The March issue of The Beam seems to have become our annual travel issue—just the ticket to drive away those winter doldrums. Two favorite destinations are The Outer Banks and Nova Scotia, both of which are covered in this issue.

Adding a day to the Columbus Day weekend, we started out early Friday morning for North Carolina. We did the usual rest stops, had lunch, and took advantage of the 65 and 70 mph speed limits on I-95 through Maryland, Virginia, and North Carolina. Some twelve hours later we pulled into the motel in Wilmington, North Carolina. Checking in just in front of us were Al and Betty Smith, and Harry and Debby Megonigal. We were all part of the Chesapeake Chapter, United States Lighthouse Society, North Carolina II trip. The Chapter had blocked out a set of rooms at this motel for Friday night and at another one for Saturday night. After checking in, we joined the other New Jerseyans for dinner. Later, we met with Chuck Huffman, the trip coordinator, and other members of our group, and picked up our information packets.

Early Saturday morning we had a quick breakfast and checked out of the motel. The Smith’s invited us to ride with their group to the first lighthouse of the day—Oak Island. There we joined the other 51 lighthouse folks from all over. A nice welcome and short briefing by a US Coast Guardsman followed our arrival. Lieutenant Ed Westfall (See East Point Update—this issue), Commander, USCG Atlantic Area, also welcomed us to Oak Island. Lt. Westfall is the Lighthouse Manager, USCG 5th District. It was a real treat to be invited to go up the lighthouse as it is not usually open to the public. The 134 steps were much different than in any other lighthouse we have visited. They were not the “normal” spiral stairs, but instead, similar to a navy ship’s ladder with the usual landings every so many steps.

The 169 ft. concrete tower was built in 1958. The silo-style

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tower is a poured concrete structure with the colors added to the concrete so this lighthouse never needs painting. The lower third is gray, middle third natural white and top third black. There is an electric winch in the center with a capacity of some 500 pounds. The main light is a four light rotating fixture, using 24-inch parabolic mirrors and 1,000 watt, 120 AC quartz bulbs to focus light over 24 nautical miles offshore during times of darkness. The Oak Island’s characteristic is four flashes every 10 seconds. At 2,500,000 candle-power, Oak Island Lighthouse is the most brilliant lighthouse in the nation and second most in the world; only one on the English Channel in France is brighter.

The lighthouse is reminiscent of the Sandy Hook Lighthouse. After climbing to the lantern room, we then returned to our golf carts and drove out to the foundation of the old Cape Fear Lighthouse. Dare we mention the gift shop right next to this! We drove out to the end of the island in hopes of seeing another lighthouse in the distance, but due to poor visibility we were unable to see it. Everyone back in formation, we drove back across the island and returned our golf carts, and took the short walk to the ferry slip just in time to board and return to the mainland.

Bald Head Island Lighthouse, constructed in 1817
Photo by Nancy and Jim Cope

We left Oak Island and headed to Southport, NC to the Bald Head Island ferry, which was scheduled to leave with our party at 11:00 a.m. The passenger ferry took us the 15 minute trip out to Bald Head Island, also known as Smith Island. Once there we had a short walk to a tent set up for our catered lunch. After lunch, we divided into various groups of eight, six and four and boarded golf carts. (There aren’t any other types of vehicles on the island). We drove to the Bald Head Island (Cape Fear) Lighthouse. The 100 foot tower was built in 1817. The recently reconstructed wooden staircase has six landings, which are also rooms with a window. Interesting to note was a bronze plaque in the bottom of the lighthouse that had each step and landing numbered and the sponsor’s name listed. The octagonal brick

The “New Jersey contingent” returned to Wilmington so we could pick up our car. An alternative was to take the ferry across Cape Fear River and see the remains of Price’s Creek Light. As we were running late, we did the land route. Once we picked up our car, we drove to our next motel in Atlantic Beach, North Carolina, some 94 miles away. As it was, we were the first of the group to arrive, maybe because we took the short-cut (with permission) through Camp Lejeune. After settling in, a familiar sounding vehicle arrived. You guessed it — Al, BJ, Harry and Debbie were our next door neighbors. We again carpooled to Beaufort, N.C., for the group dinner at Clawson’s, a quaint old place in the historic district.

