From The Editor’s Desk

Wow another year is coming to a close and with it I regret that this will be my last issue of The Beam. I have enjoyed working on The Beam for the last 6 years, but I have been thinking about giving it up for sometime and I believe now it’s time. I hope someone will step up and take over.

In September Judy & I spent three weeks in Norway photographing its many lighthouses - see Pages 9 & 10. Also in this issue we have stories from Washington State, New Brunswick, a reprinted story from the Philadelphia Enquirer Magazine from 1958 on the keeper of the Tinicum Rear Range Lighthouse, as well as all of the regular features.

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).

DECEMBER’S MEETING LOCATION

The details for the December meeting are still in the works. Hospitality will be held at the Sea Girt Lighthouse at 10 AM, with a general meeting in the area. Complete information for the next meeting will be listed on the website www.njlhs.org, as it become available.

TRIPS 2012

Mike Boucher

To keep lighthouse trips at a reasonable cost for our members, the Board of Directors has decided to run them a little differently than in the past. Instead of departing from New Jersey on a bus and spending a day going to our starting point, the trip will start near the area where we will be viewing the lighthouses. NJLHS will make arrangements for a group rate with a hotel in the area. It will be your responsibility to book and pay for the room and to be at the assigned location for an on-time departure the next morning. Once on the tour bus, all rooms, meals and entrance fees will be part of the tour price. The trips will be 2 to 4 days long.

Two trips are planned for 2012. May 18-20 there will be a tour to Virginia. See details below. In late August or early September there will be a trip to Bruce County, Ontario, Canada. Details for that trip will be in the next BEAM and on the NJLHS website as soon as they are finalized.

On Saturday May 19th, we will visit the Cape Charles Lighthouse, the second tallest lighthouse in the country; Assateague Lighthouse, which has recently been renovated; Chincoteague National Wildlife Center and a replica of the Old Plantation Flats screwpile lighthouse that was built in 1886 and torn down in 1962 on Cape Charles. The bus will depart from the hotel at 8 a.m. and return at approximately 7 p.m. The cost of the day’s tour is $80 per person and includes admission to lighthouses, the boat to Cape Charles, box lunch and a buffet dinner featuring Shrimp Naples, Yankee pot roast, Zinfandel Grilled Chicken, and Pasta Marinara plus vegetables and dessert.

A block of rooms have been reserved at the Best Western Salisbury Plaza, 1735 N. Salisbury Blvd, Salisbury, MD for both Friday and Saturday night. To make reservations, call the hotel at 410-546-1300 and mention the NJLHS. The cost is $69 per night and includes free breakfast. It will be your responsibility to book your rooms as soon as possible, because after April 1 the price of $69 per night will not be available.

A block of rooms have been reserved at the Best Western Salisbury Plaza, 1735 N. Salisbury Blvd, Salisbury, MD for both Friday and Saturday night. To make reservations, call the hotel at 410-546-1300 and mention the NJLHS. The cost is $69 per night and includes free breakfast. It will be your responsibility to book your rooms as soon as possible, because after April 1 the price of $69 per night will not be available.

Name

Address

City State Zip Phone #

Email Address

Number of Guest

Make check payable to NJLHS

Mail to Mike Boucher, 15 Starrow Dr., Newburgh, NY 12550

CORRECTIONS TO THE LAST ISSUE

In the last issue of The Beam there were 2 corrections brought to our attention by Colin Mackenzie. The Skunk Bay Lighthouse is not a copy of the Mukilteo Lighthouse and the Dimick Faux Light is a copy of Lime Kiln. Thank you Colin for these corrections.

ADDRESS CHANGE

To change your address please go to: http://www.njlhs.org/join/AddrCng.pdf down load the form and mail to NJLHS, Inc, P. O. Box 332, Navesink, NJ 07752-0332.
We arrived in Oak Harbor, home of Naval Air Station Whidbey Island. After we checked into our hotel we went to supper next door and went to be bed early. The next morning we drove to Anacortes to board our boat the “Orcas Express” that was going to take us around the San Juan Islands. This trip was set up by Derith Bennett, who had worked very hard in organizing a caravan type tour of the Washington State Lighthouses. She set up a route to follow that you could drive at your own pace with times that each lighthouse was open for climbing. One could do the whole tour or you could come in at certain sections, which we did with the San Juan boat trip.

We all met at a local marina and walked along a very long dock to reach our charter boat. It was cold and somewhat foggy as we boarded the boat. Once we left the marina, the Captain opened the throttles and it got very breezy and cold.

We reached the first lighthouse, Burrows Island Lighthouse which was built in 1906 on the southwest corner of this rugged, heavily wooded island. The station was placed in service on April 1, 1906. The 4th order Fresnel lens, including a red sector panel was placed here to warn mariners of the Dennis Shoal and Lawson Reef south of the island. The wooden light tower is attached to the fog signal building and stands 34 feet high. When the station opened it had a duplex keeper’s house, fog signal building with the light tower attached, a boat house and a derrick to bring up supplies from the tender. Over time an additional keeper’s house was built for a third keeper and a power plant was added. Electricity was brought to the island from the mainland in 1970. With electricity on the island, the third keeper was eliminated and the second keeper’s house was torn down and replaced by a heli-pad in 1971. The light station was automated in 1972. In 1994 the Fresnel lens was replaced by a 300 mm lens and the older lens was put on display at the Coast Guard Station in Port Angeles. The land was turned over to the State of Washington for development of a park.

