

Burnt Island Light Station, Maine

By Elaine Jones



Burnt Island Light Station guards the entrance to Boothbay Harbor. Built in 1821, it is the second-oldest original lighthouse in the State of Maine. Photo, circa 1885, courtesy of the American Lighthouse Foundation.

Since 1821, the Burnt Island Lighthouse has played a significant role in guiding vessels safely into one of Maine's best harbors. As described by the Secretary of Navy: "This is well known as one of the most important harbors upon the whole coast. It is easy of ingress and egress, large, safe in gales from any point of the compass, with good anchorage in any part of it. It is a harbor which all vessels bound east or west, when met by head winds or unfavorable weather, endeavor to make. It being a sort of a rendezvous for coasters and more than three hundred sail have been anchored there at one time."

On March 3, 1821, President James Monroe directed Congress to pass an act authorizing the purchase of land and the construction of three lighthouses in Maine; one on Cross Island near Machias; one in the harbor of Boothbay, and one on Pond Island at the mouth of the Kennebec River. An appropri-

ation of \$10,500 was made and the Secretary of the Treasury was to select the sites and set up contracts for building the lighthouses. In Boothbay Harbor, he chose Burnt Island to be the ideal location for the necessary guidepost, and on May 25, 1821, the United States of America purchased the five-acre island for \$150 from businessmen Jacob Auld and Joseph McCobb. This put an end to the farmer's use of the island for raising sheep, and the island was never to be burned over again, a practice which gave the island its name.

In less than four months after purchase, the lighthouse was built and ready to begin its service as indicated in the newspaper *Eastern Argus*. It printed the following notice to the mariners; "Burnt Island at Boothbay is to be lighted as soon as the necessary apparatus can be received from Boston." Burnt Island became the ninth station along the coast of Maine to guide mariners safely into port. Its sister lights of Ram Island and the Cuckolds, located in the outer limits of Boothbay Harbor,

were not built until 1883 and 1907.

The granite used to construct the lighthouse most likely came from the island. The thirty-foot high, conical, white tower, whose brick-lined walls are four-feet thick at the base, has withstood the test of time and has never been rebuilt. This makes it the second oldest original lighthouse in the State of Maine with Portland Head Light remaining the oldest tower, built in 1791 when Maine was part of Massachusetts.

In his annual statement, John Anderson, the Superintendent of Lighthouses for the District of Portland, reported the consumption of whale oil used by the lighthouse in 1842 as 226 gallons of summer oil and 110 gallons of the more refined winter oil. The fuel was burned in ten Lewis Patent Reflector lamps, all bolted to an iron table casting light in all directions. These lamps were replaced in 1857, along with a new lantern room, when the government purchased the first Fresnel lens for the Burnt Island Lighthouse. It was a fourth order, clas-

sical, beehive-shaped Fresnel lens that produced a solid white light from a focal point of sixty-one feet above sea level.

In 1857, the stone keeper's dwelling was replaced by a one and a half story, wood-frame cottage and connected to the tower's brick workroom by a forty-five foot long covered walkway, all designed by District Engineer William B. Franklin. The cellar hole below the dwelling was most likely the site where the granite was harvested for the tower and the first dwelling.

In 1888, a dead angle was placed in the lantern room to prevent light from showing to the westward of a dangerous set of rocks off the tip of Southport Island called the Cuckolds. This action to protect vessels from striking the rocks only lasted for a year when the characteristic of Burnt Island was changed from fixed white to fixed red with two white sectors. These changes occurred by placing ruby-red panes of glass in the lantern room and building sector boards that funneled white light to mark the two fairways; one between the Cuckolds and Squirrel Island and the other from the Ram Island Lighthouse. A year later the characteristic changed once again, this time to a flashing red with two white sectors every 5 seconds with a 1 second flash. In order to produce the flashing light, a fourth order, 24" square, bulls-eye Fresnel lens was placed in the lantern room and set on a revolving apparatus that consisted of twenty-one ball bearings and a clockwork mechanism. In order to maintain the flash, the keeper was required to crank a weight up the center of the tower every six hours. As the weight slowly fell, the mechanism would cause the lens to rotate and each time one of the four bulls-eyes faced the mariner, he would see a flash of light. This Fresnel lens remained in the Burnt Island lighthouse until 1961 when the station was electrified and its optic changed to a 375-mm lens, typically used on lantern buoys.

Over the span of 167 years, thirty men have served as Keepers of the Burnt Island Light before its automation in 1988. The keeper who best documented his life at the station was James A. McCobb, the nephew of the man who sold the five-acre island to the government in 1821. A detailed logbook at the National Archives in Washington, D.C. and correspondence saved by his great-granddaughters Beatrice Lord and Marjorie Blood provide us with accurate accounts of his life as a lighthouse keeper.



Burnt Island Light Station stands atop a rocky outcropping on the island's southern shore. This photo, circa 1888, shows the rooftops of sheds that no longer exist, and a lack of foliage compared to present day growth. Photo courtesy of Elaine Jones.



This view of the back side of Burnt Island Light Station circa 1858 shows dark vertical siding and a skylight in the roof. Note the three men; one at the back entrance of the dwelling, one at the foot of the tower, and another on the lantern deck. Photo courtesy of the U. S. Coast Guard.



