NJLHS Volunteers
Open Historic Sandy Hook Lighthouse to Public

by Tom Laverty

For the first time, on October 27, 1996, volunteers of the New Jersey Lighthouse Society conducted tours of the Sandy Hook lighthouse for the public. The tower, built in 1764, is the oldest standing and operating lighthouse in the country. The United States Coast Guard had rarely allowed the historic structure to be open to the public, but this year the lighthouse was transferred to the National Park Service as part of Gateway National Recreation Area, Sandy Hook Unit. Facing staffing shortages and unable to conduct the tours themselves, the Park Service approached NJLHS president Tom Laverty about providing volunteers to act as tour guides and hosts. Four members; Carole DiNapoli, Linda Gately, Hal Rogers and Tom Laverty, were trained by NPS Historian Tom Hoffman. Fort Hancock Day, a celebration of the historic fort area at the Park, was chosen as the day to conduct the first tours.

Twenty-four other members assisted the trained guides by staffing the tour sign-up table, providing security at the base of the light tower and showing lighthouse videos for those who could not make the climb. President Tom Laverty acted as the Lighthouse Keeper and was dressed in a replica keeper’s uniform. He met each tour group at the base of the tower and gave them a brief history of the lighthouse. From there guides took the groups to the top where visitors were treated to a panoramic view of the Sandy Hook Bay and the Atlantic Ocean. New York City was hidden from view by haze, but all 80 people who made the climb to the lamp room agreed the effort was worthwhile.

Space on each tour was limited to eight people, leaving more than 100 people to be turned away. The tower lamp room is so small that any more visitors would make it impossible for everyone to see. The most commonly asked question was, “When will the lighthouse be open again?”

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Over the winter other NJLHS members will be trained as tour guides and hosts. Our goal is to have a large volunteer group so that the lighthouse can be open on a regular schedule. President Lavery will meet with the Park Service to establish tour dates in 1997. Any member interested in volunteering, who did not sign up at the September Twin Lights meeting, can do so at the December meeting. We’ve also enclosed a “volunteer form” in this issue of the newsletter if you can’t make the meeting.

The following is a list of people who helped on October 27th:


A Lighthouse Tour of Penobscot Bay, Maine

by Ted and Jo Panayotoff

To begin with, we want to say “hello” to all of our old friends at the NJLHS. No, we haven’t disappeared up here in Maine; we’ve been very busy running our bed and breakfast. As part of our lighthouse tour package this summer, Jo and I had an opportunity to accompany Capt. Alan Philbrick on the “Lively Lady Too” on the first of two all-day cruises. We were able to see seven lighthouses up close from the water and had a wonderful lobster bake on the beach along the way.

We began the trip at picturesque Camden Harbor and proceeded south past Rockport, Rockland, and down the Muscle Ridge channel as far as Tenants Harbor, returning back up the bay to Camden. The lighthouses that we saw and photographed were:

Curtis Island Light – the Curtis Island Light dates from 1836. At the entrance of Camden Harbor, the island and the lighthouse were originally called Negro Island and Negro Island Light until the 1930’s, when the island and lighthouse were renamed Curtis Island and Curtis Island Light in honor of Cyrus H. Curtis, founder of Curtis Publishing Co., of Philadelphia, Pennsylvania. Curtis Publishing was known for the Saturday Evening Post and other magazines. Cyrus Curtis was a prominent summer resident of Camden and was very generous in his support of the community.

The original lighthouse was built in 1835 and first lighted in 1836. The first keeper was H. K. M. Bowers. The present lighthouse tower, keeper’s house and other station buildings date from 1896. The Curtis Island Light is still an active light displaying a fixed green light 52 feet above the water and is visible 13 nautical miles. It has a fourth-order optic. The light was automated in 1971 and the last keeper was withdrawn. Curtis Island is now owned by the town of Camden and is a municipal park accessible by small boat. A family now lives in the keeper’s house in the summer.

Indian Island Lighthouse and Keeper’s Dwelling

Photo by Ted and Jo Panayotoff

Indian Island Light – This lighthouse was established in 1850, however, it was decommissioned several years later when ship traffic into Rockport did not develop as expected. The first keeper was Silas Piper, who served three years. In 1874, the light station was rebuilt and it was relighted in January, 1875. With another decrease in Rockport Harbor traffic, the lighthouse
was permanently decommissioned and sold to a private owner in 1932. The tapered square brick tower is similar to eight others in Maine. Two that are nearby are Grindel Point Light on Ilbsoro Island, and Fort Point Light at Stockton Springs. In addition to the brick tower other buildings at the station date from 1875 for the duplex support building and 1904 for the stone oil house. The light was replaced by a pole beacon called the Graves Light. The original optic was a fifth-order lens.