As we traveled around numerous islands the sun came out and what would become a beautiful day started appearing. Our next lighthouse was Cattle Point, which first appeared on nautical charts in 1887, but whose name goes back to 1853. That year the Hudson Bay Company brought cattle and sheep to the island and started ranching in the area. The first light was established in 1888 with a lens lantern and serviced by a local keeper. The current building was built in 1935. Built of concrete, the tower is mounted on a fog signal building and shows a white flash every 4 seconds and the fog horn sounds every 15 seconds. Located at the southern tip of San Juan Island, one can visit the lighthouse by following a trail from the picnic area of the Cattle Point Interpretive Center.

Marking the western shore of San Juan Island and the Haro Strait, is the Lime Kiln Lighthouse. The area received its name from the lime kilns just north of the light. Built in 1914 with just a drum light on a pole, it was the last major lighthouse built in Washington State. The pole light was replaced with a concrete tower attached to the fog signal building in 1919. The 4th order Fresnel lens was lit on June 30, 1919. It was the last lighthouse in the state to receive electricity in 1950. When it was automated in 1962, a chain link fence with barb wire was placed around the light station. Since 1985 the waters off shore have become a whale sanctuary managed by the Whale Museum in Friday’s Harbor and a popular whale watching site. The fences were removed and a park ranger lives in one of the keeper’s houses.

The Turn Point Light goes back to 1893 when a lantern light on a pole that served until 1936. A small concrete tower was built and a 300mm lens was placed on the concrete tower. Turn Point, located on the northwest side of Stuart Island, marks the turning point (thus the name) from Haro Strait into Boundary Pass for ships bound for Vancouver. The station was automated in 1974 and the keeper’s house was used by the University of Washington to study whale migration. The station is now managed by the Spokane District of the Bureau of Land Management. BLM has a 3-part plan for the restoration of the buildings and possibly a museum and a resident keeper program. They have made repairs to the all the roofs and some of the windows that needed repair. Solar panels and a propane generator were placed in a building behind the keeper’s house. Since September 11, numerous cameras have been placed on the light pole for watching the border between the United States and Canada.

As our boat was rounding Turn Point, a container ship that had been coming up behind us at a rapid speed on its way to Vancouver, passed us like we were standing still. We continued on to our next set of lights, East Point on the Canadian side and Patos Island on the US side. Located almost across from each other, they mark the turning point from Boundary Pass into the Strait of Georgia and on to Vancouver.

East Point is located on Saturna Island and was placed in service on January 1, 1888. The wooden tower was attached to the keeper’s house and cost $5,966.80 to build. In 1948 the wooden tower was replaced with a red steel skeleton and a new keeper’s house was added in 1960. The station was automated in 1996 and the station was turned over to Parks Canada in 2006. The keeper’s house now houses the park staff, while the fog signal building houses information on the history of the East Point area.

Continued on Page 4
COMMUNITY OUTREACH
Anthony Albence

As we head to the end of 2011 (already!) I wish you and your family and friends a season of fun, enjoyment and (perhaps) a bit of relaxation!

As the end of a year approaches, it is often time to reflect on what has transpired over the past 12 months. On that note, I am happy to report that it’s been a successful and—yes—fun year for NJLHS’ community outreach team. From the season’s kick-off at the re-established Spirit of the Jerseys History Fair, now held at Allaire State Park, to the Hereford Inlet Lighthouse Maritime Festival (North Wildwood), and wrapping up with Ocean Fun Days (Cape May), 2011 has proven to be another enriching year, with plenty of opportunities to connect with a variety of folks who share an interest in the richness and value of lighthouses and lighthouse-related history and lore.

Before we know it, I’ll be working on the outreach schedule for 2012. As always, a reminder that: ANY NJLHS member is most welcome to join the fun and to keep our Society presence strong throughout the community. Our members in the Society are incredibly knowledgeable about the lights throughout New Jersey (and the nation and world, for that matter)—so don’t be afraid to share that knowledge with others! I also like to remind everyone that there is never a need to feel insecure about your knowledge. Share what you know, continue to learn as you go and rest assured that fellow team members are always ready to assist. Consider joining the Community Outreach team in the future!

In early spring 2012, check the Society’s website to find out at which events/locations the Community Outreach team will be present throughout New Jersey. Visit www.njlhs.org and click on the Outreach tab.

I would also like to mention again in this issue two additional important 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.

Social Networking Update

Remember to check out the Society’s presence on Facebook & Twitter! While you’re at it, please recommend that others become our “fans” on Facebook. We’re easy to find: either search the Society name in the search bar on Facebook, or navigate to www.facebook.com/njlhs. Please note that all of our Facebook content automatically publishes on the NJLHS account the microblog site Twitter. You may find us at www.twitter.com/njlhs or on Twitter by typing @njlhs in the Twitter search field. You can now keep up to date via your smartphone, iPad, and (of course) your notebook or desktop computer.

