

BIG DIAMOND

Official Newsletter of the
**Hillsboro
Lighthouse
Preservation
Society**



WINTER LIGHTHOUSE VISIT

The member trip to the Hillsboro Lighthouse on Sunday January 21 was a great success. HLPS President Harry Cushing worked hard on arrangements. These included the dive boat AQUA VIEW running from the SANDS HOTEL to the Lighthouse starting at 10 AM. The last trip back was planned for 4 PM, but so many members visited the Lighthouse, the last boat back was near 5 PM. The clear weather warmed into a beautiful day, and about 250 members attended. There were USCG Auxiliary guides at the station, and refreshments were available at the Lighthouse courtesy of the HILLSBORO CLUB. Displays of the Florida Lighthouse Society were set up close to the Coast Guard Office. Many were feeling vigorous and climbed the 175 steps to Observation Platform.

The visit was made possible by the Coast Guard, Lighthouse Keeper Art Makenian, and the many dedicated members of the COAST GUARD AUXILIARY. It turned out Many Auxiliary members were on duty all day, and went without lunch. At a HLPS Board meeting in February it was voted to provide luncheons for the Coast Guard Auxiliary on duty in the future.

JULY 21 LIGHTHOUSE VISIT

The Florida Lighthouse Society is planning a July trip to the Hillsboro Lighthouse. H.L.P.S. Plans to meet on the same day so our members can share the exhibits and excellent speakers. The meetings will start about 10 AM at the ROYAL FIESTA restaurant in the Cove Shopping Plaza in Deerfield Beach. DIRECTIONS: Go east on Hillsboro Boulevard from Federal Highway almost to the Intracoastal Waterway. Turn in at the COVE PLAZA and drive to 11680 SE Third Court. Lunch will be served at moderate cost. After lunch participants will travel to the Hillsboro Lighthouse for an afternoon tour.

The excellent new F.L.A. book FLORIDA LIGHTHOUSE TRAIL will be available.

PRESIDENT RESIGNS

On March 16 our founding President Harry Cushing resigned. The entire BOARD expresses our deep appreciation for the outstanding work Harry and his wife Julie have done in getting H.L.P.S. off to such an excellent start. We will miss his optimistic leadership, and wish them every success in the future.

WRECK AT HILLSBORO INLET,

A modern 70 foot luxury AZIMUT yacht named SIETE went through Hillsboro Inlet at about 4:45 AM at low tide on January 30, 2001. The seas were running about six feet and there was a 15 to 20 MPH wind from the east. As the vessel passed between the two stone BREAKWATERS which mark the transition from Hillsboro Harbor to Atlantic Ocean she entered the heavy ocean swells. All who pass through the inlet in rough weather experience the problem, particularly with the wind from the east. Waves are steep, with a short crest-to-crest distance. The present channel requires a turn between Marker Three (Closest to the breakwater) and Marker One. In the deep darkness at 4:30 AM there is a lot going on suddenly, and it is very difficult to see surrounded by black water. Unless you know the Hillsboro Inlet very well Marker One would suddenly appear, requiring an immediate port turn. Signs on the Hillsboro Bridge state "Local Knowledge is Required"

To get control of the yacht and make the port turn the Captain stated he accelerated the engines. As the vessel speeded up BOTH ENGINES suddenly quit.

It is reported that the engines were RE-STARTED and ran until placed in gear, when both quit again. By this time the wind from the east plus the waves were inexorably driving the yacht toward the breakwater.



YACHT WRECK (CONTINUED)

The yacht was driven onto the rocks about 5 AM in a combination of six foot waves and heavy wind. At January 30 the yacht pounded against the rocks in motion visible from the Pompano Pier a mile away port side and the bottom of the fiberglass yacht was heavily damaged, and the interior of the yacht flooded. The yacht is shown on the rocks February 1, after the seas subsided.