Rockland Breakwater Light – The Rockland Breakwater was constructed between 1881 and 1900 to protect the north side of the harbor. A small beacon had shown at Jameson Point at the shore end of the breakwater since 1827. As the breakwater was completed, the Rockland Breakwater light was built in 1902. The lighthouse consists of a square stone tower rising from the roof of the brick fog signal building. The keeper’s house completes the station on the platform at the end of the 7/8 of a mile breakwater. The U.S. Coast Guard automated the lighthouse in 1964 and care of the unmanned structures has been a long term problem every since. The light is an active aid to navigation and displays a flashing white light 39 feet above the water, visible for 17 nautical miles. The original optic, which is still in place, is a fourth-order lens.

Rockland Breakwater Lighthouse (1902)
Photo by Ted and Jo Panayotoff

Owls Head Light – Owls Head Light is an active lighthouse at the summit of Owls Head, which marks the north end of the Muscle Ridge Channel. The lighthouse was built in 1825 and first lighted in September, 1825. The first keeper was Isaac Stearns, who served for 13 years before he retired in 1838. The 26 foot tower and keeper’s house were built by local contractors and the light was fitted by Winslow Lewis, the prominent early lighthouse engineer. The light shows a fixed white light 100 feet above the water and is visible 16 nautical miles. The original fourth-order Fresnel lens is still in use.

Owls Head Lighthouse (1825)
Photo by Ted and Jo Panayotoff

Owls Head Light has been the scene of many interesting and unusual events. In December, 1850, during a fierce storm, a schooner was wrecked on the shore nearby. In the morning the mate and his fiancé were found on board, frozen in a block of ice. They were brought to the keeper’s house and successfully revived. The couple married the following June. Other stories tell of the keeper’s cow that fell over the cliff and had to be rescued by a team of local men, and of Spot, the keeper’s dog, who saved the Matinicus mail boat one foggy night by barking from the cliff when the fog bell couldn’t be rung. The light station consists of the stone lighthouse, a brick oil house, and the brick keeper’s house. The keeper’s house is still used as quarters by the Coast Guard. When the light used oil (first whale oil, then lard oil, and finally kerosene), the stairs to the oil house and light were covered to protect the keeper from the harsh Maine winter weather as he tended to his duties. A boathouse, which was in the cove on the north side of the point, has been removed.

Whitehead Light – This lighthouse is located on the east side of Whitehead Island and marks the west side of the south entrance to Muscle Ridge Channel. The gray granite lighthouse is 41 feet high. The occulting green light is 75 feet above the water and is visible 10 nautical miles. The original lighthouse was completed in 1807 (some sources say 1809) and was rebuilt in 1852. A new keeper’s house, the one now there, was also built in 1852. A second keeper’s house was removed after the light was automated in 1982. The other station buildings, an oil house and a fog signal building, date from the late 1800’s.

The Whitehead Island Lighthouse has a number of interesting stories associated with its history. The first was about Ellis Dolph, who was the first keeper at Whitehead Lighthouse. Mr.

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Dolph had been selling oil around Thomaston. The oil, it turned out, was from his lighthouse supplies! There was an investigation and keeper Dolph was dismissed as a result of his actions.

In 1839, the station was equipped with a fog bell that was powered by tidal action. Its unique mechanism, designed by Andrew Morse, Jr., successfully operated for several years, according to Edward Snow in his book, *Famous Lighthouses of New England*. It was later replaced by a steam whistle fog signal.

Whitehead Light was the lighthouse where Abbie Burgess Grant was stationed with her keeper husband Isaac for 15 years in the late 1800’s. Abbie is a well known lighthouse heroine and her story of tending the light and caring for her family on Matinicus Rock while in her teens, is a familiar one to lighthouse enthusiasts. While stationed at Whitehead Light in 1882, Isaac Grant was awarded the silver Lifesaving medal for heroism for the rescue of the two man crew of a schooner that capsized. Abby died at the age of 52 in 1892, and is buried in a small cemetery in Spruce Head, where a lighthouse marks her grave.