We 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. My email address is: cu20064@aol.com

Washington State Lighthouses
Continued from Page 3

Across the waterway is the Patos Island Lighthouse. This light was added several years after the East Point Light. The light station opened with a post light and a trumpet fog signal on November 30, 1893. In 1908 a new fog signal building and an attached light tower were built. The 38 foot high tower has a 4th order Fresnel lens with two red sectors. The keeper’s house was torn down in 1958 and replaced with a duplex. The last keeper’s were removed in 1974 and the Patos Island Lighthouse was automated.

This was the last lighthouse on this trip. We continued south towards Fridays Harbor and our ferry ride back to Anacortes. What started out as a chilly and foggy day turned out to be a very delightful day with lots of sun, numerous large ships and lots of beautiful scenery. All of the lighthouses’ grounds are accessible to visit, but because they are on four different islands it is very hard to get them. San Juan Island has the only regularly scheduled ferry service.

A MESSAGE FROM MEMBERSHIP

Carol Nail & Linda Gleason Membership Co-Chairs

We had great weather for our September meeting at the High School in Wildwood, NJ and we look forward to seeing all our members, old and new, at the next meeting near Sea Girt Lighthouse. Guests are always welcome to our General Membership meetings.

Meeting Attendees:
There were 39 members in attendance at our September meeting. 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 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: 185
Family Memberships: 221 x 2 = 442
Total Members = 627

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 September issue. Please note that anyone becoming a member after the deadline for THE BEAM, will be listed in the following issue. If you happen to meet any of these new members at a future meeting, please welcome them!

Ed & Norah English Bay Head, NJ
Lorraine Porretto-Gelber Matawan, NJ
MAURICE RIVER TWP. — The East Point Lighthouse was robbed sometime before Sunday morning of most of its merchandise, valued at approximately $1,200, according to lighthouse caretakers.

New Jersey state police of the Port Norris barracks called Maurice River Historical Society treasurer Dave Ewan on Sunday morning to report the door to the lighthouse had been left open.

When Ewan went to the lighthouse to investigate, he realized that the majority of the various gifts and souvenir items kept in plastic storage bins were gone.

“Nothing was damaged; it wasn’t like things were thrown around or anything like that — they just took the stuff,” said Maurice River Historical Society volunteer Diann Ewan. “The Lighthouse Challenge is coming up this weekend, and the really bad thing about this is that we have not much to sell. ...I can’t imagine someone could imagine they could just do this.”

The stolen merchandise included many items produced specifically for sale at the East Point Lighthouse: 200 patches, 182 lapel pins and 73 keychains with images of the lighthouse, as well as 29 white T-shirts in various sizes bearing a circular picture of the East Point Lighthouse.

“Some of these things made specifically for our lighthouse are very identifiable; we’re the only ones that have them,” Diann Ewan said.

“People are going to be monitoring Craig’s list every day, and then also, all I could think of is maybe someone thought they could sell them locally at a yard sale or flea market. These things are so particular to our local lighthouse I can’t imagine, but maybe they knew about the lighthouse weekend and thought they could capitalize on it. A lot of people have yard sales during lighthouse weekend because there are lots of visitors to the area who normally might not come here.”

Other stolen items that are more widely produced were six mugs showing multiple New Jersey lighthouses, eight New Jersey lighthouse T-shirts in various sizes, five 3-inch models of East Point Lighthouse made by Harbour Lights, one model of Cape May Light by Harbour Lights, approximately 50 East Point Lighthouse refrigerator magnets made by Sciasis and nine magnets showing multiple New Jersey lighthouses.

The East Point Lighthouse had been broken into before, roughly five years ago, Ewan said, but that entry had occurred by way of a broken shutter and pried-open window.

This time, Ewan said there was no apparent damage or pry marks on the “very, very sturdy door” or its “big steel panel with a good lock, which has always been sufficient to this point.”

She named a number of groups, including architectural firms that had completed lighthouse restoration, the Coast Guard and board members, who may have keys to theoretically enter in such a manner; however, she expressed full trust of these key holders and suspected the thief was probably a curious stranger.

“Anyone who has keys is a person beyond reproach, but maybe someone who knows how to get through a lock without damaging it got in there and saw these things,” Ewan said.

“It’s a very strange situation that someone, maybe who knows how to get past locks, just wanted to get in there — that would be my feeling. I think it was probably someone who wanted to get in and look at the lighthouse, then saw an opportunity.”

Anyone who finds one of the above-mentioned items or has information regarding the East Point Lighthouse theft is encouraged to contact the state police Port Norris barracks at (856) 785-0036 and the East Point Lighthouse at eastpointlighthouse@nj.com.

Information on the East Point Lighthouse is available online at www.eastpointlight.com.

MEMBER PASSES THE BAR

George Naill, member of the NJ Lighthouse Society since 1997, passed away in September after a battle with cancer.

