MARCH IS PHOTO CONTEST MONTH

1st Place

The Beam
As I write this I’m looking out into my backyard at four feet of snow, I’m tired of winter!!! With February comes March and spring is just around the corner. My wife and I are looking forward to traveling this year (Alaska & Norway), for lighthouse and spectacular scenery photos. March is Photo Contest time for the NJLHS. As the front cover of this issue indicates all you need is a camera. Visit a lighthouse for photos, develop your photos and pick a photo to enter the contest. This year’s contest will be held in Audubon Park, for more information on the Photo Contest see the story on Page 6. In this issue we have stories about the Apostle Islands; the Cope’s travels to New Brunswick; Guglielmo Marconi, the inventor of the wireless telegraph and his connection with the Twin Lights; and a look at the U.S. Postal Service series of lighthouse stamps in Pharos Philatelic Corner.

From The Editor’s Desk

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

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POSTCARDS THEN AND NOW

The present Gay Head Lighthouse on Martha’s Vineyard dates back to 1856. This section of the island gets its name from the multi-colored clay cliffs in the area. The original octagonal wooden lighthouse was built in 1799. Ship’s traveling the narrow channel between Martha’s Vineyard and the Elizabeth Islands had to negotiate the dangerous shoals that extended out from the Gay Head called the “Devil’s Bridge”. A Massachusetts Senator requested money to build a lighthouse to mark the Devil’s Bridge in 1796. Congress approved $5,750 to build the lighthouse in 1798 and it was lit for the first time on November 18, 1799.

By 1842 the lighthouse and keeper’s house were in need of repairs and two years later the lighthouse was moved away from the eroding cliffs. In 1854 Congress appropriated $30,000 for a new lighthouse that included a 1st order Fresnel lens. A 51 foot brick tower and a new one-story keeper’s house was built. A 1st order Fresnel lens containing 1,008 glass prisms, built by Henry LePaute of Paris, and won a gold medal at the Exposition Universelle of 1855, was purchased and placed in the new tower. The new lightstation went into operation on December 1, 1856. The new rotating lens produced a white flash every 10 seconds. The clock work mechanism had to be wound every four hours. In 1874 a red panel was added to the lens and every fourth flash was red.

A mystery started to develop in 1890. William Atchinson was assigned to Gay Head and had to resign after several months due to illness. His replacement, a healthy: Edward Lowe died a year later. He was only 44 years old. Several years later the children of Crosby Crocker became sick and four of them died within 15 months. A fifth child died 10 years later at the age of 15. Looking into the mysterious deaths it was found that the brick house was damp with mold and mildew throughout the building. In 1902 the 1856 house was replaced by a new wooden two-story house.

The lantern had been powered by kerosene since 1885. In 1952 electrical power was connected to the station and it was automated with a rotating beacon. The 1st order Fresnel lens was removed and, after several years, placed in a brick tower on the grounds of Martha’s Vineyard Historical Society Museum in Edgartown.

Today the light is known as the Aquinnah Lighthouse. Since the earliest times the area was home of the Wampanoag Indians and the area is called Aquinnah, meaning “end of the island”. In 1998 the town of Gay Head changed its name to Aquinnah.

ADDRESS CHANGE

To change your address please go to; http://www.njlhs.org/join/AddCng.pdf down load the form and mail to NJLHS, Inc. P. O. Box 332, Navesink, NJ 07752-0332.
LETTER FROM THE PRESIDENT
Brett Franks

STOPPING BY WOODS ON A SNOWY EVENING
Whose woods these are I think I know.
His house is in the village, though;
He will not see me stopping here
To watch his woods fill up with snow.

My little horse must think it queer
To stop without a farmhouse near
Between the woods and frozen lake
The darkest evening of the year.

He gives his harness bells a shake
To ask if there is some mistake.
The only other sound’s the sweep
Of easy wind and downy flake.

The woods are lovely, dark, and deep,
But I have promises to keep,
And miles to go before I sleep,
And miles to go before I sleep.

Robert Frost

In 1923 Robert Frost was like most of us now, he had snow on his mind. He wrote the poem above and one titled “Dust of Snow” in that year. Why did I choose to begin my opening address to our membership with an 88 year old poem? Well that answer is twofold. First, I’m a person rooted in history and when I think someone has said or done something as good as or better than I can, I see no reason to reinvent the wheel. We have an excellent Society, with a dedicated membership. We have what I consider to be noble and worthwhile goals for our group. There’s no reason to change this. But after 20 we have become complacent and lost focus.

Probably the main thing you should know about me as your new President is that I like the direct approach on things. My wife says it’s from being of German decent and born under the sign of Capricorn. I’m one stubborn character who believes what I think is right come hell or high water. So am I a copy of our current Governor here in New Jersey? No. I hate politics. I may not have been on this earth as long as some, but I do know there is no way to please everyone at once. And I’m not going to try. I’ll try to lead the Society to the best of my ability and along a path I think is correct.

The second part of my reasoning for the poem is that to me it reflects where I see myself and the Society now. The metaphor of the woods is our lights and it’s our darkest evening with the funding cuts historical sites have taken. Yes we could sit and watch, let things progress as normal. We can enjoy the sight; we can stand quietly and behold these icons in our lifetime. But is that enough? Once again I answer, no.

In December I called our leadership together to plan a way forward for the next five years. I wanted us to focus on our Society’s goals and to refresh our approach to everything. I doubt we can achieve everything that was discussed but I know for sure we can’t if we don’t try. So let me give you some of the highlights that our new board will begin enacting this year. Remember please that these projects are bare bones currently; we have a great deal of work to do to flesh them out and give them life. If any of these strike a tone with you, please think about offering your time and services to make them reality. It’s only through you we can make this work.

June 2014 might seem a ways off but for us it’s coming up fast. Sandy Hook Lighthouse celebrates its 250th Anniversary then and we want this to be special. We want to plan a yearlong series of events focusing attention on this, the nation’s oldest operating lighthouse. This is going to require a lot of effort and planning but I think it’s something of paramount importance to our Society. As part of this celebration we are going to petition the United States Post Office to issue a 250th Anniversary Sandy Hook Lighthouse stamp, which would be issued for the first time on June 11 2014 at the Lighthouse itself. Again, this is going to take work, persuasion and some luck.

After successfully creating, running and now passing on the Lighthouse Challenge to the association of lighthouse managers, it’s time to go back to the drawing board and develop another signature event for New Jersey Lights as only we can. We are looking at doing something for National Lighthouse Day in August, and maybe something in late spring or early summer that we could tie into our educational efforts. Education being another area we want to revamp and invigorate.

For years we have provided the film “Eye of the Mariner” in our education kits, which is an excellent resource. But after 20 years it’s time we made a New Jersey Lighthouse Society film focusing on our lights and our unique history. And along those same lines it’s time we made a concerted effort to get several wonderful books written about New Jersey Lights back into publication. Our mission is to promote the lights and all of these projects will help. However our number one resource for promoting the lights is our Outreach programs.

