From The Editor’s Desk

What an issue this is, with the many stories on trips that our members have taken this summer. Judy and I went on the Harbour Lights 20th Reunion cruise to Alaska in June along with several other members of NJLHS. We spent several days before and after the cruise photographing the lighthouses of Washington State (see Page 3). We had a chance to see many different types of lighthouses along the way and some very remote ones in Alaska (see the Bishop’s story on Page 6). For some of us hard core fans the trip was paradise, with only a few actual “lighthouses” I was able to shoot over 100 aids to navigation during the trip. There’s a report on the very successful, but long trip up the Delaware River (see Page 5) and the return to Sheffield Island also on Page 5. Keep your travel stories and photos coming.

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Well, we had a real nice day for our June Meeting. You could not have asked for anything better. We met at Riverview Beach Park in Pennsville, NJ and were probably about 200 feet from the river’s edge, with a great breeze coming off it keeping us cool. Our members got the chance to visit the Marcus Hook Rear Range Lighthouse in Edgemoor (Wilmington) Delaware and climb it as well, thanks to the Coast Guard Aids to Navigation Team. We also had a great spread of food for our picnic from Acton’s Pig Roasting. There was enough there to feed a group three times our size and everyone seemed to really enjoy it. However I think the biggest hit of the meeting was the entertainment we had from Jeff Probert and the River Road Band. Their music was just the right mix for a sunny summer picnic at the site of an old Delaware riverfront amusement park. I just wish everyone would have had the opportunity to be there and enjoy a great social event.

For our next meeting we’ll be heading to North Wildwood, NJ in the area near Hereford Inlet Lighthouse. You’ll need to visit the web site for details on this meeting as we draw closer because as of the writing of this article, no detailed arrangements have been made. Why, you ask? Because we still do not have a Programs Chairperson. I realize this makes things more difficult not having the year’s events and locations all planned out, but unfortunately until someone assumes the mantel for this job, the Board is handling this in our spare, spare, spare time. Which is pretty much non-existent. I have to thank the Board for all the help they have provided me on the first two meetings we’ve done this year and I know they will help with the remainder as well, but we really could use someone to pull all this together and give us some stability for planning.

That said, please keep up to date by visiting the web site upon receipt of this Beam and all the specifics should be there. I have some ideas for the presentation but until I get commitments I won’t make promises to you. I will promise it will be an interesting program and might have to do with some NJ lore appropriate to the season. So go check the web, there might even be another surprise waiting there for the first 30 or so people who check.

ADDRESS CHANGE

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The next day, after a wonderful breakfast, we bid our host a hearty thank you and started a full day of lighthouse adventures. The day was a true Seattle day, overcast and misty. We drove to our first light of the day: Point No Point in Hansville. Built in 1879, it marks the point where Admiralty Inlet and Puget Sound meet. It is also where the Territorial Governor and several Indian tribes signed a peace treaty ending the Indian wars in 1855. The lighthouse was automated in 1977 and the keeper’s house was used as Coast Guard housing until 1998. The 1898 4th order Fresnel lens was in operation until 2006, when it was replaced with a modern beacon mounted on the outside. A white light flashing three times is shown every 10 seconds. The U. S. Lighthouse Society moved here from San Francisco in 2008. One half of the duplex quarters are offices while the other half is rented out as a vacation getaway. After a couple of hours visiting some friends at the lighthouse we moved on to the next light, Skunk Bay.

The Skunk Bay Lighthouse was built by author and former light house keeper Jim Gibbs in 1964. He sold it to his neighbors in 1971 and it is now used as a clubhouse. It’s located just north of Point No Point Lighthouse. The grounds are private and closed, but the lighthouse can be seen from the road. Mr. Gibbs used the plans from the Mukilteo lighthouse and, with the permission of the Coast Guard, used the lantern room from the abandoned Smith Island Lighthouse. The 30 foot tower has a focal plane of 210 feet with a fixed red light and is a private aid to navigation.

We headed north to our next light at Fort Flagler State Park on Marrowstone Island. The first Marrowstone Point light was just a lantern on a pole in 1888. It was located below a high bluff on a spit of land. A fog bell was added in 1896 along with a ½ story keeper’s house. The Army started building Fort Flagler in 1897 on the bluff overlooking the light station. It was one of three coastal forts that protected the entrance to Puget Sound and Admiralty Inlet. Completed in 1899, it was closed in 1953 and the state purchased the land and made it a state park. A small concrete tower was built in 1902 and the light was moved there. The fog bell proved to be inadequate and, after experimenting with other fog signals, a concrete building was built in 1918 to house the three large trumpet fog horns. It’s not known when the light was moved to the concrete building. Automated in 1962, the light station is now home for the Marrowstone Marine Field Station and Fort Flagler is now Fort Flagler State Park.

