HOLLAND II
May 1-8, 2002  Story & pictures by Rosemary Dixon

Four years ago my first trip to Holland was a two-week group bicycle tour. I had a wonderful time, but the group itinerary did not allow any time for “lighthouse”.

On this trip, the itinerary was determined by me: two days for flowers and five days for lighthouses! Most especially I wanted to see the northern Wadden Islands, with many natural areas, birds, and seals. Each island has its own lighthouse.

May 1, I visited the KEUKENHOF (Lisse) consisting of more than 100 designed tulip beds and other Holland bulb beds. The Gardens are open for two months, April-May each year. The remaining ten months are used to prepare the new designs, lift the bulbs, prepare the soil, tend the trees, and in the fall plant six million bulbs.

May 2, devoted to the FLORIADA! (Haarlem) This is an international horticultural exhibition, which takes place in Holland only once every ten years. Lucky 2002!

Holland has a very efficient public transportation system that took me on my travels to photograph eleven lighthouses. Trains, buses, ferries, bicycles, a Land Rover and my own feet were the modes used. A further complication was that the Island-Hopping season in the Waddens runs from July 1-September 30. Accordingly, certain ferry service was severely limited.

1. NOORDWIJK — (right) a beautiful snow-white, brick, square tower. The bus dropped me off in front of it on the road, right across from the beach and the Noordzee.

2. IJUMIDEN (small) — (below) Here there were two pretty red lighthouses. When I got off the bus in the middle of the city, I had no idea where the beach or the lighthouses were. I saw a girl tying her shoelaces and asked if she knew of the lighthouses. She spoke English, said yes, and offered to walk with me. We walked awhile, then took another bus to the beach. We walked a long time, much of which was uphill. At the top of the hill was a beautiful view of the Amsteldamse Kanaal. The little lighthouse is next to the Harbormaster’s Control building.

3. IJUMIDEN (tall) — (below) The second lighthouse was a considerable distance away, but I was able to photograph it with a zoom lens. My guide’s name is Tina, she is an 18 year-old pharmaceutical student. She belongs to a walking group and can walk long distances very quickly. I took her picture and we exchanged addresses. How delightful and surprising that a young girl will spend almost three hours helping a lost tourist. From this city I had to take two buses and a train to get back to my home in Leiden.

(Continued on page 3)
From the Editor’s desk........

An update concerning Mispillion Lighthouse, DE. It has been reported, according to Bob Trapani of Delaware River and Bay Lighthouse Foundation, "The light tower, roof and other pieces of the structure were scrapped in a roll-off dumpster. The remainder of the structure was disassembled and placed on a house mover’s flatbed truck - destination unknown at this point."

If you include lighthouses in your vacation: take notes, pictures and time to enjoy them. Then sit down and write up your trip, send us (by email, fax or mail) a copy of your pictures, your story and share those treasured moments with your fellow Keepers.

Joe Guzech, Editor

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Outreach

The next outreach site will be the Tuckerton Baymen's Decoy Show on September 28 and 29. NJLHS will have tables set up at the Tuckerton Middle School as we have in the past. It is a two day show and while there are two volunteers so far, we could use more. Please let me know if you would be willing to give us some time. Our Ways and Means Committee will be there also. Email me at ymm615@hotmail.com, or let me know at the September meeting.

Attendance at the East Point Open House took place on August 3rd right in the middle of the "heat wave". Attendance was down from previous years because of the heat. I want to thank Jim Gale and Liz Pezzuto for their help with set-up and staying until the rain and thunder threatened. Also thanks to Jayne Swepe, Jack Slavin and Doreen Lagatutta.

On Friday, August 2 HMS Host Corporation at the Montvale Tourist Welcome Center, located in Bergen County on the Garden State Parkway at mile marker 172, hosted its first "Spotlight on New Jersey," showcasing tourism destinations in the Garden State.

NJLHS was invited to participate. Rick Weber covered this event for the Society giving out info on the Challenge Weekend and NJLHS. Thanks for covering this event.

By Yvonne Miller
4. DEN HELDER — (right) This tall red lighthouse could be seen from the large ferry to the island of Texel. It is named Lange Jaap and is very striking against the beach and the blue water of the Noordzece.

5. TEXEL — (left) largest of the Wadden islands. The ferry and the lighthouse are at totally opposite ends of the island. After boarding another bus I was dropped off in the middle of nowhere. The driver pointed one way for the lighthouse and the other way for the small Vlieland ferry. I walked about two miles uphill with camera and backpack, dragging my small, wheelied suitcase along to the lighthouse. The red lighthouse is named Eierland. After my photos and a quick snack I hurried back along the road, the dike, and further on to the little ferry shack. My computer had shown that the ferry, which began service on May 1, would leave at 5 pm. However, for May and June the sailings are few and far between. There was no ferry at 5 pm on Friday. Since the next day, May 4, is remembrance holiday, the ferry would depart at 10 am. I located a small bed & breakfast for the overnight (somehow getting locked in the room for awhile).

