SAVING THE CAPE ST. GEORGE LIGHT

Apalachicola, Florida is located where the panhandle dips south toward the Gulf of Mexico, dozens of miles in both directions, and is often referred to as the Forgotten Coast. Florida’s first daily newspaper, the Apalachicola Gazette, began publication in 1836. Nine miles offshore helping to enclose Apalachicola Bay is Little St. George Island and the Cape St. George Lighthouse—the second built at the elbow of this boomerang-shaped island.

The first light was a 65 foot brick tower built two miles northwest at West Pass, a channel separating St. George and St. Vincent Islands. Built in 1833 for $11,400, it was damaged by multiple hurricanes the next several years. Mariners had been lobbying for a light on the cape and the Lighthouse Board assented. The existing lighthouse was dismantled by early 1847 and much of its material was used to construct the first Cape St. George Lighthouse. After an additional $8,000 was spent, the beacon cast its light on December 20, 1848. The Great Middle Florida Hurricane destroyed this light and Cape San Blas, Dog Island and St. Joseph Bay on August 23, 1851.

Moving 250 yards inland, the present 72 foot light was completed the next year reusing 2/3 of the old tower’s bricks. A light was essential as Apalachicola was an important antebellum city. With over three dozen warehouses, it was the third largest cotton port after Mobile and New Orleans. Ships went 300 miles to Columbus, Georgia via the Apalachicola and Chattahoochee Rivers and then points north. Others went out to the Gulf and Europe.

To aid blockade runners in the Fall of 1861, the lens was removed and taken to the local customs collector who later shipped it further inland. Union forces captured the island in April 1862, holding it for the balance of the war. Many cotton bales were taken as contraband during an 1863 raid up the Apalachicola River. Spies and a thunderstorm foiled a rebel counterattack in May 1864. When relit August 1, 1865, the Fresnel gave off a ‘dark angle’ from prisms being damaged—although (Continued on page 4)
From the Editor's desk………

As this issue arrives, we note Labor Day has passed as well as much of the heat, humidity and rain we had this past summer, here in New Jersey.

Don’t forget to write up those lighthouse visits or vacations you had this past season and send them with your pictures for up-coming issues.

The next issue’s deadline is seven weeks prior to our membership meeting of December 6th, 2003. We are trying a new format this issue, mailing without an envelope. Let us know if you like it.

Joe & Carol Guchek

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Outreach

2003

By Yvonne Miller

Our outreach exhibits are continuing to draw interest throughout the State and in our neighboring States.

At the May 10th 2003 exhibit in Staten Island, Mike Boucher set up the diorama and presentation materials on his kitchen table. I don’t know if it was his table or our diorama but it caught the attention of members of the National Lighthouse Museum. Doreen Lagatutta frantically worked on a Presentation Board which highlights the NILHS and the 2003 Challenge and with handout materials, Mike B transported it to the Arts Center. The exhibit has been running since the middle of June through to September.

As I type, (August 2, 2003), Pat and Ron Bandock are at the East Point Lighthouse Open House manning our exhibit and the Ways & Means table. The report is that there is a good breeze blowing and no bugs.

We will set up a small exhibit at the Paulsboro Day Celebration at the Tinicum RR Lighthouse on September 6, 2003. The Lighthouse will be open that day from 9AM to 4PM.

The Ocean County Baymen’s and Decoy Show will be held in Tuckerton on Saturday and Sunday, September 20 & 21, 2003. Plans are for our exhibit and display to be set up on the porch of the Tucker’s Island Lighthouse. The volunteers of the day for the weekend are Catherine Klix, Mary Catherine Kennedy, Dixie Amento and Anthony Albence. Additional volunteers are welcome since it is two days, contact me at ymm615@hotmail.com or 609-654-2585.

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President's Corner

By Tom Laverty

The Society's finances are back on track after a year of a deficit budget and concern over being able to operate all the programs that the organization has undertaken. Our membership has responded very positively to the steps taken to keep NJLHS financially healthy.

Here are some of the highlights of how we are approaching the finances of the Society for the future.

Membership Dues Increase

The Board presented a motion at the March meeting to increase membership dues. That motion was read again and approved at the general membership meeting in June. As of September 1st 2003 membership dues for the organization will increase to $20.00 for single members and $25.00 for family membership. Most members will not see this dues increase until January 2004 when you renew. This is the first increase ever for the organization in our more than ten years of existence.