Backtracking south on the island, we went to Port Townsend and its two lighthouses, one a faux and one an active light. The first light, located southwest of downtown was the Dimick faux light. This private home was built in 1900 and is a replica of Mukilteo Light and is not an aid to navigation.

We then drove through Port Townsend, a nice hilly, seaside town, to reach the Point Wilson Lighthouse northeast of downtown. This point marks the end of the Straits of Juan de Fuca and the beginning of the Puget Sound to the south and the Admiralty Inlet to the north. As early as 1865 a church bell rung on foggy days to warn mariners of this point of land. Like the Marrowstone Lighthouse, the Point Wilson Lighthouse was built below the bluffs on a spit of land in 1879. The wooden tower for the light extended from the roof of the keeper’s house. The site also included a fog signal building. The light was a fixed white light with a red flash every 20 seconds that could be seen for 13 miles. In 1914, a new fog signal and lighthouse were built and the light was removed from the keeper’s house. The new tower, now part of the square fog signal building,
is 49 feet tall and octagonal in shape. The 1879 4th-order Fresnel lens was moved from the old tower to the new tower. It has an unusual light pattern: a white light for 15 seconds followed by 5 seconds of darkness during which a red light flashes in the middle of the darkness. The light was automated in 1976. The old keeper’s house was used as Coast Guard housing until 2000. Located where it is, at the confluence of two major bodies, water erosion has been a major problem over the years. To slow the erosion of the sandy beach around the lighthouse, 1,500 tons of rocks were placed on both the east and west side of the lighthouse. In the long term the building will have to be moved further inland.

After we took our photos and enjoyed the area, we spent some time in the downtown area while waiting for our ferry ride across the Admiralty Inlet to Whidbey Island. Crossing the Inlet we could see the Admiralty Head Lighthouse in the distance. The ferry docked just south of Fort Casey, another coastal fort.

The first Admiralty Head lighthouse, built in 1860 and first lit on January 21, 1861 was a wooden two-story house that incorporated a tower through the roof. It was also known as the Red Bluff Lighthouse because of the 80 foot red clay bluffs on which it sat. The 4th order Fresnel lens shone through red glass.

The building of Fort Casey in 1890 required the rebuilding of the lighthouse as it sat on a strategic location for a gun battery. A new lighthouse was built just north of the fort and the old wooden lighthouse was moved and used for various uses at the fort until it was torn down in 1928. The new lighthouse built in a Spanish style, was first lit on June 25, 1903. The two story building contained 3 bedrooms on the second floor and a kitchen, dining room and living room on the first floor. The tower was connected to the building by a small walkway. The light was short lived. It was decommissioned in 1922. Because boats were steam powered and stayed close to the western shore, the light was not needed. The lantern room was removed from the building in 1927 and moved to the newly rebuilt New Dungeness Lighthouse tower.

The vacant lighthouse was repainted olive drab during World War II and used as barracks for the fort. After the war the building was vacated and sat vacant until the Island County Historical Society started restoring the building. They repainted the building and rebuilt the lantern room. Today the building houses a museum and gift shop on the first floor.

We arrived after the lighthouse and museum were closed, but the grounds were open, so we took some photos before we headed to our hotel in Oak Harbor.

To be continued in the next issue.

COMMUNITY OUTREACH

Anthony Albence

As summer winds down, I’m happy to report that it’s been another great season for NJLHS’ community outreach team. From the season’s kickoff at the re-established Spirit of the Jerseys History Fair, now held at Allaire State Park, to the long-standing Ocean County Decoy & Gunning Show (in Tuckerton) and Ocean Fun Days (at the Lobster House in Cape May—upcoming), it’s been a great season!

As I always mention: ANY NJLHS member is most welcome to join the fun and to keep our Society presence strong throughout the community. We have an impressive base of lighthouse knowledge in our membership ranks and one of your fellow team members can “fill in the blanks” if you need some additional information about a lighthouse or some historical tidbit to share, etc. Consider joining the Community Outreach team in the future! Be sure to check out where the team will be representing the Society throughout the state by clicking on the Outreach tab of the Society’s website.

I would also like to mention two additional items:

At your convenience, please let me know (via e-mail is best) of volunteer hours you serve at any of the various lighthouses around New Jersey. I would like to start documenting the thousands of hours of volunteer service our members offer to the various local lighthouse preservation and education organizations throughout the state.

We need to replenish supplies of brochures, etc., on the various lighthouses of New Jersey. This is a “good problem” to have, as it means we have distributed just about all of the brochures on hand at various outreach events. If you are able to pick up brochures while volunteering at and/or visiting any of our state’s lighthouses, feel free to mail them to me at the address listed below, or bring them to an upcoming General Membership Meeting.