George was active in many lighthouse activities. He and his wife Carol were participants in support of the Finns Point Rear Range Lighthouse and served there often during the annual NJ Lighthouse Challenge events. In 2009 George volunteered to be the captain of the Cape May Museum & Lens Challenge site. He was a member of the Society’s Membership Committee and as part of the Hospitality Committee, he was the friendly voice reminding members about donations at the Hospitality table. George was often at meetings early to help set up and still there after the meeting adjourned helping to clean up. Most recently, he and Carol completed a vacation in the Florida Keys visiting a number of lighthouses.

George’s smiling, bearded & welcoming face at the Society’s Sign-in table has been a Membership Meeting hallmark for the past few years. George will be dearly missed.

GEORGE NAILL, MEMBER PASSES THE BAR

Published: Tuesday, October 11, 2011 by NJ.com

WAYS & MEANS
NJLHS ITEMS FOR SALE

SWEATER-VESTS $20
Reduced from $30
Sizes Available: S, M, L, XL, 2X, 3X
Colors
• ROYAL BLUE
• DARK NAVY
• BURGUNDY
• KHAKI
• RED

LIGHTHOUSE CALENDAR 2012
$12
Cost $12.99 at the store.

SMALL HANDBAG $35
(No zipper) reduced from $45

Please email waysandmeans@njlhs.org to reserve your vest to be picked up at the December Meeting.
KEEPER OF THE LIGHT

By Sidney G. Hantman

This article was published in the Philadelphia Inquirer Magazine on October 19, 1958. The article was reformatted to fit in the pages of The Beam

You might call Clyde Harrison the last of a hardy breed—the last, at least, in Delaware Valley, U. S. A. He is a lighthouse keeper, the sole remnant of the old Lighthouse Service on the Delaware River.

This is not to say that there are no other lighthouse keepers on the Delaware. The others, however, are members of the U. S. Coast Guard. Harrison is a civilian, the only one now manning a light on the river.

Last of his line.

When the Coast Guard incorporated the Lighthouse Service in 1939, civilian lighthouse keepers were permitted to stay on until retirement or death. Through the years they, like old soldiers, have faded away, until only the 60-year-old Harrison is left.

Harrison’s station is the Tinicum Light, on the New Jersey side of the river, near Paulsboro. Actually, the “Light” is a number of lights, making up what is more aptly termed “Tinicum Range.”

To understand Harrison’s responsibilities, it is necessary to know something of the problems of navigation. When a vessel is at sea, such problems are relatively simple, in regard to lights used as navigational aids. A single light, marking a point at which to aim or which to avoid, will suffice.

Navigation is complex

But on a river, the problems can be much more complex—particularly on a river like the Delaware. The Delaware meanders. With its twists and turns, single lights would be useless. Consequently, so that the river pilots who steer ocean-going vessels up-stream and down between Philadelphia and the Delaware Bay can aim the ships properly, there are “ranges” along the river channel.

A range involves both a front light and a rear light: a comparatively short light set at the river bank, and a much taller light set about a mile inland. A river pilot need only line up the two points of light, one directly below the other, like the sights on a rifle, to be certain that he is on course.

Because what goes up-river must eventually come down, a range is laid out for two-way traffic. Lights, front and rear, are beamed in each direction. This means that Harrison is responsible for four lights and a fog bell.

The son of an oldtime lighthouse keeper, Harrison himself has been tending lights since 1917. “I date back to what we called the ‘dry days,’” he says with a grin. “You couldn’t get ice, delivered to a lighthouse, and there was no mechanical refrigeration. We lived on beans and salted meats and dried apples and such. But they kept us going right fine.

“I recall one old keeper who never ate anything but ‘dry food,’ and he lived to be nearly a hundred.”

Harrison lives with his wife, Meta, whom he married in 1927, in a small house on the river bank of the Tinicum installation. Inasmuch as Clyde must be on the installation round-the-clock, seven days a week, the Harrisons like to joke about being homebodies.

Sure to be at home

“When anybody decides to pay us a visit, there’s one sure thing—we’ll be at home.”

Every four hours, Harrison must enter weather data in a log for the Coast Guard. Consequently, he sleeps in shifts. And it is not uncommon for him to grab a quick shave with an electric razor while keeping a sharp eye on his lights.

Harrison makes regular check-ups on the intensity of light emanating from the huge bulbs. He usually walks to the rear lights to make such checkups, feels that this helps him keep fit. The lights are powered by commercially -produced current, but in the event of power failure, they would continue to beam. Always ready for emergency use are heavy-duty- batteries over which Harrison watches with motherly solicitude.

Son in the Army

The Harrisons have a son, Clyde, Jr., 21, who is serving in the Army in Europe. Young Clyde has no aspirations to become a lighthouse keeper, and perhaps it’s a good thing. For the days of manned lights appear numbered in this age of automation.

Authorities foresee a near-time when all aids to navigation will be completely automatic; in fact, some of the navigational aids on the Delaware have operated automatically for some time. One day soon, it is thought, all that will be needed is a skeleton squad skimming along the river to check the installations.
Late September 2010 we left home with our usual excitement and eagerness to return to the delightful Canadian province of New Brunswick. This province is filled with the most wonderful natural features, countless lighthouses, and friendly people, along with our own fond memories of our many visits there. Only this trip included that long awaited challenge of reaching Point Escuminac Lighthouse. Ever since our attempt to reach this lighthouse on our first lighthouse trip in 2006 which was aborted due to road conditions, we have watched for news of road improvements which would make the drive possible. We were thrilled to learn that the road was greatly improved in 2008. So this was going to be the year!