6. VLIELAND — (right) Saturday morning, after trekking out a long, spindly wharf in high winds I boarded the ferry. Just before landing, we were told that the Land Rover, which was supposed to pick us up, had broken down and that we would have to return to Texel. The captain said I could elect to disembark and wait on the beach until another vehicle might come along. Of course I did this and was treated to an hour of watching seals frolic in the surf. When the Rover came, there were thirty Dutch people having the time of their lives on holiday touring the island. In Dutch, the driver told them: "This lady came all the way from America to say 'Hello' to you." We waited for another few minutes so they could watch the seals too, then traveled about ten miles along the hard-packed sand to a large resort area. Then another bus to the village and a walk along the dike to the foot of a hill with many, many steps up to the red-brown lighthouse, which is named Vuurdun. A lovely, adventure-filled day ended with dinner of a huge apple pancake and a 7 pm ferry to the next island.

7. TERSCHELING — (left) Arriving late, I just went to the hotel. The next morning (Sunday) braving the rain, I rode my bicycle to the Brändaris Lighthouse. It is a tall, square, beige brick tower. After taking pictures, I went on to the ferry office to get the schedule and my ticket. I got lost trying to find my way back to the hotel and barely caught the 10:30 am ferry to the next island.

8. AMELAND — (right) I had no reservation. On Sunday the tourist office was closed and it was raining. The bus driver let me out at the largest hotel. Fortunately I got a room, and then was off, walking to the bike rental place. The beautiful lighthouse is red and white striped. Pictures with all the mist were difficult. The previous week an event honoring horse-drawn lifeboats took place. Having missed this, I had to be content with a postcard showing how it was done. There were very nice bike paths along the beach. After a Mexican dinner, sleep was quite welcome! The next morn-

(Continued on page 14)
My Dad, his friend, and the lighthouse that they cherished so much.

It was sometime in the mid 1950's. Two young men striving to make a living in the scrap metal/demolition business had heard about The Waackaack Rear Light House being sold at a government auction held in Keansburg, N.J.

"The Waackaack Rear Range Light was built on land acquired from Andrew Wilson on April 6, 1854. The tract was about 2 acres and went from the present Frances Place [whether a road or a house is not apparent] down the west side of Waackaack Avenue to Kennedy Way [formerly Fourth Street], west on Kennedy to Creek Road, south on Creek Road back to Frances Place. Some of the land was later sold off to the firm of Redfern & Wilson.

In 1856, the 96-foot tall Waackaack Range tower was completed. It stood near the water's edge but was the rear range light in conjunction with the Point Comfort light on the beach. The light's main purpose was to guide vessels coming into the Raritan Bay. The tower was initially made of wood but was replaced in the 1860's by an iron tower made by the Russian Iron Works. In 1878 the lighthouse was described as having an elevation of tower 58 feet, light stands 76 feet, a 2nd order fixed white light at 30°26′36″ Latitude by 74°08′11″ Longitude. A white tower with black lantern.

The light was first fueled with lard oil, but in 1883 a high-powered electric lamp was installed that was magnified by a glass lens manufactured by F. Barber of Paris, France. According to Mr. Redfern, who purchased most of the land adjacent to the lighthouse, the first keeper of the lighthouse was Cornelius Collins. The second keeper was William Chadwick, who worked with Steve Wilson as his Assistant Keeper. Mr. Fowler followed William Chadwick as keeper.

Preparations were made to replace the light-tower beginning in 1891. It is noted in the Annual Report of the Lighthouse Board for Fiscal Year ending June 30, 1891 "that the preliminary levels and surveys were made preparatory to carrying out the provisions made by Congress in the act approved on March 3, 1891 for erecting a new tower at this point."

The tower built for use at the Waackaack Rear Range Light Station was part of the United States Lighthouse Board's exhibit at the World's Columbian Exposition held in Chicago in 1893. The lighthouse was built of iron rings, by a contractor from Detroit, Michigan. As the site for the lighthouse was not ready for its erection at the time the light tower was completed, it became possible for the lighthouse to become an exhibit at the Exposition.

The description of the lighthouse as described in the Annual Report of the Lighthouse Board - 1894: The Waackaack light tower is an iron skeleton structure surmounted by a parapet and lantern, accessible from below by a spiral stairway inclosed [sic] in an iron cylinder. its height from base to lantern top is 106 feet and its weight is about 150,000 pounds.

