. Includes a sunset color cruise up the Genesee River on the Spirit of Rochester with an all you can eat prime rib and chicken dinner. Cost is $85.00 per person and reservations are a must. Reply to Pat Biggs, Lake Ontario Co-ordinator, GLLKA, c/o Henry Ford Estate, 4901 Evergreen, Dearborn, MI 48128.

October 29 - 6:30pm Life Saving Architecture of the Jersey Shore. An illustrated slide lecture by Wick York, Architectural Historian for Mystic Seaport. $5.00 per person. Independence Seaport Museum, 211 Columbus Blvd. & Walnut St., Philadelphia, PA. For additional info call 215-925-5439.

December 10 - Robert Browning, Historian for the U.S. Coast Guard will discuss the evolution of the U.S. Life Saving Service into the U.S. Coast Guard at the Independence Seaport Museum, Penn's Landing, Philadelphia, PA. Cost $5.00 per person, For additional info call 215-925-5439.
Appendix I:

A List of all Known Accommodation at Lighthouses.
All lighthouses known to offer guest accommodations

This list was initially compiled by the United States Lighthouse Society, 244 Kearny Street - 5th Floor, San Francisco, CA, 94108, and has since been updated by your Keeper. Neither we, the Society, nor anyone else receive royalties or fees from any listed facility due to bookings created by the use of this listing. For rate information, availability of rooms, directions, etc., please contact the individual facility. ALL rates and details stated herein are subject to change without notice at the discretion of the respective owners/operators.

Alphabetic Index (red bullets have their own Web pages)

- BASS RIVER LIGHTHOUSE, West Dennis, MA
- BIG BAY POINT LIGHTHOUSE, Big Bay, MI
- CAPE ANN LIGHTHOUSE, Rockport, MA
- EAST BROTHER LIGHTSTATION, Richmond, CA
- GURNET POINT LIGHTHOUSE, Hanson, MA
- HECETA HEAD LIGHTHOUSE
- HOOPER STRAIT LIGHTHOUSE, St. Michaels, MD
- ISLE AU HAUT LIGHTHOUSE, Isle Au Haut, ME
- MONOMOY POINT LIGHTHOUSE, Brewster, MA
- NEW DUNGENESS LIGHT STATION, Sequim, Washington
- PIGEON POINT LIGHTHOUSE, Pescadero, CA
- POINT ARENA LIGHTHOUSE, Point Arena, CA
- POINT MONTARA LIGHTHOUSE, Montara, CA
- ROSE ISLAND LIGHTHOUSE, Newport, RI
- SAND HILL LIGHTHOUSE, Ahmeek, MI
- SAUGERTIES LIGHTHOUSE, Saugerties, NY
- SELKIRK LIGHTHOUSE, Pulaski, NY
- TIBBETTS POINT LIGHTHOUSE, Cape Vincent, NY
- WEST POINT LIGHTHOUSE, PEI, Canada

EUROPE

- ENGLAND, Dorset -- The Old Higher Lighthouse
- WALES, Gwynedd -- The Lighthouse
- WALES, Monmouthshire -- The West Usk Lighthouse

- BASS RIVER

One Lighthouse Inn Road
Built in 1855, the Bass River Light was government-owned until 1914 when it was decommissioned and sold at auction. In 1938, the property became The Lighthouse Inn. Still owned and operated by the Stone Family since that time. The Lighthouse Inn reactivated its working lens in 1989, and is now known as the West Dennis Light. The Lighthouse Inn features sixty-one rooms and cottages (with working fireplaces) spread across nine oceanfront acres. The Lighthouse Inn features seven hundred feet of private beach, swimming pool, tennis courts, cocktail lounge and oceanfront dining room. Rates include full American breakfast (and dinner if desired.) Seasonal, open May through October. July and August features a daily children's program.

BIG BAY POINT LIGHTHOUSE

Jeff & Linda Gamble, Keepers
#3 Lighthouse Road
Big Bay, MI 49808
(906) 345-9957
jeffg40331@aol.com
72324.262@compuserve.com
jeffgl@ix.netcom.com

Off the beaten path, so it takes a little time to get here. The eighteen room inn has seven guest rooms, each with private bath, a common living room with fireplace, dining room, library, as well as a sauna in the tower. Once here you will be captivated by the pristine environment and fantastic scenery, including 1/2 mile of Lake Superior shoreline and our own 50 acres. We're in the foothills of the Huron Mountains and within 15 miles of the Lighthouse there are many picturesque lakes, streams, and 19 waterfalls. Plenty of hiking, biking and cross-country ski trails available. Bring compass, camera, film, and a pair of warm slippers. Full breakfast is served each morning in the dining room and is included in the room rate. The atmosphere is friendly, relaxed and casual. Reservations and a deposit are required. This is an adult-only bed & breakfast. Weekend stays between July 1 and October 31 require a minimum stay of two nights.

