LETTER FROM THE PRESIDENT

Mary Beth Doherty

Happy Holidays!

Wow…

Today, looking back, it’s hard for me to believe that my two year term is up! On one hand the two years flew by—on the other hand, however, it has been a rather difficult time. I know I’m not alone surviving in this tough economic time—which has made it a tad bit easier for me. With that said, the time has come for me to step aside and focus on non-NJLHS projects for a while. I’m not completely disappearing—I will be holding a Director position (again!) on the Board.

The 2011 slate was announced at the September meeting. It is as follows:

Brett Franks, President
Karen Stumpf-Owen, Recording Secretary
Anthony Albence, 1st Vice President
Rich Veit, 2nd Vice President
Faith Giamboi, Treasurer

I know the new Board will do a great job and look forward to seeing what the future holds for NJLHS!

ANOTHER YEAR AT SANDY HOOK

Al Smith

September 26th closed out another (fiscal) year at Sandy Hook. And a very trying one at that. While the year started out well, thanks to Ken Schumacher’s leadership, it quickly deteriorated when the new regime at The National Park Service saw fit to come in and ‘change things’ without ever attempting to see what was being done. Unfortunately, what SHOULD and COULD have been a productive training session turned into an awful scene which one volunteer described as ‘being in fourth grade again’. No one took kindly to that and, as a result, many of our reliable volunteers chose not to participate anymore.

Unfortunately, this caused us to have to rely on just a few volunteers (especially tour guides) to continue the project started some 14 years ago.

My thanks go especially to tour guides Bob Zarling, Anita Norris and Goldie Jadczak who picked up much of the ‘slack’ caused by these defections. We also had to rely on the help of the NPS to provide staff to fill in when we could not muster enough tour guides. Many thanks, also, to Rich Wikander, who, on VERY short notice came in to man the gift shop when no one was available.

In spite of all that, we still managed to provide tours to 4,800 people and to ‘interact’ with an additional 8,130 visitors. All this came from a contribution of 2,496 volunteer hours.

The TOP TEN volunteers are:

Lois Mumie (who would have guessed!) with 376.65 hours. Bob Zarling was 2nd with 260 hours. I had 219.75 hours, followed by Sue Mazza at 135.25, Annette Colt with 106.5, Jean Burgess with 95.5, Pat Hospador at 90.25 hours. Mae Rugg has 83.75 hours for 8th and Judith Patterson followed with 72.35 hours. Anita Norris rounded out the group with 72 hours.

This small group accounted for 1,512 of the volunteer hours or just over 60%.

While I appreciate the efforts of EVERYONE, you can understand why I offer a hearty WELL DONE to these 10 people.

The Sandy Hook volunteers will be looking for a new ‘leader’ in the coming year as I will not be coming back. I hope the future of the program turns brighter and that it continues to flourish for years to come.
Today our society has radically changed from what was just a few decades ago. Traveling this country it is easy to see we are losing what was once celebrated about the vast land called America, differences. Diversity was something that made us special. We were the melting pot for the world. And as such our nation became a conglomeration of language, culture, food, art and architecture. People wanted to travel this land to see and experience the changes for themselves. Whole vacations were spent in our cars logging mile after mile on highways to see the Wild West, the Old South, the Heartland and every other corner of the United States. Remember the saying ‘it’s not the destination but the journey that counts’? But that was before we got scared.

Somewhere in the last 30 years someone convinced us all that diversity was bad. They guised it under the theory of being politically correct and that being equal meant identical. I’m not going to drag our social morays into this, but I do want to focus on one disturbing trend with unique significance to those reading this: the cookie cutter mentality toward town growth and development. No, not the fact that everywhere you turn you see another McMansion popping up. The trend I’m writing of is that if you were blindfolded and dropped anywhere in the US today, you could not tell what state you were in without seeing it written somewhere.

Think about that, every town now has the same fast food, Walmart, bank, malls, chain restaurants, donut store, coffee shop, convenience mart, video store, cell phone shop and transmission tower, Home Depot, and more. Carbon copies without character and without any tie to the local flavor. Yes, every so often the planning boards make these establishments try to reflect some history by hiding behind plastic facades that poorly mimic the style craftsmen built into town main streets long ago. Or the corporate owners will try to appear homespun by putting up some local nostalgia photos from bygone eras as if that will tie them to the community fabric.

But what occupied those spots before these modern day ‘needs’ sprung up? Well in Sea Isle City, New Jersey there once stood a lighthouse. I say once because for those of you who do not know, it was demolished in early September. Those associated fought a good fight for almost six years trying save that historic building. And while it would be easy to blame the politicians at so many levels throughout the state, it would just be scapegoating. They simply play to the masses in order to hold the office, so in effect it’s the people who are ultimately at fault. The people failed to save the lighthouse because they were scared.

They were scared to be different, to not be identical with every other shore town. To be considered less affluent, less refined because they might have to get their coffee from the diner and not that trendy new store with cute Italian sounding names for the sizes. That might result in a ‘less desirable location’ tag being hung on the town and in property terms that means lower value. Remember we aren’t discussing homes like families had 30 years ago. Now everything is an asset and disposable, like cars and wedding rings. The last thing you want is to have some old building costing the town money and not some nice new commercial ratable instead.

Our priorities are being skewed more than ever. We need to understand that the culture of fear goes beyond terrorists and bullying. That old ghost in the closet of keeping up with the Joneses is more prevalent than ever. And it’s drawing down on the lights we love. Absecon in Atlantic City is being overrun by a glass and steel monolith. Dozens of lights have been sold to the highest bidders and many others await demolition if caretakers can’t be found. We are systematically wiping the slate clean of our history under the pretense of fiscal impoverishment. But in reality the few cents per household in tax lost or gained by replacing these historic icons with other concerns is a pittance compared with the burden that will await a decade from now.

