On October 11, 1927 Paul Rider knew what was going to happen, but he did not know that it would make him famous. Rider was the nephew of Tucker’s Island Lighthouse Keeper, Arthur Rider. That night, Paul became the last person to sleep in the lighthouse which had stood for almost sixty years, and been the home to a string of six different members of the Rider family who served as either keeper or assistant. On the morning of the 12th, Paul took a series of photos that have come to represent the fickle nature of a barrier island. His photos capture the Tucker’s Island Lighthouse toppling into the stormy Atlantic. Paul Rider made us witness to one of nature’s greatest disappearing acts.

On that final visit, he stated: “I slept in the old lighthouse...camera in hand, the night before she toppled. The government had officially abandoned her some weeks before and we knew she could go any minute. Earlier storms had broken and undermined the foundation and the sands around it were constantly being washed away.” So ended the history of a New Jersey lighthouse, like Atlantis, it was lost to the tides. And it’s sad to say, but to most of us when we think of Tucker’s Island, this is all we remember. The history of this light has been compacted down to a single event, and that’s a shame. This light has a story, and here’s an attempt to tell it.

Situated at the entrance of Little Egg Harbor Bay, Short Beach was a natural resting place for seafarers during storms or long voyages. Ephraim Morse took advantage of this location and provided supplies and shelter to passing sailors. The island’s cool breezes and beaches began to attract summer visitors, and during the mid 1700’s, Short Beach became the first resort on the Jersey Shore. The island was to gain a new name through the popularity of its second inhabitant, Reuben Tucker. Mr. Tucker purchased the 607 acre island in 1765 and built a large house with a tavern on the highest point of the island. The house grew into a large boarding house and prospered until it burned down in 1845. By 1840 people who lived on the island knew it was sinking. In 1845, only 500 acres of Tucker’s Island remained above water. Later that same year the island lost 1,944 feet due to stormy weather and ‘longshore drift’.

Longshore drift has a very powerful influence on the shape and composition of the coastline. It changes the slopes of beaches and creates long, narrow shoals of land called spits that extend out from shore. Longshore drift can also create or destroy entire “barrier islands”. A barrier island is nothing more than a long offshore deposit of sand situated parallel to the coast. As longshore drifts deposit, remove, and redeposit sand, barrier islands constantly change. Tucker’s Island was a barrier island that clearly illustrates how longshore drift and strong weather affect these transient sand deposits. It also reconfigured shoals that wreaked havoc on the mariners and necessitated the lighthouse.

In 1848, the United States government built the first lighthouse on the island to guide ships into Little Egg Harbor, located west of the island. Little Egg Harbor Lighthouse, or Tucker’s Beach Light, was built on the site of the former Tucker House and was a short brick tower displaying an array of fifteen lamps set in 15-inch reflectors. The lighthouse produced a dim light and garnered a poor reputation. Mariners complained that more ships ran aground looking for
Thank you to all the contributors of this color issue of The Beam. That includes the writers, photographers, proofreaders, and, of course, the designer. Without volunteers, this newsletter—and this Society—would not exist.

In an effort to make deadline and collect all the articles for this issue, guess whose article Mike Boucher had to wait for—mine. What’s the old saying “the shoemaker’s shoes need repairing or the roofer’s roof is the one leaking”? In this instance, it’s the “editor who couldn’t meet her own deadline”!

The reason is, I wasn’t sure what to write for this issue—I didn’t want to sound redundant and say “submit your stories and photos of where you’ve been”. Then for some reason I decided to write about “volunteering”. So, to get started, I took out Webster’s New World School and Office Dictionary, and looked up the definition:

VOLUNTEER: “one who chooses freely to do something”, and “to offer or give of one’s own free will.”

I wanted to write about this topic because we’re always looking for volunteers to help run this organization—from setting up/breaking down chairs at the meetings, bringing goodies for hospitality, writing articles for the newsletter, spending a day or two greeting the public during the Challenge weekend, giving tours at Sandy Hook, manning the table at Outreach events, and the list goes on and on!

All the individuals who participate in these activities “choose freely to do” whatever it is they’ve decided to help with. They aren’t getting paid—they are contributing their time because they want to help, they want to be involved, and they want to meet people with a common interest. And this organization thanks all who do help.

Here’s a challenge to those of you who are sitting back saying: Why’d they do it that way? Why are things run that way? Why’d they spend money on that? I challenge you to alter your thought process—instead say: What area needs help? What can I do to get more involved? Who should I talk to about doing that?

You may just surprise yourself at how much fun and how rewarding it is “to choose freely to do something” or “to offer or give of one’s own free will”.

PRESERVATION ISSUES UPDATE

Brett Franks

Preservation Raffle

The preservation raffle for this year will be drawn at our Summer Picnic Meeting being held at Tuckerton Seaport on June 30, 2007. You do not need to be present to win—we’ll contact all of those who win if you’re not there. I’d like to thank everyone who participated in this event, selling and buying the tickets. I know it’s forced volunteerism to ask each of you to help us raise money for the lights, but it’s the only thing we ask each year. Many of you have made suggestions on the raffle and I’ve heard them all and will do my best to incorporate them. Our first prize this year is the Garmin In-Car Navigation System. It’s a very nice item and one I hope most of you would like to win. Good luck to all and once again thanks for being so generous once again this year.

Ludlam’s Beach Lighthouse

In early June, members of the “Friends of Ludlam’s Beach Lighthouse Society” got together to discuss the project. Much has happened over the last year. The society is almost complete with the “not for profit” documentation required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state. The Constitution and By-Laws are required by the state.

The Beam, the official journal of the New Jersey Lighthouse Society, Inc., is published quarterly, March, June, September and December. Membership dues are $20.00 single and $25.00 family, and are for the calendar year. Back issues are available free for members joining mid-year. All materials are copyrighted and cannot be reproduced without permission of the New Jersey Lighthouse Society. The NJLHS - New Jersey Lighthouse Society, Inc., is a non-profit educational corporation (501c3).

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Continued on page 8
On Friday, September 1, 2006 Judy flew into the Portland, OR airport where I met her. I had driven out to Colorado to help my son with home repairs before driving to meet Judy. We started the next day for a two week vacation that stretched some 2,600 miles. We went along the Columbia River into eastern Oregon, then into Washington State before coming back into Oregon, and over to the California coast and then back into Oregon. Along the way we stopped at many delightful spots.

After a week of seeing area sites we visited our first lighthouse, Cape Mendocino, located on the grounds of the Humboldt County Fairgrounds in Ferndale, CA. This replica lighthouse was built in 1950, and the 1st order Fresnel lens was placed in the lantern room the following year when it was deactivated. The original 1868 tower was moved to Shelter Cove in 1998, and restored.

The next day we were in Eureka, CA looking for the remains of the Humboldt Bay Lighthouse, but could not find it. According to the docents at the nearby marine museum nobody had seen the remains in a couple of years because of the shifting sand dunes. We then drove to Woodley Island, just down the road to photograph Table Bluff Lighthouse. It had a fresh coat of paint on its wooden walls. Built in 1892, it was originally located on the South Spit near the entrance to Humboldt Bay and was relocated in 1987 to Woodley Island. It has been inactive since 1961.

