Description: In 1764, the eight-year-old child prodigy Mozart was entertaining in Europe’s royal courts, Beethoven’s birth was still six years in the future, Thomas Jefferson would not pen the Declaration of Independence for a dozen more years, and the oldest lighthouse that is still standing in the United States was put into service.

The first landmark discernible by sailors approaching New York Harbor is the Navesink Highlands. Extending from the base of the headlands is a low-lying spit known as Sandy Hook, which stretches over four miles into the Atlantic and poses a serious navigational hazard for vessels seeking safe harbor.

Records show that a lighthouse at the tip of Sandy Hook had been suggested as early as 1679, but it wasn’t until several shipwrecks occurred in the first three months of 1761 that decisive action was taken. On March 13, 1761, forty-three prominent New York merchants successfully petitioned Caldwell Colden, President of His Majesty’s Council of New York, for a lighthouse to mark the entrance to New York Harbor.

Lotteries are apparently not a recent invention as one was proposed to raise funds to acquire land on Sandy Hook and to pay for construction of the lighthouse. By virtue of an Act of the Colony of New York, passed on May 19, 1761, a lottery was established to raise £3000. 10,000 tickets were to be sold at a price of 40 Shillings (£2). 1,684 tickets were to be “fortunate,” 8,316 blank, and 15% of the lottery sales would be retained for the lighthouse. The winning numbers were published in the October 5, 1761 edition of the New York Mercury.

The profit from the first lottery proved inadequate for the entire project, but it did at least fund the purchase of four acres on Sandy Hook from Esik and Richard Hartshorne. A second lottery, held on June 14, 1763, was authorized to raise £3000 to see the lighthouse completed.

Originally called the New York Lighthouse, the tower on Sandy Hook was built of rubblestone under the guidance of Isaac Conro, a mason and builder from New York City. The beacon was first lighted on June 11, 1764, and a week later an article in the New York Mercury announced the lighting and described the lighthouse.

On Monday Evening last the New York Lighthouse erected at Sandy Hook was lighted for the first time. The House is of an Octagonal Figure, having eight equal sides; the Diameter at the Base is 29 Feet and at the top of the Wall 15 Feet. The lantern is 7 Feet high; the circumference 33 Feet. The whole construction of the Lantern is Iron; the top covered with copper. There are 48 Oil Blazes. The Building from the surface is Nine Stories; the whole from the Bottom to Top 103 Feet.

As the lighthouse’s primary purpose was to guide vessels into New York Harbor, Jonias Smith, clerk of the Master and Wardens of the Port of New York, was authorized to collect three pence a ton from ships passing the lighthouse and entering the harbor. The money collected was then used to pay the keeper and purchase supplies like oil, tallow, and coal required at the lighthouse. In the first year, £487 was collected, easily covering the year’s expenses of £431. It seems the Port of New York had a self-sustaining venture as £451 was collected the next year, while the expenses were only £407.

The tall lighthouse on the low-lying sandy spit was easily seen by mariners, but being the only structure of any height for several miles, it apparently was also susceptible to lightning strikes. In June of 1766, the New York Mercury reported:

The 26th Instant, the Lighthouse at Sandy Hook was struck by Lightning, and twenty panes of the Glass Lanthern broke to pieces; the chimney and Porch belonging to the kitchen was broken down, and some people that were in the House received a little Hurt, but are since recovered. ‘Tis said the Gust was attended with a heavy shower of Hail.

Early in the Revolutionary War, the New York Congress resolved that the lighthouse should be destroyed or the lighting apparatus dismantled lest it fall into enemy hands. Major William Malcolm received orders in a letter dated March 6, 1776 to “take the glass out of the lantern, and save it if possible; but if you find this impracticable you will break the glass. You will also endeavor to pump the oil out of the cisterns into casks, or not being able to procure casks, you will pump it out onto the ground. In short, you will use your best discretion to render the lighthouse entirely useless.” Major Malcolm’s mission must have been partly successful as a letter to Colonel George Meade dated March 12 states: “Received from Wm. Malcolm eight copper lamps, two tackle falls and bocks, and three casks, and a part of a cask of oil, being articles from the lighthouse on Sandy Hook.”

Continued on Page 14
So, where did you go this summer, and what lighthouse adventures did you have? Hopefully there were many and you’re just procrastinating writing your article for The Beam!! Don’t be shy—send your photos and/or your story to us!

We are continuously looking for “news” to print. We want to hear from you, our members, please send us any lighthouse information that you want to share. We will do our best to print what we receive as space allows in each issue. Try to submit your information as early as possible!

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LETTER FROM THE PRESIDENT

After the past two weekends at the Warren County Farm Fair Community Outreach, I am so proud of our organization and the volunteers who manned the exhibit and the Ways & Means booth. They traveled near and far and spent many hours for several days. They handed-out hundreds of Challenge and Membership brochures, talked to children and adults about lighthouses, and sold merchandise using the cash register and credit card machine. Thank you all for your time, gas, and energy—The Society definitely benefited from all your efforts.

Now I am going to appeal to all members of the Society to think about volunteering in some other areas. The Society has needed a Programs Chairperson for most of the calendar year. We are also in need of a Trip Coordinator since Betty Smith resigned, and now I must sadly inform the Society that we will need a Coordinator at Sandy Hook. Al Smith called me recently to let me know that he will not continue as Coordinator at Sandy Hook in 2009. This makes three very important volunteer positions that are open and vital to the life and growth of the Society.

Al Smith has been handling the operation at Sandy Hook for many years. He has traveled many miles between Audubon Park and Sandy Hook as well as spending many hours making up schedules by phone and at the Hook. He leaves a very efficient operation and he will be missed.

These are probably among the most important Chairperson/Coordinator positions in our organization. Programs keep the membership informed, interested and in contact with each other. Trips entertain, educate and are an important source of income. Sandy Hook is a very integral part of New Jersey Lighthouse Society. We fulfill our purpose at Sandy Hook like no other lighthouse in New Jersey. We have been a part of the preservation of the light and the keeper’s house, we educate and inform with every tour conducted, and the gift shop is also a source of income for the operation at Sandy Hook and the Society.

For all of these reasons, I implore you to consider volunteering for these positions. There are very good and efficient people in this organization who can pick up the reigns that Al, BJ and I have been holding. We need new people with new ideas to keep the Society fresh and vibrant. NJLHS is coming into its own in the State of New Jersey—we are receiving recognition in many ways from different directions. It is important that the Society remain vibrant. Come join the Board of Directors, the Chairpersons and the volunteers of the general membership in keeping it that way.

Finally, I want to let you all know that after 15 years of serving on the Board as a Vice President and President and as Programs Chair, I have decided not to run again for office. It is time for someone else to take the reigns. Thank you for the fun, friendships, and memories.