Tenants Harbor Light – This lighthouse is located at the east end of Southern Island at the entrance to Tenants Harbor. The light-station, which consists of the brick lighthouse and wood frame keeper’s house, was built in 1857. The other station buildings were added in 1887 (the annex) and 1906 (the brick oil house). Brick (or sometimes stone) oil houses were a feature of most lightstations starting in the late 1800’s. This feature coincided with the switch to kerosene fuel for the lighthouse lamps. Kerosene is more volatile than the previously used lard oil and for safety reasons, the supply, which could amount to 2,200 gallons (a year’s supply) for a first order (the largest) light was kept in a separate fire-proof building away from other station structures. The original optic was a fourth-order Fresnel lens.

The Tenants Harbor Light was discontinued in 1933, and the property was sold. The purchaser was the painter, Andrew Wyeth and his wife, Betty. They restored the lighthouse and keeper’s house as a summer home and maintained it beautifully. The lighthouse is the subject of many of Andrew Wyeth’s paintings, a number of which are in the Farnsworth Museum in Rockland. The fog signal building is a reconstruction, and is used as a studio.

Two Bush Island Light – This lighthouse was one of the last to be built on the Maine Coast. The square brick lighthouse and attached fog signal building and the two story frame keeper’s house were built in 1897. The light was built to mark the dangerous shoals off Two Bush Island. The island got its name from two tall pines which were once on the island and stood out as daymarks.

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The light was automated in 1963. The keeper's house was demolished in 1970. Two Bush Island is still an active light. The flashing white light with a red sector is 65 feet above the water and is visible for 25 nautical miles. The original fifth-order lens has been replaced by a modern optic.

Two Bush Island Lighthouse
Photo by Ted and Jo Panayotoff

(Ed. - Watch for the "Lighthouse Cruise packages" offered by the Elms Bed and Breakfast advertised in Lighthouse Digest. For a brochure and further information, call either (207) 236-6250, or (800) 755-3567 or write: The Elms Bed and Breakfast, 84 Elm Street, Camden, Maine 04833. The Elms is owned and operated by NJLHS members and frequent contributors to The Beam, Ted and Jo Panayotoff (both former New Jerseyans).

Outer Banks Trip Two - Cape Lookout

By Jack and Carol Slavin

As the bow of the skiff nudged the sandy beach and we tred off on the warm sand it is hard to describe my excitement. There she was standing in front of us: the tall magnificent Cape Lookout Lighthouse. I just stood there gazing at her and trying to etch in my mind a sight I never want to forget.

Carol and I had been down to the Outer Banks in June, 1994 (see Beam 19). We made it to all of the lighthouses except Cape Lookout. We had to settle for flying over it. I promised myself I would someday return. Well, the day has arrived and we are here. It is a beautiful warm summer day. The sky is bright and very blue, almost cloudless and a warm breeze drifts over the Core Banks of North Carolina. It is a very desolate and isolated place far from the mainland.

Let me take you back to the beginning and tell you our story. Ever since our trip in 1994 ended we began to make plans to return to the Outer Banks and especially to visit the Cape Lookout Lighthouse. By the end of 1995 we just about had all our plans in place and were scheduled for June, 1996. It seemed to take forever because time goes by so slowly when you are anticipating a trip. Anyway, time did pass and we were finally on our way. Our stays on the Outer Banks are usually family reunion affairs, with relatives coming from New Jersey, Florida and California. We arrived on a Saturday and settled in. On Sunday morning we started checking the weather, ferry schedules and drive times. Thursday turned out to be best day. The alarm clock went off at 5:00 a.m. and by 6:30 a.m. we had our gear packed and were ready to leave. The Hatteras to Ocracoke ferry is free and takes 40 minutes to cross. The Cedar Island ferry cost is $10.00 per person and takes 2 1/4 hours to cross. Timing here was good as it allowed us a leisurely breakfast in Ocracoke. We sat on an open dock right on Silver Lake. It was so calm and peaceful as we sat and ate while the pelicans and the egrets hung around the fishermen looking for handouts.

After breakfast we went over and boarded the Cedar Island ferry which departed at 9:00 a.m. sharp. The ferry was big and very nice. It had a covered upper deck with long benches and on the main deck was a lounge with drinks and snacks. Carol commented on how clean and neat everything was. She sailed smoothly across Pamlico Sound at the cruising speed of 12 knots.

