

The Official Collectors Guide

Award Winning Collectibles

HARBOUR LIGHTS®

Edited by John Chidester
Photographs by Paul L. Brady
Foreword by Bill Younger



The Official Collectors Guide



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Foreword by Bill Younger

As a boy of nine, I became fascinated with lighthouses. The first lighthouse I ever saw was Thomas Point. My Uncle Tom Slayton had taken me fishing on the Chesapeake, and I probably had a million questions for him about that ‘house’ sitting up on the stilts out in the water. I imagined that must be the best kind of life a person could lead – a 360-degree view of the water, even better than living on the beach.

Through our many fishing trips, Uncle Tom and I probably saw all the lighthouses on the upper Chesapeake Bay.

Fast forward to 1989. I had been involved in the collectible business for a number of years. Nancy and I and our daughters are sitting around the kitchen table talking about starting our own line of collectibles.

For me, it was an easy decision, I was still fascinated with lighthouses and America’s nautical heritage. I thought other people were too -- or they *would* be as interested when they saw our line. After two years of research and development, we displayed our first 17 lighthouses sculptures at trade shows in early 1991.

This book is the story of the company our family created and nurtured and of the 700-plus models of more than 330 different lighthouses, lightships, life saving stations and U.S. Coast Guard ships that Harbour Lights has made since 1991.

But in a larger sense, this story goes back much further than 1991. It starts in the third century B.C. when the first lighthouse, as a structure, was constructed on Pharos Island at the entrance to the harbor at Alexandria, Egypt. No other lighthouse known to man ever reached its dimensions. It was in excess of 400 feet tall!

By night, open flames with reflectors guided the mariners. By day, plumes of smoke were present as a guide. It is reported that Alexander the Great came to view this wonder of the world. Consider, if you will, the effort needed to build such a structure. Even with the technology of today it would be a monumental project.

The buildings aren’t the only heroes of the story of lighthouses. I think of Henry Winstanley of England, a man after my own heart. He was an entrepreneur in the late 17th century. Hoping to add to his wealth he invested in five ships. Two of the five were lost on the Eddystone Rocks 14 miles out of Plymouth Harbor.

I can see him storming into the offices of Plymouth officials demanding, “What are you going to do?” “Nothing,” was probably their answer. “If you want a lighthouse on those rocks, we give you permission to try. Good luck.”

Winstanley, determined to make it safe for shipping, hired his crews and began in the summer of 1696. In late 1698 he personally



Bill Younger, who together with wife Nancy and daughters Kim and Tori Dawn, founded Harbour Lights.



*The Pharos Lighthouse
Alexandria Egypt
HL659 introduced in 2003. [p.367]*

lit the candles in the lantern. He boasted to those that taunted him that his lighthouse would withstand the worst storm the Atlantic could produce. In November, 1703, after five years of service, he went to the light to do repairs from a recent storm. While on the light, the severest storm of England's history occurred.

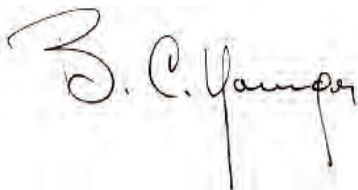
Over 100 ships were lost. Church steeples across the country toppled along with old stately trees. The light was not to be seen. When daylight came, the only thing remaining were broken and twisted shafts of iron. The Eddystone Light and Henry Winstanley were gone forever. His vision lived on, though. Five more lighthouses were built on the Eddystone Rocks, each incorporating improvements learned from the previous one. The lighthouse that stands there today was constructed in 1882.

John Chidester who designed and edited this book and Paul Brady who shot all new product photographs for it, each have invested hundreds of hours to create this publication for the other collectors who share their love of lighthouses and Harbour Lights.

John and Paul are among the hundreds of collectors Nancy, Kim and I have met over the years and "adopted" as extended family members.

In my case, and I hope yours, each page of *The Official Collectors Guide to Harbour Lights* brings back memories of the company we started – and the company of friends we made sharing our interest in lighthouses.

Keep the Flame!




Henry Winstanley's Eddystone Light near Plymouth, England HL636 was introduced to mark the 10th Anniversary of Harbour Lights; 7,000 were produced. [p.355]



As a young boy, Bill accompanied his uncle, Tom Slayton, on fishing trips around the Chesapeake Bay. Bill was fascinated by Thomas Point Lighthouse and later by other lights on the Bay. "I wanted to live in that lighthouse," Bill said of Thomas Point.



*Thomas Point Maryland
When Harbour Lights was started in 1991, Bill wanted this lighthouse to be among the first pieces; however, the company did not have the technology to do his favorite lighthouse until 1996. HL181 was a limited edition of 9,500 pieces; it sold out in just over a month. [p.326]*

Boston Harbor, Massachusetts

Boston Light stood witness to many central events in the early history of our young nation. During the British blockade of Boston Harbor in 1775, an American assault party burned the keeper's house and damaged the tower to render it unusable. After a futile attempt by the British to restore the light, colonial raiders ransacked it again. When a bruised Royal Navy limped away from Boston Harbor the following year, they repaid their Yankee tormentors with a timed explosive charge that destroyed the tower for good. Three weeks later the Declaration of Independence was signed.

