“Daydreaming of the Outer Banks”

by Jack and Carol Slavin

It was the second week in February 1994 and I vividly recall sitting at our kitchen table and looking out the windows at the snow coming down. It was only 6:30 a.m., and I was not looking forward to cleaning off the car and going to work. The temperature was in the mid 20’s and the wind was blowing...brrr, it was cold. I just sat for a while, mesmerized by the scene of winter in full force. My thoughts traveled south to the Outer Banks of North Carolina. My wife Carol and I had been discussing a trip there for the summer. It would be a great vacation and we would get to see and photograph the five lighthouses on the barrier islands, that narrow strip of sand and marsh known as the Outer Banks. Sitting there watching the snow, I kept wondering whether we would ever get there, would it be all we hoped, would the weather cooperate. You could say I was just “Daydreaming of the Outer Banks.”

The winter was long and cold with more snow and ice storms, but eventually it did pass and we did get to live out our dream. We made many phone calls for information, reservations, and ferry schedules. When Carol and I make a trip we always try to plan as well as we can so that we

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LV 84 - That Other Lightship

by Bill Gately

LV-84 at the Intrepid Air-Sea-Space Museum in Manhattan
Photo by Bill Gately

There are approximately seven hundred lighthouses remaining in the United States, including East and West coasts, Gulf and Great Lakes coasts. However, there are a mere fifteen lightships left of the 172 built by the U.S. from 1821 to 1952. These fifteen vessels are in their original lightship form, some other vessels still exist but have been converted to fishing vessels, restaurants, etc.

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will have enough time to do what we want without rushing. "Without rushing" is the key phrase here. We want to make sure we will have quality time so that we can relax and enjoy ourselves. I tend to favor sunrises. Carol prefers sunsets. I think early in the morning the air is cool and clean and visibility is good with almost no haze, but yet I can't argue with Carol as she does get some very good pictures.

The Cape Hatteras National Seashore celebrated its 40th anniversary in 1993. Established by secretarial order on January 12, 1953, it was the country's first national seashore. It was not only a new concept, but also a rather revolutionary one as well. The establishment of the park was authorized by Congress 16 years earlier on August 17, 1937, when environmentalism and conservation were not the important issues they are today.

How great for Americans that such visionary men and women saved this narrow strip of sand and marsh and maritime forest for generations to come and enjoy! It ranges from Bodie Island on the north (not really an island anymore), through Hatteras Island and onto Ocracoke Island on the south. The largest part of the seashore is Hatteras Island, a 60 mile long ribbon of sand that juts out into the Atlantic Ocean about 25 miles from the mainland. When it was first established, the only access was by boat. Today, there is a long, high graceful bridge to the north and a fleet of state-run ferries to the south. Hatteras is still wild and unspoiled and even at times, desolate. It is a land where the past meets the present and the land meets the sea. The rhythms of daily life are measured by the winds and tides. It is still a place where you can find solitude on long stretches of empty beach with only you and the breeze and the sea.

Winter held its grip on our area for quite a while; well into March, and even April was quite cool at times, but eventually, spring came and by our day of departure, June 17, it was quite warm. Carol and I were so excited! All our reservations had been confirmed and we were finally on the road. The car was loaded with all our camera equipment, clothes and items we later wondered why we had ever deemed necessary for our trip. It really felt good to get away from the hectic pace of everyday life and the worrisome world. We had decided to add an extra day to the trip, leaving on Friday instead of Saturday, and stay overnight in Virginia Beach. This would allow us time to stop at Fort Story and see the old and new Cape Henry Lighthouses. We arrived at the entrance to Fort Story about midnight. It was very warm, but clear and sunny. The soldier on duty checked our credentials and gave us directions to the parking area for the lighthouses.