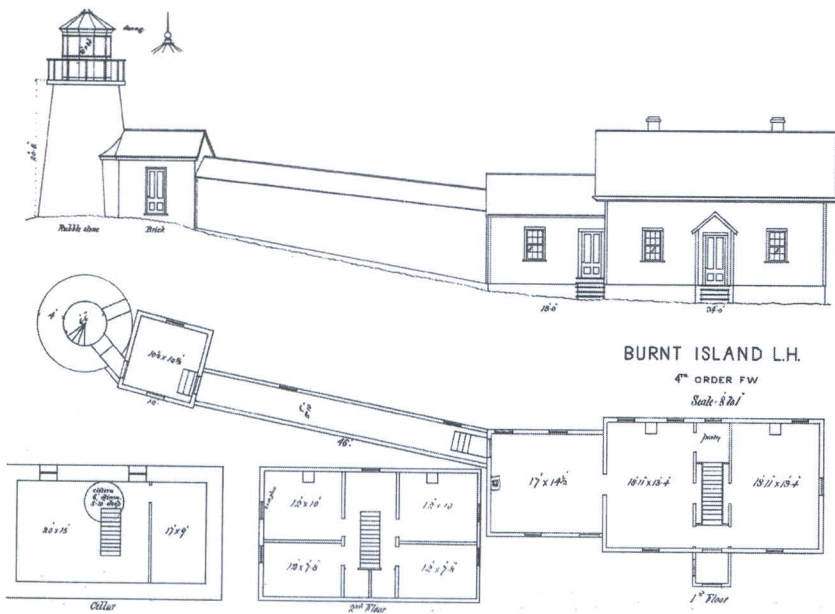
Keeper James A. McCobb and his son Willard H. McCobb. The elder McCobb was stationed at Burnt Island Lighthouse from 1868 to 1880. Photo courtesy of his great granddaughter Beatrice Lord.

Office of Light-House Engineer,
 First ~~and Second~~ District,
 Portland, Jan 17, 1880.

Sir: I wish you would give me the sizes of the rooms, entries and closets in your house - we have no drawings of the building at your station, and I am trying to make some. If you can give me the interior arrangement of the cellar and the first and second floors, the same as the exterior you sent me, I think I can get along. Should like height of rooms also, & mark where the windows come

give size of entry in cellar and show ^{the} place where it stands - give any dimensions that you think I may need. Should also like to have diameter of tower inside & thickness of walls - and height from ground to deck. also no. of steps from bottom to top.

Yours respectfully,
 Chas Edwards
 James A. McCobb,
 Keeper Burnt I. L.



Drawing of the Burnt Island Light Station by the U. S. Lighthouse Service Engineer from dimensions supplied by Keeper McCobb. (See upper right.)

Burnt Island Lighthouse Keepers

- 1821 - 1830 Mr. Marr
- 1830 - 1841 J. P. Chandler
- 1841 - 1845 Joseph C. Auld
- 1845 - 1849 Jason Fuller
- 1849 - 1853 Franklin Jones
- 1853 - 1861 William McKown
- 1861 - 1868 Joseph C. Auld
- 1868 - 1880 James A. McCobb
- 1880 - 1890 Freeman Grover, Jr.
- 1890 - 1894 James Burke
- 1894 - 1909 William T. Holbrook
- 1909 - 1930 William A. Stetson
- 1930 - 1936 Albert Staples
- 1936 - 1951 Joseph Muise
- 1951 - 1955 Benjamin Stockbridge
- 1955 - 1958 James J. Buotte
- 1959 - 1962 James McCullough
- 1962 - 1963 Dana E. Hale
- 1963 - 1965 Edward O'Shea
- 1965 - 1966 Earl Alley
- 1966 - 1967 Richard D. Brown
- 1967 - 1968 Thomas E. Hassler
- 1968 - 1971 Thomas M. Norton
- 1971 - 1973 Paul Kelly
- 1973 - 1974 Jerry Marlowe
- 1974 - 1977 Randall K. Griffing
- 1977 - 1979 John S. Appleby
- 1979 - 1980 Steven C. Pitchford
- 1980 - 1983 Christopher B. Cooney
- 1983 - 1988 Henry E. Sieg

Lighthouse District Business

On January 20, 1880, Keeper McCobb received a letter from Mr. Charles Edwards, the Light-House Engineer in Portland, Maine. He requested dimensions of the rooms, entries, windows, closets, cellar, first and second floors, as well as the height and thickness of the tower because the First District office did not have any drawings of the Burnt Island Light Station's buildings. The information supplied by Keeper McCobb resulted in an accurate set of drawings.

James A. McCobb, born July 19, 1817, was a fourth generation McCobb born in Boothbay Harbor. His great-grandfather Samuel was one of the first Scotch-Irish settlers in the region of the Maine coast called Townsend, known today as Boothbay Harbor.

James A. McCobb began a seafaring career as a young sailor aboard the *Texas*. Over the years, he sailed up and down the Eastern seaboard delivering lumber to its ports. He survived many harrowing events as Master of the brig *Westport* and retired from the sea after the eighty-five foot schooner sank in April 1855.

After spending a few years working in California, James and his wife Martha moved back to Boothbay Harbor. He was appointed Keeper of the Burnt Island Lighthouse in April 1868 at an annual salary of \$540.

When McCobb reported to Burnt Island in 1868, the newly constructed dwelling required very little attention. This allowed him time to write letters to family and friends, and to keep accurate accounts of his duties, weather, tourists, passing vessels, shipwrecks, and family in the keeper's logbook.

In a letter to his friend George Beath, he describes his lighthouse duties. "Your mother I have not seen since I first moved onto Burnt Island. Light keepers are not allowed to go about as much as they used to go and so I stay at home pretty close. I still like the business