Yvonne M. Thies, President

LV 54 saw service at Nantucket New South Shoal, MA 1892 - 1894, Boston, MA 1894-1940, 1943-1946, Relief Duty 1940-1943. To read about America’s Lightships see page 5 & 6
ABOUT THE NEW JERSEY LIGHTHOUSE CHALLENGE® COMMITTEE

Doreen Berson and Laura Portée

Ever wonder who and/or what is involved in the preparations for each year’s Challenge? Sure, you see Doreen and Laura giving updates at the General Membership meetings and submitting articles to The Beam but did you know that there are many others who contribute to the success of the Challenge? No? Well, let us tell you about them and what they do…

There are dedicated NJLHS members who serve on the New Jersey Lighthouse Challenge® Committee, helping throughout the year behind the scenes as well as during the weekend of the Challenge to present a successful, enjoyable event. The Challenge Committee consists of the two Challenge Co-Chairs, the Regional and Site Coordinators and any other NJLHS members who are interested in helping to prepare for the Challenge.

Planning for each year’s Challenge begins with the Committee’s “Kick-off” meeting in February. At this meeting, the “theme” is decided and preliminary discussion is held regarding the designs of the brochure and posters, the souvenirs, t-shirts and pins. As a result of these discussions, Committee members who have volunteered to take on specific tasks, begin the research and quoting process for these items. Some years, this has led to a “Status” meeting, generally held in June, to review design ideas and pricing so that final decisions can be made and design and production can begin. Then comes the all important “Organizational” meeting which is usually the week before the Challenge. At this meeting, all Challenge materials are distributed and information regarding the Challenge weekend is reviewed.

During the Challenge weekend, the Challenge Committee’s Site Coordinators set up their site, (usually getting there well before the 8:00 am start) and stay there until 6:00 pm or 8:00 pm for Night Climb sites. In some cases, they stay long after the “official” end time for the day and the next day, they’re right back at their site for the 8:00 am start! Most Site Coordinators won’t finish until 6:00pm on Sunday and usually stay later to clean up. This is what we call “Dedication”!!

To keep lines of communication open during the weekend, the Challenge route is divided into “Regions” with each Region having its own coordinator. The North Region includes: Sandy Hook, Twin Lights and Sea Girt. The Central Region includes: Barnegat, Barnegat Museum, Tucker’s Island and Absecon. The Southeast Region includes: Cape May Museum, Hereford Inlet and Cape May. Southwest Region includes: East Point, Finns Point and Tinicum. The Regional Coordinators generally travel from site to site in their region during the weekend, helping out with supplies, logistics, etc.

Each Challenge year is completed with a “Wrap-up” meeting held several weeks after the event. At this meeting, the Committee reviews the event and discusses important suggestions for improvements for the next Challenge.

Now that you know the “what”, let us introduce you to the “who”:

**The New Jersey Lighthouse Challenge® 2008 Committee:**

Doreen Berson  Co-Chair & Central Regional Coordinator
Laura Portée  Co-Chair and Barnegat Site Coordinator
Cindy Mitzen  North Regional Coordinator &
   Twin Lights Site Coordinator
Bill Volpe  Southwest Regional Site Coordinator
Yvonne Thies  Southeast Regional Site Coordinator
Bev Webb  Sandy Hook Site Coordinator
Barbara Gordon  Sandy Hook Site Coordinator
Karl & Anne Fahringer  Sea Girt Site Coordinators
Hugh & Margo Murphy  Barnegat Light Museum Site Coordinators
Debbie Megonigal  Tucker’s Island Site Coordinator
Liz & Don Smith  Tucker’s Island Site Coordinators
Brett & Judi Franks  Absecon Site Coordinators
Marty Hudspeth  Hereford Inlet Site Coordinator
George Nail  Cape May Cty. Museum Site Coordinator
Bob & Florence  Neild Cape May Site Coordinators
Al & Betty Smith  East Point Site Coordinators
Carol Nail  Finns Point Site Coordinator
Jay & Jayne Swope  Tinicum Site Coordinators
Ron & Pat Bandock  Volunteers

In addition to their roles as Site or Regional Coordinators, some of the Committee members take on additional tasks. For example, this year Cindy Mitzen is our Brochure & Poster Distribution Coordinator, Al Smith is our Volunteer Coordinator and Bob Neild has been Coordinator of Souvenir, Pins & T-Shirts. All are very important tasks for which they volunteer countless hours of their personal time throughout the year.

We’d like to take this opportunity to thank the entire Challenge Committee. Without their dedication (year – after – year for most of them!), the New Jersey Lighthouse Challenge® would not be as successful as it has been.

See you in October!
VOLUNTEERS STILL NEEDED

While visitors are ‘challenged’ to visit all 13 sites in the weekend, the REAL challenge is to have adequate volunteers at ALL locations. Are YOU up for THAT challenge?

Six of the sites are full; Twin Lights, Barnegat, Barnegat Museum, Tuckerton, Absecon and Tinicum, but that still leaves SEVEN that need additional volunteers. Will you help fill the need? PLEASE?

Needless to say, the AM hours are the ones for which volunteers are most needed. I know who wants to get up early… (not me, that’s for sure, but I will and at East Point, over an hour from my home.) How about you? Can you sacrifice one or perhaps two early morning(s) to help others enjoy the Light-houses of New Jersey?

If you would rather sleep late, we DO have some afternoons that also need filling. How about it? Can we count on you?

E-mail cmagsmith@comcast.net or call me at: 856-5467810. Don’t wait until the September meeting - when I MAY have to TWIST a few arms - or you might miss out not only on the site at which you want to volunteer but all the fun as a Challenge volunteer!

Thanks!
Al Smith
Challenge Volunteer Coordinator

RECIPE CORNER

Marty Hudspeth
Keeper’s Clam Chowder
Submitted by Edna Crosbie

1 Lb. salt pork
4 c. carrots, diced
4 c. onions, diced
4 c. potatoes, diced
4 c. celery, diced
2 (16-oz.) canned tomatoes
1 lg. can clam juice
10 or 12 cans minced clams
(Gorton’s)

Cut salt pork in ¼” cubes. Fry in pan until brown. Remove pieces leaving fat. Add water to cover carrots, parboil for 10 minutes. Add celery, potatoes, onions, and tomatoes and clam juice; simmer for 1 hour. In last 10 minutes add clams. Season as you wish with salt, pepper and thyme. This recipe is updated with canned tomatoes, clams, and clam juice.

WHAT’S NEW IN WAYS & MEANS

Marty Hudspeth

I have received the 2009 NJLH Calendars, they will remain at the same price of $12.00 each. I have also put in an order for sweater vest with the Society Logo in Royal, Navy & Red colors, I am hoping to have them available soon. I also put an order in for 2 new colors of the golf shirt, Bark & Red.