Through our Speaker’s Bureau we address an extremely diverse contingent of the population from grade school children to active seniors. However in recent months we have lost several volunteers from this program and have not found willing replacements yet. Our belief is every one of our members could get out and talk about the lights they love and why, but sometimes it’s a bit overwhelming to consider putting together a formal presentation. To that end we are considering developing a starter package canned presentation for everyone to use.

We are investing in technology to allow our speakers to carry this presentation anywhere with them, set up and go. Our feeling is if we can provide the core information for everyone to use that along with their personal stories, photos and memorabilia will make things easier for those who have the desire to communicate but lack the support structure. And to make that point we will be asking many of our members to speak at our Society meetings on topics they have a dedicated passion for. After all who really knows more about some of these lights than you?

Preservation, a subject near and dear to my heart. As many of you have heard at the last two meetings, we are moving forward with two major projects this year. The first is we want to team with Twin Lights to restore and display the Fresnel lens that illuminated and was recently removed from the North tower. The idea is to present this fifth order optic along with the range lens currently in the museum under a new display (pardon the pun) focusing on these rare jewels. The second project we are initiating is to work with Absecon Lighthouse to upgrade its museum displays.

With the Governor signing a recent bill that designates the lighthouse area as historic district tied into a green corridor, hopefully tourism will rise there. And on that thought we want to help make the lighthouse as outstanding an attraction for visitors as possible. We will have an opportunity to highlight different aspects of the Lighthouse that are not currently represented as well as we would like elsewhere in the state, for example the lives of the keepers and their families.

Continued on Page 4
In conjunction with our presence on FB, the Society also has a presence on Twitter. Twitter is often referred to as a “microblogging” site. (A “blog” or “weblog” is a posting on a website by an individual or organization about a particular topic or idea.) An individual, company, or organization may establish a Twitter account. I like to think of Twitter as a SMS or text messaging service that links not only one or two people directly in a conversation, but more of a shared text messaging service that spreads quick communication among a distribution list of followers who subscribe to a Twitter “feed” (an individual or organizations’ series of posts). One subscribes to an individual or organization’s Twitter “feed” to receive updates when a Twitter poster adds new content. Twitter limits posts to 140 characters (hence the term “microblog”)—so a Twitter user must “get to the point” very quickly!

We have established our FB account in such a way that our Twitter feed is automatically updated then we update our FB page. To follow the NJLHS Twitter feed, find us at: www.twitter.com/njlhs or @njlhs from within the Twitter service. If you don’t have a Twitter account, signing up is also easy and free. Visit: www.twitter.com.

Now, on to the 2011 Community Outreach season…

The team is ready to represent NJLHS at a great slate of events throughout the state. This year’s season will be marked by the return of a great event: The Spirit of the Jerseys History Fair, at its new home in Allaire State Park (Monmouth County). Please be sure to check the Outreach tab of the NJLHS website for the most updated information.

As always: volunteers (new and returning) are essential to keep our Society throughout 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.

COMMUNITY OUTREACH

Anthony Albench

Happy 2011 to everyone!!

This article will touch base on Community Outreach plans for 2011—but also review the Society’s presence in the social networking sphere (i.e. Facebook and Twitter). We are now established in these growing realms of cyberspace!

In 2010, we began the Society’s presence on the now ubiquitous social networking site, Facebook (FB). Even if you are not among the 500 million plus folks worldwide now on FB, you no doubt have heard the buzz about it. The 2010 hit film The Social Network attempted to trace the genesis of this new force in our society, as well as the ups and downs of its 20-something billionaire founder, Mark Zuckerberg. Love it or hate it, FB has changed the way we connect and interact—and is here to stay!

Many NJLHS members have a personal FB page, and a number of members and friends have already connected with our page. When launched last year, the intention was to extend our reach into a new and expanding realm allowing folks to connect both locally and worldwide. We post info on meetings, activities (including Community Outreach activities), and related info on the page. The page is also open for folks to “like” it (indicating you are a “fan” of the organization—and, in fact, the original term used by Facebook to indicate one was a “fan” of an organization/cause/etc., was “fanning”). Anyone is welcome to “like” the page. NJLHS members and friends can post lighthouse photos, recollections of trips, etc., as well. You may find the page at: www.facebook.com/njlhs. If you don’t have a Facebook account, signing up is easy and free. Visit: www.facebook.com to begin!
By the end of the second day when the American yacht Columbia beat the British yacht Shamrock roundly, in a period of less than five hours, more than 5000 words had been consigned to the air and received by telegraph at the Herald office in New York City where they were reprinted in the paper and posted on bulletins in the windows. Bennett was moved to editorialize, “The possibilities contained in the development of telegraphy without wires are so important that any step tending to bring this system before the public must be of interest not only to those interested in science but also to anyone who wants to send a telegram.” Within a few years, a wireless telegraph, known simply as a “Marconi” was required on all seagoing ships and was responsible for saving many lives at sea, including 705 survivors of the Titanic.

For Sir Thomas Lipton in that October, there was failure and popularity; for Dewey a house in Washington presented by a grateful country; for Marconi a newspaper accolade. Marconi was a national hero! Barely two and a half years later, father reached perhaps the crowning point of his career, the successful transmission of a wireless signal from England to America. The feat prompted Thomas Edison to remark: “I would like to meet that young man who had the monumental audacity to attempt and to succeed in jumping an electrical wave across the Atlantic.”

What other men had been content to prove impossible, he accomplished, and this is truly greatness. The history of wireless communication has been a history of miracles. To Marconi’s vision and perseverance we owe the innumerable benefits of radio and all that stems from it.

This is an educational publication printed by the Twin Light Historical Society, a non profit group dedicated to preserving and maintaining Twin Lights Historic Site. Twin Light Historical Society, Lighthouse Road, Highlands, NJ 07732. www.twin-lights.org

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**WORD SEARCH PUZZLE**

Mike Boucher

With this being the photo contest meeting I thought it would be nice to do a word search on photography items. Some of the items on this list are old fashion to some of our younger members with our digital cameras. The answers are on Page 15.

1. S I V E W F I N D E R N C
2. B E E N T M L O F C P F E
3. E R S N A I L I I O O L E
4. P G I G T A L T T S B A E
5. V R E G T M A C L C M S P
6. P E S I H M N E S O O O H O
7. C V G W O T X L A N O U R
8. T I T T I N F U T Z T C
9. D T U E P R S E O R O T A
10. M A P A G T I R S A E E M
11. T G G L A E X P O S U R E
12. D E V E L O P A O T E E R
13. M N F O C U S P D D R P A

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The following is a transcript of the recording that may be played at the audio-station near the site where Marconi’s 1899 receiving mast was emplaced beside the North Tower.

