



The Beam

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Living Under the Lights

by George M. Feirer, Historian

It is rare indeed that a person walking upon the planet has an opportunity to talk with someone who has lived in a working lighthouse. It is even more rare to speak with someone who's first breathe was taken in a working lighthouse.

A number of us have had such an opportunity and a few of us have taken those moments to pursue the answers to questions we all have. The ultimate result is when those thoughts and answers can be shared with you as these are now.

On Saturday, May 18, 1996, Twin Lights Historic Site was the scene of a large gathering of celebrants sharing in the dedication of its new exhibits and displays. Standing out among the celebration were two vital and vivacious ladies who quickly became the center of attention. The daughters of Murphy Rockette, last keeper of Twin Lights, had come home.

Murphy Rockette was born in 1887 in Hickory, North Carolina, where he was educated. That education included a couple of years at Lenoir-Rhyne College, that had only begun its own existence in 1891. What he studied while in college is not known, but it was probably enough to whet his appetite for bigger and better things. Leaving his brothers and parents back on the farm he shook the dust from his feet and struck out for adventure.

He must have joined the army sometime in or before 1904, for his daughter, Virginia Gowers (nee Rockette), now of Sherburne, New York, told me that he served seven years in the army and six years in the navy. At least some of his service time was aboard a minesweeper based at Staten Island. As shore leave

must have been as common and productive then as now, Murphy Rockette went to Jersey City where he fell in love with the lady who was to become his wife and the mother of his daughters. Although love was probably foremost, she had a practical side, for she refused marriage until after Murphy was out of the service.



E.J. Rockette Horan (background) and Virginia Rockette Gowers, looking at their father's picture at Twin Lights.

Contributed by E.J. Rockette Horan

Secure in the knowledge of a future happiness, Murphy got out of uniform and gained employment at the National Biscuit Company. Virginia Lee joined the family in Jersey City on November 1, 1917. I don't know if Murphy thought he could make more "dough" away from the biscuit company, but his dissatisfaction with that job and his love of the water led him to

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take the examination for the Lighthouse Service. Both Elsie Jane (nee Rockette) Horan and Virginia showed understandable pride when telling about their father's high grade on the examination, which resulted in his choice of assignment in the Lighthouse Service. Their mother also had a lot to do with that choice, as she wanted her husband to work on dry land. This decision brought about their arrival at Twin Lights in 1921, with four year old Virginia in tow.

Arriving at Navesink Light Station, Murphy and his small family were met with challenges not here-to-fore experienced. As the 2nd Assistant Keeper (The Head Keeper was Ole Anderson and 1st Assistant Keeper was George Lucas) his duties were probably not much different than his immediate superior. The responsibilities would grow, however, as he climbed the positional ladder of lighthouse heirarchy. His wife very likely saw this in a different light (no pun intended). After living in Jersey City, he came to a new home of three apartments, no running water, nor interior sanitary facilities, and round the clock activity of caring for the lights, bringing more or less intrusion into their lives. A nice touch was the semi-camouflage of the out-house with roses. This probably pleased everyone, including the roses.

The Rockettes' first abode was in the south end of the lighthouse. Upward mobility in the Lighthouse Service is usually accompanied by a change in living quarters, and this was to come about due to the unfortunate demise of the 1st Assistant Keeper, George Lucas. After suffering a heart attack on the lighthouse dock, located near the foot of the bridge over the Shrewsbury River, Mr. Lucas died. The bereaved Mrs. Lucas, with her two sons, left the lighthouse and Murphy Rockette was promoted to 1st Assistant Keeper. This gave the Rockette family the north quarters.

Virginia Rockette's activities at the light were those of a single child running around the grounds, going to school in Highlands, playing with friends and above all "helping out her Dad" until she was twelve years old. Then, on September 1st, 1929, company came in the form of her sister Elsie Jane, who was born in the bedroom on the second floor. E.J. can't take credit for being the only one born at Navesink Light Station (the records show that Assistant Keeper George W. Lewis' son George B. was born at Twin Lights on October 30, 1876), but she was certainly the last. E.J. tells me that her sister Virginia is the only living person who can verify her arrival at the lighthouse, and she not only confirms it, but does so with a visible love and admiration for her sister that quite openly pronounces it. Present at the arrival was mid-wife Jenny Parker, who is credited with assisting at a number of Highlands births, and Dr. John L. Opferman, who officiated.