Remember to check out (& to recommend to others) the Society’s “face” in the social networking world. If you’re one of the more than 700 million people on Facebook, you’ll find us via a search or at www.facebook.com/njlhs. If you haven’t already done so, “like” our page! All of our Facebook content automatically publishes on the micro-blog site Twitter. You may find us at www.twitter.com/njlhs or on Twitter by typing @njlhs. Twitter is reshaping the social networking world—and NJLHS is part of the movement!

We also continue to publish notices of our General Membership Meetings to more than 75 media venues (newspapers/radio/Websites) throughout the state. If you know of any media outlet that you feel would welcome our notices, please feel free to e-mail me any info. I will add them to our media distribution list.

Finally, please feel free to contact me with any info on NJ events where NJLHS might want to be represented. You can contact me via e-mail at: cu20064@aol.com. My address is:

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On May 21 of this year the New Jersey Lighthouse Society sponsored a boat ride up the Delaware River to view the many range lights along the river. The Delaware River stretches 360 miles, from the Delaware Bay into New York State. The River forms the borders between New York, Pennsylvania, New Jersey and Delaware. We explored about 77 miles of the River. On this trip we saw 15 ranges, one former lighthouse and one former lightship. With a few exceptions, most of the range lights at one time were traditional styles lighthouses that were replaced by skeletal towers over the years. This trip gave everybody a better understanding of how range lights work.

Our trip started in the little fishing village of Fortescue, NJ. The week before the trip was rainy and chilly and the morning of the trip I woke up to a heavy fog covering the entire area. As I drove from my hotel to the boat, the fog lifted in some areas and thickened in others. Once at the boat it was like a big wind hit the area and blew out the fog and we had crystal clear skies and warming weather. We boarded the fishing boat, Bonanza II under the command of Captain Mike, and left the harbor.

Once on the Delaware River, we went up river and saw the following range lights; Liston Range, Baker Range, New Castle Range, Bulkhead Bar Range, Deepwater Point Range, the old Bellevue Rear Range, Cherry Island Range, and the Tinicum Range.

Our final destination was the former Lightship Barnegat, located at the Pyne Poynt Marina on the Cooper River in Camden. The marina has seen better days, with many derelict boats lying around and the lightship was no exception. Once we got to the Cooper River’s entrance the Captain wasn’t sure if we could enter the river because of the narrow channel and its shallowness. We could not see the lightship except for its mast sticking up above the trees. The Captain skillfully navigated the narrow, twisting channel. Everybody was thrilled that he got us so close to the boat for some great photos.

We left the Cooper River and headed to a marina in Philadelphia to take on some extra fuel. The Captain wanted to make sure we had enough, which we did, but just wanted to be on the safe side. On the southbound trip we saw the following range lights: Horseshoe Bend East Group, and the West Group (now known as Eagle Point), Fort Mifflin Range, Billingsport Range, Marcus Hook Range, Bellevue Range and the Reedy Island Range.

Along the way, besides seeing the range lights we saw many ships of various shapes and sizes. At the Philadelphia Naval Yard there were two mothballed aircraft carriers. We also passed the Salem Nuclear Plant, several oil refineries, Fort Delaware, four major bridges, the battleship USS New Jersey and many other sights.

The trip was the first time the NJLHS has ever done a trip up the Delaware River and it was a long day on the water - about 12 hours. The weather was just perfect for a day on the water.

For a second year in a row, the staff at the Hilton Garden Inn provided impeccable service to the New Jersey Lighthouse Society. Irene Dixon, the Director of Sales and Marketing and her assistant Kate-Lynn Gurtler, the Sales Coordinator, were amazing in their efforts to accommodate our group-leading to outstanding hospitality while we were away from the comforts of our homes. The support staff at the Hilton Garden Inn providing the shuttle service escorted all in a timely manner with smiles and welcoming conversation to and from the Norwalk Seaport Association Dock.

Prior to our boarding the ferry, the group sat under the gazebo and shared introduction, welcome and words of what’s ahead on our venture to Sheffield Island as well as insight relative to future thoughts for the trips in progress for 2012!

Considering the weather forecasts for showers, Captain John suggested we board the ferry and travel early, which we did. Our ride over was wonderful, highlighted by Ryan, our tour guide, who provided insight on the historic landmarks while in route. The weather continued to cooperate and we were fortunate to have a clear vision of the Peck Ledge Lighthouse which was stunning!

As we approached Sheffield Island and docked, we received a warm greeting by the Lighthouse Keeper, Greg, who came on board and shared history of Sheffield Island and the Light. Thereafter he greeted each person getting off the ferry as we headed towards what would be time well spent and invaluable cherished memories upon the land, that he, without any doubt, treasured.

The weather was still on our side as everyone scattered to take photos of the lighthouse, as well as the beautiful waters and scenery surrounding us. The environment, needless to say, was breathtaking and a novice and/or professional photographers smorgasbord of “ah ha” moments.

