



Norah Head Lighthouse Land Manager Board

P.O. Box 4 Toukley, NSW 2263 Australia

## October 2020 Newsletter

### Covid 19 Virus and the Norah Head Lighthouse Reserve

The Norah Head Lighthouse Reserve Land Manager Board encourages everyone to come and enjoy watching whales while being mindful in practicing the 1.5m social distancing.

Please be aware that the situation is constantly under review and our Web Site and Facebook Page will try and keep you up to date on the lifting of restrictions.

<https://norahheadlighthouse.com.au/>

<https://www.facebook.com/NorahHeadLighthouse/>

### LIGHTHOUSE TOWER TOURS TO REMAINS CLOSED UNTIL FURTHER NOTICE

### ACCOMMODATION & WEDDINGS AVAILABLE

Visit our web site for details or call our Site Manager, Tracy Stubbings on 0452 564 102.

### Lucky To be Alive



**September 17, 2020** An extraordinary rescue has played out off the Central Coast with a young woman plucked from the ocean after being swept into the sea. The dramatic life saving rescue took place just after 8:30pm on Wednesday night. The Westpac Rescue Helicopter found the woman after spotting the young lady in her 20's holding a torch. Critical Care Paramedic, Adam Butt reached down and grabbed her by the hair pulling her out of the water as she began to disappear below the surface. By the time the woman was winched into the rescue helicopter she wasn't breathing. Paramedics revived her and flew her to John Hunter Hospital. **The woman was not wearing a lifejacket.** The woman is in a stable condition and is expected to make a full recovery.

Norah Head Lighthouse Land Manager Board pleads with people fishing off the rocks at the Reserve to wear a life jacket. If you do not you are not only placing your own life at risk but also the people involved in the rescue.

## OLIM PERICULUM NUNC SALUS



The Latin motto etched on the door glass at the entry to the tower means ***“Once Perilous, Now Safe.”***

The Norah Head Lighthouse Land Manager Board (NHLRLMB) takes the safety of all visitors and volunteers who work on the Reserve very seriously. Risk Management is about the risk identification, estimation, evaluation, and implementation of control processes.

The NHLRLM Board has identified a number of Work Health & Safety (WH&S) items that are in urgent need of funds to reduce the risk they pose. Most of the items identified involve trip hazards.

One of the items identified in our request for Crown Reserves Infrastructure Funding (CRIF) is the path leading down the hill to the lighthouse tower. Erosion had resulted in a trip hazard at the edge of the bitumen path.

The NHLRLM Board assessed the risk the path posed to the scores of visitors who use the path each day as too great to delay undertaking temporary measures to provide a safer path. On Friday 11<sup>th</sup> September, 2020, Board and Volunteer Maintenance Team members barrowed crushed stone to the path and filled the eroded edge of the path.



## **How you can help the Norah Head Lighthouse Reserve**

Norah Head Lighthouse Reserve Land Manager Board asks you to show your support for Norah Head Lighthouse an historical icon of the NSW Central Coast by making a tax-deductible donation.

The Norah Head Lighthouse Reserve is a beautifully maintained and preserved piece of our local maritime history. The Lighthouse and Reserve are managed by a dedicated team of almost 50 local volunteers who keep the grounds in pristine condition, maintain the buildings and run tours of the Lighthouse itself. To do this the volunteers rely on income from holiday lettings of the Lighthouse Keeper's quarters, tours of the Lighthouse tower and events such as weddings. All income generated has been severely impacted by COVID-19.

Your assistance can make a big difference to our ability to maintain this iconic Central Coast Reserve. Please show your support for the Lighthouse and its Reserve by making a tax-deductible donation. The Australian Tax Office rules are summarised as follows:

- Name: Norah Head Lighthouse Reserve Land Manager
- ABN: 58 323 014 963
- Deductible Gift Recipient (DGR) status from: 1 Dec 2002
- Minimum amount: \$5 with a receipt.
- The donor will not expect anything in return for the gift nor materially benefit from the gift.