Ways and Means Committee

The Board is taking a look at the current Ways and Means committee structure. For the past several years Ways and Means has only dealt with merchandising or the selling of items at our meetings, programs, and events. While this function will still continue under the watchful eye of Ron and Pat Bandock, we would like to expand the committee to a much larger role of fund raising for the organization. The Board feels that there have been a couple missed opportunities because a single committee does not coordinate fund raising activities. In the past, individual committees searched for funds outside of the organization to support specific program needs.

To that end, we will need additional membership participation. Ron and Pat, and future members who will take over the merchandising activity will have enough to do without taking on additional responsibilities. Any NJLHS member who may have some talents in the area of fund raising, either professionally or as a volunteer, we would love to hear from you. We have received some leads on where to apply for grants, but need people to make phone calls, write proposals, and follow up on these leads. Please feel free to contact the organization at NJLHS@burlco.org, or call 1st VP Yvonne Miller or myself.

Corporate Employee Donations

Another way we can and have raised funds for the organization is through corporate employee gift programs. For instance this year Board member Cindy Mitzen has been able to obtain a couple $100.00 grants from her employer WalMart. Society member, Sal Trentacosta, also one of our active Sandy Hook Lighthouse guides, received a $250.00 employee grant from his employer PSE&G. In both of these cases volunteer hours where used to match the monetary grant. Other companies will match any donation you give over and above the membership dues.

Other members like Dennis Whelan, were able to give the organization a personal donation of $1000.00 which was split between the Sandy Hook Fund and the NJLHS general account.

The Board of Directors thanks Cindy, Sal, and Dennis for those donations to NJLHS and hopes other members will consider doing the same.

With the actions we have taken over the past year to manage our spending, and raise additional funds, the Board of Directors is confident the NJLHS will have a healthy financial future. Ultimately, this will allow us to continue and make significant contributions to the preservation of Lighthouses in New Jersey.
With no railroad, Apalachicola did not continue growing. By 1870 most of the sponge industry had relocated to Tarpon Springs. The sawmills here and in nearby Carrabelle boomed only in 1878-88 as cypress-laden ships traversed the West Pass on their way to New Orleans. New bigger barges carrying pine could not navigate year round up the Apalachicola River. Shrimp and oysters became the lifeline of the area. Ninety percent of Florida’s commercial oysters still come from here as does 10% of the U.S. catch.

A new keeper’s dwelling in 1878 came three years too late for Arad Williams, who fell while painting the tower and died within hours. In 1949 the light was automated and the last keepers departed the island. The last assistant keeper dwelling had burned a few years previous. Another fire in 1961 destroyed a wooden bungalow, two story brick house, the pump house, storeroom, stables and generator building.

A 1985 hurricane wiped out the dune line. The Gulf was brought even closer after 140 years of storms, culminating with Hurricane Andrew. A lighthouse that was once 500 yards from water was not less than 100 feet away. In 1992 $72,000 was spent to secure the Lighthouse Foundation.

The Coast Guard abandoned the light in 1994—removing a 300 mm brass frame drum lens. Hurricanes Allie, Erin and Opal struck the island in 1995, the latter washing away sand at the tower base. The lighthouse then rolled off the crumbling mortar mix leveling pad and sheared the tops from some of the pine pilings.

In 1995 John Lee, editor of the Apalachicola Times, spearheaded the SAVE THE LIGHT project. Representative Jane Boyd helped obtain a $120,000 grant from the state and the Florida Historical Preservation Trust Fund made a $40,000 match with other groups and individuals for a $200,000 total. Many of the contributors were from other parts of the state and outside as local support was less than hoped for. It was feared that there would be a campaign to have private homes on the island and regular ferry service. Some in state government would just as soon the tower topple over.

Bill Grimes, a Tallahassee contractor, was willing to do the job for the money raised—he had spent much time in the area. The first decision made was not to move the tower from its present location. The tower weighs about 750 tons (Cape Hatteras 2800) and was leaning about 9% away from the island and not always in the same direction. Sand was removed from the high side so that the tower would settle. About three dozen original pilings were found in four areas; only a few were worth saving. They had been tapered and driven into the hardpan which is five feet down to affect the leveling of the tower. “Pretty smart for the times” in Bill’s opinion. Now there are 24 pressure treated pilings arrayed in a circle under the tower.

Florida DEP closely monitored the work. Almost daily they made sure the nesting turtles were not disturbed. Two red wolves were brought in years ago for raccoon control. DEP wanted concrete pilings used but lost that dispute.