My name is Gioia Marconi Braga and Guglielmo Marconi, the inventor of the wireless telegraph, was my father. I would like to take you back to the events of September and October 1899 and tell you the story of the first demonstration of practical wireless telegraphy to take place in America.

My father was invited to America by James Gordon Bennett, the publisher of the New York Herald newspaper, to publicize the 1899 America’s Cup races and to demonstrate the wireless telegraph. The contenders in the race were the British yacht Shamrock owned by Sir Thomas Lipton of Lipton Tea fame and the American yacht Columbia II owned by financier J.P. Morgan.

Marconi traveled from England on the Cunard liner Aurania and arrived in New York on September 21, 1899. To the reporters sent to meet him at the dock, he had a prepared statement, half confident, half defiant. It said, “We will be able to send the details of the yacht racing to New York as accurately and as quickly as if you could telephone them. The distance is nothing.”

At the Twin Lights beacon on the bluff of the Navesink Highlands, Marconi’s assistant, William Bradfield, got the receiving mast in position and explained patiently its purpose to the lighthouse keepers and signal servicemen on the reservation. They listened silently, spat meditatively and looked at him as if he had lost his mind. When Bradfield installed sending instruments on the Ponce de Leon and sea-going steamer Grand Duchesse chartered to follow the races, the crews accepted his intrusion with the solidity of seamen everywhere.

Before the America’s Cup Races could begin however, Commodore George Dewey returned victorious from the Battle of Manila Bay in the Spanish-American War and a great naval review was planned by President Theodore Roosevelt to celebrate the victory. The yacht races were temporarily postponed, and on September 30, 1899, the first wireless messages were sent to report on the progress of Commodore Dewey on the flagship Olympia and the United States Navy’s Great White Fleet of cruisers and battleships as they steamed up the Hudson River. These transmissions were the first demonstrations of practical wireless telegraphy in our history.

In the middle of October, the naval review over, the America’s Cup was moved into the news Marconi’s first message served no nautical purpose and was sent only to silence scoffers. It proved that the racecourse off the spit of Sandy Hook was one minute by wireless from Herald Square in New York.

On October 16th, the races and the transmitting began in earnest. At a rate of 50 words per minute still considered miraculously rapid, he sent 2500 words from the Grande Duchesse as she trailed the Shamrock and the Columbia on their course 15 miles out from the Sandy Hook Lightship and 15 miles back.

By the end of the second day when the American yacht Columbia
ANNUAL PHOTO CONTEST

Judy Boucher

The time is upon us for the 2011 Photo Contest at the March meeting. I hope you have selected your winning entries. The winning photos will be displayed at Sandy Hook for the month of April.

Limitations of space on the day of the meeting and for the Sandy Hook Exhibit dictate that NO PHOTOS LARGER THAN 8” X 10” will be accepted for the contest. Likewise, NO FRAMES are allowed. Winning photos will be put into black frames owned by NJLHS for the exhibit. You are encouraged to mat your photos, though that is not necessary.

The categories this year are based on the architectural style of the lighthouse:

- Caisson / Spark Plug
- Conical (Round)
- Skeletal
- Integral (Keeper’s House Attached)
- Winners’ Circle

Any member in good standing (dues have been paid) who is an amateur photographer (has not received any payment for photographs) may submit 3 photos in total. Those in the Winners’ Circle (Postcard notices were sent to each of the 27 members) can submit 3 photos in the Winners’ Circle only. All other members may submit their 3 entries in any category/categories they choose.

Each photo must be accompanied by an Entry Form. These are available at the NJLHS website: www.njlhs.org and will be available at the meeting. Do not put your name any place on the photo. Members are always interested in where the photo was taken, so please put the name of the lighthouse and its location on the back of the photo as well as on the Registration Form.

Anyone willing to help out the day of the contest is asked to please contact me via e-mail jamclmvp@aol.com or phone 845-787-4807.

FYI: Next year the annual photo contest will grow and become an “Arts Contest”. Submissions can be photos, paintings, and crafts. Rules have not yet been finalized at the time of this printing. More information to follow as it is available.

OH NO, NOW IT’S LEGOS®!!

Judy Boucher

We have Harbor Lights, Sheila’s, Scassis, etc. etc. Now we also have Legos®®. We visited Grand Traverse Lighthouse in Michigan last summer. They commissioned a gentleman, Duane Collicott, to build a model of their lighthouse out of Legos®. It took him 6 months and 30,000 Legos®!!

To see more pictures of the Grand Traverse Lego® Lighthouse go to http://test.mocpages.com/moc.php/62591.

Well Mike has fond memories of building with his son and thought maybe he too could do a lighthouse out of Legos®. So here are the first 2 he has built. The Cape Hatteras model was a grand opening kit given out at the opening of the Lego® Store in Raleigh, NC in 2009. The second lighthouse is a generic lighthouse made from extra pieces lying around. Is this just the start of another collection? Anyone else out there into Legos®? Maybe we can include them in next year’s Arts Contest.

Grand Opening “Cape Hatteras” gift. To obtain a list of bricks to build this set go to http://www.bricklink.com/catalogItemInv.asp?S=Raleigh-1

This website also lists locations worldwide where you can purchase the bricks to build this, as the kit is no longer available.

Duane Collicott’s model of Grand Traverse Lighthouse
The December Meeting Recap

Many thanks to Sandy Hook Ranger, Tom Hoffman, for arranging with Twin Lights to host our meeting at the last minute. With no heat in the Chapel at Sandy Hook the meeting had to be moved with little notice. But members managed to pack the meeting and hear Linda Dianto speak about revitalizing the defunct National Lighthouse Museum at Staten Island and how plans are moving forward. The plans are impressive and Linda is engaging the Staten Island community and gaining their support. If only the money - lots of it - can be raised, the project can move along. The goal for 2011 is to raise $1 million to launch Building 11 by 2012, the main building for the museum. For more information go to www.lighthousemuseum.org.

After Linda’s presentation members adjourned to the Sandy Hook Keeper’s House for a festive Holiday Social. Many thanks to BJ Smith and all her little elves for the delicious food.

MARCH MEETING

Directions to Audubon Park:
Do not park on the grass, you will be ticketed.

From the West and Pennsylvania: If taking I-76 (Walt Whitman Bridge)—East over the Delaware River to the first exit, (I-6676/US-130/RT-168), go to the end of the ramp, make a right onto Route 168 (Black Horse Pike) and take the first jughandle to cross Route 168 straight to the Community Center.

If taking I-676 (Ben Franklin Bridge)—Exit 1A (US-130/RT-168) and follow the above directions.

From North or South New Jersey: If taking RT. 295—Exit 28 to Black Horse Pike north (RT.-168) to Kennedy Dr. The Community Center is on your right.