Grounds are open to the public daily, May 1 through October 31, from 11AM till 4PM Eastern Time. Tours of the buildings are conducted from June through September annually; Sunday/Tuesday/Thursday at 1PM.

CAPE ANN

Thacher Island Association
P.O. Box 36
Rockport, MA 01966
(508) 546-2326 - After May 1, and after 6:00 PM

Camping is available for a requested donation of $6.00 per person, per night. Guest quarters are available at a requested donation of $125.00 per night for one to four people, and $25.00 per each extra person. There is a limit of six people at one time, due to shortage of water. Linens are
All lighthouses known to offer guest accommodations provided. All overnight guests, camping or guest quarters, must bring their own drinking water and food. No outdoor fires are allowed — just propane stoves.

**EAST BROTHER LIGHTSTATION**

*East Brother Lightstation, Inc.*
*117 Park Place*
*Point Richmond, CA 95801*
*(510) 233-2385*

East Brother Lightstation was constructed in 1873-74 and was one of the second group of lighthouses to be built along the west coast of the US. Of the 17 lighthouses built in and around San Francisco Bay, East Brother is the oldest that is still in operation. Accommodations are available Thursday through Sunday. Bedrooms with bay views are furnished with antiques. Included in the package is boat transportation from the Point San Pablo Yacht Harbor, five-course gourmet dinner with complimentary wine, aperitifs, and a full hot breakfast. The keepers will provide you with a tour of the island. $295/double, $235/single.

**GURNET POINT**

*Massachusetts Chapter of the United States Lighthouse Society*
*314 Spring Street*
*Hanson, MA 02341*

Located near Plymouth. Keeper's house is a recent vintage ranch house. No additional information presently available.

**HECETA HEAD LIGHTHOUSE**

No additional information presently available.

**HOOPER STRAIT LIGHTHOUSE**

*c/o Chesapeake Bay Maritime Museum*
*Mill St. and Navy Pt.*
*St. Michaels, MD 21663*
*(410) 745-2916*

No additional information presently available.

**ISLE AU HAUT**

*Jeff & Judi Burke*
Guests at the Isle Au Haut Lighthouse arrive on the mailboat from Stonington, a six-mile long cruise winding among the islands of Penobscot Bay. Half the island is the Wilderness Area of Acadia National Park, a short walk from our door. Now on the National Register of Historic Places, and fully restored, the Keeper's House survives without telephones, electric lines, or auto traffic. Evening lighting is provided by the glow of gaslight, kerosene lanterns and the subtle rose-colored pulse of the light tower. Bikes are available for visiting the fishing village and a swimming pond. Three healthy and delicious gourmet meals are included in the rates. Please write or call for reservations or additional information.

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**3. MONOMOY POINT LIGHTHOUSE**

*The Cape Cod Museum of Natural History*

PO Box 1710
869 Route 6A
Brewster, MA 02631
(508) 896-3867

Open June to Mid September. A minimum of four people is required.

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**3. NEW DUNGENESS LIGHT STATION**

*New Dungeness Lighthouse*

PO Box 1283
Sequim, WA 98382-1283
(360) 693-9166
E-mail: gswen@aol.com

This station is at the very remote end of a 4 & 1/2 mile long sandspit and consists of the lighthouse building, a keepers house with outbuildings on 32 acres.

Volunteer keepers man the light continuously, 24 hours a day year round. Teams of two couples, sometimes with kids, are taken out on Saturdays, or Friday evenings for a week's tour of duty, and the previous keepers are then relieved. In the winter the low tides occur only at night. This makes for interesting trips at very odd hours. In spite of storms and ever-changing driftwood, we have so far not missed a scheduled crew change in 16 months.

Once there, the keepers stay in the keepers house, a separate residence from the lighthouse built in 1904. It is fully furnished and all the keepers need bring is their food and clothing for the week. Keepers have specific house and ground and lighthouse keeping duties. In addition they are expected to be tour guides for visitors.

Write to the above address or use the e-mail link for details.
Pigeon Point Lighthouse & Youth Hostel

Pigeon Point Road/Hwy 1
Pescadero, CA 94060
(415) 879-0633
OFFICE HOURS: 7:30 - 9:30a.m.; 4:30 - 9:30p.m.

Perched on a cliff 50 miles south of San Francisco on the Central California Coast, this hostel provides an ocean side retreat. First built as a Coast Guard family home, the four modern bungalows by the lighthouse provide overnight lodging for up to 50 hostellers of all ages. Bungalows have three male or female bunkrooms; separate bunkrooms may be reserved for families and couples. Shared bathrooms with hot showers, fully-equipped kitchens and living rooms. Fog Signal Building is now a recreation and meeting room. An outdoor hot tub may be rented by guests during the evening hours. Prepaid reservations are recommended. Call during office hours to check availability. Deposit of first night's fee must be received within seven days of phone call. AYH memberships are sold at the hostel.