The Gulf is too shallow directly in front of the tower for a barge to unload. An aluminum landing craft brought trucks to a dock at the bay side. Four truck trips hauled 100 tons of cement across 2.5 miles of sand. A crane brought over was assembled at the tower. Workers were able to monitor inch movements of the tower due to sand excavation and overnight settling. The Marshall Inn—actually metal huts from WWII—allowed the crew to occasionally stay overnight on the island with generated electricity and well water. Rattlesnakes and cottonmouths chased from the work area often reappeared the next morning.
My affable guide on a chilly December morning is the aforementioned Bill Grimes. Bill has been in business for 30 years with a well-deserved reputation as the man to see for unusual projects. He told me no matter what else happens in his life, righting Cape St. George is what he'll be remembered for. He thinks, "We specialize in the impossible" might become the new company motto.

In our flat-bottom boat it takes close to an hour to leave Apalachicola Bay via the Bob Sikes Cut—dug in 1954 and named for a local congressman. St. George and Little St. George became two separate islands. Fishermen now have a quicker way to the Gulf but at the price of increased salinity in the bay.

Twenty minutes later we are in front of the tower; the Gulf has been much rougher than the Bay. As this is the best angle for photographs, I wimp out and politely decline Bill's offer to wade through the knee-deep surf and spend the next ninety minutes with frigid shins. A ten foot parapet encapsulated in vinyl sheet pilings protects the tower. Fixing the interior is not part of Bill's job and he informs me he has been foolish enough to climb the steps. Back in the Bay, I realize how easy it is to lose one's bearings as there are no good landmarks. Bill tells me that as long as one doesn't go through an inlet, eventually you should get safely back to Apalachicola.

Despite the valiant efforts of Grimes Inc., the tower is only one good storm away from collapse. High tide comes within a few feet of the parapet. The lantern room is missing a large pane of glass. Large chunks of the outside catwalk are metal fatigued. The stairs have been taken down and at present there are no funds for repairs or any future fund raising contemplated. Nearby are charred dwellings and a brick oil house which collapsed in 1996. The last of Bill's construction equipment sits at the bayside dock more than a year after job completion. If the next couple of weekends bring bad weather, the equipment will remain there until at least Spring 2003. It arrived in the summer of 1999.

Photos and Story submitted by Bill Schneider.
Light Bytes

This issue’s column comes from the mailbag. As always, I welcome your comments, suggestions and critiques. This quarter’s suggestion has turned me on to a new site, which I know I’ll be using quite frequently. In this issue, I’ll be reviewing: http://www.lighthousefriends.com.

First off, I have to say: What a great site! The site appears to be designed and put together by a bunch of friends, all who like and visit lighthouses. There is a paragraph about the friends on a page reached by button entitled “The Friends.” A good read.

This site is a lot like other lighthouse sites, in that the lights are sorted by state. Once you chose your state, you are presented with a list of all the lights detailed by the website. On the page for each light is: a description, a picture or pictures, travel instructions, and probably the best feature I’ve seen: a map! And this isn’t just any map. It is a link to a map in Mapquest by LATITUDE and LONGITUDE. That is a truly useful feature; one that definitely earns a bookmark.

There are a couple of ways to search for lighthouses on this site. The easiest is just to pick the state you want to search in from the drop down box in the middle of the page. If you chose the button “Lights By State” you will be presented with a page that lists all of the lights by state, alphabetically by state. If you chose the button “Lights By Map” you will be presented with a map of the United States where you can click on the state you want to look in. This is a neat choice because the states without a lighthouse are a different color from the states with lighthouses.

Finally, there are two other buttons from the main page, both worth checking out. The first, entitled “Lighthouse Links” takes you to a page of links to other lighthouse websites. There you will find a bunch of sites (some that have been reviewed here) dealing with all facets of lighthouses. The second link is entitled “Books Of Light.” Here you will find books, grouped by area of the country, and a link to Amazon.com in order to read more about the book and make a purchase.

All in all, this site is a great site. I did not read much of the descriptions; I was too busy checking out the maps. I’ll definitely use the site a lot, especially when I’m going on a trip and I want to know what lighthouse is nearby. I wholeheartedly recommend perusing the site. As always, you can send your comments, critiques and suggestions to me at greg_jansky@yahoo.com.
A Message from Membership...
(Mary Beth Doherty, Membership Chair)

Meeting Attendees:
There were 186 people signed-in at the Ticinaum 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 take at meetings only.)

Changes: If you're 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!