In recognition of your support the Lighthouse Reserve Land Manager Board will do the following for each financial year:

- For gifts of \$20 - \$99 we shall add your name to the listing kept on our website [norahheadlighthouse.com.au](http://norahheadlighthouse.com.au) AND
- For gifts of \$100 or more your name will be added to the honour roll displayed inside the Lighthouse.

To make a donation please make a cash transfer to the account below noting in the description your name and the word "Donation":

Norah Head Lighthouse Reserve Trust  
BSB: 062-608  
Acc. 10299973

**YOUR SUPPORT WOULD BE GREATLY APPRECIATED!**

## Lighthouse photograph takes out major award



### 'Swirling Sky' by Trung Nguyen

Norah Head Lighthouse has been a source of creative inspiration to artists for more than a century and now it's helped a local photographer take out a major award. Bateau Bay's Trung Nguyen, won the Open Category of the 2020 Heritage Bank Photographic Awards in September with a stylised snap of the lighthouse entitled 'Swirling Sky'.

Capturing the magnificence of the landmark against a broiling sea and sky, Nguyen's piece took out the Open's top award for perfectly emulating this year's competition theme of resilience.

"The lighthouse has stood on the headlands at Norah Head for 117 years as a beacon of safety for the area.

"To me this photograph represents strength, endurance and safety, which are all qualities particularly relevant at this time," Nguyen said.

Dillon Luke  
COAST COMMUNITY CHRONICLE 9 September 2020

## Port and Starboard Lights

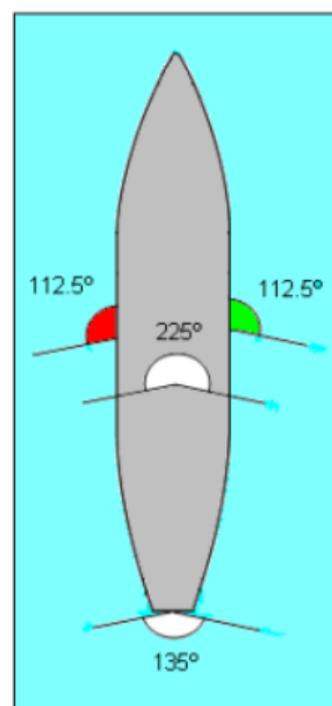
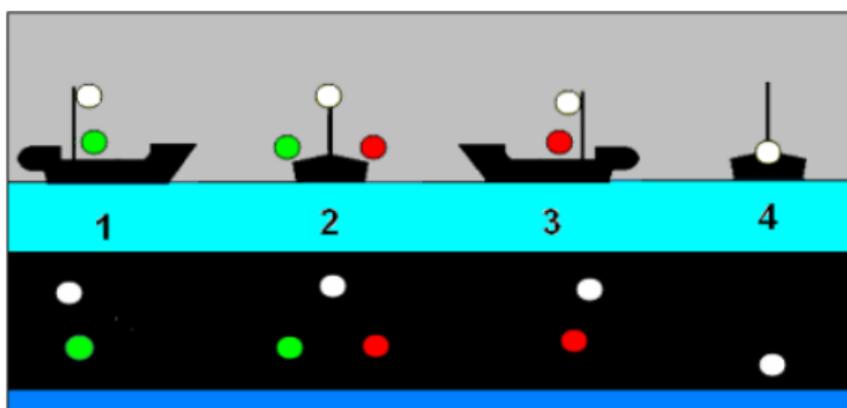
The lighting systems used at the night by ships is imperative to marine safety. The primary function of marine navigation lights is to aid prevention of any major accident from happening. All boats – whether big or small are required to have night lights as a part of the navigation systems. In the year 1897 rules were officially adopted internationally that all boats to display red, green and white lights.