Maryland and Virginia agreed that a lighthouse was needed at the entrance to the Chesapeake Bay's south side, the spot where English colonists first set foot in Virginia, in 1607. The Cape Henry Lighthouse was to be operational in 1773, but the Revolutionary War and delays in getting building materials to the site postponed construction. It was not until 1790 that Congress appropriated $24,000, at the request of the state, and the lighthouse was completed in 1792. It was an octagonal tapered stone tower. Its original optics were 15 whale oil lamps and reflectors. The light is 120 feet above sea level. It wasn't until 1857 that the tower was lined with bricks, and a cast iron stairway, a First-Order Fresnel lens and lard oil lamps were installed.

After an inspection in 1872, several large cracks were found in the tower and it was reported to be leaning slightly. Fearing the collapse of the structure, the Lighthouse Board began plans to have a new lighthouse built. The new lighthouse is a cast iron structure 163 feet tall. It stands 100 yards to the southeast of the old one, and began serving the area in December, 1881. It is also equipped with a First-Order Fresnel lens. The lighthouse is located on the Coast Guard station and is operated and maintained by them. When the new lighthouse was completed, everyone expected that the old one would soon fall down, but amazingly, 122 years later, the old Cape Henry Lighthouse still stands and is a popular tourist attraction.

We climbed to the top of the old stone lighthouse for a great view of the capes. As clear as it was, we could see the Bay Bridge Tunnel in one direction and most of Virginia Beach in the other.

It was late afternoon when we arrived at the long two-lane causeway entrance to the Outer Banks that put us on the island between Duck to the north, and Kitty Hawk to the south. As Route 158 turns south there is a large visitor center.

The Cape Henry Lighthouses - the older one (L) is made of stone while the newer one (R) is made of steel plates.

Photo by Jack Slavin
This area is very commercial, much like any seashore community, and we found ourselves on a 6 lane highway heading south through Kitty Hawk by the Wright Brothers Memorial on to Kill Devil Hills and Nags Head. The highway was lined with fast food places, motels, and stores of every size and description. Hiding our disappointment, we continued south past Jockey Ridge State Park, a massive natural sand dune. We soon came upon the juncture of Routes 12 and 64. Route 64 bears right over to Manteo and 12 continued south. As soon as we were through the intersection, a large sign proclaimed “Entrance to Cape Hatteras National Seashore”. It was like driving into another world: a world of unspoiled natural beauty, sand dunes, vegetation dense in some spots and very sparse in others. We looked at each other, smiled, and gave a sigh of relief. This was what we were expecting!

The first day of our Outer Banks lighthouse tour took us to the town of Corolla and Currituck Beach Lighthouse. Driving up Route 12 through Duck, there were many very nice homes and condo units. It was certainly the “upper crust” of the Outer Banks! The wild ponies, which are still protected by law, roam freely all through this area. We soon arrived at the lighthouse. This location was chosen for the lighthouse because it was halfway between Cape Henry to the north and Bodie Island to the south. Whales Head Hill on Currituck Beach was chosen to eliminate the only remaining dark spot on the Atlantic Coast.

The Currituck Lighthouse grounds are privately owned. They are nicely landscaped and reminded us of an old southern plantation. The lighthouse itself is 158 feet tall and retains its reddish orange brick color. It has five windows, three facing the ocean and two toward the sound. At the base is a small brick building that was used for storing oil and also served as a repair shop. The lantern room houses a First-Order Fresnel lens.

The keeper’s house is being restored. The outside looks very good, almost restored to its original appearance. Still, much work remains to be accomplished. Hardly any work has been done inside, and the assistant keeper’s building is being worked on but is in very bad condition. We talked at length with one of the owners and they are firmly committed to the project. They were just starting to unearth a foundation on the grounds and research was being done to determine what sort of building it was.

**Currituck Lighthouse**  
**Corolla, North Carolina**  
*Photo by Jack Slavin*

The huge base of the Currituck Lighthouse. This illustrates the tremendous task faced by the builders in those days.  
*Photo by Carol L. Slavin*

It was difficult in some cases to get all the lighthouse in pictures, because the trees surrounding it have grown quite high. The lighthouse itself seems to have a personality and made us feel warm and welcome. I always like to stand at the base of a lighthouse and place my hands on it and reflect on what it must have been like in its early days. I liked everything about this place. It was
bold, but serene. It was old and friendly. Standing tall and erect it was truly an elder statesman of the South Atlantic Coast. Carol and I talked as we drove on our way, commenting it felt like leaving an old friend.