(Continued on page 3)
Sunday morning we all gathered at the boat dock at Moorehead City at 8:00 a.m. We set sail on the Shackleford, which only held 45 people. The others went out later with Chuck Huffman and his group with the food. It was a lovely two hour trip to Cape Lookout Lighthouse. On the way we saw some of the wild horses on the beach. We arrived a little after 10 as the tide and wind were against us. What a beautiful, sunny day! Lt. Westfall was on the boat with us. Upon arriving at Cape Lookout, we were met by folks from the National Park Service. Lt. Westfall planned to open the lighthouse and let us look in and take photos, as the lighthouse is not open to the public. He climbed to the top and changed his mind, permitting our enthusiastic group, as well as other island visitors, to climb to the top. Congress authorized a lighthouse for Cape Lookout in 1804, but due to construction delays it wasn’t lighted until 1812. The 104 foot tower was painted with red and white stripes and had a very weak light. The Lighthouse Board had a new 156 foot tower constructed in 1859, fitting it with a third-order Fresnel lens. During the Civil War the Confederates knocked out the lens, but Union troops quickly replaced it with a less powerful optic. Two years later Confederate raiders blew up the tower’s interior. The lighthouse was refurbished in 1867 and fitted with a first-order Fresnel lens. Then in 1873, the tower was painted in the unusual black and white diamond pattern. In the early 1960’s the lens was removed and replaced by a modern DCC-24 optic. The lighthouse is presently in very good shape and has just been repainted.

After our tour of Cape Lookout Lighthouse, we were treated to a southern style BBQ pork and chicken buffet lunch, with all the trimmings, and soft drinks. Even though we had placed our lunch order when we sent in our reservations, they had a “ton” of food for everyone as well as those in the Park Service. And, with typical Southern hospitality, food was also shared with the island visitors who had just come out for the day. Can you imagine the surprise those folks had, thinking they were coming out just to see the lighthouse, then having the opportunity to climb it, and have a nice lunch besides. All too soon, it was time to get back on the Shackleford and head back to Moorehead City. Everyone was invited to the North Carolina Maritime Museum once back on the mainland, to hear a presentation on the North Carolina Sharpie and the North Carolina Shad boat. The museum has just started a 33 acre, $10 million capital project. When completed, it will be the largest maritime museum on the east coast, complete with a screwpile lighthouse. As it was getting late and we had a long drive ahead, we started heading north. The rest of the “New Jersey contingent” headed to the Outer Banks as they had added an extra vacation day. We were very impressed with the Chesapeake Chapter’s planning and organization of the weekend activities that went so smoothly.

We stayed overnight on the North Carolina/Virginia border. Monday morning we were back on I-95 north. With directions from the Chesapeake Chapter’s President, Henry Gonzalez, we easily reached the Jones Point Lighthouse on the Potomac River. We took the last exit in Virginia, just before going over the Woodrow Wilson Bridge. The Jones Point Lighthouse is in a park just under the bridge. It is the nation’s oldest standing river lighthouse. Long inactive, this lighthouse is still in good condition, though boarded up. It is a one story wooden building with the lantern on top. Height was not necessary, as it was a river lighthouse. Getting back on I-95 was very easy from Jones Point, and by mid-afternoon we were conveniently just out of College Park, Maryland. Just a short drive off I-95 is the 94th Aero Squadron where we had a delicious lunch, ending a perfect weekend below the Mason-Dixon Line.

Jones Point Lighthouse, Potomac River, Virginia
Photo by Nancy & Jim Cope

East Point Lighthouse Restoration Update

The Maurice River Historical Society’s East Point Lighthouse project has been approved. A contract was awarded to Restoration Architects Watson & Henry. The General Contractors on the project will be Haverstick & Borthwick. Work is expected to begin April 1, 1998. This phase of the restoration will concentrate on the stabilization and weatherproofing of the lighthouse.

The general membership meeting of the Maurice River Historical Society will be held on May 12, 1998 at the Millville Public Library, at 7:00 p.m. Guest speaker will be C.G. Lt. Westfall (see North Carolina II article in this issue) who will speak on ANT (Aids to Navigation Team) operations and the future of the lighthouses in the Delaware Bay and River.
Cape May LH Restoration Enters Final Phase

Starting December 2, 1997, the Mid-Atlantic Center for the Arts (MAC) has begun the final phase of the restoration of the Cape May Lighthouse. The 1859 vintage edifice still functions as a maritime landmark but is now closed to the public. Presently, its beacon is encased in scaffolding. Watson & Henry Associates is the engineering and architectural firm handling the restoration. Funding for this phase of the project has come from a $404,097 ISTEA grant administered by the New Jersey Department of Transportation, and a $512,594 grant from the New Jersey Historic Trust/DEP.

Interior Restoration will include:
- Repairing the plaster and woodwork of the vestibule house hallway and oil storage closets.
- Cleaning and repointing the brick masonry throughout the tower, while preserving historical graffiti.
- Restoring and repainting the iron-work throughout the tower, including the 199 steps, the central newel column, and the handrails (the cost of which is greatly increased by the necessary lead abatement measures).
- Installing deflectors on each step light, so they will not be visible from below.
- Completing the restoration of the Watch Room, including repainting the central lens pedestal its original colors.
- Installing fire detection and security systems.