The catering by the Bull’s Head Market, was once again, favorably overwhelming to our group for a consecutive year with

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AN ALASKAN ADVENTURE
Donna & John Bishop

Everyone that we have spoken to about taking an Alaskan cruise has raved about their experience. Therefore, we were anxiously waiting for the right time to book our trip. When we heard about the 20th Anniversary Harbour Lights’ Reunion Cruise to Alaska, the time had finally come.

This was our first time attending a Harbour Lights’ Reunion, so we were pleasantly surprised to find out that over 300 other lighthouse enthusiasts would be on board. We arrived in Seattle, Washington the day before our cruise and stayed at the Marriott Waterfront. The hotel was across the street from the Seattle International Cruise Terminal where our ship, the Celebrity Infinity, would embark. Waking up the next morning, we looked out our hotel window and there was our floating “home” for the next week.

After the Reunion guest check-in, lunch, and the mandatory emergency lifeboat drill, we attended a Welcome Aboard “Sail-a-way reception” in the Constellation Lounge, for cocktails and lighthouse viewing. We were glad to see that so many other New Jersey Lighthouse Society members would also be cruising to Alaska. It was great to see so many familiar faces on board. Our first of several gatherings was located on the 11th deck and gave us a marvelous vantage point to view the Washington State lighthouses as the ship sailed through Puget Sound and into the Strait of Juan De Fuca. Many of the attendees with cameras went to the outside deck to photograph West Point, Point No Point, Bush Point, Marrowstone Point, Admiralty Head and Point Wilson lighthouses. We viewed these lighthouses for over 3 ½ hours; but it was time for us to head off to dinner. Planning ahead, we brought our camera to dinner and took photos of New Dungeness lighthouse. Later, from our stateroom balcony, we photographed a lighthouse off the southern tip of Vancouver Island, which we later determined was Race Rock in Canada.

The next day was spent at sea. Since we were not close to any lighthouses, we spent the day familiarizing ourselves with the ship and enjoyed the on-board shopping and shows. We especially liked the first of several presentations by naturalist Brent Nixon, who offered an informative and unique perspective on Alaska and its wildlife. Later on, it was time to get decked-out for the formal dinner night. Time for more pictures; however, this time, we would be the subjects. Some of the photos ended up on our cruise bill by the end of the trip.

The next morning we arrived in Alaska’s first city, Ketchikan, also known as the Salmon Capital of the World. We were able to do some early morning shopping before heading out for our boat trip to view the Umatilla Lightship and the Guard Island Lighthouse. As we approached the Umatilla Lightship, it was obvious that the ship was in poor condition. In comparison, the Barnegat Lightship (which we had just seen three weeks earlier on the Delaware River Boat Trip) looked in good shape. Later, while proceeding toward the Guard Island Lighthouse, we photographed large totem poles on the shoreline and eagles flying overhead. We were even able to see some eagles flying above the lighthouse, which made for some interesting photos. Guard Island Lighthouse sits atop the larger of two small, rocky islands, standing sentinel over the northern entrance to Tongass Narrows. After numerous photographs, it was back to the ship for our next day destination - the beautiful Tracy Arm Fjord and Sawyer Glacier.

The following morning, we got up early to see Five Finger Islands Lighthouse. Unfortunately, it was too dark and too far off in the distance. Even with the camera’s zoom at its maximum, we could not get a good picture. However, around 6:00 a.m., one of the highlights of the trip began as the ship navigated through this narrow passage protected within the Tongass National Forest known as Tracy Arm Fjord. We were greeted with spectacular snowcapped granite mountains, with trees clinging to the cliffs. There were beautiful cascading waterfalls and numerous icebergs floating in the emerald green water along side of our ship. After four hours of beautiful scenery and impressive views of the Sawyer Glacier, we continued our journey to Juneau, the state capital of Alaska.

Since there were other ships in port, it was our ship’s week to drop anchor within the Juneau harbor. After being tendered by boats to land, buses transported our group to visit Mendenhall Glacier and visitor center, a wildlife excursion, and then on to more lighthouses. After boarding the boat to travel to the Sentinel Island and the Point Retreat lighthouses, we encountered a humpback whale, orca whales, seals, sea lions, and eagles. This time, we were able to take many close-up pictures of both lights. It was then back to the ship for a late dinner.

Up next was a full day in Skagway, the Garden City of Alaska. Skagway is a restored gold rush town and home of the Klondike Gold Rush National Historical Park. Skagway has managed to preserve a frontier spirit complete with saloons and dance-hall revues. In the morning, it was sightseeing and more shopping (of course). For the afternoon, we joined other members of the Harbour Light’s Reunion group aboard private train cars for the White Pass and Yukon Route Train Ride.