Point Arena Lighthouse and Museum

Point Arena Lighthouse Keepers, Inc
PO Box 11
Point Arena, CA 95468
Voice (707) 882-2777
Fax (707) 882-2609
E-mail: palight@mcn.org

The Point Arena Lighthouse Keepers, Inc. is a non-profit corporation founded in 1982 and dedicated to maintaining and developing the Point Arena Light Station as a historical recreation area open to the public. Maintenance and development of the Station is funded entirely by admission fees, memberships, and lodging fees. Tours are conducted of the lighthouse with its First Order fresnel lens, and of the museum housed in the original Fog Signal Building, built in 1869. Lodging is available in three former Keepers' quarters on the grounds. One or two persons = $90.00 per night; three to six persons = $120.00 per night. Discounts apply for longer stays and United States Lighthouse Society Members.

Point Montara Lighthouse and Youth Hostel

16th Street/Hwy 1
Montara, CA 94037
(415) 728-7177
OFFICE HOURS: 7:30 - 9:30a.m.; 4:30 - 9:30p.m.

Less than 23 miles south of San Francisco on the rugged California coast, the historic Point Montara Fog Signal and Light Station has been restored and revitalized as a youth hostel. A mix of modern and turn-of-the-century buildings, the hostel offers eight bedrooms, two kitchens with ocean views, two common rooms, laundry facilities, and a community room that can fit large groups for day or evening events. All guests share fully-equipped kitchens, common rooms and bathrooms with hot showers. Special rooms for families and couples are available by reservation.
An outdoor hot tub may be rented by guests during the evening hours. Limited disabled access. Please contact the hostel for information.

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**ROSE ISLAND LIGHTHOUSE**

*Charlotte Johnson, Executive Director*

*Rose Island Lighthouse Foundation*

*PO Box 1419*

*Newport, RI 02840-1419*

*(401) 847-4242*

Lovingly restored, turn-of-the-century lighthouse on Rose Island in Narragansett Bay, Rhode Island, welcomes nightly guests in two first floor bedrooms and weekly guests in modern second floor keeper's apartment. Reasonable rates, and rental of keeper's apartment includes an hour's worth of daily record-keeping and maintenance chores. Linens provided and children welcome, but no pets or smoking allowed. Bring your own picnic or barbecue dinner and breakfast for the following morning. Open all year. Brochure available upon request.

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**SAND HILL LIGHTHOUSE**

*Keeper Bill Frabotta*

*5 Mile Point Road*

*P.O. Box 414*

*Ahmeek, MI 49901-0414*

*(906) 337-1744*

Extensive historic and pictorial information now available on their new Web page at: [http://www.portup.com/traveler/sandhill/sandhill.html](http://www.portup.com/traveler/sandhill/sandhill.html)

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**SAUGERTIES**

*Saugerties Lighthouse Conservancy*

*PO Box 634*

*Saugerties, NY 12477-0634*

*(914) 246-4380*

The station is open weekends and holidays throughout the summer and other times by appointment. They have two rooms overlooking the Hudson for guests at $73.00 per night. There is no smoking in the building. Pets are welcome. Linens are furnished. Breakfast is included.

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**SELKIRK LIGHTHOUSE**

*R.D. #2, Lake Road*

*P.O. Box 228*
All lighthouses known to offer guest accommod...

Pulaski, NY 13142-0228
Tel. 315-298-6688, 6699
FAX 315-298-6685
Internet e-mail to: jrwalker@ix.netcom.com

Situated only thirty minutes north of Syracuse, New York, and only an hour south of the Canadian border, this is a fully-furnished stone residence with a working light in a Federal Safe Harbor on Lake Ontario. The first floor consists of a fully-applianced kitchen/dining room, freshly-renovated bath with shower, living room (with color cable television and HBO) and one bedroom with a double bed. The second floor consists of two bedrooms and a large living/bedroom, with three double and two single beds on that level. The third floor is unfinished, awaiting its turn. There is an original hand-crafted wooden spiral staircase in the original red ochre leading from the third floor through the tower leading to the wooden-decked old-style birdcage lantern room and railed exterior walkway. All linens, blankets, utensils, pot, pans, dishes and appliances (including toaster and coffee percolator) are provided. Bring only your clothes, your friends, and your enthusiasm. Arrangements can be made for the rental of outboard boats, canoes, boat slips or charter fishing trips on the grounds. Rental proceeds are committed to an ongoing total rehabilitation, estimated at more than $75,000. Rates are seasonally adjusted between $100-$130 per night complete for a party of up to four, and between $150-185 per night for parties ranging between 5-8 occupants. To permit rehabilitation without interfering with guests, the Selkirk Lighthouse will be open from April 1 until December 1 annually (opening until closing of navigation season) until more interior accomplishments are completed. Exceptions will be considered. For those interested in extended stays, weekly, monthly or package rates will be provided on request. Contact Keeper Jim Walker at the address or numbers above for further information, reservations, or special arrangements. The Keeper has also voluntarily offered the USLHS, GLLKA, NJLHS, LPS and Shore Village Museum a referral donation, and participates in the USLHS Passport Program.