When those trendy stores aren’t chic anymore and that property is closed and out of business what then? No one right now cares because we’re told by the developers that won’t happen. Things will just keep getting better and better. You can never have too many high end commercial properties or enough residential rentals. The fear is not having them. The fear is being different. The fear is not being profitable. But the question is why when the cost is our heritage.

I’d like to thank all the members of “The Friends of Ludlum Beach Lighthouse” and those of you in NJLHS who helped us try to preserve this lighthouse, even if it was just a shadow of its former self. We may have lost this battle but the war to protect our maritime legacy continues and hopefully the lesson here will rededicate each of you to the continuing efforts.

THE LAST DAY OF LUDLAM BEACH LIGHTHOUSE 1885 - 2010

Elinor Veit

Front View

Rear View

You saved and preserved the Lighthouses in North Wildwood and Atlantic City.

Why didn’t you save me?
A MESSAGE FROM MEMBERSHIP  
Linda & Bob Gleason and Carol & George Naill  
Membership Co-Chairs

We had a good time greeting and signing everyone in at the meeting in Lewes Delaware. We look forward to seeing all our members, old and new, at the next meeting. Guests are always welcome to our general membership meetings.

Meeting Attendees:
There were 58 members, and 9 guests (grand total of 67) who attended our meeting at the Presbyterian Church in Lewes, DE. Please remember to sign the book. We want to make sure there are enough seats for you at future meetings!

Nametags:
Nametags can be purchased at each meeting. The price includes shipping to your address. You have 3 options for the backing: standard pin ($6.00), double butterfly clutch ($6.00) or you can order a magnet for $7.00. Stop by the Membership table to place your order.

MY SPECIAL PLACE  
Shannon Masin

My name is Shannon Masin (Frankenbush). I have been a member of the NJLHS for over 2 years and I’m from NJ. I have been fascinated with Lighthouses since a young age and love to go to the beach every summer. I joined the NJLHS in 2008. Last year I got to attend the 10 year Anniversary of the Lighthouse Challenge with my boyfriend of three years, David Masin who took me on the Challenge because he knew how badly I wanted to go.

Well, as those of you who went know, the weather was bad last year during the Lighthouse Challenge, but we went anyway. We attended on Saturday, October 17, 2009. We visited and climbed Sea Girt, Tuckerton and made it to Cape May Point for one of the last climbs of the night. Dave was acting a little strange and I had a feeling he may propose to me, but wasn’t sure. After we climbed Cape May Point and tried to go out to look outside, we couldn’t see anything due to all the wind and rain. So after I got my Passport Book stamped, Dave and I were sitting in my car in the Cape May Point parking lot looking out of the sunroof at Cape May Light lighting up and going around and watching the rain drops, Dave popped the question and I said yes!!

After that we celebrated by going out to dinner at the Lobster House in Cape May and we stayed down in the area for the night, even with all the flooding going on. It was so memorable and special to us as well because as a child I would stay with my family in Cape May every summer for a week and Dave had family who lived down there.

Well we got married on June 12, 2010 this year in Flanders, NJ and we live in Pisataway. We will be staying in Cape May at a Bed and Breakfast to celebrate our engagement anniversary and of course visit Cape May Point again during the Lighthouse Challenge this year (2010)!

GET-A-WAY WEEKEND ON SHEFFIELD ISLAND
Apryl Roach, Trips Chairperson  
Photos by Marty Hudspeth

After many months of communication and planning, members of the New Jersey Lighthouse Society received a very warm welcome upon arrival by Greg Bakes and his assisting staff at the Hilton Garden Inn, located in Norwalk, CT on Saturday, August 7, 2010. There was a sign at the front desk acknowledging our group and the accommodations were comforting inclusive of the fresh baked, yummy cookies available 24 hours a day.

Irene Dixon and her assistant Daniela of the Hilton Garden Inn arranged van shuttles for the members to transport us from the Hotel to the ferry dock, leading us to an anticipat-ed wonderful trip ahead to Sheffield Island. We had the found fortune to receive the knowledge and wisdom of Captain Mark and Tony, who were very gracious in sharing information, explaining the sights along the way, and the associated history which was invaluable, sincerely appreciated and well received. There were spectacular photo opportunities and the view as we approached Sheffield Island was breathtaking. Once we docked on the Island we were greeted by Taylor who extended a heartfelt welcome and the hospitality we received thereafter was memorable and set the pace for the hours we would spend on such beautiful ground. We were able to visit the lighthouse, take countless pictures

Continued on Page 5
and shop at the gift shop which was opened for our visit.

Next we were greeted by the chefs for an exclusive and private clam bake on Sheffield Island. It was amazing! From the beginning with clams and mussels, to corn, grilled potato chips and vegetables, to a variety of chicken, steaks, salmon and the largest whole lobsters, we barely had room for the homemade strawberry shortcake topped with fresh whipped cream!

After a good night’s sleep, we had a delightful breakfast at the Hilton Garden Inn. The perfect ending to a wonderful venture and, without any doubt, it was time well spent in Norwalk, CT!

At this time we are coordinating a return to Sheffield Island. We will visit some of the hidden lighthouse treasures in the surrounding area which Captain Mark has confirmed this will be well worth the return trip which is scheduled for August 6 – 7, 2011. Additional details will be available on the website www.njlhs.org in the near future. We hope you will consider joining us in 2011!