Late that afternoon we arrived at Crescent City and drove to the Battery Point Lighthouse which was closed for the day. The lighthouse is on an island and the tide was out so we could walk to it. We took lots of pictures and played in the tidal pools on the way back to the mainland. We went back at night to photograph the lighthouse which illuminated and the light in the tower was extremely bright. It was VERY windy and cold, but worth it—I was rewarded a second place winner in the Winner’s Circle. The next morning before leaving Crescent City and California we went back to the lighthouse for some more pictures in the fog.

We drove north into Oregon and Brookings for our flight to St. George Reef Lighthouse off the California coast. We called the pilot and asked about our flight and he said it was not the best time but that the fog would burn off and he could do it at 4:00 PM. So we said we would meet him then. We headed off to Cape Blanco, some 50 miles north, and planned to come back south to Brookings and hopefully our flight. The fog was breaking up nicely and it was bright blue sky by the time we got to Cape Blanco.

That night we stayed in Bandon and the next morning took pictures of the Coquille River Lighthouse from the Bandon side of the Coquille River, and then drove to the lighthouse. We took pictures from outside the lighthouse and then went inside to get our passports stamped and support the gift shop. (Mike did his part by buying a jacket.)

After some time at the lighthouse, we headed to Sunset Beach on our way to the Cape Arago Lighthouse. We saw lots of seals on the rocks at the top of the beach—lots of noise. We had our lunch at a picnic table overlooking the vast Pacific Ocean. Then it was off to go through the woods via a twisted path to the Cape Arago Lighthouse, which was visible to photograph at a distance but “off limits” to get to. We walked thru the woods skirting the private homes and fence which closed the light off to the public. We met one young couple on the trail coming back from the lighthouse and we took some good photos of the 1930’s era lighthouse.

Our next lighthouse was the Umpqua River Lighthouse. This was the first lighthouse Mike had ever climbed—back in 2001. We took a tour and again supported the gift shop. We drove to our hotel in Reedsport and after supper...
West Coast Lighthouse Road Trip  
Continued from Page 3

We drove back to the lighthouse for nighttime photos. It was SPECTACULAR, red and two white beams rotating and the rays bouncing off all the trees in the area.

The next day we headed north to Heceta Head Lighthouse and our night in the bed & breakfast. Before we got there we took a dune buggy ride over the HUGH sand dunes and had a great time.

We arrived late at the lighthouse and found a note with instructions on getting into the keeper’s house. We checked into Victoria’s Room and realized that Judy would need the step stool provided to get into the HIGH bed. Lovely setting—beautiful renovations, decorations and upkeep of this old house, with two fireplaces! This duplex originally housed the two assistant keepers. We walked to the lighthouse and took photos but it was already closed for the day. Before returning to Florence for dinner, we stopped at the viewpoint and took some pictures of the lighthouse which earned Judy her third winning photo, an honorable mention.

After supper we went back to the lighthouse for nighttime photos. The light got more spectacular as it got darker. At first you could only see two beams of light, then four, and then eight. The beams went far out into the night sky. Stars were also beautiful! After a dark walk back to the keeper’s house, a cup of tea in front of the fireplace, and a little conversation with other guests, we were off to climb up on that bed and get some sleep.

One of the highlights of staying at the B&B is its seven course breakfast. Patty, the chef, was out cutting spinach in the garden about a half hour before breakfast. The spinach turned up in our frittata—which was the main course (spinach, eggs and potatoes). The rest of breakfast included a fruit cup, shrimp spread on crumpets, chocolate butter and scones, cranberry frappe to cleanse the palate, blackberry pastry and cheese & melon balls. After breakfast we went back up to the lighthouse for more pictures and a tour. At the top of the lighthouse we saw the 1st order Fresnel lens. The lens was taken out and repaired, and the turntable leveled in 2000. The lighthouse was turned over to the county to maintain and operate tours.

After spending the morning at Heceta Head we photographed lighthouse author, Jim Gibb’s home, a replica lighthouse from British Columbia.

We continued our way to Tillamook we flew past Cape Disappointment and North Head Lighthouses in Washington State (and another winning photograph for Judy). Our flight was cut short (8/10’s of an hour) because of the rainy weather, and it cost us $158 dollars for the twin engine plane.

That night we stayed at Canon Beach with a view of Tillamook Rock Lighthouse. The next morning we had a beautiful day and took some nice photos of the lighthouse from a distance. Before leaving Cannon Beach we stopped at the History Museum, next to the firehouse, to get the Tillamook Rock Lighthouse stamp for our lighthouse passport books.

We over-nighted in Astoria and the next morning visited the Columbia River Maritime Museum—an excellent museum with exhibits about fishing, barges, Coast Guard rescue heritage, lighthouse service, salmon cannery and duck decoys. We toured the Lightship Columbia, moored next to the museum.

We drove across the bridge to Washington State and Cape Disappointment State Park. We had to take a shuttle bus to the Lewis & Clark Interpretive Center before hiking to Cape Disappointment Lighthouse. The 7/10 of a mile walk was pretty steep at some points. The light-
Our lighthouse adventure ended a couple of days later as we circled back to Portland. Judy flew back to New Jersey and I drove back cross country. Along the way I had stopped at several other lighthouses. On the way out to Oregon I stopped at Hannibal, Missouri and shot the Mark Twain Light on the Mississippi River. Returning I stopped between Lincoln and Omaha, Nebraska to shoot some photos of the Linoma Beach Lighthouse which is in a sad state of repair. I also stopped in Michigan City, Indiana to photograph the old lighthouse and the two breakwater lights and a faux lighthouse at an outlet center.

We had visited 17 lighthouses and climbed nine of them. We drove around 10,000 miles and visited some spectacular areas of this country.

Possible Bus Trip for Maryland Lighthouse Challenge

Betty Smith
bjks313@juno.com

Is anyone interested in doing the Maryland Challenge by bus September 15 & 16? We would leave from Audubon Park around 8:00am Saturday, September 15 and return around 7:00pm Sunday, September 16. The cost would be approximately $350 for a single or $550 for 2 people. This will include transportation, hotel, 5 meals and all admissions. If you are interested, please complete the following form and send to me with a $50 deposit, per person, no later than July 15, 2007. We need 52 people in order to make this a go. If it is a go, half balance due by July 31 and balance due by August 25. If you are a single and would be willing to double-up with someone to cut your expenses, let me know and I will try and accommodate you.

Name(s): __________________________________________
Address: __________________________________________
Phone number: ______________________________________
E-mail address: _____________________________________

Mail form & deposit to:
Betty Smith
7 Goldfinch Road
Audubon Park NJ 08106
856-546-0514
**Meeting Attendees:**
There were 115 members and guests who signed in at our March meeting at St. Uriel’s Church in Sea Girt, NJ. Please remember to sign the book—we want to make sure there are enough seats for you at future meetings!

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

- Single Memberships = 244
- Family Memberships = 291 x 2 = 582
- Total Members = 826*

*The membership number is always low this time of year due to the fact that renewals are still coming in.