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TIBBETTS POINT LIGHTHOUSE

Tibbetts Point Lighthouse
RR 1 Po Box 330
Cape Vincent, NY 13618
May 13 thru September 15
(313) 654-3430

The youth hostel at Tibbetts Point Lighthouse on lake Ontario in Cape Vincent, NY, has 26 beds. Hostellers stay in the former keeper's quarters of this historic - and still functioning - lighthouse, which has been guiding ships between the St. Lawrence River and Lake Ontario since 1827. The hostel is a short ferry ride from Kingston, Ontario. The hostel operates between May 13 and September 13, offering dormitory-style lodging for $8.00 a person per night for members of the American Youth Hostels and non-members for $11.00. Linen rental is $2.00. A kitchen is available for use by guests. American Youth Hostels says the hostel is suitable for groups, including those needing meeting space, and also for individual travelers.

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WEST POINT LIGHTHOUSE

Carol Livingstone, Manager
O'Leary RR2
Nine guest rooms with private baths, two with whirlpools, have been furnished to recreate the era of the lightkeepers. Rooms may be rented individually or with package plans. The lighthouse at West Point, at the southwestern tip of Prince Edward Island, an hour by car from the Border Ferry Terminal, 45 minutes from Summerside and 20 minutes from the Island's newest resort, Mill River. The town of West Point is on Lady Slipper Scenic Drive, Rte 14 (off Rte 2). Surrounding the side is the Cedar Dunes Provincial Park, ideal for camping, picnicking and beach activities.

EUROPE

1. The Old Higher Lighthouse

Mrs. Lockyer
England, Dorset
Phone 01305 822300

Open all year except Christmas. Circa 18th century restored lighthouse with breathtaking views. 2 Full, 2 Double, 2 Twin rooms with 1 private and 2 shared baths.

2. The Lighthouse

Mr. Callin
Wales, Gwynedd
Phone 01492 876810

Open all year except Christmas. A distinctly different Victorian lighthouse, at a unique cliff-top location, with stunning views, coastlines and sunsets. 1 Full, 2 Double rooms. 3 private baths.

3. The West Usk Lighthouse

Mr. & Mrs. Sheahan
Wales, Monmouthshire
Phone 01633 810126

Open all year. An historic lighthouse located between Newport and Cardiff. 3 Double rooms, 3 private baths.
All lighthouses known to offer guest accommod...

Return to the SELKIRK LIGHTHOUSE Home Page
Lighthouse tradition has Finn beaming

ROBIN OSBORNE

KARI HYPPONEN, the director of administration at the University of Turku in Finland, has a passion for lighthouses which dates from his involvement in the late 1980s with the restoration of the remote Bengtskar lighthouse – the tallest in Scandinavia.

Made in 1906 of granite quarried from the island on which it stands, the 52-metre structure has had a chequered history since the unveiling of its design at the Paris World Exhibition of 1900.

It suffered considerable exterior damage from German shellfire during World War II and served as a post from which Finland monitored Soviet shipping movements after World War II. In 1941 the island was invaded by Russian commandos and in the ensuing battle 28 Finnish and 60 Soviet troops were killed.

When the lighthouse reopened in 1950 after the completion of repairs, its keepers returned without their families, often spending months at a time at the isolated location. From 1968 to 1983 it was operated as an unmanned facility, its powerful beam, which flashes out three times every 20 seconds, being visible for 20 nautical miles.

In 1985 Bengtskar was leased to the Centre for Extension Studies at the University of Turku which operates a Centre for the Development of Rural Finland and the Archipelago. The centre’s brief includes regional development projects, the training of entrepreneurs and development experts and conducting research and surveys.

Extensive refurbishment was undertaken in conjunction with government bodies as well as the private sector and the re-opening of what has become a tourist, conference, research and education centre was held in 1993, coinciding with the university’s 75th anniversary celebrations.

“Integral to the concept was the training of local business people who could benefit from the influx of visitors to the islands,” Hypponen said.

Today, the facility hosts more than 6000 visitors a year. Included in their number are between 500 and 800 visitors-in-residence. Those who tackle the 252 steps to the top are rewarded with breathtaking views of a lonely, often bleak seascape whose waters contain many shipwrecks.