The train offered an unforgettable journey to the White Pass Summit boundary between the United States and Canada aboard one of the most “Scenic Railways in the World”. From Skagway we traveled 20 miles from sea level to the summit of the White Pass at 2,865 foot elevation. Along the way we retraced the original route to the White Pass summit, passing Bridal Veil Falls, Inspiration Point and Dead Horse Gulch. Everyone enjoyed a breathtaking panorama of mountains, glaciers, gorges, waterfalls, tunnels, trestles and historic sites. We saw the original Klondike Trail of 1898, a tribute to the thousands of souls who passed this way in search of dreams of gold. After the train reached Canada, it was time to head back down the mountain-top to Skagway. The train engine had to disconnect from the cars, turn around and pull alongside the cars to reconnect on the Continued on Page 7
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other end of the train. We flipped the seats over and changed sides, so everyone got to see both sides of the journey. Our remarkable roundtrip train tour lasted around three hours.

After returning to Skagway, many of us headed back to the ship to attend “The Bill & Harry Show.” Bill Younger and his wife Nancy, the founders of Harbour Lights, along with their son-in-law Harry, gave a presentation and held a lighthouse auction with the proceeds donated to the Coast Guard Relief Fund. Unfortunately, we had dinner reservations and had to leave the auction early, but we heard they raised a good amount of money.

Later that night, while cruising through the Alaska Inside Passage, our ship passed Eldred Rock Lighthouse. Located on a small rocky island in the Lynn Canal, twenty miles southeast of Haines, the lighthouse consisted of an octagonal tower protruding from the center of a white octagonal building with a sloping red roof. The bottom story was built of concrete, while the second story and tower were wood. According to www.lighthousefriends.com, perhaps it was this solid foundation that has allowed the Eldred Rock Lighthouse to survive for over a hundred years, while all of its Alaskan contemporaries were replaced with stouter structures after just a few decades of service. We were close enough to get several good shots; some with the snow-capped mountains behind the lighthouse.

On the sixth day, we were at sea again. There was plenty to keep everyone busy. The Infinity held a grand brunch buffet (more eating). In addition, there was a very nice casino onboard. One of us tried their luck, the other saved their money. There were also outdoor and indoor pools, but we stuck with the hot tub. It was a bit chilly when we got out; but luckily the ship provided blankets. That evening, it was another formal dinner night. This time, we went to the specialty restaurant on board the ship for a delicious meal.

On the last full day of the cruise, we spent the morning at sea before heading back through the Strait of Juan De Fuca. This gave us a chance to obtain a distant photograph of the remote Cape Flattery Lighthouse on the northwestern tip of the Olympic Peninsula. The decommissioned lighthouse is actually located on Tatoosh Island just over a half mile off Cape Flattery.

That evening, the Reunion group was treated to the “Grand Finale” Excursion at our final port-of-call; Victoria, British Columbia. First the ship passed by the Ogden Point Breakwater with the light all the way at the end of the structure. Completed in 1916, Ogden Point Breakwater was marked the following year by a square, white pyramidal concrete tower that displayed an occulting light at a height of forty feet above high water. We decided against walking the entire breakwater to visit the light. Instead, we waited to board our chartered buses for a short narrated drive through Victoria on our way to a private viewing of the Fort Rodd Hill and Fisgard Lighthouse National Historic Site. On the way, the bus stopped to allow for a view of the Trial Island Lighthouse (more photos). Later in the day, we would catch a glimpse of the lantern room and Fresnel lens from the old Trial Island lighthouse. They were dismantled and reassembled in Victoria’s Bastion Square, where the historic light continues to flash every night to the delight of tourists.

It was then time to head to Fort Rodd Hill National Historic Park. The park was open just for our Reunion Cruise group. We walked the grounds of the historic fort down to the causeway approaching the picturesque Fisgard Lighthouse. There we visited the museum within the lighthouse keeper’s residence. The newly renovated museum contained several exhibits, dealing with shipwrecks, storms, lights, and the everyday working equipment of the light keeper a century ago. The light, focused by a fourth-order Fresnel lens, was first lit in 1860, becoming the first operating lighthouse in British Columbia. After our visit to Fisgard, it was back on the buses for another narrated sightseeing tour through the streets of Victoria with a stop along the way for photo opportunities of the marina and Empress Hotel area. Victoria is a charming city, with many buildings adorned with small white lights. The historic Empress Hotel was a highlight of the city tour.

The trip organizer, Rod Hunt, of ParadiseBound.net, did a fantastic job planning our lighthouse excursions in port, and providing gift bags and other lighthouse trinkets for attendees. The Reunion guests enjoyed receiving buttons for the various events and lighthouses we visited. After a wonderful week cruising the Alaskan and Canadian coastlines, we arrived back in Seattle where we started.