**2011 TRIPS IN PROGRESS**

*Apryl Roach*

**May 21, 2011:** Sailing up the Delaware River Boat Trip

**June:** (Date TBD) Long Island Sound Cruise, 1 day or possible overnight package

**August 6, 2011** - Return to Sheffield Island plus additional hidden treasures, (Clambake only) **August 6 – 7** - Overnight get-a-way weekend package at the Hilton Garden Inn – Norwalk, CT

**October 22 - 30, 2011** Southeastern Coast Lighthouse Tour, Georgia, South & North Carolina

Note: Bruce Coast Lighthouse Tour, Ontario, Canada - Approximately 1 week is being considered for 2011 or 2012

Please visit our website at www.njlhs.org for updates and details as they become available. Send all inquiries to trips@njlhs.org

**IT’S RENEWAL TIME!**

Your Renewal Applications will be available at the membership table at the December meeting. If you’d like to pay your dues that day, please do so and you will receive your new membership card. If you will not be at the meeting, your application will be mailed to you. Also available will be the Gift Membership Applications--give the gift of NJLHS to that special person!

Where is this lighthouse? Answer in the next issue of THE BEAM
Charles Henry Wingate, a friend and a long-time resident of Wenonah, NJ, was born November 17, 1920 and died March 3, 2009. Charles grew up in the Tinicum Lighthouse. Below is the speech he gave to many groups about his life and Tinicum Lighthouse.

My father, Henry C. Wingate, served in the Spanish American War and then worked as a trolley operator in Wilmington, DE. In 1905, he entered the lighthouse service and he was keeper on 10 lighthouses and a lightship in the Delaware Bay until 1919. You lived a rather lonely life as a normal schedule was three weeks on and one week off. Usually, fishing provided their only fresh food and they relied on dry stores such as dry beans. One time he fell from a platform to the rocks ten feet below. There was usually a railing on the platform but some carpenters had been there that day making repairs and had taken it away.

In 1919, he accepted a transfer to a shore station, the Billingsport Front/Tinicum Island Front Lighthouse in Paulsboro, NJ, at a salary of $840 per annum. In addition to the lighthouse there were several out buildings including an oil house which stored kerosene and paint. There was a barn and a combination chicken house, shop and coal storage bin, along with a privy (three-seater). From the house there was an elevated walkway about 30 feet above sea level to the tower. The fog signal was a 2,000 lb bell, which was hung from the front of the tower. The striking machinery could operate for 3 hours and 45 minutes on one winding and it delivered a double blow every 30 seconds. When the fog signal was operating, the weight had to be wound up every hour. One time it was in continuous operation for over three days.

There was five acres of land enclosed by a fence. Once a year it was my job to white wash the concrete fence posts. There was a large lawn and the grass was cut with a hand lawnmower.

The two range lights were first lit on the evening of December 31, 1880; the two lanterns stood side-by-side in the small tower attached to the front of the house, each shining out a separate window of the tower to help mark their respective ranges. As changes occurred in the alignment of the shipping channel over the years, alterations had to be made with the locations of the lights of the range so that they would continue to accurately mark the center of the channel. In 1887, construction was begun on a detached frame tower about 50 feet east of the original lantern room and on August 15, 1887, the lights were moved into a new tower and lit for the first time on the altered ranges. The ranges were realigned with the channel again in 1908, as the position of the light was moved and a new tower was built.

The keeper was responsible for keeping a daily log and maintenance, such as painting the tower once a year. When I became a teenager, I assumed this responsibility and I drafted as many friends as possible to help, usually on a Saturday morning. They were rewarded with the grand sum of 50¢. This was a fair amount during the depression. One Saturday morning while we were painting the tower, a brother of one helping showed up and started arguing with his brother. When he reached up to hit his brother, he was hit with a 4” paint brush across his face. My father took him up to the oil house and with waste and kerosene cleaned him up. I also helped with cutting the wood for the wood stove and carried the coal scuttle for the remaining stoves, including the coal range for cooking.

My father loved to garden and he willingly shared his bounty with others who were less fortunate in the Depression. He would use herring that he had netted from the Delaware for fertilizer; the dose being one herring for each hill of lima beans. My mother, Bessie Metcalf Wingate, liked to cook and it was not unusual for friends to drop in at supper time, knowing that my mother would ask them to stay. One friend confessed the obvious that he did it on purpose. When the maintenance men came to service the light, they would enlist me to get my mother’s home made doughnuts for them. Canning was a high priority and many jars of fruit and vegetables filled the shelves in the cellar.

My father checked the list of incoming ships. If one of them was a fruiter, he would watch for it and row out and meet it wearing his lighthouse hat. As he knew most of the pilots, they would spot him and throw over a stalk of bananas.

One winter, the river was frozen solid and there were 17 ships stuck in the ice between the lighthouse and the Navy yard. It was the job of two ice breakers during the winter to keep the channel open.

One day my father was painting the platform around the tower and he noticed a large fish caught in the shallow water. He got a rope and pulled it in. It was taken to Philadelphia and sold. It was a sturgeon 8’9” and 310 lbs.

The well was the source of all fresh water and also served as a refrigerator in the winter. Once it was determined that oil from the refinery was contaminating the water they ran a water line into the house. We then had running water for the bathroom and kitchen. An electric line was run in to electrify the tower lights and provide lighting for the house. There was also a cistern to collect rainwater, to be used for washing clothes.

The Wilson Line would run nightly trips from Philadelphia and turn around in front of the lighthouse. One night a fellow bet a friend $5 he could swim from the ship to shore. He didn’t make it and washed up on the beach near the lighthouse. Over the years my father recovered about six bodies and he received from the county $2 for a male and $5 for a female. Another night, three blasts on a whistle were heard. A tug was towning a barge and was shortening the hawser. The barge ran over the tug, which sank and three lives were lost.