We continued on our way south on Route 12 with the next stop on our tour at Bodie Island Lighthouse. This sits about a mile off Route 12, shortly after the entrance to Cape Hatteras National Seashore. It is surrounded by salt marshes and maritime forest. There is a large clearing with the tower in the center and the keeper’s house in front near the service road. This is a National Park Service Area and we talked at length with the ranger on duty. The keeper’s house has been fully restored and is in beautiful condition. The original brick and stone fireplaces are as good as ever. The ground floor now serves as a gallery and gift shop. We browsed through the many books and lighthouse gifts and maps, and deposited our souvenirs in the car. Then we set up our cameras for some good shots. There are several boardwalks leading almost to the back bays. There was a different perspective from out here. Many species of shore birds abound in the park. Looking around, you can see the area is well kept and very clean. Bodie (pronounced BODY) Island is really not an island at all. It once was, but in 1846, a hurricane cut the island in half; thus opening what is now called Oregon Island. Within 15 miles of this inlet, four other inlets have opened up and disappeared in the last 400 years. This happens because the littoral current deposits sands on the upstream side and removes it from the lower side. On the Outer Banks this is not in perfect balance and the northerly edge builds up faster than it recedes from the south, hence the inlet eventually closes. Since 1846, the ocean has gobbled up the sites where the first two Bodie Island lighthouses once stood.

Bodie Island got its name because of all the shipwrecks and the bodies washing up on shore. The first lighthouse opened in 1848 and was in trouble from the start. It was abandoned in 1857. A bigger and better one opened in 1859. In 1861, Confederate troops blew up the new tower to prevent the northern navy from using it. The present lighthouse was first lit in October, 1872. It is quite an imposing tower and its light has a range of 19 miles at sea. It has a First-Order Fresnel lens with its focal plane 150 feet above sea level. It is painted with black and white horizontal bands. The lighthouse sits on 15 acres of land bought for $150 in 1871.

We had packed our lunch and stayed for almost a full day. Sometimes all we could hear were the birds and the ocean breeze flowing through the whispering pines.

We continued our journey southward through the towns of Rodanthe, Waves and Salvo. All are small towns in which every dwelling is built upon stilts. Most are privately owned, but many are rented out, some year-round. The weather stays fairly warm even during the winter months because of the proximity to the ocean. We stayed overnight in the small town of Avon. Originally called Kinnakeet, the Postal Service changed the name to Avon when it opened there in 1873, but most of the old-timers still refer to it as Kinnakeet. The lifesaving station, which is being restored, sits at the north end of town and bears the name Kinnakeet.

The next morning, after a stop at the local deli to restock our cooler, we were on our way, still heading south on Route 12. We were not long on the road when Carol said, “Look ahead.” It was hard to believe, but there in the distance was Cape Hatteras Lighthouse! We had just passed a route sign that said “Cape Hatteras Lighthouse 16 miles.” We were still 16 miles away and we could already see the lighthouse; to me it was amazing! I don’t think we were totally prepared for what we were about to see. The only thing I can say is the Cape Hatteras Lighthouse is awesome! It is a massive tower that rises 225 feet above sea level or the equivalent of a 20 story building. It is the tallest brick lighthouse in America. It is made of one and a quarter million bricks. Carol and I just stood there, in awe of the tower. We walked around and started to take pictures from different angles and we often had to move back in order to fit it all in the picture.

After a short break for lunch, we climbed the 268 steps to the top. What a workout that was! We made it, but Carol and I found we were out of shape. What a fantastic view from the walkway around the tower! We could see all the way back to Avon to the north and to the end of the
sand point far to the south. With our binoculars, we could easily pick out the Frying Pan Shoal lightstation offshore.

