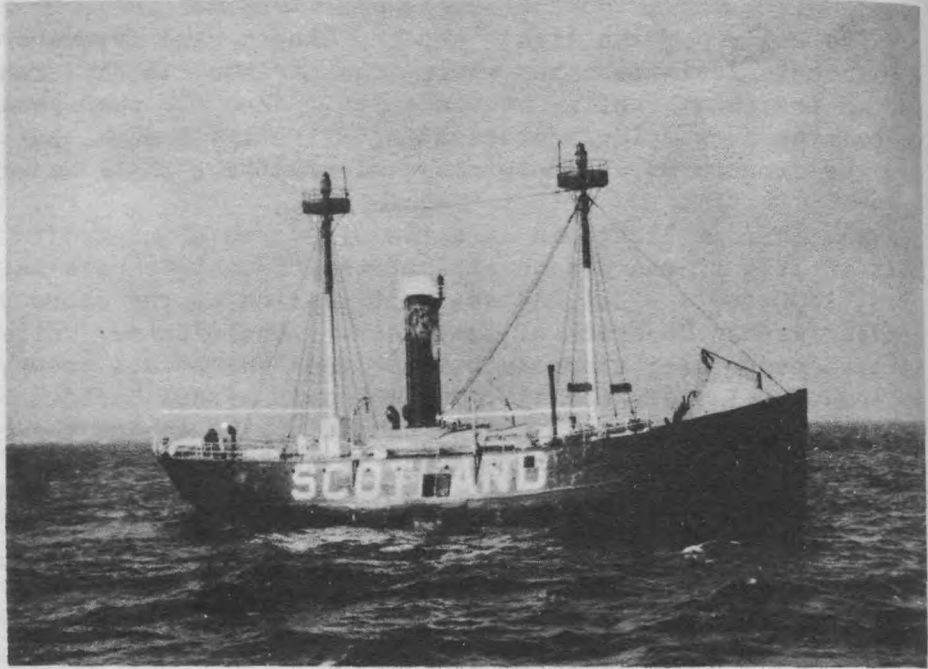


STORIES of New Jersey

three miles off Sandy Hook. This ship was placed in 1868 to mark the wreck of the steamer Scotland. The encumbrance has long since been removed; but the Scotland Lightship has been kept in service as an additional safeguard.

Placed in 1930, Barnegat Lightship is the most recent of the New Jersey Lightships, having taken over the functions of the abandoned Barnegat Lighthouse.



Scotland Light, Sandy Hook
Courtesy of Bureau of Lighthouses, Washington

Five Fathom Bank Lightship, 16 miles southeast of Cape May Point, was established in 1839. In a hurricane that raged for two days, August 23 and 24, 1893, the lightship stationed at this point foundered. Four of the crew were lost.

Unless relieved, a lightship is not allowed to leave her station on any pretext. The more serious the weather conditions, the more important it is that her light and fog signals be kept in operation. There are many accounts of terrific hardships suffered by the crews of these lonely guardians during ferocious storms or dense fogs.

Lightships in exposed positions at the mercy of gales and cross-currents, are provided with every means to insure their safety and keep them on their station. Mushroom anchors weighing up to 7000 pounds with iron or steel chains, in some cases as long as 900 feet, hold them at their post.

Modern lightships have propelling engines and are radio equipped, so that by a judicious use of power they can relieve the strain on the mooring during a hard storm or communicate with shore stations and ships at sea in case of emergency.

Great advance has been made in the design and equipment of lightships since the first small boats were towed out and anchored at harbor entrances or dangerous points. These early lightships displayed a light at the mast, but were left at their stations without a crew. Someone was delegated to go out