When Hypponen learned that his visit to northern NSW would bring him near the lighthouse on the Cape Byron headland the most eastern beacon in Australia and probably the best known – he requested that it be put on his itinerary.

The local lighthouse was built in 1901, five years earlier than the European counterpart whose lenses were also made by the French company, Fresnel. This was just one of the facts that Hypponen discovered during his inspection. Another was that summer’s day the weather in Byron Bay is absolutely nothing like that home at this time of year: “It’s like being below freezing at present.”

The main reason for Hypponen’s visit to Australia was to discuss OECD’s Institutional Manager Higher Education Program, Professor Zbys Klich, who has been appointed by the OECD to the Steering Committee.

Klich, one of Southern Cross University’s pro vice-chancellors, co-ordinated last year’s OECD Regional Needs conference in Byron Bay.

- Robin Osborne is a journalist for Southern Cross University.

TAFE shake-up plan scrapped

GEOFF MASLEN
Melbourne

A PLAN for a massive rationalisation of high-cost technical training among Melbourne’s TAFE colleges has been scrapped.

Fearing a voter backlash, Victorian fact has dropped several of the key proposals. His own plan to have at least one college “privatised” or “consolidated” was also abandoned after an investigation by a sub-committee of the State Cabinet.

But he now says he is “very pleased with the review and expectable for concluding the plan”.

lege which currently offer horticulture studies being reduced to two; 11 teaching electrical and electronics falling to five; and nine institutes at present running building trade programs being confined to four.

Honeywood said his decision was based on politics and common sense.

“I’m a politician and I have to automotive training going on at the various campuses but you may have a roadtrain mechanics course say which would be located in a special centre.”

Honeywood denied he was rejecting the Ramler report’s recommendation. He said he was simply “not supporting it in its entirety.”

“THERE has to be a compromise. ROBIN OSBORNE
Appendix J:

Examples of Secondary Lighthouse Product.
So when's the last time you saw a truck full of lighthouses? This truck load of 4 1/2 foot tall lighthouses was of a shipment delivered to the Lighthouse Depot Gift Store in Wells, Maine. Made by Maine craftsman Milton Stratton, of Hancock, he said they really drew a lot of attention from other motorists as he drove on the highway. The lighthouses are available for $295.00 at the store.
Keepers Korner
News & Notes from Everywhere

Now available are some unique maritime tours in the United Kingdom. These tours include lighthouses in Scotland, and the famous Scotland Lighthouse Museum. For additional information you can write to them at: Maritime Heritage Tours, Limited, Custom House, 56 Spencer Road, Ryde, Isle of Wright, United Kingdom PO33 3AD.

The eastern most gift shop in the United States of America has expanded. West Quoddy Gifts, which is located only minutes from West Quoddy Head Light, the eastern most mainland lighthouse in the U.S., is owned by real lighthouse fans Steve and Junia Lehman. The new building, emblazoned with a large colorful puffin and has a picture window that frames a view of the Lubec Channel Lighthouse. They specialize in gifts of their local lighthouses as well as items made by local craft-people. For additional information you can write to them at West Quoddy Gifts, RR#2, Box 1470, Lubec, Maine 04652, or call them at 207-733-2457.

The Point Sur Lightstation Visitors Center at Pt. Sur State Historic Park near Monterey, CA has opened a new exhibit room. The new room is dedicated to the story of the U.S. Navy's great airship "Macon" which was lost at Point Sur in 1935. Macon artifacts from the ocean depths off Point Sur are on display courtesy of the U.S. Navy and the Monterey Bay Aquarium Research Institute. Other contributors to the new exhibit were National Geographic Magazine, the Moffett Field Historical Society and the families of the Macon crew members. For information on tours and visiting hours call 4080625-4419 or write Central Coast Lighthouse Keepers, P.O. Box 223014, Carmel, CA 93922.

A Strategic Planning Session was held in Dartmouth, Nova Scotia, Canada to discuss alternative uses for Canadian Light Stations that are now being de-staffed. The Canadian Federal Government no longer wants the stations and would like to see local communities and historical societies take over the stations and maintain and restore them. For additional information or suggestions you can write to, Larry Wilson, Director, Marine Programs, Canadian Coast Guard, P.O. Box 1000, Foot of Parker Street, Dartmouth, Nova Scotia, B2Y 3Z8, Canada.

Could a major motion picture about old time lighthousekeeping be in the works? It is possible. We will keep you posted.

We are always looking for photographs of Keepers and family members that lived at a lighthouse. If you have some you can share with us, we will publish them. Please send to Editor, Lighthouse Digest, P.O. Box 1690, Wells, Maine 04090.