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 & Joan Davis
- Karen Dowd-Hansen
- Raymond & Martha Empey
- Virginia Essick
- Faith Michael Fee
- Peter Fischer
- Ruth Fleming
- Sondra C. Greenfield
- Gary Hargus
- Betty Healey
- Mark Kopp
- Susan Kreiner
- Paul & Katharine Lehnig
- Linda Mace
- Ray & Pat Miller
- Michele Wiesner & John Ozment
- Mr. & Mrs. Jerrel Ponder
- Charles L. Reed
- Robert Rutenberg
- Judy Ryan & Family
- Kathleen R. Santucci
- Brenda Schreier
- Chuck & Judy Simmons
- John H. Smith, Jr.
- Paul E. Sojka, Jr.
- Carl M. Vetran
- Bill Westerman
- Toms River, NJ
- Browns Mills, NJ
- Montague, NJ
- Germantown, MD
- Freehold, NJ
- New Brunswick, NJ
- Exton, PA
- Middletown, DE
- Toms River, NJ
- Wareham, MA
- Island Heights, NJ
- Hummelstown, PA
- Wharton, NJ
- Highlands, NJ
- Leonardo, NJ
- Pittsgrove, NJ
- Kenilworth, NJ
- Parsippany, NJ
- Easton, PA
- Ottsville, PA
- Norristown, PA
- Mickleton, NJ
- Plainsboro, NJ
- Maple Shade, NJ
- Havertonw, PA
- Phila., PA
- Churchville, PA
- Tuckahoe, NY
- Oak Ridge, NJ
- Campbell, CA
- Burlington, NJ
- Perth Amboy, NJ
- Red Bank, NJ
- Bound Brook, NJ
CYCLING NOVA SCOTIA’S SOUTHERN SHORE:
Lighthouses & Laneways

Story & photos by Rosemary Dixon

The spring Elderhostel catalog listed the following description: “Nova Scotia’s heritage is intertwined with the sea. Bicycle Nova Scotia’s breathtaking seacoast roads with lighthouse lectures en route”. I immediately knew this was the trip for me!

The trip, which ran from June 9-18, 2003, began in Halifax with 23 cyclists and our leaders, Candace, D’Arcy and Franceine. 6/10 After a morning lecture on Halifax history, there was a field trip to The Citadel National Historic Site. After lunch, to Pier 21 National Historic Site for most of the afternoon. Out the window, visible across the Halifax Harbor, I saw a lighthouse!! This was not listed on our itinerary, but later reference to my new book showed it to be Georges Island Lighthouse. It is a white octagonal tower of reinforced concrete, with a florescent red vertical stripe to seaward.

Then to the Maritime Museum of the Atlantic for a one-hour visit. There on display was the original first-order Fresnel lens from the Sambro Island Lighthouse, which projected the light from 1906-1966. We then walked to dinner and returned to the Maritime Museum for our evening lecture “Life at a Lighthouse” given by Chris Mills an author and former lighthouse keeper. Everyone said that this was the most interesting and best lecture of the whole trip. During the lecture Chris recommended a new book by his friend Rip Irwin, entitled “Lighthouses & Lights of Nova Scotia.” The 182 page book has photos, directions and detailed descriptions of all 164 lighthouses. D’Arcy purchased this valuable reference for me in Halifax, Thanks, D’Arcy!

6/11 The itinerary said that the next day we were to cycle to Peggy’s Cove, tour the Peggy’s Point Lighthouse and have lunch there. Imagine our great disappointment when we were told that the road is too narrow, and too much bus traffic for us to safely cycle there. Instead, we were taken there by van, early on a foggy morning and allowed only 30 minutes for this famous lighthouse!! It was impossible to send cards at the post office inside the lighthouse and to properly photograph the lighthouse within the 30 minute period. A visit to the gift shop or restroom was certainly out of the question. (However, a full hour was allowed for a visit to the Titanic Cemetery.)

6/12-13 Lunenburg was the next destination stopping along the way at the Swissair Flight 111 Memorial Site, then a city walk to learn about architecture. A visit to the Fisheries Museum allowed me to walk the docks and to photograph the Battery Point Breakwater from a distance. That night was scheduled to be free, so I was able to arrange an evening boat cruise for myself, departing at 6:15 pm. This meant that I would miss dinner with the group, but the chance to see another light was well worth it to me. From reading the Irwin book, I learned about the Cross Island Lighthouse. The “Sunset Escape Cruise” was just wonderful, passing very close to the Battery Point, then onward about 6 miles to Cross Island. We also passed the “Ovens” (sea caves) and seals on the rocks. After dark, on the way back to Lunenburg, I tried the night settings on my new camera, but did not have high-speed film, and of course the boat was moving. The night photos are blurry, but I must say that the

(Continued on page 9)
Battery Point Lighthouse with its red beacon shining, the full moon overhead and reflecting on the water was absolutely the most beautiful lighthouse vision I have ever beheld! With the proper film and a steady boat, these photos could have been perfect. The visions are forever emblazoned on my memory.