The skeleton structure which rests on eight circular foundation disks, anchored to a concrete foundation, is composed of columns, sockets, struts, and tension rods, forming the frustum of a square pyramid, bounded on the top by an architrave supporting an octagonal gallery, a circular parapet and a decagonal lantern. The frustum has a base of 28 square feet, its height is 84 feet to the lower face of the architrave, where its sides form a square of 8 feet 8.66 inches on each side. The contract under which the tower was built provided that --

The wrought iron to be used for the structure must be free from imperfections, and must be capable of bearing a tensile strain of not more than 50,000 pounds per square inch of cross section. All castings must be entirely free from imperfections such as honeycomb, blowholes, etc.: they must be straight, out of wind, and must have a clean and smooth surface. The iron in the castings must be light gray in color, close grained, and of such quality that a rough bar three-fourth inch square, supported at points 12 inches apart, will break under a load of not less than 930 pounds applied at the center.

The agent of the Lighthouse Board in charge of the work may test specimens of the iron by straining or breaking, but no piece that has been strained and possibly crippled shall be used in the structure. The tests referred to shall be at the expense of the contractor.

The boltheads and nuts throughout the structure are to be hexagonal, if not otherwise specified. The screw threads must be sharp and clean and the bolts of proper lengths. The diamond checkering, wherever specified, is to be at an angle of 30°; to one side of the plate, the checkers not any longer than 1 ½ inches. The brass must contain not less than 90 percent of copper, it must have a close texture and no scrap is to be used in the alloy. None but the best workmanship will pass inspection.

The contract price for the iron tower was $11,810 which included erection of the tower on its own foundation. The government was to provide the illuminating apparatus, lantern glass, and prepare the foundation of the lighthouse.
I do remember that something magical happened to my father and to his friend, Tony, ........

I do remember that something magical happened to my father and to his friend, Tony; they fell in love with the lighthouse and did not want to tear her down for scrap. There was talk in our house over many a dinner of how my dad wanted to make a little park there, have a souvenir shop, sell hot dogs and hamburgers, give tours and sell bait. I was so excited after all how many kids could say their dad owned a lighthouse.

My dad and his friend Tony went to the government and told them of their dream to preserve the lighthouse at their own expense and labor. After all they were in the scrap metal business and had all of the tools and material to make her a sound structure once again. They had all they needed to make her whole again. Well needless to say the government insisted that the lighthouse come down because of the fact that it was sold at a demolition auction and there was no way to reverse the decision. Who knew?

With heavy hearts the two young men started the demolition. They were smart enough to realize that the prisms should not be destroyed and they sold them to a museum in Philadelphia. They sold the land to the neighbor whom lived next to the lighthouse and sold the scrap metal to foundries in Camden, NJ.

I have heard my father talk about this lighthouse all of his life and how he wished that they were allowed to keep it, and how they would sell the bait, the hot dogs and hamburgers, and the little souvenirs while they gave mini tours of their very own lighthouse.

On October 13, 1995, the last year my dad was alive, I gave him a large oak-framed picture of that lighthouse for him to look at whenever he wanted. He died the following September, but I know he had cherished that dream for a long time. I could see dad drift away many times in his mind and I knew he was at his lighthouse. He was a man who loved the sea and all of its glory. He took my brother and I fishing almost every night after school.

Dad, I write this story to keep the memory of you and one of your dreams (The Waackaack Lighthouse) alive.

God Bless You Dad
Your Loving Sons
Carl and Joseph Vetran

Above picture compliments of NJLHS website
To learn more about the Waackaack Lighthouse on line, visit: http://njlhs.burkco.org/waackaack.htm
NJ Lighthouse Challenge Gains Momentum
By Rick Weber, Chairman

By now, only the newest members may not know about the cornerstone event of the society, Lighthouse Challenge. Planning has been going on continuously in the past couple months. The challenge committee has picked a design for the challenge T-Shirts and will be ordering (hopefully enough!) shirts shortly. Distribution of brochures has gone so well that we are currently planning to print more. Posters are also being distributed and we plan to offer the extras for sale during the event.

The biggest news, by far, is that Donna Elias, noted lighthouse artist, has made plans to attend this year’s event. Donna is working on an 18x24” commemorative watercolor poster for lighthouse challenge. It will be offered for the first time on the event weekend. Donna is scheduled to appear at Absecon, Hereford and Cape May lighthouses on Saturday and at Tuckerton, Twin Lights and Sandy Hook on Sunday to sign the prints. The poster will include paintings of each of the 11 lighthouses participating in the event. It promises to be a highlight of this year’s event.

**On Saturday, October 19th**
- Absecon Lighthouse 9-11 am
- Hereford Inlet Lighthouse 12-2 pm
- Cape May Lighthouse 3-5 pm

**On Sunday, October 20th**
- Tuckerton Seaport 9-10:30 am
- Navesink, Twin Lights 1-2:30 pm
- Sandy Hook Light 3-5 pm

Interest in the challenge continues to come in from many different groups. As word spreads, we are hearing from local tourist bureaus, motorcycle clubs and other lighthouse organizations.