If taking the N.J. Turnpike take Exit 3 to Black Horse Pike north to Kennedy Dr. The Community Center is on your right.

The December Meeting Recap

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Our vacation to the Apostle Islands began with a flight to Minneapolis, Minnesota, where we picked up our rental car and headed to scenic Stillwater, Minnesota. Stillwater, located directly across the St. Croix River from the State of Wisconsin, is a popular destination with lots of shops and restaurants. We also made a stop at two nearby wineries.

Our second day in Minneapolis unfortunately did not involve any lighthouses, but we spent a nice day at the Walker Art Center and Sculpture Gardens. The center is internationally recognized as a leading contemporary art venue and features the largest urban sculpture garden in the country. We walked around Minneapolis the rest of the day and went to the new Target Field to see a Minnesota Twins baseball game that evening.

On our next day, we headed to the North Shore of Lake Superior and stopped for lunch at the Homestead Lighthouse Restaurant outside of Duluth. The restaurant had a lighthouse tower and nautical items inside. After lunch, we continued to Two Harbors Lighthouse Station, which is the oldest continuously operating lighthouse on the North Shore of Lake Superior.

The tour is self-guided and we were able to climb the light with a wonderful view of Lake Superior and Two Harbors Breakwater Lighthouse. The Two Harbors Lighthouse Station consists of six structures and the keeper’s quarters has been restored into a bed and breakfast. We made a quick stop at the nearby Duluth and Iron Range Railroad Depot Museum, which also has a gift shop with lots of lighthouse items.

We continued north to Split Rock Lighthouse, which celebrated its 100th anniversary in 2010. We toured the lighthouse and the renovated keeper’s home. The trail down to the water offers one of the most spectacular views of any lighthouse that you will see on the Great Lakes. Our final stop for the day was Duluth, Minnesota where we toured the Maritime Visitors Center located at the foot of the famous Aerial Life Bridge. From the visitors center you can view and walk to the Duluth Harbor North, South and Inner Breakwater Lighthouses. Our hotel room in the Canal Park area offered a great view of two of the three lights - what a treat!

On our fourth day we headed to Bayfield, Wisconsin with a stop at the Bay View Park in Ashland, Wisconsin, where we viewed the Ashland Breakwater Lighthouse located on a detached breakwater off the south shore of Chequamegon Bay. We picked up a brochure at the Northern Great Lakes Visitor Center. Since the center was on our way to Bayfield, we thought we would stop, and we were glad we did. The center featured many exhibits on the region’s natural and cultural history. There is also a ¾ mile boardwalk trail and a five-story observation tower with panoramic views of Lake Superior and the Apostle Islands.

Before reaching Bayfield, we noticed a lighthouse shop called Ma and Pa’s Lighthouses in Washburn, Wisconsin, so we had to make a quick stop! After a purchase, we continued to our “home” for the next 5 days. Bayfield, Wisconsin is considered the gateway to the Apostle Islands, featuring many stores, restaurants and year round events. The Apostle Islands are a group of 22 islands in Lake Superior, off the Bayfield Peninsula, offering many outdoor activities such as boating, camping and, of course, beautiful lighthouses.

Each year the Annual Island Lighthouse Celebration is held in Bayfield. This was their 15th year. The event started on August 25th and ran for 2 ½ weeks. It was sponsored by the Keeper of the Light Gift Store. Speaking of gift shops, this store has a wonderful assortment of lighthouse items and hosts the annual celebration with different cruises and tours available to visit the lighthouses of the Apostle Islands. We were able to purchase tickets for our cruise in advance through the web sites lighthousecelebration.com or keeperofthelight.net. Due to unforeseen circumstances, some of the tours had to be cancelled. However, Mary at the Keeper of the Light did a marvelous job helping to change our tour itinerary. We were quite pleased with our final selections.

While in town, we stayed at the Bayfield of the Lake Condos. It is located within walking distance of the dock where we would begin our first of three cruises to see the Apostle Island lighthouses. Our first cruise was to Michigan Island to tour the oldest and newest lights built on the Apostle Islands. As we boarded our boat we met a lovely lady, Gloria from California who travels around the country in her RV viewing lighthouses, and was attempting to complete all of the Great Lake Lighthouses on this trip. We sailed to Michigan Island and were greeted by the Park Ranger at the dock. We had to climb the 123 steps from the bank to reach the two lights that are on the island. The two lights are located near one another and we got to view the older light and climb the newer light. The original Fresnel lens on the new light was removed, and on display in the visitor center at the Bayfield headquarters of the Apostle Islands National Lakeshore. On our way back to Bayfield, we passed by Long Island where we could view two more Apostle lights: LaPointe Lighthouse and Chequamegon Point Lighthouse.

The next day our boat cruise took us to Raspberry Island for a very informative guided tour of the restored lighthouse, named...
Apostle Islands
Continued from Page 8

“the showplace of the Apostle Islands”. The Fresnel lens for the light is located in the museum on Madeline Island. We then cruised past the picturesque Sand Island lighthouse and the Devils Island lighthouse, which is surrounded by many sea caves. This was a long day of sailing, but having great weather and smooth waters on all our cruises made the trips even more enjoyable.

We spent the next day taking the short ferry ride from Bayfield to Madeline Island, which is the largest of the Apostle Islands and the only one with commercial development. Since most of the sites were within walking distance from the ferry dock, we decided not to drive our car over to the island on the ferry. Madeline Island does not have a lighthouse, but we did walk to The Inn on Madeline Island, a resort which was rebuilt in 2001 with a lighthouse motif.

On our final boat cruise, we decided to go to Sand Island and hike the picturesque two-mile trail to and from the Sand Island lighthouse. We again met up with Gloria and hit the trail, which consisted of cleared paths and boardwalks, which made the hike easier. The island is also home to black bears. We did see bear prints, but luckily we did not encounter the mother bear or her cub that the rangers had seen the previous week. We toured the lighthouse, which is located on the edge of a cliff. There is a stairway down to the rocky coastline with great views of the lighthouse.

We ended up seeing seven of the eight lighthouses of the Apostle Islands. The Outer Island Lighthouse located on Outer Island is rarely visited by the boat tours since it is furthest away and difficult to reach. Although we thoroughly enjoyed our lighthouse experience in Bayfield, it was time to get back to Minneapolis and fly home.

On our way back, we stopped to photograph the Wisconsin Point Lighthouse at the Superior Entry Breakwater. From there, it was about 2 ½ hours before we arrived at our hotel located near the airport and the Mall of America. Our flight was leaving the next day, so we decided to check out some more gift shops at America’s largest mall (in square feet). After the four mile hike on Sand Island the previous day, walking the mall was not too challenging. However, we were ready to get back to New Jersey after a fantastic (and smooth) time on our lighthouse adventure.

