Approaching New York Harbor in any vessel, yet alone one under sail, required a great deal of navigational skill, some luck, and the hope that the tides and weather worked for, and not against you. First the mariner had to find the harbor entrance at the base of the Navesink Highlands, one of the tallest formations of land south of Maine along the United States Atlantic coast. From there they would navigate past the tip of Sandy Hook through an area with shallow waters and narrow channels that led to the deeper water beyond.

In 1764, the Sandy Hook Lighthouse was constructed to give ship captains a way to find the tip of the hook and make a successful passage into the Lower New York Bay. Most mariners thought this would solve the problem of frequent ship wrecks and groundings, even allowing ships to pass at night. For sixty four years the lighthouse did help with that, but as shipping traffic increased it became apparent that additional measures had to be taken. In foul weather, a ship trying to find the Sandy Hook Lighthouse could come up on it very suddenly and run out of sailing room with disastrous results. The Federal Government was pressured to improve navigational aids marking the New York approaches.

It did not take long to select a location for a second lighthouse—just about five miles south from the Sandy Hook Lighthouse. This new light would soon become one of the most powerful coastal beacons in the United States. Navesink Lighthouse, or Twin Lights as most people refer to it, was built in 1828 on five acres of land purchased from Nimrod Woodward’s estate in the Navesink Highlands. The location was on top of a hill where an unobstructed view of the Atlantic Ocean could be had.

On June 25, 1827, Jonathan Thompson, Collector of the District and Port of New York, and Superintendent of Lighthouses signed a contract with Charles H. Smith of Stonington, Connecticut, to build two octagonal light towers at the Highlands of Navesink of “good blue split stone”. The two towers had a focal plane of 246 feet above high water and were located 320 feet apart. Smith was also to build a separate dwelling house for the keeper with the same material. The house was to be 38 feet on the front by 22 feet deep, “one story nine feet high in the clear divided into two rooms with an entry between.” There were to be four chambers as well. The total price for the contract was $8,440. (Clifford & Laverty, National Historic Landmarks Study)

There were two lighthouse towers instead of one because the Light- house Service wanted to ensure that mariners approaching the lights would understand that these were the headland beacons of Navesink and not Sandy Hook. Otherwise ships would steer a course to try and sail around the structures causing them to wreck on the beach below.

Just about the time Twin Lights was being built, miles away on another continent French scientist Augustin Fresnel was experimenting with lighthouse lenses. Fresnel soon developed a far superior set of glass prisms that could bend and redirect light rays arranged on a metal structure. The world would come to know this as the Fresnel lens. The United States wanted to experiment with this new invention so Congress sent Commodore Matthew Perry to France to obtain two Fresnel lenses in 1838. Initially the lenses were to be installed at Sandy Hook and Isle of Shoal Lighthouse in New Hampshire. However the lantern rooms were not large enough at these two lights to accommodate the lenses. So it was decided to place the first-order lens in the Twin Lights’ south tower and the second-order lens in the north tower giving the lighthouse the distinction of the first towers in the country to use the revolutionary lighting devices.

Now with these advanced optics in its towers, Twin Lights faced the next major development in its history. In the mid 19th century, Congress was under pressure to address the poor condition of lighthouses throughout the United States. A study was ordered in 1852, and every lighthouse and navigational aide, including Twin Lights, was inspected. The inspectors noted in their report that Twin Lights was one of the best lights along our coast lines. Captain after captain commented on how the lights could be seen for miles in the night sky and compared favorably with the lighthouses in Europe and England. Unfortunately the inspectors also noted that the buildings were in poor condition. They could take a common lead pencil and stick it six inches deep into spots of the tower wall. Twin Lights was crumbling and would eventually need to be replaced.

It took until 1862 for the new Twin Lights to be constructed at a cost of $74,000. Brownstone from a Belleville, New Jersey quarry just outside of Newark, was floated down the Raritan River.
LETTER FROM THE PRESIDENT

I have had some really great experiences in the seven months as President of NJLHS, receiving the Lighthouse Lantern Award on behalf of the Society from the Absecon Lighthouse/Inlet Public Private Association in June was one of them. However, receiving the letter below on the web site was just as heartwarming, and I feel that it should be shared with all of our membership:

To: njlhs@njlhs.org
Subject: A very special person

Hi,

My name is Annie Costanzo and I have a son in the first grade L.E.E.P. program at George J. Mitchell Elementary School in Little Egg Harbor. My son was lucky enough to have a teacher, Mrs. Schaeffer, for this program. She and her husband are members of the Lighthouse Organization. During the school year they both taught my son about different lighthouses and their features. Also during the year each child built their own replica of a New Jersey Lighthouse along with pertinent information about each one. Our family learned a lot from this project along with my son who was thrilled for once to do homework. During the course of the year, mind you, because of this special program she met with the kids only once a week, but they were determined and they as a team built a replica of the Sandy Hook Lighthouse. It was beautiful! They put on a presentation (the children) telling the audience of parents, grandparents, and family all about what they had learned. My family has participated in the Lighthouse Challenge now for two years and this year will be our 3rd, and we can not wait. But now my son along with my family will go with much more knowledge and information about the different lighthouse that we visit. I just want to let you know that you have a WONDERFUL PERSON AND TEACHER in your society. I could not thank her enough.

Sincerely Yours,

Mrs. Annie Costanzo

Thank you to Louise and Bob Schaeffer for the time and effort that you give to the children at George J. Mitchell Elementary School on behalf of NJLHS, and to Mrs. Costanzo who took the time to tell us about them.

On a sad note, I want to bid a fond farewell to my friend and lighthouse colleague, Carol Reily. I met Carol when I attended my first NJLHS meeting and we became friends immediately. When Carol was able to, we climbed many lighthouses together and I always marveled at how she managed to get to the top so fast, not letting her crippling arthritis stop her, and with a smile on her face. Carol called me before every one of our meetings when I was Programs Chairperson to coordinate her meeting of the Delaware Bay Keepers and Friends Association to make sure that she had our information in her newsletter. She was a true Lightkeeper and her friendly smile and greeting will be missed.

Yvonne M. Thies
The Navesink Highlands Twin Lights

Continued from Page 1

on barges and unloaded near where the present day Highlands Bridge crosses to Sea Bright. It was then hauled up the hill using carts pulled by oxen. Stone masons cut and shaped the stones to be laid one on top of the other until the towers were completed. The masons even left their initials behind, chiseled into the brownstone, which were discovered during restoration work done in 2002. By May 1, 1862 the new towers were completed and the lenses lit.

The new building boasted many improvements over the former. The second order Fresnel lens located in the north tower was replaced with a first order lens. In addition, the light keepers now had a 17 room building with ample quarters for four families and a couple of workshops. Keepers could travel from one tower to the other, directly through the quarters, using a central hallway thus protected from some of the harsh weather encountered in the Highlands. It is this medieval, castle-like building which we now know as Twin Lights today. The only remains of the 1828 towers are the two foundations now buried in the lawn and the occasional piece of blue stone that washes to the surface during a hard rain.