REMOVING THE YACHT

On February 1 a salvage barge with a 300-ton capacity crane arrived. It was moored in the calm water inshore of the breakwater. All day efforts were made to rig heavy slings under the yacht, and late in the day the work was successful. Lifting was very difficult, since the yacht weighed 50 tons and was filled with water. The crane had to reach across the stone breakwater and bring cables over the center of the yacht...a reach of about 100 feet. Late in the day the yacht was lifted onto the deck of the salvage barge. The lift was broadcast on TV, and exciting to the end. As the yacht was lifted it tilted 45 degrees to escape the slings. The lift was stopped, the yacht leveled and removal completed. Then the barge, crane and yacht were towed away from Hillsboro Inlet.

DINNER HONORING U.S.C.G.

AUXILIARY VOLUNTEERS

On February 11 a dinner was held at the Sands Hotel to honor the volunteers who have donated a great deal of time to Lighthouse Renovation. Normally the team meets at the Lighthouse every Wednesday morning, and work under Art Makenian's direction on the renovations. These retired volunteers have skills in many fields. During the several thousand hours of time these dedicated men accomplished:

- 1.....Installed the new \$ 27,000 ball bearing on which the lens now rotates so smoothly.
- 2.....Polished the 256 prisms in the Fresnel Lens
- 3....Re-painted the Machinery Room
- 4....Installed new automatic timers to control the rotation motors and the 1,000 watt beam of light.

CERTIFICATES OF APPRECIATION were given by HLPS at this dinner, with deep appreciation for the fine work. Coast Guard Seventh District personnel also expressed appreciation for the fine work accomplished.



ARE YOU INTERESTED ??

Call 781-7458 or 782 -3313

MEMBERSHIP COMMITTEE

Members of this Committee would help with records on new members, including typing new names in to our computer database, sending out Dues Notices, and helping mail out NEWSLETTERS to our 600 members.

PROGRAM COMMITTEE

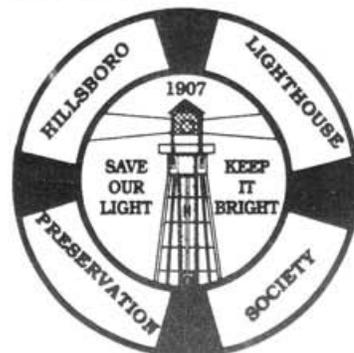
.Dr. Ray McAllister is Chairman of this Committee. Thoughts are to have two Lighthouse visits each year plus two meetings at a restaurant or meeting hall where programs could be presented on Lighthouse History, Wrecks near Hillsboro etc. Members would also be asked to write ARTICLES for publication in the HLPS News.

ART COMMITTEE

Paul Bradley, noted Lighthouse artist, will chair this Committee. It would have the responsibility for establishing a HLPS collection of art on HILLSBORO LIGHTHOUSE. This would include Photographs, Paintings, "T" shirt art and drawings. Donations would be gratefully received. FIRST SHOWING of the Collection will be at the MAY 16, Meeting of the Pompano Beach Historical Society, 217 NE Fourth Avenue. A second showing will be at the July 21 joint meeting with F.L.A.

EDUCATION COMMITTEE

Hib Casselberry chairs this Committee. There is an ESSAY PROGRAM on Lighthouse History in action right now, but will be completed within a month. Future work with the SCHOOLS will start in the fall of 2001.



KEEPER'S CORNER

On March the 7th, the new Classic Lens rotation bearing was operational for 225 consecutive days. A pre-planned disassembly and inspection of the bearing revealed that both Five feet diameter races and the Two inch ball bearings should serve their intended life span of at least 50 years or more. Lubricating oil samples will be sent to Mobiloil for metal content analysis.

The lighthouse technical team is now assessing the other parts of the mechanism that are subject to wear and tear and should need replacement as time goes on. Since these parts are no longer available for purchase, every single component such as gears, shafts, nuts and bolts must be re-drawn to their original new specification and reproduced in a small machine shop. Every effort will be made for these remanufactured parts to retain their authenticity.

Art Makenian

COAST GUARD AND H.L.P.S.

Keeper Art Makenian USCG Auxiliary is shown during t January 2001 visit on the left. Dave Butler, new HLPS President is in the center and Thomas Kegan, Commandant of the USCGA Boca Raton Flotilla is on the right.



Hillsboro Lighthouse Preservation Society
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