Mahone Bay has over 350 islands. We cycled right past one of them, Westhaver Island at the south entrance to Mahone Harbor. Several previous towers had been destroyed. The foundation of the 1896 lighthouse still shows at the summit of this island. Currently a fiberglass tower with a solar-powered 300-millimeter plastic lens serves as the light.

6/14 Next morning our bike ride took us by ferry over the LaHave River and to the Fort Point Museum, which was in the keeper’s house. Very interesting, but a storm blew in and we had to finish our cycling. We were totally soaked, went to lunch; visited another museum; then to the Fort Point Lighthouse, wet all afternoon. We arrived at our motel, about 4:45 pm. While others checked-in, Franceine drove me through the rain to the Hank Snow Museum in Liverpool, just before the closing time. Thanks, Franceine.

6/15 Next day no bike riding. Van ride to Annapolis; tour Port Royal Habitation; have lunch; tour Fort-Anne; and the Historic gardens. The Annapolis Lighthouse on the River is right on the main street. I was at Fort-Anne and missed getting a photo. On the way to the Mountain Gap Inn, I took a long-range photo of the Bear River Lighthouse.

Again from the Irwin book, I could see that Prim Point was quite close to Smith’s Cove. While others checked-in, Candace took me “lighthousing” by van. After some searching, finally at the end of a long dirt road, a pretty lighthouse with vertical red stripes came into view. I explained to Candace the treasure-hunting feeling of finding a lighthouse. Hopefully this will be integrated into the next Nova Scotia cycling trip. Of course this all took much longer than we thought, so we were late to dinner. Thanks, Candace!!

6/16 Tidal Generating Station, Bay of Fundy. The highest tides in the world generate electric power. Cycling through Annapolis Valley. Lecture on Acadian History.

6/17 Cycling, “somewhat hilly”, to Blomidon Provincial Park and Cliffs; field trip to Grand Pre National Historic site where the Acadians were locked in the church before deportation. We also saw a pretty statue of Evangeline, famous from the Longfellow poem. Final night Lobster supper at Halls Harbor was no big thrill to a vegetarian.

6/18 return to Halifax for departure. Evaluation forms were handed out. My comments. (Continued on page 10)
(Continued from page 9)
were based on the title and description of the trip; too few scheduled lighthouse visits (5) or LH lectures (2); too many museums, forts, etc. and lectures on same (20); and too little cycling (total of only 95 miles over six days of riding.) Trip should be better balanced.

Copies of the March Beam and 2003 Challenge brochures were handed out. I am sure our Society Lighthouse trip to Nova Scotia planned by Carol DiNapoli would have been great, especially as to the number of lighthouses visited. (approx. 46)

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* scheduled visits


note: Chris Mills and Rip Irwin are two of the original founders of The Nova Scotia Lighthouse Preservation Society, which was established in 1993 – web site is: http://www.ednet.ns.ca/educ/heritage/nsips/
RHODE ISLAND TRIP-2003

By Betty Smith

The cry of the night on Friday, July 18, 2003 at the Crowne Plaza in Warwick, Rhode Island, was "at last, we made it". Due to extremely heavy traffic on I-95 in Connecticut just about everyone was late arriving (including me, for which I apologize to all those who had to wait for me), but from all reports, things looked up from then on. For those who stayed at the Crowne Plaza, the people and rooms were great and I would highly recommend them to anyone who was visiting the area or planning an event in the area.

Saturday, July 19, 2003: After a good time sleep, everyone arrived "on time" at the Vista Jubilee in Warren, Rhode Island for the 5 hour boat trip around the Narragansett Bay to see many lighthouses. The weather was even cooperative with blue skies, white clouds and good sailing weather. We even had a wedding party on the boat and the bride and groom were very interested in lighthouses, so we gave them brochures and invited them to join us at the Challenge in October. We all enjoyed a nice luncheon on the boat and arrived back at Warren at 4:00 p.m. Mike Boucher started a caravan of cars off to show people how to get to Pomham Rock lighthouse. Thanks Mike for your help. At approximately 6:00 p.m. everyone started arriving at the Atrium at the Crowne Plaza for the auction and dinner and each person received a miniature spyglass lighthouse which was donated by Lucinda and Howard Holtsinger. The buffet was opened at 7:00 p.m. and if this is what they call "banquet food", I will take their "banquet food" any day. The people at the Crowne Plaza set out a great buffet and were more than accommodating with fixing food for people with food allergies (even when we notified them at 5:00 p.m. about those). The desserts were great and food and desserts were plentiful. The auction began at 8:30 p.m. with gifts like: Boston Harbor trip, Harbour Lights, lighthouses dishes, stained glass lighthouse, Lefton lighthouse, scrimshaw buckle, lighthouse beer, lighthouse coke, wooded kitchen items and other items. At 9:00 Charlotte Johnson from Rose Island Lighthouse gave an informative slide presentation and talk on the Rose Island Lighthouse which was enjoyed by all. Everyone retired for the night around 10:00 p.m. as we had to be up early the next morning for our next leg of the trip.