Exterior restoration will include:
- Restoring the metal Watch Deck and Watch Gallery door.
- Upgrading the security grille around the Watch Gallery.
- Repairing the wooden trim on the vestibule house, including recreating the historic shutters.
- Reworking the entry to the vestibule house, including replacing the steel doors with a door grille and the wooden handrails with steel handrails.
- Restoring the stonework of the lighthouse foundation.
- Conducting an archeological investigation of the lighthouse grounds (this took place in August, 1997).
- Burying utility lines.
- Installation of an ornamental security fence.

Additional funding is still being sought for such ground improvements as:
- Restoring the brick walks.
- Reconstructing the historic privies.
- Erecting display kiosks that will interpret the lighthouse restoration.

It is estimated that the current improvements to the Cape May Lighthouse will be completed by the end of March. They represent the culmination of 12 years of restoration through the efforts of MAC and its members. For more information about the lighthouse, MAC's tours and special events, call 609-884-5404.

MAC sponsors...

Delaware Bay Lighthouse Cruises

The Mid-Atlantic Center for the Arts is sponsoring a number of cruise dates for Delaware Bay Lighthouse Adventures. On May 9, May 23, June 13, July 11, August 22 and September 12, you can join MAC members aboard the Cape May Whale Watcher for an afternoon of lighthouse viewing that will include Cape May, Brandywine Shoal, Fourteen Foot Bank, Miah Mauil, Cross Ledge and the East Point Lighthouse. The trip also offers commentary on the lore and legends of the Delaware Bay, including information on fishing, spawning grounds, smuggling and rum running. Refreshments will be served and a cash bar is available. The cruise departs from the Miss Chris Fishing Center at 1:00 p.m. and returns by 5:00 p.m. The cost is $40.00.

A Lighthouse Marathon Cruise will be offered on June 27 and July 25. The Marathon Cruise will include the lights listed above plus the Abandoned Light and Ship John Shoal. This trip takes about 5 hours and also leaves from the Miss Chris Fishing Center at 1:00 p.m. Cost is $50.00 per person. Refreshments will be served and a cash bar is available.

Each cruise is limited to 150 people. If a cruise is not sold out in advance, the remaining tickets will be sold at the dock 1/2 hour before sailing. In the event of foul weather, the cruise will take place the following day. All refunds are subject to a 20% processing fee. No refunds will be made within 48 hours of a cruise. Reservations can be made through:

Mid-Atlantic Center for the Arts
P.O. Box 340
Cape May, NJ 08204

Or call (609) 884-5404 or (800) 275-4278.
Staten Island Lighthouse

Established in 1912, and first lighted April 15, 1912, the Staten Island Lighthouse sits atop Richmond Hill, about 140 feet above sea level. It is constructed of light-colored vitrified bricks, as is the keeper's house, which stands some 150 feet east of the lighthouse. The light was designated a New York City Historical Landmark in 1968.

Fort Wadsworth Lighthouse

The Fort Wadsworth Lighthouse was constructed in 1902. The fort has gone through numerous name changes throughout the years. It began as Fort Richmond in 1847, constructed on the west side of the Narrows, replacing a fort of the same name that had been built by New York during the War of 1812. The fort was named Richmond because it was in Richmond County (Staten Island).

Shortly after the Civil War, Fort Richmond was renamed Fort Wadsworth in honor of Brigadier General James S. Wadsworth, who was killed in 1864 during the Wilderness Campaign. In 1902, the entire reservation was designated Fort Wadsworth; this fort was renamed Battery Weed after Brigadier General Stephen Weed who was killed at the battle of Gettysburg.

There is a small park on the left side of the street facing the gated entrance to the fort from which visitors can take pictures. The Coney Island Lighthouse can be seen in the distance.

Princess Bay Lighthouse

The Princess Bay lighthouse is on Mt. Loretto property. The lantern has been replaced by a statue of the Virgin Mary, the patron saint of Mt. Loretto. A fence has been added in the last two years.

New Dorp Range Light

Believed to be a twin of the Chapel Hill and Pt. Comfort lights in New Jersey. New Dorp was established in the same year, 1856. New Dorp was operational until 1964 and sold at auction in 1974. It is a private residence today.
Cape Hatteras Controversy:
How to Save a Lighthouse?
(Adapted by Kim Ruth from an article by Chuck Huffman, Vice President, Programs, Chesapeake Chapter of the USLHS)

The problem facing the Cape Hatteras Lighthouse is well known. While the lighthouse once stood 1600 feet from shore, the water has approached to within 120 feet of the lighthouse. While it is agreed that the lighthouse should be saved, the method of doing so is the source of great controversy. The two major plans involve either physically moving the lighthouse to a safer location or using various methods to protect the lighthouse in situ. A study by the National Academy of Science in 1988 suggested moving the lighthouse to the southwest by 2500 feet.