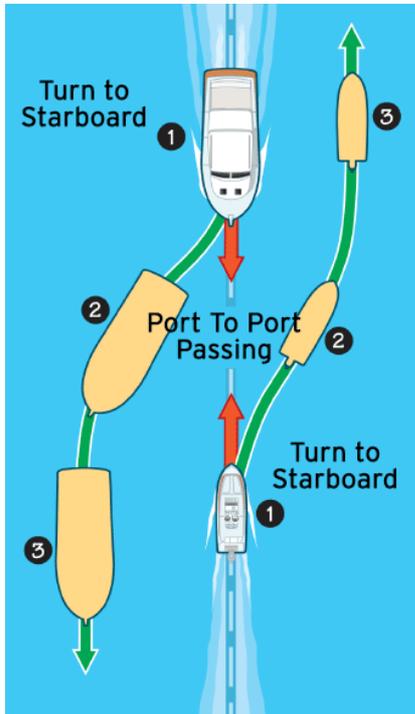
There is a pattern in which these lights are set up on the ships and boats in conjunction with the International Association of Lighthouse Authorities (IALA) Buoyage Systems. The pattern can be explained below:

- There is a light at the right-hand side of the boat (right side when facing the bow of the vessel known as the starboard side) which is green in colour.
- There is a light at the left-hand side of the boat (left side when facing the bow of the vessel is known as the port side) which is red in colour.

*Both the sidelights show an unbroken light over an arc of the horizon of 112.5 degrees such that from right ahead it can be viewed to 22.5 degrees shaft on either side.*

- A white light is also placed at the back of the boat (known as the stern side). *This shows an unbroken light over an arc of horizon of 135 degrees and fixed to show the light 67.5 degrees from right aft on each side*
- The mast of the boat also has to have night lights. The colour of this light is white. Two mastheads lights are in place, with the second one shaft of and higher than the first, when the length of the vessel is greater than 50 metres. *Shows an unbroken light over an arc of the horizon of 225 degrees and so fixed to show the light from right ahead to 22.5 degrees abaft on either side*





The International Regulations for Preventing Collisions at Sea 1972 (COLREGs) are published by the International Maritime Organization (IMO) and set out, among other things, the "rules of the road" or navigation rules to be followed by ships and other vessels at sea to prevent collisions between two or more vessels.

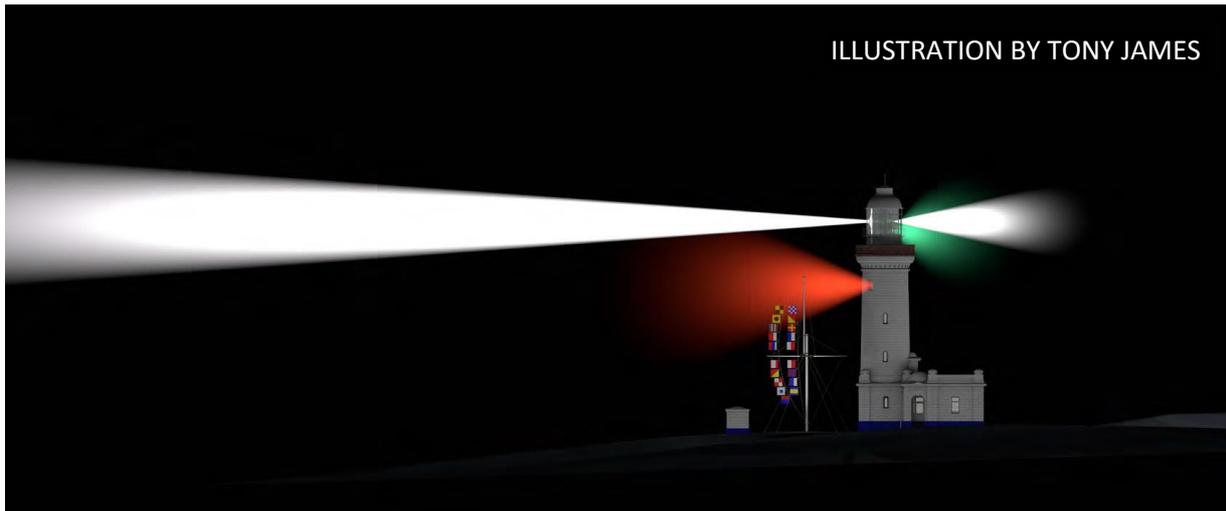
To understand its practical application, imagine a head-on situation (two vessels on reciprocal course); as per COLREGS Rule 14, upon viewing the mandated lights for the situation, each vessel is instructed to alter their course to starboard so as to pass on each other's port sides