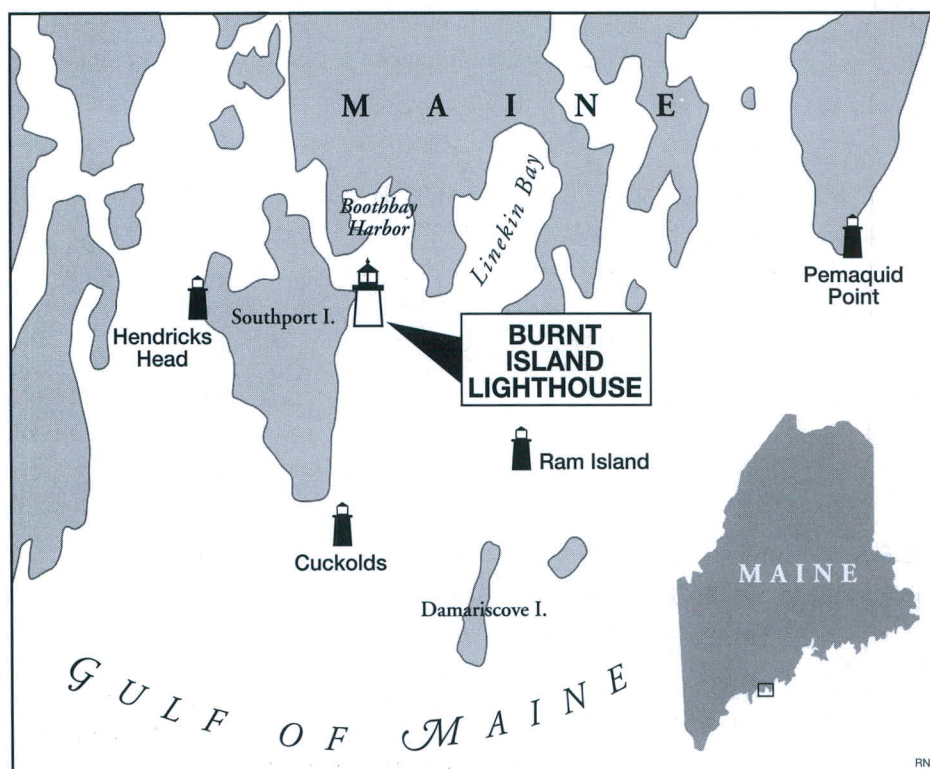
of keeping the light and taking care of things around me very much. It takes up about one half of my time doing the work about the light and the balance of it in summer work in my garden, catch a few fish, lobsters or something of that sort, so I pass the time off very well. But in winter, I can do nothing else but tend the light. It is more work in winter than summer. I have to keep a fire in the lantern every night to keep the oil soft and that adds very much to the work for the stove will smoke more or less, and then I have to keep the works all clean, and coal smoke is hard stuff you know to get off paint. The Lighthouse Board requires everything to be kept clean as a hound's tooth."

Attending the Light

In the logbook of Keeper James A. McCobb, he often refers to his duty of maintaining a good light.

December 1, 1873 – "Worked about the station according to lighthouse regulations. Trimmed the light as usual at nine o'clock and again at two. Very cold weather and much vapor flying. Vessels are much iced up as they pass the station."

October 29, 1876 – "Received an order from the Lighthouse Inspector directing me that stoves would not be allowed in the Lighthouse lantern in the future. The lamp is to be kept warm and the oil in a fluid state by use





The sheltered harbor at Boothbay was a safe haven for the fishermen of mid-coast Maine, as shown in this circa 1900 photo. Lighthouse keepers were required to count the vessels passing their station and report them in the logbook. Photo courtesy of the Boothbay Historical Society.

of the copper oil heater now in use. The oil in the burner has become so thick by reason of the cold that today for the first time this fuel could not draw it by the oil wicks."

December 29, 1876 – "Heavy snowstorm set in about sunset. Wind from the northeast blowing quite fresh at eight in the evening it had increased to a gale and still increasing until midnight when it blew a perfect hurricane from the east dumped snow some rain accompanied it making it necessary to be often on the outside of the lantern to wipe off damp snow from the plate glass and though a dangerous place for one to be on such a night as that still it was done and the glass kept bright and clear."

July 13, 1878 – "Lighted up with kerosene last night for the first time. Had a nice bright light, although am in hopes the kerosene will work well but can not see why a good kerosene light can't be made to enable night without having to change the lamps at midnight."

June 29, 1879 – "Kerosene does not burn so well as it did owing to exposure to the air, have written to that effect to the Lighthouse Inspector. Hope there may be something done to remedy the evil because this place

has always shown a good light would be sorry for to lose the good name now."

July 26, 1879 – "Am now burning of new supply of oil and am much pleased with it, am now getting a good light with little trouble. Old oil did not burn well and though I changed lamps and trimmed three times a night still did not get a good light."

Weather

June 21, 1876 – "Heavy showers of rain with thunder and lightning this afternoon wind light and changeable. Although the fog is now all gone and through the night it has been clear and pleasant. There is a prospect now of good weather and we are praying for it as sincerely as wicked creatures like ourselves can pray. It has been the longest spell of steady fog we have ever had."

October 11, 1879 – "Cool damp day, appearance of heavy easterly storm. Storm signal flying at the harbor first of the day at noon pulled down still threatening weather although. Am of the opinion that the storm weather signal is of but little benefit to navigation after all said and done. An old sailor

with any gumption at all about him knows more about the weather now than all the weather wise prophets sitting in their offices at home."

March 31, 1880 – "March is indeed going out like a lion this year, the lamb part of the month we have not had at all. It used to be said that if March came in like a lion it would go out like a lamb, but this year 'tis lion all through."

Shipwrecks

November 29, 1875 - "Heavy gale of wind with snow squalls from the northwest came on early in the morning. Wind continues blowing fearfully all through the night and very cold. Much vapor flying. Schooner *John Somes* of Portland while trying to work into the harbor under very short sail was capsized between the light and Tumbler Island and sank in ten fathoms of water. The captain was drowned, the rest, four in number, were saved by boats coming from the windward. Could not board her from this place on account of the strength of the gale."

August 18, 1878 - "Heavy squall of thunder

and lightning with rain about 4 o'clock in the afternoon from the westward. Just before the squall the wind blowing fresh from the southward a sailboat with two young men in her cap-sized between the station and Southport. One of the young men Frank Decker was drowned the other Elliot Grover was saved by a boat from Capitol Island. At dark the body of young Decker had not been found though the boat had been raised and taken to Capitol Island."