On the second day of our driving trip we entered New Brunswick at the Calais/St. Stephen border, spending the night in St. Stephen following a stop at the St. Stephen Tourist Bureau where we always receive such a warm and friendly welcome as well as some updated lighthouse information. The next day we traveled northeast, passing Fredericton, to Miramichi where we photographed Richie Wharf Lighthouse, an ornamental white with red trim peppershaker in a lovely fall setting. Next we photographed Grant Beach Range Front Light in a wooded area. Nearby is Grant Beach Range Rear Lighthouse located on the bank of the Miramichi River, just east of Lower Newcastle. This lighthouse has been moved from its original location to private property. We then realized that we had photographed this attractive peppershaker four years ago and were never able to identify it. What a wonderful spot to enjoy the river with its recently painted lighthouse decorated with red and blue Adirondack chairs on the deck. One can photograph this lighthouse at a distance from Highway 11.

Following the coast of the Miramichi Bay, we photographed the faux red, white, and blue Acadian Lighthouse in Neguac Island Park. Then it was on to La-busintiac to see another faux light at the dock. It has been built with restrooms in the base to accommodate the campers. On our way into Tracadie – Sheila we spotted a lighthouse as part of a closed motel complex. The peppershaker was in disrepair and in dire need of a coat of paint.

Continuing north along the Acadian Peninsula we drove into the town on Shippagan to view the faux light at the Aquarium and a range light across the water. The Aquarium Lighthouse has been decorated in red, white, and blue with matching lobster traps around it.

After lunch we drove to Lameque Island to see the 51 foot Big Shippagan Lighthouse. Finding this lighthouse was a special treat as we had searched for it on a previous trip. One can drive to about one half mile of the lighthouse before the road becomes questionable, especially after the recent rains. Then one can walk the last half mile or photograph the lighthouse with a telephoto lens. The lighthouse can also be seen at a distance from the causeway. Big Shippagan is one of the nine original wooden towers remaining in New Brunswick.

Returning south back to Neguac we drove to the wharf to photograph the skeletal and rear range lights. Driving south to Oak Point we were able to photograph the modern Oak Point Front Range Light along the Miramichi River.

After spending a rainy night in the city of Miramichi, we once again returned to the muddy ruts and semi-flooded road leading to Escuminac Point, and to that lighthouse we were determined to see. The weather had cleared and our SUV was able to handle the drive, even though it took us 35 minutes to drive the 3.1 miles of rough road, while avoiding the flooded patches as much as possible. Finally… what a sight to see this stately 73 foot tall hexagonal lighthouse with a red cap which was built in 1966. There are four windows in the tower to light the staircase. It is the only “apple core” design lighthouse in New Brunswick. Escuminac Point is located at the spot where the Miramichi Bay meets the Northumberland Strait, which separates New Brunswick from Prince Edward Island. The word “escuminac” means “lookout place”. This light station also includes a foghorn and weather station.

Later we continued south around the peninsula, stopping to photograph Pointe Sapin Front and Rear Range Lights. The Rear Range is a 33 ft. wooden peppershaker located along the main road. The tower is marked with a distinctive red vertical stripe that lines up with the front light’s red vertical stripe. Of course both lights line up as well when you are in the channel. There is also a third light in line on the end of the pier. It was a great sight, as we stood on the pier, to see the three lights in line guiding boats safely into the dock.

After driving through the scenic Kouchibouguac National Park and stopping for lunch in Richibucto, we photographed Richibucto Head Light at Cape Lumiere on the Northumberland Strait. The active Richibucto Head Light is a white peppershaker with red trim (what else!) and is 59 ft. tall with a white flash every 5 sec. The original light was established in 1864. Continuing south, we photographed several peppershakers along the way with Bouctouche Bar Light across the water. There is also a faux lighthouse at LePays de la Saguine, an Acadian village which can be seen across the water when the tourist attraction is closed.

Continued on Page 8
After a night in Shediac, we drove to the southern coast of the province to visit Anderson Hollow Lighthouse, which had been moved to a lovely scenic picnic area. There is a peppershaker that has been restored and placed in a fenced in area in Harvey Bank Heritage Shipyard, Park making it one of the most photogenic lighthouses in New Brunswick. Anderson Hollow Lighthouse is also known as the most well-traveled lighthouse in New Brunswick. The original structure was built in 1889. Since then it has been destroyed, rebuilt, strengthened, swept away in a storm, and rebuilt again. Then it was moved from place to place through the years until it was placed in this pastoral setting in 2001. How wonderful that this lighthouse with so many years of service and stories to tell has been restored and honored in this beautiful setting. Nearby we drove through the wildlife refuge at Mary’s Point where one is able to view the Grindstone Lighthouse in the distance. The original 4th order lens from Grindstone Island Light is now in the lighthouse replica at the Coast Guard Station in St. John Harbour. After that we enjoyed a scenic drive through Fundy National Park before checking into one of our favorite hotels in St. George for two nights. As always, we were eager to drive into St. Andrews to check on the restoration of Pendlebury Lighthouse and were delighted to see the progress that has been made since our last visit.