Cape Hatteras Lighthouse, north of Buxton, North Carolina
Photo by Jack Slavin

This is the second lighthouse built at this site. The first was built in 1802 and its height raised in 1853. The second and present day lighthouse was built in 1870 and the first one was then demolished in 1871. At the time, the sea was more than one half mile away. Today, due to erosion, the breakers are now at the base of the tower. It's a shame, but this magnificent structure is in danger of falling into the sea. There is in place a very elaborate plan to move it back another half mile, by means of a rail system. It will be a tremendous undertaking. We decided to stay in this area for several days and went back every day. Sometimes we would just sit on the beach and look at the tower. We went through the museum and then went back one night. When the beacon would revolve, it would light up the parking area where we stood. It has two one-thousand watt lamps and can be seen for about 20 miles at sea. On a clear night, however, it is said the beacon’s flash can be seen 50 miles out to sea, and it can be seen 115 miles away by airplane. To say that the Cape Hatteras Lighthouse was the highlight of our trip would be an understatement. I can truly say that no other building of any type anywhere impressed me as much. It's been weeks now as this writing takes place and I can still see clearly in my mind the magnificent Cape Hatteras Lighthouse.

We again headed south on Route 12 to Hatteras Village at the southern end of the island. From here we took the free ferry, which is state operated, to Ocracoke Island. It's a pleasant 45 minute trip across Hatteras Inlet. Ocracoke Island is little more than a strip of sand 16 miles long. It has the ferry dock at the northern end and the charming village of Ocracoke at the southern end. The village and the inlet are very rich in history and legend. It is reported that through the late 17th Century and well into the 18th Century this cove was a safe haven for pirates. Legend has it that the famous Edward Teach, or
We were up early and it was a beautiful morning, a bit overcast, but clear with very little wind. By the time we were at the plane, it had cleared and the sun was shining bright. We took off and cruised at 500 feet. Wow! What a different perspective of the Outer Banks we got from up there! We really could see the forest and beaches and marshes. It looked so picture perfect! As we flew south, Dwight pointed out a large manta ray, sharks, schools of fish and even a school of porpoise body-surfing at a small inlet. It was amazing; they actually body-surf just like humans. What a marvelous sight! Further on, he circled over three or four different wrecks. If we were on the beach we never would have known they were there, but from the sky they were clearly visible. Dwight tapped my arm and pointed ahead. There she was, the Cape Lookout Lighthouse! It was a way off yet, but clearly visible. When we did arrive, Dwight took his time and circled the lighthouse many times for us and we took a lot of good shots. What an experience! It was great! We flew down on the ocean side and back on the sound side. It was the perfect end to a great trip.

The next day, as we were sitting on our balcony and enjoying a leisurely breakfast, we realized we were nearing the end of our trip and we still had one lighthouse to go. The rest of the morning proved to be quite frustrating. It was then that we thought we were not going to make it to Cape Lookout. You see, the lighthouse was 85 air miles from where we were. With the drive time plus three different ferries to take, it was not possible to do it in one day, at least not staying on the Outer Banks. If we drove south on the mainland, it would be long and arduous. We became very discouraged. It was already 1:30 in the afternoon and I said, “Look, let’s take a break and go for a swim in the ocean.” So we changed and walked to the beach. The ocean was great, a warm 78 degrees with good breakers. We were just beginning to relax a bit when suddenly a small airplane flew overhead. Carol and I laughed and gave each other a ‘high five’. There was our answer! We went back to our motel, picked up the book that tells all about the island, where to go, where to eat, etc. We soon saw the ad we were looking for: Burris Flight Service. The ad went on to say that they flew two different sightseeing routes. Unfortunately, neither one went where we wanted to go. We figured it was worth a call anyway. I called and spoke to Dwight Burris, owner and pilot. I explained our dilemma and to our delight he said Cape Lookout was one of his favorite personal routes. We agreed on a price and made arrangements to leave at 9:30 the next morning.