June 25, 1880 - "Collision about noon today West of and near Squirrel Island. Two vessels sailing in opposite directions a light coaster and a large mackerel fishermen came together in a moderate breeze of wind making complete wreck of both of them of all forward of the foremast. The fishermen after getting clear of the other made sail and got up to the harbor, the other anchored and in the night she worked up."

Inspections and Orders

June 4, 1873 - "Visit from lighthouse engineer and lampist."

November 22, 1873 - "Received this day from the lighthouse board an order directing me that when any officer of the lighthouse establishment visiting a light station shall give an order to the keeper he shall enter such order over his signature upon the journal of the station."

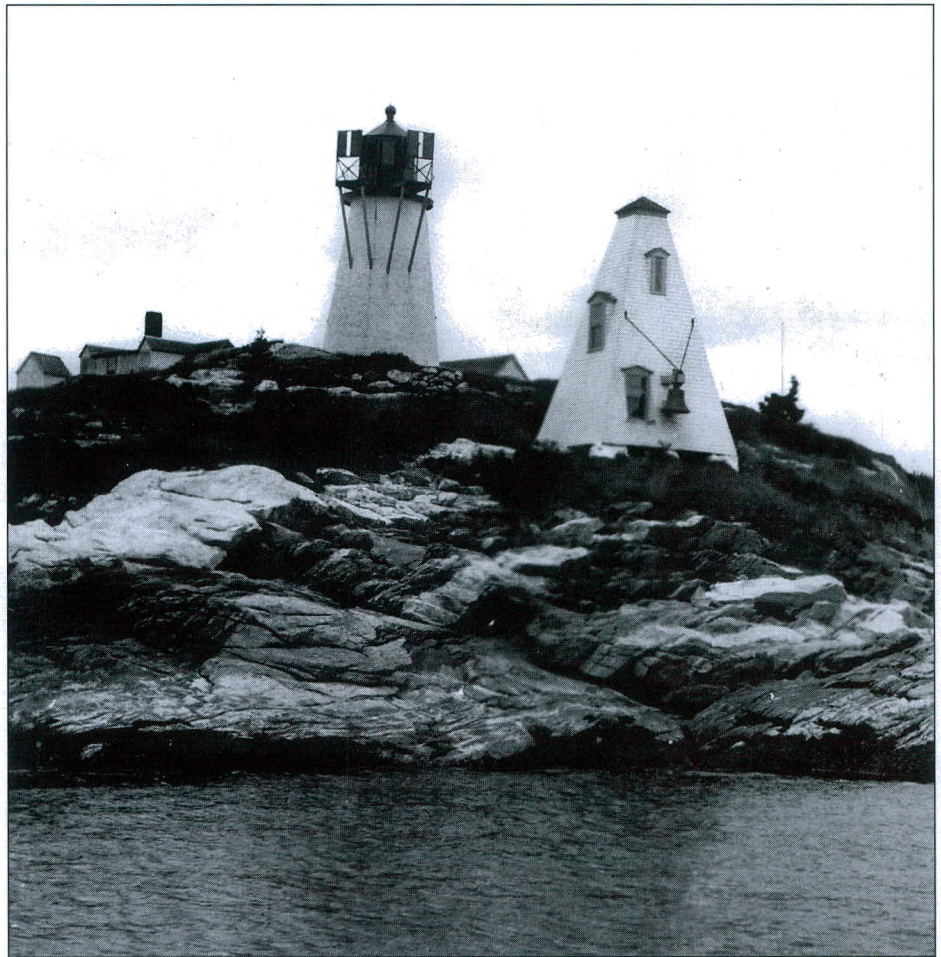
May 6, 1880 - "Inspected by Capt. J. S. Skarrett, also Mr. Johnson and Mr. Edwards from the Steamer Iris who after leaving the station went East through the sound. Received of Steamer Iris apparatus for cook stove, paints, oil, hand lantern. etc., also received library for the use of keeper and family at the station."

December 19, 1873 - "Received of commander W. N. Allen, the lighthouse inspector, an order directing me that hereafter the light station journal used as a daily log book is discontinued and will be used only for recording important events, bad weather, orders received, etc."

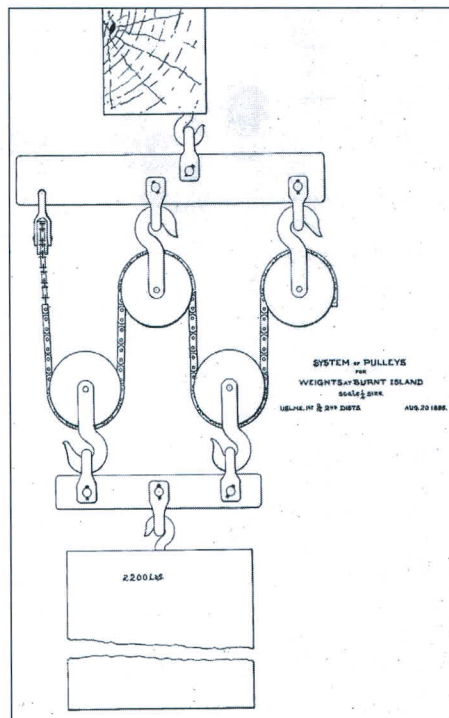
We should all be grateful that Keeper James McCobb didn't obey the lighthouse inspector and continued to record personal accounts and feelings in his logbook.