In 1997, a North Carolina State University research team that specializes in coastal issues reached a similar conclusion, but suggested moving the lighthouse 2900 feet to the southwest instead of the original 2500 feet. The 1997 report stated that moving the lighthouse was the only option, because yellow pine timbers in the foundation are losing freshwater from the water table. Yellow pine does not rot when submerged in fresh water. $2 million has been included in the 1998 Federal budget, which allows the National Park Service, under whose jurisdiction the lighthouse falls, to begin securing bids to move the lighthouse. It is anticipated that the move will cost around $10 million and the balance of these funds will be secured in the 1999 Federal budget. A tentative date of May, 1999 is set for the actual move.

On the other side of the controversy are the various groups opposing the moving of the lighthouse. The lighthouse is located in Dare County, North Carolina but the Dare County Board of Commissioners voted not to support the effort to move the Cape Hatteras Lighthouse. Many businesses fear that moving the lighthouse will destroy the historic character of the lighthouse. They champion spending 1.7 million dollars to build a fourth groin. A groin is a small jetty extending at right angles to the shoreline. While groins help to protect nearby beaches against erosion, they cause the beach to wash away in other places. The U.S. Army Corp of Engineers reports that a groin may give five years of protection at the most.

All sides are agreed that the lighthouse should be saved. While battle lines are being drawn, there is a real danger that one good Category III hurricane or a series of smaller storms might topple the lighthouse.

North Carolina's Coastal Management rules forbid structures on the coastline. It would take an act of Congress to authorize the construction of another groin. There is a danger that even if it were approved, environmental groups would not let this go without a court challenge that could take years.

While NJLHS and The Beam have not adopted an official position on the Hatteras issue, time is running out. You can and should make your feelings known by contacting elected officials. If nothing is done surely the light will not be standing for future generations to enjoy.

William J. Clinton, Pres.
United States Of America
1600 Pennsylvania Avenue
Washington, D.C. 20510

Bruce Babbitt
Secretary of the Interior
1849 CNW
Washington, D.C. 20240

Hon. James B. Hunt
Governor
State Capital
PO Box 1025
Raleigh, NC 27611

Hon. Lauch Faircloth
702 Hart Senate Office Bldg.
Washington, DC 20510

Hon. Walter B. Jones, Jr.
214 Cannon House Office Bldg.
Washington, DC 20515

NJLHS Presents...
Maine Lighthouse Trip
by Carole DiNapoli

The NJLHS Spring '98 Activity will be our first extended lighthouse adventure. Plans are in the works for a 4-night, 5-day bus trip to Maine. The trip will run from May 31 - June 4, 1998. Included on the list of sights is: Portsmouth Harbor Light, Cape Nedrick Light (The Nubble), Cape Elizabeth Light, Portland Head Light, Portland Breakwater Light, Pemaquid Point Light, Owl's Head Light, Rockland Breakwater Light, and Bass Harbor Light. An Isle of Shoals boat cruise tour of Kennebunkport and a Boothbay Harbor Cruise will also be included. No lighthouse trip would be complete without a visit to the Shore Village Museum, and a stop at Lighthouse Depot.

The cost is $495.00 per person double occupancy. This includes roundtrip deluxe motorcoach transportation, 5 days of Tour Director Service, 4 nights hotel lodging, all room taxes, meal taxes and gratuities, 4 full breakfasts and 4 dinners (1 lobster) and 1 evening's entertainment. All admissions and sightseeing as per itinerary are included.

A deposit of $200 is due on or before March 1, 1998. Final payment is due on or before April 10, 1998. Please send name, address and phone number along with check to:

Carole DiNapoli
1150 Kearny Drive
North Brunswick, NJ 08902
Lighthouse Trails of Nova Scotia

by Al Smith

Wow, what a great vacation! Betty and I traveled about 3,000 miles, saw over 40 lighthouses, shot 16 rolls of film (19 if you count Betty's) and visited the towns of Barrington, Westville, Mantua, Trenton, and Camden! You say, "Wait a minute! You did that and never left New Jersey?!!" Oh, I did forget to tell you that the first 4 towns were in Nova Scotia and Camden was Camden, Maine.

Betty and I spent a week visiting lighthouses all over Nova Scotia. We left on Sunday afternoon from Sandy Hook Lighthouse, where I had to conduct at least one tour before we left, and stayed over in Hartford, Connecticut. We then continued on to Portland, Maine. Before we went on to Nova Scotia (the boat didn't leave until 8:00 p.m.) we took another trip to Portland Head, Cape Elizabeth and Cape Neddie (The Nubble). Then we got aboard the Scotia Prince ferry to Nova Scotia. All ferries should be this nice. It had a full dining room, cabin and cabins like a mini-cruise ship. We left Portland at 9:00 p.m. and arrived at Yarmouth, Nova Scotia at 8:00 a.m. Since we had booked a package that laid out our hotels for the week, we had nothing more to do than point "My Blue Heaven" (my van) up the Lighthouse Trail and find those lighthouses. That was easier said than done. As we know now, there is no book on lighthouses of Nova Scotia. Also, they planned each hotel to be a day's journey from the previous stop. Unfortunately, they didn't allow for side trips, especially when it takes an hour or so to get to and from each light from the main "trail."