Boston Light remained in ruins until 1783. When the State of Massachusetts finally restored the light, the new tower measured 75 feet high, with a 75 foot diameter base. On June 1st, 1813, one of the most dramatic naval battles of the War of 1812 took place within sight of Boston Light. Although the American ship Chesapeake was outgunned and defeated by the English Shannon, the words of a dying Captain Lawrence have been ingrained in our memories "Don't give up the ship."

America's First Light is largely unchanged after more than two centuries, except for structural improvements. One such example was the raising of the tower for an additional 15 feet in 1859.

Strenuous efforts have been made to preserve this important landmark, particularly after the damage caused to it by Hurricane Bob in 1991. Because of the historical significance of Boston Light, the United States Coast Guard has determined that it will always remain a manned lighthouse.



Boston Harbor Notes

- ▶ HL117 When production was shifted from California to Canada, minor changes were made to the mold, mostly in the area of windows and doors. [p.421]
- ▶ HL402 In 1998, production was halted for the piece and a new sculpture HL402R was commissioned to better represent America's last manned lighthouse.



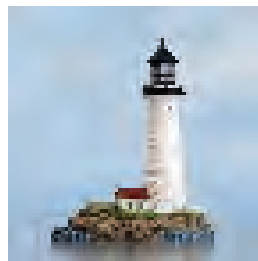
HL117



HL402



HL402R



LL107

Number	Type	Size	SRP	Introduced	Retired	Edition
HL117	Limited Edition of 5,500	6 x 7	\$63.00	Jul 1991	Jan 1995	5,500
HL402	GLOW Open Edition	5 x 6	\$50.00	Jan 1996	Aug 1998	6,300
HL402R	GLOW Open Edition <i>Revised</i>	5 x 6	\$50.00	May 1999		Open
LL107	This Little Light of Mine	3 x 3	\$16.95	Jan 2000		Open

Cape Romain, South Carolina

Near McClellanville lies an idyllic island seemingly untouched by man. Visitors are in awe of nature's landscape as they approach the isolated Cape Romain National Wildlife Refuge. Yet standing amidst all this rural beauty are two lone sentinels with memories of times past. These two lighthouses have a story to tell and history to spare.

Located on Raccoon Key, locally called "Lighthouse Island", the first sentinel was built in the early 1800s. After workers removed a windmill from the site, a sixty-five foot, red brick tower was erected. The work was contracted to the infamous lighthouse builder Winslow Lewis. Despite his vast experience, a vital error was made in the design of the tower. Halfway through construction, workers discovered that the walls did not slope at the proper angles. Even though orders were given to correct the error, the tower was completed despite the lean caused by poor construction.

Notwithstanding good intentions, the sentinel's service lasted only 31 years. The 87-foot tower was deemed inadequate and the optic was removed for use in a newer, taller tower. But workers did not destroy the old tower as they built a new one, electing to save the old structure and use it for storage. The new lighthouse was built of wood and brick in 1858.. This sentinel's 150-foot height and octagonal shape provided great assistance to vessels, not only with its bright beacon, but also with its contrasting paint scheme that served as a daymark.

Unfortunately and to everyone's amazement, the new tower began to resemble the old one, with a discernible lean. Within only fifteen years, the keepers reported cracks near the windows and along the west face. In fact, the lens required continual adjustment as the west portion of the tower sank. The deflection of the tower exceeded 27 inches from the vertical and officials became concerned for the sentinel's fate.

Finally, samples were taken of the earth on which Cape Romain stood. Not surprisingly, they found that the island's soil consisted of sand, mud, clay and shells, an unpredictable mixture. But more importantly, architects found that a solid bed of sand lay at a depth of 52 feet, with no solid rock for anchorage. Although further shifting (or tilting) of the sentinel halted, the Lighthouse Board worried about its future and continued to monitor the sentinel's movements. Known by locals as the "Leaning Lighthouse", Cape Romain was decommissioned in 1947 and left to endure the ravages of time and vandalism. Both lighthouses have withstood strong earthquakes and powerful storms, including a direct hit from hurricane Hugo. The beacons belong to the U.S. Coast Guard which continues to use them as daymarks.