Barely two years later, Ole Anderson decided to retire and Murphy Rockette, in taking over the ultimate responsibility for the two "gleaming beacons" on the hill, moved into the Princi-

pal Keeper's quarters. Although the closest running water was in the Shrewsbury River, the Rockette's now had a more definable home that's main activity (as it is in most homes, even today) was the kitchen. Their's however, offered a bit more activity in that it included the washing machine, which had to be rolled over to the sink when it was in use, and did not include a dryer. Drying consisted of using a mild breeze, while the clothes were suspended on lines running back and forth over a twelve by twelve cross-framed outdoor support. This unit was shared by everyone. A Frigidaire, with the cooling coils on top, maintained an imposing presence and this was supplemented by using the well outside to keep things cool.

Interior decorations were rather spartan, but what made "a house a home" was Mrs. Rockette's hanging of pictures and the addition of other family memento's and personal furniture. The wood trim was painted "Lighthouse Service Gray," which took the time involved in selecting colors completely out of the family's hands.

By this time, Virginia was a student about to enter Leonardo, but jurisdictional decisions about what district was receiving whose taxes mandated her transfer to the Atlantic Highlands High School. She then became a member of the first class to graduate from Atlantic Highlands High School.

Elsie Jane, meanwhile, was a typical girl of her day, occupying her time playing with dolls, jacks, and "Pick-Up-Sticks" in and around the lighthouse. For those of you too young to remember, "Pick-Up-Sticks" required a certain amount of dexterity to remove slender bits of wood from a pile, and was not policing the lighthouse grounds.

Growing up at a lighthouse didn't prevent the girls from enjoying their spare time. As children, sledding down the hill in the winter would develop into a problem trying to negotiate the same incline in a car after you had learned how to drive, but they did not foresee that at the time. Using a box tied to the sled, the sisters would pull groceries up the Twin Lights Terrace from the A & P at Bay and Miller Streets, or with items they had purchased at Bedle's Drug Store.

They had an African Gray Parrot and as a child, E.J. can remember that when she cried the parrot would say, "Bah, bah, cry baby." Virginia, in her late teens would get telephone calls and the bird would say "Ginee, Ginee, telephone 134". Their phone number for over 30 years was 1344.

The most personable pet they had was undoubtedly a white nanny goat called "Nancy". She would on occasion ride down the snow-clad hill on the back of the sled. Her most memorable activity was chewing clothes at the most inappropriate times. As E.J. bought the goat, (instead of a dog or any more prosaic quadruped), I guess it was only natural that it chewed the bottom out of Virginia's party dress, necessitating a quick change in



apparel on at least one occasion. Later, during World War II, when the Army had an installation in what is now the school athletic field, behind the lighthouse, Nancy became a nuisance. By Army suggestion, her career at the light was terminated and she was sold to a local farmer where she became a mother and carried on the tradition of goats everywhere.

Although Murphy Rockette kept his logs at a desk in the living room, his work around the lighthouse allowed for participation by his daughters. They helped polish the glass in the lantern rooms, guide visitors around the grounds and up in the towers when permitted. Metal polishing, being the gleeful chore that it is, was probably one of those tasks that the girls were permitted to share.



Interior of the Head Keeper's quarters, showing from left to right: Elsie Jane Rockette, Mrs. Murphy Rockette, Mrs. Rockette's father, and keeper Murphy Rockette at the desk

Contributed by Tom Laverty.

E.J. fondly recalls the times when she accompanied her Dad as he made his rounds to service the buoys in the Navesink and Shrewsbury Rivers. The tender had a deep well with a crane for lifting the heavy buoys out of the water. With the added weight, the boat would then list to the point that one side would almost reach the water. There were 36 buoys that had to be brought up each fall. They would then be painted with red lead and put back one by one in the spring in order to be ready for the season. E.J. and her Dad would leave the buoy dock at the foot of the bridge at 6 A.M. and be back by 3:30 P.M. They ate clams for lunch and any fish she caught were brought back to the lighthouse for dinner. They were always able to catch a "mess of eels" and her mother would fry them. They were "very delicious, taste like chicken". Their day trips were never taken on Sunday as this was the day for visitors at the lighthouse.