Don’t Forget the New Jersey Lighthouse Society’s 9th Annual Lighthouse Challenge October 18 & 19 Invite a Friend!
This month’s puzzle we will look at lightship stations in America’s waters. New Jersey had five lightship stations in its waters; Sandy Hook 1823 - 1908 (renamed Ambrose Channel 1908 - 1967), Barnegat 1837 - 1969, 5 Fathom Bank 1837 - 1972 and Scotland 1868 - 1962. Only the name of the station in BOLD is in the puzzle. Answers on Page 13

Amboz Channel, NY  
Atchafalaya Bay, LA  
Blunts Reef, CA  
Barnegat, NJ  
Brandywine Shoal, DE  
Cape Hatteras, NC  
Choptank River, MD  
Diamond Shoal, NC  
El Grass Shoal, CT  
Eleven Foot Shoal, WI  
Fishing Rip, SC  
Five Fathom Bank, NJ  
Fourteen Foot Bank, DE  
Galveston, TX  
Grays Reef, MI  
Hen and Chickens, MA  

Lake Huron, MI  
Key West, FL  
Minots Ledge, MA  
Nine Foot Shoal, NC  
Northeast End, NJ  
Portland, ME  
Sandy Hook, NJ  
Savannah, GA  
Scotland, NJ  
Sow and Pigs, MA  
Swiftsure Bank, WA  
Tail of the Horseshoe, VA  
Thirty Five Foot Channel, VA  
Trinity Shoal, LA  
Umatilla Reef, WA  
Winter Quarter Shoal, VA

Sandy Hook Lightship LV-51 1894 - 1908, First steel hull lightship

Lightships in America span just 165 years: 1820 - 1985. They marked dangerous moving sandbars, shoals, low water, harbor entrance, river mouth or a spot where a lighthouse could not be built. They could not be moved around as a channel moved due to shifting sands. A total of 120 stations were established on America’s coast lines and the Great Lakes. The number was always changing—some of these for a short time while others were permanent. During 1909, a total 56 lightships were in use, the highest number ever placed in service. As times changed with technology, so did the number of lightship stations—until 1985 and the last lightship was replaced. From 1820 to 1952 (when the last lightship was built), 179 vessels were constructed with wooden hulls and sail powered ships, to iron hulls with diesel engines.

The first lightship was placed in service in the Chesapeake Bay in 1820 to mark the Willoughby Split in Virginia. The first lightships date back to Roman times, but were not located at a fixed site. England had the first true lightship in 1732—a ship was placed on the Thames River to mark the Nore Sands. The first true American lightship was placed off the coast of New Jersey to mark the entrance to New York Bay. The wooden hull ship cost $17,700 to build and was 90 feet long. Placed off Sandy Hook, it was known as the Sandy Hook Lightship and was in service between 1823 and 1829. From 1829 thru 1839 there was no lightship to mark this entrance. Prior to the Sandy Hook Lightship’s replacement by a Texas tower, eight lightships marked this spot. At the turn of the 20th Century, a deeper and wider channel into New York Harbor was being dredged. The name of the Sandy Hook Lightship was changed to the Ambrose Channel Lightship with the opening of the new channel in 1908.

The boats did not have a numbering system. When a boat was placed in service it was known by the location it marked—which was fine in the beginning. As older ships were replaced by newer ones, the older ones were a problem to keep track of. Some ships were transferred to other districts causing more problems, while others were used as relief boats. With the tight-fisted purse strings of the early Lighthouse Boards, re-painting the hull of a lightship with the new name was a tough sell. Some districts just painted the word “RELIEF” in front of the older name.

Starting in 1867, the older lightships were given a letter to identify them. The letters went from “A” to “XX” for the older ships and as new ones were built they received the numbers 1 to 91. With both sets of letters and numbers, some letters and numbers are missing. There were also eight lightships with no numbers or letters to identify them. The Coast Guard renumbered all active lightships in April 1950 with a WAL and number identifier LV-83/WAL-508. They renumbered the vessels again in 1965 to LV-83/WLV-508.

Over the years sailors on lightships saw many changes—from poorly designed wooden ships, lighting apparatus, living conditions, and pay. The poor design of the ship’s hull tossed the ship around in storms, some driving it miles from its assigned location once the anchor chain was broken. The lighting apparatus was lowered from the mast and had many wicks to produce a dull light. Each day the sailors would spend a couple

Continued on Page 14
SURVIVING LIGHTSHIPS IN AMERICIA

Photos by Mike Boucher

LV-83/WAL-508* “Relief” renamed “Swiftsure” located Northwest Seaport, Seattle, WA

LV-87/WAL-512* “Ambrose” located at South Street Seaport Museum, Manhattan, NYC

LV101/WAL-524* “Portsmouth”, located at the Portsmouth Lightship Museum, VA

LV-103/WAL-526* “Huron” located at Port Huron Marine Museum, Port Huron, MI

LV-107/WAL-529* “Winter Quarter” located at the marina at Liberty State Park, Jersey City, NJ

LV112/WAL-534 “Nantucket” owned by National Lighthouse Museum, Staten Island, NY

LV114/WAL-536 “Portland” renamed “New Bedford” capsized in 2006, sold for scap

LV-107/WAL-529* “Winter Quarter” located at the marina at Liberty State Park, Jersey City, NJ

LV-115/WAL-537 “Frying Pan” privately owned, Manhattan, NYC

LV-112/WAL-534 “Nantucket” owned by National Lighthouse Museum, Staten Island, NY

LV-118/WAL-538* “Cornfield” renamed “Overfalls” located at Overfalls Maritime Museum Foundation, Lewes, DE

LV-115/WAL-537 “Frying Pan” privately owned, Manhattan, NYC

LV-116/WAL-538* “Chesapeake” located at Baltimore Maritime Museum, Baltimore, MD

LV-118/WAL-538* “Cornfield” renamed “Overfalls” located at Overfalls Maritime Museum Foundation, Lewes, DE

WLV-196 “Umatilla” privately owned, Ketchikan, AK

WLV-604* “Columbia” located at Columbia River Maritime Museum, Astoria OR

WLV-605* “Relief” U. S. Lighthouse Society located Jack London Square, Oakland CA

WLV-612 “Nantucket I” Privately owned, New Bedford, MA

WLV-613 “Nantucket II” Privately owned, Wareham, MA

* Open for Tours
The last rays of a sun turned up high were dying behind the tree line. The leaves, curled and brittle, quivered anticipating the cool breeze sure to arrive as dusk settled in. But it wasn’t going to happen. Not tonight. Not when nature decides to fight off humanity with humidity. And there I sat. Sat waiting and watching for him. I could feel every drip of sweat methodically crawl from pore to pore down my back. But that’s my job, I’m a lighthouse detective and the work isn’t all cloak and dagger adventures. At least not for me, Brick Towers. Sometimes it requires patience and a really big amount of talcum powder.

I was here because I’d gotten a tip my nemesis, DaWickie would be showing his wizen, old face again. He’d been working the area since early summer doing his usual thing, pretending he was a lighthouse keeper. Why was this so bad? Because all he did was spread wrong information. That was his thing, he loved to be the center of attention around the lighthouse buffs but he wouldn’t take the time to learn his facts. DaWickie would just hear part of something, fill in the blanks as see saw fit and recited this to the world as if he was a scholarly pharologist. And this misinformation always leads to problems.

DaWickie had been telling anyone who would listen that when you see upper prisms in a Fresnel lens that look opaque it’s because they were the hardest to reach for the keeper and got cleaned much less frequently. This resulted in soot and grime being cooked onto the glass giving it that frosted look. I preferred his old story that those prisms were the least important ones so cheaper glass was used for them.

Either way, both are completely wrong. And to understand the damage DaWickie was doing we need to understand what truly happened to those prisms.