Winter also provided challenges. We were often snowed in and we walked shoveling drifts to get through. It was roughly a 1 ½ mile walk to school. One winter night the temperature dropped below zero and when I got to school the pipes had burst and water was flowing down the stairs. That was the night the congolem factory burned down and the water froze in the fire hoses.

Quarterly the inspector would visit each station. Word would pass that the inspector was in the area and there was a frantic time getting everything ship shape. We would check the log, the lighthouse and even the house, opening closet doors to see if everything was orderly.

In later years, the keepers of the other tower lights in the area were retired and those
**NJ LIGHTHOUSES CALENDAR OF EVENTS**

**Marty Hudspeth**

**ABSECON LIGHTHOUSE**

Saturday, December 11, Holiday Celebration. Please join us at the Lighthouse for light refreshments, holiday cheer, sing alongs, and tree lighting to get you in the spirit! “Holiday Cheer,” a professional a cappella caroling group, will sing carols of the season. A lighthouse climb to view the spectacular Atlantic City skyline at night is included. Guests will enjoy the official lighting of our Christmas tree and have a chance to do some holiday shopping in our charming gift shop. Light refreshments will be served. Doors open at 6:00 PM. Tickets are just $25 per person to benefit Absecon Lighthouse.

**CAPE MAY LIGHTHOUSE**

The Cape May Lighthouse is an 1859 structure with 199 steps to the watch gallery for a panoramic view of the Jersey Cape and Atlantic Ocean. Visitors can take the famous climb to the top through Jan. 2, 2011. The Cape May Lighthouse is open Saturdays and Sundays, Dec. 4-19 from 12 PM to 3 PM and daily Dec. 26-Jan. 2 from 12 PM to 3 PM. The Cape May Lighthouse is located in Cape May Point State Park, Lower Township. Admission to the Visitors’ Orientation Center and the ground floor of the Lighthouse is free. Tower admission is $7 for adults, $3 for children (ages 3-12). For more information, call 609-884-5404 or 800-275-4278 or visit www.capemaymac.org.

**RECIPE CORNER**

**Marty Hudspeth**

**Olive Salsa by Judy Boucher**

1 (7-oz.) jar pimento-stuffed green olives 1 (6-oz.) can pitted black olives 1 lg. tomato 2 garlic cloves, minced 2 T. extra-virgin olive oil 2 tsp. red wine vinegar 4 oz. crumbled feta cheese

Drain and coarsely chop the green and black olives. Core, seed and coarsely chop the tomato. Combine olives, tomato, garlic, oil and vinegar. Toss gently. Cover and refrigerate at least 1 hour. At serving time, add feta cheese and lightly toss. Serve with nachos or scoop style chips. Leftovers are good in an omelet the next morning.

**COMMUNITY OUTREACH**

**Anthony J. Albence**

2010 proved to be another enjoyable and successful Community Outreach season! NJLHS had a presence at a number of events across the state this year. This season, the Community Outreach team participated in a number of events where we have had a presence for many years, and also branched out to staff some new events—including the inaugural Hereford Inlet Lighthouse Maritime Festival and the Go Green Fair at the Red Mill Museum in Clinton, NJ. All in all, it was a great year!

At all events this season, the team has been pleased to actively distribute information on the Lighthouse Challenge of New Jersey. There continues to be a great deal of interest in this program and the outreach team did our best to support the event as it moved into its next iteration.

A heartfelt thank you to ALL of our volunteers for the 2010 season! A special note of thanks to Amy and Alan Mertz for coordinating the week-long outreach at the Warren County Farmers Fair, and to Mary Catherine Kennedy for her endless service and staffing of almost all outreach events!!

I’d also like to take a moment to again recognize our dedicated new Ways and Means chair Carol Winkle. Carol is continuing the great work of Marty Hudspeth—and has introduced a number of new innovations. On behalf of the Community Outreach Committee, thanks so much for your partnership and all your work on behalf of NJLHS.

Be sure to check the Society website and Facebook page (www.facebook.com/njlhs) throughout the “off season” for recaps of recent events and info on upcoming activities.

As always: additional/new volunteers are also most welcome. This is ESSENTIAL to ensuring a strong NJLHS presence in the community. Remember, you don’t need to be a lighthouse “expert” to be part of the team—just willing to discuss our shared interests with event patrons. There’s always someone to “fill in the blanks”. We have an outstanding base of lighthouse knowledge in our membership ranks. Consider joining the Community Outreach team for the 2011 season.

Please feel free to contact me with any info on NJ events where NJLHS might want to be represented. You can contact me via email at: cua20064@aol.com

Happy Holidays!!
SAMUEL P. JEWELL, KEEPER OF THE SANDY HOOK LIGHTHOUSE
Tom Hoffman, Park Historian, Gateway Sandy Hook N.R.A.

This is an excerpt from an 11 page story about Samuel P. Jewell by Park Historian Tom Hoffman.

There were many keepers of the Sandy Hook Lighthouse through the years, but one, Samuel P. Jewell, was there for a long time and during a period in time in which he witnessed great changes in the world around him.

From his vantage point while living on Sandy Hook and tending the light atop Sandy Hook Lighthouse, Jewell witnessed the end of the age of wooden sailing ships and the transition to iron hulled steam ships, oil being replaced by electricity to illuminate lighthouses, and the quiet, isolated, natural maritime environment all around him transformed for military purposes, first with the creation in 1874 of the U.S. Army’s first official Proving Ground, and later in the 1890’s with the additional establishment of Fort Hancock, a major U.S. Army defense site protecting the entrance to Lower New York Harbor against enemy warships.