**New Members:**
The following members have joined our Society since the March issue. Please note that if you become a member after the deadline for *The Beam*, you will be listed in the following issue. If you happen to meet them at a future meeting, please welcome them!

| Ade, John & Patty Egg Harbor, NJ | Eisele, Robert J. Roosevelt, NY |
| Beaton, Sr., Reynold A. Egg Harbor, NJ | Frascella, Michael |
| Bell, Kimberly Egg Harbor, NJ | Froiland, Debbie |
| Bergadano, Bill Freehold, NJ | Gamel, Peg |
| Bott, Judith A. Roebling, NJ | Giordano, Peter & Barbara |
| Brandt, William & Helen Manahawkin, NJ | Griscom, Timothy |
| Brown, Jan Orange Park, FL | Helmer, Art & Roberta |
| Buchanan, Bill Egg Harbor Twp., NJ | Hodgman, Rick |
| Budzynski, Gloria M. Gosnell & Frank J. Kingsville, MD | Houvener, S.G., Smithson & J.E. |
| Bur, Philip W. Gwynedd, PA | invoked, Gerri |
| Burke, Lisa B. Egg Harbor Twp., NJ | invoked, Joseph |
| Bux, Curtis Cape May, NJ | Janesaks, Charles |
| Calkins, Bob & Pat Egg Harbor Twp., NJ | Last, Anne Marie J. |
| Campagna, Steve, Almira & Steven Cream Ridge, NJ | Lesnick, Maryann |
| Carpenter, Linda Little Egg Harbor, NJ | Lloyd, Wayne |
| Casey, NPS, Bill Egg Harbor Twp., NJ | May, Barbara S. |
| Champion, Jack & Rose Egg Harbor Twp., NJ | McCloskey, Dennis C. |
| Chepurny, CLA, Steve Moorestown, NJ | Melfi, William J. |
| Cooper, Laura Beth Egg Harbor Twp., NJ | Newcomb, Cynthia & James |
| Costa, Charles & Michelle Millville, NJ | Nietzer, Robert |
| DelMonte, Cherie Port Monmouth, NJ | Nitschke, Matthew & Leann |
| Dupree, Bernetta Little Egg Harbor, NJ | Nunez, Luis S. |
| Eisele, Robert J. Manahawkin, NJ | Olander, Brooke |
| Frascella, Michael Orange Park, FL | Oliven, Maria, Joseph, Carissa & Caryn |
| Froiland, Debbie Reynoldsburg, OH | Paul, Dolores & John |
| Gamel, Peg Sea Isle City, NJ | Pleines, Rich & Cathy |
| Giordano, Peter & Barbara Sea Isle City, NJ | Pueschel, Louis & Judy |
| Griscom, Timothy Sea Isle City, NJ | Roberts, Marion & Bob |
| Helmer, Art & Roberta Sea Isle City, NJ | Rodgers, Robert |
| Hodgman, Rick Sea Isle City, NJ | Rowell, Jeff |
| Houvener, S.G., Smithson & J.E. Sea Isle City, NJ | Schaeffer, Louise & Bob |
| invoked, Gerri Sea Isle City, NJ | Schenke, Lisa & Andrew |
| invoked, Joseph Sea Isle City, NJ | Shepherd, Cecil & Mary |
| Janesaks, Charles Sea Isle City, NJ | Snyder, Robin, Ryan & Cory |
| Last, Anne Marie J. Sea Isle City, NJ | Strang, Sr., Frederick L. |
| Lesnick, Maryann Sea Isle City, NJ | Stumpf, Edward |
| Lloyd, Wayne Sea Isle City, NJ | Tewell, Kathy |
| May, Barbara S. Sea Isle City, NJ | Thompson, Charles |
| McCloskey, Dennis C. Sea Isle City, NJ | Troke, Noel & Christine |
| Melfi, William J. Sea Isle City, NJ | Turick-Hand & Family, Michele |
| Newcomb, Cynthia & James Sea Isle City, NJ | Middlesex, NJ |
| Nietzer, Robert Sea Isle City, NJ | Tweedus, Robert & Linda |
| Nitschke, Matthew & Leann Sea Isle City, NJ | Uhrmann, Robert |
| Nunez, Luis S. Sea Isle City, NJ | Wallach, Steven |
| Olander, Brooke Sea Isle City, NJ | Walsh, William Tucker, Jr. |
| Oliven, Maria, Joseph, Carissa & Caryn Sea Isle City, NJ | & Patricia |
| Paul, Dolores & John Sea Isle City, NJ | Warren, Barbara |
| Pleines, Rich & Cathy Sea Isle City, NJ | Wurst, Mark & Marie |
| Pueschel, Louis & Judy Sea Isle City, NJ | Manahawkin, NJ |
| Roberts, Marion & Bob Sea Isle City, NJ | Rodgers, Robert |
| Rodgers, Robert Sea Isle City, NJ | Rowell, Jeff |
| Rowell, Jeff Sea Isle City, NJ | Schaeffer, Louise & Bob |
| Schaeffer, Louise & Bob Sea Isle City, NJ | Schenke, Lisa & Andrew |
| Schenke, Lisa & Andrew Sea Isle City, NJ | Shepherd, Cecil & Mary |
| Shepherd, Cecil & Mary Sea Isle City, NJ | Snyder, Robin, Ryan & Cory |
| Snyder, Robin, Ryan & Cory Sea Isle City, NJ | Strang, Sr., Frederick L. |
| Strang, Sr., Frederick L. Sea Isle City, NJ | Stumpf, Edward |
| Stumpf, Edward Sea Isle City, NJ | Tewell, Kathy |
| Tewell, Kathy Sea Isle City, NJ | Thompson, Charles |
| Thompson, Charles Sea Isle City, NJ | Troke, Noel & Christine |
| Troke, Noel & Christine Sea Isle City, NJ | Turick-Hand & Family, Michele |
| Turick-Hand & Family, Michele Sea Isle City, NJ | Middlesex, NJ |
| Tweedus, Robert & Linda Sea Isle City, NJ | Uhrmann, Robert |
| Uhrmann, Robert Sea Isle City, NJ | Wallach, Steven |
| Wallach, Steven Sea Isle City, NJ | Walsh, William Tucker, Jr. |
| Walsh, William Tucker, Jr. Sea Isle City, NJ | & Patricia |
| & Patricia Sea Isle City, NJ | Warren, Barbara |
| Warren, Barbara Sea Isle City, NJ | Wurst, Mark & Marie |
| Wurst, Mark & Marie Sea Isle City, NJ | Manahawkin, NJ |

**Who’s Who in NJLHS Membership Committee**

**Seated:** Carol Nail, Linda Gleason, Linda Jakubowski, and Joseph Jakubowski, *Standing:* George Nail, Bob Gleason, and Mary Beth Doherty
**WORD SEARCH PUZZLE**  
*Mike Boucher*

This month’s word search puzzle are East Coast Lighthouses. Only the **BOLD** type words are in the puzzle. **Answer on Page 16**

| Amelia | Assateague | Barnegat | Beavertail | Blackwells | Cockspur | Colchester | Craighill | Duxbury | Fenwick | Marblehead | Misquon | Montauk | Morris | Navesink | Nubble | Ocracoke | Pooles | Portsmouth | Pumpkin | Rose | Squirrel | Stonington | The Cuckolds | Windmill |
|--------|------------|----------|------------|------------|----------|------------|-----------|---------|---------|-----------|---------|---------|--------|---------|--------|---------|--------|---------|---------|---------|---------|---------|---------|
| Island, FL | VA | NJ | RI | Island, NY | GA | DE | VT | Cape | Pier, MA | DE | ME | SC | River, DE | NJ | ME | MD | ME | RI | NH | ME | CT | ME | VT |

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**CALENDAR OF EVENTS**  
*Faith Giamboi*

Send the necessary information to njnbevent@netzero.net as an attached “MS Word” document or inline text. *The Beam* is published 4 times a year–March, June, September and December. Information must be received at least 8 weeks prior to publication to be included in the next issue. If you have any questions, call Faith Giamboi (732)580-0155.