I want to mention here my First Mate, my wife Carol. She reads the maps, watches the turns, and keeps track of our driving time. She makes sure the cooler is always fully stocked and her contributions greatly account for the success of our trips. So "Thanks Mate" for being there and helping to achieve our goals.

While we were cruising I decided to go over the directions to Harkers Island and how to get to the lighthouse. As I read the literature I started to get upset. It mentioned two ferry services that were sanctioned by the Park Service to land on the Core Banks. They left Harkers Island at 9:30 a.m. and 12:30 p.m. We wouldn't even get to Harkers Island till almost 1:00 p.m. I started to get upset, but the Mate said stay calm, we'll work it out somehow. We finally arrived at Cedar Island and departed the ferry and drove south on Route 12. The island is basically a wild marsh-like refuge for many species of wildlife. There are maybe 5-6 small towns (one sign read "Population 65"), with names like Atlantic, Seallevel, Stacy, Williston and Marshallburg. We also passed some fishing inlets with maybe 6-8 boats. What a contrast with the way of life back here in Collingswood.

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As we drove down Route 12 and turned onto Harkers Island, we had gone maybe 5 or 6 miles when we saw a sign that read “Lighthouse Ferry-Turn Right 500 yards.” We turned into a small road that led to a marina and boat repair yard. It was a pretty big place. A fellow cutting the grass directed us to the office. When we parked the car, I looked at the lighthouse and was surprised at how far out it was. It looked to be the size of my pinkie finger. I walked into the office and an old fellow asked if he could help me. I told him that I would like to get out to the lighthouse but with our time schedule I didn’t know if it was possible. I explained about our reservation on the 6:00 p.m. ferry at Cedar Island. He said it was no problem. “When do you want to go?” “We’re ready now.” “Let’s go!” It looked awfully far out, and I asked how long did it take to get there? “About 12 minutes,” was the reply. I know my jaw dropped open because he just smiled and said “I have a 24 foot skiff with a 75HP Merc on the back, we’ll be out there in no time.” We loaded all our gear on the skiff and we literally flew out there. It was a little rough and we bounced around a bit, but it was fun. True to his word we were out there in just about 12 minutes. Of course, the Mate had to throw a jab at me and said, “See, I told you you’d work it out.” We both just laughed. Apparently, there are at least 7-8 marinas along the island that ferry people out to the light and back. Cost of the round trip was $25.00. Pretty reasonable we thought.

This is the second light to be built here. Congress authorized the first light in 1804 and it wasn’t until 1812 that it was completed and lit. There were many construction delays. The cost at the time was $20,678 for an unusual design because it was an inner brick tower surrounded on the outside by a wooden cocoon. In 1845, it was painted with red and white horizontal bands. The light was not very good. In 1857, it was decided to build the present tower. It is a 169 foot tall conical tower. It has ten windows and two elevated entry doors. All openings have stone lintels and juniper wood frames. The walls are 8 feet thick on the bottom and narrow to 2 feet at the top. The deck that holds the lantern room rests on a stepped up and outward cornice of coursed brick cobel. In 1859, a first-order Fresnel lens was installed. The light sustained considerable damage during the Civil War in 1865 and needed extensive repairs. In 1873, they built a new keeper’s house and also added a generator building and two oil houses, all made of brick. At the same time the tower was painted with its distinctive black and white diamond design.

We walked all over the Core Bank and took a lot of pictures from different angles. We visited the keeper’s house, which is now a visitor center. The Park Service said that because of the swift currents in the area erosion is a very big problem. Currently there are about 250 feet of sand in front of the lighthouse but if the erosion continues and no major effort is made to save the tower, she will eventually be claimed by the sea. What a shame! This is so sad.

The skiff came back and picked us up at 3:00 p.m. and we started our long trip back to Hatteras Island. We finally arrived home about 10:30 p.m. that night and we were both beat. We would do it all again in a minute and it was really a very good day and worth all that we went through. We really enjoyed our stay at the Cape Lookout Lighthouse. I urge all of you who have never been there to plan and make the trip, or it may be too late. We enjoyed our trip...Hope you enjoy yours.

A Trip to the Big Island of Hawaii

by Rosemary Dixon

My trip to Hawaii had three main purposes: I had to attend 26 hours of seminars; I wanted to photograph lighthouses there; and I wanted to get certified as an open-water scuba-diver.