A MESSAGE FROM MEMBERSHIP
Linda & Bob Gleason and Carol & George Naill
Membership Co-Chairs

Even though the meeting place was changed because of circumstances beyond our control, the Membership Committee showed up to sign in all of the members and guests who found their way to Navesink. We look forward to seeing all our members, old and new, at the next meeting. Guests are always welcome at our general membership meetings.

Meeting Attendees:
There were 85 members, and 2 guests (grand total of 87) who attended our meeting at the Twin Lights of Navesink in Highlands, New Jersey. Please remember to sign the book - We want to make sure there are enough seats for you at the 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.

Membership Numbers:
At the deadline for this issue, the membership numbers are as follows:
Single Memberships: 215
Family Memberships: 249 x 2 = 498
Total Members = 713

Gift Memberships:
Not sure what to give that person who has everything? How about a membership to NJLHS? The application can be found on the NJLHS web site. You can also get one from the Membership Team at the next membership meeting. The membership packet will be mailed to the recipient, with a personal note saying that their membership to the Society is a gift from you. Let’s get our numbers up.

New Members:
The following members have joined our Society since the December issue. Please note that if you become a member after the deadline for The Beam, you will be listed in the following issue. If you happen to meet any of these new members at a future meeting, please welcome them!
Jack Mangus Ocala, FL
Christopher Dufford Lake Hiawatha, NJ
Linette Koranda & Family Towanda, KS
Richard Kiss & Family Old Bridge, NJ
Barbara Cline Somerville, NJ
Lynn Jackson-Csak Clinton, NJ

RECIPE CORNER
Marty Hudspeth
Veal or Chicken Piccata
By Nancy Bruner

12 thin slices of veal or chicken (about 2 ½ lbs)
½ cup flour
½ cup oil
¾ cup butter
Salt & pepper to taste
¼ cup dry white wine or Holland House wine (no alcohol)
Juice of 1 ½ sm. lemons (1/4 cup)
Capers
½ Tbl. minced parsley

Pound meat thin. Dry with paper towels. Coat meat lightly with flour. Heat oil in large, heavy skillet. Add meat, a few slices at a time to brown quickly on both sides. Drain on paper towels. Pour oil out. In the same skillet melt butter over low heat, add meat (slices may overlap). Cook 5 minutes or until hot, tender and well coated with butter. Turn often, season with salt and pepper. Keep warm on serving platter. Add wine to pan drippings. Cook and stir until it evaporates, about 4 minutes. Stir in capers, lemon juice, and parsley. Cook 5 minutes longer. Pour over meat. Serve.
Lighthouses stand as sentinels of the coastline, reminders of the romance and danger of our seafaring past. Our coastlines today have fewer than one-third as many functioning lighthouses as a century ago. Yet like a well-designed stamp, a lighthouse is a touch point to something deep and meaningful to our culture. The release of Gulf Coast Lighthouses extends the popular Lighthouses series, featuring the work of Artist Howard Koslow and Art Director Howard Paine. The series also reflects some of the fascinating changes in the stamp design and production process that occurred between 1990 and 2009.

**LIGHTHOUSES (1990)**

The first release, Lighthouses (1990) was not a Postal Service series unto itself. Instead, it was one of several topical booklets celebrating popular Americana, ranging from classic automobiles to steamboats. Released to commemorate the bicentennial of the U.S. Coast Guard and the U.S. Lighthouse Service, the five-stamp set captures lighthouses from each major U.S. coastal region.

The 1990 booklet was the only Lighthouses issuance printed by the U.S. Bureau of Engraving and Printing (BEP), which explains its slightly narrower stamp format. The set also features a BEP innovation: intaglio printing using white, opaque ink. The printing approach allowed a raze, collectible error: A few booklets have been found without the intaglio ink, thus missing any denomination.

**GREAT LAKES LIGHTHOUSES (1995)**

Koslow and Paine retained the popular elegance of the series while changes were afoot in the stamp production process. Southeastern Lighthouses (2003) was produced as a pane of 20, rather than a booklet, and was the first issuance in the series to use pressure-sensitive adhesive. When the series began, fewer than 10 percent of stamps used the new adhesive. By the 2003 release, virtually all of them did. New production technologies would also affect the artwork. A source photograph misled Koslow into incorrectly locating the door of one lighthouse. Rather than repainting at the eleventh hour, digital retouching techniques were used to move the door. Yet, while solving one problem, new digital techniques would create another: A positioning error during prepress production resulted in a slight type misalignment on one-quarter of the Cape Lookout stamps.

**PACIFIC LIGHTHOUSES (2007)**

After a five-year hiatus and in response to popular demand, Great Lakes Lighthouses (1995) reunited Koslow with Paine in a collaboration that has now lasted nearly 20 years. The success of the first release turned Koslow into something of a lighthouse expert. He conducted his own research and made initial recommendations of sites to include in the second release. Koslow even commissioned a photographer to capture the lighthouses from specific perspectives. Great Lakes Lighthouses was the first lighthouse release to focus on a single region and organize the stamps geographically - one from each of the five Great Lakes. It was also the last of the series to feature traditional, water-activated adhesive.

**SOUTHEASTERN LIGHTHOUSES (2003)**

The 2-millimeter shift of the “37 USA” created a variety that was assigned a separate number in the Scott catalogue.
With the release of Pacific Lighthouses (2007), the Postal Service made the series official. The header for the 20-stamp pane bears the words “Fourth in a Series.” The issuance again proceeded geographically, tracing the arc of lighthouses from Hawaii to Alaska and down the West Coast. As always, historical significance was a factor in site selection. One example was Hawaii’s Diamond Head lighthouse, whose personnel were pressed into service during the Pearl Harbor attack, warning incoming ships by radio. Reflecting the ongoing changes in the stamp production process, Pacific Lighthouses was the first of the series to offer verso text on the back of each stamp. Early releases rarely made this use of the liner space. Today, nearly all stamps in the collectible program do.

Like all releases in the series, Gulf Coast Lighthouses (2009) reflects history this time in a poignant way. The region was devastated by Hurricane Katrina’s fury in 2005, and Biloxi Lighthouse, site of the dedication ceremony, is currently under repair. The Postal Service’s ongoing commitment to accuracy required special vigilance for these stamps. “We sent photographers down there to see what it looks like today,” Paine says. “We didn’t romanticize it. The Kennedy, Florida.”

The mystery lighthouse in the last issue of The Beam is the 68th Street Crib on Lake Michigan on Chicago’s southside. In 1935 the William E. Dever Crib was built to replace the Carter H. Harrison Crib, a 1900 building. The Harrison Crib continued in operation until 1997, due to the demand for water. The light is mounted on a steel square skeletal tower. The quick flashing white light has a focal plane of 72 feet. The other three cribs built all have the traditional light towers. The Four-Mile Crib, built in 1894 has a 30 foot hexagonal skeletal tower that flashes a white light every 15 seconds. The Wilson Avenue Crib has a round tower with a gallery and lantern room. Standing 47 feet tall it also has a quick white flashing light.