On September 20, 1869, Samuel Jewell was appointed assistance keeper and reported for duty to Charles W. Patterson, the head keeper of Sandy Hook Lighthouse since 1861. Jewell became the Assistant Keeper of the South (also called the West) Beacon Lighthouse located on the Hook’s bayside. Patterson would serve about 23 years at Sandy Hook Lighthouse, and would be assisted by his sister, Sarah Patterson Johnson, who was appointed the Assistant Keeper of Sandy Hook Lighthouse in 1867.

Charles W. Patterson tended the main light, as Sandy Hook Lighthouse was officially referred to, and was responsible for the South (West) Beacon as well, which Jewell attended to. Patterson wore “two hats” because, in addition to being in charge of these lights, he also was appointed keeper-in-charge of the government built life-boat station located near the Sandy Hook Lighthouse. This station was built in 1855, and Patterson was in charge of it from 1858-1870.

When the government reorganized its “life-saving establishment” in 1870-1872, larger buildings were built to accommodate paid crews who would live in the building. When a new station was built near the lighthouse in 1872 Charles Patterson was appointed keeper of it, which was no surprise since he had been in charge from 1858. Two of the surfmen assigned to the station were Samuel P. Jewell, and Trevonian H. Patterson, who was the son of Charles W. Patterson. On top of that, Samuel P. Jewell was married to Emma Patterson Megill, who might have been related to Charles W. Patterson.

In 1885, Charles W. Patterson resigned as lighthouse keeper due to illness and died in 1886. When Patterson resigned, his sister, Sarah Patterson Johnson, also had to resign as assistant keeper because of the “economy” took one assistant [keeper position] away when Mr. Jewell became [head] keeper

An 1874 newspaper article made many interesting and informative comments about lighthouses and lighthouse keeping in the 3rd Lighthouse District. (which took in New York and most of New Jersey) including these observations: “At Sandy Hook are three lighthouses, which serve as beacons to the mariners; they are called the main light and east and west beacons. The main light was established in 1762 [actually 1764], and is older then the republic itself. The other lights were established in 1842.

Directly under the light, where the large lights are used, is the watch room, and a keeper is obliged to watch the light all through the night. The oil room is at the foot of the tower. At sundown the keeper, carrying two small Lucifer lanterns, ascends the tower, and by means of the lamps which he carries, lights thewick in his lens. No matches are allowed in the tower. Lard oil is used, and this is very costly, averaging about $1.20 per gallon.

Beside his routine duties tending the Sandy Hook Lighthouse and South (West) Beacon, Jewell definitely saw his fair share of interesting things during his 40 years at Sandy Hook. Some of which few lighthouse keepers experienced in their careers, and some that were shared by other keepers. One of the things most lighthouse keepers did not have to put up with was military activity on the grounds around their lighthouse. However, Jewell would see, and be affected by, U.S. Army operations on Sandy Hook.

The first was the test firing of the Sandy Hook Mortar Battery, the first concrete battery of its type to be built in America. On June 22, 1894, the first mortar stood ready to be test fired. Lieutenant Colonel George S. Gillespie, who wrote: “I will add that notice in advance of the firing was given to the Light Keeper [Jewell] of the main tower close to the battery, and station was taken by him upon the lantern gallery [the lens house] to observe [the effect of the test firing of the first mortar firing 5 rounds]. No glass was broken, and while an appreciable shock was felt there, no injurious vibration of tower or adjuncts took place.”

Another literally explosive incident that affected Keeper Jewell occurred on July 23, 1903: “A shell containing a charge of 100 pounds of powder exploded on the Proving Ground here this afternoon in a 12-inch breech-loading mortar, shattering the mortar and raining pieces of its 15 tons of metal all over the Hook. Reports from every corner of the Hook came in saying that pieces of the gun were found [up to] a mile in some places. Several narrow escapes were reported, but except for the loss of the mortar very little damage was done. A piece of the mortar demolished the bicycle of S.P. Jewell the keeper of the Sandy Hook Lighthouse. He was not on the bicycle [at the time of the accident].” For Keeper Jewell there was a happy ending, he was reimbursed $25.00 by the government for his damaged bicycle!

In April, 1909, it was reported that: “About a week before April 1, 1909, Mr. Jewell had to give up [tending the Sandy Hook Lighthouse and] on account of disability has been obliged to apply for sick leave, which has been granted him for one year. The doctor says he will never get back to duty on the ship again. Heart trouble for Mr. Jewell has been the result of rushing up those winding stairs, and he is unable to attend to his duties in keeping this important light in working order. [During the last week in March] A last rush up the [lighthouse] stairs finished him. The light was getting dim, and desiring to keep up his good record he rushed up to fix it. A character of “excellent” in keeping the vapor light had been given to him and to only one other of the keepers of this district for tending the kerosene vapor light.”

Years of climbing had finally taken their toll on Samuel Jewell. “The small salary of Mr. Jewell, with expense caused by fre-
Samuel P. Jewell
Continued from Page 8
quent sickness in the family, has not permitted him to accumulate any wealth.” One wonders what keeper Jewell thought about when his doctor told him he couldn’t work anymore as a lighthouse keeper, and if he recalled that a fellow keeper at Sandy Hook that he knew had died in similar circumstances over 20 years before:

“The body of John A. Sutton, who was the keeper of the East [North Hook] Beacon Lighthouse at Sandy Hook, was found lying at the foot of the spiral stairway at the beacon at 1 o’clock yesterday morning [October 28, 1888]. Mr. Sutton had been suffering for several months from an organic disease. He had been keeper of the light for 12 years. He was about 55 years old. Mr. Sutton leaves a widow.”