The Cape Lookout Lighthouse is very distinguishable with its black and white diamond markings. It stands on a desolate stretch of beach on Core Banks Island. The keeper’s house and several other buildings are on the sound side of the island. There is a generator building and two oil storage buildings, all made of brick. The first Cape Lookout Lighthouse was completed in 1812 and had red
and white stripes. It was never satisfactory with the mariners, but it wasn't until 1857 that construction on a new one began. It was completed in 1859.

As our plane headed back north, we glanced around and I know I vowed to return someday, this time on the ground and stand beside her. Our special thanks to Dwight Burris and his great little orange and green Cessna airplane. If you are down that way, look him up. He has a wealth of information he shares about the Outer Banks.

The Cape Lookout Lighthouse underwent some serious damage during the Civil War. It was also fired on by German submarines during both World Wars, but she still stands proud and tall today. Since 1940, about a thousand yards of sand have eroded and now only about 250 feet remain between her and the water with no present plans by anyone to save her. When you think about it, it is amazing that this lighthouse still stands today. What a credit to her builders! I know that most ships today are equipped with super radars and very sophisticated electronic tracking devices that make lighthouses obsolete. But why must we stand by helplessly and watch another chapter of our heritage, another piece of our history fade into oblivion? What a tragic loss it would be, a loss that will touch all of us in one way or another. Some will say that this is progress, and I don't really disagree with that. I guess that progress sometimes is a painful process. I think our local society here in New Jersey, the United States Lighthouse Society, and other groups and individuals who are concerned must try to do what we can to save our maritime heritage.

The Cape Lookout Lighthouse has been there for many, many years, warning all ships of the treacherous 10 mile long shoals which are listed on several older maps as PROMONTORIUM TREMENDUM, or Horrible Headland. What a pity to risk losing so much history, so much of our past. Events that happened there have shaped a part of our national heritage. I will say to all our fellow members—Go to the Outer Banks, go before it is too late.

These lighthouses have survived many wars, many storms, many hurricanes. Some have lived through neglect, even abandonment. Even so, they live on, reminding us of the ever present, ever shifting shoals. They provide us with a link to our past when our country was growing strong. Today, their battle is with the very elements they were built to warn others of in the past.

Step back in time and history, and see first-hand some of our best maritime resources. Go and see these gentle giants, gaze at them, touch them and feel their magic and relive their past before they have no future.

Lightship...

The Intrepid Air-Sea-Space Museum in Manhattan, has an impressive collection of ships ranging from the INTREPID aircraft carrier with a display of war planes and helicopters from a generation ago, to submarines and lightships. The remaining lightships are few and far between, but at the Intrepid Museum there are three lightships on display: the NANTUCKET (LV112), which occasionally leaves to visit other ports, the FRYING-PAN (LV115) and a white lightship with no name designation.

This white lightship is LV84, a sister vessel of the AMBROSE lightship which is docked at the South Street Seaport. The 84 was built in 1907, in Camden, New Jersey, by the New York Shipbuilding Company. The vessel is 135 feet 5 inches long, has a beam of 29 feet and has a draft of 12 feet 9 inches, displacing 683 tons. In the 1930's, the steam engine was replaced with a diesel.

The first station of the 84 was the Brunswick station off the coast of Georgia, where she served from 1907-1929, to mark the approaches to Brunswick. This station was located fourteen miles southeast of St. Simon's Light. From 1929 to 1954, she served on the St. John's River Station, Florida. This position marked the approaches to the St. John's River and was five miles east of Jacksonville. From 1954 to 1965, the 84 was a relief vessel.

In 1965, LV 84 was decommissioned and donated to the Harry Lundeberg School of Seamanship, in Maryland. It was later sold and brought to Yonkers, N.Y., to be converted to a restaurant. The interior compartmentalization has been altered, but it still retains the full dressed lightship exterior, complete with two masts, deck houses and two life boats held by davits.

The vessel appears to be in good structural condition but needs some cosmetic work. This older-model lightship has wooden deck houses which would require more upkeep than the later steel superstructures. According to the Shore Village Museum's Fall, 1994 newsletter, the 84 is for sale on the condition that the vessel is preserved and not scrapped.