I purchased The Lighthouses of Hawaii, by Love Dean, to plan the lighthouse portion of the trip. Many lights are discussed in the book, but I was unable to get to most of them. Lava beds cover much of the island, and many roads are off-limits to rental cars.
Getting directions was next to impossible. For example, the book mentions Keahole Point Light near the airport. I asked several people about it, but no one knew of it. Later in the week, the captain of my dive boat told me that he bought his boat in Maui. For the trip to bring the boat to the big island he studied navigational charts listing the lights and characteristics of each. However, the lights are so short, he was unable to see them during the trip. He did give me land directions to two lights.

Kailua Light is near Kona and was built in 1915. It is a pretty little light standing among palm trees with mountains in the background. Lava beds, white stones, sand, and the beautiful blue Pacific are a nice contrast.

Keahole Light, another 1915 light, is a pyramidal concrete tower near the airport. At 33 feet high it seems taller, and is completely surrounded by black lava (very hot to walk on).

I also photographed the Honokokau Harbor Light. It consists of a lamp and dayboard mounted on a pole. I was very disappointed that I could not locate more lights, despite 583 miles of searching.

Bermuda Lights

by Joan Walton

A great week in Bermuda over Mother's Day yielded double delight – both Gibb's Hill and St. David's Lighthouses were open to the public and able to be climbed. St. David's isn't quite as high and at the top was a congenial guide, who's father had friends in Tom's River, New Jersey, to visit each year.

Gibb's Hill Lighthouse is celebrating its 150th anniversary this year (so, of course, I bought the commemorative T-shirt). It had been refurbished and in fact was in the midst of a paint job the day I visited.

Gibb's Hill Lighthouse:
185 steps (117 from the base to the light); 362 feet above sea level, visible 40 miles. Built in 1846 -- second oldest cast-iron lighthouse in the world. Has a Gift Shop and Tea Room.

Kailua Light - Hawaii

Photo by Rosemary Dixon

The scuba diving was wonderful; 78 degree water temperature, 100 foot visibility underwater, beautiful fish and turtles, lava tubes, coral and caves, all made up for the disappointment I felt regarding the trip.

St. David's Lighthouse, (1879)

Photo by Joan Walton

St. David's Lighthouse:
55 feet high; can be seen 23 miles. Has a balcony 280 feet above sea level. Built in 1879 of Bermuda Stone.
Nova Scotia
On My Mind

by Joan Walton

My friend, Lena, who began all this travel fever in 1989 with an African photo safari, has since learned that I won’t go anywhere unless there is a light at the end of the road. Now she packs her bag and camera and says, “You drive,” and we’re off.

Our first stop was Portsmouth, New Hampshire, with a slow turn through Strawberry Bank and the Island at sunset. Off early to Acadia National Park with check in at a motel in Bar Harbor, reaching Bass River Lighthouse at sunset. At the crack of dawn we were aboard the “Bluenose” to Yarmouth, Nova Scotia, with breakfast and buffet lunch on board. Smooth sailing all the way. After checking through customs & immigration we followed the northern shore eastward to Digby, stopping along the Evangeline Trail to photograph “peppershakers” (small beacons) at Cape St. Mary’s (the ground was covered with lady’s mantle), and Belliveau Cove, a houseight at Gilbert’s Cove and a handsome red and white lighthouse/daymark at Prim Point, with a fog-signal warning that said in effect, “If you can read this sign you are too close because the horn may blow at any moment and damage your hearing.”

Lupines were in full bloom everywhere. Glorious! We reached our Elderhostel base, Mountain Gap Resort at Smith’s Cove a day early, where we heard lectures during the week on Scallop Fishing, Fundy Tides, MicMac Indians & Herbs, Acadian Settlements, Commercial Fishing etc.