G.H. Bass, a major retailer and manufacturer based in Maine, has been promoting Maine at their
outlets in New Jersey and Illinois. Tim Harrison of Lighthouse Digest was invited to Illinois to talk about and promote the Lighthouses of Maine. Ken Black of the Shore Village Lighthouse Museum and Bud Warren of the Maine Maritime Museum went to New Jersey to promote Maine's Lighthouses. This was all done courtesy of G.H. Bass Stores. They picked up the tab for air fare, hotels, limo service and meals. If you have a G. H. Bass store in your area we would encourage you to visit them, they are a big supporter of Maine's lighthouses and their preservation. We salute them.

Some new videos about west coast lighthouses are in the works. They should be available next year.

If you are hooked up to the Internet, we would invite you to visit our World Wide Web Site. We only put a few stories on each month which is sort of a teaser to get people to subscribe. We are getting new subscriptions from all over the world thanks to the Internet. This is sure a great way to communicate.

The Door County Museum in Sturgeon Bay Wisconsin has added Christine Randall to it's staff in the newly appointed position of Head Curator. For further information on the museum you can contact the museum at P.O. Box 246, Sturgeon Bay, WI 54235. Congratulations to Jay Hyland, President of the Lighthouse Preservation Society. Jay and his wife just had a new baby boy, David Brandon. Brandon in Scottish means, "Beacon on a Hill." This is their second child.

CNN Newsroom, an educational program that airs at 4:30pm daily (EST), filmed a segment for an upcoming show at Maine's Shore Village Lighthouse Museum. The segment is part of five part series dealing with remote living in Maine which will include lighthouses, with a special focus on Matinicus Light. The air date for the series has not yet been announced.

California's St. George Reef Lighthouse has been officially transferred from the Federal Government to Del Norte County and the St. George Reef Lighthouse Preservation Society. The lighthouse was decommissioned in 1983 after 91 years of service and has been setting abandoned since. The preservation group under the leadership of Guy Towers hopes to be able to offer helicopter rides to tour the lighthouse after the winter season.

Michigan's Grosse Ile has recently undergone a facelift thanks to its historical society. Canada's Rose Blance Lighthouse which is mostly in ruins, will be restored. Southwest Coast Development has received a grant from Human Resources Development Canada for $634,000 and $200,000 from Strategic Regional Diversification Agreement and $180,000 in private donations to rebuild the lighthouse. The first step will be to document and cataloguing the stones that have fallen. Rebuilding is expected to begin next spring. Also, $791,000 has been secured to start the process of restoring the train that is located in Port aux Basques. The train was part of the "Newfie Bullet" which discontinued in 1988. The narrow gauge rail line was used prior to Newfoundland joining
Erosion doesn't just happen at ocean lighthouses. Wisconsin's Raspberry Island Lighthouse is in danger from the eroding cliffs due to high waters of Lake Superior. Lake Superior has about 66 quadrillion gallons of water more this year than usual. The problem is common throughout all of the Great Lakes this year with water levels averaging about one foot higher than usual. This is great for the large 1000 foot ships travelling the Great Lakes. Extra water means boats can carry heavier loads without becoming too low into the water for safe navigation. Each extra inch of load can mean $1500 in added income. But to lighthouses and many home owners, erosion is real and serious threat to their existence. International Chimney Co and Expert House Movers have officially been awarded the contract to move Massachusetts Nauset Lighthouse on Cape Cod. The companies have previously moved Highland Light on Cape Cod and Southeast Light on Block Island, Rhode Island. The move is expected to be completed any day.

Wisconsin's Douglas County Historical Society has released its list of ten most endangered properties in Wisconsin. Among those is the Long Tail Point Lighthouse near Greenbay. The tower was erected in 1847 with 5 to 6 foot thick walls. Today, only the tower remains minus its windows, doors and lantern room. It is now officially classified as an "historic ruin."

The Cape Hatteras Lighthouse has another 300 sandbags to help retard the erosion that is threatening to destroy the tallest lighthouse in America. In reality there is no guarantee that 300 sandbags, or 3000, will keep the lighthouse upright. It must be moved. The problem, the estimated $12,000,000 that it will cost. The question - is it worth it? The answer- yes. The collectible replica's from Harbour Lights are selling like crazy. The Thomas Point replica introduced only a few short weeks ago is now retired and nearly sold out. If you don't have this piece in your collection, now is the time to do so. Other replicas now retired include Alcatraz Light, Cape Canaveral Light, Whaleback Light, New Canal Light and Portland Breakwater. Next to retire are North Head Light and Yaquina Head Light. Supplies are nearly gone, so don't delay in ordering these replica's. To order call 1-800-758-1444. Not only are Harbour Lights fun to collect, they appear to be a good investment with the value of sold out pieces rising dramatically on the secondary market. Also, look for a Harbour Lights collectors convention to be held sometime early next year.

Do you know what lighthouse was referred to as "The blazing star"? The answer is Sankaty Lighthouse on Nantucket Island, Massachusetts because it was one of the first to be equipped with a Fresnel lens. Its beacon has been reported to have been sighted up to 45 miles away.