Virginia was the first to fly from the nest when she married. After her first husband died she returned home. She re-married after her father retired and the wedding was held at her parents' home off Portland Road. Murphy Rockette and his wife bought a house on Ricker Street in Highlands. After retirement he worked part-time at a bait and tackle shop under the Highlands Bridge. He passed away on July 31, 1966, with a career record of better than thirty years at Twin Lights. His wife joined him on February 4, 1970.

The Rockette years of service at Twin Lights still had some more to go, after Murphy retired, but they now lay in the hands of his youngest daughter.

E.J. completed grammar and high school in Atlantic Highlands where she met her future husband. Not to be out-done with the lighthouse tradition, they had their reception in the Electric Generator Building at Twin Lights after the ceremony at Our Lady of Perpetual Help Catholic Church in Highlands, on September 12, 1948.

Although the Navesink Light Station was decommissioned in 1949, Murphy Rockette and his wife stayed on until 1952. Then began a two year period of vacancy and neglect for the lighthouse. Given the short interval of two years to develop ghosts of earlier keepers, the lighthouse must have issued a plaintive call for help. It was answered by the Borough of Highlands in 1954 and they placed William Kenneback and his family in the lighthouse as caretakers. As the workload was large and the need for relief apparent, a second caretaker and his family were required. Again into the picture steps Elsie Jane. This time with her husband Robert and their three children, for the Borough of Highlands called back its own. As Assistant Caretaker, Bob Horan's duties included relieving the Caretaker and help with work. This took many forms, from painting, mowing the lawn, and opening the museum, to acting in part as a docent and guiding visitors into the south tower on week-ends. The salary for doing this did not take the form of money, but did include free quarters in the lighthouse. Allowing for the return of the family, it has to be put down in the account book as a "labor of love." Each caretaker still had to maintain a separate job. All activities on the hill took place after hours as payment for the rent. To quote E.J., "We really enjoyed the five years there. It was really beautiful to be able to have our children enjoy it as well."

That reaction was shared by another generation as well, for the Rockette sister's Grandmother loved the view so much that she wanted to spend her final days in the lighthouse. She was brought from Jersey City in an ambulance and had two days to enjoy the experience. Their Grandfather was a bit more fortunate, for he remained there for another year, until he too left "the hill."

(Continued on page 4)



Although E.J., husband and family left after the five years to pursue other activities, including relocating in Naples, Florida, the extended family of Murphy Rockette seems destined to have continued representation at Twin Lights. Bob Horan's sister, Bernice Reynen is currently a volunteer there one morning a week.

One only has to look at Virginia's and E.J.'s faces to know that their time and experience at the Navesink Light Station brought pleasure and pride to each of them, and to meet and talk with them brought a similar reaction to this writer.



E.J. Rockette Horan and Virginia Rockette Gowers in foreground. Rear: Family of Virginia Rockette Gowers, son Charles E. Gowers, Jr., his daughter Bess Marie, his wife, Candice C. Smith Gowers, and Virginia's husband Charles E. Gowers, Sr.

Photo by George Feirer

Acknowledgements

Virginia Lee Rockette Gowers, currently of Sherburne, New York, personal communications, both verbal and written.

Elsie Jane (E.J.) Rockette Horan, currently of Naples, Florida, personal communications, both verbal and written. Photo taken during exhibit opening.

Thomas A. Laverty, Principal Historic Preservation Specialist, Twin Lights Historic Site, personal communications, both verbal and written. Photo of Rockette family in lighthouse living room.



View of the Lighthouses and Telegraph on Navesink Hills.

Keepers at the Navesink Light Attendants Station (Twin Lights)

by George M. Feirer

In addition to the seventeen Head Keepers in charge of the lighthouse from 1828 until it was decommissioned, there were sixty-two Assistant Keepers of record. Some of these received promotions to Head Keepers, but most either left the service or were transferred to other stations. Names of the Head Keepers listed below that are identified with an asterick also served as assistants.