We started at Cape Forchu (Yarmouth Light) and stayed long enough to photograph the ferry passing the lighthouse on its way back to Portland. We left there and followed the Lighthouse Trail to our next stop in West Pubnico where we saw the Abbott's Harbor and Pdnico Harbor Lights. One bad thing about Canadian lighthouses, they are all white with red lanterns! And they come in a limited variety of shapes, either pyramids or towers, very few other designs. This makes it difficult to sort out your pictures (especially 10 rolls worth) if you didn't identify them somehow (I didn't). What makes it worse is that very few on the ones we saw had anything to identify them by name. There might be a plate with a number like "L/L 212", but no names.

From there we continued on and came across a lighthouse right on the main road. It was the Seal Island Light Museum. What a find! They have removed the lantern and lens from the original Seal Island Light and established it on a replica at the museum. Especially nice is that they have a map of the lighthouses (all of them) that you can use to help identify the ones that are accessible by car. I understand the original lighthouse is no more. We also saw Baccaro Point Light, one of the many pyramidal shaped lights in this area. We continued onto Lockeport where we were able to see Gull Rock and Carier Island Lights. From there we went east to Fort Point Lighthouse. This has been turned into a combination information center and museum. Unfortunately, we got there at closing and I did not get to the museum. By this time we were running out of daylight and so headed straight up the trail to Halifax and our first night's lodging. The 4 hour and 30 minute drive took us over 11 hours. We pulled in at 9:00 p.m. and were greeted warmly. The hotel folks had thought something bad had happened to us!

The next morning, bright and early (bright and early for us anyhow), we backtracked to Peggy's Cove Lighthouse. We had an excellent breakfast while overlooking the light. It was swarming with people here and I had to get down on the lower rocks to get any pictures without people in them. It is also a good place to send postcards from, as it is also a post office. It is very picturesque here and we had the added interest of a fisherman using a net in the cove. He used several smaller boats to circle the net before pulling it in.

Peggy's Cove Lighthouse, 1868
Near West Dover
Photo by Al Smith

Everywhere we went in Nova Scotia we found the people to be very friendly. Our experience finding the lighthouse at Musquodobut Harbor proved no exception. I stopped at a combination railway museum and information center to request directions and the lady not only provided directions, but, since it was on private property, called the owners for us to see if it was okay to come out. What more could you ask! When we got there,

(Continued on page 8)
Mrs. Kent met us and gave permission for me to photograph the lighthouse. While I wandered around taking photos, Mrs. Kent told Betty the story of how her great-grandfather had sold the land to the Coast Guard for the light and how the Coast Guard didn’t want the light anymore but didn’t want to lease it back to the Kent’s without a lot of strings. She was upset about this as she thought of it as her light. She offered us tea and even gave us a copy of a map she had of the lighthouse. It was a great experience!

From there we continued up the coast (the section from Halifax to Mulgrave is the Marine Trail) and stopped at the Port Bickerton Light. This is a great lighthouse at the end of a rather bad dirt road. It has a great view, but we were late again and missed the museum. Again, we found ourselves facing a time problem. There wasn’t enough of it! So we ran for Baddeck, our next night’s lodging. We did somewhat better, arriving at 8:30 p.m. We were again warmly greeted, this time by a young man who told us he thought we must have been lost. (I think he knows us!) Seems most people from the Scotia Prince arrive about 5:00 p.m.

Since we were staying in Baddeck for two nights, we decided to go east towards Louisbourg along the Marconi Trail. While we never reached Louisbourg, we did see Glace Bay and Low Point lights. Low Point is a very nice light on a point of land near New Victoria. The following day we made our way toward our next stop which was Antigonish, on the “western” side of Nova Scotia. Along the way we stopped at Port George and Balache Point Lights, among others. Balache Point is on the Cape Breton side of the Casco Causeway, right on the Canso Canal lock. It is an upper range light and is surrounded by a small cemetery! We actually got to Antigonish at a respectable hour, about 7:30 p.m. (We’re getting better!).

The next morning we took off on the Sunset Trail to Cape George Lighthouse, one of the few that actually had a sign directing visitors to it. It is up through an area that one person told us was Little Cape Breton. The trail was narrow and winding with no guardrails but well worth the trip. What a beautiful view and lighthouse! I took a good deal of time there as it was so nice. In and around the town of Pictou there are a number of lights including Pictou Bar, Caribou Island and Trenton East River lights. In the town of Pictou, there is a lighthouse in the town square with a clock in the lantern. I believe this may have been the Pictou Harbor Light. It is another of the fiberglass lighthouses that I saw at several locations.