HL 283

Number	Type	Size	SRP	Introduced	Retired	Edition
HL283	Limited Edition of 5,000	7 x 5	\$70.00	Jul 2002	Dec 2005	5,000



Cape Romain Notes

▶ Another example of two lighthouses on one base. A total of four limited editions have featured two towers on one base. [p.418]

Cheboygan Crib, Michigan

Located in the midst of a beautiful harbor town which is situated along Lake Huron and the Cheboygan River, the Cheboygan Crib Lighthouse is as quaint as the country which surrounds it. Whether it is winter or fall, this area is a bustle of tourists and locals enjoying the area's abundant backdrop. The Cheboygan Lighthouse is just one of many attractions in this vicinity.

In 1883 the contract was approved to build a lighthouse to guide travelers into the Cheboygan River, but work didn't actually begin until 1884. First the wooden crib was constructed onshore and was then towed out to the entrance of the dredged river channel. The crib was then sunk into place and the upper level of oak timber frame work was constructed on top. The cast iron tower was then assembled atop and securely bolted in place. The flashing red fourth order Fresnel lens was then installed. Once construction was complete the

lighthouse received

a fresh coat of brown paint and the light was illuminated on November 1, 1884. In 1897 it was brought to the attention of the District Inspector that the Cheboygan Crib Lighthouse had no keeper's dwelling on site. He immediately ordered the construction of a small dwelling on the crib and a pile protection for the boat. The keepers were extremely thankful for this change, as the previous working conditions were incredibly treacherous and time-consuming. Other improvements followed, including a coat of white paint on the main tower and bright red paint on the lantern room roof in 1901. The light was officially automated in the late 1920s.

Later, after evaluating the condition of the structures, the Coast Guard decided to scrap the iron tower and dynamite the crib. When local citizens heard of the plan, they decided to see if there was a way to save the well known local landmark. The Coast Guard agreed to donate the tower to the city of Cheboygan for display and a new home for the structure, the west breakwall of Gordon Turner Park, was chosen. In 1984 the tower was moved by barge and received a new coat of white paint once it reached its final resting place.



Cheboygan Crib Notes

► HL691 After making and shipping all 450 of the Reunion Special, problems were found with trees breaking. All the pieces were remade with stronger trees and with a correction to a typo on the sign. [p.431]



HL691



HL691R



Christianne Hayles created the paint sample for HL691 at the 2005 Harbor Lights Collectors Reunion on Mackinac Island, Michigan.

Number	Type	Size	SRP	Introduced	Retired	Edition
HL691	2005 Reunion Special	6 x 6	\$45.00	Aug 2005	Aug 2005	450
HL691R	2005 Reunion Special Revised	6 x 6	NC	Jan 2005	May 2005	450

Cuckolds, Maine

The Maine coast is notorious for its rugged, often jagged, bedrock lying in wait for mariners. The treacherous ledges at the entrance to Boothbay Harbour begged for a means of warning unsuspecting ships, and originally there was a tripod-type beacon set on the Cuckolds from about 1874.

How the ledges earned this unlikely name is not clear, but it is suspected that they were named after a point of land on the Thames River in England. In 1890, a recommendation was made for the fog signal station and two years later construction began. A lighthouse tender delivered 650 tons of materials to the barren rock, including 60,000 bricks, which would become the signal building and keeper's dwelling.

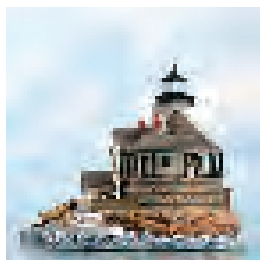
Even with a fog signal station, wrecks continued to occur. Rescues were hazardous to the station crew, and they often risked their lives to bring sailors to safety on the tiny bedrock island. With neither soil nor vegetation, Cuckolds was a desolate assignment amid the picturesque beauty of southern Maine, and its position left it completely exposed to the ravages of coastal storms.

The steam-driven Daboll fog trumpet was replaced with a new oil-powered fog signal in 1902. Still, it was not enough. It was determined that a lighthouse was needed at the location and a beautiful beacon was built on top of the fog signal building.

In 1978 a terrible blizzard destroyed the beautiful keeper's quarters at Cuckolds Lighthouse. But the small beacon continued to shine.



Ad, *Lighthouse Digest*, May 2004,
8.5 x 11"



HL545



HL544



Cuckolds ME by Mark Sherman

Number	Type	Size	SRP	Introduced	Retired	Edition
HL545	2004 Collectors Society Exclusive <i>Timed</i>	5 x 8	\$85.00	Jun 2004	May 2005	2,796
HL544	2004 Collectors Society Gift <i>Timed</i>	6 x 7	CS Gift	Jun 2004	May 2005	8,150

Fire Island, New York

Located one hour outside of Manhattan, a pristine, narrow stretch of land is designated as the Fire Island National Seashore. Its seclusion and natural beauty have made Fire Island a favorite getaway for city dwellers.