1828-????	Doty, Joshua
????-1841	Wilson, James L.
1841-1844	Lopez, Joseph
1844-1849	Thompson, Joseph P.
1849-1853	Hubbard, James D.
1853-1861	Mullen, Samuel
1861-1867	Sickles, Gordon B.
1867-1869	Conover, Joshua S.
1869-1872	Chadwick, Taber
1872-1879	Van Allen, Gorsham
1879-1888	Caulkins, Daniel P.
1888-1893	Caulkins, David H. (related in some way to Daniel P. Caulkins, possibly a son).
1893-1898	Thompson, Charles E.
1898-1906	Bishop, Robert A.
1906-1927	Anderson, Ole**
1928-1931	Lucas, George ***
1931-1952	Rockette, Murphy*

** Ole Anderson may have served as Head Keeper until 1931.

***George Lucas may have died while still 1st Assistant Keeper. (See article "Living Under the Lights" in this issue of *The Beam*).

This information was supplied by Thomas Laverty, Principal Historic Preservation Specialist, Twin Lights Historic Site.



Unfortunately, Annette Colt and Joan Walton had to leave us at this point to head for home (at least, that's what they said; probably afraid I would really get lost!) and Betty and I continued along the Seaway Trail and.....got lost. Several times. Oh well, we eventually found the right path and visited Sodus Breakwater and Old Sodus Point Lights. I was pleased to see that the Breakwater Light was free of graffiti inasmuch as it is so accessible. The museum at Old Sodus was well done and the people there were very nice also. They told us that the lighthouse was decommissioned because the breakwater that was installed to protect the harbor actually 'grew' a piece of land that now accommodates 6 streets and a cul-de-sac complete with some very nice homes. A light was put on the end of the breakwater and Old Sodus was extinguished for fear that ships would try to sail between the two lights. On we went from there to the Charlotte-Genesee Lighthouse. Well....you guessed it, lost again. Boy, you miss one lousy turn! We finally found the lighthouse around 6 p.m.. The light was fading but I took some shots around the area anyway. It actually looked very good in the fading light. Betty had figured we would drive through to Thirty Mile Point, but I get grumpy after a while so we stopped for the night.

The next morning started with a good breakfast and a resolve to reach Fort Niagara before nightfall. We found Braddock Point Lighthouse and could just smell the money. I'm glad they are preserving the place; I just wish it was more accessible and more true to the original. I mean, that lanternroom! Well, our next stop was Thirty Mile Point Lighthouse and if you can't find this one... I did, on the first try. The signs to the park are great along Rte 18, the "Trail", and the lighthouse is beautiful. The grounds and building are well kept and the self-guiding trail is well done. It's a shame that it is so seldom open. Exhibits are sparse and there is no lens but the view from the top is great.

We moved on to Fort Niagara Lighthouse and found it with no problem; We had been here before, but B.L., that is, Before Lighthousing. The sun was setting and cast a nice glow on the tower. We left there to take in the falls at night. Twenty years ago there was only one tower there; they must grow wild!

Friday morning! Where did the week go?? We went back to Fort Niagara Lighthouse because we knew it would be open. Unfortunately you can't climb the tower there and exhibits are sparse also. I also took pictures of the Niagara River Range Lights on the other side of the river.

From there we shuffled off to Buffalo and, right....lost! Fortunately I found a sympathetic ear at the Fire Boat station and got some general directions that put us in the "neighborhood". The only thing I'll say is, DON'T GET LOST! We eventually found the Coast Guard Station (how could you miss it!) and managed some good pictures of the Buffalo Main Lighthouse and the "Bottle Light" (ed: see George Feirer's articles in *Beam* 20, June 1995) which is now on shore at the station, and the "Crib

Light" off shore. I missed the skeleton tower of Horseshoe Reef and I stopped at the Marina and got permission to take pictures of the South Buffalo Light. We had decided that we wanted to go back to Charlotte-Genesee Lighthouse and 30 Mile Point Lighthouse on Saturday as they would be open, so we headed back in that direction before we stopped for the night.

Saturday morning found us at the Charlotte-Genesee Lighthouse before opening but in time to watch a wedding at the church where we were parked. This lighthouse is nicely done and the people are very terrific. We met the granddaughter of the last civilian lighthouse keeper. She related a tale to us about the family at dinner when the INSPECTOR came. He actually issued demerits for crumbs on the floor...during dinner! The lens and mechanism they have in the tower are actually from a lighthouse in Lorraine, Ohio. It was interesting to see the clockworks that made the lens revolve. We moved on from there to 30 Mile Point which was only open from 1 to 4 p.m. As I said, exhibits are sparse but the view is great.