The following day was spent in one of our favorite areas, the St. John River Valley. The lighthouses in this area have been included in our previous articles. The valley is especially beautiful in the fall as the foliage and river views are spectacular. There are two lighthouses in the area that we had missed on previous trips. We were still unable to find Cox’s Point Lighthouse. (If any of our readers has found this lighthouse, please let us know how you reached it.) However, after many miles and hours of searching and directions from many local people, we were thrilled to reach Hawkes Point. This is a modern, cylindrical metal tower about 22 ft. tall with a red band at the top and bottom and a white band in the middle. The solar powered lighthouse is located at Coal Creek on Grand Lake.

The following day we started home with such fond memories and photos of New Brunswick. Although we have visited nearly all of New Brunswick’s many lighthouses, we continue to look forward to future visits to this lovely province. Returning to lighthouses we have already seen is like visiting old friends. Meanwhile, we will continue to research the few New Brunswick lighthouses we have been unable to find and someday, hopefully, will add their photos to our numerous photo album pages devoted to New Brunswick lighthouses.

ABSECON LIGHTHOUSE TO DISPLAY TITANIC LIFEBOAT & EXHIBIT

EVENT: Titanic Lifesaving Boat on display with accompanying artifacts including two life preserver vests from old Titanic films, photos and newspaper articles, and stories of victims and survivors of the Titanic

DATE: Exhibit will run through March of 2012

TIME: Exhibit hours are as follows: Monday - Wednesday, 10 AM to 7 PM Thursday, 12 PM to 8 PM Friday & Saturday, 11 AM to 8 PM

LOCATION: Shore Mall, 6725 Blackhorse Pike, Egg Harbor Twp

PURPOSE: Absecon Lighthouse raises funds through admissions, gift shop sales, educational programming, grants, events, and contributions. Even with all of these revenue sources, the Lighthouse is facing a budget deficit. As a means of fundraising, we are asking the public who have an interest in seeing the lifesaving boat and viewing the exhibit to make a donation to help preserve Absecon Lighthouse and its educational programming.

EVENTS: Each month Absecon Lighthouse will present a feature program related to the sinking of the Titanic and this lifesaving boat. We will hear first-hand from the co-pilot of the Russian submersible Mir 2, who shot video for the History Channel program on the Titanic; as well as Radio Opera-tors who will describe the changes brought about to telegraph systems as a result of the sinking; researchers of the lifesaving boat; authors and more.

HISTORY: In December of 2007, Absecon Lighthouse was the recipient of a donated Titanic Exhibit, which included a Titanic era original Harland and Wolff Lifeboat, circa 1909. It may actually be one of the Titanic lifeboats. The boat matches the dimensions of the lifeboats described in the official British Enquiry of the Titanic – 25 feet long and seven feet wide.

The Carpathia, which rescued the Titanic survivors, brought 13 Titanic lifeboats back to New York. Although their fate is unclear, they may have been put back into service aboard other White Star liners. Twentieth Century Fox, the movie studio, purchased this boat in 1930, believing it was from the Titanic. It was used as a movie prop, and potentially could be the only lifesaving boat from the Titanic in existence today.

The lifeboat was known on the Twentieth Century Fox movie lot as “Number Six,” and was featured in several movies: Alfred Hitchcock’s Lifeboat in 1944, the 1953 Titanic starring Clifton Webb and Barbara Stanwyck, The Unsinkable Molly Brown with Debbie Reynolds in 1964, and more.

Mr. Tony Sentore, owner of Silver Moon Antiques, became aware of the lifeboat being stored at Absecon Lighthouse and offered to provide a location more secure from the natural elements. While covered with a tarp, this artifact warranted a much better storage situation, and Absecon Lighthouse is grateful for the new environment in which to study the lifeboat.

Dr. David Allen of SUNY Maritime College in New York will be leading a team of researchers to determine if this lifeboat is an actual Titanic artifact.

Also on display will be photographs of the actual underwater exploration of the Titanic, two lifejackets from the movies mentioned above, and real-life stories and photographs of both victims and survivors of the Titanic. The display is open to the public beginning October 22nd from 10 PM to 7 PM, Monday through Saturday. A small donation is requested to view the exhibit, with proceeds benefiting educational programs and preservation efforts of Absecon Lighthouse.

For more information contact Absecon Lighthouse 609-449-1360, Alice Stryker, 609-449-1360 or Silver Moon Antiques, Tony Santore, 609-277-7459
This past September Judy & I spent 3 weeks in Norway along with Ron & Pat Bandock and Tom & Darlene Chishom. This trip took over 2 years of planning and was greatly anticipated by all. And we were NOT disappointed.