Samuel Jewell put in a claim for workmen’s compensation on May 12, 1909. However, the opinion of the solicitor for the Department of Labor dealing with government workmen disallowed Jewell’s claim: “This claim is based on an injury to the heart caused by over exertion in hurrying up the lighthouse tower to give a badly burning light proper attention. Claimant is the keeper of a lighthouse, and, as such, is not entitled to compensation under the Act of May 30, 1908,

This ruling must certainly have hurt Samuel Jewell’s feelings, especially when one considers that he had devoted 40 years of his life tending to two lighthouses at Sandy Hook from 1869-1909, as well as serving on the life-saving station crew for a short time.

On June 25, 1913, the New York Times reported that “Captain Samuel Parker Jewell, 64 years old, for 40 years keeper of the Sandy Hook Lighthouse, died yesterday [June 24], at the home of Captain Benjamin Eldridge at Ocean Port, The Captain was keeper of the lighthouse 1869-1909 when he was compelled to retire because of poor health.”

The fourth quarter meeting of the New Jersey Lighthouse Society will be held December 4th at the Chapel at Sandy Hook. Hospitality will begin at 10 am; the business meeting will follow at 11 am. Noon is lunch time, please bring your own.

The featured speaker at 1 pm will be Linda Dianto. Linda, who has a background in fundraising, has recently gained the approval of the American Lighthouse Coordinating Committee to try and move the National Lighthouse Museum at Staten Island forward. The board has been reconstituted and the state Education Department’s Board of Regents has renewed the museum’s revised charter for five years. Linda’s program will bring us up to date on all the exciting happenings out on Staten Island at the former Lighthouse Depot.

And of course the Sandy Hook Lighthouse along with the keeper’s house will be open. Happy Holidays everyone. See you at the Hook.

DIRECTIONS
From the North:
Garden State Parkway to Exit 117, pay the toll and continue straight to Route 36 to Sandy Hook. Once you cross over the new bridge going over the Shrewsbury River make a right turn for Sandy Hook. Once on the Hook, follow Hartshorne Drive along the water and Officer’s Row. The Chapel will be on the left after the History House.

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. Once on the Hook, follow Hartshorne Drive along the water and Officer’s Row. The Chapel will be on the left after the History House.

PHOTO CONTEST REMINDERS
Judy Boucher

Winning photos from March 2010 were displayed at Monmouth Beach Cultural Center October 13 – 30. They were all there, though the board outside said “Judy Boucher – Lighthouses”. Sorry about that. Communications with the folks at the Cultural Center were not the best and we will probably not display our photos there again next year.

Photos will be available for pick up at the December meeting. Also at the December meeting I will bring other photos that have not been picked up from years gone by. If these old photos are not picked up in December, they will be discarded.

Hope you have been thinking about the new categories for next year as you have been taking your photos: caisson/ spark plug, conical (round) tower, integral (keeper’s house attached), and skeletal – and the Winners’ Circle.

Winners’ Circle members will get postcards in January reminding them of their membership in this category – and Winners can only submit 2 photos in the Winners’ Circle. Those photos can be of any lighthouse.

Does anyone have a photo related speaker to recommend for the March meeting? Let me know, jamelmvp@aol.com or 845-787-4807.
In the fall of 2006 we visited lighthouses along the northern and eastern boundaries of New Brunswick, Canada (See article in the last issue of The BEAM), and in the fall of 2007 we visited the lighthouses along the southern shore, and three of the islands.

Full of excitement and anticipation, we headed back to New Brunswick early in October 2007, arriving a day and a half later. Crossing the border at Calais/St. Stephen, we traveled to St. Andrews to check on the restoration of Pendlebury Lighthouse which we visited the prior year.

After settling into our hotel in St. George for two nights, we drove to Black’s Harbour and hiked about a half mile to photograph Pea Point Lighthouse on an island just offshore in the Bay of Fundy. We easily crossed the soggy channel to the island, but found it too treacherous to climb up to the lighthouse due to the slippery rocks and kelp. Turning back after just a short time, we were surprised to find that the tide was coming in quickly and had to wade through more than ankle deep water to reach the mainland. We certainly experienced the fast rising Fundy tides! Nevertheless, we were able to photograph the 34 foot, white, concrete tower with its continuous white light attached to a square fog signal building at a distance from the trail back to the car. Several days later we took better photos of this lighthouse from a short distance to Letete Passage Light Station (Green’s Point), a 39 foot, white, octagonal lighthouse with a red cap and a nearby fog signal building. The lighthouse was decommissioned in 1999, but the fog signal is still active. This is one of the few remaining New Brunswick light stations with a keeper’s house still on site. Next, we drove to Drews Head Lighthouse in Beaver Harbour. Reaching the lighthouse involved a half mile roundtrip hike to the waters edge. This is a 28 foot, cylindrical white, fiberglass lighthouse with a red cap and door and a nearby active fog signal building.

The following morning we boarded the large Grand Manan ferry for an enjoyable 90 minute ride to Grand Manan Island, about 25 miles out in the Bay of Fundy. From the ferry we photographed the stately 28 foot, white, cylindrical fiberglass tower with red cap of the Southwest Wolf Island Lighthouse. It appears taller as it is situated on a raised island, giving it a focal plane of 128 feet, and therefore can be seen in the open water for miles. This lighthouse is on an isolated island, accessible only by boat.

As we approached Grand Manan Island, we were welcomed by the site of the Swallowtail Light towering high on a cliff jutting out into the Bay of Fundy. It is a 53 foot, white, wooden lighthouse with red trim with the keeper’s house nearby. During our stay on the island, we drove to the light station and walked to the lighthouse for a beautiful scenic view. This is one of the few lighthouses we have visited that has cables attached to it for support due to the high winds in the area. In 2004 the lighthouse was repainted by the Rotary Club and other volunteers who should be commended for their efforts in preserving this lighthouse.