We start with Léon Luchaire & Co. of Paris. Mr. Luchaire started out as a blacksmith and became reasonably famous for making lamps, oil lamps. Around 1895 Leon created what we call an incandescent oil vapor lamp (abbreviated IOV). This lamp was fueled by kerosene and it worked much like the Coleman lamps used by campers today. This is all well and good as long as you understand how a Coleman lamp functions. And since camping isn’t exactly pulling business away from the cruise lines I’m guessing we should review.

**Lighthouse Detective – Case of the Frosted Prisms**

When something produces light because of heat, it is said to be incandescent. Anything that you heat up will glow, but different materials are better or worse at producing light as they are heated. Steel is pretty good, think of Mr. Luchaire’s blacksmith shop. Glass not so well, but its cousin ceramic was great. Gas lanterns are incandescent lights. They burn kerosene to produce heat, and the heat causes the mantles to produce light. What are mantles? They are a ceramic mesh that encases the burning oil flame. They are what look like little white bags hanging inside the lamp.

So the lamp works by burning kerosene that heat up the ceramic until it glows white. But they have something else in them that make them work. They use a small hand pump to pressurize the oil tank. When you open the valve the pressure is released spraying out a fine mist kerosene oil. Earlier lamps used the capillary action of a wick to draw the oil to the flame; the Coleman type pushes the oil to it. And when this fine mist is ignited in the presence of oxygen we get a very efficient heat source.

The IOV lamp functioned basically the same way. Kerosene was forced under pressure into a vapor chamber and then out to the mantle where it was ignited, burning as a brilliant ball of glowing gas. The first installation at a U.S. Lighthouse was in New Jersey in 1904 (Another first for NJ). Proving to be much more powerful than wick lamps, this type of lamp was soon installed at most of the important United States lighthouses. But it had a major disadvantage, it was often temperamental. After the lamp was installed, it usually took Keepers several days to get it to function properly and it was commonly reported some part of the apparatus had to be fixed nearly once a week.

Here we have the formula for disaster. Let’s say you’re not use to this new lamp. You pump up the oil without knowing you have put too much pressure into the tank. You prepare to light the lamp at dusk and a faulty valve allows all that pressurized oil to come rushing out. You know what’s next? Bang! And now you’re looking for your eyebrows.

The oil vaporizes into a massive ball of white hot flame and goes right up the lens chimney. That’s what happened to those prisms. They were damaged when an IOV exploded during lighting. They were instantly heated and cooled forming cracks throughout the glass and destroying the polished surface finish. This exploding lamp wasn’t a rare thing either. If you look at two of our lenses here in NJ, Hereford Inlet and Brandywine in Tuckerton, you’ll see evidence that both these lenses were victims of IOVs.

So now that you understand what happened, how does DaWickie fit in? Suppose you believe his story that the prisms just need a good cleaning. Get up there and really rub. Next thing you’ll have is a lot of broken glass and a damaged artifact. Oh, DaWickie sounds smart. He will convince you he knows the facts. But where will he be when the damage is done? Hopefully it won’t come to that. You’ll take the time to learn the things about lighthouses you don’t know but always wondered. And me, I’ll wring out my shorts and hope DaWickie has got the grapes to cross my path tonight. Fall is coming and it’s time for me to take him to school.

**PHOTO CONTEST**

Cindy Mitzen

I hope everyone has enjoyed the summer and found the time to photograph their favorite lighthouses. Just a reminder the next member’s amateur photo contest will be at the March 2009 meeting.

The categories will be the following:

1) East Coast Lighthouses;
2) West Coast & Great Lakes Lighthouses;
3) Other unsung Lighthouses;
4) Rise to the Challenge; and
5) Winner’s Circle.

I’m really excited about the 4th category, “Rise to the Challenge”. This category is open to all our members who are amateur photographers. I know everyone is ready for the 9th annual New Jersey Lighthouse Challenge, October 18 & 19 right! Well get your cameras ready, capture the spirit of the Challenge. Whether you’re a volunteer at a lighthouse or take the Challenge, we want to see those pictures; the lighthouse, the people, or events going on. The winner will be used in the very special 10th Challenge brochure. And you will still be an amateur, because...
The Dry Tortugas are 70 miles due west of Key West. The name derives from the Spanish word for turtles and a lack of fresh water. Ponce de Leon found 11 keys, five of which have now vanished. Bush Key was formed in the 1830’s, eroded over the next 40 years, but is now the second largest key. Spanish Galleons from Mexico went through the Straits of Florida and the Bahama Channel to take advantage of the Gulf Stream. After the Louisiana Purchase, the Mississippi and other rivers flowing into it carried foodstuffs via the Straits to the eastern seaboard and Europe.

Lt. Commander Matthew Perry arrived in Key West shortly after Florida became a US territory in 1821. All shipping from New Orleans to New York went through the Straits, so it was vital to greatly decrease the number of wrecks and piracies. Salvagers in Florida required licenses but disabled boats could refuse their assistance. Awards would be reduced to keepers to discourage their participation and mischief with beacons. Perry recommended lighthouses for Cape Florida, Key Largo, Sand Key and the Dry Tortugas at Southwest Key one of the five which later disappeared. The next year Congress decided on Cape Florida, Key West, and the Tortugas.

Three months late John Flaherty arrived on Garden Key July 4, 1826 and became the first keeper at a 65 foot brick tower. His wife, Rebecca, was upset at his not getting the posting for Pensacola and promptly wrote to President John Quincy Adams’s wife. They were transferred to the new light at Sand Key the following year. Complaints were received about the clarity of lens and lantern glass.

Stephen Pleasanton, the federal official overseeing navigational aids, decided against using Fresnel lenses—many thought it was due to being a friend of Winslow Lewis with his Argand lamp and reflector system. Pleasanton angered sea captains 10 years later by not allowing lights at Loggerhead and a key east of Garden. He agreed to the Fresnel lens in 1840, but had them installed at the Twin Lights of Navesink.

A Lighthouse Board was formed in 1852 to oversee navigational aids, decided against using Fresnel lenses—many thought it was due to being a friend of Winslow Lewis with his Argand lamp and reflector system. Pleasanton angered sea captains 10 years later by not allowing lights at Loggerhead and a key east of Garden. He agreed to the Fresnel lens in 1840, but had them installed at the Twin Lights of Navesink.

A Lighthouse Board was formed in 1852 to investigate complaints about lighthouse operations. Mariner’s objections about Garden Key included poor cleaning of the lens and lantern, the tower too short, and repairs not being done. When it was decided to heighten the tower it was found to be settling—Garden Key is coral rubble. In 1856, $35,000 was earmarked for a light on the largest key, Loggerhead—three miles west of Garden and was solid coral. The first order Fresnel alone was $10,000.

Three years after querying Interior Secretary Gale Norton about allowing me on Loggerhead, it happens (thanks to Yorktown Battlefield Superintendent Dan Smith)—but not before the Fast Cat Ferry tells me they have engine trouble and my trip is cancelled. Yankee Freedom II, another ferry, has room for the same 8:00AM departure. Captain Rick gets us up to 26 knots after leaving Key West Bight. Passengers are now welcome in the pilothouse where Salty, the Captain’s golden Labrador is curled up.