The closeness of Twin Lights to the central lighthouse depot at Staten Island made it a favorite place to test new inventions. Several, including the use of a kerosene lamp for the first time in a primary seacoast light, happened in 1883. But the most impressive innovation took place in 1898. At the Chicago Worlds Fair a few years earlier, the French Government displayed a large second order lighthouse lens. It was a bi-valve lens – having two sides exactly alike resembling a clam shell. The lens had a carbon arch electric lamp that lighthouse experts argued over how many candlepower it could produce. They finally settled on 25 million candlepower making it one of the most powerful lighthouses ever built. The United States Government purchased the lens and carbon arch lamp first intending to install it at the Fire Island Lighthouse on Long Island, but after some discussion decided it needed to go into Twin Lights. A slight alteration had to be made to the north tower with the metal rear panels removed, and replaced with a small bump out over the exterior lantern room walkway to accommodate this 9 foot diameter light and its apparatus. To provide electricity to the carbon arc lamp a power house was built at the base of the tower behind the lighthouse. Initially constructed of wood, the power house was replaced in 1909 with the brick structure that is now used as an exhibit building to show this magnificent light to the public.

Inside the power house were two Hornsby Akroyd Engines that ran on kerosene and produced the electricity for the carbon arc lamp. The machinery sounded a bit like a steam train locomotive that could be heard for miles, and the carbon arc lamp and lens combination which rotated in the tower produced as one eye witness said, “a flash of lightning every five seconds out over the horizon”. This beacon could be seen flashing against the night sky at 70 miles to sea, and mariners could physically see the light from 22 miles away as they came over the horizon. There was now no mistake in knowing where the entrance to New York Harbor was.

The light was in fact so bright it caused an uproar in the local community:

One Broadway
New York City
July 26, 1898

Hon. Lyman S. Gage,
Secretary U.N.S. Treasury
Washington, D.C.

My dear Sir:

I own a summer residence on the Navesink Highlands in the rear of the “Twin Lights”. Recently a revolving electric flash light has been put in one of the light-house towers. Its spasmodic flash strikes my house at constant intervals, and the ladies of my home are made nervous and irritated by the ever repeating flash.

There is no occasion for his nuisance, as any light rays outside of an arc of 180 degrees inclusive of the ocean front is of no value to vessels, and the remaining arc of the circle facing the land can be screened without great expense.

I should be grateful if you would give this matter your personal consideration as not alone my own home, but a large number of valuable summer homes are depreciated in value by what is universally considered by these property owners, as an insufferable nuisance.

Yours very truly,

Richard Lamb
(National Archives Record Group 26 – Navesink New Jersey)

The Lighthouse Service conducted a study and eventually placed black out panels on the rear of the tower so the light would be seen only out over the ocean.

Twin Lights played an important part in other stories as well. There were telegraph stations on the hillside in front of the towers where operators of the Western Union Telegraph and Postal Telegraph Companies could send messages to their clients about what ships were entering and leaving the harbor. Early telegraph communications date back to 1829 when the Merchant Exchange operated a semaphore telegraph station from in front of the lighthouse. In 1899, Guglielmo Marconi was invited to America by the New York Herald Newspaper to report on the America’s cup races then held off Sandy Hook. Marconi set up a receiving station at the Twin Lights while he broadcasted the race results from a ship along the course. From Twin Lights the results were telegraphed into New York City, giving readers up-to-the minute results.

However, it would be the invention of radar and other electronics that would eventually make Twin Lights obsolete. After the Second World War, the lighthouse was not as necessary as it once was, and by 1949 it was decided to decommission it. Today advanced Global Positioning Systems connected to satellites, and other electronic navigation aids make it much easier for a ship to determine its locations. The end of the age of sail and rise of the modern powered ship that...
The Navesink Highlands Twin Lights
Continued from Page 3

allowed a vessel to steer with more precision through the narrow opening of the harbor also contributed to the demise of the lighthouse.

Today, the lighthouse is a museum and historic site operated by the State of New Jersey with assistance from the Twin Lights Historical Society. Instead of guiding cargo ships, ocean liners, and thousands of immigrants on their way to a new life, the lighthouse teaches visitors about New Jersey’s rich maritime history. With Coast Guard permission, Twin Lights still serves as a private navigational aide with a small fifth order Fresnel lens blinking in the north tower saying “you are here off the Highlands of Navesink”.

For more information about Twin Lights visit www.twin-lights.org or the New Jersey Lighthouse Society web site at www.njlhs.org

**KEEPERS AT TWIN LIGHTS**

Lopez, Joseph (1841-1844)
Thompson, Joseph P. (1844-1849)
Mullen, Samuel (1853-1861)
Sickles, Gordon B. (1861-1867)
Conover, Joshua S. (1867-1869)
Chadwick, Taber (1869-1872)
Van Allen, Gorham (1872-1879)
Caulkins, Daniel P. (1879-1888)
Thompson, Charles E (1893-1898)
Bishop, Robert A. (1898-1906)
Anderson, Ole (1903-1927)
Lucas, George (1928-1931)
Rockey, Murphy (1931-1952)
Wilson, James L. (?)

**French lens maker Henry Lepaute’s drawing of the Bi-valve lens for the Chicago World’s Fair in 1893. The lens was eventually installed at Twin Lights.**

**PRESERVATION ISSUES UPDATE**

**Brett Franks**

**Preservation Raffle**

The preservation raffle for this year was drawn at our Summer Picnic Meeting held at Tuckerton Seaport on June 30, 2007. We were able to raise almost $6,500.00 for our future preservation efforts thanks to the generosity of the members. 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. Our first prize winner this year of the Garmin In-Car Navigation System was our own society Treasurer, Debbie Megonigal. Those who know her ties to Tuckerton, and remember Harry fondly, think there was some divine intervention on this one. The other winners for this year were:

2nd Prize, the Lighthouse Stamp Print, went to Lois Mumie of Ocean Grove, NJ;

3rd Prize, the Harbour Lights Dinnerware, went to Cathy Pleines of New Haven, CT;

4th Prize, the Watch and Lighthouse Purse, went to Herbert Boyd in Petersburg, VA; and

5th Prize, the Lighthouse Throw, went to Alan Pearson in Earleville, MD.

Once again, thanks for being so generous this year and good luck for the next raffle. We will be holding our Christmas Chinese Auction this year, and possibly a Take-A-Chance during the Challenge for some merchandize donated from the Lighthouse Depot, so look for those and see what else you can win.