**PLEASE NOTE:** If no specific time is listed, you should call before heading out. Some special events require advance reservations. There may be additional events not be listed below.

<table>
<thead>
<tr>
<th>Location</th>
<th>Event Description</th>
<th>Date</th>
<th>Time</th>
<th>Contact</th>
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<tbody>
<tr>
<td>Absecon</td>
<td>Tower &amp; House Gala Party</td>
<td>Fri. June 15</td>
<td>5:30pm</td>
<td>(609)449-1360 $50</td>
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<tr>
<td></td>
<td>History Run/Walk</td>
<td>Sun. July 15</td>
<td>TBD</td>
<td>(609)449-1360 call</td>
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<tr>
<td></td>
<td>House &amp; Grounds</td>
<td>Tue. Aug 7</td>
<td>9-3pm</td>
<td>(609)522-4520 $4</td>
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<td>Climb the Tower</td>
<td>Sat. &amp; Sun</td>
<td>12-4:30</td>
<td>(732)872-5970</td>
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<td>Keepers House</td>
<td>Sat. &amp; Sun</td>
<td>12-5pm</td>
<td>(732)872-5970 call</td>
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<td></td>
<td>Climb the Tower</td>
<td>Weekdays</td>
<td>1-3:40</td>
<td>(732)872-5970 call</td>
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<td>Keepers House</td>
<td>Weekdays</td>
<td>1-4:30</td>
<td>(732)872-5970 call</td>
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<td>Visit <a href="http://www.nps.gov/gate">www.nps.gov/gate</a></td>
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<td>(732)872-5970 call</td>
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<td>or call (732) 872-5970</td>
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<td>(732)872-5970 call</td>
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<td></td>
<td>Tower &amp; House</td>
<td>Wed. July 4</td>
<td>9pm-?</td>
<td>(856)423-1152</td>
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<td>Climb the Tower</td>
<td>Wed. July 4</td>
<td>9pm-?</td>
<td>(856)423-1152</td>
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<td>Fireworks</td>
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<td>(856)423-1152</td>
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<td>Seaport Events</td>
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<td>(609)296-8868 call</td>
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<td></td>
<td>Tower &amp; Museum</td>
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<td>(732)872-1814 call</td>
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**T he B eam**  
*Page 7*
NEW LIGHTHOUSE STAMPS
Jim Cope

The US Postal Service will release five new 41 cent stamps on June 21 depicting West Coast Lighthouses. The lighthouses pictured are: Diamond Head, HI; Five Finger, AL; Grays Harbor, WA; Umpqua River, OR; and St. George Reef, CA. There will be 20 stamps on a sheet (four of each). In addition, there will be a postal card for each with a 26 cent stamp printed on one side and a picture of the lighthouse on the other side. The stamps were designed by Howard Koslow (Toms River, NJ) who also designed the five lighthouse stamps in the 1990 booklet (which included Sandy Hook Lighthouse), the five Great Lakes Lighthouse stamps, and the five Southeastern Lighthouse stamps which had their 2nd Day Unveiling at Twin Lights in 2003. Mr. Koslow has designed many stamps for the US Postal Service, including eight stamps for the 1940’s “Celebrate the Century” series, four stamps featuring jazz/blues singers, the 8 cent Antarctic Treaty stamp in 1971, and many others.

COMMUNITY OUTREACH COMMITTEE UPDATE
Anthony J. Albence, Chair

The Community Outreach season for 2007 is underway!

The long-awaited new Society professional four-fold display board is now in use. Thanks to Yvonne Miller Thies, Marty Hudspeth, and Debbie Megonigal—other members of the “creative team”—who set up the new board with me in late April.

Community Outreach setups now also feature children’s activities (coloring and crafts). There’s now “fun for the whole family”!

A mix of longtime events and newer events is on the calendar for this year’s outreach season, including “Expressway Outreaches” at rest areas on the Turnpike and the Atlantic City Expressway.

The recent “Spirit of the Jerseys” event on 5/5 at Washington Crossing State Park—a new Community Outreach event for NJLHS—was a fun opportunity to “officially” begin the season, and provided an opportunity to interact with many who have a passion about New Jersey history.

Outreach continues regionally as well. NJLHS was present at the Piney Point Lighthouse Festival in southern Maryland in May, and the Society also was present at the Winter Lights Festival in January at the Calvert Marine Museum in Solomons, MD.

Please check the Community Outreach schedule on the Society web site and consider signing up to staff an outreach. No experience or prior knowledge is necessary!

Also, if you know of an event in your community which might be a good venue to promote NJLHS, please contact Anthony Albence.

Preservation Issues Update
Continued from page 2

One of the main topics discussed was the future location of the lighthouse. Originally, all were pushing for a site at the foot of JFK Boulevard and the boardwalk. However, a new project in the northern end may offer a better setting. What is currently being called the “Passive Park” to underscore its emphasis on protecting wildlife areas and natural features, is shaping up as a major possibility for the light’s new home. The area would present the light in a more historically-correct setting and could take advantage of becoming the focal point for the park. Township officials and the Department of Environmental Protection are talking along with state and county representatives.

The society will be getting out the message to save Ludlam’s Beach Lighthouse June 16th at Skimmer Days, a local Sea Isle City Boardwalk Festival. They will be handing out information on the lighthouse and its plans as well as selling some shirts and artwork to help raise funds for the project. Please stop by if you’re in the area and help support this great lighthouse cause.

Helping Hands Clean Up Project
The Preservation Committee Spring Clean Up event took place at the Sandy Hook Lighthouse May 6. This first time out we did some light landscaping and cleaning up around the wooded areas. The volunteers collected roughly ten bags of trash and debris from the woods including some interesting items like golf balls, plate glass and an abundance of tin foil and beer bottles. In addition to this, brush was cut back from the path and cleared around the sides and back of the exhibit barn. Tom Hoffman from Sandy Hook supervised the work and pitched in with our volunteers to finish up in about 3 hours time. Thanks to all the volunteers who came to Sandy Hook for this effort. Future plans have us lending a hand to Absecon for painting the porch this summer as well as a return trip to Sandy hook this fall for additional work on the exhibit barn. If you would like to volunteer to help us out with these projects please contact Rich Veit, the Helping Hands Coordinator, through the web site or at our quarterly meetings.
We all know the lens saved countless ships from ending up on the bottom of the sea, but they also sped up the time required to transit between ports. These lights were the road signs of the time. And the better and easier those marks are to see, the faster you can go and the fewer times you get lost. The faster the ship can make the trip, the fewer ships you need to transport your goods. So the merchants in France save by needing fewer ships and crews and by moving their goods faster to markets. With fewer ships needed and more available since the wrecks decline, transportation costs fall. Now you can lower your price to undercut the competition, and flood the market with your products instead of his. Your government is happy because they collect taxes off your profits, but the competition in England isn’t. Trade declines and so do the Royal coffers.