The end of the cruise was not the end of our lighthouse watching on the west coast. We stayed two more nights in the Seattle area to see three more Washington lighthouses that we had not seen on a previous trip. We traveled through Washington’s State capital, Olympia, to the Dofflemeyer Point Light. Dofflemeyer Point defines the eastern side of the entrance to Budd Inlet, and a lens lantern atop a twelve-foot stake was established at the Point in 1887. After that, we headed back to the northeast toward Gig Harbor. There we saw the diminutive Gig Harbor Lighthouse, which was built in 1888 at the entrance to the harbor. The white tower stands only fifteen feet tall and has an open lantern room.

The last lighthouse of our trip was Point Robinson. Located on the northeast corner of Maury Island in Puget Sound, the lighthouse marks the halfway point between Seattle and Tacoma. The island can be reached from the larger Vashon Island, via a paved road on a narrow strip of land. We took the car ferry from Point Defiance, northwest of Tacoma, to Vashon Island.

Often shrouded in fog, as the area was on...
At the last meeting in June, Brett gave me this suggestion for a new emblem to be embroidered on clothing. We held it up at the meeting for all in attendance to see. However, we would like to hear from members as to their preference of type of clothing or any other suggestions they might have about the proposed emblem. Contact me at: waysandmeans@njlhs.org

WAYS & MEANS
Carol Winkie

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NJLHS MEMBERS ON HARBOUR LIGHTS ALASKA REUNION CRUISE

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the day we visited Point Robinson began as a fog signal station in 1885, and a light was added to the station two years later. The current lighthouse was built in 1915, with a 38-foot tower and fifth-order Fresnel lens. Its light can be seen 12 miles. The tower is a twin of Alki Point Lighthouse in Seattle. The lighthouse’s Fresnel lens remained active in the lantern room until 2008 when, after more than ninety years of service, the Coast Guard replaced it with a plastic beacon, mounted outside the lantern room. Afterward, it was off to Vashon Winery to toast our latest lighthouse sightings.

We also enjoy visiting different baseball stadiums, so our last evening in Seattle was spent going to see the Seattle Mariners play the Philadelphia Phillies. After the ball game, which the Phillies won, it was time to head back to the hotel and finish packing for our flight home the next day. We somehow managed to fit all our belongings, goodies received from the Reunion cruise, and purchased souvenirs into our suitcases and carry-on bags. To lighten the luggage, Donna wore three jackets on the plane. On the flight home, we could not wait to tell our family and friends what a fantastic time we had on our trip. Our Alaskan adventure, along with our Canadian excursion and Washington venture, was truly one of the most incredible journeys we ever experienced.

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An Alaskan Adventure
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We also enjoy visiting different baseball stadiums, so our last evening in Seattle was spent going to see the Seattle Mariners play the Philadelphia Phillies. After the ball game, which the Phillies won, it was time to head back to the hotel and finish packing for our flight home the next day. We somehow managed to fit all our belongings, goodies received from the Reunion cruise, and purchased souvenirs into our suitcases and carry-on bags. To lighten the luggage, Donna wore three jackets on the plane. On the flight home, we could not wait to tell our family and friends what a fantastic time we had on our trip. Our Alaskan adventure, along with our Canadian excursion and Washington venture, was truly one of the most incredible journeys we ever experienced.

WAYS & MEANS
Carol Winkie

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NJLHS MEMBERS ON HARBOUR LIGHTS ALASKA REUNION CRUISE

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TINICUM LIGHTHOUSE STEP PROJECT CLOSE TO COMPLETION
Ray Miller, TRRLHS Board Member

Except for the installation of railings, the long anticipated construction of permanent steps at the entrance of the Tinicum Lighthouse, is complete. For years, temporary wooden steps were used for access to the lighthouse. After a lengthy process of submitting architectural drawings for Coast Guard and New Jersey State Historic Site approval, construction got underway in April. The masonry steps and entry pad were constructed by Mickleton Concrete of Mickleton, NJ. Once the steps were completed, the memorial brick paver walkway leading to them was removed and reinstalled resulting in a wider walkway. The paver phase was accomplished by Temple Hardscape of Williamstown, NJ. The project was made possible, in part, by a memorial grant from the New Jersey Lighthouse Society in memory of Carol Ann Cook. The entire project should be completed in time for this year’s Lighthouse Challenge in October.