Fishing Activity

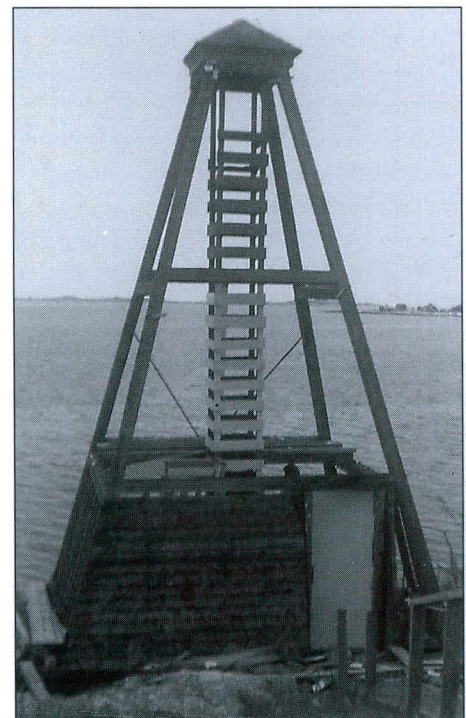
September 21, 1874 - "Fleet of 320 sail, mostly fishermen passed out by the light this morning. Clear fine weather."



The fog signal bell tower was constructed in 1895. In the photo above, note the unusual placement of the sector boards on the lighthouse. Photo courtesy of the U. S. Coast Guard.



Left - The pulley arrangement for the 2,200 pound weight driving the fog bell striker.



Right - The fog bell tower skelton showing the central tube for the weight. Photo courtesy of Dana Hale.

July 19, 1875 – “A large fleet of vessels now seining around and some near this station for mackerel and pogies. Among them one three masted schooner of 300 tons burdened. Everything done about the light to make it useful as possible to seamen.”

June 21, 1877 – “First large fleet of fishermen for the season came into harbor this afternoon about 175 lodged in here and kept clear of a heavy southerly blow and rain-storm.”

March 17, 1880 – “Mackerel fleet beginning to leave for southern coast to fish for mackerel until warm weather and then return to this coast again to fish through the warm season. Bankers are all getting ready too for the banks.

Family

James McCobb married Martha Holten in 1843. They had four children: Eliza, Clara, Willard and Laura. When they moved to Burnt Island, the two youngest were still living with them. They also took in six month-old Elizabeth (Bess) Reed for four years after her mother died because her father was often away at sea. In the following excerpts, James McCobb reports about death and sickness in his own family.

March 22, 1877 – “Wife died this morning about two o'clock of congestion of the lungs and cankers in the throat, stomach and bowels. She had been in feeble health all winter but able to be about the house attending to her work until about two weeks before her death when a cold brought on congestion and then canker which caused her death as above stated. She was carried off to the harbor and buried at the center burying ground in Boothbay on the following Sunday. Her age was fifty three years and four months.”

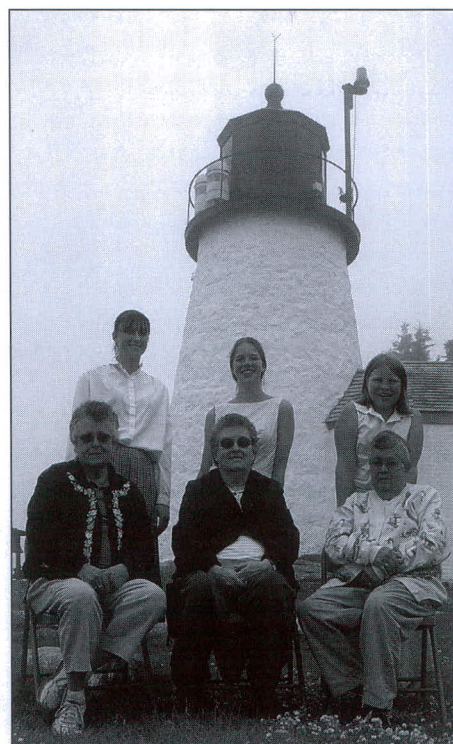
November 16, 1879 – “Daughter has been quite sick for a few days with bad cold and threatened with a fever but am in hope now to keep the fever off, am doing all that can be done for it. Those lone islands is a hard place to be sick.”

November 23, 1879 – “Brought in Doctor Blossom again from the harbor to see sick daughter, dangerously sick with typhoid fever.”

January 10, 1880 – “Sick daughter came out of room and took dinner with the family for the first time in eight weeks. Hope now she will soon be able to go about the house.”



Left – Keeper Joseph Muise at the entry to the workroom attached to both the covered walkway and the lighthouse tower.



Right – The children of Joseph Muise (Adele Bailey, Prudy Bagdikian and Ann Muise) return to Burnt Island in 2005 to meet the girls who portray them.



Left – Former Burnt Island Lighthouse Keeper James Buotte, who served 1955-1958, returns to portray the keeper as part of the living history program. He lived exactly the same life as Joseph Muise, the keeper he is portraying. He explains the workings of the kerosene lamp to a visitor. **Right** – Jean McKay plays Annie Muise, the keeper's wife. She describes her household chores of cooking on the Queen Atlantic cookstove, canning vegetables and fish, storing perishables in the basement, and hand washing clothes using a scrub board and hand wringer in galvanized tubs.



Tourists

July 23, 1874 – “Many strangers visiting the station to see the light. It being something new to most of them. Three boats a day from Bath to Squirrel Island making their trips with passengers from six to eight steamer boats per day are passing this station showing the increasing importance of a light station as this place and also that some fog signal should be established here.”

September 8, 1877 – “Summer company just leaving for their homes for which we feel truly thankful that the Almighty sends the cool weather to stir them up a little and remind them of home for indeed they do sometimes make me a good deal of trouble about the station.”

July 31, 1878 – “Much company about us now a little more than we want of strangers coming by night as well as by day to see the station and lantern of the lighthouse and wanting to see the light after it is lighted at night though in that they have not yet succeeded for no one has yet been inside of the lantern after dark except for myself or one of my family to look after the light since I have been at the station neither will I allow it otherwise.”