Well, all good things must come to an end. We decided to head home right from 30 Mile Point and arrived about 10 p.m., very tired and with a great deal of dirty wash. Oh, and some pretty good pictures and great memories.



Buffalo Harbor and "Bottle" Light

Photo by Al Smith



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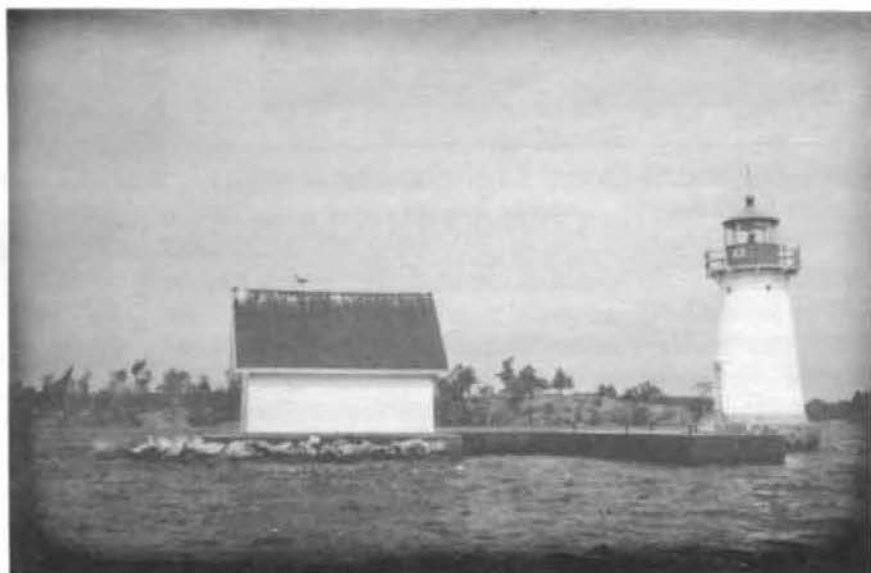
Buffalo Harbor and "Bottle" Light
Photo by Al Smith



LIGHTS OF ST. LAWRENCE RIVER AND EASTERN LAKE ONTARIO

above: Selkirk Lighthouse, (1838)
right: Crossover Island Lighthouse (1848)
bottom right: Sunken Rock Light (1847)
below: East Charity Light, Lake Ontario

Photos by Joan Walton





Long Island.....Reprise!

by Jim and Nancy Cope

We were delighted to see a cruise to the remote lighthouses of the North Fork of Long Island advertised in the Lighthouse Digest. Last Thanksgiving, we toured the land lights of Long Island (March, 1996 *Beam #20*), and hoped to see the offshore lights that we missed. Probably we were among the first to send in our registration and write the June 15th date on our calendars. However, we should have planned ahead on making motel reservations more than ten days ahead of time. Fortunately, the East End Seaport and Marine Foundation sent us a list of accommodations in the area along with our tickets. After the eighth phone call, we ended up staying in a charming Bed and Breakfast in nearby Cutchogue. Really think we lucked out staying at the old farmstead.



Orient Point Lighthouse
"The Coffeepot"

Photo by Jim and Nancy Cope

The lighthouse cruise was a fund raiser for the East End Seaport and Marine Foundation. The organization was overwhelmed with the response, and the cruise was filled more than a month in advance. It was announced that this was the first annual cruise. Monies raised are for the restoration of the Long Beach Bar and other area lighthouses.

June 15th turned out to be a bright sunny day with calm seas on the Block Island Sound, Gardiner's Bay, and Long Island

Sound. At the dock in Greenport, we met two other couples from the New Jersey Lighthouse Society—Al and Betty Smith, and Beverly and George Scott. Once on board, we reserved a "Society Table" on the main deck. We understand there were some other members from our lighthouse society on the top deck—sorry we missed meeting them (ed. – NJLHS members are everywhere!)