Now as an English merchant you’ve just ended another war with France and are being taxed for the pleasure. At a point when you need to sell more goods than ever, your rival has just skewed the playing field in his favor. His ships find the ports easier, and yes, while you can use the lights to find the same ports, your home ports aren’t easily located. Think of it like a warehouse with a forklift. You have it and can load your trucks easily. You put one in your customer’s warehouse so he can unload your truck, but also your competition’s trucks. But back at the competition’s warehouse he’s still loading by hand. England doesn’t have forklift. So what does a superpower in 1825 do when the other superpower has a technological advantage? Same thing they did in 1950, steal the secrets.

England tried several legal ways to buy lenses from France and they did acquire the technology behind how to make the lens. They even hired Fresnel’s brother, after Auggie died, to work with Cookson Glass on producing a lens. However they did not have the secrets on how to produce the optical glass that was the key. The French considered glassmaking an art and one thing they zealously protect in France, is art. But some other things they are zealous about are money, revenge, pride and position. An English glass maker may have been able to exploit these to get what he couldn’t by direct methods.

Chance Brothers was one of the English manufacturers of Fresnel lens, but their quality was severely lacking due to the glass. One of the brothers, Robert Lewis Chance spent time touring Europe looking for ways to produce sheet glass. His travels brought him to France and the Choisy-le-Roi glassworks run by Georges Bontemps. Bontemps had been a partner with the lens maker François Soliel and had provided the glass Soliel ground into some of the first Fresnel lenses. Together they were the experts in manufacturing the lens at that time. But problems with the glass quality arose and by 1830 Choisy-le-Roi was no longer providing Soliel glass.

Bontemps improved the glass and got back into providing material for optic lenses but the reputation of his glassworks was heavily damaged by this parting with Soliel. When Soliel retired, his company passed down through a muddy lineage of family until 1844, when Theodore Létourneau took possession. It’s interesting to note that Soliel refers to it as renting the business to his heirs, which could account for what happens next.

It’s not clear but it seems Bontemps thought the lens manufacturing business would come to him when Soliel retired. But the only way to get it was by marrying into the family. Bontemps watches the business slide from one relative to the next for twenty years, but does nothing. He wins awards for the quality of his glass, but still his glassworks are not the choice material provider for Fresnel lenses. Finally, in 1848, Robert Chance has become friends with Georges and convinces him to come to England and show them how to make the Fresnel glass. Georges Bontemps accepts this offer and moves to England—taking with him a 20 year secret.

What made him do this? Money, honor, unrequited love? All possible, but unknown. It is known that once Bontemps left Choisy-le-Roi, they never again had any involvement with Fresnel manufacturing. Was it a French government
NEW JERSEY LIGHTHOUSE SOCIETY

1st Place New Jersey Lighthouses
Sandy Hook by Tim Griscom

1st Place Black & White Lighthouses
Cape Cod by Mike Boucher

2nd Place New Jersey Lighthouses
East Point by Janet Balett

2nd Place Winner’s Circle
Battery Point by Mike Boucher

2nd Place International Lighthouses
Woody Point by Tony Jadczak

3rd Place New Jersey Lighthouses
Sandy Hook by Tim Griscom

3rd Place Black & White Lighthouses
Nobska by Howard Wright

3rd Place National Lighthouses
North Head by Judy Boucher

Honorable Mention Winner’s Circle
Long Point by Howard Wright

Honorable Mention Winner’s Circle
West Quoddy Head by Katie Moser

Honorable Mention National Lighthouses
Heceta Head by Judy Boucher
TY 2007 PHOTO CONTEST WINNERS

1st Place National Lighthouses
St. George Reef by Judy Boucher

1st Place Winner’s Circle
Cape May by Mike Boucher

1st Place International Lighthouses
Cape Forchu by Al Smith

2nd Place National Lighthouses
Cape Lookout by Brett Franks

2nd Place Black & White Lighthouses
Drum Point by Thomas Wade

3rd Place International Lighthouses
Lobster Cove by Howard Wright

Honorable Mention National Lighthouses
Key West by Cheryl Stumpf

3rd Place Winner’s Circle
East Point by Karl Fahringer

Honorable Mention New Jersey Lighthouses
Sandy Hook by Joan Stumpf
Yeah, like a bad penny, I keep turning up. Brick Towers, your lighthouse detective, never sleeps. But I often pretend to sleep for eight hour stretches just to confuse my cat. Anyway, I’m sitting here in my office with another case for you. I’ve chased this one up and down the old spiral stairs and I’m stuck. Stuck sitting here by the light of my Funck lamp wondering how does a Fresnel lens grow? You heard me right, I said grow. I know what you’re saying; you’re saying “Brick, you’ve sniffed a little too much brass cleaner.” Well, a couple months back I might have agreed with you.

You see it all started one day when I was snooping around Barnegat. I’d gotten a tip that the lens they had been showing for years as belonging to old Barney didn’t match with the original records and dimensions from the Lighthouse Service. I decided to check to see if someone had been pulling my wick by passing off the wrong lens on us.

I ran down the history on this 1st Order lens. It was contracted to Henry Lapaute’s shop in 1856. Hank finished her up and loaded the crates aboard the steamship ARAGO on May 5th of 1857. The ship docked in New York and delivered the lens to the boys from Tompkinsville on July 14th of that year. In 1858 Lapaute’s work took center stage in the top of ‘new’ Barney, at that time. She sat there until 1933, several years after they stopped lighting her. A decision was made at that time to convert the light to modern technology and help alleviate some of the concern with the tower actually tipping over. But that’s a different story.

The lens was removed with the understanding it would stay with the lighthouse by agreement with the state of NJ, in exchange for paying to shore up the tower foundation—but that didn’t happen. In 1932, the city fathers of Chicago were planning the 1933 World’s Fair. They touted it as a “Century of Progress”—with apologies to Upton Sinclair I’m guessing. And, as part of it, they wanted to tie back to the 1893 Columbia Exposition history they had. Well, in the ‘White City’ of 1893, a Fresnel lens was shown in the Technology and Science Building. That lens left the fair and became the Navesink lens, which is still on display in their old powerhouse. Since that lens was in use, the Lighthouse Service decided to send the other lens they were in the process of removing from Barnegat. So off it went to Chicago until the end of the fair in 1934.

Our lens was returned to Staten Island Lighthouse Depot in December of 1934, and for those of you who question this, this location isn’t Tompkinsville but was actually in St. George. It didn’t have a long stay here because Chicago felt attached to it now and requested it be sent back for display in the new ‘Museum of Science and Technology’. And guess what that museum was several months earlier...right, the lens went back to its home building from the fair, but now under a new, permanent name.

And here she stayed for 30 years until some NJ Congressmen, thankfully well connected in Washington, got the lens returned to its rightful home. Now when the lens left the World’s Fair in 1934 it was in 24 crates, just like when Lepaute sent it from France. But when the boys from Staten Island sent it back the shipping documents described the lens as being in 11 crates and one bundle of metal parts. Yikes! What happened here?

This is curious when you hear the rest of the story. The lens returns to NJ on April 30, 1957 and is reassembled by the Coast Guard. But it grew somewhere in this time span from leaving New Jersey to returning. Now I know the mid-west is famous for its fertile land, but let’s not be ridiculous, glass doesn’t grow. But what explains the fact that there now appears an extra set of catadioptic panels. Just look at her and you’ll see them sitting right there on top. They don’t even match the lines and size of the original lens structure. Somehow, somebody added the pieces from another lens to the Barnegat lens. Why and when, I can’t say. I’m stuck.