Upon arrival at Grand Manan Island, we drove to the ferry wharf for a 20 minute trip to nearby White Head Island. En route, the ferry attendant helped us identify several lighthouses. The lighthouse on Great Duck Island is a square 35 foot, white with red trim tower on top of the corner of a one story fog signal building, accessible only by boat. Several New Brunswick lighthouses are built in this style. Many of these were originally established as fog signal stations and later converted to light stations. Another lighthouse that could be seen was the Grand Harbour Lighthouse just off Grand Manan on Ross Island. This square, 30 foot, wooden tower attached to a keeper’s house has been abandoned. Unfortunately, the poor thing isn’t long for this world, despite efforts to save it.

Not far from the ferry dock on White Head Island is the 37 foot Long Point Lighthouse accessible from a rough road. This is another light on top of an active fog signal building, white with red trim. A real surprise and treat from this location was to view the active Ganet Rock Lighthouse off in the distance. This is a 75 foot, octagonal, wooden tower uniquely painted with white and black vertical stripes and a red cap with cables attached to it for support. The tower is attached to a two story stone keeper’s house located on a half acre bare island in very rough seas. This isolated lighthouse is located about nine miles off the southern tip of Grand Manan Island in the Bay of Fundy. The original second order lens is now on display at the Grand Manan Museum.

The next day we took the 20 minute ferry to Deer Island. New Brunswick maintains an efficient fleet of small ferryboats operated by skilled and pleasant crews that transport vehicles across rivers and out to offshore islands free of charge. Deer Island, which has been inhabited since 1770, is about eight miles long and surprisingly hilly with winding roads. A clerk in a small store gave us directions to locate Leonardville Lighthouse, a 28 foot “peppershaker” located in a wooded area between the road and the water. Next we drove to the Deer Point Lighthouse near the seasonal ferry wharf to Campobello Island. This is a white, cylindrical lighthouse overlooking the well known “Old Sow Whirlpool”. And yes, we did see two deer on Deer Island.

Returning to the mainland, we drove a short distance to Letete Passage Light Station (Green’s Point), a 39 foot, white, octagonal lighthouse with a red cap and a nearby fog signal building. The lighthouse was decommissioned in 1999, but the fog signal is still active. This is one of the few remaining New Brunswick light stations with a keeper’s house still on site. Next, we drove to Drews Head Lighthouse in Beaver Harbour. Reaching the lighthouse involved a half mile roundtrip hike to the waters edge. This is a 28 foot, cylindrical white, fiberglass lighthouse with a red cap and door and a nearby active fog signal building.

The following morning we boarded the large Grand Manan ferry for an enjoyable 90 minute ride to Grand Manan Island, about 25 miles out in the Bay of Fundy. From the ferry we photographed the stately 28 foot, white, cylindrical fiberglass tower with red cap of the Southwest Wolf Island Lighthouse. It appears taller as it is situated on a raised island, giving it a focal plane of 128 feet, and therefore can be seen in the open water for miles. This lighthouse is on an isolated island, accessible only by boat.

As we approached Grand Manan Island, we were welcomed by the site of the Swallowtail Light towering high on a cliff jutting out into the Bay of Fundy. It is a 53 foot, white, wooden lighthouse with red trim with the keeper’s house nearby. During our stay on the island, we drove to the light station and walked to the lighthouse for a beautiful scenic view. This is one of the few lighthouses we have visited that has cables attached to it for support due to the high winds in the area. In 2004 the lighthouse was repainted by the Rotary Club and other volunteers who should be commended for their efforts in preserving this lighthouse.

Upon arrival at Grand Manan Island, we drove to the ferry wharf for a 20 minute trip to nearby White Head Island. En route, the ferry attendant helped us identify several lighthouses. The lighthouse on Great Duck Island is a square 35 foot, white with red trim tower on top of the corner of a one story fog signal building, accessible only by boat. Several New Brunswick lighthouses are built in this style. Many of these were originally established as fog signal stations and later converted to light stations. Another lighthouse that could be seen was the Grand Harbour Lighthouse just off Grand Manan on Ross Island. This square, 30 foot, wooden tower attached to a keeper’s house has been abandoned. Unfortunately, the poor thing isn’t long for this world, despite efforts to save it.

Not far from the ferry dock on White Head Island is the 37 foot Long Point Lighthouse accessible from a rough road. This is another light on top of an active fog signal building, white with red trim. A real surprise and treat from this location was to view the active Ganet Rock Lighthouse off in the distance. This is a 75 foot, octagonal, wooden tower uniquely painted with white and black vertical stripes and a red cap with cables attached to it for support. The tower is attached to a two story stone keeper’s house located on a half acre bare island in very rough seas. This isolated lighthouse is located about nine miles off the southern tip of Grand Manan Island in the Bay of Fundy. The original second order lens is now on display at the Grand Manan Museum.

The next day we again boarded the ferry and bid farewell to Grand Manan Island. Although only 15 miles long, the island and its people made our stay there very memorable. On the way back to the mainland the ferry crew helped us identify the distant lights. We were delighted that we could photograph Bliss Island Lighthouse. This is another square tower located on top of a fog signal building, white with red trim, 38 feet tall, and only accessible by boat.

To be continued in the March Issue
I first purchased a New Jersey Lighthouse Calendar at the 2008 Lighthouse Challenge. I started collecting lighthouse calendars in 2009 and was surprised that lighthouse society newsletters do not review them. After talking to THE BEAM editor I decided to review four calendars, plus a datebook I have purchased at various stores.