The often asked question of what's hot in lighthouses this season. Other than Harbour Lights previously mentioned, the hot items from Lighthouse Depot this year are: The Lighthouse Depot Collectors Truck, the Motion Sensor Musical Lighthouse, The limited edition telephone collector cards, The Coca Cola Lighthouse, The Lighthouse Collage Nightshirts and the Limited Edition Lighthouse Collector Pins. Other items that are popular would include the Tiffany Lamp, lighthouse dinner ware and the tapestry purses. Also hot is just about anything with Maine's
Nubble Lighthouse. This historic beacon now appears to have surpassed all others as the most requested lighthouse on a product.

Lawrence E. Johnson Jr. of Bailey Island Maine, one of the last keepers of Maine's Halfway Rock Lighthouse has died at the age of 53. He was stationed at Halfway Rock Light, just prior to automation. While stationed at Halfway Rock Light he was supposed to be there for three weeks at a time, but often rough seas made his stay longer, including an extra couple of weeks after he was supposed to be discharged. He had joined the Coast Guard right out of high school. He was buried at the Maine Veterans Memorial Cemetery in Augusta.
Keepers Korner

News & Notes From Everywhere

Robert Fraser and Priscilla Andrews have compiled an interesting spiral bound book called Lighthouses and Museum Lightships in the First Coast Guard District. It has 598 pages is and packed full of interesting tidbits, facts, sketches and more. It is available for $13.00 plus $4.95 shipping as item #91801 from Lighthouse Depot, P.O. Box 427, Wells, Maine 04090 or by phone toll free at 1-800-758-1444.

Cheryl Parker, Director of the Museum at Maine's Portland Head Light has received the Governor's Award for Excellence in Volunteer Administration for her work at the world famous lighthouse museum. We salute her!

Harbour Lights has announced that their 1998 Special Event replica will be of Roosevelt Island Light, NY. The lighthouse is more correctly known as Blackwell's Light which rests at the end of Roosevelt Island and was previously known as Welfare Island. This is one of the few lighthouses in the United States not erected by the federal government. It was built by the city of New York in 1872 to mark the entrance to what is known as Hell Gate. The island is in the East River, between the boroughs of Manhattan and Queens. The island was originally called Welfare Island because it was formerly the site of many institutions for the chronically ill, insane, and destitute. It was renamed Roosevelt Island and has since been built up with condos and apartments.

The City of Texas City, Texas is constructing a replica of the Shoal Point Lighthouse. We plan to do a story on the lighthouse in a future issue of Lighthouse Digest.

In June of 1998 the Lighthouse Inn in West Dennis, Massachusetts, will celebrate 60 years of Stone family ownership. The Inn is the former Bass River Lighthouse. For reservation information, or to request a brochure, you can call the Lighthouse Inn at 508-398-2244.

Dramatist Gayle Johnson and Island Players of Washington Island have collaborated and received a grant from the Wisconsin Sesquicentennial Commission to complete the research and writing of a play dramatizing the role of women who have been significant in lighthouse history in Wisconsin. The play, which will be preformed on Washington Island, Wisconsin this spring and summer, will also tour as part of the states sesquicentennial celebration. If you have information, stories, letters, etc. of women in Wisconsin's lighthouse history, you are invited to share the info with Ms. Johnson at Island Players, P.O. Box 154, Washington Island, WI 54246.

Maine's Rockland Breakwater Lighthouse may soon become the property of the City of Rockland if the town's application is approved under the Maine Lights Program. One of the suggested uses after restoration is to turn it into a living history museum in the summer months. David Grima, a columnist for the Courier Gazette Newspaper and also the newspapers Community Editor, said in a recent column "we already have a lighthouse museum," referring to the Shore Village Lighthouse Museum. He went on to say, "If ever there was a lighthouse designated not to be converted into a museum, it is ours." He was referring to the fact that the lighthouse is difficult to get to and people only go there in nice weather. He went on to say, "It would make a better penal colony. It would probably be better to turn it into the Alcatraz of Penobscot Bay, then to spend property taxes dolling it all up as a museum." Apparently Mr. Grima did not do his research on this one. Under the plan there would not be any tax dollars used to restore and maintain the lighthouse, all the money would come from donations. It is also important to remember that this is also one of the newspapers that came out against a lighthouse license plate for the state of Maine. Perhaps Mr. Grima and the owners of this newspaper should consider moving to Cuba where their views might be considered more conceivable.
The Sunday Star Ledger Newspaper out of Newark, NJ recently ran a story titled, Which Jersey coin do you flip for? The newspaper came up with what it felt would be three possible designs for the state's new quarter and asked its readers to vote on the design. You may recall from past issues of Lighthouse Digest that the new federal law will allow each state to decide what design will appear on the reverse side of the 25 cent pieces. The newspaper came up with Thomas Edison in Menlo Park, NJ inventing the light bulb, George Washington crossing the Delaware and historic Barnegat Light. Lighthouses are seeming to draw some attention for the new quarters and it will be interesting to see if any of the 50 states will pick a lighthouse. Remember, your state congressmen and women do read their mail. Write to them and let them know you'd like to see a lighthouse on your state's 25 cent piece.