I checked the lens and it’s Lapaute’s—with all the serial numbers and makers marks associated with Barnegat’s lens. But those extra panels and prisms, there’s nothing to identify them. There is one mention of a flash panel from Grosse Point Light being shipped with Barnegat’s lens but these add on pieces aren’t flash panels. And if you think the description might be in error, check this. The size of these panels added to Barnegat corresponds to the size for a 3rd Order lens, but Grosse Point Lighthouse was outfitted with a 2nd Order. So where did this come from? Could lighthouse technicians at Staten Island have added this by mistake? Not likely since they were experts on these lenses. Did someone in the Chicago museum add them? Again, very unlikely. Where would the museum curators get these extra components?

This is where I need your help. Brick is between a rock and a hard place on this. Can you figure out when the lens got a little hat added to it? And the who and why behind it? Do a little digging and see what you can find. The answers are there, just help me find them and wrap up this case. ‘Til next time.
Thank You! Thank you!!
For believing in lighthouses and my husband Ken Black!!!

February 10, 2007

Dear New Jersey Lighthouse Society -

Ken as you know has passed away, but he will never be gone or forgotten as long as the Maine Lighthouse Museum continues to grow and get even better!!! Together we are going to continue with his “can do” attitude and passion.

Ken never did any of this for personal recognition or gain, he did it because it was the right thing to do. He felt it was vital to save lighthouse artifacts to help future generations learn why lighthouses and the people who kept them played such an important role in the development of our nation into being a world leader. He was proud of what he accomplished, yet he was very humble about it, and in fact he was be almost embarrassed when he was honored.

We have all lost a man who served his nation well, served his community well, served his family well, and was a friend to so many people whose lives he touched in many different ways. He will be greatly missed, but we will never let his legacy be forgotten, a legacy that will live forever at the Maine Lighthouse Museum.

Therefore, thank you very much for your generous donation in honor of Ken Black with in the amount of $300.00 dated 2/20/07 to the Maine Lighthouse Museum.

Your gift is being set aside for a special tribute to Ken, which will exhibit his uniform, medals, and all of his awards for everyone to see at the museum and hopefully inspire more people to carry on the work he loved.

On behalf of the board of directors and staff of the Maine Lighthouse Museum, and especially myself please accept our heartfelt gratitude, and remember as Ken always said,

Be neighborly,

Dot Black
Mrs. Lighthouse

Widow of CWO 4 Ken Black (USCG Retired)
Founder

PLEASE NOTE: Your gift is tax-deductible to the extent allowed by law. Please retain this letter as a receipt for tax purposes. No goods or services were received in return for this contribution.

Thank you” letter from Mrs. Lighthouse, Dot Black widow of Ken Black, for the donation to the Maine Lighthouse Museum in his memory from the New Jersey Lighthouse Society
SUMMER MEETING/ANNUAL NJLHS PICNIC:
Our next meeting will be in Tuckerton, NJ at the Tuckerton Seaport. This is our annual picnic meeting and celebration of the anniversary of the formation of the Society. A limited number of boxed lunches will be offered on a first come-first serve basis. The details are listed below. And don’t forget to save room for cake!!!
DATE: June 30, 2007
PLACE: Tuckerton Seaport
120 W. Main Street
Tuckerton, NJ 08087

ITINERARY:
10:30 Hospitality will be served. If you wish to bring good-ies, please contact Martha Brown at 609-877-0134.
11:00 Please remember that we are bringing coffee ready to serve. In order to continue this, donations are greatly appreciated. We really don’t want to go back to using the old coffee urn that takes forever to perk.
11:00 Meeting will call to order.
12:30 Lunch. A limited number of boxed lunches will be available from Skeeter’s Crazy Water Café. They will be offered on a first come first serve basis the day of the meeting. The menu is as follows: Crab Cake Sandwich, Fried Flounder Sandwich, Grilled Chicken Sandwich, The boxed lunch includes French fries and a drink. All lunches are $10.00 each.
2:00 Meeting adjournment and tours of the Seaport.

DIRECTIONS TO TUCKERTON SEAPORT:
FROM NORTH JERSEY: Take the Garden State Parkway south to Exit 58 (Tuckerton/Little Egg Harbor). Make a left at the end of the ramp onto Route 539 South. Follow Route 539 (becomes Green Street) to the third traffic light at Route 9 (Main Street). Make a right. The Seaport is on the left across from the lake.

FROM SOUTH JERSEY: Take the Garden State Parkway north to Exit 50 (New Gretna/Route 9 north). Follow Route 9 north for approximately 7 miles through New Gretna and into Little Egg Harbor Township. The Seaport is on the right across from the lake approximately 1 mile after entering Tuckerton Borough.

RECAP: SPRING MEETING MARCH, 31, 2007
The Spring meeting at St. Uriel’s in Sea Girt was attended by 110 regular members, 2 new members, and 3 non-members for a total of 115 attendees. I received so many positive comments about Jim Woodward and his presentation on the history of lighthouses. Wasn’t the picture of the origi-
Program Signals
Continued from Page 14

nal Fresnel lens constructed by Augustin Fresnel fascinating? My many thanks to Jim and I hope he returns to share more of his knowledge with us in the future.

I would also like to acknowledge the presentation and plaque given to Tom Laverty and thank him for his many tireless years of service as president of the New Jersey Lighthouse Society.

As expected, the Photo Contest was a great success. A big thanks to Cindy and Mike Mitzen and their helpers for putting this together. Every year it gets harder and harder to pick a winner among the many entries. I am still waiting for the “Lighthouses pictured with Thumbs” category to be a part of the contest. I’m a shoe-in to take first place in this category.

Lastly, I’d like to thank Sea Girt Lighthouse for inviting our members to the lighthouse after our meeting. Their friendliness and hospitality always make visiting a pleasure.

Penalty for Bontemps betrayal or coincidence is also unknown. But the fact it took 20 years for another country to gain the glass secret is remarkable. What would it be worth, a two decade advantage in commercial trade? That’s power.

How France maintained a monopoly on providing Fresnel lenses after the secret was exposed and why the United States finally decided to manufacture its’ own lenses continues in Part III.

The Power of Light—Part 2
Continued from Page 9

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Thank you to everyone who participated in this year’s Annual Amateur Photo Contest.

Also thank you to the people who volunteered to help: Judy Boucher, Annette Colt, and my husband, Michael. If you haven’t checked out our web site, please do because Howard Wright has done a fabulous job of displaying the winning photographs there. And as for this Beam, WOW! Mary Beth Doherty, Mike Boucher and their team have once again out done themselves. The winning photos were also on display at the Sandy Hook Keepers House from the beginning of April until the middle of May. They looked fantastic and received quite a few compliments from the visitors.

The next annual photo contest is slated to be held at the March 2008 meeting. The Winner’s Circle will stay the same, and the other categories are:

1) East Coast Lights;
2) West Coast and Great Lakes Lights;
3) New Jersey Lights; and
4) Lighthouse Doors.

The fourth category will be open to all members, even those in the Winner’s Circle and can be of any lighthouse.

The September issue of the Beam will have the contest rules in more detail. Till then enjoy the summer, and keep taking those photos. Who knows what photo will be next year’s winner.