After passing Marquesas Key we come to Rebecca Shoals. Starting in 1854, attempts to place a skeletal beacon—by George Meade, among others—failed due to storms. In 1886, a screwpile was completed and lit. Automated in 1925, vandals took advantage of no keeper and it was dismantled in 1953. All traces of this and a later skeletal beacon were washed away by the ‘04 and ‘05 hurricanes. This meeting of the Atlantic and Gulf makes for a quesy 45 minutes in the 2½ hour ride, but we feel better the last 10 minutes when the dock is reached at Fort Jefferson (built in the 1840’s on Garden Key).

Site superintendent Willie Lopez agreed to take me the three miles to Loggerhead Lighthouse. Donning the life-jacket he gives me, I sit up front on the deck of a Zodiac 20 foot inflatable boat—resilient enough to withstand a round from Willie’s .45 automatic. It takes almost 25 bouncy minutes to navigate through the most turquoise water I have ever seen.

The 157 foot tower sits atop a submerged wooden grillage. Pensacola and Mobile bricks were used in lieu of northern ones since they weather the sea air better. The tower was its natural yellow until 1870 when the top third was painted black and the bottom white. Garden Key’s keeper, Benjamin Kerr, became Loggerhead’s keeper July 1, 1858.

A notorious brouhaha occurred in June 1860. During a fisticuffs and furniture throwing melee Kerr, brandishing a carving knife for protection, fled to Garden Key with his near naked daughter who had been bathing in the Gulf. He accused his wife, older daughter, and assistant keepers of trying to kill them. The commander of Fort Jefferson ferried them to Key West. Kerr later returned to Loggerhead and reconciled briefly with his wife, but the assistants were discharged. James Lightbourn replaced him as keeper in 1861.

Unlike many light stations in the south, Union forces controlled the Tortugas the entire Civil War. Yellow fever broke out in 1867 and 1873. Fort Jefferson’s most famous inmate, Dr. Samuel Mudd, helped stem the 1867 epidemic and was pardoned in 1869. The fort was abandoned in 1874 since it was sinking and rifled cannon rendered it defenseless. A 37 foot cast iron hexagonal lighthouse with a fourth order Fresnel was placed atop the fort in 1876. The original tower, inside the fort and crumbling, was demolished. The fort functioned before and during the Spanish American War as a coaling station—the U.S.S. MAINE having been berthet there.

Up to a half inch of mortar washed out of the Loggerhead tower when a hurricane struck in 1873. Repairs were made—the most important being the reinforcing with iron bars of nine feet of brick underneath the lantern room. The repairs were so good the tower admirably withstood a September 1875 hurricane. Plans for a replacement tower were cancelled even though Congress had appropriated $75,000.

After a new boathouse was built in 1880, 19 years elapsed before any meaningful repairs were done at the station and the boathouse enlarged. A red section of lantern glass was installed in 1893 in an effort to highlight dangerous reefs. The Carnegie Institute received permission to build laboratories at the north end of Loggerhead in 1904. The entire Dry Tortugas became a wildlife refuge in 1908, protecting the only nesting areas for sooty terns and brown noddies in the country.

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continued on page 9
A second order bivalve replaced the lens at Loggerhead after a 1910 hurricane. Two years later fire destroyed the barracks and keeper’s quarters on Garden Key. Although automated in 1913, the light was taken out of service eight years later. Contemporaneously on Loggerhead, a new concrete cistern replaced the original brick one. A new keeper’s bungalow was joined by covered passageway to the old oil house, soon to house a radio beacon. The lighthouse and other structures were now electrified, courtesy of newly arrived generators. The bivalve was improved by placing end screens—thin vertical copper screens on center lines of lens panels which turned with the lens. This stopped the reflected light of the lens interior—which was causing a secondary flash.

A mercury float accident in 1986 halted the lens this year. Anyone interested in helping the first order lenses on display there. We want them to look good for the Chal.

Knowing the trip back would be equally stops briefly off Hospital Key for birders. Before boarding the ferry, Salty paws at me and (as a typical Labrador) hip checks me for something. In fact, I think he is checking me for something up my tail.

The Dry Tortugas
Continued from Page 8

As a fun membership thing for us we’ve put together a day trip that is outlined below. We’re still ironing out the details but it should be a fun day for those interested and with the cost of gas now it’s a pretty good deal!

Preservation Update
Brett Franks

Hopefully everyone has their tickets for the raffle this year and have been selling them. I know this is asking a lot of the members each year to sell these but it’s the only fund-raising effort for the lights we ask you to help us out with as members. I think we have moved in a better direction with the prizes this year. Even though there are fewer, the value is higher. And it’s not just more lighthouse stuff since most of us probably have everything lighthouse-wise we could ever want by now. Please get your tickets back to me by September 23rd (postmarked) if you are not going to be in attendance for our meeting at Sandy Hook. I’ll be collecting books and money at the meeting as always.

We will be helping out the fine folks at Cape May Court house Historical Museum and the Barnegat Historic Museum with cleaning the first order lenses on display there. We want them to look good for the Challenge this year. Anyone interested in helping out, please contact me or Rich Veit.

Katrina, and Rita have sandblasted the tower gray and white. Unexpectedly, Willie says to go ahead and climb the 204 steps to the top. They are concrete with a couple of wooden replacements, not the usual cast iron in these tall towers. On the second landing the window is askew with three inches of brick eroded below the sash. Up two more flights there is just a sheet of plexiglass screwed into the window frame. The lantern room is exposed to the elements as the door lies on the floor. Stepping outside I see only the fort, several patches of sand and water.

Back on the ground there is no trace of the Carnegie Lab, the tavern for soldier’s liberty, or the keeper’s house that burned in 1945. Three cisterns (two brick, one concrete) still exist as does the boat house, kitchen, and a two-room bungalow where Coast Guardsmen stayed for several weeks in the summer to interdict human smugglers from Cuba. The island is now denuded of trees. NPS felled the alien Australian pines, hurricanes downed the palms.

Before boarding the ferry, Salty paws at me and (as a typical Labrador) hip checks me while I am scratching her head. The ferry stops briefly off Hospital Key for birders. Knowing the trip back would be equally rough I had passed on lunch; rolling seas did not deter and probably increased beer sales.

A NOTE FROM THE NEW COMMUNITY OUTREACH COMMITTEE CHAIR
Anthony J. Albence, Chair

The New Jersey Lighthouse Society’s Community Outreach Committee 2008 outreach season continues in to the fall!!

The society participated for the first time in the Warren County Farmers’ Fair/Balloon Festival—a major event in northwestern NJ! This was a great success, and really extended our reach into a somewhat “unexplored” part of the state. This event also afforded the opportunity to involve some new members in Community Outreach—which is also great!!

The season rolls towards a close with Society participation in some established events, such as the Beach Plum Festival (9/7 at Island Beach State Park), the Ocean County Decoy and Gunning Show (9/22-23 in Tuckerton), and Ocean Fun Days (10/12 at the Lobster House in Cape May). Also, the Society will have a presence at the 150th anniversary celebration at Barnegat Light on 10/11.

The new NJLHS giveaway items for visitors to our exhibits/displays at outreach events have been a big hit!! These include mini-crayons packs (for our children’s coloring activities) which feature the Society logo, and also mini-flashlights that carry the tagline “Keep the lights shining” along with the Society web address.