The first step in planning was looking for a cruise on the west coast of Norway that would allow us to see as much of the country as possible — as many lighthouses as possible, of course. I went to the internet and typed “Norway Cruises” and the first listing was Hurtigruten. This cruise line has been around since 1893 and is known as “The Coastal Steamer”. Their 11 cruise ships are a combination of cruise ship, freight carrier and ferry. Their cruises start in Bergen, in southwestern Norway and go north, stopping at 34 ports on the way to Kirkenes, only six miles from the Russian border, in 7 days. The return trip visits the same ports, but at different hours and times of day. Ports that were visited at night on the northbound part of the voyage are visited during the day on the southbound journey. This sounded like the kind of trip we wanted.

Originally we planned to go in September 2010 (after rates went down on the 15th), but when we called Hurtigruten in January 2010 to make reservations for September, the outside cabins we wanted were sold out, so we planned for the following September 2011. This was actually very good, as it allowed us to save the extra money that was needed for the high costs of everything in Norway.

Next I started looking for information on Norway’s lighthouses. The first place I went to was Russ Rowlett’s website, Lighthouse Directory at www.unc.edu/~rowlett/lighthouse. I found the different pages of his site that dealt with the route we would be traveling. I downloaded the National Geospatial-Intelligence Agency (NGA) List of Lights Publication 115 for 2009, listing all of the lights of Norway (plus Iceland and the Arctic Ocean). Now I needed to locate the lights and went looking for a computer mapping program of Norway. After a month of searching, I found that Microsoft had a Streets and Trips program for Europe called “Auto Route 2007”, but it was no longer available from Microsoft. I found it on Amazon.com. I started plotting the lighthouse locations from Lighthouse Directory and was getting nowhere. Part of the problem was the spelling of town names and the extra 3 letters in the Norwegian alphabet. So - I then started looking for a free source on the internet for nautical charts. After several months of frustration and getting nowhere I found a link on Lighthouse Directory that led to several other links and I finally hit pay dirt, The Norwegian Mapping Authority at www.norgeskart.no. After playing with the site for a while I found the nautical charts and had a complete record of the entire Norwegian coastline and all of its over 2000 lights, lighthouses and other aids to navigation. My lighthouse friend from Germany, Alex Trabas also sent me The British Admiralty List of Lights. Alex runs the website The Online List of Lights at www.trabas.de/enindex.html. Most of the lights in Norway have 3 different colors to mark safe waters. On the above chart you can see the different arcs of colors, green, red and yellow (yellow represents white which doesn’t print well). Red and green plastic panels are placed against the windows to show the different color sectors.

I started locating the route of the cruise ship on the highway maps which is “Norway Highway #1”. By comparing the nautical chart with Street & Trips, I plotted the lighthouses along the way. With all of the different ferries and cruises -- and if we could stay up all night -- we would be able to photograph over 500 lighthouses and lights.

While I was doing this, Judy and I were deciding what else we wanted to do while we were in Norway. Once we knew where we wanted to go and what we wanted to see, all we had to do was book hotels, make train reservations, find rental cars, make ferry reservations. That took many more months of research and planning.

On the trip we spent a couple of days in and around each of Norway’s three largest cities: Oslo, Bergen and Stavanger. We flew to Oslo, rented a car to see some of the area and then used the ferry system to see lights in the Oslo fjord. One of the more spectacular train rides in the world took us from Oslo to Bergen. The next day we did a package tour called “Norway in a Nutshell” which included a ferry ride from Bergen through the Sogne Fjord, the longest fjord in the country, to the small tourist town of Flam; then up the mountain by narrow gauge railroad to the main railroad line in Myrdal and back to Bergen. The weather for this trip was picture perfect. The next 12 days we cruised — see below. When we returned from the cruise we took a ferry from Bergen to Stavanger for two days. In Stavanger, the gas and oil capital of Europe, we rented another car and spent a lovely day driving along the shore line and shooting lighthouse photos. A train from Stavanger took us back to Oslo and our flight home the next day.

THE CRUISE:

On September 17 we boarded Hurtigruten’s ship, Trollfjord, for our 10 PM departure northbound. For the next seven days it was just one “WOW” after another. The mountains rose to dizzying heights from the seas with hundreds of tiny little villages and hamlets clinging to small pieces of land. As we went further north the trees went from green to the golden yellow of autumn. The cruise lasted 12 days and the weather for the most part was good. Note that this is NOT your typical cruise. No gambling or entertainment -- other than the scenery and watching the fascinating handling of the cargo—and there were some excursions off the ship: North Cape, native Samis and their reindeer, Sea Eagle Safari, midnight concert at the Arctic Cathedral in Tromso and a RIB safari out of Bodo.

Continued on Page 10
Besides photographing the beautiful scenery, we were VERY busy taking pictures of the numerous lighthouses on each side of the ship. The second day of the cruise we shot over 70 lights! Some ports had as many as 4 or 5 lights. NOTE: In Norway, there are just 200 “traditional” lighthouses, towers and keeper’s house. Early in the 20th Century, the Norwegians started building lantern rooms with acetylene gas and with automatic shut off. There are too many of these lanterns or lights to count. Some “lighthouse buffs” would not count these lantern as “lighthouses”, but they are a navigation aid just like a lighthouse and we photographed everything we could see. It was great fun trying to spot them all. We even converted some other passengers on the to lighthouse photographers.