**Lighthouse Lens Training**

In early June, members of the US Lighthouse Society, Chesapeake Chapter along with representatives of local maritime museums gathered in Forestville, MD at the Coast Guard Exhibit Center to learn about Fresnel Lenses and their maintenance. The Exhibit Center hosted this event to gain a better knowledge of the artifacts they held and the proper handling and storage techniques required. The Preservation volunteers from the Chesapeake Chapter have been giving their time at the Exhibit Center over the last seven years to help protect, crate, and in some cases repair portions of several different lenses currently housed there. I say portions because none of the specimens are completely intact there but the volunteers have done a journeymen’s effort to save and store all

Continued on Page 5
WORD SEARCH PUZZLE
Lost Lighthouses of America

At the turn of 20th Century, America had well over 1,200 lighthouses guarding its shores. Today we have just over six hundred of these sentinels left. This issue’s puzzle looks at some of America’s Lost Lighthouses. Each entry has the date the lighthouse was in service and the location of the lighthouse. Only the BOLD type is in the puzzle. Enjoy America’s Lost Lighthouses.

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**Preservation Issues Update**
Continued from Page 4

That there is. I was very kindly extended an invitation to this training session via Jim Woodward, the lens expert who worked on our NJ lenses recently. Jim was teaching the class and anytime I can sit at the foot of the master and learn, is a great honor for me. Jim teased me at the end of the two day class saying I was now less dangerous around lenses than the average lighthouse enthusiast. I asked the Coast Guard to put that on a training certificate for me, but they declined.

**Helping Hands Preservation Project**
Members of the Preservation Committee’s ‘Helping Hands’ group volunteered time at Absecon Lighthouse August 4th to help paint the Keeper’s House. Anne and Karl Fahringer, Linda Speece, Rich and Elinor Veit, along with me spent 5 hours scraping and painting the porch foundations and trim. Lucky for us it was the hottest day of the summer in Atlantic City that Saturday. Nothing like a good sweat to make you appreciate what the old keepers did regularly. Regardless, we all got busy and knocked out a large portion of the work. Heat notwithstanding, everyone was in a good mood and enjoyed each other’s company while we helped the lighthouse spruce up and ward off some of the salt and sun. Our next event is the painting of the Sandy Hook Exhibit Barn, at the foot of the lighthouse. We’ll tackle this project in late September or early October to have it ready and looking great for the Challenge. Any interested volunteers should sign up with Rich Veit at our next meeting or through the web page. I look forward to seeing a large turnout for this one.

**Conover Beacon**
Some bad news to report here. Vandals spray painted graffiti on the lighthouse at the end of July. The township caught those responsible but what it plans to do with the light-house façade is still up in the air.

**Ludlam Light and Finn’s Point**
Early indications here are that both lights will be selling pins during this year’s Challenge to raise awareness of their situations. Ludlam Friends will be once again at the Hereford Lighthouse, and Finn’s Point will be selling at the tower itself. Please stop by and buy a pin to help us further the efforts to make both of these lights again available to the public.

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**THE RECIPE CORNER**

**Marty Hudspeth**

**TACO DIP**

by Kay Hutchins

Mix the cream cheese and taco sauce until smooth. Spread mixture on a large plate. Top with lettuce, then with cheese, tomatoes, and peppers. Arrange chips along the edges of the plate or serve in a bowl.

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**Preservation Issues Update**
Continued from Page 4

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See what happens when you go on one of Betty’s trips?!?

When Betty arranged the Maine trip for the Chesapeake Chapter of the USLHS, she found out that a new ‘Friends’ group had taken over East Quoddy Lighthouse (a.k.a. Head Harbour Lightstation). With their help, she arranged for a visit to the lighthouse. For those that couldn’t make the arduous land crossing, she arranged a boat trip around the lighthouse.

This is a very beautiful station, complete with all of its buildings, including the foghorn building, boat house, paint shed and, yes, keeper’s house with attached tower. A number of us were taken with the energy and spirit of this little group (they probably number around a dozen members) with the youngest being (I’m guessing) in the mid-fifties. Some of us were SO taken that we told them we would like to come give them a hand. The group was very happy to hear that but I really believe they didn’t think it would happen.

Well, on June 9, 2007, eight ‘lighthouse nuts’, most of whom hold ‘dual citizenship’ in the NJLHS and CC-USLHS left home and headed to Canada to ‘lend a helping hand’. The group included Anne Puppa, Lauren & Paula Liebrecht, Sandra Sableski (who has given tours at Sandy Hook), Joyce & Robert Holland (he of the gift shop cabinets), Hobie Statzer, and myself. We arrived on the 10th and on the 11th we took a small boat out to the lighthouse where we landed on the rocks. There is no dock, so each landing was ‘an adventure’. I became the ‘boat holder’ so everyone could get off and supplies unloaded.

Over the 4 days we built new steps from the beach to the wharf, new steps for the paint shed and new steps for the keeper’s house. Members of the Friends group along with others in our party, uncovered all the windows on the sun porch, cleaned and painted the porch, replaced broken windows, painted the sash and front door. Other members of the Friends group were busily scraping and painting the foghorn building and helping us with various tasks. We also managed to get the basement door to the tower open for the first time in 30 years and even got it closed again! The hinges were rusted shut and had to be removed. The kitchen received a thorough cleaning and a fresh coat of paint also.

Each night we had to make the land crossing over the seaweed covered rocks and up and down the various ladders to get back to the parking area while carrying anything that had to come out with us.

Members of the Friends of Head Harbour Lightstation overwhelmed us with their hospitality and certainly made us feel that what we were doing was important to them. We are looking forward to returning next year to help them continue their good work.

For those of you interested in seeing what went on at the lighthouse and what the Friends group is doing, go to www.Flickr.com and enter Head Harbour Lightstation in the ‘browser’. Go to the end of the photos and work backward as there are over 500 photos on the site going back to last year including the damage caused by the nor’easter of April 2007.

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**PHAROS PHILATELIC CORNER**

**Jim Cope**

Did the recently issued U.S. Pacific Coast Lighthouse stamps whet your appetite to collect more lighthouse stamps? Many nations throughout the world issue lighthouse stamps during the year. Some depict their own lighthouses while others picture various lighthouses throughout the world. Some issue sets, like the recent U.S. ones, and others just issue one stamp from time to time. A few countries, China and the USSR, have issued quite large sets in the past. There are many sources to get these stamps, and related philatelic material, such as the Internet, stamp dealers, stamp papers and publications, stamp clubs, and trading with others. The Lighthouse Stamp Society, Dalene Thomas, President, 8612 W. Warren Lane, Lakewood, CO 80227-2352 sends out a very informative bi-monthly newsletter, the philatelic BEACON, with color photos of new stamps and lighthouses. The annual dues is $12.00, donations accepted to continue the color printing. FMI http://www.LighthouseStampSociety.org A part of the Lighthouse Stamp Society deals with the trading of Lighthouse postcards—more info on their website.
After reading about the “doomsday” implications for the Roanoke River lighthouse in Lighthouse Digest, September 2006 issue, Marie and I decided to go see for ourselves. I could only recall the tragic mistake I made a few years back when we visited the Mispillion Light in Delaware and felt it to be in such disrepair that I didn’t even bother taking a picture. As we now know, this light was lost a couple of months later to a lightning ignited fire. Not wanting to repeat my Mispillion error, we headed to Edenton, NC to see the Roanoke River light, arriving May 22nd.