The beautiful barrier strait represented a hazard to mariners attempting to navigate into the New York ports from Europe. To rectify the problem, an 89-foot stone tower was built in 1827 and fitted with 14 oil lamps. In the 1850s the old tower was torn down and replaced with a 168-foot brick structure that still stands today. At the same time, the two-story Dutch colonial double keeper's dwelling was built, and both the house and tower were placed on a flagstone terrace – connected by a covered walkway. In November 1858, the first order Fresnel lens was lighted.

Fire Island Light originally stood only 200 yards from the western edge of Long Island, but over the years, miles of beach have been added as an anti-erosion measure. The lighthouse sits near the entrance to Robert Moses State Park, and the causeway over to the Park is the best access to the station. Otherwise, Fire Island is accessed by ferry service that runs from many communities that lie along Long Island Sound.

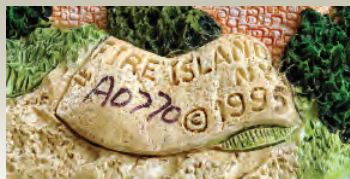
In 1912, the tower was encased in cement and painted with alternating bands of black and white. The first order lens was removed in 1986 and replaced with an automated system and new optic. The historic 1858 Henri LePaute lens is in storage at the Franklin Institute in Philadelphia. Over the years, the expansion and contraction of the cement placed the tower in poor repair. It was in such bad condition by the 1980s that the Fire Island Lighthouse Preservation Society raised funds for its renovation and, at the same time, to convert the former keeper's dwelling into a museum. Today, the Society shares responsibility for the lighthouse with the National Park Service. Because the station continues to be an

important navigational tool, the USCG retains access to the optic. Tours are given daily, along with informative historic information about the sentinel – a National Historic Landmark since 1981.



Fire Island Notes

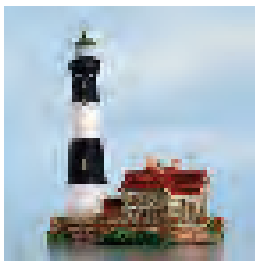
► HL176 First released as an open edition (HL406); it does not have an edition size on the flag. [p.436]



HL176



HL448



LL176

Number	Type	Size	SRP	Introduced	Retired	Edition
HL176	Limited Edition of 9,500	9 x 7	\$70.00	Mar 1996	Jan 1998	9,500
HL448	GLOW Open Edition	6 x 6	\$50.00	Jul 2003		Open
LL176	This Little Light of Mine	3 x 3	\$19.95	Jan 2001		Open



Colossus of Rhodes, Greece

Embroiled in a war of rivalries, ancient Greeks on the island of Rhodes were constantly defending their paradise from Macedonian siege. In 305 BC, an unsuccessful invasion led to a windfall for Rhodes, a wealth of military equipment was left behind. After selling the valuable arsenal, leaders decided to use the money to commission the sculptor Chares of Lyndus to build a colossal statue at the harbor entrance.

Starting with an immense marble base, the feet and ankles were affixed first. Then, laborers worked their way up, casting the outer skin in bronze and reinforcing the monument with an iron framework and heavy stones placed inside. After 12 years of unimaginable work, the colossal monument was complete and graced the harbor in the year 282 BC. At a height of over 100 feet (the equivalent to a 10-story building), Colossus was more than a masterpiece; it was a Wonder of the Ancient World.

A mammoth tribute to the sun god Helios, Colossus became the symbol of unity for the inhabitants of the beautiful Mediterranean seas. This gigantic, awe-inspiring statue stood at Rhodes, greeting mariners who traversed the indigo waters in search of commerce.

Historic descriptions of Colossus are varied and differing in design. Explorers to the area gave their personal accounts, recording their interpretations in diaries and letters. Mosaics and drawings of Colossus were also created throughout history, however, they were subject to the artist's imagination. No official record of the actual placement and appearance of Colossus exists, but descriptions handed down from generation to generation give modern architects the essence of its majesty and grandeur.

A popular interpretation has the statue straddling the harbor entrance, with a raised arm holding a blazing fire overhead. Although modern architects doubt that the statue could have spanned the large harbor, it is almost impossible to reconstruct how Rhodes would have looked in ancient times. The romantic interpretation prevails, with a welcoming statue overlooking the incoming ships from its vantage point over the harbor.

Standing proudly for nearly 60 years, Colossus was an honored achievement. But a devastating earthquake would destroy the pride of Rhodes, breaking it at the knee and sending it crashing. As an offer of friendship, the great Ptolemy III Euergetes of Egypt offered to cover the restoration costs, but an oracle forbade the resurrection.

The broken statue lay ruined for almost a millennium. Citizen Pliny wrote, "Few people can make their arms meet round the thumb." In AD 654, the Arabs invaded Rhodes. They broke apart the remaining pieces of Colossus and sold the remnants to a man in Syria. Reportedly, it took 900 camel loads to deliver the scraps.

With its incredible history and classic Greek profile, Colossus of Rhodes is one of mankind's greatest achievements, inspiring artists and architects to build higher, farther and bigger. Like Colossus reaching for the sky, mankind is limited only to its imagination.