The 68th Street Crib was built 1908-1909. A red light flashes every three seconds and is mounted on a blue skeletal tower with a silver-gray lantern room. While it was being built 60 men lost their lives on January 20, 1909. Between shifts, the workers stayed at a temporary building built along side of the crib. During the morning shift change an explosion and then a fire broke out trapping over 100 workers. Lasting only 30 minutes, the fire snuffed the life out of 60 workers. Of the fire victims, 45 were so badly burned they were never identified and were buried in a mass grave at Mt. Greenwood Cemetery. Six bodies were identified, and the remaining men were listed as missing.

All the water cribs were manned until 1990 and are now automated. A crew of four would live on the crib for a week and be off a week. Their duties duties included water testing, light maintenance, and dynamiting ice dams that formed against the crib’s walls. They were also the lighthouse keepers in the early days.

Since 2001 cameras, motion detectors, door sensors and microwave links form a security zone surrounding each crib which if entered will send a signal to the Chicago Police. Buffalo, NY and Cleveland, Ohio also have water intake cribs.

### A FEW 2010 WEBSITE FACTS

**Total number of visitors:** 25,710

**Total number of pages viewed:** 61,224

**First time visitors:** 14,660

**Average daily visitors:** 59

**Top referring website:** Google

**Average time spent per visit to website:** 12 min

**Top five pages viewed:**
- My Favorite Photo
- New Jersey Lights
- Historic Documents
- Trips
- Other Events

**Top hits from other countries:**
- Canada - 1076 hits
- Germany - 364 hits
- Great Britain - 256 hits
- Ireland - 133 hits
- India - 131 hits
- France - 123 hits
Later we drove to the Point Lepreau Nuclear Generating Station, and as expected found the site closed for security reasons. However, a few nights later from our motel on the shore, we saw a light flashing in the distance. The locals informed us that it was Point Lepreau Lighthouse across the water. The next morning, with the aid of a telephoto lens, we were able to recognize and photograph the 58 foot octagonal concrete tower painted with red and white horizontal bands.

Our next lighthouse was Musquash Head outside of Lorneville. This involved about a two mile drive on a gravel road followed by about a mile walk beyond the Coast Guard gate to Black Beach. Musquash Head Lighthouse is a 46 foot white octagonal tower marked with a high single horizontal red band.

The following morning we drove into downtown Saint John to Market Square. There we saw Saint John Harbour Light on the grounds of the Coast Guard Station. This is a typical 33 foot “peppershaker” built by the Coast Guard staff. The 4th order lens was brought from the Grindstone Island Lighthouse in the Upper Bay of Fundy. That night we could clearly see this light across the water from our hotel room. Also located in Market Square is the 26 foot Digby Wharf Lighthouse, a “peppershaker” that was moved to the center of the Square from the Nova Scotia side of the Saint John - Digby Ferry. It was so gratifying to see this decommissioned lighthouse saved and maintained for all to appreciate.

After lunch, we drove to East Saint John to see Cape Spencer Lighthouse. This is a 40 foot, circular fiberglass tower painted with the top half and cap red and the bottom half white. This is a sister of Drews Head Lighthouse, but painted as a different daymark similar to our “Old Barney”. On the way back we searched for an area to photograph the Courténay Bay Breakwater Lighthouse, but could only see it on the inaccessible breakwater at a distance on the east side of Saint John Harbour. It is a 33 foot, white, octagonal tower that is missing a lantern. During World War II coastal defense artillery was installed at the Courténay Bay Breakwater Lighthouse.

Also throughout the Saint John area one can see Partridge Island Lighthouse which is a 45 foot, octagonal, concrete tower easily spotted with its bright red and white vertical stripes and red cap. Partridge Island marks the entrance to Saint John Harbour and the mouth of the Saint John River. This island reminds one of our own Ellis Island in New York, once being used as an immigration station with a quarantine area. Partridge Island is the oldest light station in New Brunswick established in 1791. (The current tower was built in 1961.) It is also historic in that it is the site of the world’s first steam powered foghorn in 1859. This lighthouse, painted a bright color as a recognizable daymark in this foggy area, can be seen from various places in Saint John as well as from the Digby Ferry to Nova Scotia.

Leaving Saint John, we traveled just a short while northeast to the charming area of Renforth, located on the east side of the Kennebecasis River, a branch of the Saint John River. In the community park near the beach is the “unofficial” Renforth Lighthouse, a 20 foot “peppershaker” with a white door. What a beautiful site to view this lighthouse with the autumn colors of the trees in the background!

Next we traveled to the northwestern side of Saint John to Green Head Lighthouse, also known as Swift Point Lighthouse. We were surprised to find that residents we asked in this area knew nothing of the existence of this lighthouse, let alone directions to reach it. Following the unclear directions we had, we started out on the “easy” half mile walk from a gate along the road. After about 45 minutes of walking and randomly selecting forks in the gravel or dirt roads, we approached a residential area and spotted two residents getting out of their car. The two people reminisced about their youth and good times in the nearby woods around the lighthouse, and then told us our car was parked just around the corner. So after our 45 minutes of walking in a complete circle, they gave us better directions to the lighthouse, such as following landmarks like the power lines and turning at the left fork. We finally reached the neglected Green Head Lighthouse, only to find that we could have easily photographed it from the residential area just across the river. But, then we would have missed the adventure! Somehow one tends to remember and appreciate lighthouses a little more when they are such a challenge to find. This lighthouse is a 46 foot “peppershaker” that is in need of painting and repairs.

Returning to our car after this two and a half hour hike, we drove north along the west bank of the Saint John River. Local residents helped us locate the ferry wharf and gave us helpful hints for exploring the Kingston Peninsula, most importantly picking up a free map at a local general store. The Kingston Peninsula can be reached by land from the east or by crossing various branches or tributaries of the Saint John River on the other three sides. We took the free ferry from Hillendale to the western side of the peninsula and headed for the general store for the invaluable map. While the store clerk gave us specific directions for locating the lighthouses, the customers waited patiently and were eager to assist. We followed the advice of the store clerk and circled the peninsula and found the lighthouses. First we visited The Cedars, a 32 foot “peppershaker,” located on the eastern side of the Long Reach of the River. After driving back and forth along the road several times (sound familiar?) searching for this lighthouse, we stopped at the local fire station for help. There on the wall was a map of the area which also indicated all of the lighthouses. With this information and the help of friendly neighbors, we drove down a dirt road to the end, followed by a short walk down to the water and the
New Brunswick
Continued from Page 12

The Beam

lighthouse. Bayswater Lighthouse, a 27 foot “peppershaker” was easily found along the road. This light was just discontinued in November 2005. Then we had difficulty finding McColgan Point, a 27 foot “peppershaker”. We were only able to get good photos of it with the help of the ferry operator who crosses near it many times a day. The ferry operator was excited to learn that the lighthouse had a name as he always knew it only as “the lighthouse”.