We entered Edenton, NC with typical New Jersey/Yankee impudence and never realized Edenton’s claim to be the “South’s prettiest small town” and the first colonial capitol of North Carolina, incorporated in 1722. Edenton is set beside Albarmale Sound, approximately one hour drive west of the Outer Banks. Edenton is rich with history and enjoys an extensive historic district. The town includes a number of buildings on the National Record of Historic Places and two buildings are National Historic Landmarks. Surely the town fathers who had paid such attention to recreating its historic significance, would never let their lighthouse fall into such a deteriorated state, I thought.

Not to worry. Upon arriving at the Granville Inn B & B, we learned that the light not only was being saved but in fact would be moved the very next day, May 23, to its new location. What a serendipitous turn of events for us. Not only would we see the light but witness its move to Queen Anne Colonial Park at Edenton’s downtown waterfront area about a half mile away, down stream.

The town removed the three hundred pound 1888 fourth order Fresnel lens about three weeks prior to the move. Surprisingly, the lens is in good shape even after the light-house was abandoned, vandalized and weather beaten these last ten years. The lens will be repaired and two prisms will be replaced. The refurbished lens will then be returned to the beacon during the restoration process according to Peter Roscoe, Chowan County special projects coordinator.

The moving process included lifting the lighthouse by crane onto a house mover’s tractor trailer which in turn, would tow the two and a half story structure onto a barge.

The barge and light would float down Filbert’s Creek about a half mile to the Edenton waterfront. The tractor trailer then would off load from the barge and pull the light to its new location. The move began at 8 AM and was complete by 3 PM.

Certainly there was room for concern. How would the lighthouse hold up to the stress of such a move? When the lighthouse was abandoned by the US Coast Guard in 1940, it was acquired along with two others, by Mr. Elijah W. Tate of Coinjock, NC. Mr. Tate tried to move all three lighthouses but lost two of them during their journeys. They were Roanoke Marsh (since replicated in Manteo, NC) and Wade Point. Both were lost when the barges encountered bad weather and mechanical problems. We could only hope Mr. Tate’s misfortunes would not condemn the Roanoke River light to a similar fate. No such problem. The lighthouse, “other than some moans and groans and a flapping front screen door and some old Christmas lights rattling against the beacons glass” came through unscathed. This was in accordance with Lauren King’s article in the May 24, 2007 issue of the Norfolk Virginia Pilot.

Apparently, the move of the lighthouse had been planned for some time. The Town of Edenton, Edenton’s Historical Commission and even the contractors, Waff Contracting, the marine contractors, and Worth Hare and Son, the house movers had been involved for some time. Both firms are local and in fact, were the same firms involved in the 1955 move.

All that the project needed was approval of grant funding from the State of North Carolina. Funds for the move portion of the project didn’t become available until early spring 2007 but had to be used by June 30, 2007. The Edenton’s Preservation Committee signed off on the proposal on April 30 and granted its important Certification of Appropriateness. All systems were “go” and the lighthouse move took place twenty two days later.

A little history of the Roanoke River lighthouse reveals the structure might be the last surviving river light on Albarmale Sound. The original structure was built in 1867 as a replacement for a light vessel. Rebuilt in 1885 after burning and rebuilt again in 1887 after ice shoved it from its supports, the Roanoke River light survived, but at various locations. The last move before May 23 was in 1955.

The light is considered a screw pile light but is not the usual hexagonal shape. In the 1850’s the US Lighthouse Board began replacing light ships with screw pile lights—approximately sixteen just in North Carolina. In later decades, square design was utilized. Square shaped, with its tower rising from the front quarter instead of middle of the light, this impressive structure focused on its tower and copper domed cupola that rises above the deck. Cantilevered beyond the deck on the north side, is the tiny one seat privy complete with its readymade disposal system. (Look out below!)

Thomas Butchko in his book, Edenton, an Architectural Portrait, further describes the lighthouse interior as completely sheathed with tongue in groove boards. It consists of a hall extending across much of the front of the building with two rooms behind the hall on each floor. The most decorative feature is the open stringer staircase rising in four short flights to a small platform from which
The Beam

Roanoke River Lighthouse On The Move, Again!

Continued from Page 7

CALENDAR OF EVENTS

Faith Giamboi

Send the necessary information to njlhsevents@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 listed below.

<table>
<thead>
<tr>
<th>Lighthouse</th>
<th>Event Date</th>
<th>Time</th>
<th>Contact</th>
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<tbody>
<tr>
<td>Absecon</td>
<td>Sept–June</td>
<td>Thursday-Monday</td>
<td>11-4</td>
<td>(609) 449-1360</td>
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<tr>
<td></td>
<td>Sat Sept 15</td>
<td>Murder Mystery</td>
<td>7pm</td>
<td>(609) 449-1360</td>
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<td></td>
<td>Fri Oct 5</td>
<td>Golf Tournament</td>
<td>call</td>
<td>(609) 449-1360</td>
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<td></td>
<td>Thurs Nov 15</td>
<td>“Quiet Thunder”</td>
<td>call</td>
<td>(609) 449-1360</td>
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<td></td>
<td>Sat Dec 15</td>
<td>Victorian Holiday</td>
<td>6pm</td>
<td>(609) 449-1360</td>
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<tr>
<td>Barnegat</td>
<td>Tower</td>
<td>(609) 494-2016</td>
<td>call</td>
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<tr>
<td>Cape May</td>
<td>Tower &amp; Visitors Center</td>
<td>(800) 275-4278</td>
<td>call</td>
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<tr>
<td>East Point</td>
<td>Third Sun Apr-Oct</td>
<td>Tower &amp; House</td>
<td>1-4pm</td>
<td>(856) 691-5934</td>
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<td></td>
<td>Private Tours</td>
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<td>Hereford</td>
<td>Daily May-Sept</td>
<td>House &amp; Grounds</td>
<td>9-3pm</td>
<td>(609) 522-4520</td>
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<td></td>
<td>Mid Oct-Mid May</td>
<td>Wed-Sunday</td>
<td>10-4pm</td>
<td>(609) 522-4520</td>
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<td>Dec 7</td>
<td>Tree Lighting</td>
<td>6pm</td>
<td>(609)522-4520</td>
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<td>Sandy Hook</td>
<td>Sat &amp; Sun</td>
<td>Climb the Tower</td>
<td>12-4:30</td>
<td>(732) 872-5970</td>
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<td>Sat &amp; Sun</td>
<td>Keepers House</td>
<td>12-5pm</td>
<td>(732) 872-5970</td>
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<td>Weekdays</td>
<td>Climb the Tower</td>
<td>1:30-4:30</td>
<td>(732) 872-5970</td>
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<td>Weekdays</td>
<td>Keepers House</td>
<td>1-4:30pm</td>
<td>(732) 872-5970</td>
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<td>Numerous Events</td>
<td><a href="http://www.nps.gov/gate">www.nps.gov/gate</a></td>
<td>or call</td>
<td>(732) 872-5970</td>
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<tr>
<td>Sea Girt</td>
<td>Tower &amp; House</td>
<td>(732) 974-0514</td>
<td>call</td>
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<td>Tincicum</td>
<td>Climb the Tower</td>
<td>(856) 423-1152</td>
<td>call</td>
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<tr>
<td>Tuckerton</td>
<td>Seaport Events</td>
<td>(609) 296-8868</td>
<td>call</td>
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<tr>
<td>Twin Lights</td>
<td>Tower &amp; Museum</td>
<td>(732) 872-1814</td>
<td>call</td>
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We happily left Edenton with the feeling another lighthouse has been saved.

a spiral stair ascends to the cupola. The railings and balusters are of black walnut and oak.