Sunday, July 20, 2003: We were all told to expect heavy traffic to Point Judith to catch the ferry over to Block Island. So half of our group arrived so early that they took the 9:30 ferry over and explored the stores before the rest of the group got over there. Once the mini-vans started arriving to pick us up, we sent the people off to Southeast Lighthouse. The 2 people who were on duty were surprised to see so many people at one time as the girl who was given the message that we were coming forgot to tell those on duty. Everything worked out and those who wanted to were able to climb the tower. Some people even got a souvenir in the form of bottles of water with the lighthouse on it. The girl in charge told me afterwards that "if we could bring a few more trips like this to them, they could start more restoration—it looks like a lot of people helped the gift shop out. After we were done at Southeast Block, we headed out to the North Light. For those who could not walk out to the light from the parking lot there was transportation provided by the people at North Light which was greatly appreciated and which enabled about 20 people to get to the light who might not have been able to get out to it. As people arrived back at the parking lot we started the vans again taking the people back to town and the ferry. For all of you who left on the early vans, I am sorry you missed the MOPED GROUP who were 5 girls from Connecticut who kept us entertained (along with a few of our guys) while we waited for the vans. We even gave them brochures and invited them to join the Challenge in October. Everyone got back to town by 4:00 p.m. to either take the ferry or walk around town.

(Continued on page 13)
Program Signals:  
By Yvonne Miller

FALL MEETING:
Pennsville High School Cafeteria,
Route 49/Broadway, Pennsville, NJ
September 27, 2003

10:30AM  Hospitality Served
11:00AM  Meeting Call to Order
12:15PM  Break for Lunch and Preservation Raffle
1:15PM   Speaker-Candace Clifford, Author of Women Who Kept the Lights and Nineteenth Century Lights.
2:15PM   Move on to the Finns Point Lighthouse and Ft. Mott

The NJLHS fall meeting will be held on September 27, 2003, at the Pennsville Memorial High School Cafeteria on Route 49 in Pennsville. The high school is on Route 49 which will make it easy to find. We will be able to visit the nearby Finns Point Lighthouse and Fort Mott State Park. Nominations will be held at this meeting.

Unfortunately there will not be room for any outside vendors at this meeting.

PLEASE NOTE: Our use of facilities contract for the school starts at 9:30AM. Members will not be able to enter before that time.

The T-shirt/Sweatshirt Contest will be held at this meeting.
Categories for the contest this year will be:
Best New Jersey Lighthouse Shirt
Farthest Lighthouse Shirt
Best Lighthouse Shirt
Ugliest Lighthouse Shirt

Bring your own lunch. There are two WaWa’s on Broadway/Rt 49 a couple blocks before the school and a half mile past the school. There are two pizza/steak sandwich restaurants right next to the school campus. There are several fast food restaurants as you come into Pennsville. However, they are approximately 3 miles before you get to the school and time is limited for lunch.

For those members who have never visited Ft Mott, there are several areas of interest. The Civil War era cemetery, the Fort embattlements and a ferry that goes across to Delaware City and Pea Patch Island which was a prison to Confederate Army prisoners. It is also a spot where you can drive directly to the State of Delaware without crossing the Delaware River.

DIRECTIONS TO THE HIGH SCHOOL
Coming from NJTP or 1295 North or South from I95 and 295, take Rt 40 to the overpass for Rt 49. Follow Rt 49 also Broadway through Town of Pennsville. Stay on Broadway/Rt49 until you come to Church Street (Pat’s Pizza on the corner). Turn left onto Church Street and follow until a dead end (tennis courts). Turn right and continue to the next Stop sign. At the Stop sign turn right into the school parking lot. The cafeteria entrance is to the right. After Church is William Penn Avenue. There is a traffic signal at this intersection. If you get to the light you have gone too far.