You have all probably heard the joke where a battleship had been out at sea during heavy weather for several days. The visibility was poor with patchy fog, so the Captain remained on the bridge keeping an eye on all activities. Shortly after dark, the lookout on the wing of the bridge reported, *"Light, bearing on the starboard bow."* *"Is it steady or moving astern?"* the captain called out. Lookout replied, *"Steady, Captain."* The captain then called to the signalman, *"Signal that ship: We are on a collision course, advise you change course 20 degrees."* Back came a signal, *"Advisable for you to change course 20 degrees."* The Captain said, *"Send, I'm a Captain, change course 20 degrees."* *"I'm a seaman second class,"* came the reply. *"You had better change course 20 degrees."* By that time, the captain was furious. He spat out, *"Send, I'm a battleship. Change course 20 degrees."* Back came the flashing light, ***"I'm a lighthouse."***

Norah Head Lighthouse is like a stationary ship. It is a little unusual in Lighthouse terms, in that it has 3 lights.

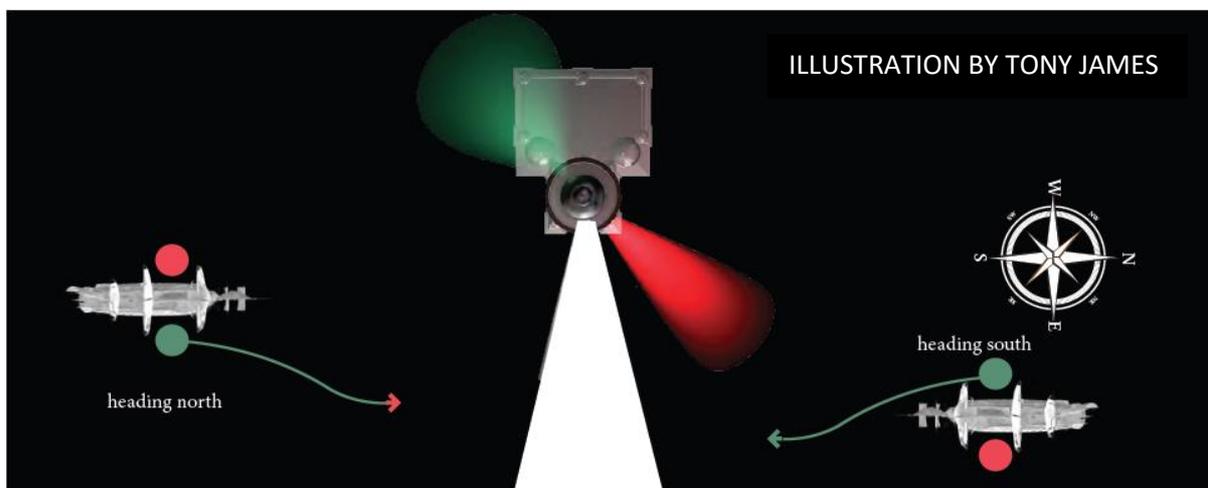
On the Red Light or Port Light Level we have the Port Light. On the level above, the Lantern Level, there is the Flashing Light or Masthead Light and on the same level is accompanied by a Green Light or Starboard Light. The Masthead Light is visible in all directions.

The Starboard Light is positioned in such a way that it can only be seen on approach to the Lighthouse from the South. It cannot be seen if approaching from the North. The Port Light is conditioned similarly, yet in reverse. That is, it can only be seen on approach from the North while the Starboard is positioned so it cannot be seen.



There are 96 steps in the Norah Head lighthouse and the first 24 steps go up to the first balcony. Then there are a further 48 steps to the next stopping point, which is the red window. You can see out there the beautiful view of the ocean looking through a red filter. Directly offshore, about one kilometre from us is Bull Reef. This window lines up with that reef. Essentially, it's a warning system. At nighttime if a ship sees this red window, which is illuminated by this lamp here, potentially it's lined up with that reef. It is a warning to move further out to sea and avoid a collision with the reef.

The last section of 24 stairs are a bit narrower and steeper, but these are the last steps now to get to the top balcony. Here there is a green lamp, which is in place because of the red lamp downstairs. Every naval structure or ship has got red and green lights, for port and starboard. And so, Norah Head Lighthouse is no exception because there's a red light on one side that has to be a green light on the other side.