The "Cruise Boat" turned out to be one of the Cross Sound Ferry boats. The trip was delayed an hour as tables and chairs were loaded and set up in the vehicle area. Catering trucks delivered soft drinks and lunch, which were included in the trip fee. The boat captain got as close to the lights as he could. Yet, with a boat large enough to hold the 303 passengers, one really needs a very long lens for photos. The captain maneuvered the boat well, allowing ample time for photographs from all sides of the ferry; Harlan Hamilton, author of the book, **Lights and Legends**, was aboard and went to the bridge to give details about the lights viewed.

We were excited to get a good view of Orient Point Lighthouse this trip. The view from the boat was much closer than seen from the shore. Orient Point, known locally as the "Coffee Pot", is a dark brown and white cast iron caisson built in 1899. The lighthouse sits upon the rocks at Oyster Pond Reef. Orient Point Lighthouse is an active light. In 1970, the light was in need of repair and was to be demolished. Fortunately, the people and sailors of Long Island were quick to protest, and the light was saved and restored.



Plum Island Lighthouse

Photo by Jim and Nancy Cope

From the shore one can see both the Orient Point and Plum Island Lighthouses. Plum Island Lighthouse is a granite structure, typical of the late 1800 lights of Long Island Sound. The tower was built in 1870 on the island once known as the "Isle of Patmos". The name was changed when beach plums were found growing on the island. The lighthouse was deactivated in 1978, and replaced by a tower. Today, the island is owned by the United



States Department of Agriculture and used as an animal disease research center. They are making plans to restore the lighthouse. The fourth order Fresnel lens is on display at the East End Seaport's Maritime Museum in Greenport.



Little Gull Island Lighthouse

Photo by Jim and Nancy Cope

Next we proceeded to Little Gull Lighthouse, one of our favorites. The Lighthouse lies between Long Island Sound and Block Island Sound, seven miles northeast of Orient Point. The stately 81 foot granite conical tower was built in 1868 on Little Gull Island. This was one of the last of the masonry structures built on the East Coast. The modern brick buildings at the base of the tower replaced the original keeper's house. It is an active light.



Race Rock Lighthouse

Photo by Jim and Nancy Cope

We continued to Race Rock Lighthouse which is located at the entrance to Long Island Sound. The granite tower, attached

to the keeper's house, was built in 1878. The lantern stand 67 feet above high water. One of the engineers on this light was Francis Hopkinson Smith, who also built the foundations for the Statue of Liberty (ed. He also worked on Barnegat Light which provided the setting for his **Tides of Barnegat**). This active light was automated in 1979.

The next lighthouse is on North Dumpling Island in Fishers Island Sound. The red brick 31 foot tower was built in 1871. The active light is situated on top of the two story red brick keeper's house, which is now a private residence.

Continuing south across the Sound to the shore of the South Fork, we viewed Cedar Point Lighthouse. It was originally located on Cedar Island, named for its grove of cedar trees. Due to storms, Cedar Island is now a peninsula off the South Ford opposite Shelter Island. The granite lighthouse was built in 1868 and deactivated in 1934 when it was replaced by a steel skeletal tower. It is now part of Suffolk County's public park land. Unfortunately, vandals have taken their toll on this old structure.



Long Beach Bar Lighthouse

Photo by Jim and Nancy Cope

Finally, we stopped to see the "Bug Light" as everyone calls it. This seems to be a favorite of the locals. The actual name is Long Beach Bar Lighthouse, located in Gardiner's Bay. The original structure was destroyed by arsonists in 1963. The reconstructed lighthouse was the first project of the East End Seaport and Marine Foundation. Once the project was undertaken it took only 60 days until the relighting, making it one of the most unique lighthouse restoration projects in the world. The relighting of "Bug Light" with a solar powered light took place with a celebration in 1990. It now serves as an important Federal Aid to Navigation.



As we ended the wonderful day out on the water, we were happy to "log in" the seven lights we saw. We got back in the late afternoon. This gave us a chance to visit some of the shops, including Preston's, which is located within walking distance of the dock. After shopping, we had a seafood dinner overlooking the waterfront of Greenport. Although the strawberry festival was in full swing, we were ready to call it a day and returned to our B&B.