As the era of manned lighthouses ended (with the exception of Boston Lighthouse), the age of active lightships also came to a close. The remaining lightships are at seaports as museum vessels. The former stations are marked by buoys or towers, or were discontinued.

HELP WANTED

Let's get the word out to the public about the society. I need help to do press releases and make other contacts. If you are interested please contact me, Barbara Nelson, P.R. Chairperson, for details. (609) 953-8568.
DATELINE: Xanten, Germany
by Jack Granger

There were so many favorable comments concerning the article in the last issue of "The Beam," covering a trip Jurgen took to the Canary Islands, that I asked him to share some more of his experiences with us.

I just received this article about a trip he took to the Isle of Fehmarn, which lies between Germany and Denmark. My friendship with Jurgen is improving my sad knowledge of geography. For the life of me I don't understand why they just don't name the lights simple names, like Sea Girt or Barnegat.

As I mentioned previously, Jurgen's outfit is assigned to the United Nations. I am not looking for more world problems, but maybe if something needed attention at the South Pole ...??! How about it Jurgen? Got a heavy flying suit? Anyway, hope you enjoy the Five Lights of Fehmarn.

The Five Lights of Fehmarn
by Jurgen Tronicke

In the Baltic Sea between Germany and Denmark lies the Isle of Fehmarn, which separates the Kiel Bay and the Mecklenburg Bay.

The Fehmarn-Belt-Waterway had been one of the most important shipping routes in the Baltic Sea in the last few centuries and still has great importance in our day for the passage from the Baltic Sea to the North Sea.

The German mainland is 1000 meters away and connected with Fehmarn south by an architecturally interesting bridge for railways and cars, the Fehmarnsund Bridge. In the north of the isle the ferry boats leave the Port of Puttgarden on their way to Denmark. Fehmarn, which belonged to the Danish Kingdom in the 19th century, has an area of nearly 180 square miles and a population of about 35,000 people. In addition, thousands of tourists visit this popular holiday island every year. The main village is called Burg. In autumn, gigantic flocks of migrating birds cross the Isle of Fehmarn on their way from the cold of Scandinavia to the warmer regions in the south. Because of the importance for the exact navigation of the ships in these dangerous waters the Danish and later the German owners of Fehmarn started to build lighthouses at all corners of the isle.

Starting my journey around the isle of Fehmarn, my first stop was at STRUKAMPHUUK (No. C 1288 - Admiralty Light List), the smallest of the five lights in the south of Fehmarn. Leaving the Fehmarnsund Bridge I had...
to turn left and after five minutes I reached the little white concrete lighthouse standing amidst the dog-roses and corn fields. STRUKAMPHUK is only 9 meters high with an elevation of 7 meters and a range of 9 sea-miles. Here (54°25'N/11°6'E), in the last century, where post-vessels from the mainland arrived, the light first was shining in 1854. Today the low light (front range), STRUKAMPHUK, shines its fourth generation. STRUKAMPHUK and FLÜGGE high light (rear range) together build a line of light in the southern part of the Fehmarn Belt.

1914/15. In fact, it is the second FLÜGGE lighthouse. The first lighthouse was 16 meters high and stood from 1872 until 1916. After finishing the construction of its successor it was decommissioned and pulled down for safety reasons. Today's FLÜGGE light originally was a yellow masonry tower but as a tribute to the aggressive sea climate it lost its old characteristic when it was plated with red and white plastic plates in 1976/77. FLÜGGE has been electrified since 1954 and is described as an 8 sided red tower with a white band and red and yellow dwellings.