It is been 10 months now since the Fire Island Lighthouse Preservation Society signed a memorandum of agreement with the financially strapped National Park Service to take over the maintenance and operation of the Fire Island Lighthouse and Keepers Quarters. It is the ongoing goal of the group to keep the site open to the public. If you are not a member of this group and would like to make a donation or join them in their effort, please make your check payable to FILPS and send to 4640 Captree Island, Captree Island, NY 11702-4601. Individual membership is $25; Family $40; Booster $100; Keeper $150; Saver $300; Corporate $500.

Pat Biggs has taken over as the gift shop manager at Michigan's Grand Traverse Lighthouse. Pat and her husband Jerry are great lighthouse enthusiasts and Jerry, as well as being a photo contributor, has written a number of articles for Lighthouse Digest. Both are heavily involved with the Great Lakes Lighthouse Keepers Association, with Jerry being the Vice President and Pat is the coordinator of the Lake Ontario Conference. For more information on the lighthouse you can write to them at Grand Traverse Lighthouse Foundation, P.O. Box 43, Northport, MI 49670.

Another great group is the Friends of Boston Harbor Islands. The group is active in the preservation of the islands in Boston Harbor and Boston Lighthouse, America's first light station. The group holds a number of informative and fun cruises throughout the year. Individual membership is $25.00 and family membership is $40. You can contact them at 349 Lincoln Street, Building 45, Hingham, MA 02043-1601.

Bruce Roberts and Ray Jones, authors of the popular series of regional lighthouse books, have announced the upcoming spring release of two new books. Basically what they have done is split the book Southern Lighthouses into two new expanded books, Gulf Coast Lighthouses and Southeastern Lighthouses. The books will contain lighthouses not included in the original book, and expanded history on the others. Both books will retail for $19.95 and will be available from Lighthouse Depot by calling toll free at 1-800-758-1444.

A Swedish film company is coming to the United States to include Maine lighthouses and Lighthouse Depot in its upcoming film presentation on lighthouses of the world.

The recent 10 year anniversary show of the popular PBS TV show Made in Maine featured a 15 minute segment on Lighthouse Depot. The show which aired during a pledge drive, included a one year subscription to Lighthouse Digest and a Maine Lighthouse Calendar for a $60.00 paid pledge to PBS. It was certainly an exciting night for us. A couple of nights later, PBS Maine aired the film Light Spirit with Jack Perkins which also features a small segment on Lighthouse Depot. The VHS video, Light Spirit is currently available through our catalog and is truly the best Maine lighthouse video ever produced. It includes every single one of Maine's lighthouses and few that are no longer standing. It can be ordered by calling us toll free at 1-800-758-1444.

Part of a new movie, to be directed by Penny Marshall, will be filmed in Lubec Maine. The production crew has selected the famous red and white striped West Quoddy Head Lighthouse for
its coastal winter scenes. Over 100 people from the production company will fill up the small towns motels and B & B's.

The Two Harbors Lighthouse in Two Harbors, MN went out late last year. Minnesota's oldest lighthouse simply broke down when the gear that kept the beacon rotating broke. The Coast Guard reports it has been unable to fix it.

The United States Coast Guard says it wants to rid itself of thirteen California lighthouses. Among those that it wishes to relinquish ownership of are: Point Reyes, Farallon, Alcatraz, Lime Point, Point Diablo, Point Conception, St. George Reef, along with five others in Los Angeles County.
Poetry Book Features Great Lakes Lighthouse

A new book from Cornerstone Press, a student-publishing venture at the University of Wisconsin has just released a book titled "Raspberry Island Red" a collection of poetry by graduate student Matt Welter.

The book's setting is Raspberry Island, a 290-acre island in Lake Superior, 13 miles north of Bayfield. On the island are a historic lighthouse, a virgin forest, a bog, and a beach. Welter worked on the island for seven summers as a park ranger, giving nature hikes and portraying a 1923 lighthouse keeper named "Toots." One chapter in the book is a series of poems written in the voice of Toots, a romantic lighthouse keeper with a dry wit. Other chapters cover natural history, exploration and unusual experiences on the island.

This is Welter's third book of poems and the money to publish the book was put up by four students.

The book is now available for $7.25 (which includes postage) from Matt Welter, 800 B Portgage, Apt. 3, Stevens Point, WI. 54481.