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

A great day for a picnic - right next to the Delaware River! Listening to the NJ Pine Barrens Blue Grass music and watching the ships going up the river was really a lot of fun. The weather was perfect for watermelon and for enjoying the delicious NJLHS birthday cake. 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 66 members in attendance at our meeting in Riverside Park in Pennsville, New Jersey. 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 back clasp (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: 182
- Family Memberships: 220 x 2 = 440
- Total Members = 622

Gift Memberships:
Not sure what to give that person who has everything? How about a membership to NJLHS? You can print out an application from the NJLHS website. 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 June issue. Please note that if you become a member after the deadline for The Beam, you will be listed in the following issue. If you happen to meet any of these new members at a future meeting, please welcome them!
- Maryan Kurylo, Parlin, NJ
- Kim Morgan, Nanticoke, PA
- Lois Attinello, Phillipsburg, NJ
- Pamela & David Noto, Ocean Gate, NJ
- Melissa & George Jorda, Flemington, NJ
- Rob & Donna Bangs, Bellmawr, NJ
- Howard Elitzak, Arlington, VA
- Dr. Lori Jones, Edison, NJ
- William Donnellan, Mahwah, NJ

RECIPE CORNER
Marty Hudspeth

Marilyn’s Cranberry Mold
Laura Portee

2 (16oz.) cans Ocean Spray whole berry cranberry sauce
1 large can Dole crushed pineapple, in its own juice
1 cup chopped walnuts
3 env. Knox unflavored gelatin
1 cup cold water
1 cup hot water
Mix cranberry sauce, pineapple (with juice) and walnuts in a large bowl. In a separate bowl or measuring cup pour gelatin into cold water. Add hot water. Mix until gelatin dissolves. Add to cranberry, pineapple and walnut mixture. Stir well. Transfer to mold or serving dish of choice. Refrigerate until jelled.

Sheffield Island
Continued from Page 5

BBQ Pork, Rosemary Marinated Breast of Chicken, BBQ Chicken, Marinated Rib Eye Steak, Teriyaki Marinated Atlantic Salmon, Lobster, Steamed bags of clams, mussels, corn on the cob, side dishes and Summer Strawberry Shortbread Cake, fresh summer berries and topped with cream, oh my! We truly had a dining pleasure on Sheffield Island!

The patience of the lurking storm could hold no longer so with umbrellas and hooded parkas, we made our way across the lawn for our opportunity to tour and climb the internal steps of the lighthouse. At this time, the storm was upon us, darkness was approaching and the lighthouse had no electricity which actually added to the adventure. Our tour was wonderful and the attention to details as delivered by our tour guide Ryan and the Lighthouse Keeper, Greg, filled our notebooks and minds with memories to last forever.

Our ferry ride back to the Norwalk Seaport Association Dock was a pleasure as we experienced our version of a perfect storm. This was a great way to bring closure to our time on Sheffield Island while Captain John navigated the waters and shared additional history of the scenic visions around us.

We experienced a favorable docking and ended our journey with a heartfelt farewell, my friends until next time.
Quite a few countries issue stamps with lighthouses on them that are not their lighthouses. St. Thomas and Prince Islands recently issued a souvenir sheet with the Pigeon Point Lighthouse stamp within the sheet and the Cape Palliser Lighthouse on the sheet itself. The islands are located off the west coast of Africa in the Gulf of Guinea. They were a former colony of Portugal and became an independent republic 12 July 1975. The Pigeon Point Lighthouse is located on the Pacific Ocean entrance to San Francisco Bay in Pescadero, California which is 50 miles south of San Francisco. The 115 feet white conical brick tower was built in 1872 and lit the same year. Twenty years later (1892) they installed a First Order Fresnel Lens that had been taken out of the old Cape Hatteras Lighthouse during the Civil War. The lens remains in the lantern room to this day, but is not lit. The active light uses an Aerobeacon on the balcony that was placed there in 1972 and became automated in 1974. The light has a focal plane of 148 feet On the grounds are three Keepers’ dwellings, the site is used as a Youth Hostel. The Cape Palliser Lighthouse is on the North Island of New Zealand, at the southern most point, in the Wellington region. You must climb some 258 steps to reach the red and white 55 foot cast iron cylindrical tower which was made and imported from Birmingham, England in 1896-7. It was lit in October 1897. The light has a focal plane of some 230 feet and the white flashing light (2 sec. every 20 sec.) can be seen 26 nautical miles out to sea. Capt. James Cook named Cape Palliser in honor of his friend Admiral Hugh Palliser of the Royal Navy. The Cape Palliser Lighthouse was also on one of New Zealand’s Life Insurance 2d stamps from 1946-7 series.

A good statistician can make numbers say almost anything. However, some numbers simply speak for themselves. This August, the Twin Lights National Historic Site will welcome its five millionth visitor. The site officially opened to the public 55 years ago, and since then the breathtaking view, unique architecture—and the chance to scale the historic North Tower—has consistently drawn around 100,000 people a year.

When will the lucky 5 Millionth Visitor arrive?

Sunday, August 7th...which also happens to be National Lighthouse Day. In fact, every visitor to the Twin Lights that day will be feted as the “five millionth”—with a commemorative certificate, free one-year Twin Lights Historical Society membership, instant discount at the Museum Gift Shop and lighthouse goody bags for kids.

“It was the only fair way to do it,” explains Mary Jo Kenny, President of the Twin Lights Historical Society. “We have good record-keeping going back to the 1970s, but prior to that there was a lot of ‘rounding off.’”