The NJLHS Winter meeting will be held on December 6, 2003. Arrangements have been made to visit the Absecon Lighthouse for the Holiday Social and climbing of the light, etc. We are planning on having a Christmas Tree decorating at this meeting also, so lookout for Lighthouse Christmas Tree ornaments during your travels this year. This will be a great opportunity to do some lighthouse Christmas shopping. The meeting will be held at the Uptown School Complex that we have used in the past.

RE CAP OF JUNE 21, 2003 MEETING at Stony Point Battlefield and Historical Park, Stony Point, NY

The 2003 Anniversary Picnic Meeting was held at the Park under a tent facing the Hudson River with the lighthouse right next to us. Thank you to our members who came through with wonderful goodies for hospitality and the picnic including our traditional watermelon from Carole DiNapoli.

The staff at the Park were really wonderful, supplying members who needed the transportation to the top of the hill, electricity and tours of the lighthouse. Everyone who wanted to, got a tour right up to the lens room of the lighthouse and to the Coast Guard Station. While we were prepared for 200 members, 98 braved the thunderstorms and walked up a very steep hill, in between the showers. We looked across the Hudson River to the east and south and watched the thunder, lightning and showers come across. It was breathtaking. Fortunately, they were light enough enabling us to finish the festivities. Couldn’t have done it without the tent.

Thanks to all our members who pitched in and helped out wherever they were needed. 
I would like to thank Cindy Mitzen for all her help with this trip in lining up the boats and transportation on Block Island. To Yvonne, thank you for lining up our speaker at the dinner. To Al, thank you for putting up with all my plans for the trip and transporting everything we needed up there. Thank you to the people at the Crowne Plaza who made my first venture into planning a trip so easy. Thank you to the following for their generous donations for items for the auction: Doug Bingham, Harbour Lights, Tony and Alma Pasek, Marie Vincent and Jerry Waters, Louis Mumie, Susan Mazza, Anthony & Elaine Pintauro, Lee and June Eichinger, John Starling, Howard and Lucinda Holtsinger, A special thank you goes out to Arianna Henry, my little helper for the evening of the dinner who put the spyglass lighthouses on the tables with her grandmother and helped with the auction. To everyone else who helped out in any way with the trip, I thank you and hope that everyone had a great time. For those who missed it, maybe we will try again in a couple of years.

Hospitality

By Betty Smith

As I announced at the June meeting, I will be retiring as Hospitality Chairperson after the December meeting. Connie Miller, Martha and Alvin Brown and Mike Boucher have agreed to take on the task of jointly handling the hospitality for the meetings starting with the March meeting. I hope that all those who brought anything for the past meetings or helped out in anyway will continue to support the new Chairpeople and I wish them all the best of luck.

As for everyone who helped me in any way, from Al and Mike who carted everything to the meetings, to those who helped at the meeting, especially Martha Osborne, and to all those who brought goodies for the meetings, I want to extend a sincere THANK YOU.

Now, for my next to last plea as Hospitality Chairperson, if anyone wants to bring any goodies to the September meeting, please contact me at bjks313@juno.com or telephone me at 856-546-7810 and let me know what you will be bringing so that I can plan accordingly.

Staten Island Mini Bus Trip

The plans are finalized for the Staten Island Bus trip on November 8, 2003. The two mini-buses that we have chartered will accommodate 46 people. Mini buses were necessary because a large charter bus could not get into some of the areas that we are going to visit. The trip begins at Fort Wadsworth at 10 AM for a six hour tour of Staten Island including a stop for lunch. Since some of these lights are almost impossible to find on your own, Mike Boucher has made contact for us to travel to, get out of the bus and walk around areas that are usually off limits. The cost of the trip is $55.00 per person, which includes coffee and pastries between 9 & 10 AM and lunch. Please refer to the enclosed flyer for details and registration form. If there is enough response to this trip we will run it again in the spring.

(See application page 14, this issue)
STATEN ISLAND BUS TRIP
NOVEMBER 8, 2003 10:00 AM
VISIT THE FOLLOWING HARD TO FIND LIGHTHOUSES ON STATEN ISLAND

Ft. Wadsworth Light*
Lightship Nantucket*
New Dorp Light*
Great Beds Light
Elm Tree Light*

Staten Island Lighthouse Depot
Robbins Reef
Staten Island Light
Princes Bay Light*

* INACTIVE LIGHTS

THE TRIP IS LIMITED TO 48 PEOPLE ON 2 MINI-BUSES.
The cost for this 6 hour trip is
$55.00 not refundable unless we have a replacement**

SEND A CHECK MADE OUT TO THE NEW JERSEY Lighthouses Society TO:
MIKE BOUCHER, PO BOX 141114, STATEN ISLAND, NY, 10314

RESERVATIONS ARE ON A FIRST COME FIRST SERVED BASIS.
PAYMENT REQUIRED TO HOLD RESERVATIONS.