Finally we found Sand Point Lighthouse, a unique small “peppershaker” atop a cast iron, red, skeletal tower, giving it a focal plane of 75 feet. It is located at the end of Sand Point Road near the Westfield Ferry Wharf. A local resident introduced us to his friend who lives in the house with the lighthouse on his front lawn. The two men served us cold drinks as we sat in the Adirondack chairs overlooking the lighthouse. From this point we could see Green Head Lighthouse (the one we hiked to earlier in the day) and learned that boats would line up these two lighthouses so they could find the channel of the river. The men shared their knowledge, stories and experiences at the lighthouse, making this a perfect end to the day. Sand Point and Green Head (Swift Point) Lighthouses were among the original six Saint John River lighthouses built in 1869. Although the Kingston Peninsula is only five miles wide and 20 miles long, we found it to be an absolute jewel hidden away, portraying life as it should be.

After spending the night on the outskirts of Saint John, we again traveled north on the west side of the Saint John River stopping at Belyeas Point Lighthouse. This is a 37 foot “peppershaker” sitting on top of a short red platform next to the beach. In spite of the heavy rains, we drove to Gagetown and again took the ferry across the Saint John River to Jemseg. The ferry operator helped us with directions to the lighthouses. We stopped first at Hendry Farm Lighthouse, another 27 foot “peppershaker” in the Village of Cambridge-Narrows, on the western side of the Washedemoak Lake, not really a lake but another arm of the Saint John River. From Hendry Farm Lighthouse, with the aid of a telephoto lens, one can see the Lower Musquash Island Lighthouse, a 37 foot inactive “peppershaker” up on stilts. This abandoned wooden lighthouse is on the Canadian Watch List. A plaque outside of Hendry Farm Lighthouse notes that boats entering the channel to Washedemoak Lake positioned their stern pointing to Lower Musquash Island Lighthouse and their bow to Hendry Farm Lighthouse to ensure safe passage. While leaving the area we were fortunate to have 4 wheel drive as we got stuck in the mud turning around near Hendry Farm.

Returning on the ferry, we photographed Gagetown Lighthouse which is located at the Gagetown Ferry Wharf. This is a 32 foot square white box lighthouse with a red cap on top of a wooden skeletal tower. Traveling south along the river towards Saint John, we stopped to photograph Hampstead Lighthouse, an 18 foot, white tower with a red square cap. This has been moved from its original site at the Hampstead Wharf to higher ground. Sadly, this lighthouse has been abandoned and is rapidly displaying the effects of the weather and neglect.

After that, we attempted to find Oak Point Lighthouse. Oak Point Park, where the lighthouse is located, is now a Kiwanis Camp. We did not search for the lighthouse as the grounds were very muddy and the camp closed. The previous day we had photographed the lighthouse from the opposite side of the river. Oak Point is a 48 foot square pyramidal wooden white tower standing on four red concrete pillars.

We only traveled to this area to see the lighthouses of the Saint John River and its tributaries. However, we found that the Saint John River Valley, sometimes called the Rhine of North America, is worthy of a vacation in itself. The area is absolutely delightful and the river views spectacular, especially in the autumn. Our longtime hobby of visiting lighthouses takes us to the most beautiful places on earth, and affords us an opportunity to meet such wonderful people.

After leaving New Brunswick at St. Stephen/Caiais, we stopped to see Whitlocks Mill Lighthouse in Maine and then returned to New Brunswick via the Franklin Delano Roosevelt Bridge from Lubec, Maine to Campobello Island. There we were greeted by a typical Canadian “peppershaker” outside the visitor center. Nearby we stopped at Mulholland Point Lighthouse, a 44 foot octagonal pyramidal wooden tower. Of course we then proceeded to Head Harbour Lighthouse, also known as East Quoddy Lighthouse. This is one of the most photographed and distinctive light houses with its one red vertical stripe and one red horizontal band forming the pattern of St. George’s Cross – the symbol of England, as a daymark. It is a 51 foot, octagonal, wooden tower that can only be reached at low tide. Built in 1829 this is New Brunswick’s oldest standing lighthouse. The Friends of Head Harbour Light Station are working to paint the entire light station. They have received help from some of our folks from the NJLHS as well as other lighthouse organizations. When we returned to the car, we spotted a magnificent bald eagle perched on a pine tree watching us photograph the light station. Before leaving the island we stopped at the visitor center of the summer home of our 32nd president Franklin Delano Roosevelt.

On the way home we stopped to photograph West Quoddy and Lubec Channel Light houses in Maine. This completed our trip of 12 days, 2196 miles, 36 lighthouses of New Brunswick, Canada, and three light houses in Maine. We now look forward to further researching the few lighthouses we missed on our two trips, followed by another New Brunswick trip to locate them (if they still exist) and revisit the scenic Saint John River.
SOUTHEASTERN COAST LIGHTHOUSE TOUR
Saturday, October 22 – Sunday, October 30, 2011

Day 1
Central or Southern, NJ area * Smithfield, NC
Depart New Jersey for a day of travel to our first overnight;
stopping for lunch. Check into hotel; group dinner.
Day 2
Smithfield, NC * Beaufort, SC,
Day 3
Beaufort, SC * McClellanville * Georgetown
Day 4
Beaufort, SC* Darien, GA * Beaufort, SC
Day 5
Beaufort, SC * Savannah, GA * Beaufort, SC
Day 6
Beaufort, SC * Hilton Head, SC
Day 7
Southport, NC * Morehead City, NC
Day 8
Morehead, NC * Kitty Hawk, NC
Day 9
Kitty Hawk, NC * Home

LIGHTHOUSES & MUSEUMS TO BE SEEN
Morris Island, Sullivan Island, Cape Romain, Georgetown,
Sapelo Island, Sapelo Island Range,
Reynolds Mansion, Saint Simons Island
Lighthouse and Museum, Tybee Island,
Savannah Harbor Light, Haig Point, Harbour Town, Hilton
Head Rear Range, Oak Island, Bald Head, Cape Lookout,
Ocracoke, Cape Hatteras, Bodie Island, Currituck Beach.

$1,669/per person double occupancy
$2,179/per person single occupancy

Deposit of $500 is due by April 15th
and the remaining balance should be
divided in monthly installments with
a final payment due by August 15th,
2011

All checks should be payable to
“NJLHS” and mailed to:
A. Roach
291 Hampshire Drive, Plainsboro, NJ 08536

All inquiries to trips@njlhs.org

Lighthouses and museums to be seen:
- Morris Island
- Sullivan Island
- Cape Romain
- Georgetown
- Sapelo Island
- Sapelo Island Range
- Reynolds Mansion
- Saint Simons Island Lighthouse and Museum
- Tybee Island
- Savannah Harbor Light
- Haig Point
- Harbour Town
- Hilton Head Rear Range
- Oak Island
- Bald Head
- Cape Lookout
- Ocracoke
- Cape Hatteras
- Bodie Island
- Currituck Beach

All trips are limited to a maximum of 42 participants
due to maximum boat restrictions on certain tours, therefore
the trip will be on a first deposit received basis.