Colossus Notes

► HL651 *The Colossus was one of two lighthouses that are among the Seven Wonders of the Ancient World. The other is the Pharos of Alexandria, Egypt. [p.367]*



HL661

Number	Type	Size	SRP	Introduced	Retired	Edition
HL661	Limited Edition of 4,000	9 x 6	\$85.00	Feb 2003		4,000

Eddystone Light, England

The year was 1695; Henry Winstanley was a London entrepreneur and visionary extraordinaire. He was also quite eccentric. His home, full of hidden passageways and carnival delights, became a popular public attraction. After losing two of his ships to the Eddystone Rock, he charged down to the authorities and demanded why, when the Rock was causing wrecks left and right, nothing had been done.

They told him the Eddystone was impossible to mark: it was only 30 feet across and barely rose out of the waves at high tide with a 30 degree slope. Not to mention, it was 14 miles out in one of the world's roughest seas. Winstanley's reply: "I will build a lighthouse!" Skeptics said it couldn't be done. Winstanley didn't hear them -- he was busy drawing up plans.

He and his crew fought freezing wind and rain and high seas to build the tower. Three months after its completion, they returned to find the keeper going insane, the lighthouse literally falling down around him.

But Winstanley was not daunted. He utilized all he'd learned from his first attempt and built another tower right over the previous one. For five years, not one wreck occurred at Eddystone.

Critics complained the tower was top heavy; but Winstanley said it could survive any storm. In fact, he said that his one crowning wish in life was "to be in the lighthouse during the greatest storm that ever was."

Collector Editions Cover
November 2000



Someone should have told him to be careful what he wished for. He was making repairs on the lighthouse when it did hit -- the greatest storm ever recorded in English history. The storm ripped apart much of London. Not one ship remained floating in the Port of Plymouth. And the Eddystone Lighthouse? Gone - along with Henry Winstanley.

His vision, courage, and tenacity lived on in a remarkable way through subsequent lighthouses at Eddystone. In all, there were five -- each one incorporating lessons in engineering from the previous -- until the final tower was built of stone in 1882 and still stands today. Winstanley set a precedent that lighthouses could be built in "impossible" locations.



HL636



Eddystone Notes

- ▶ HL636 was created to mark the 10th anniversary of Harbour Lights; it was available to purchase during the calendar year 2001.
- ▶ An accompanying brochure compared the tenacity of Winstanley's determination to build the lighthouse with that of Bill Younger, founder of Harbour Lights. [p.6]

Number	Type	Size	SRP	Introduced	Retired	Edition
HL636	Limited Edition <i>Timed</i>	8 x 4	\$99.00	Jan 2001	Dec 2001	7,000

Pharos, Egypt

Sostratus, the son of Dexiphanes, the Cnidian, dedicated this structure to the Saviour Gods, on behalf of those who sail the seas.

With accounts that date back to earliest recorded history, Egypt was a center of wealth, trade and commerce. Early mariners would approach the double harbor of Alexandria with great anticipation but also with much fear as the unpredictable coastline posed great risk. Dividing the two harbors was the ancient island of Pharos which was connected to the mainland by a narrow strip of land.

The great Pharaoh Ptolemy Soter conceived the idea for a massive monument on Pharos that would be lighted by the sun and mirrors during the day and illuminated by fires at night. He commanded the architect Sostratus to orchestrate the building of a colossal lighthouse.

Completed in 270 B.C. using a massive labor force, the tower reached a height of 384 feet, equivalent to a 40-story modern building. Encased in fine white marble, the beacon's summit was topped with a magnificent statue, most likely of Poseidon, the Lord of the seas. As the tallest building on Earth, the Lighthouse of Alexandria was illuminated by fire and its flame magnified by a mysterious mirror. The mirror, possibly made of polished bronze, was said to have reflected light more than 35 miles offshore. Because of the desert landscape and barren foliage, some speculate that the flame was fueled by oil, which would have been carried up the maze of ramps and staircases inside the tower by beasts of burden and on the backs of strong laborers.

In AD 1303, a violent earthquake shook the ground beneath Pharos, cracking the massive structure. Followed by an equally destructive quake twenty years later, the lighthouse crumbled into ruins. Many of the massive stones fell into the harbor. Later, an Egyptian Sultan, Qaitbay, used the remaining stone and marble to erect a medieval fort on the site, eradicating the former lighthouse.

Pharos was so famous, that the term means 'lighthouse' in many languages. Thus, the study of lighthouses became 'Pharology'. A tribute to its exceptional architecture, the Pharos Lighthouse guided sailors into the city for 1,500 years and was the last of the Seven Wonders of the Ancient World to disappear.