It’s never too often to mention: additional volunteers are also most welcome…and are ESSENTIAL to ensuring the Society’s continued…and, hopefully, increased…presence in the community! Remember, you don’t need to be a lighthouse “expert”. You only need to be willing to discuss our shared interests with event patrons. There’s always someone to assist in this regard.

Please feel free to contact me with any ideas or for more information by e-mail at: cua20064@aol.com or by US mail: Anthony J. Albence PO Box 8184 Wilmington, DE 19803-8184

Many thanks…and keep the lights shining!

As a fun membership thing for us we’ve put together a day trip that is outlined below. We’re still ironing out the details but it should be a fun day for those interested and with the cost of gas now it’s a pretty good deal!

NJLHS BUS TRIP
SEE THE LIGHTS OF STATEN ISLAND, BROOKLYN & QUEENS
SATURDAY, NOVEMBER 8, 2008
See some or all of the following lights—time and weather permitting.

9:00 AM Arrive at parking lot in Middlesex County (TBD) and board 54 passenger Bus Cruiser and depart for Staten Island.

STATEN ISLAND: Staten Island Light, Fort Wadsworth Light, Robbins Reef Light via Staten Island Ferry.

BROOKLYN: Coney Island Light (Norton’s Point) Arrive at gated community, Seagate, at west end of Surf Ave. Arrangements are being made with Coney Island Lighthouse

Continued on Page 11
The New Jersey Lighthouse Society’s Community Outreach Committee has extended its reach to the northwestern part of the state this year—into Warren County!!

For the first time, the Society was an exhibitor at the Warren County Farmers’ Fair/Balloon Festival—a major event in this part of the state. The outreach proved to be a very wise investment of time and effort was a great success. It was very rewarding to extend our reach into a somewhat “unexplored” part of New Jersey. This event also afforded the opportunity to involve new members in Community Outreach—which also proved essential, especially when staffing a week-long event!!

The Festival included all the fun elements of a traditional county fair—complete with live-stock exhibits and tractor displays, a carnival midway, food preparation contests, etc. The Fair also included some more “cutting edge” items—vendors promoting alternative energy sources for home heating and cooling (especially timely in today’s financial environment), as well as classic car displays…not to mention a “demolition derby”!

The Fair is probably best known for the impressive and majestic display of hot air balloons. One of the most anticipated balloons (for NJLHS members, at least) is Flighthouse, the flying lighthouse. This balloon is 115’ tall, 53’ wide, and weighs 440 pounds. Flighthouse is not intended to depict an actual lighthouse, but is more or a “generic” lighthouse design. It has some amazing details, including the figure of a cat in the lantern room! More details on Flighthouse, and the other beautiful shape balloons, are available at: http://www.usflagballoon.com/

The NJLHS Community Outreach Team looks forward to returning to Warren County for the 2009 Farmers Fair!

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**COMMUNITY OUTREACH EXTENDS TO NORTHWESTERN NEW JERSEY!**

*Anthony J. Albence, Community Outreach Chair*

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**IN THE NEWSPAPERS**

*Brooklyn Eagle*

*November 6, 1902*

Light House will Probably Be Erected on Romer Shoals

*(Special to the Eagle)*

Washington, November 6 – The light house board has decided to ask Congress for $160,000 to provide lights to mark the new East Channel. While it will not be ready for navigation until some time in 1905, it is necessary to take steps now to arrange for the lighting of the channel when it is concluded.

It is proposed to erect a light house on Romer Shoals and possibly another at some point on the Long Island Coast. At any rate, if a light house is now built on the island one or more range lights will be established there. No surveys have been made yet to determine the various guides to navigation that shall be placed, but as soon as an appropriation for the work is available this will be done.

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**THEN & NOW IN POSTCARDS**

**Long Point Lighthouse** marks the entrance to Provincetown’s Harbor. This brick tower replaced the 1827 lighthouse in 1875. It was automated in 1952 and the keeper’s house was removed shortly after.
The Fall Meeting will be held at Sandy Hook, September 27, 2008. The program for the day will be the presentation of the Recognition Awards by Tom Laverty and his committee.

**Itinerary of the Day:**

10:00 Hospitality
11:00 General Membership Called to Order, Introduction of Visitors, Committee Reports, Special Guest Speaker
12:30 Approx. Adjournment

Visitation of the Lighthouse and Keepers house is encouraged after the meeting.

**Directions**

*From the North:*
Garden State Parkway to Exit 117, pay the toll and continue straight to Route 36 to Sandy Hook (13.2 miles). Follow the signs due to construction of the Shrewsbury Bridge to get onto Sandy Hook. The old right hand turn might be gone by the time of the meeting and it will be a left hand turn at the new traffic light. Once on the Hook, follow Hartshorne Drive along Officer’s Row. The theatre will be on the right after the History House and there will be a tent will set up for the meeting.

*From the South:*
Garden State Parkway to Exit 105, continue on Route 36 eastbound (6 miles). Turn left at Ocean Blvd. and continue along the shore line until you reach the entrance to Sandy Hook. Follow the signs due to construction of the Shrewsbury Bridge to get onto Sandy Hook. Once on the Hook, follow Hartshorne Drive along Officer’s Row. The theatre will be on your right after the History House and there will be a tent set up for the meeting.

**Winter Meeting:** December 6, 2008
Arrangements have been made at the Uptown School Complex for the meeting. The Holiday Social will be held at the Absecon Keepers House.

**Summer Meeting Recap:**
Eighty-eight members attended the summer meeting at Fort Mott State Park, NJ. Jeff Gales, Executive Director of the USLHS spoke about his organization, its recent move to Washington State, and gave out copies of the LOG.

Fort Mott State Park welcomed us and gave an outline of events available at the park. While we had a beautiful view of the Delaware River, there was not much of a breeze coming of the river that day and the sun was high and hot. However, we were still able to enjoy our picnic lunches under the trees. Thanks to Martha and Alvin Brown for hospitality, the watermelon and Anniversary Cake.

Please contact Renard Petronzio for further information or mail deposit including, name address, phone number and E-mail address and number in your party to:

Renard Petronzio
462 Hampton Lane
Somerdale NJ, 08083
Tel#: 856-346-9030
E-mail: Repetron@aol.com

Right: Blackwells Island Lighthouse on Roosevelt Island in the East River between Manhattan & Queens

**Preservation Update**
Continued from Page 9
Association to open light for climb, visitation of keepers house with tour guide and visit gift shop.

**LUNCH:** Full lunch included at a Brighten Beach area restaurant, Brooklyn NY

**QUEENS:** Visit Roosevelt Island, Lighthouse Park and see Blackwell Island Light (not open to climb)

5:00 PM Return to Middlesex County parking area.
The Coast Guard is giving away two of Muskegon lighthouses, the South Breakwater (left) & South Pierhead (right) in Michigan. The city of Muskegon does not want them even at a zero cost to them to acquire. There are no local historical groups in the area that wants them either.