(Continued on page 9)
On the Glooscap Trail I found the only book on lighthouses on the entire island, but it was only for that trail. It even had directions! We were able to find Cape D'Or Lighthouse, which was in an absolutely perfect setting with rocky cliffs and a great view of the water. Better yet, the foghorn was sounding with another one further up sounding in return. I wanted to stay here all day! We finally did leave and traveled on to Spencer's Island Light, Parrsboro, Sand Point and Bass River Lighthouse before going to Wollsville for the night (and another late arrival!). This was the only stop that left a bad taste in our mouths. When we arrived at our hotel we were told that the travel company had changed our reservation to a place further down the highway (and down on the desirability rating). However, a call to them revealed they knew nothing about it. I suspect the first place overbooked and we were late arriving so...

Wednesday morning we left the Pemaquid area for Camden — Camden, Maine, that is, and the start of our stay at the Elms Bed and Breakfast (ed. note: Hosts Ted and Jo are transplanted New Jerseyans and members of NJLHS). Those of you who have stayed there will know what I mean when I say this may have been the best part of the trip. Ted and Jo's breakfasts are all taste (and tasty) adventures and the opportunity to meet folks from other countries as well as other states was a joy. We revisited Owl's Head, the Shore Village Museum (this place should be named the National Lighthouse Museum), Marshall Point and Rockland Breakwater Lighthouses. I also got to Fort Point and Dice Head Lights for the first time. And we went back to Bass Harbor Lighthouse for the umpteenth time just because it is a great looking light in a beautiful place.

And the boat trip! The sea was calm and sky full of clouds. What more could you ask for? Lighthouse? Ok. We saw Rockland Breakwater and Owl's Head from the sea side for a change. Indian Island, Goose Rock, Brown's Head, Eagle Island and Curtis Island. We even got one of the schooners to raise its sails for us as we "converged" on Rockland Breakwater. Even Marjorie Monteleone, a professional photographer, said that this was the best trip she had ever been on. Owl's Head proved to be particularly photogenic, with a beautiful setting on high ground and great clouds behind.

If you want to see a lot of lighthouse in a short period of time, the Evangeline Trail is the one for you. We saw 13 lighthouses in one day. When we visited Battery Point and Hampton Harbor on this portion of the trip, it gave us a great idea of how the huge tide changes in the Bay of Fundy affect the area harbors. The boats were resting on the bottom and you could see the watermark way up the wall. Except for their condition, you would have thought the boats were derelicts. We also saw the second lighthouse in the middle of a town, the Annapolis Light. That's right, Annapolis! Prim Point was another very pretty lighthouse in a very nice setting. We also saw Margareville Light, Boans Head, Gilbert Point and Port George to name a few. Phew is right! In 6 days we saw at least 35 lighthouses and we weren't finished yet! On to Maine!

We stayed overnight in Portland on our return and the next day traveled to Pemaquid Lighthouse. We stayed at the Pemaquid Hotel and the next morning I had a lobster omelet while looking at the lighthouse. It don't get any better than this!

Sunday we left regretfully to return home. On the way we stopped at Kennebunkport to pick up $400 worth of lobster. Also regretfully, not all ours. We arrived home on Monday, ready to get back to work and get some rest! We stuck around for a week and were off again to North Carolina, but I'll let someone else tell that story. (ed. note - And someone did - see North Carolina II by Jim and Nancy Copc - this issue!)
President's Corner

by Tom Laverty

The year 1998 will be a busy one for the organization. We have expanded lighthouse tours with the National Park Service at Sandy Hook to every Saturday and Sunday starting April 4th and continuing until the weekend before Thanksgiving. Members will also have an opportunity to assist as guides at the Absecon Lighthouse (dates and times to be announced). In March we will be meeting at Fort Wadsworth in Staten Island, Fort Mott in June, Stony Point Battlefield (N.Y) in September, and somewhere near East Point Lighthouse in December. We are having our first Lightkeeper's Ball in April, and a five day trip to Maine in May. The organization will be represented at two festivals at Sandy Hook, one at Batsto Village, another at Fort Mott, and a couple of days at the Baymen's Decoy Show in Tuckerton.

A committee of board members met with National Park Service representatives in January to discuss the future of our involvement with the Sandy Hook Keeper's House. While no formal agreement has been made as yet, we are considering entering into a three year agreement with the National Parks to operate part of the house for exhibits, office, and storage space.

If you wish to give us a hand (please!), call one of the officers or see us at one of the meetings. As our activities are becoming better known, the demand increases and the more volunteers we need.