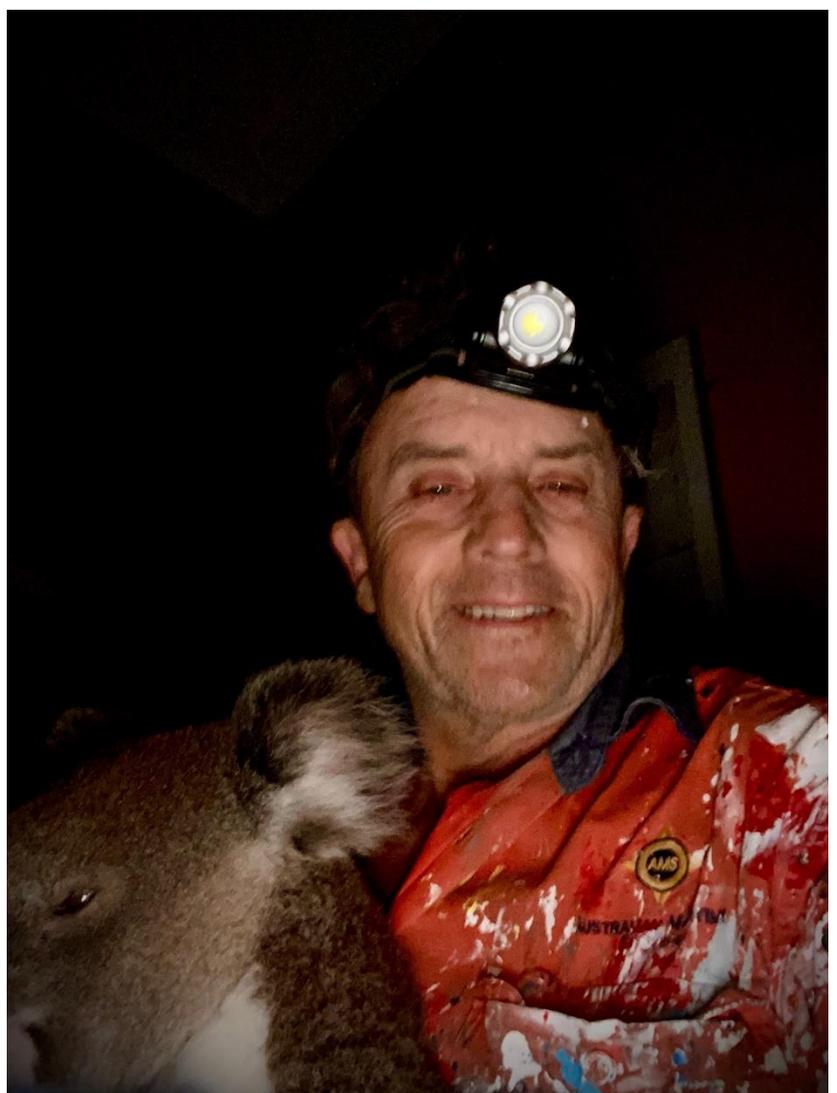
## From Bare Skin To Bear Skin. Smokey Cape News from Mark Sherriff OAM

23 September 2020 at 8:38:07 pm AEST

Mark asked would you believe it, if he told you his story of (just) an hour and 20 mins ago? He had just finished a beach run on big Smokey, in the nude, due to darkness, and returned to The Lighthouse for a work detail when he noticed a koala on lightning conductor that had only been repaired last week. Well he was going up wards while Mark stayed down below to spot.

He / she ascended climb to gallery successfully,

Mark heard a ruckus in lantern and proceeded to try and assist the koala's decent if needed. He found the koala attempting to climb the lantern room wall. He scooped it up with his old zoot suit, in his hands, to soften the blows. There they were, like the Smokey kangaroos, coupled, their hearts beating and feeling freaked out as they stood under the great Smokey Cape lens. He waited 2 revolutions. This slowed koala and his heart down enough to back out of lantern, down the spiral stairs, and a walk to the jungle in the distance.



An incredible experience on this 23rd of September in a weird wonderful 2020.