DELAWARE RIVER BOAT TRIP
May 21, 2011

FROM: Fortescue, NJ
DEPARTURE TIME: 8:00 AM

LIGHTS TO BE SEEN:
- Barker Range
- Bellevue Range Lighthouse
- Bellevue Range
- Billingsport Range
- Bulkhead Bar Range
- Cherry Island Range
- Chester Range
- Christina River
- Deepwater Range
- Eagle Point Range
- East Horseshoe Range
- Eddystone Range
- Lightship Barnegat
- Liston Range
- Liston Front Range Lighthouse
- Marcus Hook Range
- Mifflin Range
- New Castle Range
- Reedy Island Range
- Tinicum Range

THINGS TO BE SEEN:
- Chesapeake & Delaware Canal
- Nuclear Generating Station #2
- Delaware Memorial Bridge
- The Port of Wilmington
- Philadelphia Airport
- Philadelphia Naval Shipyard
- USS Olympia
- USS New Jersey
- Walt Whitman Bridge
- Benjamin Franklin Bridge

COST: $80.00 per person (A
fuel surcharge may be added
to the cost of the trip if the fuel
costs rise.)
RETURN: 5:00 PM

Bring your own food, drinks and
snacks for breakfast and lunch.

THIS TRIP IS LIMITED
TO 50 PEOPLE AND
WILL FILL UP FAST

Name: ____________________________
Address: ____________________________
City: ____________________ State: ___ Zipcode: ______
Contact Phone: ______________ Number in Party: __________
Email: ___________________________
New Jersey Lighthouse Member?  ___ yes  ___ no
Make your check payable to NJLHS and mail your check and
the above form to:
A. Roach
291 Hampshire Drive
Plainsboro, NJ 08536

2011 TRIPS IN PROGRESS
Apryl Roach

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, Geor-
gia, South & North Carolina
Note: Bruce Coast Lighthouse Tour, Ontario, Canada - Approxim-
ately 1 week is being considered for 2012.

Please visit our website at www.njlhs.org for updates and details as
they become available. Send all inquiries to trips@njlhs.org
**NJ LIGHTHOUSES - CALENDAR OF EVENTS**

**ABSECON LIGHTHOUSE**

Events are held at the lighthouse unless noted**

Call for ticket prices & information at 609-449-1360

**Saturday, March 19** “Lighthouse Empire – The Rum Runners” Murder Mystery, 7:00 pm, Includes Full Moon Climb, $25 per person

**Friday, April 15** Guys’ & Girls’ Fashion Show & Fishbowl Auction, 5:00 pm, $25 per person, location TBD

**Sunday, May 8** Mothers Day – Moms Climb Free

**Sunday, May 22** Be a Pirate Day, 11:00 am With The Philadelphia Fight Ensemble’s, $10 for kids, $5 for adults “The Hunt for the Golden Albatross” at 1:00 pm followed by a Pirate Cruise aboard Atlantic City’s ‘Cruisin One

**Friday, June 10** Golf Tournament, 1 pm Shotgun Start, $100 per player McCullough’s Emerald Links, Egg Harbor Township**

**Sunday, June 19** Fathers Day – Dads Climb Free

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**“LIGHTHOUSE CHALLENGE OF NEW JERSEY” SET FOR OCTOBER 15 & 16, 2011**

The New Jersey Lighthouses and select affiliated museums will host a “Lighthouse Challenge of New Jersey” weekend on October 15 & 16, 2011. Visitors will enjoy the opportunity to tour the state and visit each lighthouse over the weekend, and help raise funds for continued lighthouse preservation.

Hours of operation for each lighthouse can be found on lighthouse and museum websites listed below, and at www.lighthousechallengegenj.org, www.njlhs.org and www.visitnj.org. Night climbs will be offered as well at Absecon, Cape May, Sandy Hook, Tinicum and Tuckerton Seaport.

Whatever lighthouse you choose to begin your journey on the challenge, a tri-fold souvenir pamphlet will be available for purchase for $1.00. As you visit each lighthouse your souvenir will be stamped as proof of each visit. This will be your souvenir to commemorate your participation in the event. The lighthouses encourage the public to take advantage of this special weekend to financially support and preserve the maritime history of our state as we face the same economic challenges as other sectors of commerce.

- Absecon
- Barnegat
- Barneget Light Historical Museum
- Cape May
- Cape May County Museum
- East Point
- Finns Point
- Hereford Inlet
- Navesink/Twin Lights
- Ocean City Life Saving Station
- Sandy Hook
- Sea Girt
- Tatham Life Saving Station
- Tinicum
- Tuckerton Seaport

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**THE OLDEST ACTIVE LIGHTHOUSE**

With Sandy Hook Lighthouse being the oldest operating lighthouse in the United States, 1764, where does it stand in relation to other older active lighthouses? There are many inactive lighthouses around the world. England has many inactive lighthouses still standing from the earliest times. The oldest is the Dubris Pharos located in the Dover Castle. It was built between the years of 130-150 AD by the Romans. This is the tallest surviving Roman ruins in England. A fire was lit from the top of the tower. In the 12th Century it was surrounded by the Dover Castle.

- La Coruña, Spain
- Hook Head, Waterford Harbor, Ireland
- Punta San Raineri, Messina, Sicily
- Cordouan, Pointe de Grave, France
- North Foreland, Broadstairs, England
- The Skerries, Carmel Head, Wales
- Casquets, Alderney Is., Channel Islands
- Sambro, Nova Scotia, Canada
- Guia Range Rear, Cascais, Portugal
- Sandy Hook, New Jersey
- Mull of Kintyre, Southend, Scotland
- Pentland Skerries, Brough Ness, Orkney Island
- Haulbowline, Carlingford Lough, N. Ireland
- Green Point, Cape Town, South Africa
- Panagia, Panagia, Greece (Port Gayo)

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**WORD SEARCH ANSWERS**

**S V I E W F I N D E R N C E**

**B E E N T M L O F C P F E**

**E R S N A I L I I O O L E**

**P G I G T A L T T S B A E**

**V R E G T M A C L C M S P**

**P E S I H M N E S O O H O**

**C V G W O T X L A N O U R**

**T I T T T I N F U T Z T C**

**D T U E P R S E O R O T A**

**M A P A G T I R S A E E M**

**T G G L A E X P O S U R E**

**D E V E L O P A T O E E R**

**M N F O C U S P D D R P A**

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