Leaving the "little white friend" behind I headed 3.3 miles west to his big brother FLÜGGE high light which towers into the sky. Here at the southwest corner of Fehmarn (54°26'N/11°01'E), next to a nice camping ground at the beach, the biggest lighthouse of the isle was built in

Fehmarn's third lighthouse, WESTMARKELSDORF (No. C 1280), shines in the northwest of the isle (54°32'N/11°04'E). The octagonal tower, built in 1881 with a height of only 12 meters, warns the ships of the seal waters in front of this corner of Fehmarn. After several floodings it was necessary to make the dike higher and in consequence WESTMARKELSDORF had also to be raised in 1902 up to 18 meters. Today the yellow stone lighthouse has an elevation of 16 meters and a range of 18 sea-miles. Even WESTMARKELSDORF was modernized and got a new lantern in 1950. There are no plans to build a new and modern light at this point of Fehmarn.

In the beginning of the 19th century, the passage through the northern Fehmarn Belt was very dangerous. Near the Danish isles of Lolland and Falster ships are endangered by sandbanks and in front of Puttgarden there is the stony Puttgarden Reef. On her birthday, 28th
with several communications installations. It is 33 meters high, has an elevation of 40 meters and a range of 21 sea-miles. The Admiralty List of Lights describes MARIENLEUCHTE as a red tower with 2 white bands and gallery.

October 1832. Queen Maria Sophie Friederike of Denmark, together with her husband King Frederik, inaugurated the oldest lighthouse of Fehmarn. The lighthouse MARIENLEUCHTE (54°24'N/11°14'E), was named after the Queen. This old light was 18 meters high with an elevation of 28 meters but only 4 sea-miles range. After several modernizations of the lantern and the optical installations the range was extended to 27 sea-miles. One hundred thirty five years later, the old light was extinguished in 1967 and a new modern-styled successor took over its job a few meters away from the old position. The new MARIENLEUCHTE (No. C 1284), stands amidst a restricted military area of the German Navy, together

After a torpedo-boat of the Imperial Navy had run aground near STABERHUK it was finally decided to build a lighthouse at this point (54°24'N/11°19'E) in the southeast of the Isle. In 1903 the workers began with the construction of STABERHUK (No. C 1286), Fehmarn's youngest lighthouse. It was originally built of yellow bricks and has a thick structure because it has to carry the heavy red lantern of the old lighthouse from the Isle of Helgoland. The lens is 2.5 meters high and had to be brought all the way down from the North Sea to Fehmarn Belt in the Baltic Sea before STABERHUK could start to shine in 1904. STABERHUK has a range of 18 sea-miles, it is 22 meters high and has an elevation of 25 meters. Meanwhile, the west side of the tower had to be restored because of the influences of the weather. The yellow bricks were replaced by new red bricks which gives STABERHUK its unique characteristic with different colored sides.

Leaving STABERHUK, my lighthouse tour around the Isle of Fehmarn had come to an end. So I drove back to the mainland to look for other interesting lighthouses. My next trip will take me up to the North Sea where I plan to visit the Isle of Sylt (Germany).
Meet the artist -
Howard Koslow
by Jack Granger
I will bet the vast majority of our members have some of Howard’s work in their homes, or at least, have seen and admired it.

Howard is the very talented gentlemen who painted the Lighthouse Preservation Poster which shows several lighthouses super-imposed on each other. It is sold by the Lighthouse Preservation Society in Rockport, Mass.

He is the artist who created the original paintings used for the lighthouse commemorative issue a few years ago, and Howard also painted the ten original lighthouses that were used in the Hamilton Collection of limited edition plates that covered lights from American Shoal in the Florida Keys to Heceta Head in Florence, Oregon.

Howard has just completed five more paintings of Great Lakes Lighthouses for the U.S. Postal Service. The First Day of Issue will be mid-June, 1995, in Cheboygan, Michigan. As if that was not enough, he is working on West Quoddy and East Quoddy Lights for more limited edition plates for the Hamilton Collection.

I had the pleasure of meeting Howard and his lovely wife, Helen, shortly after they moved from Long Island to my town of Toms River. I am happy to say that we have become good friends and visiting the Koslow home is like a trip to the Metropolitan Museum of Art. No, their walls are not lined with lighthouses, but with many limited edition paintings produced by many of Howard’s famous friends.