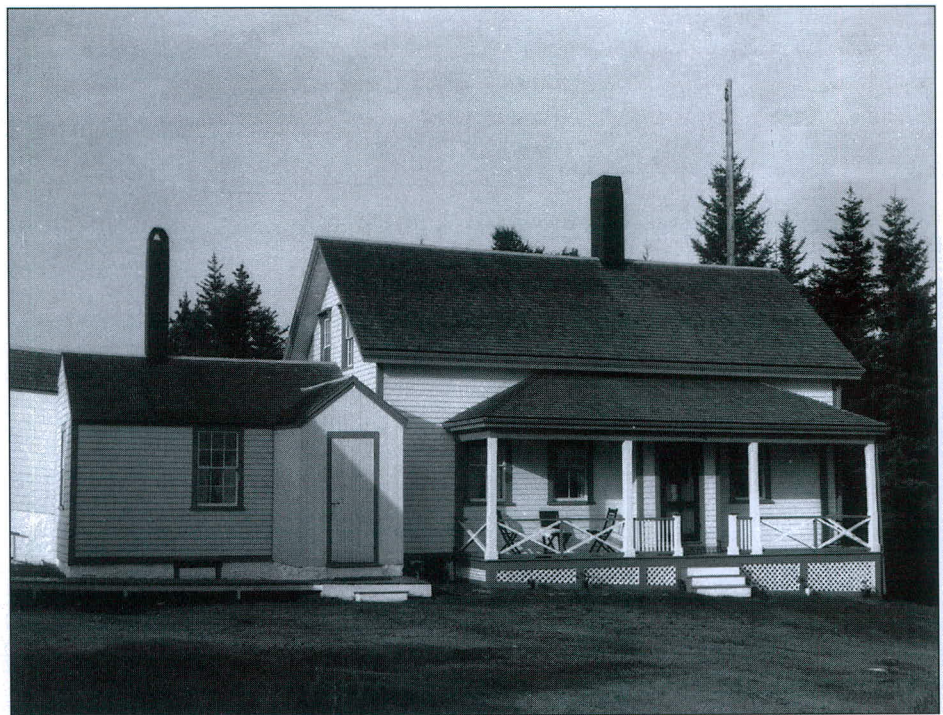
After the death of his wife, James McCobb became less tolerant of summer visitors, the government, and the politics associated with his appointed position. When he sent in his resignation, he wrote the following in his log-book.

October 7, 1880 – “The Keeper resigned his position and sent his resignation to the Superintendent of this lighthouse district to the effect soon as his successor can be appointed owing to poor health the keeper does not at all time feel able to do the duties required of him at the station. He feels the importance of a good light in all kinds of weather.”

Today, the Burnt Island Light Station welcomes tourists ashore and invites them to participate in an exceptional educational program that has been rated by some visitors as the “best in the nation.” The living history component entertains and teaches the public about lighthouse living, while the natural history segment creates awareness of the need to protect our environment and its resources.

Educational Programs

The Maine Department of Marine Resources acquired the Burnt Island Light Station in 1998 as part of the Maine Lights



The 1950 U. S. Coast Guard photo above was part of the documentation used to restore the keeper's dwelling as it appears in the photo below. Note the pole behind the house which supported the antenna for the keeper's radio and the lack of a dormer for the bathroom added in 1951.



Program. Education Director Elaine Jones, her assistant Jean McKay, local contractors, and hundreds of volunteers transformed it into an outstanding educational facility.

An educational curriculum was developed around topics relating to Maine's maritime heritage, coastal environment, marine fisheries and the conservation of its resources. During the spring and fall, the five-acre island serves as an exceptional outdoor school for students

and teachers from around the state. School children discover the varied life found in and around the rocky shore, sand beach, meadow, and maritime forest as they explore the island and participate in experiential learning. Day trips are offered to local school children, while those from farther away have been tenting out. A new education center is being built on the island to accommodate the overnight programs.

In 2003, an educational program called the Burnt Island Living Lighthouse tour opened to the public. The light station's beautifully restored buildings serve as a living history museum where interpreters in period clothing portray a lighthouse family who once called Burnt Island home. A natural history walk around the perimeter trail follows the living history component, where interpreters point out the flora and fauna indigenous to Maine's coast, as well as the geological features of this picturesque island. Visitors also learn about Maine's marine resources, the methods used to harvest them, and the measures used to conserve them. During the final segment of the tour, visitors climb the winding stairs into the lantern room; view the historic photographs in the covered walkway museum, sport fish off the rocks, or picnic by the waterfront.

This interpretive tour helps to preserve and promote Maine's cultural heritage, as well as to provide enrichment and opportunity for its citizens and its visitors. It is offered during the months of July and August. The water taxi leaves Boothbay Harbor twice a day allowing visitors the opportunity to spend two or four hours on the island. For more information visit the website: <www.maine.gov/dmr>.

The Living History Family

Prior to developing the living history component for the Burnt Island Living Lighthouse program, extensive research was conducted in order to locate former keepers and the families of those deceased. When choosing which to portray, the family of Joseph Muise fit the bill because he had been the keeper of the light from 1936-1951, serving under both the United States Lighthouse Service and the Coast Guard. Keeper Muise lived on Burnt Island with his wife Annie and children Madeline, Willard, Adele, Prudence, and Ann.

On June 4, 1999, the surviving children of Keeper Joseph Muise returned home to Burnt Island and provided an oral history upon which the interpretive program is based. It had been almost 50 years since they had been on the island and the place had surely changed, but their memories were as strong as ever. They shared their adventures, feelings, frustrations, and sorrows while living at five different island stations along the coast of Maine.

Their assistance didn't end that day, as they were instrumental in guiding the restoration of Burnt Island's buildings by providing information, photographs, and old furnishings for

the dwelling. Daughter Adele Muise Bailey expressed with pride, "Portraying my family at the Burnt Island Lighthouse makes my buttons pop." The memory of Joseph Muise lives on at the Burnt Island Lighthouse despite his humble beginning as an orphan on the streets of Southwest Harbor.