Stannard Rock Light-house, 25 miles from the tip of Keweenaw Peninsula marks a stone outcropping just below the water. Besides warning ships of the rock, it also has an array of weather instruments for NOAA. Just recently added was equipment to monitor the evaporation rate of the Great Lakes. The water level for the last 10 years has been receding on all of the Great Lakes. The equipment will combine humidity and air velocity to calculate how fast water vapor rises from the lake. Sensors keep track of air and water temperature, solar radiation, relative humidity and wind speed and direction. Lake Superior feeds the other Great Lakes.

Friends of Round Island Lighthouse, and the Great Lakes Lighthouse Keepers Association. The lighthouse was opened for visits in July. The Holland Harbor Lighthouse, af

Two lighthouses in New York Harbor are on the auction block: Old Orchard Shoals and West Bank, both cast iron caisson towers. Old Orchard Shoals was built in 1893 and marks the Gedway Channel. West Bank was built in 1901 and marks the Ambrose Channel. The minimum bid for each is $10,000, with West Bank already having a bid of $15,000.

Also on the auction block is the Borden Flats Lighthouse marking the Taunton River in Fall River, MA. This is also a cast iron caisson lighthouse, was built in 1881, and has three floors of living space. The minimum bid is $10,000 and no bids have been received.
EDUCATION OUTREACH
Bill Volpe

My most recent talk, at the end of July, required me to travel some 20 miles to a library destination that I was unfamiliar with. My standard practice is, that unless the host provides detailed directions, I consult the internet regarding driving specifics and estimated travel time and I usually have a map handy just in case. Somehow I got lost this time, be it through my own stupidity or inaccurate directions. Although I allow ample travel time in addition to exhibit set up time, I arrived less than 10 minutes before the scheduled talk time. If this wasn’t frustrating enough, the audience I observed consisted of two people. I apologized for the delay and began to hastily set up the photos, diorama and projector. By the time I was ready to begin the group had “grown” to 8 or 9, the smallest I have ever addressed.

As I began the program, I could almost immediately sense their interest, when I spoke about “women of the lights” a young boy, perhaps fourth grade age, informed us that he read about the Abbie Burgess of Mantinicus Rock Lighthouse, that I had just referenced. Later, a 90 year old WW II veteran told of an experience he had while stationed on the island of Jamaica, on December 7, 1941, when he was ordered to the lantern room of a local lighthouse to watch for approaching enemy ships. One couple mentioned that they frequently host one of our members as he travels from Florida, up and down the east coast on lighthouse trips, still another mentioned that she was a former member of our Society and now planned to rejoin and attend the September meeting.

Despite the smallness of this group, they were able to make many connections to lighthouseing, participate in discussions, ask interesting questions and they provided the librarian with kind comments on the presentation. Above all, they took a situation that had an ominous beginning and turned it into a rewarding experience for me. Thank you, Elmora Branch of the Elizabeth Public Library.

So far this year, the Speakers Bureau has addressed 631 individuals while the weekday Talks and Tours at Sandy Hook has accommodated 336 visitors, a total of 967 for 2008. We have also placed 13 Lighthouse Education Kits.

BARNEGAT LIGHTHOUSE CELEBRATION

The Friends of Barnegat Lighthouse State Park are planning a gala celebration on October 11, 2008 in honor of the 150th Anniversary of Barnegat Lighthouse.

The day’s events begin at 11:00am with a lecture on birds. At 12:00pm Fred Lesser, bird specialist, with the Ocean County Parks Department will lead folks on a bird watch following the lecture. During the 12:00pm to 1:00pm time period, visitors can visit a number of displays sponsored by The Coast Guard auxiliary, Barnegat Light Historical Society, Tuckerton Seaport, Alliance for a Living Ocean, and NJLHS—to name a few. There will be musical entertainment provided by the Connelly bagpipers as you stroll the park. At 1:00pm there will be a lecture on the history of Lighthouses followed by a concert by the Southern Regional jazz ensemble. At 3:00pm the final lecture will also be on lighthouses explaining the different types and uses. At 4:00pm the formal presentations will be made by some of the state and local dignitaries as well as awards for best poster and best essay on the lighthouse. This will be followed by a concert from 5:00pm to sunset, at which time we will light OL’Barney with a new beacon.

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

CALENDAR OF EVENTS
Faith Giamboi

Send the necessary information to njlshevents@peoplepc.com 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)350-9595.

NJLHS 9th Annual Challenge October 18-19. All 11 land accessible NJ Lighthouses will be open extended hours. Five will be open from 6-8pm Saturday for night climbs. Check the Web-Site for details.

PLEASE NOTE: If no specific time is listed, you should call before heading out.

Absecon
Sat Sept 20
New Murder Mystery
7pm
(609)449-1360
$25

Sun Nov 16
Native American
1-4pm
(609)449-1360
free

Sun Dec 13
Holiday Gathering
6pm
(609)449-1360
$20

Thurs-Mon
Winter Hours
11-4pm
(609)449-1360

Barnegat
Tower & Visitors Center
(609)494-2016
call

Cape May
Tower & Visitors Center
(800)275-4278
call

East Point
3rd Sunday
Through October
1-4pm
(856)546-7810

Hereford
Winter Hours
(609)522-4520
call

Sandy Hook
Sat/Sun
Through Mid December
12-4:30pm
(732)872-5970

Twin Lights
Seaport Events
(609)296-8868
call

Sea Girt
Tower & House
(732)544-0141
call

Tonicum
Sat Sept 20
Climb the Tower
10am-3pm
(856)423-1152

Sun Sept 21
Climb the Tower
12-4pm
(856)423-1152

Sun Oct 18
Challenge Weekend
7am-7pm
(856)423-1152

Sun Oct 19
Challenge Weekend
7am-7pm

Fri Dec 12
Holiday Opening
5pm-8pm
(856)423-1152

Tuckerton
Tower & Museum
(732)872-1814
call

T he B eam
Less than three months later, the British had the lighthouse repaired and back in operation. Next, a daring attack was led by Benjamin Tupper to destroy the lighthouse with cannon fire, but after an hour of volleys, he “found the walls so firm that the cannon fire could make no impression.” The stout lighthouse would remain under British control for most of the war.

Following the war, a feud over the lighthouse broke out between the states of New Jersey and New York. This disagreement was quickly defused when the Act of August 7, 1789 gave control of all lighthouses to the federal government, stating that “the necessary support, maintenance and repairs of all lighthouses beens, buoys, and public piers erected, placed or sunk before the passing of this act, at the entrance of, or within any bay, inlet, harbor or port of the United States, for rendering the navigation thereof easy and safe, shall be defrayed out of the treasury of the United States.”

In compliance to the Act, a lot of about four acres “at the point of Sandy Hook, in Monmouth County,” was ceded to the United States by the State of New Jersey on November 16, 1790, and on March 1, 1804, the State of New Jersey “consented to the purchase of a lot on the north point of Sandy Hook, for the purpose of erecting a beacon.” Over the years, several minor beacon lights have been placed on the spit, some paired with the main lighthouse to form a range light, to further help ships entering New York Harbor. In addition to maintaining the lighthouse, the keeper at Sandy Hook was also responsible for the smaller beacons. One of these, known as the north beacon was moved up the Hudson River in 1917, and is now known as the Jeffrey’s Hook Lightstation.