Once again, many thanks to everyone who is helping to make the Challenge a success.
A Message from Membership
(Mary Beth Doherty, Membership Chair)

Meeting Attendees:
There were 186 people signed-in at the Tincum meeting in June. Reminder: Please sign the book. We like to keep track of how many people are coming to the meetings to ensure a facility large enough and plenty of chairs.

Membership Numbers:
At the deadline for this issue, the membership numbers are as follows:

- Single Memberships = 394
- Family Memberships = 353 x 2 = 706
- Total Members = 1,100

Reminders:
Society Nametags: Stop by the Membership Table to order the nametags. They are $4.00 each, paid for when ordering, and will be mailed to you. (Orders taken at meetings only.)

Changes: If you are moving, changing your membership status, phone number, or e-mail address, please let me know so I can have your most current information. I like to keep the database up to date!

Gift Membership: A membership to the New Jersey Lighthouse Society would be the perfect gift for that person who has everything!

NJLHS
Calendar of Events
2002

9/21..............General Membership Meeting
West Cape May Fire House
Annual T-Shirt/Sweatshirt Contest
Lighthouse Memorabilia Flea market
& White Elephant table
Guest Speaker: Cufin Chambers
Curator of Tybee Island Lighthouse

9/28 & 9/29........Outreach, Tuckerton, NJ
Baymen’s Decoy Show

10/19 & 10/20.....3rd Annual Lighthouse Challenge
NJ land-based lighthouses open to public

11/11.............Absecon Lighthouse, Veteran’s Day Event, with U.S. Coast Guard

12/7..............General Membership Meeting
Tuckerton Seaport
2nd Annual Holiday Social 1:30-3:30 pm
Bring an ornament for the tree

1/03..............Membership Renewal Time!!

NJLHS “Hotline” (856) 546-0514

New Members:
Since the June issue of The Beam, the following members have joined our Society. If you happen to meet them at a future meeting, please welcome them!

- David & Patricia Abut
- Mr. & Mrs. Robert L. Bartleson
- William & Sandra Bredzel
- Kelly Carper
- Mike & Marie Casalino
- Anthony Cupano
- Melissa Davis
- Glen & Jean Davis
- Karen Dowd-Hansen
- Raymond & Martha Empye
- Virginia Essick
- Faith Michael Fee
- Peter Fischer
- Ruth Fleming
- Sondra C. Greenfield
- Gary Hargus
- Betty Healey
- Mark Kopp
- Susan Kreiner
- Paul & Katharine Lehning
- Linda Mace
- Ray & Pat Miller
- Michele Wieszner & John Ozment
- Mr. & Mrs. Jerrel Ponder
- Charles L. Reeder
- Robert Rutenberg
- Judy Ryan & Family
- Kathleen R. Santucci
- Brenda Schreier
- Chuck & Judy Simmons
- John H. Smith, Jr.
- Paul E. Sojka, Jr.
- Carl M. Vetanko
- Bill Westerman

Toms River, NJ
Browns Mills, NJ
Montague, NJ
Germantown, MD
Freehold, NJ
New Brunswick, NJ
Exton, PA
Middletown, DE
Toms River, NJ
Warem, MA
Island Heights, NJ
Hummelstown, PA
Wharton, NJ
Highlands, NJ
Leonardo, NJ
Pittsgrove, NJ
Kemilworth, NJ
 Parsippany, NJ
Easton, PA
Ottsville, PA
Norristown, PA
Mickleton, NJ
Painsboro, NJ
Maple Shade, NJ
Havertown, PA
Phila., PA
Churchville, PA
Tuckahoe, NY
Oak Ridge, NJ
Campbell, CA
Burlington, NJ
Perth Amboy, NJ
Red Bank, NJ
Bound Brook, NJ

October 2002

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Mark your calendar
Lighthouses for Christmas? What more could one ask than a two week driving trip to visit southern lighthouses? The Saturday before Christmas we packed our GMC Jimmy and traveled south. Midday on Christmas Eve we started our lighthouse adventure with a visit to St. Mark's Wildlife Refuge, a beautiful area of wetlands just south of Tallahassee, Florida. At the end of the refuge stands the white tower with black top and keeper's house of the St. Mark's Lighthouse. What a magnificent sight seeing the lighthouse amongst the trees and surrounded by egrets, herons, and other water birds.