Coffee & pastries will be available (9:00 AM to 10:00 AM) before the buses leave at Fort Wadsworth on Staten Island. Parking will be at Gateway National Park located under the Verrazano Bridge.

We will stop for a late lunch (approx 1:30 PM) at the Golden Dove Diner. The fixed menu will include: Fruit Cup, Choice of; Hamburger Deluxe, Roast Beef, Ham, Turkey, Grilled Chicken, Hot open face Sandwich, Caesar Salad with Grilled Chicken, Soda, Coffee, Ice Cream.

Reservation MUST be in by October 15, 2003.

Clip on the dotted line and send with a check to above address

# OF TICKETS @ $55.00 (ENCLOSED) ** NOT REFUNDABLE UNLESS REPLACEMENT.

Name: ________________________________

Address: ________________________________
LOCKED OUT BY THE COAST GUARD

By Marc Kamp

Some of you may not be aware that we were locked out of the lighthouse for a while by the Coast Guard. I would like to explain what happened.

A couple of days before the United States went to war in March, I received a call from the Officer in Charge of the Aids to Navigation Team for the Coast Guard in Philadelphia. He told me that they had received orders from the Coast Guard Civil Engineering Unit in Cleveland to change the locks on Tinicum because we did not have a license to do what we have been doing. He has been to the lighthouse, has seen the way we care for the facility and was apologetic for having to change the locks, but he had to follow orders. We knew that this was a possibility since 1999. We had needed our IRS certification to complete the Coast Guard paperwork. Having received the certification this past September, we took a "if they don't bother us, we won't bother them" attitude. They finally decided to bother us.

I called Cleveland and spoke with our contact. She assured me it was just a paperwork technicality. She wanted a letter from us asking for a license, along with copies of incorporation papers, constitution and by-laws, IRS documentation and certificate of insurance. This was sent to her.

She sent us a licensing agreement to sign. She asked for additional insurance, other than what was called for in the agreement and the agreement has a clause that the licensee will not have a key to the premises. A letter of explanation from our agent resolved the insurance problem. The no key clause would not be changed. Without a key, the license would be of little use to us.

To keep things moving, I reluctantly signed the agreement. As a last minute idea, I sent a cover letter, explaining that we do maintain the lighthouse by sweeping it out, keeping the grounds cut and periodically have the structure pressure washed, all at no expense to the Coast Guard. About a week later, I received a call from Cleveland. They were not aware of what we did at the lighthouse and have reconsidered and were going to provide us with keys. A revised license agreement was sent to us. This was signed and returned.

With the May opening coming up, I tried to contact the Officer in Charge in Philadelphia. He returned my call on Friday, May 16, and said "come get the keys". I was at his office in the Philadelphia Coast Guard Base within the hour. At 12:45 PM on May 16 we were back in business.

On Tuesday, May 27, we received a signed license agreement from the Coast Guard granting us permission to conduct tours and maintain the building and grounds for a period of 5 years.

A copy of our schedule has been provided to the Officer in Charge, and he will meet with us quarterly to review our schedule and act as a liaison between the Coast Guard and us.

Both of the Coast Guard personnel that I dealt with were very courteous and wanted to do everything within their power to get us back in operation.

There has been some speculation as to what may have triggered this. The consensus was that since the Coast Guard is now part of the Department of Homeland Security, it was security related. In actuality, a lighthouse group in Delaware wants to do what we are doing. When the Officer in Charge checked our file for a precedent, he found the paperwork missing.
New Jersey Lighthouse Society
RAFFLE ALERT

By this time all the NJLHS members should have received their raffle tickets for this year. Anyone who has not received them please notify the raffle committee. Anyone desiring more tickets to sell please contact us. There are plenty left.

The raffle's pull date is at the September meeting. This is a change from prior years. With the return time for the tickets being during the summer months and vacation time the tickets may be forgotten or misplaced. If anyone cannot find or has lost their tickets please contact us for an adjustment.

The prizes this year have been selected by the committee to encourage other than lighthouse members to buy the chances. All the profit from the raffle will go directly to the preservation fund and in due time to a needy lighthouse or museum.

Contacts for the raffle are: Tel—(609)652-1876, E-mail—ELRIVEIT@msn.com

Thanks for your support,

Rich Veit Chairperson
& Committee

NJLHS
The Beam
PO Box 4582
Highland Park, NJ 08904-4582