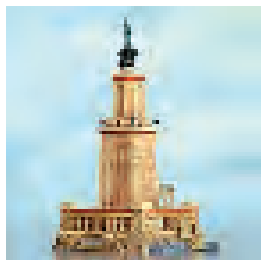
Excavators have found great blocks of stone (weighing 50 to 75 tons) in the harbor that at first appeared to be random pieces, but are now suspected to be from the great Pharos lighthouse. Divers retrieved fragments with detailed markings, hundreds of columns and inscribed blocks from the sea. These are on exhibit at the open-air museum near the Roman amphitheatre in Alexandria.

Egyptian authorities have approved the building of a modern version of Pharos on the same site as the ancient monument. The proposed glass-covered, concrete tower will stand 145 meters high (approximately 475 feet) and will cost \$70 million to complete. The glass walls will reflect sunshine during the day and a beacon will cast a light 37 miles out to sea in the dark of night.



Pharos Notes

- ▶ HL659 *The Lighthouse at Alexandria was one of two lighthouses that are among the Seven Wonders of the Ancient World.*
- ▶ HL661 *The Colossus of Rhodes was the other. [p.352]*



HL659

Number	Type	Size	SRP	Introduced	Retired	Edition
HL659	Limited Edition of 4,000	10 x 6	\$90.00	Jan 2003		4,000

Lightship Huron



Resting in her berth at Port Huron in eastern Michigan, the Lightship Huron has embarked on a new adventure educating our youth about America's maritime heritage. Commissioned on December 21, 1920, as Light Vessel No. 103, the 97-foot ship was built by the Charles L. Seabury Company of Morris Heights, New York, at a cost of \$147,428. Smaller than most floating sentinels, the Huron was designed specifically for use on the Great Lakes. Fresh water is more buoyant and less choppy than seawater, allowing a small vessel to accomplish the same tasks as her larger ocean counterparts. Built with a twenty-four foot beam and 340 gallon displacement, LV 103 was powered by a 185 horsepower coal-fired steam engine.

Arriving in Milwaukee on June 9, 1921, the shiny new red ship was at first assigned to relief duty. With her light visible for fourteen miles and radio beacon reaching out for 60 miles, the lightship was quickly put to use. From 1923

to 1927, and again in 1930, she served as the Gray's Reef Light Vessel. Like other lightships, LV 103 changed names depending upon her duty station. In 1934, the sentinel was transferred to North Manitou Shoal.

Two years later, this unique vessel underwent a major appearance and name change. Assigned to the Corsica Shoals as the Huron Station Light Vessel, LV 103 could now officially bear the name "HURON" on her side, as had several ships before her. Because of her new station on the port side of the channel, the hull was repainted black. Although this was done in accordance with lightship regulations, other vessels apparently ignored this bit of tradition. At the time, the Huron was the only lightship in the nation with a black hull. All others were painted red.

When the Coast Guard took over the Lighthouse Service in 1939, Light Vessel No. 103 was re-designated as WLV.526. During World War II, she was the only lightship to remain at her original post.

Thought to be the oldest ship in the entire USCG fleet, in 1948, the Huron was towed to the DeFoe Shipyard at Bay City, where she was refitted with a new radio shack and her below deck rooms were rearranged. Her coal-fired steam engine was replaced by GM diesels.

From 1941 until her retirement in 1970, the Huron was one of only a handful of American lightships to serve on the Great Lakes. In 1971, the Coast Guard bequeathed this wonderful vessel to the City of Port Huron. It is open for tours much of the year.



AB103S



AB103

LS Huron Notes

► *The Huron was one of the first Anchor Bay ships to be introduced. The plan was to make the first 4,000 as a "Special Edition" with a miniature crew and then release a "Regular Edition" (Open Edition). However, after only 72 of the open edition were shipped to dealers, it was decided that the Anchor Bay line should be available only as limited editions.*

Number	Type	Size	SRP	Introduced	Retired	Edition
AB103S	Special Edition (Limited 4,000) <i>With Crew</i>	9 x 6	\$170.00	Apr 1997	Oct 1998	4,000
AB103	Open Edition <i>No Crew</i>	9 x 6	\$155.00	Apr 1997	Oct 1998	72



Lightship Nantucket

It could be said that the existence of the Lightship Nantucket I (LV112) came to be as a result of a tragic accident that befell its predecessor LV117. The ill-fated light vessel was cut in half and sank in a 1934 collision with the British liner Olympia.

The British Government paid for the construction of the new lightship, in reparation for the sinking. Costing just over \$300,000 in 1936, she was the largest lightship ever built in the US, at close to 150-feet long. Not only was the watertight construction innovative, but the ship also boasted all the modern equipment that was available at the time.

Though most of its service was off Nantucket Island, Massachusetts, LV112 was also used for relief service along the New England coast. The rugged life of a lightship called for a strong vessel and an even stronger crew, for their service was wracked by hostile weather, constant noise and long periods of isolation.