Tickets for the Preservation Raffle will soon be distributed. This year's prize will again be a couple of nights at the Elm's Bed & Breakfast in Camden, Maine with hosts and fellow NJLHS members Ted & Jo Panyotoff. The raffle has been one of our most successful fundraising efforts and has allowed the organization to assist other lighthouses around New Jersey with special projects. In 1998, Absecon will receive $2,500 to assist the IPPA in implementing tour programs and exhibits of the lighthouse. A second $2,500 is scheduled for next year. Tuckerton Seaport received $1,300 to stabilize the former Brandywine Shoal Lighthouse Lens which will be displayed in their new museum building when completed. A couple of other smaller donations are scheduled for East Point and Finns Point Lighthouses. Your participation in this raffle makes this possible. If you choose not to participate, or cannot sell all the tickets given to you, please return them. Other members may be able to sell them.

The idea of establishing a National Lighthouse Museum is moving ahead. I had an opportunity to attend a meeting between the Site Selection Committee and the Staten Island Borough President's Office. After the meeting we were given a tour of the former Staten Island Lighthouse Depot. What a fantastic group of buildings. The site was impressive and would indeed make a wonderful location for a National Museum. It is one of several sites under consideration. The steering committee meets in Newport, Rhode Island this March. I plan to attend and will keep you posted on the committee's progress. I hope to see you at a meeting or activity.

Absecon Lighthouse Tours

The NJLHS Board agreed to assist Inlet Public Private Association with tours of the Absecon Lighthouse. Yvonne Miller and Rich & Elinor Veit will be coordinating our efforts there. Details still have to be worked out, but if you are interested in helping, contact Yvonne or Rich & Elinor.

Sandy Hook Tour Schedule

Tours of the Sandy Hook Lighthouse will be conducted every Saturday and Sunday according to the following schedule.

<table>
<thead>
<tr>
<th>April 4 to May 31</th>
<th>Weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00 noon to 4:00 p.m.</td>
<td></td>
</tr>
<tr>
<td>No tours Easter Sunday</td>
<td></td>
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<table>
<thead>
<tr>
<th>June 6 to August 30</th>
<th>Weekends</th>
</tr>
</thead>
<tbody>
<tr>
<td>2:00 p.m. to 6:00 p.m.</td>
<td></td>
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<tr>
<td>No tours July 4th</td>
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<tr>
<th>September 5 to October 25th</th>
<th>Weekends</th>
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<tbody>
<tr>
<td>12:00 noon to 4:00 p.m.</td>
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<thead>
<tr>
<th>November 7 to November 22</th>
<th>Weekends</th>
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</thead>
<tbody>
<tr>
<td>11:30 a.m. to 3:30 p.m.</td>
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<tr>
<th>December 12, 13, 19, &amp; 20</th>
<th>Weekends</th>
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</thead>
<tbody>
<tr>
<td>12:00 noon to 3:30 p.m.</td>
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Barneget Lighthouse Schedule

Barneget Lighthouse is now open on a Winter Schedule, weekends 9:00 a.m. - 3:30 p.m. until May 1st when the Wednesday through Sunday schedule begins. There is no fee during the winter and it's a perfect opportunity to see a wintry view from the top of the lighthouse.

The lighthouse's evening hours schedule was so successful the past two summers that the number of evenings the lighthouse will be open until 9:30 p.m. has been increased. The evening schedule begins May 23rd and includes June 27th and every Saturday and third Wednesday, July through the end of September. Look for a complete schedule in the June issue of the Beam. For more information contact the Barneget Lighthouse State Park Office at (609) 494-2016.

(Continued on page 11)
Society News

NJLHS Annual Preservation Raffle will be held at the June Meeting. June 27 in Pennsville at 12:00 noon. First Prize is a stay at the Elms Bed and Breakfast in Camden, Maine. Second Prize is a pair of Jason Perma-focus binoculars. Third Prize is a $50.00 certificate for NJLHS merchandise. Raffle tickets are included with this issue of *The Beam*. Extra tickets will be available at the March meeting at Fort Wadsworth.

Point Comfort Front Range Lighthouse

We received a note from Ronald G. Albury of Southampton, New Jersey with the picture below in response to a lighthouse program done by Yvonne Miller and Kim Ruth. Ronald writes:

“When I was boy, we had a cottage at Beacon Beach but by the mid-to-late 1930’s the Depression’s effects caused us to lose it. **Beacon Beach** was in **Keansburg** (on the east end) and very close to Ideal Beach. At that time, before massive pollution, the waters of the Raritan Bay were very desirable because one could swim in salt water without the hazards of the surf. It was also very accessible to North Jersey and to New York. Steamers were still going from Battery to Atlantic Highlands and, to a lesser degree, to Keansburg.”

Don’t Miss
The Social Event of the Season!