I’m still tallying up all of the lights we photographed – hundreds! A rough count as of now is 687. While we saw lots of them on the cruise, the up close viewing of lights on land and the ferry from Bergen to Stavanger (60 lights) was great.

Plan to go? Check out the Fjord Pass that gives you discounts on hotels. The historic Grand Terminus Hotel in Bergen was right across from the train station and the staff was exceptional. Check your credit card company’s foreign transaction fees. Some have none, but most charge a 3% fee. Plan on spending a lot of money such as $200 a night for a hotel, $5.75 for a ½ liter bottle of soda and $80 for dinner for 2 (without appetizers, beverages or dessert). Darlene and Tom were smart to pack their peanut butter and we sometimes took food from the hotel’s free (and generous) breakfasts for our lunch. Take layers of clothes; there were strong winds at the front of the cruise ship. Buy Hurtigruten’s book “Detailed 11 Day Voyage Guide” on the cruise ship.
CONSTITUTION AND BY-LAWS—NOTICE #3
Mary Beth Doherty, Director
As mentioned in the September Beam, I was appointed by President Brett Franks 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 September meeting, in following the guidelines for adoption, the document will be presented for the final time at the December general membership 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 available. 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 say a final thank you to 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.

RECIPE CORNER
Marty Hudspeth
Sweet Potato Casserole
Pam Lindquist
3 c hot, mashed sweet potatoes ½ c milk
½ c sugar ½ c brown sugar
½ tsp salt 1/3 c flour
2 eggs 1 c chopped pecans or walnuts
½ c butter, softened 3 Tablespoons butter, softened
½ tsp. vanilla
Combine sweet potatoes, sugar, salt, eggs, 1/4 cup butter, vanilla and milk. Place in greased 1 ½ quart casserole dish. In small bowl combine brown sugar, flour, nuts and remaining butter. Top sweet potatoes with crumbled mixture. Bake in 350 degree oven for 35 minutes. If chilled, bake for 45 minutes.

WHEN IS A PHOTO CONTEST NOT A PHOTO CONTEST?
Judy Boucher
When it is an “Art Contest”. The March 2012 meeting will feature the new contest format. Photos will be included, but other art mediums have been added. You may submit any art medium you wish, anything YOU have created.
• Paintings
  • oil or water color
• Any needlepoint
  • Counted Cross-stitch
  • Embroidery
  • Quilt
• Sculptures (any type of materials)
• Wood
• Photos 8x10 matted to 11x14 only

Only 2 photos may be entered in any of the first 3 categories below. The Masters’ category will have ONLY first place winners from the last two years and they can only submit 1 photo.
• Black & White
• Night Time
• Color
• Masters’

Photo Contest Categories for 2013 will be for the New Jersey Lighthouse Society’s 2014 calendar. The categories will be of NEW JERSEY LIGHTHOUSES ONLY, 8x10, matted to 11x14, landscape format (horizontal) only. Each member will be able to submit 2 entries in each category. The 1st, 2nd, and 3rd place finisher’s photos will be used for the calendar. The photo getting the most votes (Best of Show) will be on the cover of the Calendar. The Board of Directors will decide which photo will go with which month. The photos will become the property of the NJLHS.

The Categories for the calendar will be:
• Winter
• Spring
• Summer
• Fall

If this year’s art contest does well we will continue it but there will definitely be a photo contest in 2013.

ABSECON HOSTS A HOLIDAY GATHERING
Absecon Lighthouse will host a Holiday Gathering on Saturday, December 10th, from 6:00 to 8:00 PM. “Holiday Cheer,” a professional caroling group, will sing a cappella carols of the season and invite guests to sing along. And to tune up your singing voice, some holiday cheer of wine and beer, and light refreshments will be served. A night climb to view the spectacular Atlantic City skyline at night is included. Guests will enjoy the official lighting of our Christmas Tree and have a chance to do some holiday shopping in our charming gift shop. Tickets are just $20 per person to benefit Absecon Lighthouse, and can be reserved by calling Absecon Lighthouse at 609-449-1360. For more information about Absecon Lighthouse and its programs call (609) 449-1360 or visit us on the web at www.abseconlighthouse.org.

NEW JERSEY LIGHTHOUSE CHALLENGE WAS A SUCCESS
Doreen Berson
The 2011 Lighthouse Challenge of New Jersey was a success! We had beautiful weather and people came from all parts of the country to participate. Eleven lighthouses, 2 museums (with Fresnel lenses), and 2 lifesaving stations hosted this year’s Challenge. Several hundred people completed the Challenge, including the night climbs at several of the locations. Everyone agreed that it was a wonderful way to spend an autumn weekend in New Jersey. We hope to see you at next year’s 2012 New Jersey Lighthouse Challenge. Check the Challenge site at www.lighthousechallenge.genj.org for more information, starting early next year.

We need pictures and stories of your lighthouse adventures. Send to: beam@njlhs.org We want to hear from you!
1932 Replica of a vippefyr, an early style Norwegian beacon. A fire was lit in the basket and raised to warn mariners of danger. This one is located at "Verdens Ende" and means "End of the World" in Norwegian. To see more lighthouses of Norway go to pages 9 & 10.