But out of hardship can also come creativity. Such was the case with sailors serving on the ship. To pass the time and avoid boredom, the men began making baskets using the remnants of materials found on the ship - weaving them on wood bases they would bring on board. Today, Nantucket Lightship Baskets are highly collectible and have been sold for thousands of dollars.

During World War II, the Nantucket was outfitted with a single gun and radar and taken out of regular service at Nantucket. Her role as an examination vessel serving at Portland, Maine, lasted from 1942 to 1945, when she again returned to duty on Nantucket Shoals.

In 1975, she was decommissioned and replaced by WLV612, dubbed Nantucket II. During the 80's and 90's, the Nantucket I served as a museum and floating classroom for a Portland, Maine non-profit company. But light vessels have endured a hard life and require very expensive and extensive restoration and upkeep, and the well-intentioned company had to sell.

The life of LV112 wavered from potential buyers to possible salvage, with Friends of Lightship Nantucket valiantly trying to save this historic sentinel of the seas. There was even an attempt to sell the lightship on the Internet!

Thankfully, this maritime workhorse is destined for a new and permanent home. The National Lighthouse Museum in New York has indicated it will make LV112 the centerpiece of its forthcoming exhibit. Thus, another important part of the lighthouse legacy has been saved from extinction because of public outcry.

This tribute to Lightship Nantucket I is dedicated to the men who gave their careers, and some even their lives, to protect and guide those seeking safe harbor. Thankfully, this maritime workhorse is destined for a new and permanent home. The National Lighthouse Museum in New York has indicated it will make LV112 the centerpiece of its forthcoming exhibit. Thus, another important part of the lighthouse legacy has been saved from extinction because of public outcry.

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AB115

Number	Type	Size	SRP	Introduced	Retired	Edition
AB115	Limited Edition of 4,000	5 x 6	\$75.00	Sep 2003		4,000

Checklist: Limited Edition Lighthouses

This checklist is arranged by product number which tracks the date of introduction. Only limited editions are shown in this table. In the "Guide" column is the number of the page on which that lighthouse can be found..

Product	Name of Lighthouse	My Number(s)	My Notes	Guide
<input type="checkbox"/> HL101	'Admiralty' Head WA <i>Error</i>			49, 422
<input type="checkbox"/> HL101	'AdmiraliPy' Head WA <i>Error</i>			49, 422
<input type="checkbox"/> HL101	Admiralty Head WA			49, 423
<input type="checkbox"/> HL102	Cape Hatteras NC <i>Original</i>			88, 423
<input type="checkbox"/> HL102R	Cape Hatteras NC <i>Revised</i>			88, 423
<input type="checkbox"/> HL103	West Quoddy Head ME			338, 421
<input type="checkbox"/> HL104	Sandy Hook NJ			292, 421
<input type="checkbox"/> HL105	(Old) Point Loma CA			233, 421
<input type="checkbox"/> HL106	North Head WA			224, 421
<input type="checkbox"/> HL107	Umpqua River OR			335, 421
<input type="checkbox"/> HL108e	Burrows Island OR <i>Error</i>			78, 423
<input type="checkbox"/> HL108	Burrows Island WA			78, 423
<input type="checkbox"/> HL109	Cape Blanco OR			81, 421
<input type="checkbox"/> HL110	Yaquina Head OR			347, 424
<input type="checkbox"/> HL111	Coquille River OR			117, 422
<input type="checkbox"/> HL112	Sand Island WI			290, 421
<input type="checkbox"/> HL113	Fort Niagara NY			147, 421
<input type="checkbox"/> HL114	Great Captains Island CT <i>1863</i>			164, 424
<input type="checkbox"/> HL114a	Great Captains Island CT <i>1868</i>			164, 424
<input type="checkbox"/> HL115	St. George's Reef CA			281, 421
<input type="checkbox"/> HL116	Castle Hill RI			100, 421
<input type="checkbox"/> HL117	Boston Harbor MA			73, 421
<input type="checkbox"/> HL118	Old Mackinac Point MI			229
<input type="checkbox"/> HL119	Cana Island WI			79
<input type="checkbox"/> HL120	Grosse Point IL			165
<input type="checkbox"/> HL121	Mablehead OH			197
<input type="checkbox"/> HL122	Buffalo NY			76
<input type="checkbox"/> HL123	Michigan City Pier IN			203, 424
<input type="checkbox"/> HL124e	Split Rock 'MI' <i>Error</i>			314, 425
<input type="checkbox"/> HL124	Split Rock MN			314, 425
<input type="checkbox"/> HL125	Portland Head ME			260

Friends & Memories

Collecting Harbour Lights is fun, educational and interesting. But collecting friends who share your interests in Harbour Lights and lighthouses is even better! Here are a few of the friends that Paul Brady and I have made in our 10 years of collecting – Harbour Lights and friends. As Paul will say “It doesn’t get any better than this!”