The NJLHS First Annual Lightkeeper’s Ball

Saturday, April 18, 1998
6:00 p.m. - 11:00 p.m.
at the
Holiday Inn, Atlantic City
$56.00 per person

For Reservations:
Call Bill & Ann Volpe
732/846-2196
- Or -
Joe & Carol Guchek
732/572-2615

NJLHS Photo Contest

March 21, 1998 is the deadline for entering our annual Photo Contest. If possible, please have entries submitted prior to the meeting. Entries may be delivered to Twin Lights, c/o Tom Laverty, or mailed to Al Smith, 7 Goldfinch Road, Audubon, NJ 08106. Rules and entry forms were mailed with the December *Beam*. For more information call, Al Smith at (609) 546-7810.
Lighthouse Committee Appointed at Tinicum

Myles Hillary has been in contact with someone from the Coast Guard who is interested in leasing the light to a society. On February 3, the Mayor of Paulsboro, John Burzichelli, appointed a lighthouse committee to help form a society and promote the Tinicum Lighthouse. Marc Kamp, Paulsboro’s head of the Chamber of Commerce, was appointed as the Chairman of the Lighthouse Committee. Myles and Alice are scheduled to meet with the committee this month to lay out plans from this point.

Program Signals
by Yvonne Miller

Spring Meeting - March 21, 1998

The meeting will be begin at 11:00 a.m. at Fort Wadsworth, Bldg 210 Second Floor, Staten Island, New York. Hospitality will be served at 10:30 a.m. This is the annual photo contest meeting BRING YOUR LUNCH; FACILITIES FOR EATING ARE FEW AND FAR BETWEEN. Elinor DeWire will give a presentation and will do a book signing. She will have a supply of her books for sale and will also sign any books that members already have, so bring them along. Fort Tompkins and Battery Weed (with its lighthouse) are just a short walk across the street behind the Fort Wadsworth’s Visitor’s Center. The Visitor’s Center has a great interpretive exhibit that should not be missed and the New York Harbor Lighthouse Group is working on directions to other lighthouses in the area.

Directions to Fort Wadsworth

From the New Jersey Turnpike take Exit 13 to the Goethals Bridge (Route 287). Stay on Route 287. Follow the signs for the last exit on Staten Island. Take this exit and follow signs for Bay Street. Stay to the right, make a right and you will be at the guard gate of Fort Wadsworth. Building 210 is on the right and is Handicapped Accessible. Parking is next to the Visitor’s Center across the street.

Summer Meeting

Plans for the Annual Picnic meeting, June 27, 1998 at Fort Mott, Pennsville, N.J., are in the works. Visits and tours of Ft. Mott State Park, Finn’s Point Lighthouse and the ferry to Ft. Delaware will be available. The meeting will be at the pavilion and under a tent. Please bring your own lawn chairs for seating. Additional information and directions in the next BEAM.

Fall and Winter Meetings

Fall Meeting will be held on September 28, 1998 at Stony Point, N.Y. The Winter Meeting will be held on December 5, 1998, in Heislerville, N.J., near the East Point Lighthouse.

We’ll have more information in June and September issues of The Beam.

Winter Meeting Recap:

The hospitality of the Hudson Regional School District was delightful. The staff, as usual, was very helpful and accommodating. Several members of the Friends of Conover Beacon group attended the meeting with several pictures of Conover Beacon from the past. After the meeting and elections, Nancy & Jim Cope gave an audience participation slide presentation of lighthouses (in alphabetical order) taken on their many trips. In addition, they included slides of several NJLHS functions with many of our members. It was lively and fun. The group then split and proceeded to Conover Beacon and Chapel Hill for photos. Thanks to NJLHS members following “the plan”, visits to both lighthouses were orderly and not crowded.

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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Officers and Board Members

| President       | Tom Laverty             | (732) 872-2966 |
| 1st Vice President | Yvonne Miller | (609) 654-2451 |
| 2nd Vice President | Steve Martorano | (609) 426-3281 |
| Secretary       | Judy Swiniak            | (973) 543-7281 |
| Corres. Secretary | Betty Smith     | (609) 546-7810 |
| Treasurer       | Debby Megenigal        | (609) 268-0779 |
| Board Member    | Annette Colt           | (732) 566-3809 |
| Board Member    | Bill Gately            | (732) 229-3238 |
| Board Member    | Ray Vieht              | (732) 985-2624 |
| Board Member    | Bill Volpe             | (732) 672-4438 |
| Board Member    | Al Smith               | (609) 546-7810 |

Committees

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<tr>
<td>Activities Chair</td>
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<tr>
<td>Historians</td>
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<tr>
<td>Hospitality Chair</td>
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<tr>
<td>Membership Chair</td>
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<tr>
<td>Newsletter Editor</td>
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<tr>
<td>e-mail</td>
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<td>Program Chair</td>
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<tr>
<td>Publicity Chairs</td>
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<tr>
<td>Ways &amp; Means</td>
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Society Address: NJLHS, Inc.
P.O. Box 4228
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Beverly, NJ 08010

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