Winners of the 2007 Annual Amateur Contest

NEW JERSEY LIGHTHOUSES:
1st Place Timothy Griscom—Sandy Hook Light from the Motor Battery
2nd Place Janet Balliet—Monarchs @ Maurice
3rd Place Timothy Griscom—Sandy Hook Light from the northeast
Honorable Mention:
Florence Neild—Tower at Hereford Inlet
Joan Strumpf—Sandy Hook

LIGHTHOUSES IN BLACK AND WHITE:
1st Place Mike Boucher—Cape Cod Light
2nd Place Thomas Wade—Drum Point
3rd Place Howard Wright—Nobska
Honorable Mention:
Bob Neild—Victorian Sister/Hereford Inlet

INTERNATIONAL:
1st Place Al Smith—Cape Forcher, Nova Scotia Yardmouth Light
2nd Place Tony Jadczak—Woody Point, Newfoundland
3rd Place Tony Jadczak—Lobster Cove Light, Newfoundland

NATIONAL:
1st Place Judy Boucher—Georges Reef
2nd Place Brett Franks—Cape Lookout

3rd Place Judy Boucher—North Head, WA
Honorable Mention:
Judy Boucher—Heceta Head
Cheryl Strumpf—Key West

WINNER’S CIRCLE:
1st Place Michael Boucher—Cape May
2nd Place Michael Boucher—Battery Point at Sunset
3rd Place Karl Fahringer—East Point
Honorable Mention:
Katie Moser—Foggy Quoddy

IN THE NEWSPAPERS
From the NY Times, Aug. 28, 1883

A LIGHTHOUSE KEEPER MISSING

John E. Johnson, a resident of Tottenville, Staten Island, and keeper of the Great Beds Lighthouse has mysteriously disappeared. Johnson was last seen on Saturday night, August 18, when he was on duty at the lighthouse. His boat was found moored at the lighthouse. His coat was in the boat. The keys were found inside of the lighthouse on a table. Some think that Johnson drowned himself by jumping into the bay while others think he disappeared for a reason. He has a wife and four children. A former keeper of the same lighthouse disappeared last winter and his body was afterward found in the Sound.
NEW JERSEY LIGHTHOUSE CHALLENGE® 2007
TAKE THE “PRE-CHALLENGE” CHALLENGE!
Doreen Berson and Laura Portée

We have been working hard to get the word out about the Challenge for this year. Two ads have been professionally designed and placed with several major publications. So, just for fun, why not take the “pre-Challenge” Challenge?! See if you can spot one of the two New Jersey Lighthouse Challenge® 2007 ads pictured here and on the back cover in any one of the following publications: Lighthouse Digest, The Keeper’s Log, The World Lighthouse Society E-Newsletter, New Jersey Monthly, New Jersey Life, AAA World and Curious Parents. In addition, keep on the look-out for our classified ad which is to run in Family Fun Magazine!

Just a reminder... Night Climbs will be offered again this year. However, in addition to Sandy Hook, Absecon, Cape May and Tinicum, Tucker’s Island will also be open for an additional 2 hours - from 6:00 pm to 8:00 pm - on Saturday night. (The other 6 Challenge sites will close at 6:00 pm on Saturday.) Get there early to climb during these hours! Based on last year’s attendance, this feature was very popular.

Volunteers are still needed! If you are interested in volunteering during the weekend of the Challenge please sign-up. As has been done in previous years, you will need to sign up even if you volunteered in the past. Please visit the Challenge page of the website (www.njlhs.org) for the printable pdf Volunteer Sign-up form. Just fill it out and either e-mail or snail-mail it to Laura Portée, Volunteer Coordinator, directly. If you have not signed up by the June meeting, there will also be a Volunteer Sign-up table available. (Please note that the deadline to volunteer is August 31st. Please be sure to submit your sign-up form before then!)

For your information...The Maryland Lighthouse Challenge is celebrating their 5th year this year on September 15th and 16th. New this year will be an optional three-hour cruise out of Annapolis on Friday, September 14th to see the Chesapeake Bay icon and National Historic Landmark, Thomas Point Shoal Lighthouse as well as Sandy Point Lighthouse and Baltimore Harbor Light. For more information on the Maryland Challenge and Friday’s cruise, visit www.cheslights.org or call 410-437-0741.

Our hope is that this year’s Challenge will be the best yet! So whether you participate or volunteer, don’t miss out on the fun!

Tom Laverty is presented a plaque by President, Yvonne Miller Thies, and Director, Jim Cope in recognition of his outstanding leadership, dedication, and accomplishments as President of the Society from 1995 to 2006.

What do these flags mean?
Answer on page 18
The National Historic Lighthouse Program Act has named fourteen lighthouses that will be offered to any non-profit group in 2007. The fourteen include: Penfield Reef and Saybrook Breakwater in CT; Bellevue Rear Range in DE; Whaleback Ledge in ME; Cleveland Ledge in MA; Brandywine Shoal in NJ; Duluth Harbor Breakwater Inner in MN; Execution Rocks, Old Orchard Shoal, and West Bank in NY; and Cleveland East Pierhead and Conneaut West Breakwater in OH. If any of these lighthouses cannot be given away, then they will be auctioned off to the general public.

The Lightship Overfalls, located in Lewes, DE, will be towed to a shipyard on the Maurice River in Dorchester, NJ, 35 miles up the Delaware River for repairs to exterior hull. The lightship has been sitting at muddy berth in Lewes-Rehoboth Canal since 1973. The 3/8” steel plates for the hull are half the thickness that they were in 1973 and need replacing. The cost of the repairs is estimated to be $200,000. While the lightship is out of the water, a new three-sided berth will be built. The move is planned for early 2008, with a fall return to Lewis.

The Toledo Lighthouse Preservation Society received the deed to the Toledo Lighthouse on Lake Erie on April 27. The 102 year old lighthouse needs to be restored on the inside and a dock built before tours will begin a year later. Funding for the dock will come from grant money.

The city of Pascagoula, MS wants to bring the Round Island Lighthouse to the mainland. The 1859 brick lighthouse, located on an island just off shore, was toppled over in 1998 by Hurricane George. Once the remains were stabilized, a coffer dam was built around these remains, and then filled in with cement. Sand was then piled around it. Hurricane Katrina created a new channel across the island but did not damage to the remains. Pascagoula wants to rebuild the waterfront with FEMA money and include the rebuilt Round Island Lighthouse in the plan. The base will be moved and rebuilt using similar type of bricks to complete the project.

Friends of Oak Island Lighthouse in NC have made arrangements to have the lighthouse open for tours twice a week. Regular tours will only go up to the second level. For the true lighthouse buff, an appointment can be made and a climb to the balcony gallery is available—with a catch, a 100 step ladder to the top. The Friends of Oak Island are responsible for the maintenance of the 155 cement tower since the town of Caswell Beach became the deeded owners in 2004.

A little over a year after it was removed, the refurbished lantern room has been placed back on the Cape Canaveral Lighthouse. The tower was completely refurbished—a first for the 113 year old tower. Work was started after two hurricanes struck the area and the light-house showed signs of deteriorating. This lighthouse is the only lighthouse operated by the US Air Force. Based at Cape Canaveral, the tower will be opened to the public in the future, Air Force officials said.

The Cockspur Lighthouse in the Savannah River was extinguished in 1909 and was relit in March of this year. The National Park Service put a solar powered decorative light in the tower on the night of March 18. The tower was put in service in 1857 when the south channel was in use. Today, most ships use the north channel, and bypass the lighthouse.