I went to my Barnes & Noble Booksellers and obtained a printout of all the 2011 lighthouse calendars available through this chain, listing 20 calendars of various types (wall, small square, datebook, box) and one lighthouse towel. I purchased the New Jersey Lighthouse Calendar 2011 at Barnes & Noble. According to the staff, Barnes & Noble is apparently taking a local approach to lighthouse calendars this year. Last year, they offered a calendar which featured a great many Great Lakes and New England lighthouse photos. This year, Barnes & Noble is offering, in addition to general calendars, regionally specific lighthouse calendars on the Outer Banks, New England, the Pacific Coast, the Atlantic Coast, and the Great Lakes. If you reside in New Jersey, local Barnes & Noble stores may only offer the New Jersey Lighthouse Calendar 2011, but you can order calendars focusing on other regions either through local stores or online. The 2011 New Jersey Lighthouse Calendar contains photographs of Absecon, Barnegat, Brandywine, Cape May, East Point, Great Beds, Head Inlet, Navesink, Romer Shoal, Sandy Hook and Sea Girt (16 month calendar, thus 13 photos) taken by a variety of photographers. The photography should meet the standards of quality to which purchasers of this calendar in former years are accustomed. The snow shots of Barnegat and Navesink should be of particular interest, and the same applies to the lighting in the second Barnegat and Navesink shots, the Brandywine photo, and the view of Great Beds at dusk, and the use of reflections in the Great Beds and Cape May vistas. The night photograph of Sandy Hook in a fog is spectacular.

The second calendar features photographs by Jean Guichard, a French lighthouse photographer, who achieved fame through seven photos he took of the offshore lighthouse La Jument off the coast of Brittany, France during a storm. The lighthouse keeper, Théodore Malgorne, thought that Guichard’s helicopter was a rescue helicopter and came to the door, saw the waves about to envelop the base of the lighthouse, and went back in the door. Malgorne was thus not killed, as the photo almost suggests, but was subsequently pulled off the lighthouse. Nine of the photos in this year’s Jean Guichard calendar are of offshore lighthouses off the coast of Brittany, France. The remainder are of offshore or small, rocky island lighthouses off the coasts of England, Scotland and Ireland. Many of the photos appear to be taken from helicopters or aircraft, though others may be taken from the shore. Many depict the lighthouses battered by heavy seas under threatening skies. Published by Graphique™ of France, this calendar is available at Wegmans and most locations that sell calendars.

Calendars presenting the work of one photographer (or painter) are a genre that may become less common in the future than they were in the past. Browntrout Publishers, which offers a series of lighthouse calendars (general, New England, Pacific Coast, Atlantic Coast, Great Lakes and Britain) said that it is discontinuing single photographer calendars as of 2011.

My method of selecting review calendars and datebooks was simply to walk into major store and purchase calendars which readers could examine for themselves. The calendars I selected all contain high quality photography and an interesting selection of lighthouses. Probably many readers make calendar purchase decisions upon what they find displayed in stores they frequent. The reader would not make a bad choice with this method, and for many readers it might be the best choice. But there are numerous other calendars that could be selected. For some readers, going online and either looking up the calendars which book sellers like Barnes & Noble or Borders list, or accessing the websites of publishers like Browntrout, Silver Lining or Avalanche would be a better method. The information I have suggests that many calendars are listed or published in July, though some first appear in stores in September or October. It is possible to view all images from most wall calendars on line, simply click on the back of the calendar for a display of all images.

I was able to purchase calendars featuring lighthouses from a variety of regions by a variety of photographer:

Lighthouses: A 16 Month Calendar by Mead, features lighthouses from Florida, Maine, Massachusetts, Ohio, Oregon and Rhode Island in the USA, and Puerto Rico (the famed Morro lighthouse), England, France and Germany abroad; and Lighthouses 2011 Calendar by TF Publishing, features lighthouses from California, Maine, New York, Australia, Nova Scotia, Quebec, Labrador, England, France, New Zealand, and Scotland. Many of the photos are clear, sunny day shots, but some are taken at sunset, others are taken during winter with snow on the ground, during heavy fog, or even with time exposure during early evening to produce a creamy effect of water flowing around rocks.

I also purchased the Lighthouses 2011 datebook by Silver Lining. The 28 photos depict lighthouses from California, Maine, Massachusetts, Michigan, Minnesota, New Jersey (Cape May), New York, North Carolina, Oregon and Rhode Island in the USA and Canada, England and France abroad. It is nice to see two different vistas for the Haceta Head Lighthouse in Oregon, and not always from a hill just above it. Historical notes are provided with each photograph.
IN THIS ISSUE

An Open Letter To Communities - 3
Another Year at Sandy Hook - 2
Calendar Of Events - 7
Community Outreach - 7
From The Editor’s Desk - 2
Letter From The President - 2
Lighthouses Of New Brunswick - 10
Living At Tinicum Lighthouse - 6
Membership Report - 4
My Special Place - 4
New Web Page - 7
Photo Contest Reminders - 9
Program Signals - 9
Recipe Corner - 7
Review Of 2011 Lighthouse Calendars - 11
Samuel P. Jewell, Sandy Hook Keeper - 8
Sheffield Island Get-A-Way Weekend - 4
Southeastern Coast Lighthouse Tour - 5
Trips for 2011 - 5

HAPPY HOLIDAYS FROM THE
NEW JERSEY LIGHTHOUSE
SOCIETY

DEADLINE FOR THE MARCH
BEAM IS JANUARY 23, 2011

New Jersey Lighthouse Society
The Beam
P O Box 332
Navesink, NJ 07752-0332

Presorted
First-Class Mail
U. S. Postage Paid
Caldwell, NJ
Permit No. 568