Our first field trip was a hike through the bogs to see ferns, lupines, cotton grass, pitcher plant, wild orchids and on to Western Head Lighthouse (I think they added this just for me), in a somewhat foggy but impressive setting. The bus had carried us eastward along Digby Neck to the ferry crossing at Tiverton (Boar’s Head, distant lighthouse), to Long Island and another ferry to Brier Island. Back tracking after a picnic lunch near Western Head, we drove to Westport and boarded the whale watch boat (there were 40 of us plus a naturalist and our guide) to find seals, minke whales, and gannets while passing Peter’s Island Lighthouse and Northern Lighthouse. It was overcast, windy and cool but we had been forewarned and some us were wearing our Polartec and nylon jackets so were comfortable, returning to a snug bus and restful ride back to quarters. In-house lectures the next day gave us the energy to start again on the bus to Habitation, Fort Anne, Annapolis Royal (peppershaker information/historic center) and Bear River (lighthouse near the bridge).

The last night of the program each participant was asked to tell about a treasure they discovered during the week. I had three! The first of my three treasures was Carolyn McGrath Hunt, whom we had found at the Digby Information/Visitors Center, the daughter and granddaughter of the bell station keepers at Victoria Beach. She had information for me in the form of handwritten notes and logs from the day she was born and the day her father was born, about family life and responsibilities at the bell station. She hopes one day soon to start an association of keepers so that this information can be preserved.

My second treasure was Russell Ross, our bus driver, who was one of the last two keepers at Gannet Rock Lighthouse (New Brunswick) before automation. During our stop at Bear River, I passed on the display of historic costumes, and choose instead to talk to Russell about his experiences at Gannet Rock, a 90’ wooden tower and attached house built on ledge rock. His work assignments were 28 days on and off. A few days later, he brought me his personal log to read, a journal of daily activities in the lighthouse over a period of two years. Some entries were private – he was planning to be married at this time – but others told of food prepared (hake, haddock, pollock, lobster, potatoes, carrots, broccoli and onions), letters written, weather conditions, boats sighted, fuel supplies, checking the engine room, desalination equipment, diesel generator, VHA radiophone, painting inside and out, filling the tanks, etc. There was also a ghost story about one of the keepers at Gannet Rock Lighthouse, Walter MacLaughlin, who succeeded his brother as keeper in 1853 and went on to serve at other lighthouses, but retired on the stroke of Midnight, 1899 (at a pension of $350.00 per year) in favor of his son-in-law and daughter. He had served 55 years and 9 months. His daughter is still heard occasionally through the rooms. Russell also recommended a book called Vanishing Lights, by Chris Willts relating the full story and quoting a poem called “The Lightkeeper’s Dream,” by Forest Wilcox, (who spent 8 years tending the beacon) about Heaven and mermaids (a great rhyme). Russell also served at Machias Seal Island for a short time. He was an excellent driver, a knowledgeable and interesting guide, describing local historic sites all along the way. He is studying this year for his stationary engineer’s license. (I promised him this publication would make him famous! — here it is Russell — Thanks for the stories and facts!)

In Bear River, the same day, I also met a young woman, tending a small crafts shop, who became my third treasure when she gave me the name and telephone of Patricia MacDonald in Halifax, who is organizing the Nova Scotia Lighthouse Preservation Society. When I reached the area it was noon on Sunday, so I did not try to contact her, but I will now, and hope to establish a dialogue between our organizations.

The group separated on July 5th, leaving Digby, so Lena and I retraced the

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Lights of Nova Scotia

Clockwise: Point Prim (1817); Russell Ross, last keeper at Gannet Rock Lighthouse before automation; Typical Canadian "Peppershaker" at Annapolis Royal; Carolyn McGrath Hunt, daughter and granddaughter of keepers at Victoria Beach Bell Station; Peggy's Cove Lighthouse in Halifax.
route to Yarmouth where we photographed Cape Fourchu ("Forked Cape") Lighthouse Station, close-up instead of from the ferry in the harbor. Fourchu is a tall, red and white modern structure on a rock prominence. A group of young adults preparing exhibits for the new visitor’s center accepted our NLHLS brochure and best wishes for success.

There is also a bug light in Yarmouth Harbor. Here we began the Lighthouse Trail eastward to Barrington (Seal Island Lighthouse on a new site); Liverpool (Fort Point Lighthouse newly renovated in a park setting); West Pubnico Lighthouse and Carter’s Island Lighthouse (distant); Baccaro (which translates loosely from the Portuguese as “codfish”), Shelburne (a beautiful reconstruction of a Loyalist stronghold), and Sandy Point Lighthouse; Lunenburg (brightly painted red and blue houses); Moosehead Harbor (chat with lobstermen about baseball, weather and fish species caught there and here), Coffin Island Lighthouse (offshore), and finally to Peggy’s Cove Lighthouse (hundreds of people at noon on Sunday on the most beautiful day of the year! I do have luck with weather). Mailed as many postcards from the post office inside the lighthouse as possible.