Visiting his studio is a fabulous experience. On the walls are some 120 portraits that he has done of U.S. war heroes that have been used either as stamps or as First Day Covers for newly issued stamps. He did the stamp for the rededication of the Brooklyn Bridge, The Ellis Island stamp, and the Washington National Cathedral stamp. Recently, the Post Office issued eight stamps of great Jazz artists and four were done by Howard. He has also designed stamps for the Republic of the Marshall Islands with such diverse themes as the unification of Germany, FDR’s Four Freedoms, the 10th Anniversary of the U.S. Space Shuttle, Operation Desert Storm, and the 50th Anniversary of World War II.

His paintings are hanging at the Air Force Academy, the National Air and Space Museum in Washington, D.C., and the NASA Art Gallery at the Kennedy Space Center. He has also been commissioned by the National Park Service and the U.S. Coast Guard.

Here are a couple of pictures of Howard and his work. I hope to be able to impose on him despite his busy schedule to come to one of our meetings and display some of his work.

Howard Koslow and the Lighthouse Preservation Society Poster (L), & the Lighthouse Commemorative Issue (R).

Cruise News
by Carole DiNapoli
Our Fall cruise was held on Saturday, October 15, 1994. Thanks to all our members and friends once again it was very successful. This cruise took us out of Norwalk, Conn., into Long Island Sound aboard the “Belle Island,” with 92 members and friends along for the trip.

It was a beautiful Fall day, but the water was a bit choppy, and some of our friends were a pale shade of green. Even so, they rallied for some quick photos.

Our afternoon dessert table was set up for all to enjoy while viewing lighthouses. We saw Peck Ledge, Greens Ledge, Sheffield Island, Great Captains, Penfield Reef, and Stratford Point.

Plans are now being finalized for a May 13, 1995, cruise. Leaving from the Cape May area we will go into Delaware Bay to Lewes, Delaware for lunch at The Lighthouse Restaurant. Approximately 5 or 6 lights are on the itinerary. Details and a reservation form will be sent in the near future. Hope you’ll mark your calendar!

A thought for October, 1995: the Intrepid Air-Sea-Space Museum, New York City – 3 lightships are moored there. (ed.-see article on one of them this issue!).
Program Signals

Submitted by the Program Committee

SPRING MEETING—Saturday, March 25, 1995 at 11:00 a.m. promptly.

Holly House at Cook College on the campus of Rutgers University, New Brunswick, New Jersey.

Directions to Holly House:

From Parkway South—Exit to U.S. #1. Pass Sears store on right. Take second turnoff (East Brunswick), just beyond overpass. Turn right on Ryders Lane. Go to the end of road divider and turn left on Log Cabin Road to Holly House.

From Parkway North—Exit to NJ Turnpike, South (Trenton). Take exit #9 from Turnpike (New Brunswick) to Route 18, then U.S. #1 South. Continue as above.

From Turnpike—Take Exit #9 (New Brunswick). Take to Route 18, then U.S. #1 South. Continue as above.

Tom Laverty, newly elected president, will preside over the first meeting for 1995. We wish Tom a banner year of progress and support.

Mr. George Scott, a photographer for the United States Lighthouse Society, is the guest speaker and will judge the Society’s Second Annual Photo Contest. The results of the contest will be announced at this meeting.

Mr. Scott will be speaking on the Lights of Nova Scotia. “How to make a lighthouse photo,” will also be part of the program. We look forward to Mr. Scott showing us his photographic expertise.

Following the meeting, the Walton Remote Sensing Center will be open for a tour. This center is located on the campus of Cook College. Maps and directions will be available at the meeting.

SUMMER MEETING—Saturday, June 24, 1995 at 11:00 a.m. – promptly.

Meeting to be held at the North Wildwood Fire Hall. Annual picnic to follow at the Cape May County Park and Zoo. Details in Beam #20.

The Beam, the official journal of the New Jersey Lighthouse Society, Inc., is published quarterly, usually March, June, September and December. Membership dues are $15.00 single and $20.00 family. Memberships are for the calendar year. Back issues are available free for members joining mid-year.

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