In 1852 the Lighthouse Board reported “The tower of Sandy Hook … is now in a good state of preservation. Neither leaks nor cracks were observed in it. The mortar appeared to be good, and it was stated that the annual repairs upon this tower amount to a smaller sum than in the towers of any of the minor lights in the New York district. The illuminating apparatus is composed of eighteen 21-inch reflectors, and Argand lamps which were fitted new, according to the best information on the subject, in 1842.” A fixed, third-order Fresnel lens was installed in the lighthouse in 1856 and remains in use.

In 1857, the lighthouse underwent a major refurbishing. A red brick lining was installed to reinforce the rubblestone walls, and a spiral iron staircase replaced the worn, wooden one. The keepers received the present dwelling in 1883, when the old dilapidated dwelling was razed and a new “substantial double frame dwelling with ample accommodations for the principal and assistant Keepers” was constructed.

In the 1890s, the peaceful life the keepers enjoyed on Sandy Hook was changed forever when Fort Hancock was created near the lighthouse and massive concrete gun batteries were placed nearby to defend the entrance to New York Harbor. The Sandy Hook Lighthouse has witnessed the progression of weapons firsthand, as first cannons and later Nike missiles were deployed nearby.

In its bicentennial year, Sandy Hook Light was designated a National Historic Landmark, and a commemorative plaque was mounted on the tower as part of a celebration held at the site. Ownership of the lighthouse was transferred to the National Park Service in 1996. Unlike the situation at other lighthouses, shore erosion is not a threat at Sandy Hook. Originally standing 500 feet from the tip of the hook, Sandy Hook Lighthouse is now over a mile and a half away. The patriarch of America’s lighthouses remains in good condition, and with proper upkeep should be around for several more centuries.

**Lightships in America**

Continued from Page 5

of hours getting the ship ready for that night’s duty—the rest of the time it was boredom. They would spend eight months out at sea and two months on leave, all for twenty cents a day.

There were over 150 collisions with lightships and other vessels. Five lightships have been sunk in these collisions. Storms have taken four boats to the bottom, three without a trace. Another was sunk by a German U-Boat during World War 1.

Today only 17 lightships are left, mostly as museums with a few in private hands. The oldest surviving lightship is the Lake St. Clair (LV-75) which dates back to 1902. She is privately owned and is being restored. Two more are in bad shape: LV76/WAL-504 Relief is located in Vancouver, BC and LV-79/WAL-506 Barneget is located at a marina at Camden, NJ. The lightship LV/WAL 114 New Bedford and was kept in New Bedford, MA—until she sank in 2006 and was sold for scrap.

The information in this article was gathered from the National Park Service, Maritime Heritage Program “Lightships in the America” by James P. Delgado, and the website “Lightship Sailors” at: http://www. uscglightshipssailors.org/. This fantastic website has many stories and information on all of America’s lightships and stations.

**Photo Contest**

Continued from Page 7

you will not have any financial gain, only a ribbon and the accolades of your fellow lighthouse lovers. Remember to ask for permission of any people in your photo to enter the photo contest.

Members who are in the Winner’s Circle will be notified by postcard in February. The size of the photo can be either 8x10 or 5x7. You may mat the photo if you like. More of this stuff will be in the March Beam, so in the mean time, have fun take pictures!
SUPPORT THE GOALS OF YOUR LIGHTHOUSE SOCIETY

NJLHS T-Shirt
Hanes Beefy Tee’s
S-XL $15.00, 2X $17.00, 3X $19.00 S/H $3.00 ea.
Call for sizes & colors

The Color of the Lighthouse,
A Children’s Story
about Absecon Lighthouse
by Elinor Veit
$9.00 S/H $2.00 ea.

Children Activity Book
by Elinor De Wire
$10.00 S/H $2.00 ea.

Lighthouse Bingo Game
$13.00 S/H $2.50

Mail check to:
Marty Hudspeth
15 Petunia Lane
Willingboro, NJ 08046
Email: njlhsways_means@verizon.net
Phone: 609-877-1393
Call or email for
color/sizes and availability.

NJLH Bookmarks
#1(top),#2 (Bottom) $2.50 ea., S/H $.42 ea.

Snap closer hand made handbags
$45.00 S/H $3.00

Zipper hand made handbags
$55.00 S/H $3.00

Matt Laverty Artwork Shirts
Design on front of white T-shirt w/ green or light blue trim on neck & sleeve. REDUCED! $10.00 S/H $3.00 + $1.50 ea. add shirt.
Design on grey sweatshirt w/ baseball type sleeves of red or navy. REDUCED! $15.00 ea, S/H $4.00 ea. + $1.50 ea. add shirt

Journals & Pen
$8.00 S/H $3.00

Journal & Pen and pen alone
$7.00 S/H $2.00

Magnetic note pad & pen in a ceramic holder,
(not shown) $14.00 S/H $2.00

Lighthouse Candle Holder
order by #
15” #339 $24.00
S/H $7.00
14 ½” #340 $20.00
S/H $7.00

Men’s Golf Shirt
S-XL - $22.00 2X - 23.00, 3X - 24.00 ea.
$3.00 S/H ea. add. $1.50 Royal, Burgundy, Banana

Women’s Golf Shirt
S-XL - $22.00, XXL - $23.00, Plus 1X - $24.00, Plus 2X - $25.00,
$3.00 S/H ea. add. $1.50 Banana, Hibiscus, Lt. Blue

Lighthouse Coaster Set
#331 $12.00 S/H 5.00,
#332 with Psalm 43.3

3-D shadow boxes by Donna Elias
Place them under a lamp or other light source to showcase the artwork. Available in Absecon, Barnegat, Jersey Pails (lighthouses painted on pails), Cape May & Sailing the light (Cape May) $12.00 S/H $2.00

Small Hanging Pillows,
assorted light houses
$1.00 ea. S/H $1.00

Lighthouse Bingo
$13.00 S/H $2.50

10 Folded note cards & envelopes
$5.00 S/H $2.00

Journal & Pen
$8.00 S/H $3.00

Magnetic note pad & pen in a ceramic holder,
(not shown) $14.00 S/H $2.00

Lighthouse Candle Holder
order by #
15” #339 $24.00
S/H $7.00
14 ½” #340 $20.00
S/H $7.00

Absecon Lighthouses
hand painted wood magnet
$5.00 S/H $1.00

Scramble Squares
3 puzzle choices Great Lakes, Outer Banks or Mixed Light houses
$8.00 ea. $2.00 S/H ea. add $1.00

Visit the New Jersey Lighthouse Society web site to see many other items for sale www.njlhs.org

WE NOW ACCEPT
MASTER CARD & VISA

Mail check to:
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In This Issue
Barnegat Lighthouse * Calendar of Events * Community Outreach * Dry Tortugas * Education Outreach * From the Editor’s Desk * In The Newspapers * Letter from the President * Lighthouse News From Around the Country * Lighthouse Detective * Lightships in America * Lost Lighthouses * Membership * NJLHS Challenge® Committee * Photo Contest * Preservation Issues Update * Program Signals * Recipe Corner * Sandy Hook * Then & Now * Warren County Fair * Ways & Means * Word Search * Puzzle

DEADLINE FOR THE DECEMBER ISSUE IS NOVEMBER ?

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