Crossing mid-island to Wolfville, to the tidal bore at Avon and along the northern shore westward toward Digby, stopping at Margaretville (black and white peppershaker, art colony) and Middletown overnight, we pressed on the next morning ending at Victoria Beach, where the bell station no longer exists but Battery Point Lighthouse stands on a cliff in the middle of a lawn and lush vegetable garden, just a short, steep climb from Casey Fisheries wharf and sheds.

We had a reservation for the “Princess of Acadia” leaving at noon the next day for St. John, New Brunswick. Traveling south along the coast to Culais (New Brunswick), looking for someone to give us directions to Campobello Island and Lubec, Maine. The morning weather was uncertain (foggy) so we visited West Quoddy Lighthouse that morning, chatting with the keeper, crossing to Campobello. From a precipitous ledge we saw and photographed East Quoddy (Head Harbour Lighthouse) and stood in awe of a group of hikers who intended to climb down the metal ladder of the cliff-face and cross over to the island while the tide was changing. Not for me!!

Returning to the replica lighthouse Visitors Center near the bridge, we could see Mulholland Lighthouse bright in the sun with a cloudy, moving sky and the town of Lubec in the background. There is also a sparkplug light a short distance downstream.

We headed homeward staying that night once more in Portsmouth, N.H. A nice town. I must go back to see what I missed.

President’s Corner
by Tom Laverty

It is gratifying to see my first two year term as President of the NLHLS come to a close with a major accomplishment for the organization. The announcement at the Twin Lights meeting that we would act as official tour guides for the Sandy Hook Lighthouse was met with a lot of enthusiasm. As you will read in this issue of The Beam, the excitement continued on October 27th, as twenty-eight of our members assisted the National Park Service in giving tours of the lighthouse. The tours were well received by both the Park Service and the public. Participating NLHLS members had a great time as well. The Society will soon be expanding its role at Sandy Hook and hopes to conduct tours several times in 1997.

It has been a long term goal of the organization, through the Preservation Committee, to assist lighthouses around New Jersey with hands on activities. Though we have given money to other lighthouse organizations (and will continue to do so), this gives our members an active role in preservation. In this case, we are helping to preserve one of the most historically significant lighthouses in the State.

We have had informal discussions with other lighthouse organizations in New Jersey and we hope we will be able to assist them. That may take a couple of years to happen, but in the meantime, our experiences at Sandy Hook will provide a good source of training.

.... On another matter, please remember that the December meeting is the annual election. Your vote does count! Please plan to attend. (Ed.- Absentee ballots, for those of you unable to attend, are enclosed in this issue of The Beam). ....

... For those members not attending the meeting I would like to extend my best wishes to you for a safe and happy holiday this year. It has been a great 1996 for the Society and we are all looking forward to an equally great 1997!

Notes From Near and Far

Tom Laverty has passed along the names of a couple of people from other countries who are interested in exchanging information on lighthouses.

Mark Lewis is a lighthouse enthusiast from London, England, and a member of the Association of Lighthouse Keepers, which is based in the U.K. He is interested in the

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**Society News**

A nominating committee consisting of James and Nancy Cope, Bill Volpe, Judy and Steve Swiencki have submitted the names of candidates for 7 positions, including President, 1st Vice President, 2nd Vice President, Secretary, Treasurer, and Board of Directors (2). All of the positions are for the two-year terms, 1997 and 1998. The candidates are President - Tom Laverty, 1st Vice President - Yvonne Miller, 2nd Vice President - Steve Martorano, Secretary - Judy Swiencki, Treasurer - Debby Megonigal, Directors - Anne Colt and Bill Gately. For those unable to attend the December meeting, absentee ballots are enclosed in this issue of the newsletter. We thank the nominating committee for an outstanding job.

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**Preservation Fund Raffle**

*by Yvonne Miller*

The drawing for the Annual Preservation Raffle was held at the fall meeting in the Henry Hudson High School auditorium.

First Prize, a stay for two at the Saugerties Lighthouse Bed and Breakfast was won by Ray Vliet. Second Prize, two NJLHS lighthouse cruise tickets, goes to Sandy Adrian. Third Prize, two NJLHS sweatshirts, was won by Marybeth Doherty.