The Tongue Point Lighthouse in Bridgeport, CT was taken off the list of available surplus lighthouses that the Coast Guard was offering to the public. No group put in for tiny black lighthouse and the Coast Guard retained ownership of the light. The lighthouse is located on the grounds of two power plants and would cause a security risk to the power plants.

**THE RECIPE CORNER**

**German Potato Salad**

Betty J. Smith

Sauce: In frying pan combine bacon grease, flour, sugar, salt and pepper. In separate saucepan, combine water and vinegar; bring to a boil. Slowly and carefully add water and vinegar to sauce. Mix well. Pour over potatoes; mix well with wooden spoon. Make day of serving; serve at room temperature, Do Not Refrigerate. Makes 6 servings.

<table>
<thead>
<tr>
<th>Ingredient</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>2 lbs, red skin potatoes, cooked</td>
<td>2</td>
</tr>
<tr>
<td>2 sm. onions, chopped</td>
<td>T flour</td>
</tr>
<tr>
<td>1 tsp celery seed</td>
<td>2 T sugar (if needed)</td>
</tr>
<tr>
<td>½ lb. bacon (chop raw, then fry), reserved 2 T bacon grease</td>
<td>1 tsp. salt</td>
</tr>
<tr>
<td>1 tsp. pepper</td>
<td>¼ tsp. celery seed</td>
</tr>
<tr>
<td>½ cup water</td>
<td>1/3 cup vinegar</td>
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Slice or dice potatoes, quarter onions, then slice thin (real thin). Add celery seed. Mix in bowl. Add cooked bacon; mix gently.

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The NJLHS cookbook is available from Ways & Means. The cookbook includes 150 recipes from NJLHS members, family & friends. $8.50 ea., S/H $3.00, ea. add. book $1.50.
the light than ever did without it. In 1855, the lighthouse was fitted with a fourth-order Fresnel lens fabricated by Henry Lepaute of Paris, displaying white and red flashes. But according to the 1855 Annual Report of the Lighthouse Board, this was a temporary solution.

“When the first class light is lit at Absecon, the Tucker’s Beach Light will be unnecessary and inconvenient for purposes of general navigation. Indeed it will be of small local importance, as vessels cannot safely enter Little Egg Harbor at night. It will be quite sufficient to reduce it to a small harbor light, perhaps distinguished by a red or green color.” The board never had to make this decision. By the dawn of the Civil War, sand had built up between Long Beach Island and Tucker’s Island. The old inlet separating the two islands was blocked. Tucker’s Island was now Tucker’s Beach and had joined to Long Beach Island, longshore drift made the lighthouse obsolete as a marker for the old inlet. Absecon Lighthouse commenced operation in 1857, and two years later the Tucker’s Beach Lighthouse was discontinued.

However, now that mariners and baymen were used to the light of the Fresnel lens, complaints resurfaced about eliminating the navigational mark.

Rethinking its drastic move, the Lighthouse Board decided to reestablish Tucker’s Beach Light. In 1867, with Congress approving funds for repairs and the relighting of the station, Little Egg Harbor Lighthouse was reconditioned and Tucker’s Island Light became operational once again. Captain Eber Rider of Tuckerton was the first keeper assigned to the lighthouse after it was reestablished. He served his role as lighthouse keeper from 1865 through 1904. His son, Arthur Rider, became the lighthouse keeper until the lighthouse washed away in 1927. But the lighthouse that was destroyed wasn’t the one from 1848. A new lighthouse and keeper’s dwelling were built in 1879, with the lantern room on the roof of the dwelling. The old tower was disassembled and converted into an oil storage shed. The two-story lighthouse was erected with the tower integral to the house, painted black and rising 50 feet above sea level. The light sent a beam of six red flashes, followed by one short white flash and was visible twelve miles out to sea. This was Tucker’s Island Lighthouse.

As the 1900s commenced, New Jersey’s Atlantic started to slip back under the waves. On the night of Feb. 4, 1920, a nor’easter blew so hard into the Little Egg Harbor Inlet that the bay filled to overflowing and could not disgorge its tides. When the raging snowstorm subsided, the tides cut a new inlet between Tucker’s Beach and Beach Haven. It also removed a 200-foot stretch of beach east of lighthouse. The beginning of the end had come for our lighthouse.

In 1924, an effort to stop the beach erosion that was occurring on Tucker’s Island—experts installed jetties. They were initially successful in halting the erosion, but the jetties worked so well that the currents of Beach Haven Inlet began to wash in the other direction—toward Tucker’s Island. As the inlet began to widen, the island then began to erode very quickly. By 1927, just three years after the jetties were installed, waves and longshore drift washed away most of the beach.

In February 1927, a storm did extensive damage to the dwelling’s foundation, causing it to lean toward the sea. The sea had eroded the sand away from brick pilings of Tucker’s Island Lighthouse. By fall, surge tide water surrounded the building during every storm. In only three years, the lighthouse went from being a half mile away from the breakers to sitting on the high tide mark. It finally fell to the sea, October 12, 1927 because of a bad storm. Even with the weight of the structure and forty burlap bags filled with sand on the main floor, the lighthouse couldn’t endure the tension of the raging ocean. Paul Rider captured that moment for us all.

The remains of the lighthouse were burned on October 14 since it had become a hazard to anyone entering the building. By 1940, shorebirds were the only residents of the small patch of remaining land. The entire island had disappeared by 1952. The effects of time and tide have on the Jersey Shore stands testament on the ruins of Tucker’s Island Lighthouse. Someone once said “Man would build upon the creations of the sea only to be devastated when those entities were called back to the waters. Like a slow whirlpool sucking everything into itself, the timeless sea has no care whether something is its own or of man. In the end, all things are pulled back into the sea. Its power is ultimate.”

Like the legendary Atlantis of myth, Tucker’s Island may yet be reborn. Today, Beach Haven Inlet is slowly closing and new shoals and sandbars are building up at the south end of Long Beach Island to reform Tucker’s Beach. But the lighthouse, it will never return. Fortunately, we have Tuckerton Seaport’s recreation to remind us of what once stood.

WHAT’S NEW IN WAYS & MEANS

Marty Hudspeth

I hope to have new shirts in time for the June 30th meeting. I also have new lighthouse items: clocks, coasters, and picture frames in two sizes. Ways & Means now has credit card capabilities for Master Card & Visa.

The Society Christmas ornament has arrived and I hope everyone likes it as well as I do—they will sell for $16.00 each.

Thank you to Elinor Veit for the 12 signed copies of her book “The Colors of the Lighthouse” donated to the Society.

The Society Outreach season is here! We need everyone’s help and support to make these endeavors profitable to the Society. If you can lend a hand, see Anthony Albence at the June meeting.

Hope to see you at the June meeting and have a great summer.
### New Jersey Lighthouse Society Order Form

<table>
<thead>
<tr>
<th>Description &amp; Item # if given</th>
<th>Color/Size</th>
<th>Quantity</th>
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(On taxable items, tax is included in the price stated.)

Total postage: 

Total check: 

**Make check payable to: NJLHS**

Visit the New Jersey Lighthouse Society web site to see many other items for sale: [www.njlhs.org](http://www.njlhs.org)

**Email:** nlhsways_means@verizon.net
**Phone:** 609-877-1393
Feel free to call or email for color/sizes and availability.
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DEADLINE FOR THE SEPTEMBER ISSUE IS AUGUST 11th