Christmas Day we traveled west along the Gulf of Mexico to view the Crooked River Lighthouse in Carrabelle, FL, a tall, now faded red and white skeletal tower which unfortunately is being neglected. A little farther west we could see the black top of the skeletal Cape San Bias Light, which is on Air Force property. The road to the lighthouse was closed with a sign on the base stating "Terrorist Situation". Needless to say, we just photographed the top of the tower from a distance. Farther west along Florida Highway US 98, we stopped to see the St. Joseph Point Range Light at Beacon Hill. The former house type light has been replaced by a modern red beacon.

On our way to Pensacola the following day, we enjoyed the pristine beaches of Florida's panhandle, the most spectacular fine white sand one can imagine (made of quartz), and decided that we would return there someday for a vacation. In Pensacola we were delighted to find that we were permitted on the Pensacola NAS base to photograph the lighthouse. (Fortunately, we had our photo ID's which were needed throughout the South.) Pensacola Light is a stately brick, black and white tower which is attached to the keeper's house. Behind the lighthouse are front and rear range lights extending to the water. It is amazing how many lighthouses, like Pensacola, were considered threats and thus became prime targets during the Civil War. For example, the Confederates stole Pensacola's lens and burned it until after the war. Other lights either received extensive damage or were completely destroyed.

We then left Florida and continued along the coast into Alabama and drove along the peninsula, which separates the Gulf from the expanse of Mobile Bay. Located next to historic Fort Morgan is the black iron skeletal

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tower of Mobile Point Lighthouse. At dusk we crossed the entrance to Mobile Bay via car ferry to Dauphin Island and its causeway leading to Mobile. From the ferry we saw many of the lighted natural gas platforms that dot the bay and the Gulf coast.

After a night in Mobile, we proceeded to the city of Biloxi, Mississippi. There we saw the Biloxi Lighthouse, which stands on a strip of land between the lanes of busy US 90. The iron lighthouse recently received a new coat of white paint and was all decorated for Christmas with its wreaths and green trim. A city employee stopped as we were photographing the lighthouse, gave us literature, and explained that the lighthouse was closed. Shortly after that two local vans arrived. When they noticed our NJ lighthouse plate, they invited us to climb the tower with their private tour, calling it "southern hospitality," which it certainly was. The "locals" gave us some interesting history and tales of the light.

Next we followed the coast of Mississippi into Louisiana to New Orleans. There we circled vast Lake Pontchartrain. First we stopped to see New Canal Lighthouse on the southern shore, which is a white with red trim keeper's house with the light on top. Later we photographed the Tchefuncte River Light from a distance across the water on the northern side of the lake. To appreciate the immense size of Lake Pontchartrain, we drove the causeway across the center of the lake the following morning - 24 miles of open water.

Leaving New Orleans, we drove southwest across Louisiana to the delightful Southwest Reef Light in Berwick, LA. The deep red shell of the once active screwpile light now stands in the city park and was all decorated for Christmas.

After a night in Louisiana's Cajun country, and experiencing the local cuisine, we entered eastern Texas and stopped at the welcome center. What a welcomed sight to receive an eight page packet of Texas lighthouse information and directions to supplement the "lighthouse library" we always carry with us. We then headed along the Gulf to Sabine Pass. The Sabine Pass Lighthouse lies in the Sabine River, the border between Louisiana and Texas. While looking for a place to photograph the light, we happened to meet members of the Cameron Preservation Alliance who are planning the restoration of the lighthouse. The architect and engineer had just evaluated the tower and noted

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its deteriorating condition. Due to recent rains, they could not use the road just built for access on the Louisiana side, so they approached the light from the Texas side by boat. One of the members offered us "an adventure" by taking us across the river in his boat for better photos as a gesture of "southern hospitality". We naturally accepted and learned about the restoration en route. Since then we have received close-up photos from the group. The Sabine Pass lighthouse is an octagonal faded red and white brick structure with the base giving it the appearance of a rocket ship.

We had to travel inland to reach the Point Bolivar Light as the highway to the peninsula had been destroyed during a hurricane. For miles one can only see cattle and oil wells with a glimpse of the Gulf. What an impressive sight to focus on the majestic Point Bolivar Lighthouse towering above the fields and watch it come into view as one approaches. Although now privately owned, you may recall that this is the lighthouse that sheltered and saved 100 people during the 1900 hurricane. Taking the car ferry, we drove south through the charming city of Galveston as we traveled the coastal peninsula. This area of Texas has a wonderful highway system with well-maintained roads, numerous causeways, steep bridges crossing the Intracoastal waterway, and an efficient free state operated ferry system. In addition, the 70 MPH speed limit certainly reduces the time between lighthouses. We were unable to see Matagorda Lighthouse because of the boat schedule, but it is possible to reach on certain days with prior reservations.

Our next lighthouse was the Half Moon Reef Lighthouse which also is a screwpile that was knocked off its piling during a hurricane. It was eventually restored and moved to the town of Lavaca where it was decorated for the holidays and acts as a visitor information center. Further south we took another car ferry for a closer photo of the offshore Aransas Pass Light near Corpus Christi.