The Roanoke River Lighthouse story would not be complete without the mention of its most important owner, Mr. Emmett Wiggins, a boat captain and underwater salvager. Mr. Wiggins purchased the structure from Mr. Tate and moved the building in 1955 to its location on Filberts Creek.

Mr. Wiggins resided in his own lighthouse from 1960 to when he passed away on Sept 30, 1995. Wiggins had a contentious relationship with the Town of Edenton. In the 1970’s, the town administrator arranged with the US Coast Guard for the loan of the lighthouse’s fourth order Fresnel lens to the Town of Edenton along with its fog bell. Wiggins got wind of this and appeared at the Coast Guard depot himself. The Coast Guard mistakenly released the lens to him instead. After much consternation, Wiggins kept the lens and the town kept the bell. The bell has stood in Queen Anne Colonial Park ever since. As fate would have it—the same park that will now be the home of the Roanoke River lighthouse is about one hundred yards from the bell. Could this be the first lighthouse to be moved to its bell rather, than the usual opposite?

Now begins the restoration phase of the lighthouse. First, Edenton will lease the light and grounds to the State of North Carolina, which will then assume responsibility for restoration and maintenance. This could require a North Carolina investment of up to one million dollars. State grants of this type have been used successfully for other Edenton historical structures and all concerned are very optimistic. In the meantime, the light is in good hands, is well protected, and no longer should have a “Doomsday” designation.

We happily left Edenton with the feeling another lighthouse has been saved.
I received some really good ideas for meeting places from our members at our June meeting and I want to encourage all of you to keep up the good work. Suggestions on meeting places and after meeting activities are always welcome. Please feel free to e-mail me at: jnbfranks@yahoo.com.

Our Fall general membership meeting will take place at the Henry Hudson Regional School with tours afterwards of Twin Lights. We are going to have buses available to take our members to the lighthouse so that there won’t be any problems with parking at the light.

The Recognition Awards will take place at this meeting recognizing those members who have so generously donated their time and energy to advance the Society and its goals.

**FALL MEETING/RECOGNITION PROGRAM**

**DATE:** September 29, 2007

**PLACE:** Henry Hudson Regional School
One Grand Tour
Highlands, NJ 07732

*If you wish to bring goodies, please contact Martha Brown at 609-877-0134. 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.*

**ITINERARY:**

10:00am Hospitality will be served
11:00am Meeting will call to order
12:00pm Lunch—please bring your lunch with you
1:00pm Recognition Awards Ceremony
2:00pm Meeting adjournment and tours of Twin Lights

**DIRECTIONS TO HENRY HUDSON REGIONAL SCHOOL FROM THE NORTH:** From the Garden State Parkway south take exit 117. Take Route 36 East to the Highlands (approximately 14 miles) and turn right on Portland Road (right before the drawbridge to Sea Bright). Follow Portland to the top of the hill (entrance to county park will be in front of you). At the top of Portland make a sharp right turn onto Grand Tour. Henry Hudson Regional School parking lot is at the top of the hill.

**DIRECTIONS TO HENRY HUDSON REGIONAL SCHOOL FROM THE SOUTH:** From the Garden State Parkway take exit 105 to Route 36 (Ocean Ave.). Route 36 will turn right and follow the coast north to Sea Bright just before reaching the ocean. Follow Ocean Ave. through the town of Sea Bright, past the entrance of Sandy Hook and over the Highlands drawbridge. Take the first right and then the jughandle down under the bridge. Follow up the hill (entrance to county park will be in front of you). Turn left onto Portland Road and follow Portland to the top of the hill. At the top of Portland make a sharp right turn onto Grand Tour. Henry Hudson Regional School parking lot is at the top of the hill.

**WINTER MEETING REMINDER:**
The Winter meeting and Christmas Social will be on Saturday, December 8 and take place in Audubon Park with tours of Turtle Rock Lighthouse on Boathouse row in Philadelphia. For those of you who are interested in seeing the lighthouse, but do not wish to drive over to Philadelphia, buses will be available to take you over to the light. Please see me at the September meeting if you are interested in taking the bus. If you are not going to be at the September meeting, please call me at: 856-256-0881 and let me know that you would are interested in taking the bus over to Turtle Rock.

**What New Jersey Lighthouse is this?**

Photo from the US Coast Guard’s Website
*Answer on Page 11*
There has been three Morris Island Light- houses. The 43 foot one, erected in 1767, was dis- mantled when a 102 foot brick tower was com- pleted in 1837. During the Civil War, Confederates destroyed the first order lens and lantern, later success- fully blowing up the tower. In 1874, the cur- rent tower was built in a slightly different location due to changes in the channel. It was built to last. When lit on October 1, 1876, pilings driven fifty feet down sup- ported two opposed levels of 12 x 12 tim- bers encased in concrete—which, in turn, supported an eight foot foundation and the 161 foot brick tower—a copy of Bodie Island and Currituck Lights, in NC. It admirably survived the 1886 earthquake, but hur- ricanes, nor’easters, and construction of two three mile jetties altered the channel dra- matically. Located 2,700 feet from the wa- ter in 1880, significant amounts of soil eroded over the next thirteen years. Since 1938, the last 1,600 have disappeared. Morris Island Light is now totally sur- rounded by water and leas somewhat. If nothing is done soon it will probably topple. By purchasing the property for $75,000 in 1999, then deeding it to South Carolina’s Department of Natural Resources for $1 with a leaseback, the group SAVE THE LIGHT is doing something.

Saturday I met Richard Beck at the Folly Beach boat launch in his sixteen foot boat. He replied to my phone inquiry to STL. Cullen Chambers, of Tybee Island, had given me a helpful testimonial. We cross to the opposite bank of the Folly River to pick up Theresa, a friend of Richard’s who is always up for a trip to the light. We wind through channels bounded by tall sawgrass so that when the tower comes distantly into view it is alternately right and left of us. High tide has recently occurred when we reach Light- house Inlet. Still, Richard must be cautious due to sandbars around the tower; he even- tually gets really close. At low tide it is possible to walk to the tower.

After automation on June 22, 1938, the first order lens was removed and the man- sion-like three story keeper house torn down—so as not to become debris in fu- ture storms. 421 submerged and 140 ex- posed acres around the tower went at auc- tion for $3,303.03 and sold in 1966 for $25,000. Sullivan’s Island Lighthouse, complete with elevator, which replaced it in 1962 can be seen to the north.