The next day we got going early, after a very nice breakfast and walk along the shore of the Great Peconic Bay. We couldn't be that close to Horton Point Lighthouse and not visit it. We were the first ones there. While waiting for the staff, another couple showed up—it was the Smith's! Soon the lighthouse volunteers arrived, raised the flags, and opened the museum and tower. They were quite interested in Jim Goudy's East Point Lighthouse tee shirt. Jim turned them over to Al Smith for more information on the New Jersey lighthouse while he stood by as the visual aid. We then continued our tour of the museum and lighthouse. What a nice view of the Connecticut shoreline from the lantern room. The personnel were very knowledgeable and eager to answer any questions. Regretfully, it was time to head back to New Jersey. Since Long Island is just a couple of hours away, we look forward to a return visit to some of our favorite lighthouses.

News from East Point Lighthouse

by Al Smith

The news is all good. Our Open House on August 3rd was a great success. In spite of early morning showers and a generally overcast day, over 500 people came out to see, and climb, the lighthouse and to enjoy the work of our exhibitors and partake of the wares of our vendors. From 1 p.m. to 4 p.m. the Snake Brothers, a local group, and Jim Alberston, a folk singer, kept the crowds entertained with a variety of musical styles and folk songs.

Among the exhibitors was an artist who showed people how she went about creating a masterpiece and others who helped children paint their own masterpieces. There was also kite flying demonstrations and, of course, kite sales. The beach walks were very good and included a talk on the Horseshoe Crab, our "living fossil".

A slide show about lighthouses was added to the exhibits available to those waiting to climb the stairs to the lantern room. That, of course, was the ultimate destination of many people. Unfortunately the overcast limited the view, but even when limited it is still quite nice.

The better news is that we have received a grant from the New Jersey Historic Trust matching our ISTEIA grant of \$184,000. Our restoration architects have been waiting for this as it will enable them to do things in a way that will actually save money and will allow us to do more. We hope work can begin very soon.

If you missed our Open House this year, mark your calendar NOW. Circle the first Saturday in August, 1997. Who knows what surprises there may be by then.

Heritage Festival at Sandy Hook

From Bill Gately, Ways and Means Committee

On Saturday and Sunday, September 7-8, the NJLHS will have a booth out on Sandy Hook for the annual Heritage Festival. The purpose of our exhibit is primarily outreach, that is, to let people know that we are a growing organization and to attract new members. The Ways and Means Committee sells society clothing such as T-shirts, sweat shirts, and hooded jackets. Also available are lighthouse books, posters and related items. The festival begins at noon and ends at 5:00 p.m. both days.

IPPA News - Absecon Lighthouse Restoration progress

A topographic survey of the lighthouse grounds has been completed. A primarily archaeological study has been conducted at the site of the Lighthouse Keeper's house by Michael Parrington of Helen Schenck Associates. The original foundation is still there and seems to be in good shape. The possibility of reconstructing the dwelling on its original foundation is very exciting.

The Lighthouse Committee met on June 6, and decided to hire the firm of Watson and Henry to execute the restoration of the tower.

Program Signals

by Yvonne Miller

Fall Meeting - September 28, 1996

The meeting will be at the Henry Hudson Regional High School, Highlands, N.J., behind Twin Lights Historical Park. The meeting starts at 11 a.m., with a break for lunch (bring your own). Directions, courtesy of Tom Laverty, are below. Hospitality will be served at 10:30 a.m. A slide presentation on Twin Lights



will be given by Tom and a tour of the museum and both light towers will be conducted by his staff, following the meeting. Since parking at Twin Lights is limited, it is suggested that you plan to leave your vehicles at the school and walk to the lighthouse through the sports fields after the meeting. Nominations of officers will be made at this meeting. Come prepared to take part in the Second Annual Lighthouse T-shirt and Sweatshirt contest, and, as always, share your lighthouse pictures, experiences, etc. The raffle for a Bed and Breakfast Weekend at Saugerties, N.Y., will take place at 12:00 noon.