Our final lighthouse of the trip and year 2001 was Port Isabel in the southernmost part of Texas near the causeway to South Padre Island and the Mexican border. Only you readers would understand that we did not hesitate to drive this more than 300 mile round trip from our motel to visit one lighthouse, then finding out it was closed due to heavy rains. We were still excited to photograph the white lighthouse in the rain, enjoy the lighthouse decorations, visit the keeper's house and have lunch overlooking the water before starting our trip back.

After spending New Year's Day in San Antonio and a visit to The Alamo, we started our drive home, planning our daily route to avoid the southern snowstorm that was on the east coast. We arrived home safely with our memories of 15 lighthouses, 15 states, and five state capitol buildings, in 15 days with a total of 4,988 miles. Unlike the North where we grow accustomed to visiting several lighthouses in one day, the Gulf Lights are spread miles apart, hardly suitable for a Lighthouse Challenge, but well worth the drive. Our greatest joy was to discover that so many deactivated and abandoned lighthouses have been rescued and restored by local citizen groups and towns who appreciate them.
In late 1998, after a $490,000 makeover that included the dispatching of many snakes between the walls of brick, the Sapelo Island Lighthouse was reopened. The peeling tan bricks have been repainted with resplendent-red and white stripes.

Thomas Spalding, who owned the entire island, built a Jeffersonian mansion and a 400 slave plantation that existed from 1807-1861. During the Civil War the house was vandalized and left to the elements until it was partially restored in the early 1900's. Howard Coffin of Hudson Motorcar rebuilt it as a Mediterranean estate complete with pool, in 1912. R.J. Reynolds purchased the island in 1934 and constructed the longest grass runway in Georgia. He ran the island as a feudal lord, deciding who would get electricity. The state of Georgia assumed ownership of the island in 1964. The University of Georgia now has a marine institute there.

In 1808 Spalding gave five of his island's 16,000 acres for a lighthouse. The 89 foot tower was completed in 1820 for $4,500. The Lighthouse Board called for a 4th order Fresnel in 1854. Nearby Darien had ceased to be a major cotton and rice port, so a coastal light was no longer needed.

Confederates abandoned the island in 1862. The Lighthouse Board repaired and relit the lantern in 1868. A hurricane in 1898 put the base more than a dozen feet under water. It was now abandoned for a second time. To replace it, a 103 foot skeleton tower with a 3rd order lens was built in 1905. By 1913 shipping was nonexistent as logging and sawmills had disappeared and all that was left were shrimpboats. South Fox Island, Michigan received the dismantled tower in 1933.

At 9 A.M. on a Saturday it was time to board a ferry for the 40-minute trip from Meridian across Doboy Sound. This is the only time during the week which a stop at Sapelo Island Light occurs. The tours are run by the Georgia Department of Natural Resources and cost $10, with the ferry passage included.

The driver of our old yellow schoolbus is Yvonne, one of 79 residents of the Hog Hammock settlement-most of whom are descendants of slaves. The first stop is the cemetery on a one-lane unpaved road. Next we get on the paved north-south road and pass the only gas pumps on the island which are open two days a week for three hours each day. Once a car is ferried to the island it stays there until it dies.

Stopping by the island post office, Yvonne walks to the end of a dock and demonstrates the use of a castnet, letting one end between her teeth release as the net part hits the water. Back on the bus she suddenly stops so we can observe a nine foot alligator hiding in the creek. B.J.'s Confectionery, the only store on the island, is closed because the owner has gone to the mainland today. One of Yvonne's friends runs a small gift shop at which we can also sample some smoked Mullet, which is quite salty. The bus next passes by the Reynolds Mansion where for $250 per person (meals included) up to 29 people can stay the weekend in one of it's thirteen bedrooms.

The road to the lighthouse has many ruts. If you don't have back problems, you soon will as the bus constantly bounces up and down for about a mile. Fifteen minutes are allowed to photograph the light, climb the new Georgia pine spiral stairs and ward off the mosquitoes congregating around the trees.

Before we return for the noon ferry, we are driven to the southern tip of the island to walk along or in the water. As we return to Meridian, I realize this has been one of the most unusual and enjoyable lighthouse experiences for me.
RENOWNED ARTIST’S GIFT IS THE ORIGIN OF
OUR LIGHTHOUSE PRESERVATION FUND.

Story and pictures by Joan Walton

The NJLHS Lighthouse Preservation Fund began several years ago with a gift from Honorary Lifetime member, Howard L. Worner, AWS.

The gift, "INLET OF THE BREAKERS", an original acrylic painting of the Barnegat Inlet, the lighthouse and bell buoy in heavy seas and stormy skies was created by Howard for NJLHS preservation funds. The work was unveiled at the December 1994 meeting.