Restoration

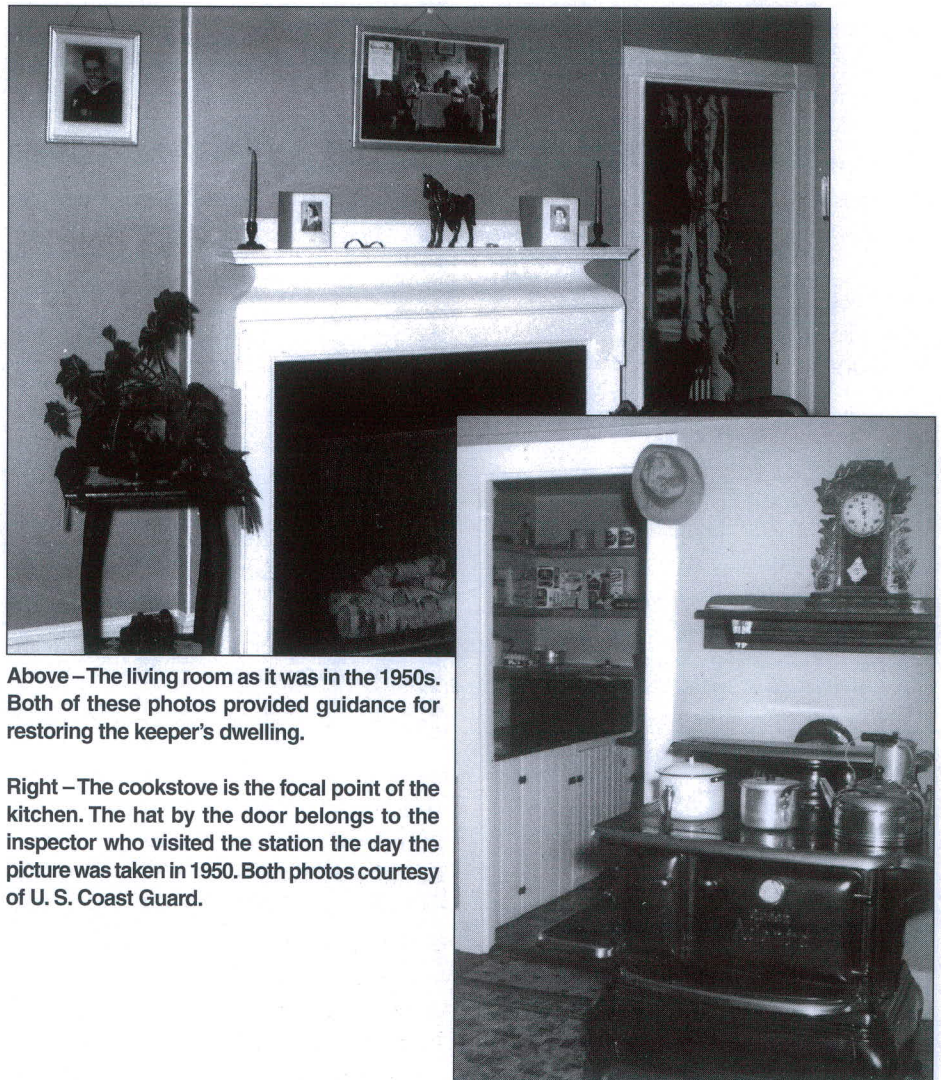
The Burnt Island Light Station was one of the last in the nation to become automated. After Keeper Hank Sieg closed the doors in 1988, the paint peeled, chimney crumbled, roof leaked, floors buckled, and mildew coated the interior from ceiling to floor. The future looked pretty grim for this station and others along the coast of Maine until the Island Institute initiated the Maine Lights Program, a congressional act that transferred 27 lighthouses to new owners. Elaine Jones, Education Director for the Maine Department of Marine Resources, applied for the Burnt Island Station located in Boothbay Harbor near the agency's research

laboratory.

Prior to restoration, extensive research was conducted at the National Archives, U. S. Coast Guard Historian's office in Washington, DC, and at other repositories around Maine and New England. The knowledge gained from these resources, along with oral histories from 14 former keepers, provided a solid foundation to plan the restoration and form the educational programs, leading to approval from the Maine Historic Preservation Officer.

Epilogue

Henry "Hank" Sieg served as the last Coast Guard keeper of the Burnt Island Light Station before it became fully automated on October 7, 1988. His final entry in the logbook read, "Goodnight light for the last time. I sure will miss you." His wife Jeanne wrote, "The light may lose its keeper but it will never lose its peace, its beauty, its charm, and its grace."



Above – The living room as it was in the 1950s. Both of these photos provided guidance for restoring the keeper's dwelling.