Directions to September Meeting

A. From South Jersey: Get onto the Garden State Parkway North and proceed to Exit 105 (Eatontown). Take Highway 36 North for Eatontown, Monmouth Park (but beware, you will actually be going East). Stay on 36 as it goes through the towns of Long Branch (it turns left and actually heads North along the ocean), Monmouth Beach, and Sea Bright. When you see the signs for the entrance to Sandy Hook stay on Route 36 which bears left and crosses the Highlands Bridge. If you are on the correct bridge Navesink Twin Lights is on the hill overlooking the bridge. (If you are crossing the bridge and do not see a hill with a lot of condos and the lighthouse looming ahead, turn around, you're in the wrong place!) Go over the bridge and make the first right turn as you come off the bridge. Go down the hill, under the bridge and back up the hill on the other side. At the top of the hill by the bridge you will make a left turn onto Portland Road (if you went straight the road would take you to the entrance for Twin Lights, but we are not going there, yet. The meeting will be at the Henry Hudson High School. See **PART C** below for further directions.

B. From North Jersey: Get to the Garden State Parkway and proceed South to Exit 117 (Keyport/Hazlet). Take Highway 36 South (yes, you will really be going East) for about 12 miles into Highlands. Make the last right turn before crossing the bridge, which is Portland Road. Go straight up Portland Road (you will see the Twin Lights signs indicating a right turn. We are going to the Henry Hudson High School for the meeting - so go straight). See **Part C** below for further directions.

C. Portland Road winds up the hillside eventually making a sharp right turn at the top (If you go straight at the top of Portland you will go into the County Park entrance known as Rocky Point). After turning right, proceed to the next intersection. The school parking lot is in front of you. The school is to the right and condominiums on the left. Park in the school lot and enter the building at the doors off that parking lot. Once inside, you will walk down a long hallway to the end, passing the gym, and make a left turn. The cafeteria is right around the corner to the left.

Winter Meeting - December 7, 1996

The meeting will be held at Tip Seaman Park, in Tucker-ton, NJ, right behind the Baymen's Museum on Route 9. There will be a presentation on the Tuckerton Seaport. This is the general election meeting. Directions and additional information will appear in the next issue of *The Beam*.

June meeting recap

The June meeting at Harve de Grace was well received. We had the shortest meeting in the history of the society! There were 98 members who participated in some or all of the activities planned for the day. There were some glitches beyond our control, but for the most part the day's activities went well. We had five boat trips to Flashing Battery Island, tours of the Harve de Grace Point Lighthouse and keeper's house, and the luncheon. Harve de Grace was nice enough to throw in a Classic Boat Festival and Craft Fair of which many of our members took advantage. I also had reports of member's trips to Turkey Point on Friday and Sunday of that weekend. Plans for a similar outing are in the future. Member's input and comments are always welcome.

Hudson River Boat Trip

The boat trip is planned for October 18, 1996, leaving Kingston, N.Y. at 10 a.m. Further information will be sent to members before the September meeting.

Photo Contest Winners & A Correction

In the June *Beam*, we incorrectly identified Rosemary Dixon's 3rd prize winner in the close-up category as Nobska Lighthouse. Her photo of the Portland (Maine) Breakwater Light, and was titled, "Lace on Bug Light". Rosemary took the photo of the ornate top of the light specifically for our member artist, Ruth Bales. Ruth hand paints and screen-prints the tops of lighthouses on clothing and other items.

The Portland Breakwater Light (Bug Light) was rebuilt in 1875. It is of a very unusual design, reminiscence of a Greek monument. The light is on the National Registry of Historic Places. Automated in 1935, it became obsolete and was extinguished in 1942. Funds became available for restoration in 1990. Structural repairs and a fresh coat of paint have returned it to a picturesque condition.



Portland Breakwater - "Bug Light"

Photo by Rosemary Dixon



Photo Contest Winners

General Category

L to R: 3rd Place winner, Lilian Fulde

1st Place winner, Roland Fulde

2nd Place winner, Patricia Salazar

Photo by Joan Walton



New member joins NJLHS!

Editor Kim and proofreader Sharon added another NJLHS member to the rolls on July 31, 1996 at 2:56 in the afternoon (Trying to get most out of a family membership!) Sean Colin weighed in at 9lbs, 10oz, and 21 1/2" long. His brothers Mike, Kevin and Eamonn combined to choose his name and have showered him with love and continuous affection.

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Membership dues are \$15.00 single and \$20.00 family. Memberships are for the calendar year. Back issues are available free for members joining mid-year.

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