With Howard’s agreement, the Society has published a limited edition of five hundred signed and numbered prints. The original painting, (matted and framed by yours truly) was the first prize in the first raffle at the Spring 1995 meeting to raise funds for lighthouse preservation. Twenty of the prints were distributed at the raffle as second prizes, and fifteen prints were given to Howard, as is customary for the artist.

In addition to what was earned by the raffle, since 1995 over $2,200 has been raised for lighthouse preservation by the sale of these limited edition prints. All sales proceeds go 100% to the Preservation Fund.

Our Ways & Means Committee has an inventory of the prints, which are available for sale at $21.20 at our meetings. (An additional charge of $5 for postage and handling if it is to be mailed.) If the entire inventory were sold, it would raise over $7,000!!

Howard L. Worner, AWS, was an Associate Professor of Painting & Design at Carnegie Mellon University for thirty-one years before his retirement. He has been commissioned to travel to nineteen countries to paint the industrial scene. His works hang in many private and corporate collections and his awards are too numerous to list here. Two hundred fifty of his earlier works now hang at the Butler Institute of Art in Youngstown, Ohio. His mural of a rescue at sea is prized by the Coast Guard station at Barnegat Light.

After residing in the Signal House, Long Beach Island for many years, Howard has moved to Virginia, is still painting seascapes and keeps in touch with us. In January 2002, I visited him at his home. His latest work has been hung in the foyer of the Main Building at his present residential complex.

Hospitality

I hope everyone has a good time at the September 21, 2002 meeting. Cindy and Mike Mitzen have volunteered to do hospitality for it so if you are going to bring anything, please let Cindy know. Her phone number is listed as secretary. If anyone can give them a hand that day, I am sure they would appreciate it.

Thanks again for all your help in the past. If anyone lives near the Tuckerton Seaport and will be attending the December meeting there and could get to the Seaport around 9:00 a.m. that day to set up the coffee pot, please let Cindy know so that you can take the big coffee pot with you after the September meeting.

Betty Smith
# Lighthouse Keepers Word Find

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ing I caught the ferry back to the mainland. Sailing through the Waddenzee is no easy feat, as it is very shallow. This requires the ferry to progress slooowly through clearly marked channels. During the summer at low tides, with a qualified guide, tourists may carefully "mudwalk" the flats from the mainland to certain islands.

9. SCHIERMONNIKOOG (new) – (left) Monday, after arriving at the mainland, then another two buses, then a 9:30 pm ferry to the island made for a late arrival. My research had shown a pretty red lighthouse on the beach. However, it was puzzling to see a gray lighthouse from the bike rental place, so I rode in that direction to investigate. As a pleasant surprise at a little shop I saw a postcard with TWO lighthouses on it.

10. SCHIERMONNIKOOG (old) - (right) The inactive one, a bit inland, is gray and similar in size and style to the new one on the beach. Even the design of the doorways seemed identical. Tuesday, after a stop at the bakery, I returned the bike. I caught a ferry back to the mainland, then a bus and a two-hour ride on the interliner for a 7 pm arrival at Alkmaar.

11. EGMOND aan ZEE - (right) My last bus trip, 8 pm to the beach, bus stop right by the ornate Van Speyk Monument. This impressive white lighthouse has a large square base with much engraving and statues on it. The windows have fancy scrollings around them. Getting close to sunset, I did get some nice pictures, but with the light fading. Then waited for a return bus at 9:25 pm. Overnight in small hotel, no hot water.

With two floral events and a total of eleven lighthouses on film, fi-
NJLHS RAFFLE WRAP UP

By Richard Veit, Chairperson (Photos by Elinor Veit)

The annual raffle to acquire funds for our ‘Preservation Fund’ was an outstanding success this year. The raffle sales were the highest the NJLHS has ever experienced. The ticket sales came close to 9000 tickets.

These funds will be used for the needed financial help to the different lighthouses in New Jersey and occasionally to out-of-state lighthouse projects.

I would like to take this opportunity to thank the committee members that helped with the raffle and also thank the members who bought and sold the tickets for the NJLHS.

The following is a list of the winners:

1st Prize: Ray Veit  
2nd Prize: Frances Blasko  
3rd Prize: Sharon C. Seappon  
4th Prize: Susan Mazza  
5th Prize: Sandy Leahy  
6th Prize: Brian Miller  
7th Prize: Debbie Krapinick  
8th Prize: Tracy Biuhl  
9th Prize: Susan Mazza  
10th Prize: Winston Peters

(Lef) Grand Prize, a five foot lawn light replica of Barnegat was won by Ray and Elsa Veit of Edison, NJ. From left, Elsa Veit, Tom Laverty, President of NJLHS, Ray Veit and Rich Veit, Raffle chairperson. (Right) Winner of two prizes, Susan Mazza, is shown with Tom Laverty and Rich Veit.