On the trip back we paused for five minutes so that Theresa can plunge into the river and go swimming. After Richard drops me at the dock, the afternoon was spent exploring the Folly Beach seafood festival/art show and Charleston.

Sunday finds me driving up to the Seewee Environmental Center in Awendaw for a 9:00am talk with slides by Tommy Graham, who in addition to Cape Romain, is involved in restorations in Charleston. He was in- troduced by Seewee Director, Larry Davis, of the US Fish and Wildlife Service who would retire in two weeks. Larry made a head count of 37 for the 38-limit trip. The program concluded, he inquires that since I am alone, would it be an imposition to go out to the refuge in his boat with Tommy (since someone in administration had overbooked the trip to 39 the day before). What an imposition! We pass and get to Raccoon Island fifteen minutes before the Island Cat.

Larry gets his boat as close as prudent for Tommy and me to descend into calf-deep water for a 20 yard trek to Lighthouse Island, as is also known. Five minutes up an overgrown goat path puts us 25 feet above sea level at the 150 foot black and white tower—needing a paint job after fifteen years. After traversing an outside flight of wooden stairs, I lean into the wind against an iron door, which Tommy ties open with nylon cord. Tommy climbs solid iron steps, which vibrate as they are loose against the tower. He allows me to climb two 36 step flights (each step ten degrees), staying toward the pole. I observe much flaking away of the steps at the third flight and then I spy the Island Cat about to “dock”. Larry limits his tour to only one flight.

Outside Tommy illustrates the lighthouse being more than two feet out of plumb by indicating a gap between the concrete walk- way and the east side of the tower. In 1858, the soil was still soft 50 feet down. The lens taken from the old tower was destroyed in 1861; a new one shone in 1866. The lens required resetting several times after tower settlings. Automated in 1937, the light was decommissioned in 1947 after buoys were employed. The decrepit keeper house was torn down in the late fifties. Fischer, its most infamous keeper, killed his wife after she voiced a desire to return to Norway; he pos- ited suicide—but recanted on his deathbed.

We all wade out to the Coastal Expeditions catamaran which then drops Larry near his boat. He maneuvers alongside so Tommy and I can come aboard, making the tour boat a legal 38 people once again—three of whom never left the boat. After speeding back to the dock in 25 minutes, I bid Larry and Tommy adieu, then drive south toward hur- ricane Wilma.
THE LIGHTHOUSE BOARD
Some interesting Figures Gathered from the Annual Report
(Special to the Eagle)

Washington, D.C., November 25, 1890

According to the annual report of the lighthouse board, at the close of the year there were under the control of the lighthouse establishment 1,123 lighthouses and lighted beacons in coastal waters, 26 lightships in position, 35 steam fog signals, 168 clock-work fog signals and innumerable buoys and river lights. There were 1055 lightkeepers and with the steam tenders and all employees the force of men was nearly 3000. Among the new lights established were several post lights in the Connecticut River; one at Riker’s Island, in the East River; one at White Stone and a fourth order light at Cold Spring Harbor, Long Island Sound. A 10 inch steam fog signal was placed at Great Captain’s Island in Long Island Sound and a bell struck by machinery in Hell Gate, at Whistestone Point and at Cold Spring Harbor. The practicability of lighting a channel at night by means of buoys carrying electric lights has been thoroughly demonstrated in Gedney Channel in lower New York Bay. The following estimates for new work are submitted to congress: Old Orchard Shoal light and fog signal, $60,000, completing pedestal, Statue of Liberty, $50,000.

IN THE NEWSPAPERS
From the Brooklyn Eagle
November 25, 1890

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One of Our Brightest Lights Has Been Extinguished

On July 4, 2007 Carole Reily, The Lighthouse Lady, passed away. Carole was a Honorary Member of the New Jersey Lighthouse Society and Founder and President of the Delaware Bay & River Lighthouse Keepers and Friends Association. While suffering from rheumatoid arthritis from the time she was a young girl, Carole was an active lighthouse enthusiast, climbing every lighthouse she visited until the last few years. Carole was a frequent participant and vendor at our lighthouse meetings with an everlasting smile and cheery greeting. Carole was also at almost every NJ Challenge setting up her vendor table at the East Point Lighthouse. She was honored at NJLHS’s recognition ceremony at the Barnegat meeting in March 2006.

She will be greatly missed by her lighthouse friends and peers. Donations can be made in her memory to: DBLHKFA, c/o: M. Mulligan, Treasurer, 1049 Simea Terrace, Vineland, NJ 08360. If you have any further questions, do not hesitate to call Maxine & Rod Mulligan (856) 691-8224.

The New Jersey Lighthouse Society’s Board of Directors and membership extend our prayers and condolences to Carole’s family.

Mystery NJ lighthouse on Page 9
Horseshoe Range, East Group, Rear Range Light, located at Howell’s Cove, Horseshoe Bend, Delaware River, in Gloucester City, NJ. Active from 1881 to ? with a Fifth Order Fresnel lens. No longer standing.

WANTED
Pictures and stories of your lighthouse adventures.
Send to:
beam@njlhs.org
or talk to Mike Boucher or Mary Beth Doherty at the next meeting.
We want to hear from you!

The Beam
Houses around the country in need of windows holds the lottery on the internet with lighted windows in America’s lighthouses. Jeld-Wen has held a lottery to replace windows and doors awarded to two lighthouses by Jeld-Wen Window and Door Company. This is the second year that Jeld-Wen has held a lottery to replace windows in America’s lighthouses. Jeld-Wen holds the lottery on the internet with lighted windows around the country in need of windows and doors. People vote for their favorite lighthouse and a winner is chosen. The first winner was Umpqua River Lighthouse in Oregon, and there were two lighthouses that tied, Thomas Point Shoal in the Chesapeake Bay and Wind Point in Racine, Wisconsin. Each received 20,000 votes.

The saga of the New Bedford Lightship has come to an end. At the end May 2007, the lightship New Bedford rolled over at her berth in New Bedford, MA. Having several names during its 41 year career, it was turned over to the city of New Bedford and renamed the New Bedford Lighthouse. The city neglected the ship from day one, and that’s why it rolled over. The city paid $212,000 to right the vessel. Several groups looked at the ship and decided it was not salvageable. The city’s next option was to put it for auction for $25,000 and when nobody showed interest, it was lowered to $10,000. It was then put on eBay and the highest bid was $1,775, put in by the company that righted the boat, Sea Roy Enterprises. Twenty historical artifacts were removed prior to the selling of the boat by the city. An agreed price of $10,000 was worked out, and Sea Roy Enterprises had 14 days to remove it to their scrap yard.