**2nd Annual Lighthouse T-shirt/Sweatshirt Contest**

The Second Annual Lighthouse T-shirt and Sweatshirt contest was held at the fall meeting also. A big **THANK YOU** to the three members who graciously volunteered to judge the contest. We had so many entrants that the judges really had their work cut out for them. The winners were Judy Swiencki for the “Handmade category.” Roberta Salierno for the “Commercial or Store Bought category,” and Shandon Willey for the “Children’s category.” Carol Cox has volunteered to assist me in this contest next year. We hope to have it a little more organized by then.

**NJLHS 4th Annual Photo Contest**

Announcing the 4th Annual NJLHS Photo Contest! We are going to do something a little different this year. We’ll let our members be the judges. We’ll have three categories. Close up - which means details or parts of lighthouses. Documentary - which means a picture of the total lighthouse with great detail and Landscape - a scenic long range view.

Limited to two entries per member. Photos may be any size, and do not have to be mounted or framed (can be if you so desire). For more details see the entry form and rules enclosed with this issue of the newsletter.

**Reminder - Vendors**

Vendors wishing to sell merchandise are required to register with the Ways and Means Committee prior to our meetings. Contact Bill Gately (908) 229-3238 or Annette Colt (908) 566-5809.

**Membership Renewals**

A reminder that your NJLHS membership expires December 31, 1996. A renewal form is enclosed with this issue of *The Beam*. We have many exciting things planned for 1997. NJLHS has grown from 18 members in June, 1989 to over 600 today. We have members in 19 different states. We average over 120 people at our meetings.

Remember that *The Beam* is part of your membership. Don’t miss an issue! If your label has a “1997” you have already renewed for 1997.
Program Signals
by Yvonne Miller

Winter Meeting

December 7, 1996 - Stanley Tip Seaman Park's Administration Building, Lakeside Drive, Tuckerton, New Jersey. Right behind the Barnegat Bay Decoy and Baymen's Museum on Route 9. The meeting will be held in the building just past the tennis courts. Hospitality will be served at 10:30 a.m., the meeting begins at 11:00 a.m. While the Seaport construction has not begun, our speaker has some recent good news regarding the progress of the project. There will also be some surprise guests at the meeting. After the presentation there will be a tour of the seaport site and the Decoy & Baymen's Museum and Gift Shop will be open. Admission is free to our members. Members are also welcome to walk through the park. Please bring your membership cards to present when you visit the museum. General Elections will be held at this meeting. There will be a lunch break between the meeting and the presentation. Bring your lunch. Remember to bring your lighthouse photos or collections to share with new and old members alike. Ways and Means committee will be selling lighthouse books, sweatshirts, and other lighthouse items just in time for the holidays.

Directions from North and South: Find your way to the Garden State Parkway. Take Parkway Exit 58 (Tuckerton-Little Egg Harbor Township), to Route 539 South. Follow to Route 9, exactly 4 miles from the Parkway Exit to Lakeside Drive. Route 9 is the main street through Tuckerton. At the Route 539 intersection (traffic light) turn right. Follow Route 9 South past the lake, on your right, around the curve to Lakeside Drive. Drive through the gates and take the first left. The parking lot will be directly in front of you. The meeting room will be to the right. If you are coming from the west Route 539 crosses Route 72 in Ocean County. Turn right and follow route 539 South as above. If Route 9 is a better route for you, the Tip Seaman Park is south of the town of Tuckerton.

Spring Meeting:
Tentatively planned for the Long Beach Island area on March 15, 1997.

Summer Meeting

Fall Meeting Recap:
The fall meeting held at the Henry Hudson High School, Highlands, New Jersey, was attended by approximately 122 new, old and prospective members. The slide presentation on Twin Lights given by "Keeper" Tom Laverty was well received and tours of the museum, both light towers and generator house kept Tom's staff and volunteers busy. It was nice to sit, talk and walk the grounds. The view of Highlands and the Atlantic Ocean was spectacular.

H A P P Y
H O L I D A Y S!

The Editor, and staff of The Beam (Proofers-reading wife Sharon, and stamp lickers Mike, Kevin, Eamonn and Sean Colin) want to wish everyone a Happy Thanksgiving and Merry, Merry Christmas.

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 to members joining mid-year.

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Officers and Board Members

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Committees

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