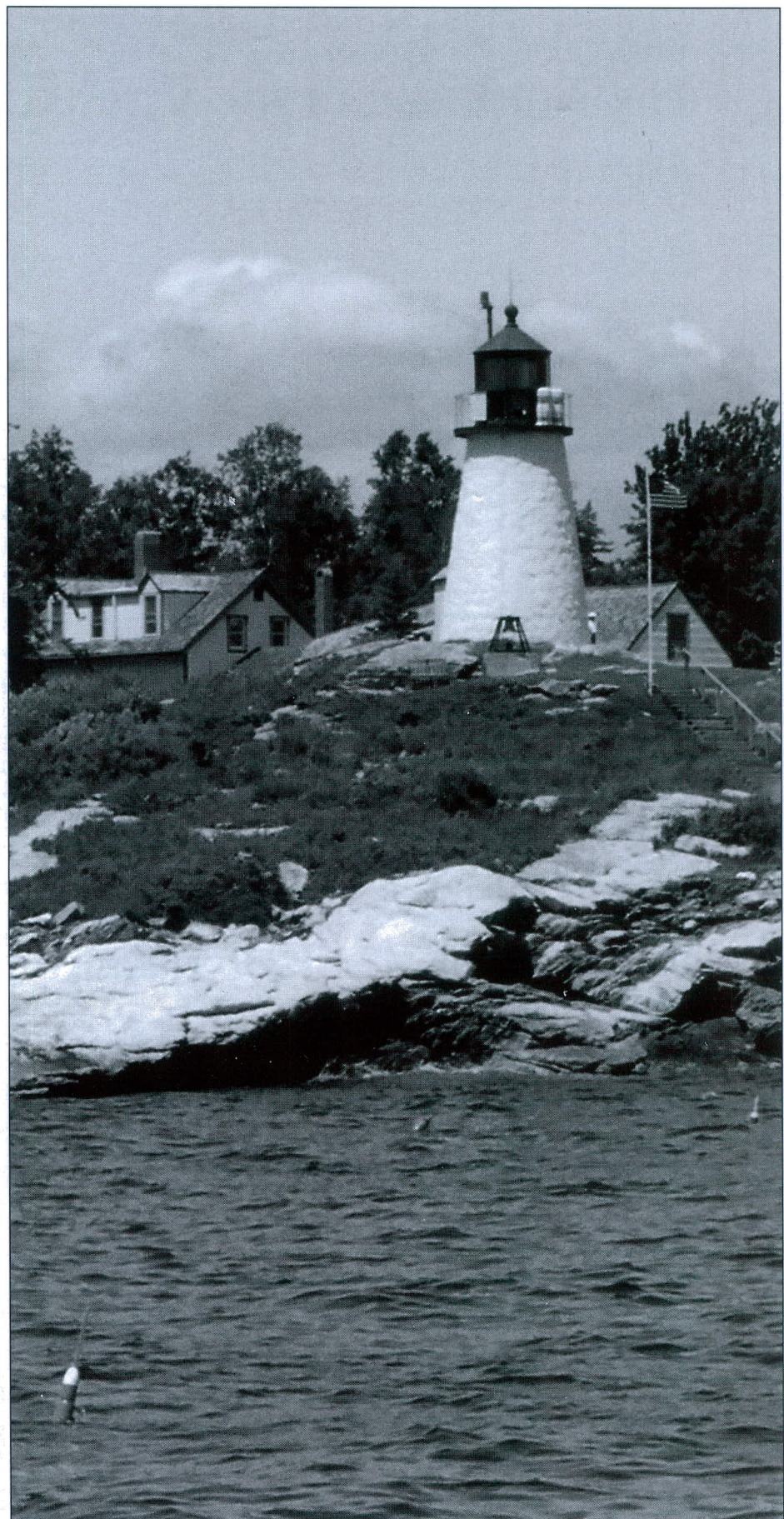
Right – The cookstove is the focal point of the kitchen. The hat by the door belongs to the inspector who visited the station the day the picture was taken in 1950. Both photos courtesy of U. S. Coast Guard.

The following organizations contributed to the restoration of the Burnt Island Light Station:

- U. S. Coast Guard relocated the power cable, installed new transformer, and provided guidance, historic documents, and artifacts for display.
- U. S. Fish & Wildlife Service funded the staff of the Education Division.
- U. S. Lighthouse Society grant of \$5,000 for restoration costs.
- Bureau of General Services provided \$10,000 for asbestos and lead paint abatement services.
- Maine Outdoor Heritage Fund paid for the installation of water, septic, and a docking system.
- Maine Historic Preservation Commission provided guidance and funding for new roofs and chimneys.
- Burnt Island Lighthouse Society granted \$7,500 for the restoration of the kitchen.
- Master Gardeners created trails, landscaped grounds, and planted gardens.
- Americorps & Conservation Corps provided building maintenance, trail development, and access projects.
- Landmark Volunteers, Boy Scouts, and students cleaned up island, rebuilt stone walls, and created a wildlife area.
- Former Keepers and families, plus community members, cleaned-up the island, restored the buildings, and installed public facilities.

Elaine Jones managed all aspects of the project forming many partnerships, alliances, and collaborative ties along the way. Its successful completion was due to her initiative, resourcefulness, persevering nature and knack to raise money. The project was funded as a result of grant writing, donations, and exhibit fees, while a majority of the labor was the result of volunteer services.

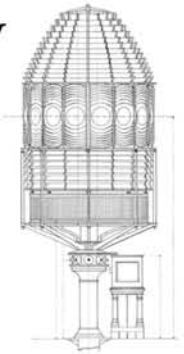
The restoration work at the Burnt Island Light Station has been praised by the U. S. Coast Guard, the Island Institute, the Maine Historic Preservation Commission, and the U. S. Lighthouse Society. The project received the Historic Preservation Honor Award from the Maine Preservation Society in 2002 and the Community Improvement Award by the Boothbay Region Chamber of Commerce in 2003.



Present day Burnt Island Light Station. Note the lobster pot markers in the foreground.



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Restoration & Preservation



Thomas Point Shoal Lighthouse, MD

The U.S. Lighthouse Society has donated to many lighthouse preservation projects throughout the U.S. Most recently we were honored by being presented with the Preserve America Stewardship Award from The White House for our restoration work at Thomas Point Shoal Lighthouse.

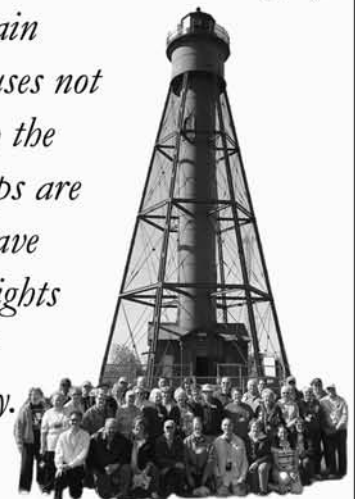
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Education



The Keeper's Log magazine is the only one of its kind and has been published quarterly since 1984. Receive this award-winning publication as a benefit of membership.

The Society organizes domestic and international lighthouse tours. Many of our excursions gain access to lighthouses not normally open to the public. These trips are a great way to have fun, see lots of lights and learn about lighthouse history.



Tincum Lighthouse, NJ

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or
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415-362-7255*