Also damaged in the Patriot’s storm was Cape Neddick, or more commonly known as Nubble Light in Maine. The tower did not suffer major damage but the keeper’s house lost some roofing materials and broken windows. The island that it sits on was heavily eroded—a small rock beach and thirty feet of land around the stairway to the lighthouse were washed away, fifty feet of the boat dock, all its rip rap supports under the dock are missing, and the boat ramp received major damage. A temporary dock needs to be built in order for materials to be transported to the island. To use a barge to ferry the equipment across the short span of water will cost $1,200 per trip. The town of York estimates it will cost around a million dollars to repair the storm’s damage and asked FEMA to assist in restoring the island, which they will do.

The Great Captain Island lighthouse in Greenwich, Connecticut needs remodeling and is in jeopardy. The island is home to herons and egrets on the southeast corner of the island. At one time, the island had 364 pairs of herons but there are only 88 pairs today. The town of Greenwich approved one million dollars for the restoration of the 1868 lighthouse. The town wants more visitors to the island, but with more visitors will be a threat to the nesting birds during the early spring to late summer. The lighthouse was abandoned by the Coast Guard in 1970. Four years ago a caretaker for the island moved into part of the lighthouse which—is also a problem. To rehab the building and to get to the lantern room, you have to go through the caretaker’s quarters. Now the island is open to citizens of Greenwich year round. The birding area is a small section of the island and one solution is to plant trees and make a natural barrier for the birds. Both the restoration folks and the birding folks are working together to solve the problem and open the island for lighthouse tours and birding tours.

The Patriot’s storm last April damaged several lighthouses in northern New England. The Isle of Shoals was hit the hardest. Damage included the walkway from the keeper’s house to the lighthouse being washed away along with the entrance to the tower. What’s left of solar panels and foghorn are just a pile of junk. This lighthouse was the project of the “Lighthouse Kids” and North Hampton, NH teacher Sue Reynolds. Her seventh grade class, over several years, raised enough money to have the 1842 tower repaired. The students raised enough funds for the state and federal government to match the amount. If it were not for the Lighthouse Kids fundraising, the tower would have been lost also in the powerful storm.

Tours at Oregon’s famous Heceta Head Lighthouse will be cut in half or may be eliminated. Oregon State Parks let eight people up in the 1894 tower before Memorial Day, but now only four can climb the tower. The metal stairs are corroding and loosening the bricks around the attachment points in the walls. The tower is being inspected to find ways to correct the problem. Four can climb now—until a solution is worked out, if not the tower will be closed for tours.

Bodie Island Lighthouse in North Carolina will be having some work done to it. Several years ago parts of the belt course fell, allowing access to the lower part of the tower only. International Chimney did a temporary fix, costing $100,000. Long term plans for the 2008 budget include gallery support brackets for the corroding stairs as well as a top to bottom makeover. During the work, the 1st order Fresnel lens will be removed and may be repaired, but that project is not funded at this time. Once the year-long project is completed, the National Park Service might open the tower for climbing.

New windows and doors were awarded to two lighthouses by Jeld-Wen Window and Door Company. This is the second year that Jeld-Wen has held a lottery to replace windows in America’s lighthouses. Jeld-Wen holds the lottery on the internet with lighted windows around the country in need of windows and doors. People vote for their favorite lighthouse and a winner is chosen. The winner was Umpqua River Lighthouse in Oregon, and there were two lighted windows that tied, Thomas Point Shoal in the Chesapeake Bay and Wind Point in Racine, Wisconsin. Each received 20,000 votes. The windows and doors will be compatible, architecturally with each lighthouse.
We have the outbreak in the capital city of the new nation. We have more death happening in Europe. The French Revolution is releasing its rivers of blood. King Louis bought the farm January 17th and Marie Antoinette followed in October. So there is a massive influx of French heading to America. In fact five thousand alone made their homes in the capital city of the United States, meaning that with a population numbered at 28,500 in 1790, over one in six Philadelphians were French nationals.

So now we have French immigrants heading into Philadelphia to meet up with family and friends before heading out into America, and possibly carrying the plague away with them as a bonus gift. By October, New York had established its own campaign closing the city doors to persons and goods from Philadelphia for fear of contracting the disease. And while we’re on the French, let’s consider the turmoil the revolution caused to the balance of powers in the world and standing treaties.

In Washington’s fourth and fifth addresses to Congress in 1793, he shows great concern over our trade with Europe and the instability of our military alliances. This goes without saying considering France’s state of affairs once again. The French Navy was formidable and controlled by some very power driven and revenge minded people. People who might want some of those French nationals in America returned for trial by guillotine. Plus they might fancy America as a French territory to reclaim the money King Louis had taken from them and given to us.

Now you’ll think I’m picking on the French but a government in disarray causes a multitude of problems. Unlawful activities being at the top of that list, unfortunately. 1793 saw French privateers plying our coast for easy targets. They had little to fear from our Navy then and much to gain. Our trade was growing by leaps and bounds.

During the period from 1790-1800, the imports and exports of the nation rose from America, and possibly carrying the plague away with them as a bonus gift. By October, New York had established its own campaign closing the city doors to persons and goods from Philadelphia for fear of contracting the disease. And while we’re on the French, let’s consider the turmoil the revolution caused to the balance of powers in the world and standing treaties.

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So we have several reasons for the Delaware River to be on the President’s radar and his wanting a nightlight downstream from him. Military threats, commerce being in peril, tariffs being lost and the chance of an infectious disease without cure running rampant through the country, take your pick. But maybe the answer lies in where the beacon went.

The first mention of a floating beacon on the Delaware comes in 1789 when Pennsylvania transferred three floating beacons in Delaware Bay to the new United States government. These were basically rafts with a fixed cage or daymarks in different colors. They were set on three shoals; Brown, Brandywine, and Cross Ledge. But none of these were lit. Was Washington’s lit? No one knows for sure. But for $264 back then, one would think it was something more than a raft and a stick. Now back to where it served, again no one knows for sure.

There is a vague tie in reference to the Lazaretto, which was developed as the Philadelphia Quarantine Hospital. Almost sounds like French for Lazarus, doesn’t it? Funny you’d name a quarantine hospital after a man who rose from the dead and put a French twist on that. Almost like trying to make infected French immigrants want to go there. That site is in Tinicum Township, PA, just south of Philadelphia. This place became the official immigrant processing center of early America after the disease passed that fall of 1793. The article mentions ships following the river light to the hospital’s landing. So maybe that’s the answer.

Could old George, hero of the revolution, have put up a quarantine hospital with a lit beacon in the capital city’s sea going river to stop the spread of Yellow Fever? We don’t know, nor do we know when the beacon boat ceased to exist or was replaced. All we have is some vague language in old documents. Was this the truly the first lightship in America? Was its mission to save the country and even the world from the spread of Yellow Fever? A tall order by anyone’s standards. But is it all possible, yes.

I once again lay a puzzle before you. Are all the pieces there and are they in the right place? That’s for you to figure out. I’m just a humble investigator, Brick Towers at your service. ‘Till next time.
A MESSAGE FROM MEMBERSHIP…
Mary Beth Doherty, Membership Chair;
email address: NJLHSMember1@aol.com

Meeting Attendees:
There were 125 members and guests who signed in at our June anniversary meeting at Tuckerton Seaport in Tuckerton, NJ. Please remember to sign the book—we want to make sure there are enough seats for you at future meetings!