Pictured (left) is President Tom Laverty presenting to the Tincum Lighthouse Group, a check to help with their ongoing historical work.

The NJLHS was presented with a rendering of Tincum Light created by Ray Miller, a local artist. Shown here are Tom Laverty, President of NJLHS, Marc Camp of the Tincum Lighthouse Group and Elsie Tedeski, a Paulsboro Councilwoman.
Program Signals:

By Yvonne Miller

FALL Meeting: The September 21, 2002 meeting will be held at the West Cape May Fire Hall on Broadway in West Cape May, New Jersey. Besides the normal meeting format we will be having a "Lighthouse Collectibles" Flea Market. The flea market will begin at 10:00 AM, will close during the meeting and the Speakers presentation and resume until 3 PM. There will be a $5.00 fee for each table set up. You must bring your own card table. For anyone who does not set up their own table, we will also have a "White Elephant" Table where you can donate an item for the benefit of NJLHS. All proceeds from this table along with the $5.00 table fees will go toward the Society's General Fund. This is a one time function requested by some of our members so that they can offer some of their many lighthouse collectibles, pictures, etc. to others. Here is your chance to make more space on your mantels and bookshelves.

THIS IS THE TEE SHIRT/SWEATSHIRT, ETC CONTEST MEETING.

Lighthouse Items Flea Market 10:00 am
Hospitality 10:30 am
(Please let Betty Smith know if you are bringing goodies)
General Membership Meeting 11:00 am
Break for Lunch (Bring your own lunch)
(between meeting & program 12:00 noon)
Presentation by Cullen Chambers
Curator of The Tybee Island Lighthouse 12:30 pm

Tours of the Cape May Lighthouse will follow the presentation. REMEMBER to wear your Society name tag or have your NJLHS membership card. Visitors and new members will be issued a name tag that will allow them to tour the lighthouse. Admission to the lighthouse will be free as long as you have one of the above.

DIRECTIONS: The directions for the meeting are routing members directly into West Cape May, avoiding the City of Cape May. Their is always something going on in Cape May and if you are familiar with the area, traffic in the City can get congested. If you follow the directions below, you will not have to drive in the City at all. However, if you are staying in the area for the weekend, take advantage of this wonderful historic city and all that it has to offer.

DIRECTIONS TO THE WEST CAPE MAY FIRE HALL:
From the Garden State Parkway traveling south, bear to the right towards North Cape May (Route 109). Take the jug handle bearing right onto Rt. 9 (Sandman Blvd). Proceed to the Seashore Rd. (Rt. 626 south) intersection. Make the left hand turn onto Seashore Rd...and continue until Simpson Lane which is just before the RR tracks. DO NOT TURN. Seashore Rd. becomes Broadway at this point. You will also see the Welcome to West Cape May Sign on the right. The West Cape May Fire Hall will be on the right-hand side, 0.2 miles from Simpson Lane intersection. Turn into the parking lot at the Fire Hall and park behind the building. The entrance for the meeting will be marked with NJLHS signs.

DIRECTIONS TO THE LIGHTHOUSE FROM THE FIRE HALL: The lighthouse is 3 miles from the fire hall. Turn right out of the parking lot and follow Broadway to the first traffic light., Rt. 606, Sunset Blvd. Make another right and proceed on Sunset Blvd to the Jct. of 629, Lighthouse Avenue, turn left. You will see the lighthouse which is at Cape May Pt State Park.

WINTER MEETING

TUCKERTON SEAPORT- The meeting will be held on the second floor of the Lighthouse. We will hold our 2nd annual Holiday Social after the meeting. All members are asked to bring at least one Lighthouse Tree Ornament for the new tree that will be set up in the lighthouse. More info and directions in the next issue of the Beam.

SUMMER MEETING RECAP

It is always a great experience to have our meeting in Paulsboro. That community still has the atmosphere of the old small town communities that use to dot our state before suburban sprawl took place. We had electrical overload problems and nearby neighbors, Alice William and Ed Myers, jumped in and helped out. They supplied us with electricity and hot water for hospitality. The Little League parents who run the snack bar were so accommodating and their food was great, so were the prices. A Township Council Member welcomed us to the Township and of course the members of the TRRLHS graciously welcomed us to their town and to the lighthouse. TRRLHS donated a numbered print of the lighthouse depicting it when the keepers house was still standing for our next preservation raffle. A list of the winners of the raffle appears in another article of this issue, so I won't say anything more than the raffle was a great success. As usual, NJLHS members were very generous and TRRLHS realized record sales of their merchandise while still supporting our own ways and means sales. It was a great combination.