In doing the math, initially, it looked as if 2009 or 2010 might be the celebration year, but construction of the new Highlands Bridge—

Twin Lights is located a few hundred yards from the entrance to the beaches at Sandy Hook.

“I am pleased to report that our visits should be back to pre-construction levels this summer,” says Kenny, who adds that the Twin Lights “has long been a place of reflection and discovery. In talking to visitors, I realize that often it is both.”

Indeed, many who come to take in the panoramic vista of Sandy Hook Bay and Lower Manhattan soon learn that they are standing in a place that connects millions of Americans. The Twin Lights was an important jumping-off point for the science of optics, wireless communications and radar—as well as the place where the Pledge of Allegiance was given as our National Oath for the first time.

“In the years following the attacks of September 11, there was a dramatic surge of visitors to the Twin Lights,” says Margaret Carlsen, Curator of the Twin Lights Museum. “I sense that this place helped people gain perspective on that terrible event in a lot of ways.”

The Twin Lights has been a state park since 1962. The current structure was complete in 1862. Next year marks the 150th Anniversary of the Twin Lights.

Admission is free. Visitors can climb to the top of the North Tower, which offers panoramic views of New York Harbor, Sandy Hook Bay and the Two Rivers area.

For more information contact Margaret Carlsen, Curator Twin Lights Historic Site at 732.872.1814.
“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.lighthousechallengeofnj.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.

At whichever 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 pamphlet 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                  www.abseconlighthouse.org
Barnegat                 friendsofblsp@verizon.net
Barnegat Light Historical Museum www.bl-hs.org
Cape May                  www.capemaymac.org
Cape May County Museum   www.cmcmuseum.org
East Point                eastpointlighthousenj@yahoo.com
Finns Point               www.fws.gov/northeast/nj/spm.htm
Hereford Inlet           www.herefordlighthouse.org
Navesink/Twin Lights     www.twin-lights.org
Ocean City Life Saving Station www.nps.gov/gate
Sandy Hook               www.seagirtboro.com/sglighthouse.html
Sea Girt                  www.seagirtboro.com/sglighthouse.html
Satham Life Saving Station rotispike@comcast.net
Tinicum                  www.tinicumarrangelighthouse.org
Tuckerton Seaport        www.tuckertonseaport.org

MISSING PART LEAVES CAPE MAY LIGHTHOUSE IN THE DARK

Published: Friday, June 24, 2011, By The Associated Press

CAPE MAY POINT June 25, 2011 — The Cape May Lighthouse has been dark since April. The problem isn’t the light that has aided mariners for 152 years. Coast Guard Petty Officer 3rd Class Jonathan Lindberg told The Press of Atlantic City the motor that rotates the light needs a part that’s hard to come by. The lighthouse in Lower Township remains open to visitors, who can climb the 199 steps. The last time the so-called “Sentinel of the Jersey Cape” light was off was 2002, when the motor that rotates the 1,000-watt bulb kept overheating.

CONSTITUTION AND BY-LAWS—NOTICE #2

Mary Beth Doherty, Director

As mentioned in the June Beam, I was appointed by Brett to be the By-Laws Committee Chair and to assemble a committee to review The New Jersey Lighthouse Society’s Constitution and By-Laws. The committee was formed and we met on Saturday, April 2, 2011. After approximately four hours, we arrived at a document we would like to present to the general membership.

As stated at the June meeting, in following the guidelines for adoption, the document will be presented for the second time at the September general membership meeting. We anticipate the final presentation at the December meeting. At that time, a motion will be made to adopt the new document.

In an effort of “going green” we will not be handing out copies at the meetings. We will have one “large” document posted—if you’d like to review it at the meetings. If you’re interested in reviewing the proposed document at your leisure, please visit the Society’s web site: www.njlhs.org

I’d like to once again thank the dedicated committee members—Anthony Albence, Doreen Berson, Jim Cope and Carol Winkie for taking their personal time, working together, and contributing their knowledge in preparing the new document.

“2012 CALL FOR TRIPS”
Apryl L. Roach, Trips Chairperson

Please share your thoughts to assist us as we plan the 2012 Trips Itinerary. 1, 2, 5 or 7 Day Trips, Weekend Get-a-ways, Bus Tours, Cruises Send all suggestions to trips@NJLHS.org for consideration

“ANNOUNCEMENT”

And we are finally on our way . . .

The New Jersey Lighthouse Society will be touring the Southern East Coast lights October 22-30, 2011!

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!
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MEETING LOCATIONS TBA IN EACH ISSUE OF THE BEAM AND ON THE WEBSITE www.njlhs.org

DEADLINE FOR THE DECEMBER BEAM IS OCTOBER 14

New Jersey Lighthouse Society
The Beam
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Navesink, NJ 07752-0332