Nametags:
We have a new look to our membership nametags! They are $6.00 each to be ordered and paid for at each meeting. The price includes shipping and you have 3 options for the backing: standard pin, double butterfly clutch, or for $1.00 extra you can order a magnet. Stop by the membership table to place your order.

Membership Numbers:
At the deadline for this issue, the membership numbers are as follows:
Single Memberships = 261
Family Memberships = 305 x 2 = 610
Total Members = 871*

*This number includes one Lifetime member, and seven Honorary members.

It is sad to report that we did lose one of our Honorary members in July. Carole Reily passed away, but her shining, smiling face will be remembered by many in our Society.

New Members:
The following members have joined our Society since the June 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!

Boganski, Edward C. Fords, NJ
Bradley, Julie M. Bowie, MD
Burd, Steven & Michele Hightstown, NJ
Fair, Robert C. Wellington, FL
Garcia, Janet K. Kailua-Kona, HI
Griffin, Doris D. Atlantic Highlands, NJ
Kahley, David & Doris Lumberton, NJ
Kaufmann, Carol D. Manchester, NJ
McGinley, Ann Marie & Elizabeth Atlantic Highlands, NJ
McKeon, Helen Manalapan, NJ
Noto, David Lidle & Pamela Ocean Gate, NJ
Sherer, Tamar N. Beach, NJ
Sporing, Lori Mt. Ephraim, NJ
Trimmer, Janet & Gary Phillipsburg, NJ
Vitolo, Mr. & Mrs. John Barnegat, NJ
Werner, Justin, Dianne, Amy, Coopersburg, PA

A NOTE FROM COMMUNITY OUTREACH
Anthony J. Albence, Committee Chair

The Community Outreach Team continues to proudly represent the Society at a number of events throughout the state this spring and summer!!

Thus far this season, we have been present at the new “Spirit of the Jerseys” event focusing on New Jersey history and the rich heritage (nautical and otherwise) of the state. In addition, we have represented NJLHS at the Barnegat Bay Festival (despite an early end to the day due to inclement weather), at Ocean Fun Days on LBI, and at East Point Lighthouse for the local lighthouse preservation group’s annual open house. While Barnegat Bay was a cool and rainy day, and Ocean Fun Days was a generally pleasant weather day, the East Point was an oppressively hot and humid day! Kudos to great team members: Mary Katherine Kennedy, Sheila Hines, Dixie Amento, our wonderful Ways and Means Chair, Marty Hudspeth—and Madame President, Yvonne Miller Thies!!

I am pleased to report that our attractive new display board is a big hit, and that our newly-added children’s activities are proving quite popular as well. The team continues to distribute a high volume of Challenge information at events as well.

Additional volunteers are also most welcome…and are ESSENTIAL to ensuring the Society’s continued…and, hopefully, increased…presence in the community! Please consider joining the Community Outreach Committee…even if you only are interested in staffing an event close to your home. You need not be an “expert”…just willing to talk up our shared interests! There’s always a knowledgeable person who can “fill in the blanks”!

Please check the NJLHS web site for upcoming events on the Community Outreach calendar. Also, if your town/county/area has a festival, craft show or any event that might be a potential site for exhibiting, please let me know about it. My postal address is:

Anthony J. Albence
P.O. Box 8184
Wilmington, DE 19803-8184

You may also contact me via e-mail:

I also invite all of our membership to come out to our exhibits! You’ll be glad you did!

Many thanks…and keep the lights shining bright!

WHAT’S NEW WITH WAYS & MEANS?
Marty Hudspeth
Ways & Means, Chairman

The golf shirts went over so well I have reordered the ladies hibiscus and added a new color of light blue. Several men stated they liked the banana, so I ordered them the banana shirt. No other new items were purchased but we do have the two styles of Christmas ornaments, the lighthouse bingo game, and 2008 NJ Lighthouse calendars.

We are moving right along with recipes for the new cookbook. I now have 35 recipes so keep up the good work and get me more! Thanks to every one who has already submitted recipes.

Help support the NJLHS by purchasing from Ways & Means.
### SUPPORT THE GOALS OF YOUR LIGHTHOUSE SOCIETY

A SAMPLE OF SOME OF THE ITEMS FOR SALE

<table>
<thead>
<tr>
<th>Description</th>
<th>Color/Size</th>
<th>Quantity</th>
<th>Postage</th>
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<tbody>
<tr>
<td>Matt Laverty Artwork Shirts</td>
<td>Design on the front of a t-shirts are white with blue or green trim. S-XL $15.00, 2X-3X no trim on 3X, $17.00, $3.00 S/H ($2.00 ea. add), Sweat Shirts are Grey with Red or Navy (baseball type sleeves) S-XL $22.00, 2X-3X, $22.00, S/H $4.00 ($2.50 ea. add)</td>
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<tr>
<td>80 Piece Puzzle</td>
<td>Available: Absecon, Barnegat, Twin Lights &amp; Hereford Inlet Art work by Donna Elias $2.50 ea. S/H $2.00</td>
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<tr>
<td>15 oz. Coffee Mugs</td>
<td>Absecon, Cape May, Hereford Inlet &amp; Tucker’s Island $12.00 ea. $5.00 S/H $1.50 ea. add</td>
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<td>Magnets</td>
<td>Absecon, Twin Lights, Hereford Inlet &amp; Cape May $4.00 ea. S/H $1.00</td>
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<tr>
<td>Men’s Golf Shirt</td>
<td>S-XL $22.00 2X-23.00, 3X-24.00 ea. 4.00 S/H Royal, Burgundy, Banana</td>
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<tr>
<td>Women’s Golf Shirt</td>
<td>S-XL $22.00 Banana XXL 23.00 Hibiscus Plus 1X 24.00 Lt. Blue Plus 2X 25.00 ea. $4.00 S/H</td>
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<td>Lighthouse Bingo Game</td>
<td>New Jersey Lighthouse Calendar 2008 $12.00 ea. $2.00 S/H</td>
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<tr>
<td>Christmas Ornament</td>
<td>$15.00 ea. $3.00 S/H</td>
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<tr>
<td>Scramble Squares</td>
<td>3 puzzle choices Great Lakes, Outer Banks or Mixed Lighthouses $8.00 ea $2.00 S/H ea. add $1.00</td>
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<tr>
<td>Sandy Hook model</td>
<td>(small)</td>
<td>$6.00 S/H $3.00</td>
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<tr>
<td>Nail Files</td>
<td>$2.00 ea. &amp; S/H $ .75 (the design doesn’t wear off) Assorted NJ lighthouses</td>
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<td>NJLHS T-Shirt Hanes Beefy Tee’s</td>
<td>S-XL $15.00, 2X $17.00, 3X $19.00 S/H $3.00 ea. add shirt $1.50 Call for sizes &amp; colors</td>
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(On taxable items, tax is included in the price stated.)

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