There are many, many more friends; if your picture is not among this sampling, know that we still count you as a friend!



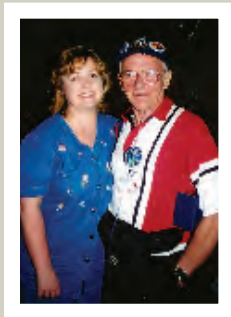
Kay and Gary Toth talk with Mike Kaiser.



Long Beach Convention Center



Nancy and Bill with Harry Hine, granddaughter Esther Andrews and Maureen Atwell.



Maureen Atwell and Fred Kuhlman, “The First Collector.”



Bill & Nancy - whose nature is to accept all as members of their extended family.



John Chidester meets Bill Younger for the first time: 1997 Long Beach Show.

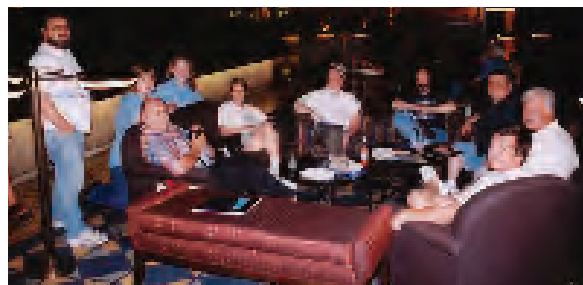


Paul Brady shows off his new digital camera to Maureen Atwell and Esther Andrews.

A group of “Connected Collectors” gather after the 2000 Rosemont Show.



Herm and Mary Heuvelhorst with Ken Reese at the 2000 Rosemont Show.



Acknowledgements

For Paul and me, this book has been a labor of love – one that has taken hundreds of hours of work between us. It represents our collected knowledge of Harbour Lights assimilated over each of our 10 years of collecting.

Over those ten years, certain people have shared their knowledge formally or informally. Certainly Bill and Nancy Younger and Kim Andrews have always been approachable and encouraging as we sought to learn more and more about the products that they brought to market and to life. Harry Hine is fun to talk with and is genuinely excited about his role as Creative Director of Harbour Lights.

Jim Rutherford who published the first known ‘guide’ to Harbour Lights got several people I know “hooked” on the line -- myself included. While Jim is no longer providing insight into collecting, his “Survival Guide to Harbour Lights” still gets passed around among avid collectors.

When Paul and I started collecting in 1996, we both independently realized it was possible to assemble a “complete collection” of Harbour Lights, despite having several key pieces retired from the line.

Maureen Atwell, who served Harbour Lights for many years was a key contact for me; answering questions, looking up numbers and dates, and giving me “heads up” on various “news” about Harbour Lights. It was through her efforts that Harbour Lights approached me in early 1998 about creating their own Internet web site based on one that I had started the year before for collectors.

Paul Brady has been my friend for over ten years. While the words “separated at birth” have been uttered about Paul and me, we would never have met except for our shared interest in Harbour Lights. When I took on the task of Webmaster, my first step before saying “yes” was to be certain that Paul would be willing to take the product photographs for the web site. For this Collectors Guide, Paul took and processed more than 4,000 individual images and we’ve selected over 700 of them to illustrate the products made by Younger & Associates from 1991 to 2006.

“Errors and Variations” interest most serious collectors and none more so than Frank Carbone and Ken Reese. Both have been kind enough to share their knowledge over the years and encourage me to accumulate data and information about what the company calls “Modifications.” (Kim Andrews once told me “We don’t like to call them ‘errors.’”)

Several hundred Harbour Lights collectors frequent the “Collector Forums” at www.LighthouseKeepers.com on the Internet. This discussion forum about Harbour Lights and lighthouses allows individuals to ask questions, share knowledge and stay in touch in between gatherings at store events, regional events, and collector reunions. Among the major contributors of knowledge through the Collector Forums have been Daniel Kirsch, Dave Hannum, and Rich Felter. Other members have contributed photos of some of their rare pieces. They include Sean Thompson, Daniel Kirsch, Bob Scroope, and Ken Reese. Mark Sherman and Terry Pepper were generous with the assistance as well.



This book would never have gotten done without the dedication of Grace Hewett. She provided guidance and proofing and encouragement through the final days of putting the Collectors Guide to press. Thank you Grace!

Don Devine, the new owner of Harbour Lights enthusiastically embraced the idea of “The Official Collectors Guide to Harbour Lights” when it was first presented to him in January 2006. Our thanks to Don and the entire Lighthouse Marketing team including Kathy Johns who answered lots of questions, too.

We dedicate this book to collectors of Harbour Lights – past, present and future. We hope your interest in Harbour Lights is renewed because of our work.

We invite you to log on to the web site linked below to stay in touch and share your knowledge as well.

John Chidester
Scottsdale, Arizona

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